Receipt 33340

REPRODUCTION SERVICE ORDER

(Read INSTRUCTIONS on reverse before completing form.)

1. DATE PREPARED: 2/19/76
2. DATE REQUIRED: Regular
3. ORDER NO.: NNMM76-57

4. ORDER PREPARED BY/EXTENSION: Tim Mulligan x33340
6. APPROVING OFFICER/SYMBOL: W.H. Cunliffe NNMM

9. LAB USE
JOB NO. 481
DATE RECEIVED
DATE COMPLETED

7. [X] CALL FOR PICKUP [ ] DELIVER TO

8. RECEIVED BY (Signature and date)

5. ORDERED FOR (Complete address if "Accounts Receivable")

JoAnne Rogers
Fuller & Dees Marketing Group, Inc.
Montgomery, AL 36109

[ ] 5a. CO-ORD. ORDER

SECTION I - TYPE OF ORDER

A. NO FEE
- [ ] 1. INTERNAL NARS
- [ ] 2. MICROFILM PUBLICATION
- [ ] 3. PRESERVATION
- [ ] 4. OTHER GOVERNMENT AGENCY
- [ ] 5. OTHER (Specify)

B. FOR A FEE
7.
- [ ] GOVERNMENT ORDER
- [ ] PREPAID
- [X] DEPOSIT ACCOUNT
- [ ] ACCOUNTS RECEIVABLE

8. P.O. NO., ACCOUNT NO., OR PREPAID NO.: 00576
- [ ] CERTIFICATION
- [ ] SPECIAL MAILING
- [ ] RUSH (Add 40% to order)

9. AMOUNT: $ 5,000.00

6. UNIT TO BE BILLED
LAB USE AMOUNT: $

10. BILLING AUTH.
11. DATE SHIPPED
LAB USE AMOUNT: $

SECTION II - IDENTIFICATION OF MATERIAL (Special Instructions)

See attached sheet for Special Instructions.

SECTION III - TYPE OF REPRODUCTION SERVICE REQUESTED

[ ] BLACK & WHITE [ ] COLOR	SIZE DESIRED	NO. OF UNITS ORIGINALS	COPIES EACH	TOTAL COPIES
[ ] 1. NEGATIVES [ ] 4x5 [ ] 8x10				
[ ] 2. PRINTS [ ] Aerial [ ] Glossy [ ] Matte [ ] Sepia	SIZE			
[ ] 3. SLIDES [ ] 2x2 Slide Original [ ] Opaque Original [ ] Negative Original				
[ ] 4. PHOTOSTAT SIZE [ ] Same [ ] Other (Specify) [ ] 17x23			NEG. / POS.	
[ ] 5. ELECTROSTAT [ ] From Paper [ ] From Pos. M'film				
[ ] 6. ELECTROSTATS FR NEG M'FILM [ ] 16mm [ ] 35mm	11 INCH ROLL			TOTAL FEET OF FILM

[ ] BLACK & WHITE [ ] COLOR	SIZE DESIRED	NO. OF UNITS ORIGINALS	COPIES EACH	TOTAL COPIES
[ ] 7. DIAZO PRINTS NO. PAGES ORIG'LS	TOTAL FEET OF PAGES			TOTAL FEET
8. MICROFILM [X] 35mm [ ] 16mm	LAB USE: Camera Count (est. 100,000)	POS. (FT)	NEG. (FR)	
[ ] 9. DRY MOUNT NO. OF 8x10 UNITS				
[ ] 10. TECHNICAL SERVICES	ESTIMATED HOURS	CODE	ACTUAL HOURS	

LAB USE ONLY

DATE	OP	OP. TIME	INSP	INSP. TIME	COST
TOTAL					

GENERAL SERVICES ADMINISTRATION — 1. NATA FILE COPY — GSA FORM 6703 (REV. 5-74)

ROLL

89

AF HQ-44
3 Dec 1947

[redacted]

AFCSI
Wrtn 14 Sept 49 24-185

(Unclassified) Aerial Phenomena - SPECIAL INQUIRY

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br.

Office of Special Investigations, IG

Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

4 Incls
OSI inves rpts re
JONATHAN E. CALDWELL,
GRAY GOOSE CORP, ROTOR-
PLANE Co.
1. Dtd 22 Aug 49, w/Incl
(Incl w/d)
2. Dtd 23 Aug 49, w/2 Incls
3. Dtd 25 Aug 49, w/13 Incls
4. Dtd 31 Aug 49, w/7 Incls

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC. INV.
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT
MANAGEMENT DIV. OSI

Mr Gould instructed to send copy of Inc. 2 to AMC. GRL 15/9/49

Complied with 19 SEP 1949

24-185-221 x6

USAF - IG
OFFICE OF
SPECIAL INVESTIGATIONS

SYMBOL	1. AFCSI	2.	3.	4.	5.
E AND ME OF NATING ERS					

UNCLASSIFIED

[redacted]

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 31 August 1949
	REPORT MADE BY CLAUDIUS E. BELK jds	
TITLE [redacted] [redacted]ORPORATION [redacted]OMPANY	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 23 August - 31 August 1949	
	OFFICE OF ORIGIN DO #4, Bolling Air Force Base	
	STATUS PENDING	

CHARACTER

Special Inquiry (Unconventional Aircraft Models)

REFERENCE

Pending rpt. S/A C. E. BELK, DO #4, dtd 25 August 49, file #24-93

SYNOPSIS

Photostatic copies of material received from Mr. [redacted] Baltimore, Maryland, include Patent Office Brief 2108839 and Stock Certificates. Photostatic copies of newspaper articles 20 August 1949 indicate latest newspaper coverage in this area. Numerous letters have been received by this office from civilians desiring to aid this investigation. Newspaper article the Washington "Times-Herald" 25 August 1949, indicates that [redacted] is still working on aeronautical designs at Las Vegas, Nevada.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible] USAF
BY [illegible] 13 DEC 1949
DATE

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
Hqs OSI 2 DO#4, 2 DO #5 4 (for forwarding to C.G., Air Materiel Command ATTN: MCIAXS	CG, Air Materiel Command ATTN: MCIAXS - - - - - - - - - - - - Director of Special Investigations Headquarters, USAF Washington 25, D. C.	24-185-221 [illegible] SEP 1 2 03 PM '49 15 SEP 1949
	APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL UNCLASSIFIED

9-10

DETAILS:

Material obtained from Mr. [redacted] original complainant in this case (also DO #4 Number 33-144) has been photostated and copies of material pertinent to this investigation are attached hereto as inclosures.

[redacted] Baltimore, Maryland, was interviewed 24 August 1949 and indicated that the story had lost most of its newspaper interest. Photostatic copies latest newspaper stories as published in the EVENING SUN are attached hereto as inclosures.

Numerous letters from civilians offering aid and information have been received by this District Office. These letters were answered as a matter of courtesy and placed in District Office #4 Case File since none of the information was pertinent to this investigation.

INCLOSURES

FOR HEADQUARTERS, CSI

1. Stock Certificate [redacted] Incorporated. One hundred shares issued to [redacted]. (in dup)
2. Stock Certificate [redacted] Incorporated. Fifty shares issued to Mr. [redacted] (in dup)
3. U. S. Patent Office Brief [redacted] (in dup)
4. Photostat of articles appearing in [redacted] Baltimore, Maryland, 20 August 1949. (in dup)
5. Publicity material [redacted] Inc. (in dup)
6. Statement d[redacted] and article appearing in the [redacted] Baltimore, Maryland, 23 August 1949. (in dup)
7. Photograph of rotor plane showing [redacted] on extreme left and Mechanic [redacted] in cockpit.

- PENDING -

[redacted]

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT BALTIMORE, MARYLAND

1. Will interview persons in the vicinity of Edmonston Village, Baltimore, Maryland, in an attempt to locate [redacted] and/or his son, and obtain information concerning the fabrication of the rotor-plane.

2. Will forward photostatic copies of information made available by [redacted]

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT GLEN BURNIE, MARYLAND

Will continue liaison, Maryland State Police, and retain custody of models.

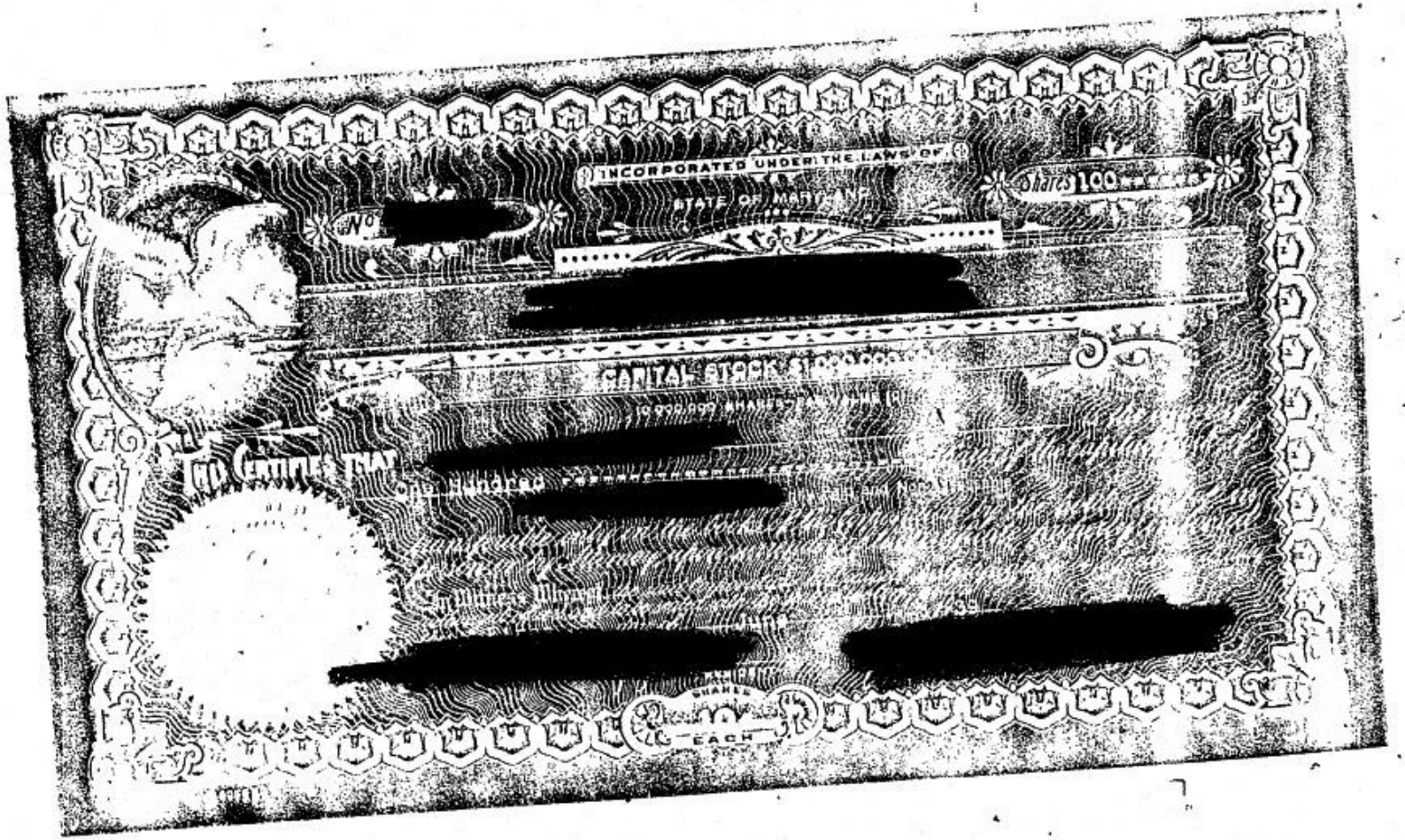
DISTRICT OFFICE NO. 4, BOLLING AFB

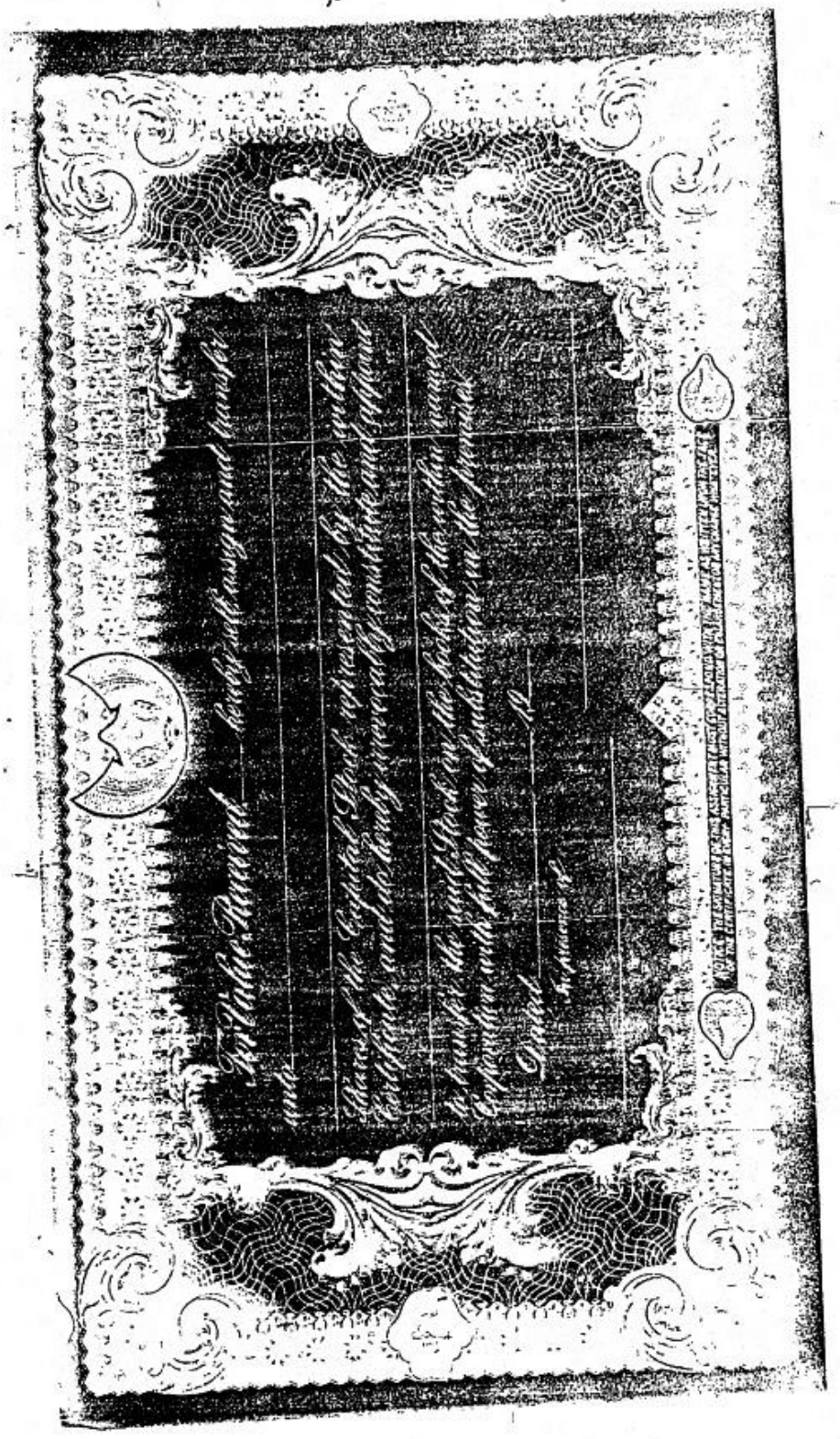
AT WASHINGTON, D. C.

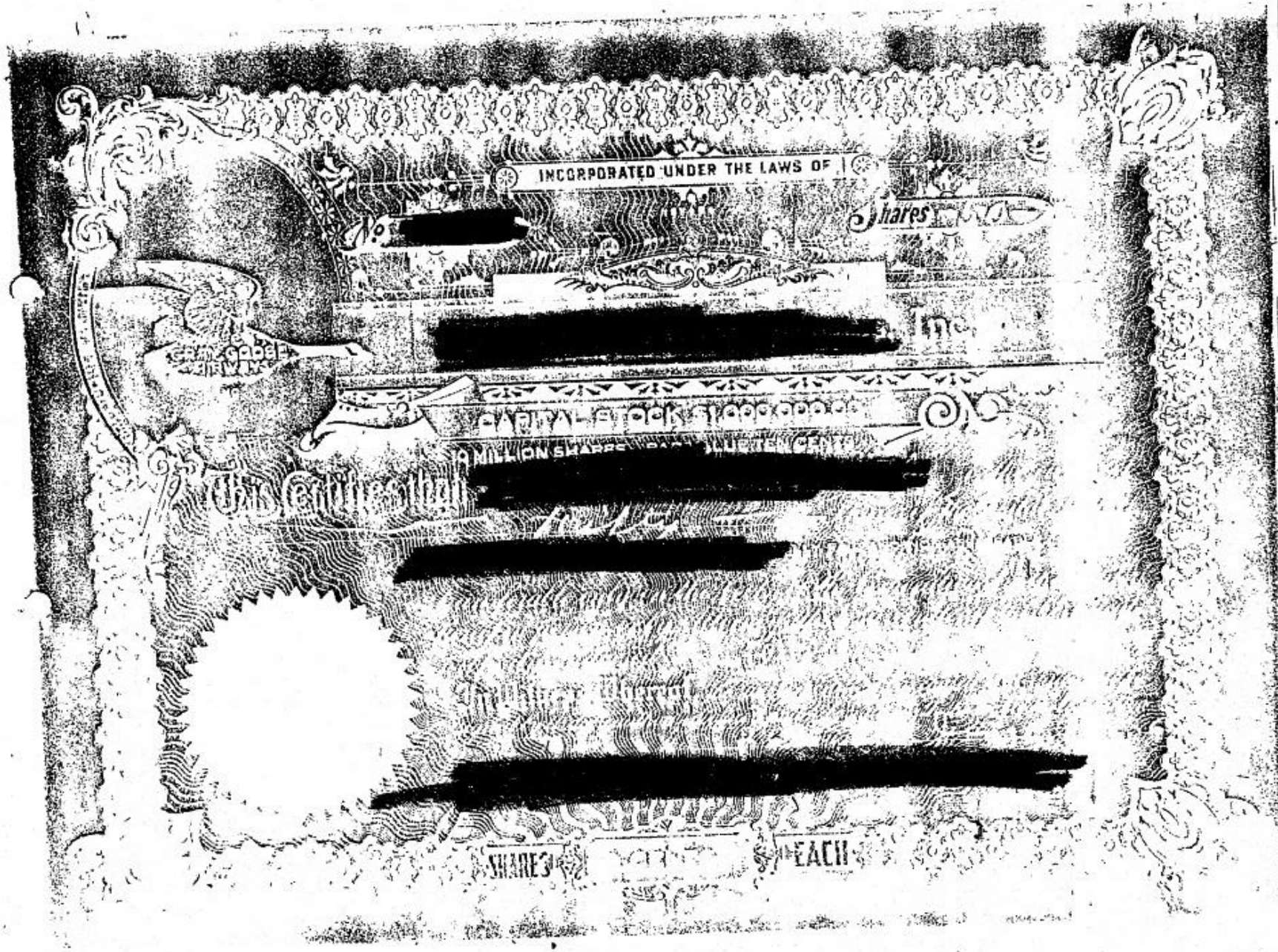
1. Will conduct national agency checks on [redacted]

2. Obtain photographs of information on file in the office of the Civil Aeronautics Authority.

[redacted]


INCORPORATED UNDER THE LAWS OF
STATE OF MARYLAND
Shares 100
No. [redacted]
[redacted]
CAPITAL STOCK
THIS CERTIFIES THAT
[redacted]
[redacted]
[redacted]
EACH




INCORPORATED UNDER THE LAWS OF
No.
Shares
A MILLION SHARES
SHARES
EACH

CERTIFICATE

FOR

SHARES

OF THE

Capital Stock

The

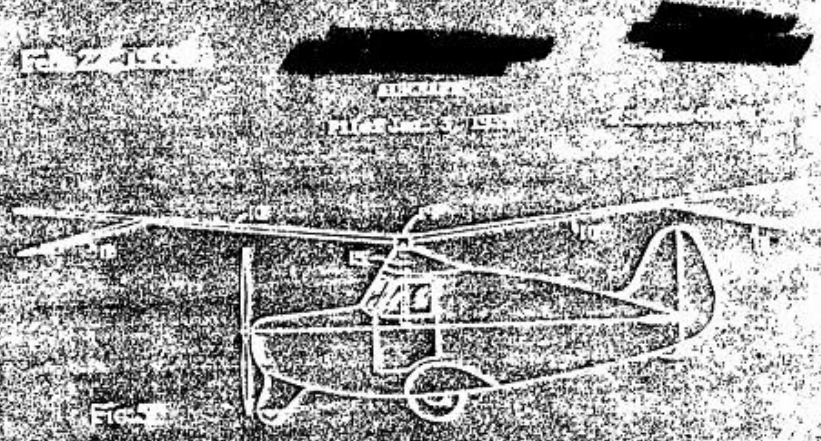
Gray Goose Airways

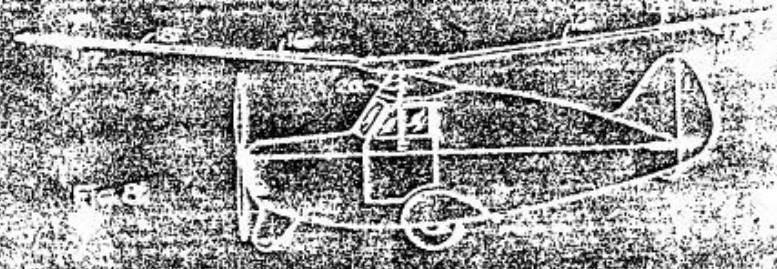
Inc.

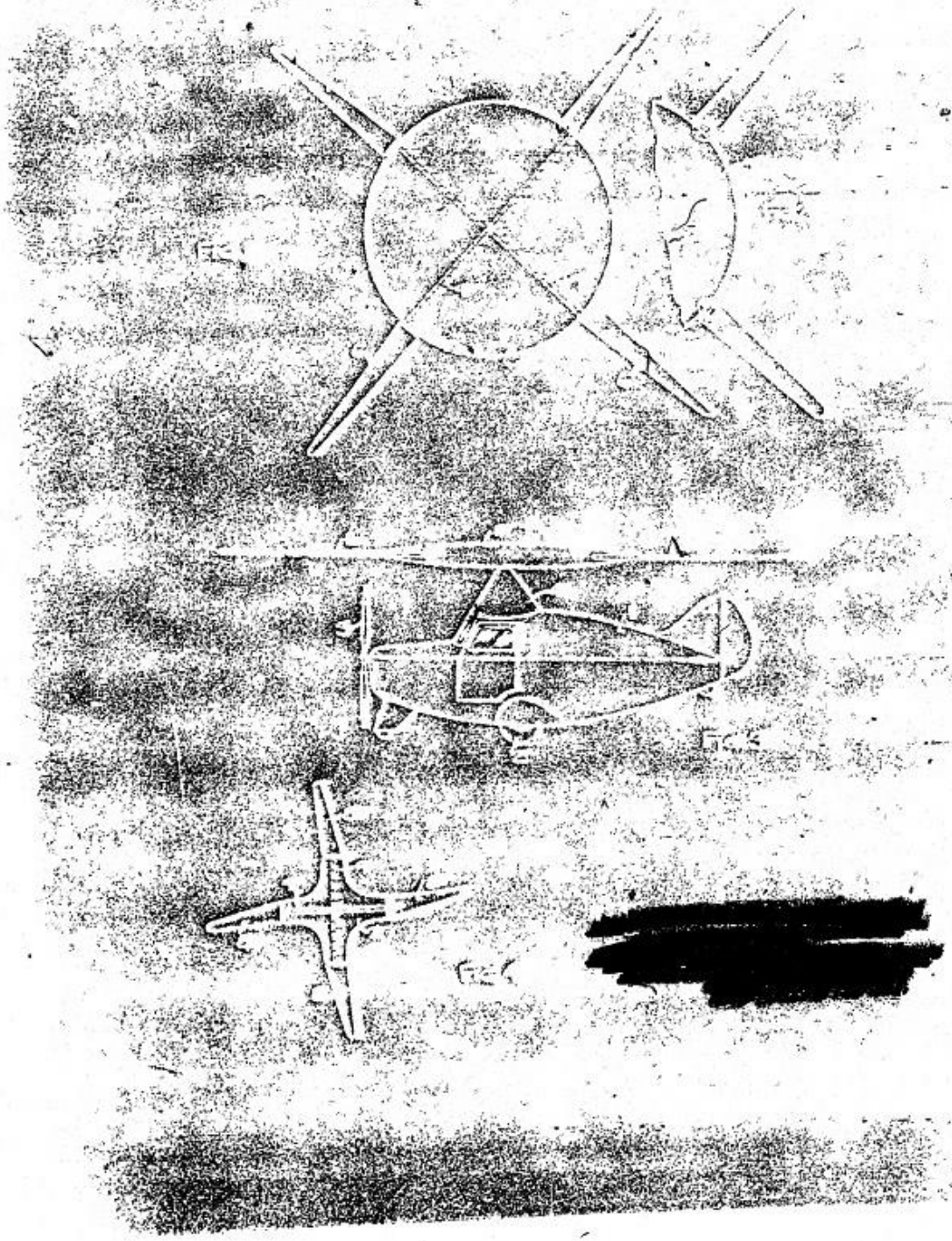
ISSUED TO

DATED

UNITED STATES PATENT OFFICE







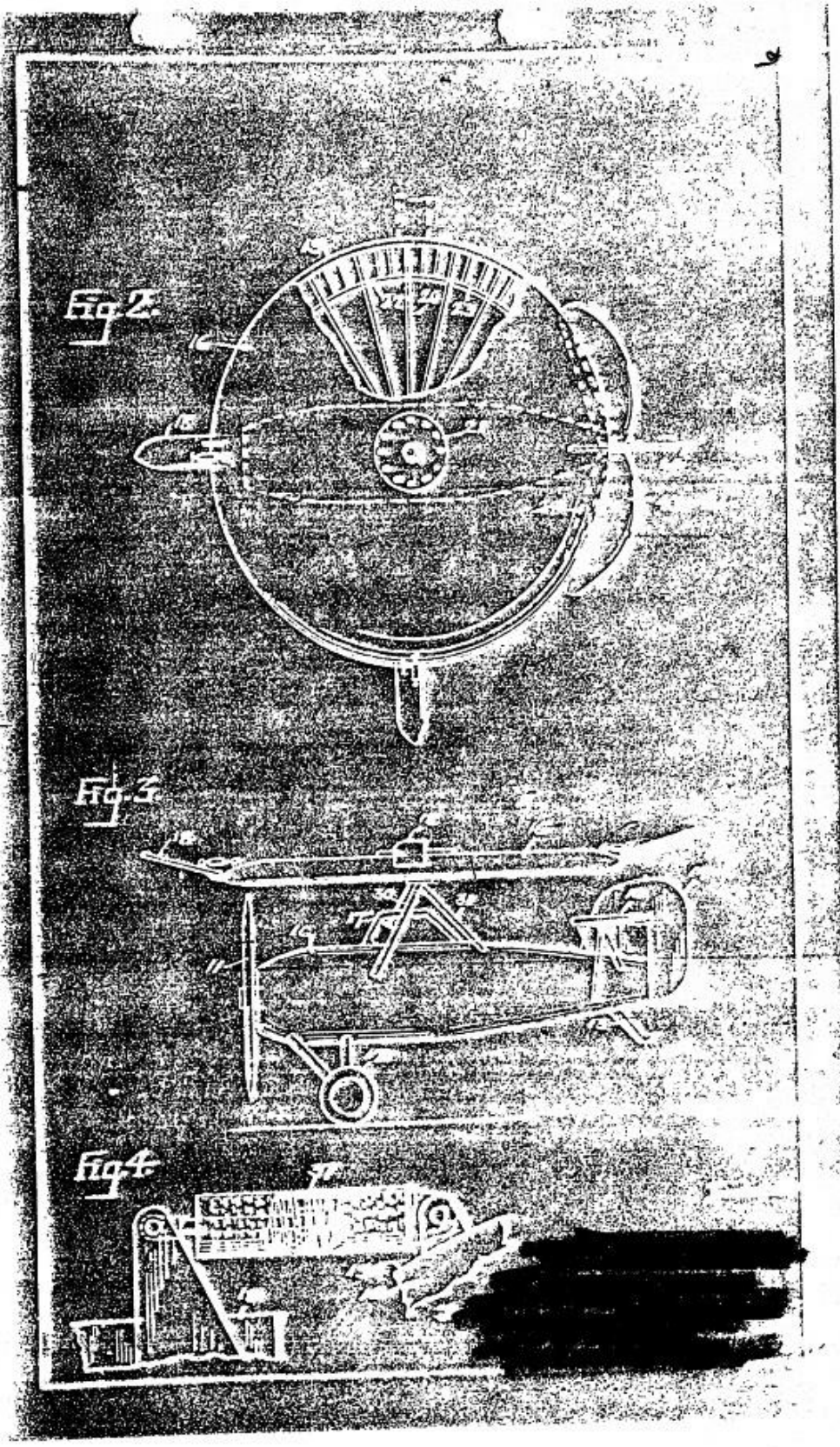
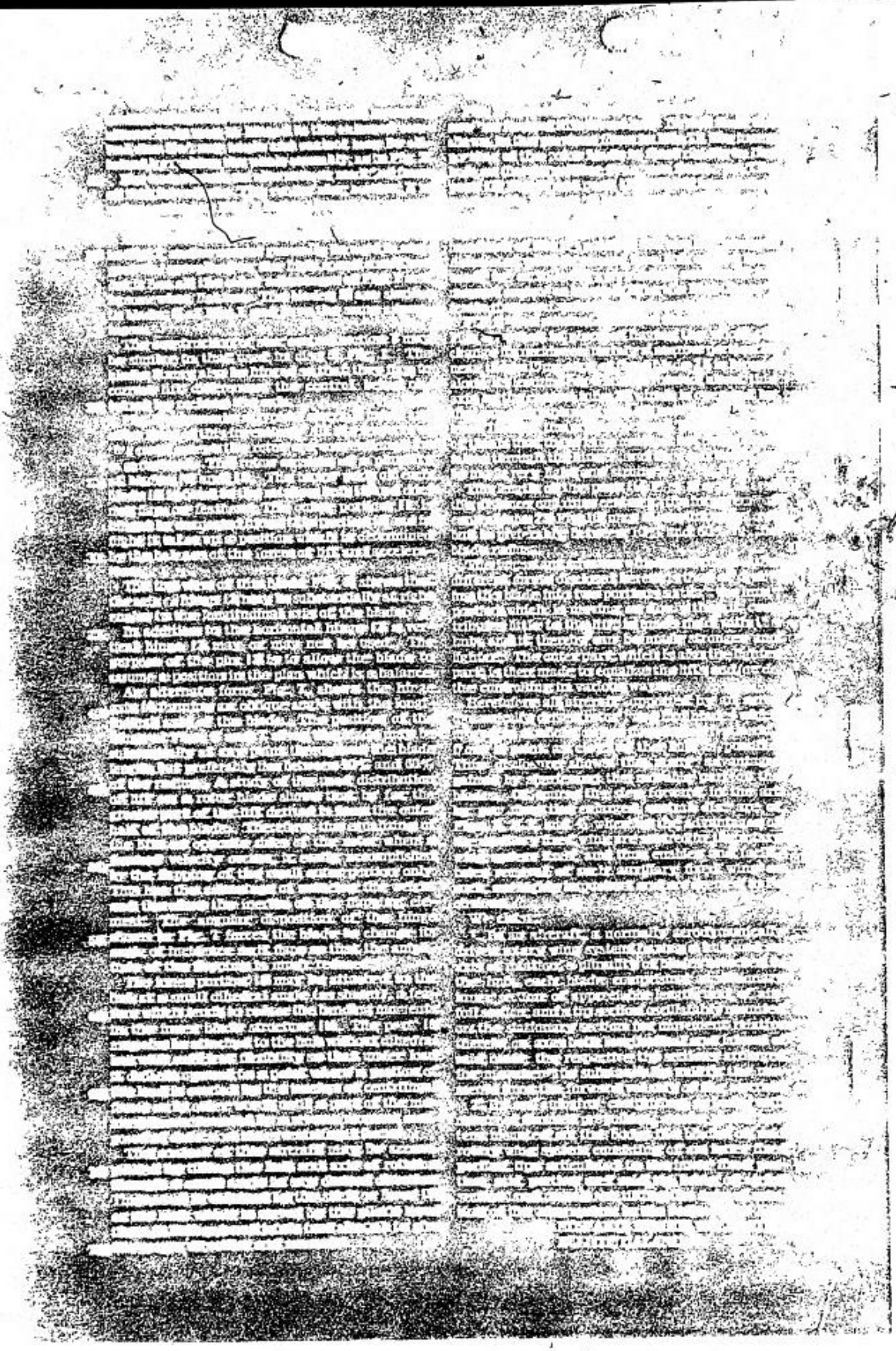


Fig 2.
Fig 3.
Fig 4.



Air Force Reverses Its Position On Glen Burnie Flying Saucers

Says 2 Experimental Craft Have Absolutely No Connection With "Reported Phenomenon"

(Washington Bureau of The Sun)

Washington, [illegible] The story of the flying saucers appeared to right to [illegible] despite the [illegible] like aircraft models [illegible] Glen Burnie [illegible]

The Air Force [illegible] dicted a statement made by one of its apparently [illegible] officers yesterday that the Glen Burnie discoveries were [illegible] types of the [illegible]

Officials [illegible] Commander Tacitly accepting [illegible] Air Force [illegible] to judge, [illegible] even seen [illegible] mean of the [illegible] issued this [illegible]

"The Air Force states that the two [illegible] aircraft found near Baltimore, Md., yesterday have absolutely no connection with the reported [illegible] of flying saucers."

Pressed [illegible] details, the spokesman [illegible] the concern of the direc[illegible] at Air Force he [illegible] authorized him to say [illegible] concerning the Glen Burnie [illegible]

"Neither [illegible] nor its experts [illegible] of flight would [illegible] related to the reports of flying saucers."

Air Force Officer

The spokesman said that the single [illegible] official comment been discussed [illegible] Air Force public [illegible] and then

Inventor 'Had Something,' Aviation Engineer Says

New Orleans, Aug. 20 (AP)—An engineer who worked with Jozef Galdwell on their saucer-type planes said tonight that lack of funds prevented development of the aircraft.

Owen Evans said he had handled aerodynamic problems for Caldwell in Washington from 1936 to 1938. One machine was a disk type, the other had revolving cylinders for wings.

One model, with two rotating cylinders and a 125-horsepower engine was given wind-tunnel tests by Dr. Louis Crook, of Catholic University, and made [illegible] heights of about 4 feet, Evans said. The second model was a failure, although a test pilot was struck at it and refused to [illegible]

He [illegible] Army [illegible] his project for [illegible] power, Evans said. He definitely intended it for [illegible] military development.

"He was always [illegible] for his companies and at one time I understand he was only $500 short of successful development.

"He [illegible] had something."

[illegible] prototype of the flying saucer.

This [illegible]

In [illegible] country [illegible] these [illegible] them up.

[illegible] Americans and the [illegible]

He [illegible] Glen Burnie discoveries did not appear [illegible] but a result of [illegible]

Yesterday [illegible] to [illegible] origin [illegible] of the Glen Burnie [illegible] thwarted by his [illegible] any [illegible] consistent [illegible]

The [illegible] that Air Force [illegible] twice [illegible] flying [illegible] ports [illegible] years since they [illegible] years and that their intelligence staff

(Continued on Page [illegible], Column [illegible])

Disc Blow Up In Cloud Of Doubt — Strawberry Flavor

The "flying disc" discovery of [illegible] Hans at Marley [illegible] doubt with a strawberry flavor.

[illegible]

Disc Still Mystery Says Original Observer

[illegible]

VANISHING FAMILY

While the disclosure that the models had nothing to with "flying disc" cooled Air Force interest, the question remains what became of the inventor Caldwell [illegible]

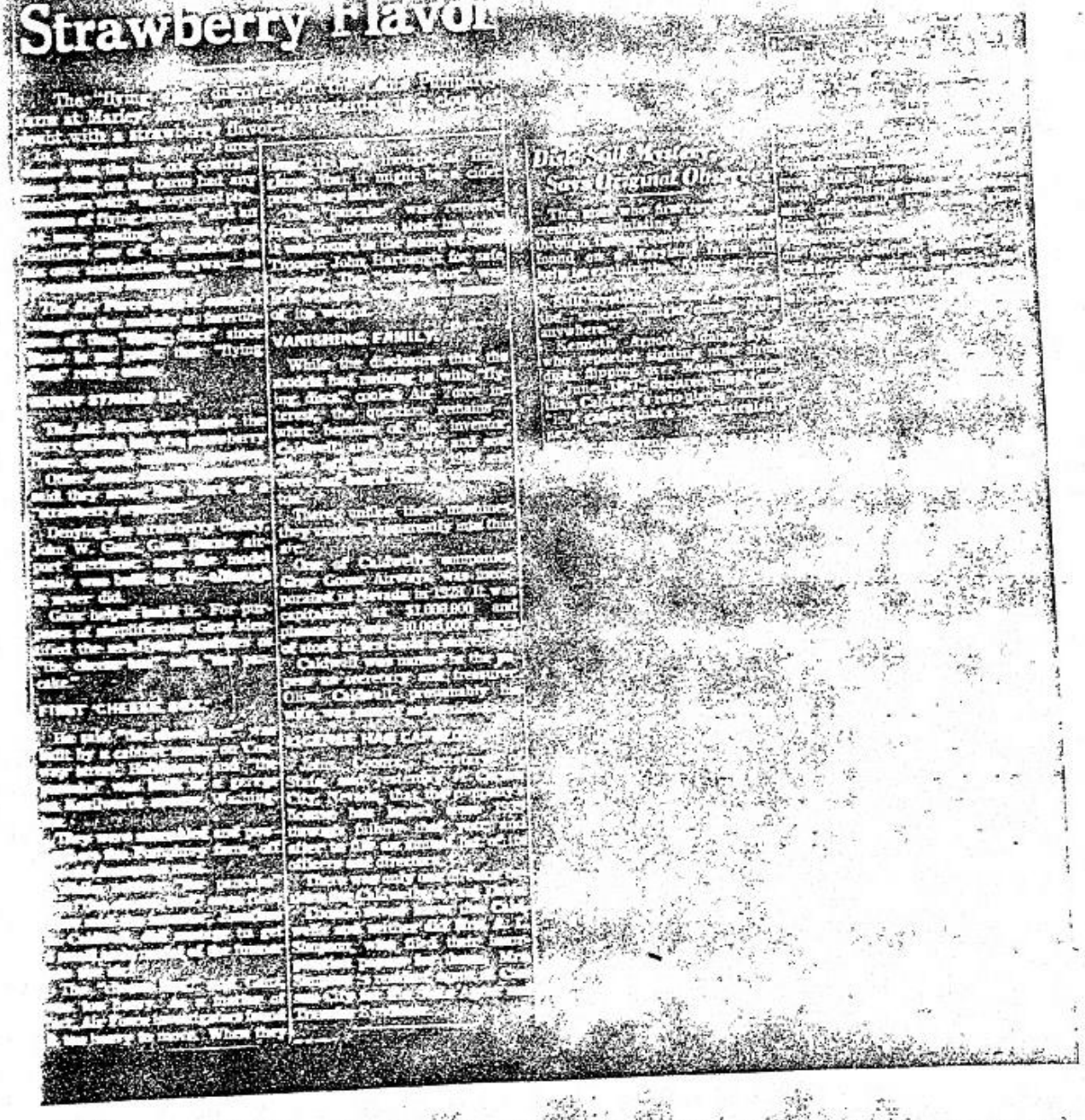
[illegible]

FIRST CHEESE [illegible]

[illegible]

[illegible]

[illegible]



FLYING DISK MODEL FLOWN SUCCESSFULLY

Air Force Reveals Test And Search For Inventor's Son

A [illegible] model of one of the [illegible] saucer- prototypes [illegible] week on a Glen Burnie [illegible] down successfully by [illegible] Air Force official disclosed [illegible] night.

[illegible]-horsepower model of [illegible] W. Caldwell's rotor-[illegible] described by officials as an [illegible] of the [illegible] saucer [illegible] Glen Burnie farm in [illegible] Cape Girardeau [illegible] Baltimore office of Spe[illegible] of the Air Force [illegible] Belt revealed that his [illegible] investigating this [illegible] to locate Caldwell's [illegible] of obtaining [illegible] information about the [illegible] Big Dough [illegible] that Caldwell [illegible] is alive, [illegible] possible, the [illegible] in a Glen [illegible] said that the [illegible] Curtain con[illegible] he said, is trying [illegible] the engineering idea [illegible]

Caldwell [illegible] State police [illegible]

Captain [illegible] with authorities of the Air Force [illegible] [illegible]

[illegible]

[illegible] the inventor whose [illegible] approximately nine years [illegible]

Caldwell had worked on the early [illegible] of flying [illegible] the Army Air [illegible] county farm during 1943 and 1944.

The remnants of his work, which [illegible] for several [illegible] in the tobacco-drying shed [illegible] south [illegible] of Glen Burnie, were discovered early this week during an investigation by Federal agents.

Disappeared for 1945

Caldwell, his wife [illegible] son disappeared from the farm in the winter of 1945, leaving behind [illegible] personal effects and [illegible] of valuable farm [illegible] [illegible] heated from a [illegible]

[illegible] consisted of a circular [illegible] about 12 feet in diameter [illegible] plywood construction. The [illegible] Plywood construction. The [illegible] immediately [illegible] there is room for a [illegible] in the center.

Metal strips fitted around the [illegible] and bottom of the [illegible] equipped with small [illegible] to roller [illegible]

A pair of [illegible] [illegible] with Caldwell on the project [illegible] [illegible] [illegible] [illegible] which was to fix the [illegible]

Also discovered in the [illegible]

[redacted]

6

[redacted]

Dear Friend:

The enclosed shows the interest of the public in the future [illegible] aircraft.

Do you [illegible] the invention [illegible] railroads possible [illegible] hundred years ago [illegible] unshared [illegible] new era of wealth and prosperity. Do you [illegible] of the automobile thirty-five years ago rendered a similar service to mankind? Do you know that half of the cost of railroading is [illegible] in the United States alone one thousand million dollars annually [illegible] travelled by the auto?

Do you realize that a very large portion of the world has neither [illegible] roads nor highways as yet? Now the roads are all built for the [illegible] Water provides the highway. She furnishes gravity, which will [illegible] to travel the airways when man flies like a bird.

The introduction of such a system of transportation will render all other forms obsolete, because transportation is the life blood of commerce, and [illegible] petitive industry and commerce are compelled to use the cheapest transportation in order to survive.

Now the cheaper the transportation the greater dividends [illegible] is why great fortunes were made by the early investors in rails and auto [illegible] Recently a famous writer made the statement that the first capable man acting on a THOROUGH REALIZATION of the flying machines' future would build [illegible] such a fortune as would make the Hills, Harringtons and Vanderbilts look like small financial crumbs.

We predict that our airplane will [illegible] industry than any previous form of transportation. [illegible] fortunes must be built upon new ideas, new inventions and new conditions.

We maintain that our invention [illegible] disclosed some structural weakness that has been [illegible] there are no formulas for a radically new invention [illegible] We have stepped up our power as our weight increased. [illegible] cooled airplane engine of merit.

As soon as our structure proves [illegible] make news reels of a short flight. When that [illegible] will be in demand at not less than fifty or a hundred dollars a share. [illegible] time you may buy for yourself, your family or friends [illegible]

[illegible]

[redacted]

[redacted]

Washington, D. C.

Dear Friend:

This time I am enclosing the drawings [illegible] machine, which we expect to take to the air, the latter [illegible] tember, and bring about a new day in flying, a new [illegible]

I could not release these drawings in our former letter on account of the patent situation, but now the patents on improvements are [illegible] carry on, so far as the United States is concerned. The foreign patents [illegible] attended to later.

This design meets with the enthusiastic approval of the [illegible] have seen it up to the present time, and some of these rate highly [illegible] Part of the former rotors are now cut away and the remaining parts [illegible] into one of the most efficient lifting airfoils known. (See further [illegible] description in the folder enclosed).

Our stock sells now in Washington at ONE DOLLAR per share [illegible] advanced to that price on the 10th of July. We feel that it may be [illegible] at Five Dollars per share.

To our old Stockholders who have had persistent faith [illegible] was long, we are making a special limited offer at the old 10 cent rate [illegible] 10 cent rate you may increase your [redacted] holdings any number of shares [illegible] 100% of your present holdings.

This offer will be open to you until August 21st. One thing [illegible] the fortunes of the future will be built upon new inventions and new [illegible]

Sincerely, yours for A WORLD OF WINGS

[redacted]

SPECIAL LIMITED OFFER

[redacted]

Washington, D. C.

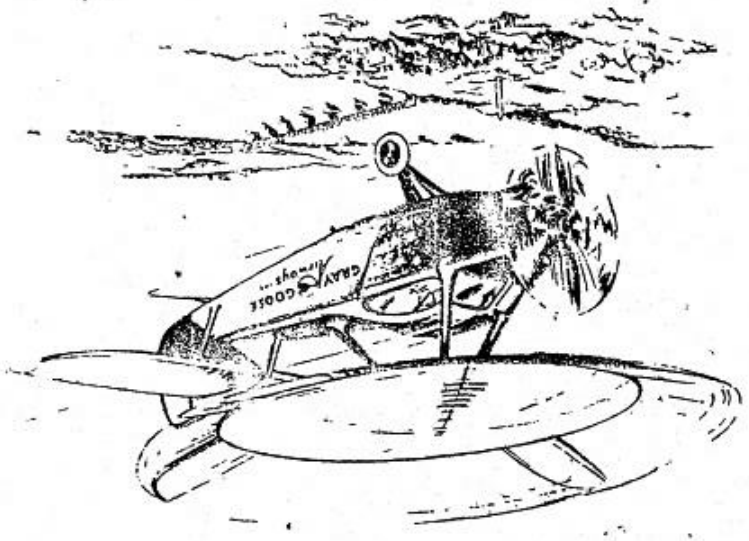
I herewith tender $ _____ in full payment for _____ shares [illegible] at 10 cents, as per special limited offer.

Name _____

Street _____

City _____

State _____



Washington, D.C.

Enclosed find $_____ in payment for _____ shares

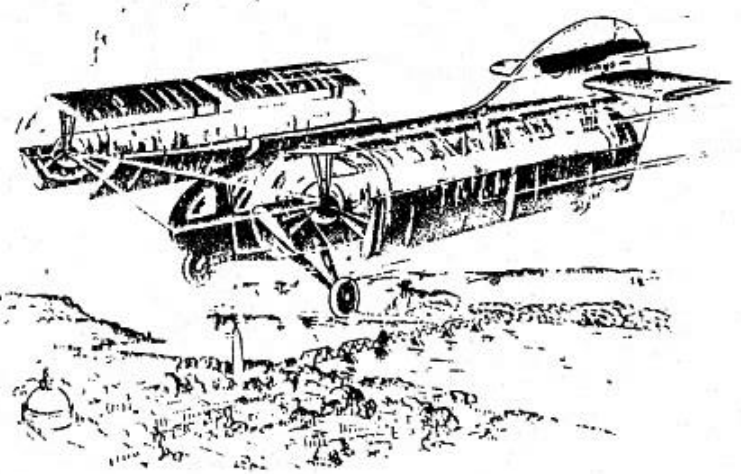
of Gray Goose Airways, Inc., fully paid and non-assessable,

at One Dollar per share.

Name _____

Address _____

Price subject to advance without notice



Washington, D.C.

Enclosed find $_____ in payment for _____ shares

of Gray Goose Airways, Inc., fully paid and non-assessable,

at One Dollar per share.

Name _____

Address _____ Price subject to advance without notice

NEW IDEAS ARE THE GREATEST SOURCE OF NEW WEALTH.

"The greatest power in the mind of man is the INVENTIVE FACULTY. Inventive genius produces such wealth as makes all other wealth of gold or diamonds seem trivial. Any one of fifty inventors has produced more actual wealth than all the gold mines ever worked on earth."

The above statement is quoted from an article by the great Winsor McKay in the New York American, April 17-32.

Held the cost of railroading is the roadbed. We spend over one thousand millions annually on our highways. A late report from the Department of Commerce states that out of over two thousand commercial airports in the United States, only five are satisfactory for our latest planes.

The introduction of a new method of transportation that would eliminate the tremendous overhead costs of railroad, highway and flying field would indeed be a greater wealth producing invention than any previous inventions.

The cheaper transportation becomes the more wealth it creates. Ford Motors proved that.

The value of an invention is determined by its demand, the [illegible] number of people who use it and the greatest number of times used. Transportation is used by everyone in every country in the world practically every day in the year.

Transportation is the lifeblood of commerce and is the [illegible] determining factor in war.

All competitive industry and commerce are compelled to use the cheapest form of transportation in order to survive [illegible] flying becomes the cheapest method, economic necessity will compel the masses to fly whether they [illegible]

Glen Burnie [illegible]

The [illegible] helicopter is the product of many years research and experiment, to introduce to the world a cheap, safe and convenient general utility airplane, capable of taking off and landing in the back yard or the flat roof of a building.

A laboratory model was first constructed and equipped with an electric motor. It lifts 52 lbs. vertically to the horse power. Using this as a basis for a formula, a Ford V8 motor should lift two tons.

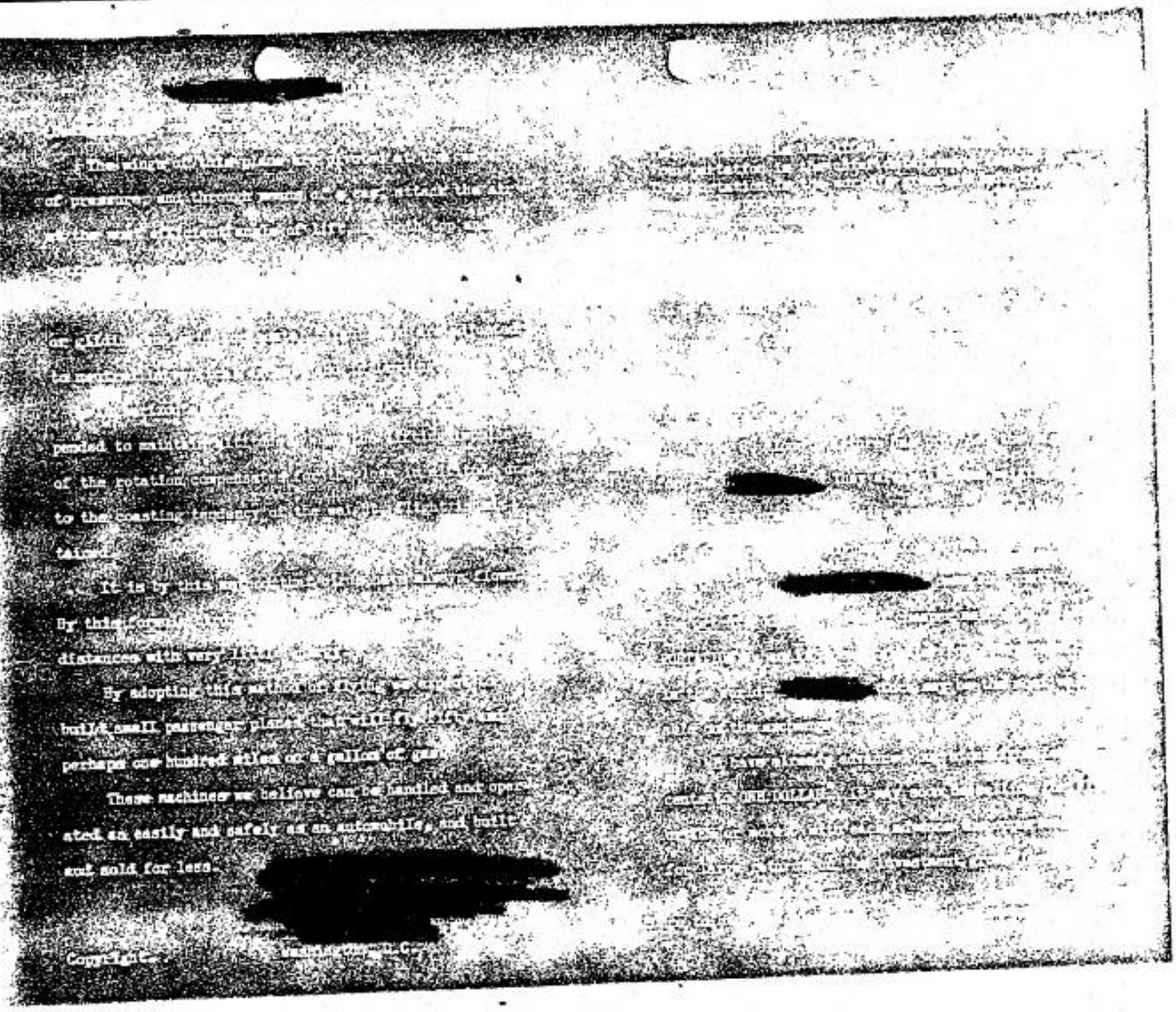
Its great simplicity of structure and design, mechanical movements and controls, [illegible] it entirely apart from either German or French machines already flying. Mass production should make it much cheaper to build than an automobile.

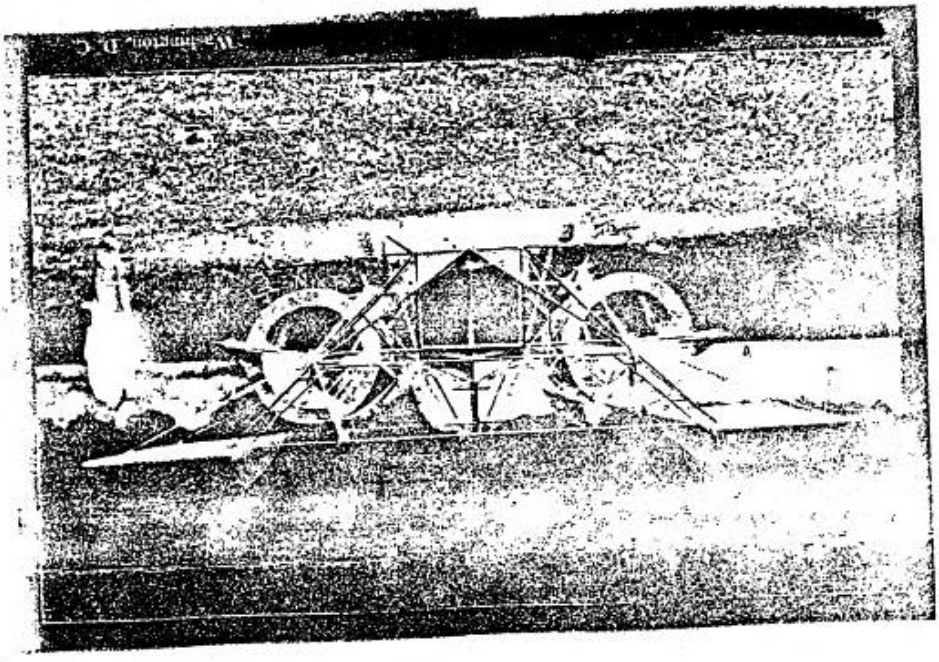
Two sets of rotors revolve in opposite directions around the body of the ship. They are power driven in ascent and are dynamically driven in descent. Natural forces alone will drive the rotors fast enough to lower the ship slower than a parachute. When natural forces can be relied upon for safe landing power flying then will become the safest of all forms of transportation.

Directional control is attained by changing the angle of the blades of one set of rotors with respect to the other set. Forward and reverse motion is accomplished with a [illegible] mechanism. Slippage taken place toward the lower side. By this method the advancing blades are riding down grade and the retreating blades are gaining altitude. Birds have a [illegible] of flight. It is nature's [illegible] method.

The bottom of the helicopter is water [illegible] to take off and land on both land and water. [illegible] be as easy and safe to operate as an automobile [illegible] accustomed to driving [illegible]

[illegible]





[redacted]

A WORD OF WARNING

The [redacted] a new invention designed to combine the best features of airplane and autogiro and to eliminate the objectionable features of both.

The operation of the ROTOR PLANE is so simple that the average man who can drive a car should learn to fly this ship in a few hours.

Wind-tunnel tests indicate an exceedingly high lifting capacity and a safety factor so high in landing, that it becomes safe in the hands of novices. It cannot take spin or nose dive.

Under mass production conditions, we are confident that a four passenger ship can be sold for less than one thousand dollars at a reasonable profit.

Transportation is the life-blood of commerce, and all competitive industry and commerce are obliged to patronize the cheapest form of transportation in order to survive.

Half the cost of railroading is the roadbed. We spend one thousand millions annually on our highways just in the United States alone. The airways are already built and waiting for our new method of transportation.

[redacted]

[redacted]

[redacted]

A WORD OF WARNING

[redacted] to combine the best features of airplane and automobile and to eliminate the objectionable features of both.

The operation of the [redacted] is so simple that the average man who can drive a car should learn to fly this ship in a few hours.

[redacted] ing capacity and a safety factor so high that it becomes safe in the hands of anyone. It cannot take spins or somersaults.

Under mass production conditions we are confident that a four passenger ship can be sold for less than one thousand dollars at a reasonable profit.

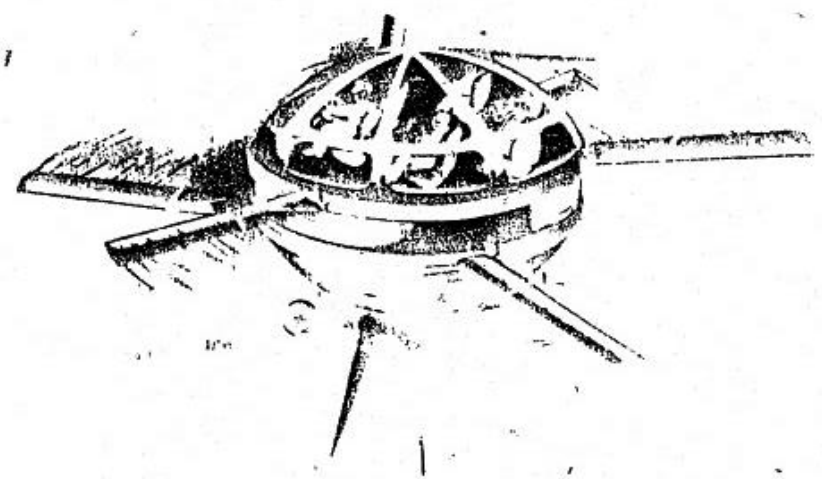
Transportation is the life blood of commerce and all competitive industry and commerce are obliged to patronize the cheapest form of transportation in order to survive.

Half the cost of railroading is the roadbed. We spend one thousand millions annually on our highways just in the United States alone. The airways are already built and waiting for our new method of transportation.

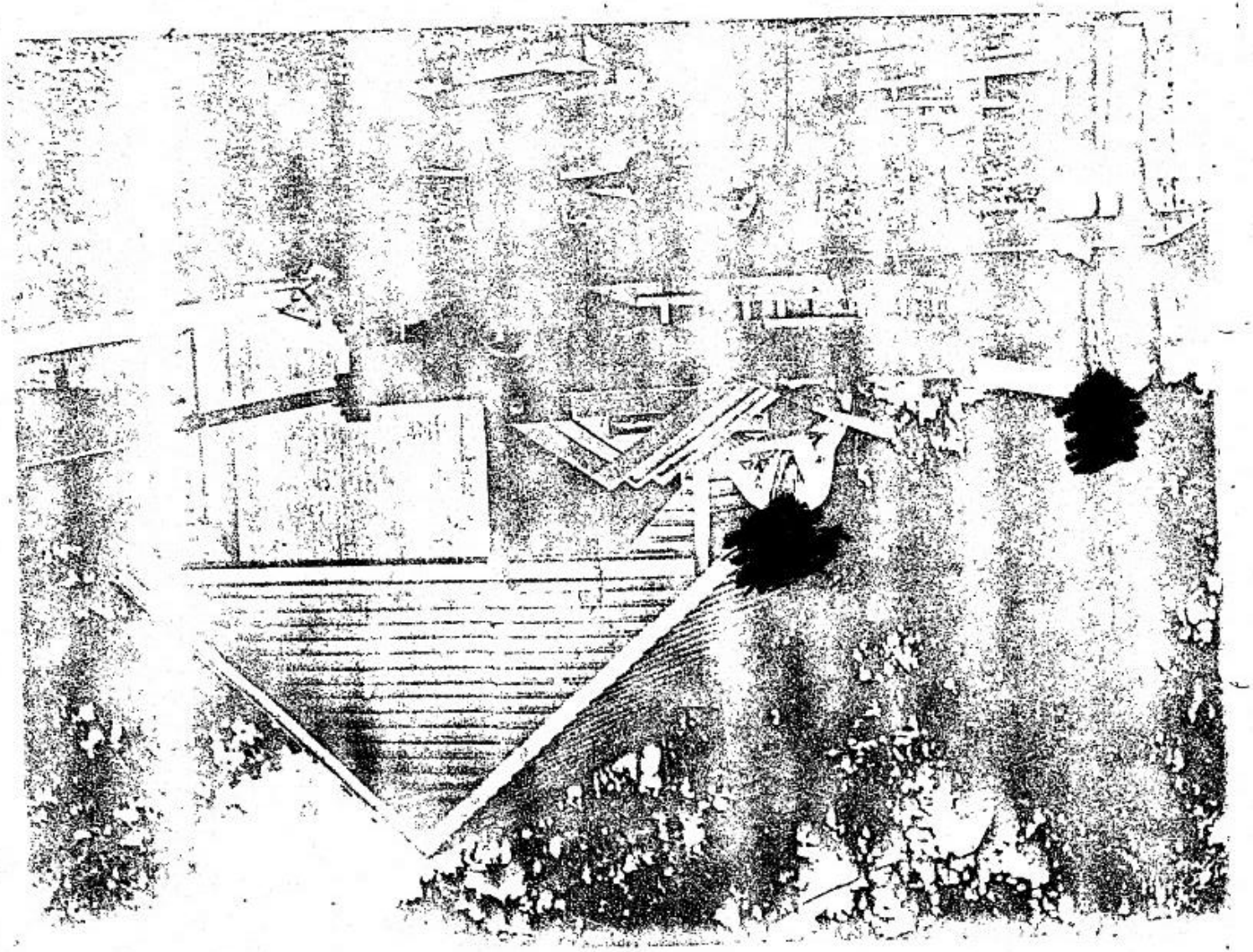
[redacted]

[redacted]

[redacted]



The Planet Plane



CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 33-144

DATE 19 August 1949

REPORT MADE BY LEONARD F. REDDISH - slo

REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE

PERIOD 14 June - 19 August 1949

OFFICE OF ORIGIN DO #4

STATUS CLOSED

TITLE

UNKNOWN SUBJECT
[redacted]
Baltimore 18, Maryland

CHARACTER COMMUNIST MATTERS

REFERENCE Ltr., Hqs. OSI, file #33-0, dtd 19 May 49; pending rpt. S/A L. F. REDDISH, 4th Dist., OSI, file #33-144, dtd 15 June 49

SYNOPSIS

All efforts to make the trip from Baltimore to Salisbury, Maryland, with Mr. [redacted] have failed. Mr. [redacted] has failed to keep several appointments with agents of the Baltimore Detachment, and has failed to come to the door on several occasions when it was certain that he was home. In view of this lack of cooperation on the part of [redacted] this case is being closed, by direction of the Acting District Commander, 4th OSI District.

Investigation into matters related to this case is being conducted under File #24-93, [redacted]

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible] DIRECTOR OF SPEC [illegible]
BY [illegible], Capt, USAF
[illegible] 3 DEC 1975
DATE
CLOSED

DISTRIBUTION

Hqs. OSI (action)	4
DO#4,	2

ACTION COPY FORWARDED TO

Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

APPROVED

KIRBY M. GILLETTE
LT. COLONEL, USAF
DISTRICT COMMANDER

FILE STAMP

24-185-22

SEP 15

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL

9-1073, AF

DETAILS

On several occasions, Special Agent A. von MAUCHER, Baltimore Detachment, has attempted to contact [redacted] without success. Mr. [redacted] has failed to keep several appointments with Special Agent von MAUCHER and Special Agent D'HOOGE, and has failed to come to the door on several occasions when it was certain that he was home.

A complete investigation, File #24-93, [redacted] is being conducted by this district Office relative to leads developed from this case.

- CLOSED -

[redacted]

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 25 August 1949
	REPORT MADE BY CLAUDIUS E. BELK - slc	
TITLE [redacted]	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 22, 23 August 1949	
	OFFICE OF ORIGIN DO #4	
	STATUS PENDING	

CHARACTER
Special Inquiry (Unconventional Aircraft Models)

REFERENCE
Pending rpt. S/A C. E. BELK, DO #4, dtd 22 August 49, file #24-93

SYNOPSIS

Mr. [redacted], original informant, obtained and turned over to the Agents of 4th District, OSI, all information in his possession at Salisbury, Maryland. A check of the files of Civil Aeronautics Authority revealed the issuance of three experimental licenses to [redacted] Inc. A check of the files of the Attorney General, State of Maryland, revealed the existence of a considerable file against the [redacted], Inc. and [redacted] Company, and the issuance of restrainer letters. Mr. [redacted] and Professor [redacted] pilot and aero-dynamic adviser, respectively, were interviewed concerning [redacted] activities. Present whereabouts of [redacted] have been determined, but no action will be taken until requested by AMC.

CLASSIFICATION CANCELLED [illegible]
BY AUTH. [illegible] USAF
BY Historian
PENDING 3 DEC 1975
DATE

94-185-22 x 3

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
Eqs. OSI 2 DO#4, 2 DO #3 4 (for forwarding to C.G., Air Materiel Command ATTN: MCIAXS 9	CG, Air Materiel Command ATTN: MCIAXS Director of Special Investigations Headquarters USAF Washington 25, D. C.	[illegible] UNITED STATES AIR FORCE AUG [illegible] 10 46 AM '49 File 15 SEP 1949
	APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL

UNCLASSIFIED

9-1072, AF

DETAILS

On 20 August 1949, Mr. [redacted] (aka [redacted]) contacted Special Agent von MAUCHER and offered to make the trip to Salisbury, Maryland, on 22 August 1949, and make available all information in his possession concerning [redacted] Airways. Mr. [redacted] was the original informant in this case, but he refused to cooperate with agents of the Baltimore Detachment, 4th CSI District, until newspaper publicity was given the story.

On 22 August 1949, Mr. [redacted] was accompanied to Salisbury, Maryland, by Special Agent MARCEL D'HOOGE. Mr. [redacted] turned over about twenty-five (25) items of data, including newspaper accounts, stock certificates, photographs, personal correspondence between [redacted] and himself, and promotion brochures. Photostatic copies of items of data pertinent to this investigation will be forwarded at a later date.

Mr. [redacted] stated in substance that he felt quite certain that Mr. [redacted] had no intention of defrauding any of the individuals concerned in the [redacted] Corporation, and expressed the thought that Mr. [redacted] actually "had something" in his ideas and just bad luck and lack of funds had caused the failure of his project. Mr. [redacted] expressed complete confidence in [redacted] ability and expressed the hope that some day [redacted] would perfect one of his experimental-type airplanes and be able to pay off all of his contracted debts.

Information developed previously in this investigation indicated that fabrication of the rotor-plane took place in a carpenter shop somewhere on Barre Street, Baltimore, Maryland. On 22 August 1949, Special Agent OTTO D. SUNSTAD interviewed Mr. [redacted] Street. Mr. [redacted] recalled that a carpenter by the name of [redacted] had resided at [redacted] Street. Mr. [redacted] stated that DONLIN had an office in the basement of his home and a work-shop in the garage at the rear of the building. Mr. [redacted] believes that [redacted] is dead, and further stated that [redacted] moved from [redacted] about ten years ago to a location at [redacted] and [redacted] Baltimore, Maryland. [redacted] had a son who assisted him in his work, and it is believed that the son now resides in Edmonston Village, Baltimore, Maryland.

On 22 August 1949, Sgt. HENRY N. COCKREL and Pvt. ANTHONY BUTNER, Baltimore Police Department, Southern District, were interviewed by Special Agent SUNSTAD in reference to a carpenter shop located on [redacted] Street. Both officers stated that they had been working in the area a number of years and had never heard of a carpenter shop in that area.

[redacted]

On 22 August 1940, Mr. [redacted] East Baltimore Street, Baltimore, Maryland, was interviewed by Special Agent SUNDSTAD in his office, and stated that he purchased fifty (50) shares of stock in the [redacted] Airways, Inc. on 6 March 1936 from Mr. [redacted] for the sum of $5.00. Mr. [redacted] stated that he purchased the stock directly from [redacted] and that [redacted] impressed him as having a genuine interest in his invention. In his opinion [redacted] was definitely not a "con" man.

On 22 August, Special Agent EDWARD J. LEONARD interviewed Mr. EDWARD J. SOUD, Chief of the Aircraft Records Branch, Civil Aeronautics Authority, Washington, D. C. Mr. [redacted] made available to this agent three files of the CAA dealing with the [redacted] Airways, Inc. A check of the first file revealed that on 13 January 1936 the [redacted] Airways, Inc., [redacted] Ave., [redacted] Washington, D. C., filed claim for license for a glider-type aircraft, powered by a Harley Davidson motorcycle engine; no propeller was utilized on this glider. The idea was to use the engine merely as a motivating device on the ground. CAA granted License No. [redacted] to [redacted] President, [redacted] Airways, Inc. for experimental purposes on this model. The file further revealed that Mr. [redacted] Spring Valley, New York, purchased 150 shares of stock, at 10¢ per share, on 29 December 1932. The device was housed in a barn on [redacted] property at Orangeburg, New York. Pathe News took pictures of the flight in 1933. Mr. [redacted] stated in a letter to the CAA that he believed [redacted] was residing in Pearl River, New York, in 1934-1935.

CAA License No. [redacted] was granted to the [redacted], Inc., [redacted] Columbine Street, P.O. Box [redacted] Denver, Colorado, for the construction of a single-place monoplane, powered by water cooled, 60 hhp, Ford, Model A engine. This plane was built in 1930. Mr. [redacted] former auditor for the Denver-Rio Grande Railroad, was listed as president of [redacted] Inc., [redacted] Secretary, and [redacted] Vice-President.

License No. [redacted] was issued to [redacted] Airways, Inc., [redacted], Washington, D. C., for the manufacture of a disk rotor-plane, powered by a Model 9-AD, Specification No. [redacted] 40 horsepower engine, manufactured by the Societe de Monteurs, Syste: Canton-Unne, Billancourt, France. Propeller blades for the aircraft were fixed-wood type AAL-25, manufactured by the Aero-Marine Klemm Company. A letter in this file indicated that a [redacted] Street, Philadelphia, Pennsylvania, had purchased 428 shares of stock in the airplane at 10¢ per share. This file also contained a letter dated 3 September 1947 from Mr. [redacted], Patent Engineer, [redacted] Helicopter Company, requesting information from the CAA as to who now had control and had invented the disk rotor-helicopter.

[redacted]

Mr. [redacted], Chief of Airplane Equipment Branch, Civil Aeronautics Authority, suggested that this office contact a Professor [redacted], Catholic University, Washington, D. C., who is an aero-dynamic engineer and is very interested in peculiar type aircraft. He also suggested that this office contact a Mr. [redacted], Hanger No. 5, Washington National Airport, CAA Maintenance Group. Mr. [redacted] believes that Mr. [redacted], a mechanical engineer, worked with [redacted] during the experimental stages of the No. 99Y.

On 22 August 1949, the files of the Office of the Attorney General, State of Maryland, Baltimore, Maryland, were examined by Special Agent [redacted]. The following is a list of items contained in this file:

Stenographic Record in the Matter: [redacted], Inc. and [redacted], Inc., before the Attorney General of Maryland, Thursday, February 8, 1940 (this stenographic record contains 120 pages of testimony);

A number of promotion brochures;

Statement of Assets and Liabilities of the [redacted] Company;

Complete lists of all stockholders in [redacted] Inc.;

Copies of Enjoiner Order dated 13 May 1940;

A number of personal letters from stockholders;

Correspondence between the Attorney General and Mr. [redacted] Tower Building, Washington, D. C., Attorney, [redacted], Inc.;

Copy of summons issued to [redacted] by the Assistant Attorney General, State of Maryland;

Report of Assistant Attorney Ge[redacted] Jr., dated 8 February 1940, in the matter of [redacted] and [redacted]ways, Inc.;

Memorandum dated 8 October 1936 concerning stock sale, dictated by Mr[redacted] Office of Attorney General, State of Maryland.

Due to the volume of information available in this file, photostatic copies are not being made. This file is available in the Office of the Attorney General, Baltimore, Maryland, and this gentleman has voluntarily made this file available to agents of the Office of Special Investigations at any time for photostating. True copies of items believed to be pertinent to this investigation at this time are being forwarded with this report as inclosures.

-4- [redacted]

On 22 August 1949, Special Agent A. von KAUFFER interviewed [redacted], Attorney, in his office, [redacted] Street, Frederick, Maryland, with reference to [redacted] Mr. [redacted] stated that during his tenure of office as Assistant Attorney General, one [redacted] Glen Burnie, Maryland, was subpoenaed to appear in [redacted] office in connection with activities of [redacted] Airways, Inc. and [redacted] Inc., to determine whether fraudulent stock sales of these corporations were being made in violation of the Blue Sky Laws (Art. [redacted] of the Annotated Code of Maryland). The result of this hearing was the issuance of a restrainer against both corporations and [redacted], forbidding sale of stock in Maryland. Personally, [redacted] stated that [redacted] impressed him as "a sincere individual who had no knowledge of corporate finance, and no particular knowledge of corporation law." "I felt then that [redacted] was sincere in his conviction that he had something to offer the aviation industry, and he was not in any way a 'confidence man' or a 'slick operator', but rather a 'babe in the woods' type, whose only interest was in the development and production of his aircraft", [redacted] continued, "and could see nothing wrong in just selling more stock when he needed more money. I don't believe that there was any criminal intent or intent to defraud, but his methods of operation were irregular". [redacted] was shown a picture of [redacted] and asked if he could identify him. In reply, he stated that "If I had read nothing in the newspapers I could only say that I had seen him somewhere before, but in view of what has happened I can state that it resembles the individual I knew as [redacted] in 1940".

On 22 August 1949, Special Agents C. E. BELK and EDWARD J. LEONARD interviewed Mr. [redacted] Street, N.E., Washington, D. C. [redacted] is presently employed by CAA Maintenance Group, [redacted] Washington National Airport. Mr. [redacted] stated that his first contact with [redacted] was brought about by a recommendation from Fairchild Aircraft Corporation, Hagerstown, Maryland. [redacted] had requested information from Hagerstown concerning a mechanical engineer in the Washington area that could give him assistance in the development of an airplane. In 1937, [redacted] began working for [redacted] on a cyclo-gyro. [redacted] built two incomplete models of this airplane and gave it a great deal of publicity. Stock to finance this aircraft was sold in the name of the Gray Goose Airways. [redacted] stated that [redacted] told him that he had sold over a quarter of a million dollars of the stock in this company. [redacted] had previously carried on his experiments in New York and New Jersey, but had been forced to move to Maryland due to an injoiner issued by the Attorney General's of those states. [redacted] suddenly lost interest in the cyclo-gyro and stopped all construction on this plane. The cyclo-gyro was being constructed in a barn near [redacted] Corner, Takoma Park, Maryland. [redacted] opened a shop at [redacted] Avenue, and began construction of the [redacted]

[redacted]

[redacted] Helicopter immediately. When this plane was nearing flight test, it was discovered that Patent No. [redacted], owned by Mr. [redacted], Philadelphia, Pennsylvania, covered the circular disk type helicopter. [redacted] made a trip to Philadelphia and took the matter up with [redacted]. [redacted] granted permission for [redacted] to continue building the plane. [redacted] owns U. S. Patent Nos. [redacted] and [redacted] dealing with construction of this airplane. [redacted] stated that [redacted] had no engineering or mechanical ability, but possessed an inventive genius for thinking up new ideas, and it was only after a great deal of persistence on the part of [redacted] that [redacted] engaged the help of Professor [redacted], Head, Department of Aeronautics, Catholic University, Washington, D.C. [redacted] tested the circular airfoil for the [redacted] Corporation and reported that the airfoil possessed an exceptionally large lift coefficiency. [redacted] further stated that he was the pilot that tested this airplane on 8 March 1939 on the old Benning Race Track. The test resulted in damage to one of the landing gears after a flight of about one minute, during which time the plane rose to a height of approximately forty (40) ft. above the ground. The test report of [redacted] is attached as an exhibit hereto. [redacted] further stated that immediately after the first test, [redacted]'s interest in the disk rotor cooled considerably. He allowed the rent to lapse on the warehouse where the plane was being built and failed to pay his [redacted] for contracted wages. On 12 May 1939, U. S. Marshal [redacted] sold the entire contents of [redacted]'s shop at public auction. [redacted], owner of the warehouse, purchased the equipment, which included the disk rotor model. Mr. [redacted] further stated that [redacted] owed [redacted] approximately $1,000.00 back rent. Several months later, [redacted] purchased the plane model and all of his tools from [redacted] for $500.00. It was necessary for [redacted] to institute suit against [redacted] in order to collect his wages. In the meantime, [redacted] had moved to Glen Burnie, Maryland, and resumed his activities. About this time, the [redacted] Company was declared bankrupt and stock was re-issued in the name of [redacted], Inc. [redacted] made available to the agents of the 4th CSI District all data and written material which he possessed. Photostats of pertinent data will be forwarded with a later report.

On 23 August 1949, the records of the University of Maryland were checked by Special Agent EDWARD J. LEONARD, and revealed that [redacted] attended the University of Maryland from 20 September 1937 to 28 January 1938. Reason for voluntary withdrawal was stated as ill health and financial trouble. The birth date of [redacted] was listed as 17 July 1917, Lewiston, Montana. [redacted] previously attended Roosevelt High School, Washington, D. C., and graduated from that institution in January 1937. Address at time of matriculation from the College of Engineering, University of Maryland, was

given as [redacted] Road, N.W., Washington, D. C. Occupation of father was listed as manager of [redacted], Inc. No further correspondence has been maintained with SUBJECT by the University of Maryland. There is no record of further educational institutions attended.

On 23 August 1943, copies of newspaper articles appearing in the 15 March 1940 issue of the "Baltimore Sun" and photostatic slicks of newspaper pictures were obtained from the City Editor, "Baltimore Evening Sun", Baltimore, Maryland, by Special Agent A. von MAUCHER. The following description of the [redacted] helicopter was obtained from the files of the "Baltimore Sun":

"THE [redacted] HELICOPTER"

"The [redacted] helicopter is the product of many years of research and experiment, to introduce a cheap safe and convenient general utility aircraft of rotating wing type, capable of taking off and landing in a small yard or on the flat roof of a building.

"A laboratory model was first constructed and equipped with an electric motor. It lifts more than 52 lbs. vertically, per horse power. Using this as basis for formula, a Ford V8 motor should lift approximately two tons.

"Its great simplicity of structure and design, mechanical movements and controls, sets it entirely apart from either German or French machines already flying. Mass production should make it much cheaper to build than an automobile.

"Two sets of rotors revolve in opposite directions around the body of the ship. They are power driven in ascent and aerodynamically driven in descent. Natural forces alone will drive the rotors fast enough to lower the ship slower than a parachute. When natural forces can be relied upon for safe landing power, flying then will become the safest of all forms of transportation.

"Directional control is attained by changing the angle of the blades of one set of rotors with respect to the other set. Forward and reverse motion is accomplished with a tilting mechanism. Slippage takes place toward the lower side. By this method the advancing blades are riding down grade and the retreating blades are gaining altitude. Birds have always used this principle of flight. It is nature's swiftest and cheapest transportation method.

"The bottom of the helicopter is water tight. It is designed to take off and land on both land and water. We believe it will be as easy and safe to operate as an automobile and that anyone accustomed to driving a car shoul learn to fly it in a few hours.

[redacted]

"By using a V8 Ford Motor or its equivalent for a power plant, it should have a speed around one hundred miles per hour and a four or five passenger ship should sell for less than the lower priced automobiles."

On 24 August 1949, Special Agent BELK interviewed [redacted], Head of the Department of Aeronautics, [redacted] University. Professor GROCKE stated that a complete report of disk airfoils was on file in a NACA article published in 1929 under the title "Low Aspect Ratio Wing." An airplane very similar to [redacted] disk rotor helicopter had been built in 1931 by a [redacted], Chicago, Illinois. This plane, powered by 125 horsepower engine, has made many successful flights and is still flying. Professor [redacted] stated that [redacted] idea was not new, that he was not an inventor in the true sense of the word; and that he possessed no engineering knowledge. [redacted] further stated that he explained the above information to [redacted] and told him that he was working on an old idea. Professor [redacted] stated that in exhaustive wind tunnel tests that have been conducted during the past twenty years the lift ratio of the circular airfoil has always proved very high. However, aircraft models utilizing this type of wing have not been able to overcome the problem of lateral control.

Mr. [redacted] is located at [redacted], Manhattan Beach, California, and is believed to be actively engaged in stock selling for aircraft building in the vicinity of Las Vegas, Nevada. [redacted] is not being contacted unless instructions are received from Air Materiel Command to do so.

INCLOSURES

FOR HEADQUARTERS, OSI

1. Attorney General of Maryland Restrainer Orde[redacted] Airways, Inc. (in dup)
2. Attorney General of Maryland's Memoranda, re[redacted] Airways, Inc., dated 6 October 1938 (in dup)
3. Ltr. Better Business Bureau, Baltimore, Maryland, dated 13 April 1939 (in duplicate)
4. Ltr. Law Offices, [redacted], dated 1 August 1939 (in dup)
5. Summons, [redacted] issued by Assistant Attorney General, State of Maryland (in dup)
6. Copy of newspaper article, Port Chester, N. Y. (in dup.)
7. Report of Disc-rotor airplane test flight, 8 March 1939 (in dup)
8. Ltr. [redacted] dated 22 May 1939 (in dup)
9. Ltr. [redacted] dated 15 May 1939 (in dup)
10. Ltr. [redacted] dated 10 May 1939 (in dup)

[redacted]

Incls. for Sqs., CSI (cont'd)

11. Ltr. o[redacted] dated 19 April 1939 (in dup)
12. Attorney Authorization [redacted] dated 15 April 1939 (in dup)
13. Ltr [redacted], dated 13 April 1939 (in dup)

FOR C.G., AIR MATERIEL COMMAND

1. Attorney General of Maryland Restrainer Order [redacted] Airways, Inc. (in dup)
2. Attorney General of Maryland's Memoranda, re [redacted] Airways, Inc., dated 6 October 1938 (in dup)
3. Ltr. Better Business Bureau, Baltimore, Maryland, dated 13 April 1939 (in dup)
4. Ltr. Law Offices, [redacted], dated 1 August 1939 (in dup)
5. Summons, [redacted] issued by Assistant Attorney General, State of Maryland (in dup)
6. Copy of newspaper article, Port Chester, N.Y. (in dup)
7. Report of Disc-rotor Airplane test flight, 8 March 1939 (in dup)
8. Ltr. [redacted], dated 22 May 1939 (in dup)
9. Ltr. [redacted], dated 16 May 1939 (in dup)
10. Ltr. [redacted] dated 10 May 1939 (in dup)
11. Ltr. of [redacted], dated 19 April 1939 (in dup)
12. Attorney Authorization [redacted], dated 15 April 1939 (in dup)
13. Ltr [redacted] dated 13 April 1939 (in dup)

PENDING

[redacted]

COPY

COPY

IN THE MATTER OF	:	BEFORE THE
[redacted] AIRWAYS, INC.	:	ATTORNEY GENERAL
and [redacted], INC.	:	OF
	:	MARYLAND
	:	
	:	

UPON investigation into the facts and circumstances under which [redacted] Airways, Inc. and [redacted], Inc., their officers, agents, employees and salesmen have been selling, transferring and endeavoring to sell and transfer to residents of the State of Maryland, the shares of stock of [redacted] Airways, Inc., and [redacted], Inc., it is apparent that the methods embodied in selling, transferring and endeavoring to sell and transfer said shares to residents of Maryland are fraudulent within the meaning of Section 12 of Article 32A of the Annotated Code of Maryland (1935 Supp.), as amended by Chapter 348 of the Acts of the Regular Session of the General Assembly of 1937.

IT IS THEREUPON ORDERED, this 13th. day of March, 1940, by William C. Walsh, Attorney General of Maryland, that [redacted] Airways, Inc. and [redacted] Inc., and all of their officers, agents, employees and salesmen, and [redacted] Secretary-Treasurer and General Manager of both Corporations, from and after the date of this Order shall cease and desist from the sale or transfer or the

[redacted]

or the offering for sale or transfer any of the shares of stock of the [redacted] Airways, Inc. and [redacted] Inc., and from making within the State of Maryland any representations whatsoever in connection with the issue, sale, exchange or disposition of any of the shares of the stock of [redacted] Airways, Inc. and [redacted], Inc. to any person, firm or corporation whatsoever for the purpose of inducing such person, firm or corporation, or any other person, firm or corporation to acquire by purchase or exchange, or to contract to buy or exchange in any manner whatsoever, any of the shares of stock of the said [redacted] Airways, Inc. and [redacted], Inc.

/s/ William C. Walsh
Attorney General.

COPY COPY

October 6, 1936 (12.30 p.m.)

MEMORANDA DICTATED BY [redacted] while Mr. [redacted] and another gentlemen were in his office this morning.

[redacted] INC.

March 20, 1936: William Curry, Chief of Police, Annapolis, Maryland, apprehended [redacted] whose address is given as [redacted], Washington, D. C., for selling shares of stock in the above corporation to [redacted] Street, Annapolis, Md.)

The following appears from memorandum of an interview with [redacted] had in Room 631 (or 621-?) of the Securities and Exchange Commission on April 13, 1936, by Mr. W. M. Malone, Attorney in Charge Washington Field Section:-

[redacted] stated that he had been enjoined in the State of New York - February, 1934, from sale of this stock; and, previous to that action, in New Jersey during 1932 he was called before the Attorney General and agreed to stop selling the securities in [redacted] Airways, Inc. During the years 1928 — 1930 he was in Denver, Colorado, and was a licensed dealer in that State.

Since leaving New York in 1932, he has been making sales in Virginia, Maryland and West Virginia, - some sales having been made in West Virginia during 1936. These securities

were not qualified in Virginia or West Virginia and, during the early part of 1936, while selling in Annapolis, Maryland, he was informed by the Chief of Police that he could make no further sales in that city without complying with the provisions of the City Ordinance.

Since 1933 he has sold to approximately 500 or 600 people, which sales netted the corporation between $3,000. and $4,000.

The majority of his sales were made by personal contact, and there was no mail campaign used in the distribution.

[redacted] salesman for the Corporation, began selling approximately six months ago and has sold to seven or eight friends who live in the District of Columbia.

[redacted] lived in Los Angeles, Calif., from 1910 until 1935 and was in the publishing business in that city,- connected with the [redacted] Publishing Co., Ltd., A California corporation, of which he was Secretary and Treasurer. During 1928 and 1929 he was connected with the [redacted] Publishing and Manufacturing Co. of Pasadena, Calif.

The stock is also being sold by [redacted], a retired Lawyer, living at [redacted], N.W., who has made six or seven sales.

Mr. [redacted] stated that, if any further information was desired by the Commission, it could be secured from his office.

In another interview with Mr. [redacted] had by [redacted] on April 6, 1936, [redacted] stated that 51% of the capital stock of the [redacted] INC. had been voted to him in consideration of two mechanical patents, for which patent applications were granted in 1928 and 1930. Since that time he has been engaged in the sale of corporate stock and has sold approximately 2,000,000. shares. This stock is of the par value of 10¢ and the Corporation is capitalized for 10,000,000 shares. The entire proceeds of the sales go to the corporation and are used to pay expenses in the development of an air-plane. Although he has been working on this air-plane for the past six or seven years, he has not met with much success and up the the present time has only succeeded in getting the rear wheel a few inches off the ground.

[redacted] wife [redacted] is President and receives $1,000. per year. Mr. [redacted] is Secretary and Treasurer, and receives $1,200. per year. He says he makes the following representations to prospective purchasers:-

That the stock is based on an invention, which invention is used in the development of an air-plane designed to fly on the Byrd principle of flight; and that the stock is worth nothing or from $10. to $1,000. per share, depending upon his success in developing the air-plane.

[redacted]'s technical experience and schooling consists of a high-school education and two years study in the School of Mechanical Engineering at Oregon State College, Corvallis, Oregon.

I examined photostat of Consent Order passed at SPECIAL TERM, PART II, SUPREME COURT, STATE OF NEW YORK, BOROUGH OF BROOKLYN, on the 28th day of February, 1934, which provided:-

"ORDERED, ADJUDGED AND DECREED that the above named defendants [redacted]ways, Inc., [redacted] and [redacted]), as brokers, dealers, owners, partners (dormant, limited or otherwise), agents, stockholders, directors or officers of the corporate defendant or any other person, firm or corporation, be permanently enjoined and restrained from the issuance, sale, promotion, negotiation, advertisement and distribution of any stocks, bonds, notes, evidences of interest of indebtedness or other securities of any person, firm or corporation in or from the State of New York and from any act in aid or furtherance of the same."

The order was passed on the affidavit of Bernard Austin, Assistant Attorney General, and on the consent of the defendants.

BMG:GK

COPY

COPY

BETTER BUSINESS BUREAU OF BALTIMORE, INC.

908 Maryland Trust Bldg.

April 13, 1939

Judge William C. Walsh,
Attorney General of Maryland
Baltimore Trust Bldg.,
Baltimore, Md.

Dear Judge: Re: [redacted]

Mr. [redacted], of [redacted], Wash., D. C., was in my office on April 3, and informed that [redacted], the prime mover and secretary-treasurer, and general manager of the subject is located at [redacted] Road and [redacted] Avenue, lately from which place he is attempting to sell stock to the citizens of Maryland. According to Mr. [redacted]' statement, he has already sold some shares to [redacted] initials not given, who is stationed at the Aviation Base at Aberdeen, Md.

He also stated that a [redacted], who is a brother of Mrs. [redacted], is selling stock. As we understand it, this has been a stock jobbing proposition for a number of years, a nd I find in my files on November 25, 1936, we wrote to Mr. [redacted], the then Attorney General, copy of which letter is probably in your file; but received no reply.

We find from our records that this matter might bear a little investigation under our Blue Sky Act.

The writer will be glad to assist in any way.

Very truly yours

[redacted]

RWT/k

[redacted]

Copy of Newspaper Article

[redacted]

ODD PLANE TEST NEARS

PORT CHESTER, N. Y. -- A new type airplane, designed to rise vertically from the ground and remain virtually motionless at any place the pilot chooses, has been built by two inventors from France working secretly in a secluded barn near Ridge Street here. Work on the odd craft, which has no wings, has been completed and a test flight is planned soon.

The plane looks like six ferris wheels clustered around an engine and mounted on a lightweight automobile chasis. In a preview to visitors who hurdled a high barbed wire fence on which were posted signs to keep away, the inventors reluctantly demonstrated how the huge wheels would turn at a speed of 200 revolutions a minute and perhaps lift the plane skyward. By shifting a lever, the plane would move forward, backward or sideways, the inventors said.

The "ferris wheels" extended from the engine in every direction and attached to each are three blades to serve as dippers in the air. With each downward thrust they are expected to lift the plane. As the blades pass upward their pitch is changed to cause them to slip through the air. Bicycle chains serve to transmit power. In a brief test, the inventors said, they had to struggle to hold the plane on the ground.

The craft is about 20 feet high and 25 feet wide and long. It is made of wood, steel, aluminum and canvas. The power plant is a 98-horsepower Wright engine.

Henri van Zandt, one of the inventors, said he received the inspiration 12 years ago while watching a ferris wheel in Paris, where he was a manufacturer. Louis Chequet, the other inventor, became interested later.

Mr. Van Zandt said a miniature model of the plane was demonstrated in Washington. The advantages of his craft would be many, he contended. Farmers could fly at low levels and spray their crops, he explained. Motion picture camera men could remain motionless over a scene and ordinary citizens could go on Sunday jaunts at altitudes of 10 to 100 feet.

Mr. Chequet was born in France and Mr. Van Zandt has lived there most of his life although he is an American citizen. They came to this country about four years ago to file patents on their inventions and to build the plane. The work was begun at Richmond Hill, Queens, and was transferred to Port Chester six months ago.

[redacted]

Report concerning [redacted] airplane
bearing C.A.A. registration [redacted]
[redacted] Inc.,
Washington, D. C.

Date: March 8, 1938. Time: 3:00-5:30 PM. Place: old Benning Race Track.

On Wednesday afternoon March 8, a series of taxiing tests were undertaken with a view to determining the directional stability of the new tricycle landing gear which had just been installed, and other handling characteristics of the airplane on the ground. The afternoon was bright and sunny with a gentle breeze from the Northwest, and conditions favorable.

A series of runs was made both up and down wind, at various speeds. The nose-wheel proved to be stable at speeds approaching 20 miles per hour, but at low speeds was less stable. A pair of cables and springs were then attached to the nose-wheel fork in such a manner as to tend to hold the wheel in a fore-and-aft line, and the taxiing tests were continued with the following results:

There was a noticeable improvement in the directional stability of the nose-wheel at the lower speeds, and no discernible difference in stability at the higher speeds. A run was then made at a speed assumed to be near that necessary for take-off, and the pilot and undersigned witnesses all agree that the airplane left the ground at least a foot and a half and flew for some distance. It settled back to the ground easily as the throttle was closed, and gave no indication of the lack of control which was discovered on the next attempt.

In the meanwhile the breeze had shifted to the Southwest, and the next run was made in an opposite direction to those previous. The pilot had no thought of taking the airplane into the air more than a foot or two and did not even fasten his belt. While taxiing at about 35 miles an hour the airplane suddenly left the ground, ascended at a very steep angle to a height of approximately 25 feet, fell off in a left turn and struck the ground. The left side landing gear leg received the full force of the fall, and collapsed. One rotor vane also struck the ground, and there was other minor damage. In this involuntary take-off the airplane ballooned upward with startling rapidity, and efforts to correct its attitude by usual disposition of the controls were unavailing. The disc-rotor which was unlocked during these tests, began to rotate during the fall, according to the witnesses. The pilot was impressed by the slowness of the fall and the not-too-violent impact with the ground.

Conclusions.

1. The airplane has an abundance of lift.
2. The airplane has ample horsepower.
3. The airplane lacks both lateral and longitudenal control and is therefore unsafe until these faults are corrected.

Recommendations

1. An accurate model of the present airplane should be put through complete and comprehensive tests in a reputable wind-tunnel to ascertain the travel of the center of pressure, the direction and magnitude of lift and drag forces and vectors, the necessary area and placing of the elevators, and a more practical means of lateral control.

[redacted]

Witness

Witness

Notary Public.

COPY

[redacted]

1530 Olive Street, N. E.
Washington, D. C.
May 22, 1939

[redacted] Att'y. at Law.
[redacted]
Baltimore, Maryland.

Dear Mr. [redacted]:

With further reference to the whereabouts of "[redacted] Airways, I have uncovered the following information.

From a stockholder in Aberdeen, Maryland, I learned that [redacted] are now operating under the name [redacted] Inc." The new set-up is supposed to be incorporated under the laws of Maryland, and is supposed to be taking over the assets of [redacted] Airways, Inc. Stockholders in the latter are being asked to forward money to have their stock transferred into the new company. The details of this transition are set forth in a 3-page circular letter, accompanied by an artists' conception of Mr. [redacted] most revolutionary flying machine, and a paper to be signed and returned with money if the victim wishes his stock registered in the new company. It would seem that [redacted] are carefully selecting the stockholders whom they wish to know of the change; I am a stockholder but have not received any such notice.

"[redacted] Inc." have taken box [redacted] at the Post Office at Glen Burnie, Maryland. I made extensive investigations at Glen Burnie this date and find that [redacted] have taken a farm house and barn for their headquarters, about three miles south of Glen Burnie on the old Annapolis Road, State Route #3.

I trust this information will enable you to proceed.

Very truly yours,

[redacted]

[redacted]

COPY

[redacted] COPY

Law Offices

[redacted]

Washington, D. C.

August 1, 1939

Honorable Robert H. Clapp, Jr.,
Assistant Attorney General
1901 Baltimore Trust Building
Baltimore, Maryland.

Dear Sir:-

As attorney for the [redacted], Inc., I wish to advise you that I am now in the process of gathering the necessary information which you requested in your letter of May 27, 1939. I will have this information in your office not later than Friday, August 4, 1939.

The matter of [redacted] Inc. has been taken up by the Securities Exchange Commission, and I am now in the process of furnishing information to the Washington Field Office. Mr. Duncan, the attorney in charge of the matter, has been dealing with me on this question.

[redacted], Inc. is a Maryland corporation and has taken over all the assets and assumed all of the liabilities of the [redacted] Inc., a Nevada corporation, under a contract of merger. I am now securing the approval of the Securities Exchange Commission on this merger agreement.

The information which you desire has been delayed being sent you due to the fact that I have been out of my office a great deal during the last two months.

Thanking you for this courtesy, I am

[redacted]

EFO'D:am

[redacted]

COPY

[redacted]
Glen Burnie, Md.

TAKE NOTICE:-

You are hereby summoned to appear at this office, 1901 Baltimore Trust Building, on Thursday, February 8th, 1940, at 10 A.M. to answer such questions as may be propounded to you concerning the sale to citizens of this State of the stock of [redacted] Inc., and [redacted] Airways, Inc., and to bring with you a full and complete detailed statement of the assets and liabilities of said companies, and also a complete list showing the names and addresses of residents of Maryland who have purchased or subscribed for the purchase of stock of these corporations. You are also required to bring with you copies of any and all literature used in the offer of sale or sale of these stocks.

/s/ Robert B. Clapp, Jr.
Asst. Attorney General.

REC:McS.

[redacted]

COPY

[redacted]

Washington, D. C.
May 16, 1939

[redacted]tty. at Law,
[redacted]
Baltimore, Maryland.

Dear Mr. [redacted]

This is to acknowledge your letter of May 10 stating that [redacted] Airways had departed from their location in Catonsville. I made the same discovery the day before your letter was received, and a large portion of my time since then has been spent in endeavoring to locate them.

The house which [redacted] rented at [redacted] Road N.W. is now vacant. I contacted the owner (at [redacted] Street, N.W.) and was informed that the [redacted] moved out May 1st. and left no forwarding address. This party (name not ascertained) stated that a letter had since been received from Mrs. [redacted] promising a meeting in the near future. I gathered that [redacted] skipped, owing some rent.

I went to the City Post Office and tried to ascertain if a forwarding address had been left, either for the company lock-box [redacted] or their personal mail, but this information was denied me. I then went to the office of the Postal Inspector and related the whole story. An assistant to the Chief Clerk there stated that if you would write in as my attorney requesting this information, there is a possibility it would be made available to you.

I also went to the Securities and Exchange Commission and acquainted them with the latest developments.

The office of the company at [redacted] Avenue N.W. has been moved from the fifth to the third floor, but I believe this is maintained only as a "front". There are no signs of life about.

Some time ago I traced the identity of their mechanic, one [redacted], through auto tag numbers, finding that he resided at [redacted] Street N.E. I called at this address, but the mother-in-law professed ignorance of the whereabouts of [redacted] Airways. Knowing that [redacted] spent the week-ends in Washington, I shadowed this man Sunday night and Monday morning as he left for work. I followed him nearly to Baltimore when he turned off to the right going down thru Glen Burnie and finally into Annapolis. I lost him at a traffic light in Annapolis at the intersection of King George, East, and Randall

[redacted]

COPY (cont'd)

[redacted]

Streets. This man gave no indication that he was aware of being followed; however, it occurs to me that he took a strange route if Annapolis or that section was his ultimate destination. Will try again next week if we do not learn something in the interim.

The building they occupied in Catonsville is rented thru [redacted] Street, Baltimore. There is a possibility [redacted] knows where his late tenants have gone.

None of the stockholders in this area have any knowledge of their whereabouts. Every act of this outfit indicates that they are out to beat the public; if we catch up with them again would suggest that no leniency be shown.

[redacted] account used to be in the [redacted] Corp., [redacted], N.W. The airplanes, engines, tools, materials, etc. which they abandoned in the old shop at [redacted] ave., [redacted] was sold at public auction last Friday under orders of the U. S. Marshal, to apply on the rent claim of [redacted] and Son, owners of the building.

I shall continue my search for these people and will advise you of any facts uncovered. Meanwhile if you have any suggestions I would be pleased to have the benefit of same.

Very truly yours,

[redacted]

[redacted]

COPY

[redacted]

ATTORNEYS AT LAW

Telephones Plaza [redacted]

[redacted]

[redacted]

BALTIMORE, MD.

May 10th, 1939

[redacted]

Washington, D. C.

Dear [redacted]

Information has come to me that the [redacted] Airways, Inc. has vanished from their location at [redacted] Avenue and [redacted] Road.

I am endeavoring to have my investigator locate their whereabouts.

If you have any information for me, please let me have it at once.

The $50.00 payment was the total received by me to date.

Very truly yours,

[redacted]

JWL/s

[redacted]

COPY

[redacted]

Attorneys at Law

[redacted]

BALTIMORE, MD.

April 19, 1939

[redacted]

Washington, D. C.

Dear Mr. [redacted]

Mrs. [redacted] came to my office and offered to pay your claim provided you would accept instalments of about fifty dollars each extending over a period of thirty days. This offer was made after much discussion about you owing rent for storage space in Washington and a few other minor details. She explained at some length the relative features of the entire matter. I was, however, successful in getting a payment of fifty dollars in cash from her and I am enclosing my check to you in the amount of Thirty Dollars which amount represents her payment, less my fee.

I am of the opinion she will return. I hope I am correct. If she does not, however, I will enter suit before the local Justice of the Peace as the payment had reduced the amount so as to bring it within the jurisdiction of the local civil court.

Yours very truly

[redacted]

JWL:X
Encl.

[redacted]

[redacted]

C O P Y

April 15, 1939

I, the undersigned, [redacted], do hereby employ [redacted] Building, Baltimore, Maryland, as my lawful attorney in the matter of my claim against the [redacted] Inc., in the amount of $149.63 and I hereby agree to pay my said attorney as his fee, 40% of any and all amounts of money paid to me in settlement of this claim against the [redacted] Airways as his fee for services rendered.

[redacted]

Witness:

/s/ [redacted]

[redacted]

COPY

[redacted]
ATTORNEYS AT LAW

[redacted] BUILDING
Baltimore, Md.

April 13, 1939

[redacted] N.E.
Washington, D. C.

Dear Mr. [redacted]

I am enclosing herewith an agreement providing for my fee, should I be successful in collecting your claim against the [redacted] Airways, Inc. Please execute the original and return to me, retaining the copy for your file.

If I do not hear from the [redacted]s on or before April 15, I am prepared to enter suit and secure a judgment at least by May 1 so that execution may be had immediately upon the judgment.

I will keep you advised.

Yours very truly,

[redacted]

JWL:X
ENC.

[redacted]

[redacted]

[redacted]ORATION
[redacted]COMPANY

File #24-93

EXHIBIT "A" - One photostat

EXHIBIT "B" - Eighteen Photostats

Glen Burnie Man May Be Father Of 'Saucers'

Flying saucers that have been seen in many parts of the world during the past two years probably were spied and sent into the air by the same man who designed a disk-type flying machine near Glen Burnie a decade ago.

That was the opinion today of an Air Force officer who has been investigating the discovery of the fantastic saucer-shaped contraption in a tobacco barn less than 12 miles from Baltimore.

INVENTOR IDENTIFIED

The inventor of the flying discs found in Maryland has been identified as Jonathan E. Caldwell, who would be about seventy-years-old now.

His whereabouts today are unknown.

The Air Force officer, who asked to remain anonymous, today said:

"The conclusion is that it is highly possible that Caldwell or his son, Jay-Caldwell is now an old man—when they left Maryland about eight years ago continued the development of their strange flying machine elsewhere."

CARRIED OUT IDEA

"Caldwell definitely carried out the general idea in the construction of his plane.

"The thing that have been reported seen in the air in this country and all over the world, could have been improvements on Caldwell's original idea."

The officer said he was unable to explain the aerodynamic principle which led Caldwell and other designers of the saucer idea, to believe that a disc would be [illegible] over the [illegible] speed [illegible]

TWO [illegible]

type who apparently was intended to land and take off in a back yard.

The other pictures of the rotor type and wing of which most fantastic design, bear the Grey Goose.

Apparently, the Air Force officer said, the Grey Goose flew with considerable success in at least one test flight.

INTEREST WANED

But, by the time that successful test flight was made, Caldwell had become interested in the rotor-type plane and had lost interest in the Grey Goose.

Caldwell had a rotor-type plane built and tested, but apparently its motor could not lift it into the air.

However a model of the rotor plane did [illegible] an experimental test the Air Force officer said.

The Army has taken over custody of the Grey Goose model plane and the rotor-type plane which were stored in the farmer's barn. [illegible] both planes and those who knew Caldwell said he left Maryland in 1941.

BADLY DAMAGED

Both flying machines were in a badly damaged condition.

Air Force officers said there is a [illegible] that Caldwell's plans were the forerunner of the flying discs seen [illegible]

An Air Force [illegible] said that [illegible] are greatly interested in locating Caldwell [illegible] but, so far as [illegible] special agents [illegible] can't find them [illegible]

Exhibit "A"

THESE EXHIBITS ARE EXTRACTS FROM THE FOLLOWING NEWSPAPERS:

THE SUN, Baltimore, Maryland

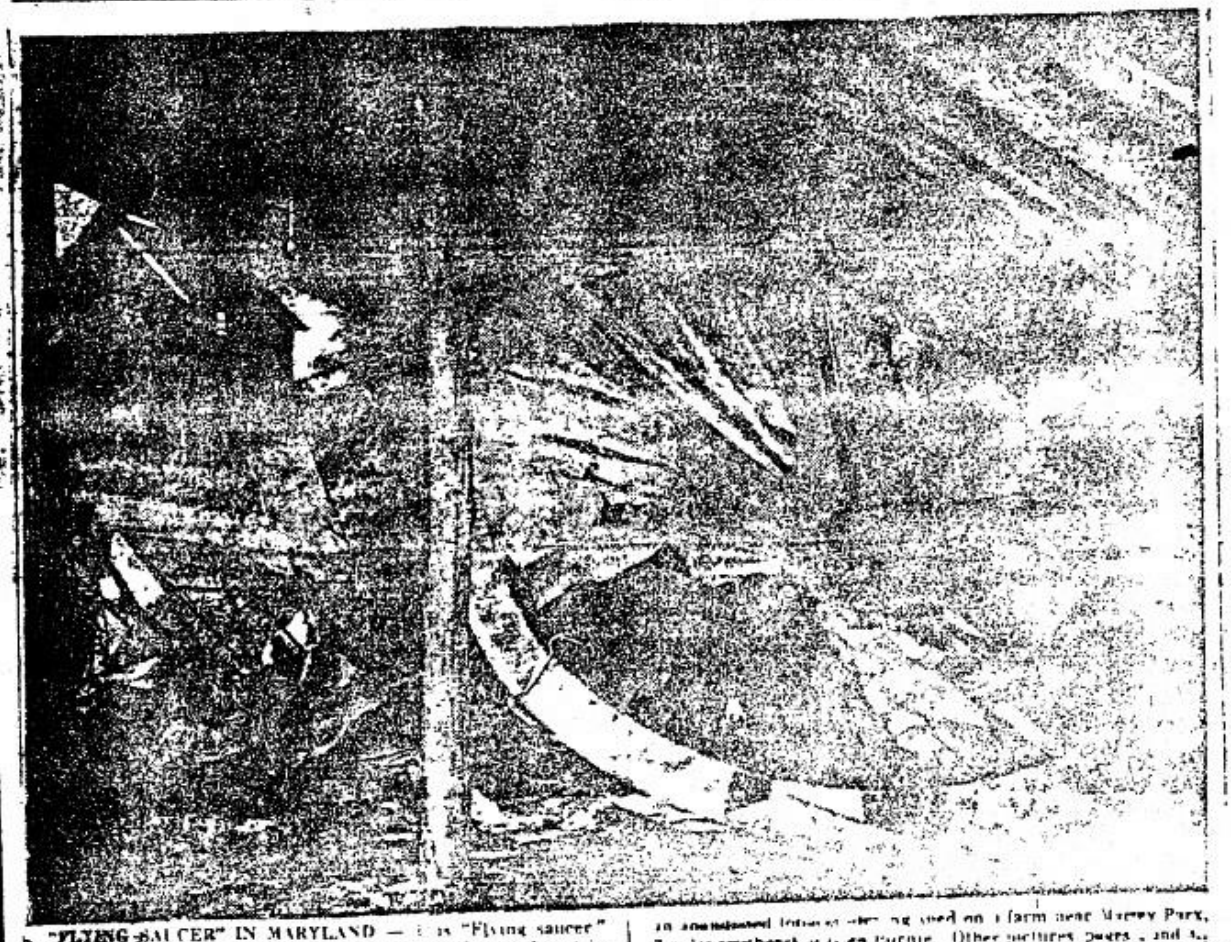
THE EVENING SUN, Baltimore, Maryland

THE BALTIMORE NEWS-POST, Baltimore, Maryland

Exhibit "B"

THE EVENING SUN VOL 79-105 10 Aug 1949 Page

FLYING SAUCERS FOUND IN MD.



"FLYING SAUCER" IN MARYLAND — This "Flying saucer" which propelled the boxlike fuselage to the left, was found in an abandoned [illegible] used on a farm near Marley Park, 2 miles southeast [illegible] Pornie. Other pictures pages [illegible] and [illegible]

Anne Arundel Shed Yields 'Saucers'

Two contraptions corresponding to the popular conception of the "flying saucer" have been found in an abandoned tobacco-drying shed in Anne Arundel county.

Made in the Baltimore-Washington area and at the county farm site during the two-year span of 1927-38, the flying saucers were turned up during a lengthy investigation led by Federal agents. The inventor, described as Jonathan E. Caldwell, disappeared with his wife and only son from the farm during a winter night in 1941 and his whereabouts are said to be unknown.

Police Take Possession

Two Maryland State policemen who had been working with investigators of the Office of Special Investigation, United States Air Force, took possession of the "saucers" this afternoon.

One of the Federal agents who watched the removal of the "saucers" from the tobacco shed this afternoon said he could not talk about them because of "reasons of security."

In Washington, air force intelligence officials said they had received no word on the disks. Col. William Turner, executive officer of the Office of Special Investigation, inspector general of the Air Force, said that no information had yet been received there.

"Any phenomenon like that," Colonel Turner said, "is investigated from a counterintelligence viewpoint. But I don't know anything about this instance."

Involved Plans Used

The disks, one of which is an unconventional development of the helicopter, were the result of involved plans drafted by Caldwell, according to an airplane mechanic who helped in their construction. They were resigned to meet what Caldwell hoped would be a family demand for an easily maneuverable and simply operated form of aircraft.

The mechanic, John W. Ganz, of Harundale, who is chief repairman for the Glen Burnie airport owned by Robert E. Whipp, said Caldwell "was ten years ahead of his time" in developing counter-rotating propellers, aileron controls and other flight devices.

[illegible] Company

[illegible] stock [illegible] Airways Company for [illegible] "saucer" developed at the farm location. [illegible] Caldwell had left the county until a woman telephoned him to inquire as to the man's whereabouts. Shortly after he left the county.

Efforts to locate the 60-year-old inventor proved futile and residents of the area later learned of the Caldwell family's sudden departure.

An untrained pilot who had never been aloft on a solo flight before gave the helicopter-type craft its first and only tryout at a field in southeast Washington, D.C., sometime between the end of 1936 and the early part of 1937, Ganz said.

Moved To Baltimore

After traveling to a height of 75 feet and going about 200 yards, the freshman flyer choked out the motor and crash-landed, destroying the landing gear, the airport mechanic added.

It was after this event that Caldwell moved from the District of Columbia to Baltimore, where he began laying his plans at an Edmondson avenue address for a more spectacular "cheesebox" craft.

"Cheesebox" Never Made

This "cheesebox" is an oblong wooden box provided with propeller blades above and below to produce stability and rapid ascents. However, only a small model was ever flown, Ganz said, because its

[Continued On Page 2, Column 5]

[Continued]

converted automobile motor had insufficient power to lift the estimated 1,500-pound object.

Four persons could be seated in this wingless creation while space for only one person, the pilot, was called for in the helicopter-type disc.

This one-man plane consisted of a conventionally designed but short fuselage, minus wings, which was propelled by the 12-foot-in-diameter "pancake saucer" and four propeller blades attached to the William Turner, executive officer.

Ganz said Maryland State Policemen John J. Harbaugh and Peter Kosirowski, both stationed in Anne Arundel county, together with Federal agents, tracked down and found the "saucers" after an unnamed Eastern Shore informant had told them the contraptions could be found in Anne Arundel county.

As a matter of fact there was

[illegible] the "saucers" which Caldwell revealed to the public in 1940. At that time he described one of them as a helicopter "a cheap safe and convenient general utility aircraft . . . capable of taking off and landing in a small yard or on the flat roof of a building."

Photographs were made of both the inventor, the helicopter and the "cheesebox." He said the helicopter-type disk might achieve a speed of 100 miles per hour, carrying four or five passengers and would "sell for less than the lower priced automobiles."

Before coming to Anne Arundel county, Caldwell reportedly conducted similar projects in New Jersey. Ganz said Caldwell was very secretive about his inventions, covering them up nightly with canvas despite the fact they were inside a locked building.

"Find" Follows Search

It was reported that the discovery of the "saucers" was made following a two-month search for the whereabouts of Caldwell and his inventive productions.

Federal agents worked with Maryland State police who finally found the torn and weather-damaged craft on a farm near Marley Park.

The initial lead on the existence of the disks reportedly came from a stockholder in the "Grey Goose" company who tipped off authorities on the Eastern Shore. It was learned that "flying saucers" made by Caldwell were to be found on a farm in Anne Arundel county.

Found In Tobacco Shed

Examinations of farms that fulfilled rough descriptions reportedly provided by the informant led to the empty tobacco-drying shed off the Old Annapolis boulevard near Lipins Corner.

It was not understood what caused the disappearance of Caldwell and his family from the county nor was it known what originally caused the interest of Federal investigators.

However, sources who knew Caldwell reported that he was involved at one time in an investigation about alleged irregularities of stock issuance for his company.

Activities Recalled

Robert E. Clapp, Frederick attorney who was Assistant Attorney General of Maryland at the time of Caldwell's disappearance and who conducted a hearing into Caldwell's allegedly fraudulent stock sales, recalled some of the circumstances surrounding the missing man's activities.

Mr. Clapp ...
... sincerely ...
... thing.
... Caldwell may have ... something added Mr. Clapp ... his methods of getting ... to finance the project was outside the conventional.

Sold Stock For Work

"All he had was models," Mr. Clapp said, "and whenever one failed and he needed more funds he went out and sold stock."

In his report, Mr. Clapp said:

"The literature used in connection with these [stock] sales clearly indicates that the public was led to believe that the invention was on the verge of perfection and would be completed and ready for general production within a very short time, whereas, the fact, as testified by Mr. Caldwell, indicates that no machine upon which he had ever worked had been successfully flown, or was in any condition for manufacture and sale upon a satisfactory commercial basis."

Moved To Washington

... it then transferred to its office in New York had in 1936 the company was ordered to stop selling stock there. The same year, the company moved to Washington, D.C., and it was after this time that stock was sold to Marylanders. In Washington, the company had financial difficulties and as a result a new corporation—the "Rotor ... ——was formed. Stockholders of the "Gray Goose Aircraft ..." were then requested to exchange their stock in the old ... for stock in the new ...

Mr. Clapp, during the hearing, developed testimony that the only machine Caldwell perfected, and which had a possibility of being ..., infringed on a prior ... of a similar machine.

According to Mr. Clapp, the inventor testified he was a carpenter, and that he had never studied the principles of aeronautics but had read several aeronautical books, the names of which he could not remember.

History Of Development

The history of the development of these companies indicates that they were organized merely for the purpose of raising money to ... the inventive ideas of Mr. Caldwell, and that all or some of this money was ... and was treated as belonging solely to him and as the subject of any use which he deemed proper.

"No meeting of stockholders has ever been held by either company and no financial report to stockholders has ever come out since organization.

"The testimony in the case indicated that the 'Gray Goose Aircraft ...' was organized in ... 1936. Three years later ... sold ... stock ...

Saucer Yarns Spun World In Circles

Reports of flying disks have been bobbing up in all parts of the United States since the first ones were reported in June, 1947.

During a private flight over the Cascade Mountains, in Washington, he reported, nine bright, saucer-like objects appeared above him at perhaps 9,000 feet, and traveling at about 1,200 m.p.h.

Within a fortnight of Mr. Arnold's announcement, persons in 44 states and half a dozen foreign countries said they, too, had seen a thing, or things.

Local Pioneer

Not until July 3, 1947, could Baltimore produce a report of one. Mrs. Gertrude Landry, of 2030 Ridgehill street in the northwest section, was then convinced that she saw a disk at dusk while she sat out front in a wicker chair.

Nothing dismayed, East Baltimore, the Johns Hopkins campus, Brooklyn and East Lynthicum soon reported phenomena of their own.

Members of the 104th Fighter Squadron of the Maryland National Guard joined other aerial units about the nation in maintaining a watch.

An Army rocket found some actual disks overhead; they proved to be weather observers. Near Seattle, a Coast Guardsman took a picture of something far in the sky. Scientists agreed only that the object was bright and round.

Solemn Instructions

A Tennessee watchmaker confided to the press that he had thought up the flying disk in 1943 and submitted it to the War Department, which hadn't showed much interest. A Virginia airline solemnly instructed its pilots to preserve a 2,000-foot clearance from airborne saucers.

Then it all died down, to revive somewhat last summer, when, in a single July week-end, reports came from half a dozen points, in half a dozen forms—a wingless, flame-spurting craft, an aluminum balloon, a ball of fire, a bursting red-and-blue flame, and a cherry-red flash. Three months later a North Dakota National Guard pilot reported a 30-minute "dogfight" with a disk.

... Some contained the ... hour of police-alerted ... ... the craze an assist.

Spots before the eyes was a popular scientific answer and so was reflections of the sun from metal surfaces on a distant airplane. Weather devices, it appeared included made-in-Baltimore products ... aluminum disks hanging ...

[Continued From Page 1]

balloons and serving as radar targets, built at the Friez Instrument Division of the Bendix Aviation Corporation.

But underneath the semi-hysteria, the publicity-seeking and the radio-gag bonanza, a stratum of seriousness remained. Last April the Air Force published a comprehensive report on continuing investigations by its Intelligence branch.

It listed 240 separate reports of saucers or allied wonders from the United States, and 30 from abroad. Thirty per cent, it said, could be laid to "conventional aerial objects," such as birds or balloons. Another 30 per cent is ascribed to "astronomical phenomena," such as meteorites.

But the remaining 40 per cent it listed as unidentified objects. "The saucers are not jokes," it added.

At the same time it denied they were "a cause for alarm to the population."

"Strange Animals"

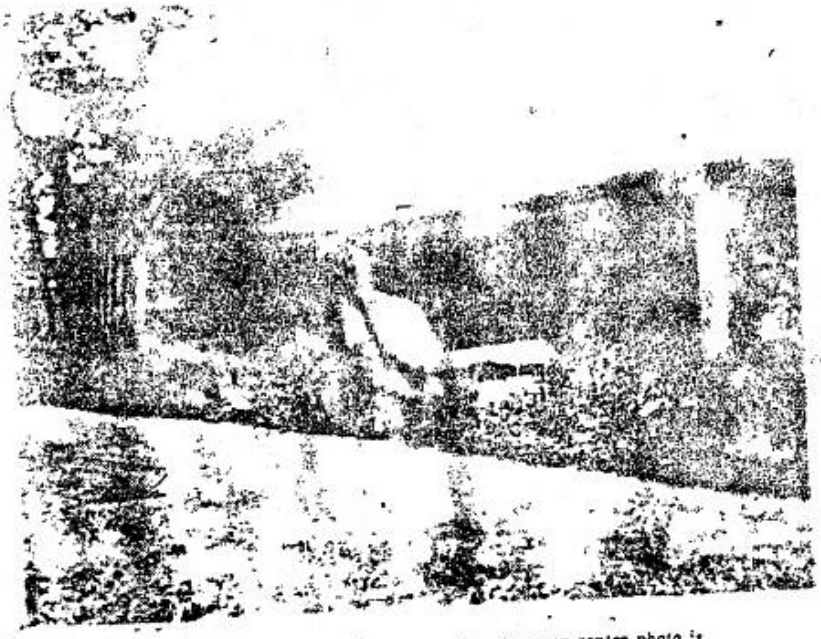
It considered the possibility that the disks were an experiment by an unknown foreign government, and even that they might be "some sort of strange extraterrestrial animals."

The report also discussed an unsolved tragedy. On January 8, 1948, an "ice-cream cone topped with red" was seen over Fort Knox, Ky., by several observers. Four National Guard planes flying near by were asked by radio to investigate.

Three planes closed in and reported the object to be "metallic and of tremendous size." One pilot called it "round like a teardrop, and it almost loud."

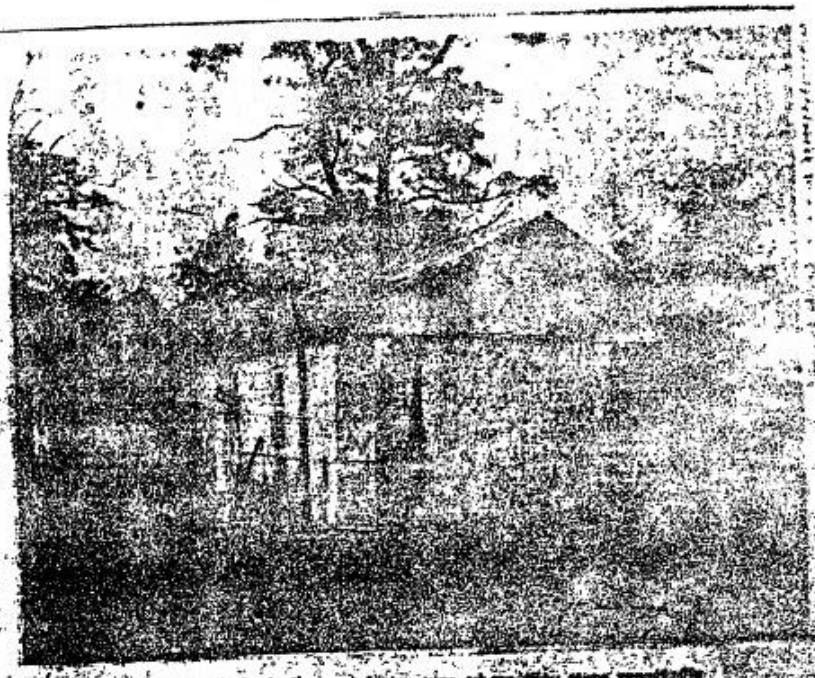
Capt. Thomas F. Mantell, the flight leader, radioed the airfield tower that it was traveling directly in front of him and at his altitude. Then he said that it was rising, and that he would follow it up to 20,000 feet.

That was his last message. Later that day his body was found in the wreckage of his plane near Fort Knox," the report added.



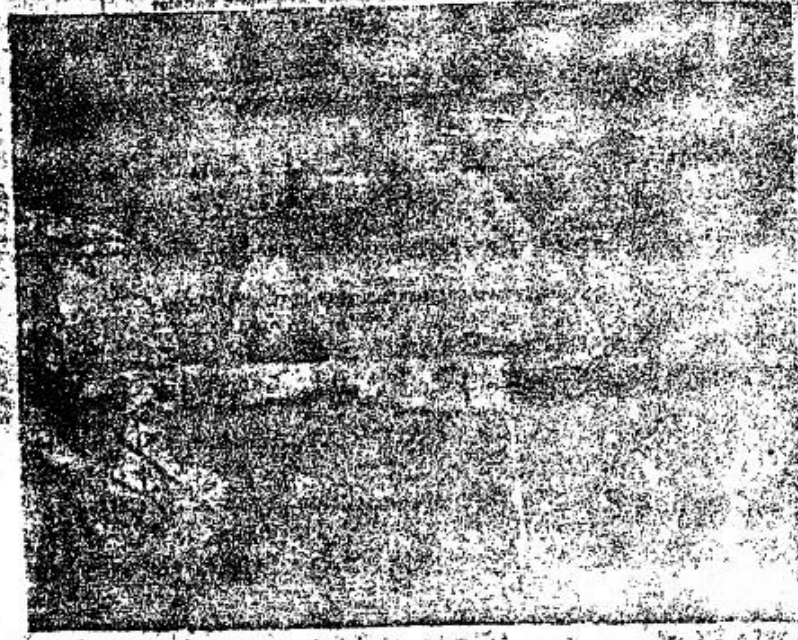
[illegible] Caswell, construct "flying [illegible]" shown in center photo is [illegible] abandoned tobacco-drying [illegible] the disks were found

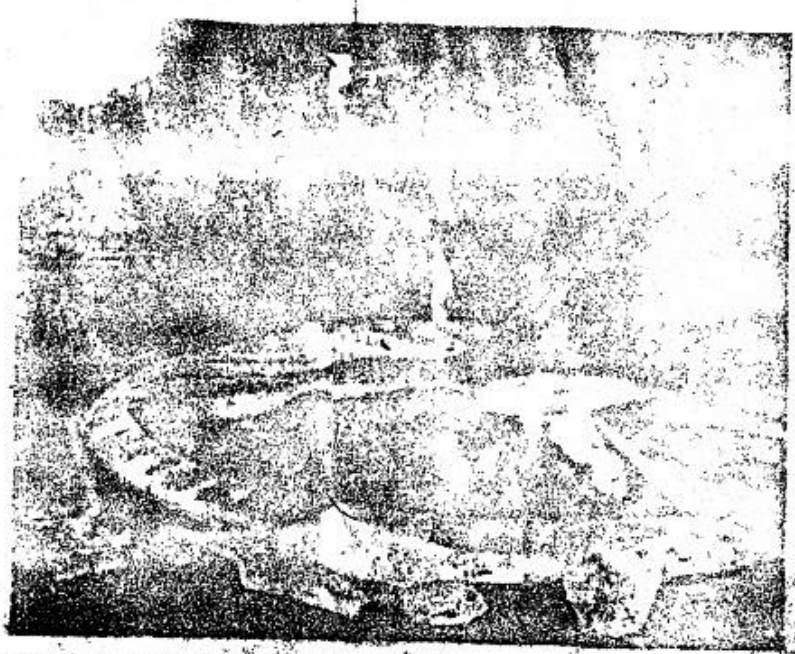
[illegible]

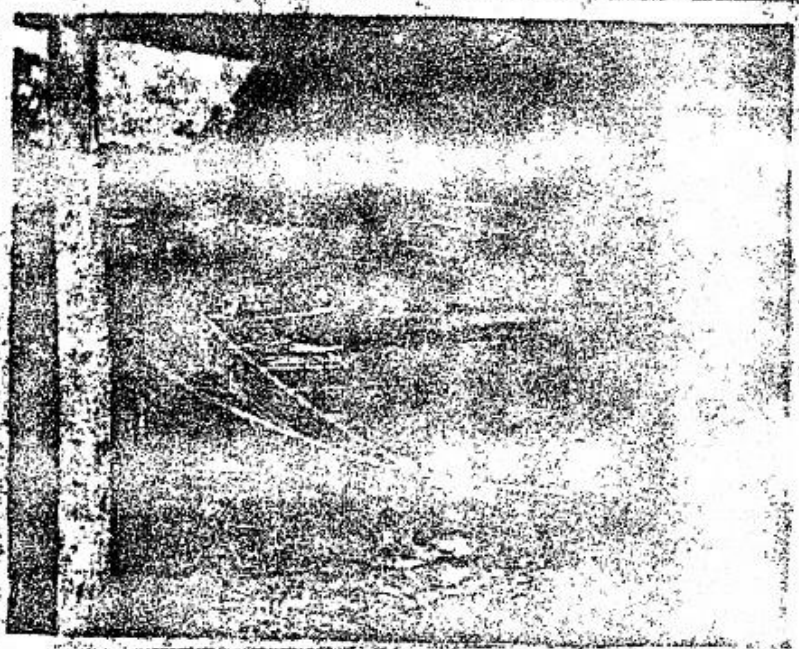


and at right is the metal structure where they were reportedly manufactured. Ganz said Caldwell, who disappeared in the Winter

of 1941, was "two years ahead of his time" in developing [illegible] rotation [illegible] controls and other flight [illegible]

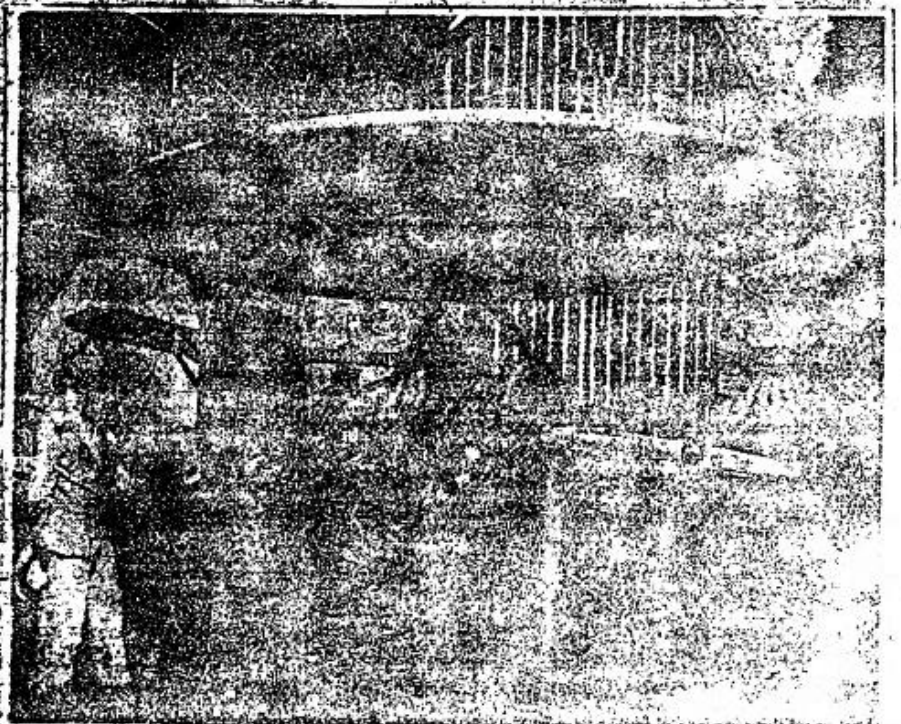






VIEWS OF "FLYING SAUCERS"—At left and center are views of the "flying saucers" which have been discovered on an Anne [illegible] county farm following a [illegible] and investigation by Federal agents and [illegible] [illegible] aircraft was designed by its [illegible] [illegible] and [illegible] [illegible] below. Picture at right shows the large [illegible] that preceded the small, conventional-type fuselage.

'Prototypes Of Flying Saucer,' Air Force Official Says Of Models Found In State



Sunspace photo

"GRANDDADDY" OF FLYING SAUCERS—An Air Force official has called this plane the prototype of the flying saucer. The photo, taken in 1940, shows a model called the [illegible] [illegible] [illegible] K. Caldwell (at left), the remains of [illegible] near [illegible] Home. (Article on discovery of Caldwell's planes in Maryland, and other pictures, Page 3.)

LATER TYPES FLYING NOW, HE REPORTS

Glen Burnie Discovery Linked To Nation's Air Mystery

Federal agents seeking flying disk inventor..... Page 22

By HOWARD BOSTON
(Washington Bureau of The Star)

Washington, Aug. 28.—An Air Force official tonight described the bell-buttered experimental planes found near Glen Burnie yesterday as "definitely the prototype of the flying saucer."

He declared that both conform, in general, with the descriptions of flying saucers, reportedly seen streaking through the skies in various parts of the country.

And he said he believed greatly improved models of the two planes were flying now and were the source of the flying-saucer reports.

The official declined to permit use of his name, but said high authorities in the Air Force had given him permission to make the statement concerning the Glen Burnie discovery.

Pressed that "the important" Pressing him concerning the admonition that he did not think the discovery "has important" [illegible] "a pretty old thing and we believe there is something a lot more advanced than this," the officer added:

"I think some are definitely the prototype of the flying saucer."

The officer explained that the Air [illegible] the term "prototype" [illegible] the first model ever [illegible] an airplane design.

"I personally think the inventor went to some other part of the country and that he or someone else developed new planes along these lines and is flying them now," he said.

The officer admitted that Air Force knew little about the inventor, Jonathan R. Caldwell, now about 70, or his son, now about 25, who worked on the airplanes with his father.

[illegible] Decembe[illegible]4 [illegible] that office [illegible] not searched for the inventor, although information indicates he used other irregular methods of raising money by sale of stock.

"There are a lot of unanswered questions," the officer said, "and we are going to try to find answers to all of them."

Meanwhile, he said the airplane models found at Glen Burnie were being "hidden out" for the time being because "we don't have anybody to guard the place where they were found and we want to have a good look at them."

Search Led To Barn

The story of the discovery of the grandfather of the flying saucers began when the Baltimore bureau of the Office of Special Investigations of the Air Force got a tip that flying-saucer models were in existence in the Baltimore area, the officer said.

The search led to an old tobacco barn near Glen Burnie. It took only a few days. There the Air Force agents found two badly battered models of helicopter-type helicopters, which had been standing in the barn for years.

One of the models, [illegible] the Army Ground, looked [illegible] a conventional [illegible] except that the rotor blades [illegible] from a disk-like [illegible] looked like two saucers [illegible] top to top. This was a [illegible] flying model which had [illegible] on it the CAA experimental [illegible] number N-5-48.

Figure As Worthless

Information gathered by the CAA, the officer said, indicates this plane was flown about nine years ago over the Potomac waters at Maryland, and probably also over Washington.

The other model was extremely

Continued on Page 2, Column 6

[illegible] officer said [illegible] like a flat [illegible] feet in diameter in the middle [illegible] the top of the cab in the cockpit and the space for the engine.

Around the top rim of the cab are four huge blades, each [illegible] feet long. Four others revolve around the lower rim in the opposite direction.

A miniature model of the roto-plane, equipped with an electric motor, was flown successfully by remote control "about 1942," the Air Force agents learned.

Appearance In Flight

They theorized that the inventor—because of the war—was unable to get the materials to build a full-sized flying model of the roto-plane.

The spokesman emphasized that both of these planes would look like flying saucers when in flight.

The saucer-like rotor on top of the Gray Ghost virtually covers its entire fuselage, the spokesman pointed out. In flight, the propeller tips extending out from the saucer-like center would not be visible, and when viewed from above or from directly below the craft would look like a flying disk or saucer.

The disk-like "roto-plane," he said, would look like a saucer in flight when viewed from any angle.

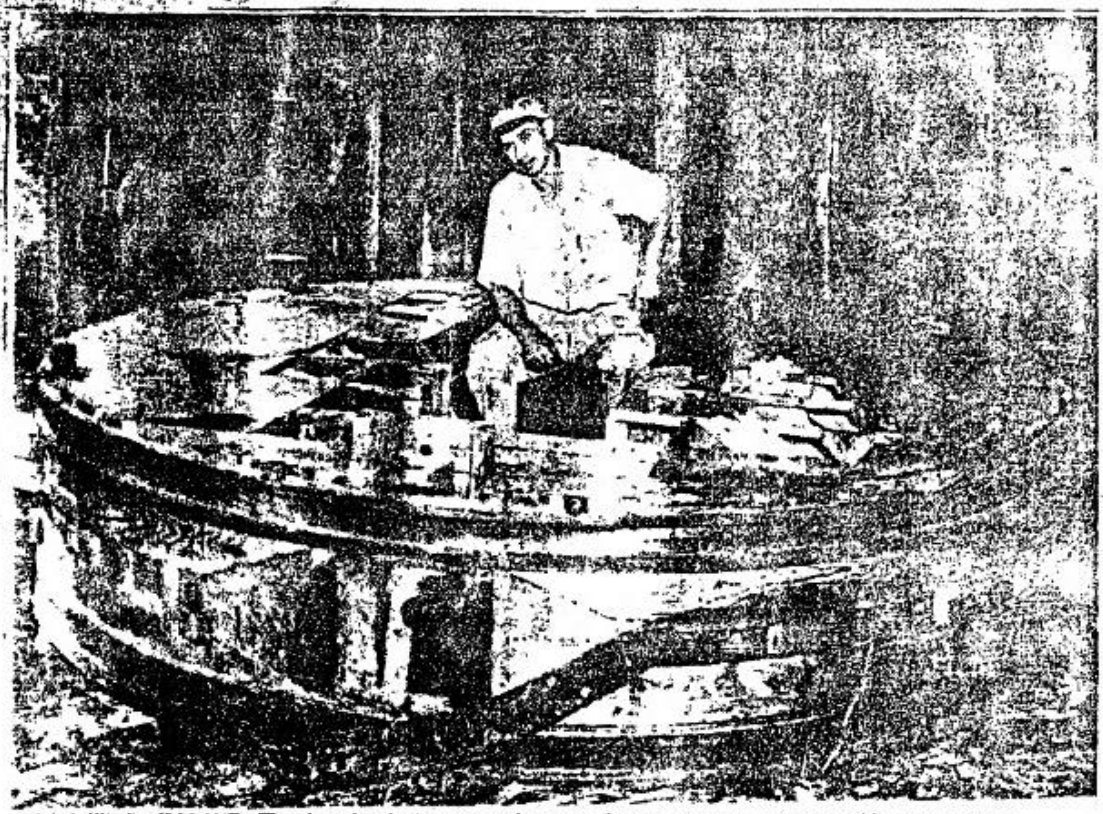
Questioned about the extreme speed attributed to the flying saucers in most of the reports, the officer said he felt it quite possible that some radical new type such as the "roto-plane" to attain [illegible] speeds [illegible] propelling [illegible]

An Element Of New Types

[illegible] he said that since the Air Force has no information on the [illegible] cannot, he was not in a position to comment.

The CAA agents learned that Caldwell was only a tenant on the tobacco farm, but could not explain why the owner of the property allowed the flying planes to stand in the tobacco barn undisturbed for so many years.

Officers of the OSI, with headquarters at Bolling Field, near [illegible] carried out the investigation which led to the discovery.



CHEESEBOX AIRPLANE—The cheesebox helicopter (left) never flew because its inventor couldn't get a motor

The propellers were stacked to the wings at right.

FLYING DISKS SEEN FOR LAST 2 YEARS

Saucers Reported in Baltimore And Across The Globe

"Flying saucers" have been sighting across the skies for more than two years.

The first report of [illegible] was made June 25, 1947, by Kenneth Arnold [illegible] who said he saw nine objects traveling at a 1,200 an-hour speed.

An [illegible] were reported [illegible] and the local Flying Saucer Club, [illegible] to call "controllers" for [illegible] over the country who had seen the disks.

Reports of the phenomenon have not been confined to American observers.

Saucers have been seen in many parts of the world.

Canadians saw them in July, 1947, when the saucer craze was at its height.

At First British Scoffed

The British scoffed at first—describing the disks as "American reply to the Loch Ness monster"—but a Coast Guardsman saw a mysterious object moving across the sky one afternoon in March, 1948.

From Johannesburg, South Africa, in July, 1947, came a report that two residents had seen flying saucers. Others—presumably they were others—were seen the same day at Sydney Australia.

Chinese at Shanghai reported dazzling saucers—some made of jade.

Baltimore was ignored by the disks during the early days of the mystery—or possibly its citizens were less observant than residents of the West where the initial rash of reports originated.

Woman Saw First One

By the time a concert was seen here, flying disks were being sighted in nearly every section of the country. Mrs. Gertrude Landry, of 2028 Ridgehill street, spotted Baltimore's first. Others followed in quick succession.

There was no consistent pattern

FLYING DISKS SEEN FOR LAST 2 YEARS

Saucers Reported In Baltimore And Across The Globe

(Continued from Page 1)

in the reports other than the coincidence of objects moving through the sky. Some, it was said, moved with "incredible" rapidity. Mrs. Landry said the one she saw moved slowly.

Many were described as "bright" or "shining," some with fiery tails. They were said to have high maneuverability. Occasionally they were seen flying—and somersaulting—in formation.

In January, 1948, a National Guard flyer was killed near Franklin, Ky., when his plane, chasing a flying saucer, apparently exploded. An "ice-cream cone topped with red" had been seen over Fort Knox. Other pilots who closed in to investigate reported the object to be "metallic and of tremendous size." One said it was "round like a tear drop, and at times almost fluid."

Engaged One In Dogfight

Last October another National Guard pilot told of a 20-mile encounter with a lighted, disk-like object which outran and outmaneuvered him. Others witnessed the dogfight.

The Air Force came out with a report on the whole situation in April, after checking 240 reports from the United States and 30 from overseas. It was unable to identify 40 per cent of the objects but gave these other explanations:

Thirty per cent were "conventional aerial objects" such as birds and balloons.

Thirty per cent were "astronomical phenomena" such as meteorites.

"The 'saucers' are not [illegible] Air Force report said.

"Neither are they a [illegible] alarm to the population [illegible] the incidents already [illegible] —meteors, balloons, sailing birds in a jet, testing devices.

"Some of them still end in question marks."

U.S. IS HUNTING INVENTOR OF FLYING DISKS

Caldwell Disappeared Mysteriously Nine Years Ago

Plane models called prototypes of flying saucers..... Page 1.

The discovery of two battered shacks on Anne Arundel county farm yesterday spurred a Federal search for the elderly inventor and pioneer of the "flying saucer" who disappeared mysteriously nine years ago.

The missing inventor, Jonathan E. Caldwell, worked on an early type of flying disk on the farm during 1937 and 1938, and at one time developed a model which flew.

The remnants of his work, which lay for years unnoticed in the tobacco-drying shed 2 miles southeast of Glen Burnie were discovered early this week during an investigation by Federal agents.

Disappeared in 1940

Caldwell, his wife, and teen-age son disappeared from the farm in the Winter of 1940, leaving behind furniture, personal effects and bundles of unused laundry. They were not heard from again in Anne Arundel county.

The equipment found this week consisted of a circular [illegible] about 12 feet in diameter of plywood construction. The box, of "thermocol" shape, is approximately 3 feet deep and there is room for a one-man cockpit in the center.

Metal strips [illegible] around the top and bottom of the box are equipped with small rollers, similar to [illegible]

Motor Attached

A motor of large metal hoops found near by were used to fit around the box and against the rollers. A mechanic who worked with Caldwell on the project said the hoops rotated in opposite directions around the box, and, with rollers attached, provided the power which was to fly the machine.

Also discovered in the shed was a saucer-shaped disk with rotors attached. This disk, once equipped with a Corvair-type engine and its propeller, gained, was removed by federal agents and turned over to State police custody.

Asked for Security Reasons

Federal agents who supervised removal of the equipment from the shed said they could not discuss the discovery for security reasons. Trooper John H. Murtaugh, of the State police, also refused to discuss the find, explaining that he was merely assisting Federal authorities in the investigation.

John W. Ganz, the mechanic who worked with Caldwell on the disks, said the inventor originally approached him with the information that he was designing a "conventional" type helicopter with a large disk attached above the fuselage was actually flown from a field near Washington, Mr. Ganz said. He described the aircraft as a "pancake."

Helped Test "Chemobox"

Flown by a young man who had never piloted the craft reached a height of approximately 75 feet, Ganz said, then crashed to earth when the pilot became frightened and abandoned the controls. The pilot, the mechanic said, was not injured.

Later, Ganz continued, Caldwell had asked for the services and assistance of the mechanic and helped him build a small model of a "convection" type of helicopter. The mechanic said he assisted the inventor in the project, and helped test the "chemobox" in 1939.

The 1939 test was unsuccessful, Ganz said, because the motor was too small to lift the box, which weighed 1,500 pounds.

"The old man was way ahead of his time," Ganz said.

Model Really Flew

"A small aluminum model of the saucer really flew."

Ganz, who now a repairman at the Glen Burnie airport, said the box was a huge "drum" with counter-rotating hoops around top and bottom. Driven by a rubber drive wheel, the rotation of the hoops [illegible] the box and [illegible] the need of [illegible] as used [illegible] continued, [illegible] was [illegible] Some [illegible] shape in [illegible]

[illegible] Pumphrey [illegible] the newspaper said [illegible] the late 30's [illegible] Avenue [illegible] indus- [illegible] sale.

Filled With Furniture

Pumphrey said he was vacationing in Florida in the Winter of 1948 when he received a telegram from the inventor advising that he was leaving the farm immediately.

The telegram advised me to

(Continued on Page 3, Column 6)

have the gas, electric and water arrangements taken care of," Pumphrey said.

Curtailing his vacation, Pumphrey said, he immediately returned to Maryland and found the house abandoned. The house was nearly filled with furniture the Caldwells had left.

The rooms were strewn with the family's personal effects and a bundle of soiled laundry was wrapped in a sheet and left in the living room, Pumphrey recounted.

No Forwarding Address

Pumphrey described the inventor, then about 60 years old, as an "extremely likeable and pleasant person," and said Mrs. Caldwell was "talkative and busy."

Baltimore Post Office authorities yesterday revealed Caldwell had left a forwarding address in Washington, but said he had moved from the Washington address a short time later and left no forwarding location.

At that point, to all intents and purposes, the inventor, his wife and son severed all connections with their past life.

Stockholders Don't Know

[illegible] who had bought stock in Caldwell's "Grey Goose Airways" company, declined to get help to build his flying saucer, met with a dead end in their attempts to locate him.

Federal authorities [illegible] the hunt for the flying disk designer [illegible] and said mostly [illegible] called upon Maryland State [illegible] for aid.

[illegible] Kavanagh and Peter Hopkinson, bonding Government agents, toured Caldwell in the Glen Burnie area, and working on information supplied by residents of the area, discovered the disk objects in the storage shed.

Statement Is In 1945

There was no answer to Caldwell's answer yesterday, which he published in 1948 at that time he described the project as a "chemo, safe and convenient general utility aircraft [illegible] means of taking off and landing [illegible] mail yard or on the [illegible] building."

[illegible] might achieve [illegible] per hour [illegible] passengers [illegible] than the [illegible] prices [illegible]

Sources [illegible] reported he [illegible] to appear [illegible] [illegible] questions.

Methods "Unconventional"

Robert E. Clapp, who was Assistant Attorney General at the time of Caldwell's disappearance, and who conducted a hearing into Caldwell's stock sales, described the inventor as "a misguided individual who sincerely thought he had something."

Caldwell's methods of obtaining money, Mr. Clapp said, was "unorthodox conventional."

"All he had was models," Mr. Clapp said, "and whenever one failed and he needed more funds he went out and sold stocks."

Photo by George H. Roth

CHEESEBOX SKETCH---This drawing gives an idea of what the tub-like roto-plane looks like with its propellers. The cockpit and engine are in the middle. The four large blades at the top and eight at bottom are each 7 feet long and rotate in opposite directions. The roto-plane would look like a saucer from any angle.

U.S. Spurs Hunt For Inventor Of 'Saucer'

Air Force [illegible] today were trying to locate [illegible] than E. Caldwell or members of his family, in hopes of learning more about the "flying saucers" found at his former home near Glen Burnie.

The two contraptions, one resembling a helicopter with a rotating disk, and the other a lybike cheesbox roto-plane, may be prototypes" of the flying saucers which created a nation-wide scare two years ago, Air Force investigators said.

'Copter's Remains Removed

What remains of the helicopter was taken to the home of [illegible] Trooper John J. Harbaugh in an army truck from Aberdeen Proving Ground late yesterday afternoon. Harbaugh was one of two Maryland State policemen who helped two Air Force investigators find the "saucers."

The battered rotorplane model also abandoned when Caldwell abruptly disappeared from his Anne Arundel county home was in the old tobacco barn where it was discovered.

The Air Force indicates it definitely is interested in determining if the two machines are prototypes of the first model from which an aircraft developed of the still unexplained "flying saucers" reported seen in so many places during the Summer of 1947.

Hasty Departure Indicated

Caldwell, a carpenter turned inventor, left the Southern Maryland farm on which he conducted his experiments during the Winter of 1940. He went off with his wife and son in such haste that they left behind them furniture, personal effects and a bundle of soiled laundry.

He was reported to have left a forwarding address to Washington, but since leaving there has not been heard of.

According to Lewis E. Pumphrey, who owned the farmhouse in which the family lived, Caldwell remained in Anne Arundel county about two years.

JONATHAN E. CALDWELL
Flying saucer inventor as he looked in 1940

Received Word

Pumphrey said he [illegible] vacationing in Florida during the winter of 1940 when he received a telegram from Caldwell that he was leaving the farm immediately and asking him to take care of gas, water and electric arrangements.

Pumphrey [illegible] returned to Maryland and found the house almost filled with the furniture of the Caldwells, abandoned.

John W. Ganz, a mechanic who worked with the inventor said Caldwell was "way ahead of his time."

A report by the office of the Attorney General of Maryland on stock-selling activities by Caldwell describes him as a "misguided individual who sincerely thought he had something."

Called "Pleasant Person"

Mr. Pumphrey said the inventor was an "extremely likeable and pleasant person." Mrs. Caldwell, Pumphrey said, was "talkative and bossy."

A gray-haired man at the time of his disappearance, the inventor would be in his 70's if still alive. His son would be around 35.

The most complete data concerning the activities of Caldwell to be uncovered so far is in the files of the offices of the Attorney general of Maryland, which in 1940, an order was signed restraining two firms, of which Caldwell was listed as general manager, from selling stock in Maryland.

The concerns were Gray Goose Airways, Inc., and Rotor Planes, Incorporated.

Planned 10-Cent Shares

Gray Goose was organized in 1928 under the laws of Nevada and stock was first sold in Denver, Col., "upon the representation that Mr. Caldwell had invented a flying machine that would utilize the principle of the flight of a bird," according to Robert E. Clapp, Jr., who

(Continued On Page 3, Column 8)

Continued Under Page 11

was assistant attorney general at the time.

Original plans called for the sale of [illegible]000 shares at 10 cents each [illegible] Mr. Caldwell was to retain [illegible] percent of the total.

[illegible] to $[illegible] in stock [illegible] first year although [illegible], according to [illegible].

Banned in N.J. And N.Y.

In 1931, Caldwell moved to New Jersey, but was there only a short while before the attorney general of that state prohibited him from further sale of stock.

He then moved to New York, and met the same injunction at the hand of the attorney general there.

First stock sales in Maryland began, according to the data in the attorney general's office, in 1934, the year Caldwell moved from New York to Washington.

After a hearing before the Attorney General of Maryland February 8, 1940, he was enjoined from selling stock in the State on the ground that his methods were "fraudulent."

Some Of Stockholders Here

The Attorney [illegible] on Caldwell states [illegible] attended Oregon State College in Corvallis, Ore., for two years [illegible].

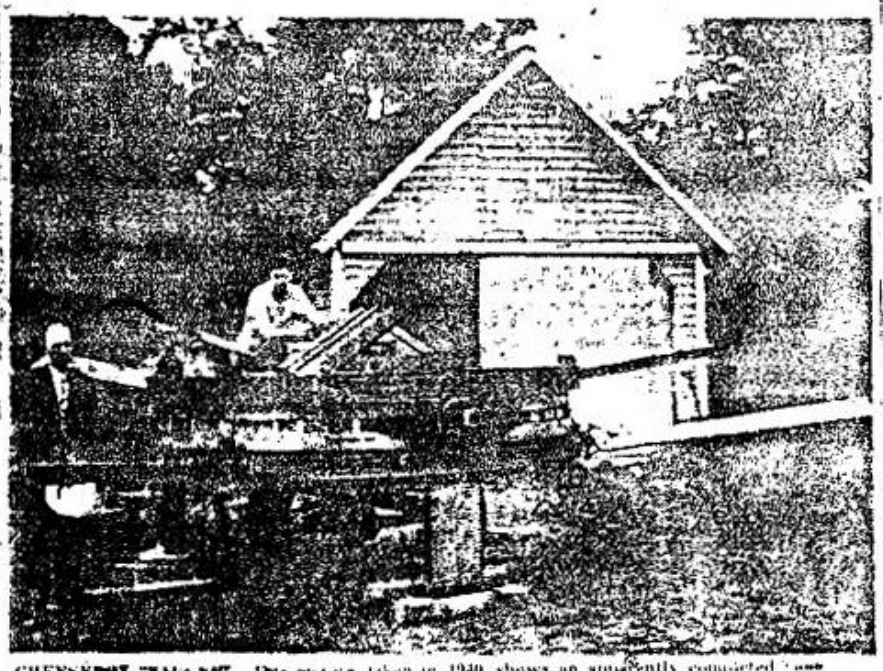
Baltimore stockholders in 1940 included M. L. [illegible] 8 North Rosedale avenue; [illegible] Glaff, 724 Northern Parkway; John Herbert, 621 West street; [illegible] Logue, 300 [illegible]; James E. Judd [illegible] nue; Virginia Z[illegible] Paul street, and [illegible], 2623 North Loyola way.

The Washington [illegible] of Gray Goose was [illegible] avenue N.W.

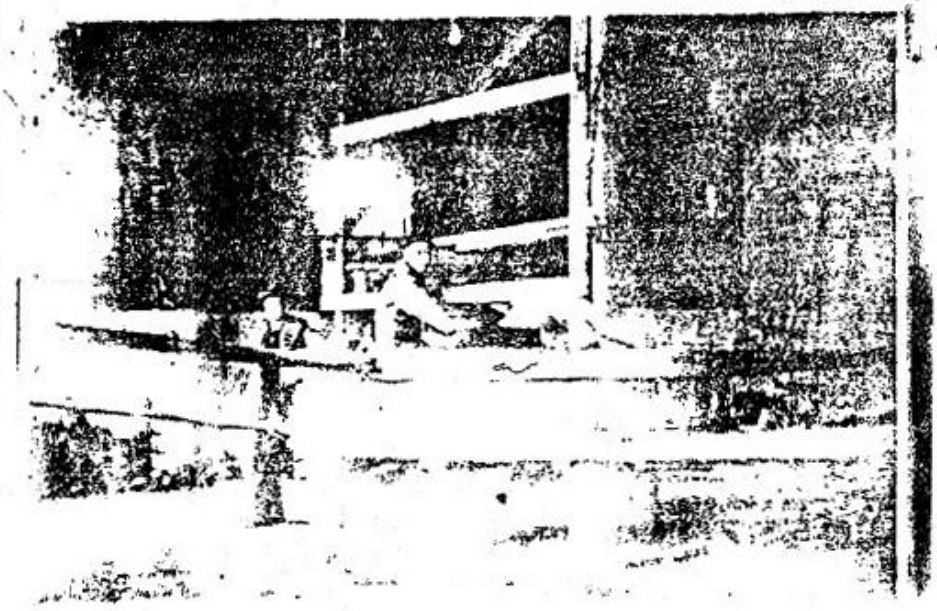
Incorporators [illegible] Planes, Inc., were W[illegible] Lina Johnson and [illegible] Caldwell, and for Gray [illegible] Caldwell, A. L. E. Sams[illegible].

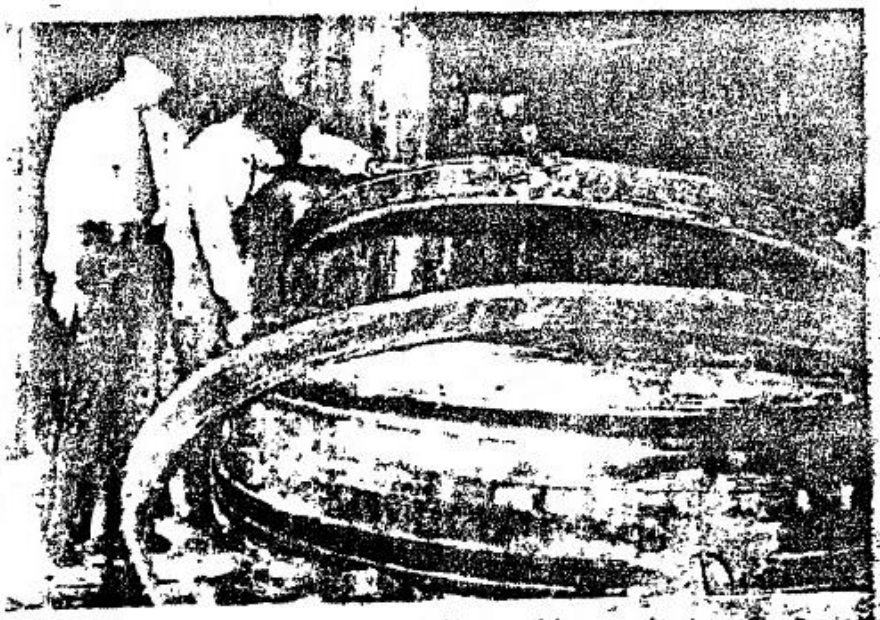
Described [illegible]

The [illegible] in a [illegible]



CHEESEBOX "[illegible]" This picture, taken in 1940, shows an apparently completed [illegible] the cheesebox [illegible] on a trailer in front of the Anne Arundel county garage where was built. At [illegible] the inventor, Jonathan Caldwell. (Other pictures on page [illegible])

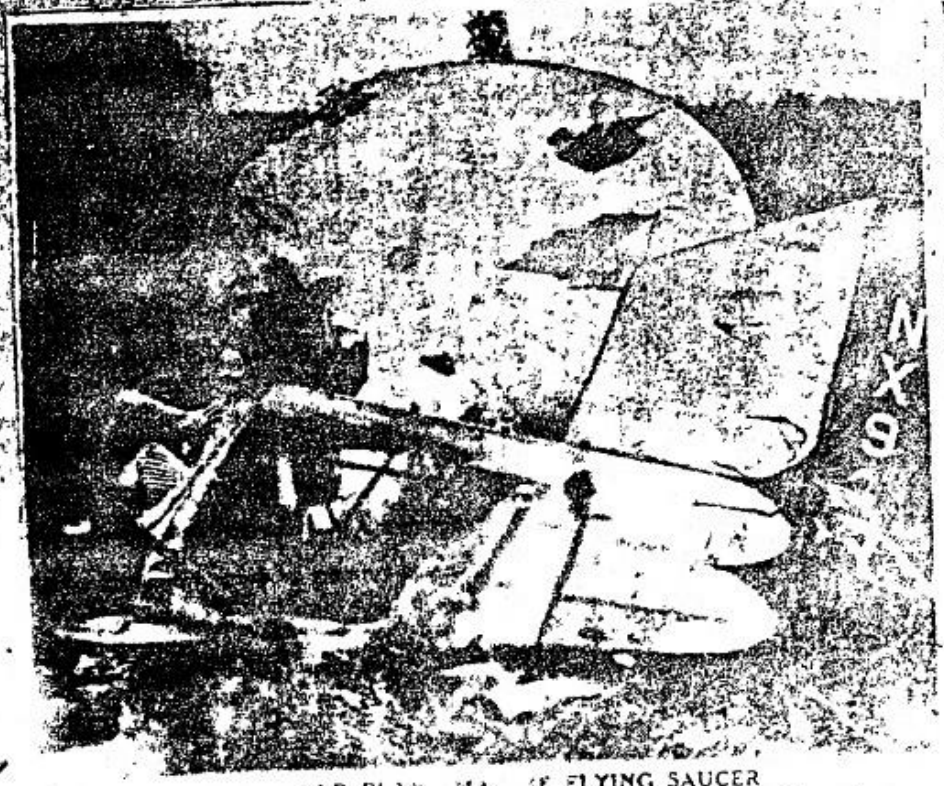




State Patrolmen J[illegible]arbaugh and Peter Korwowski [illegible] at flying saucer found near Glen Burnie

THE BALTIMORE NEWS ST Vol. CLV -92 20 Aug

A. E. CALDWELL



...RD PLAN... MA... OF FLYING SAUCER

Found ... ...bacco barn, this skeleton ...
... ...terious "flying disc"
... ...cockpit.

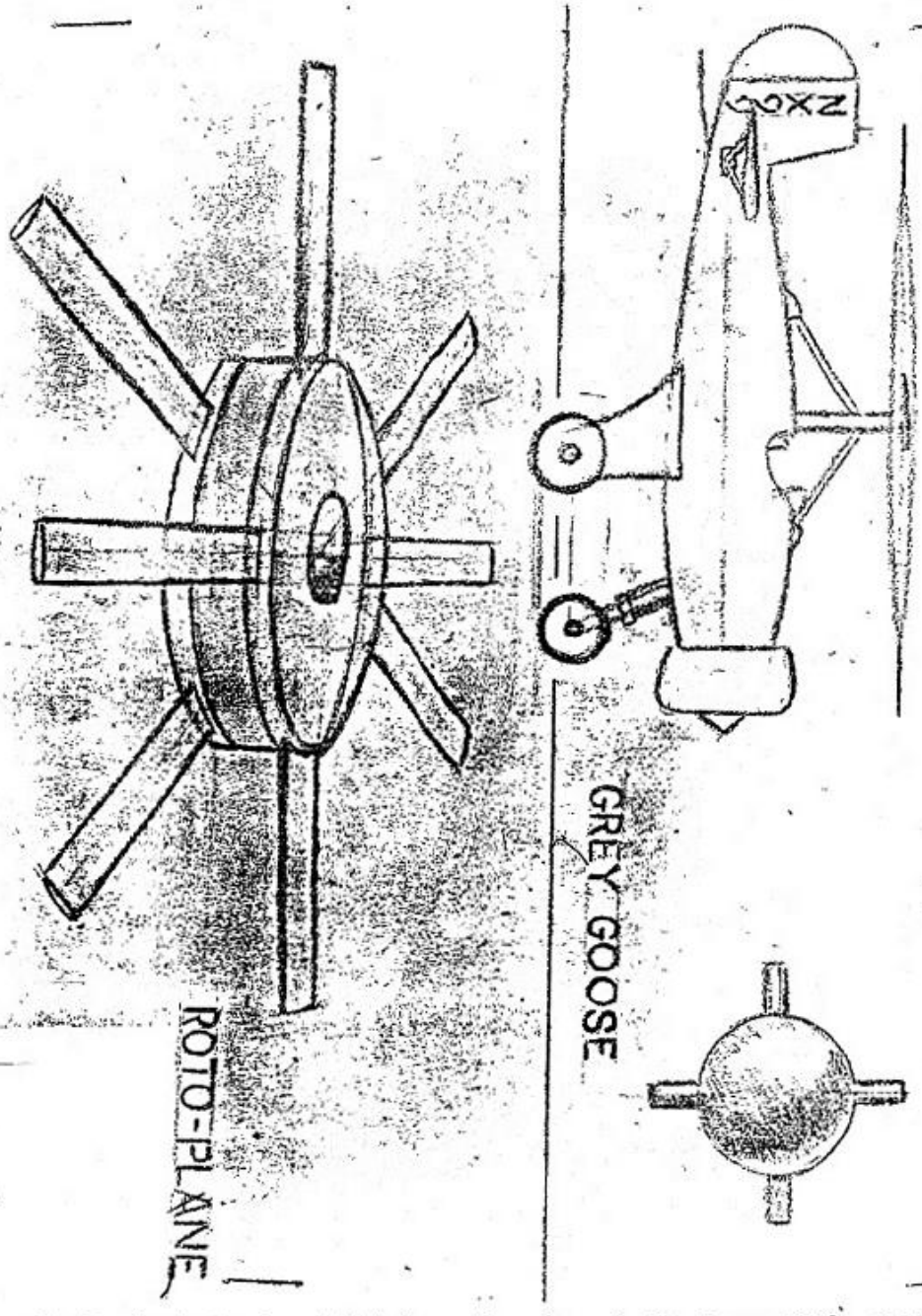
[redacted] CORPORATION
[redacted]E COMPANY

File #24-83

EXHIBIT "A"

Fifteen (15) photographs, with identifying data
(All photographs taken by S/A von MAUCHER)

FOR HEADQUARTERS, OSI



24-93 Photo No. 1 - Artist Conception drawn by Mr. George Rolfe, Baltimore, Maryland from a description furnished by S/A [illegible], [illegible] August 1950.

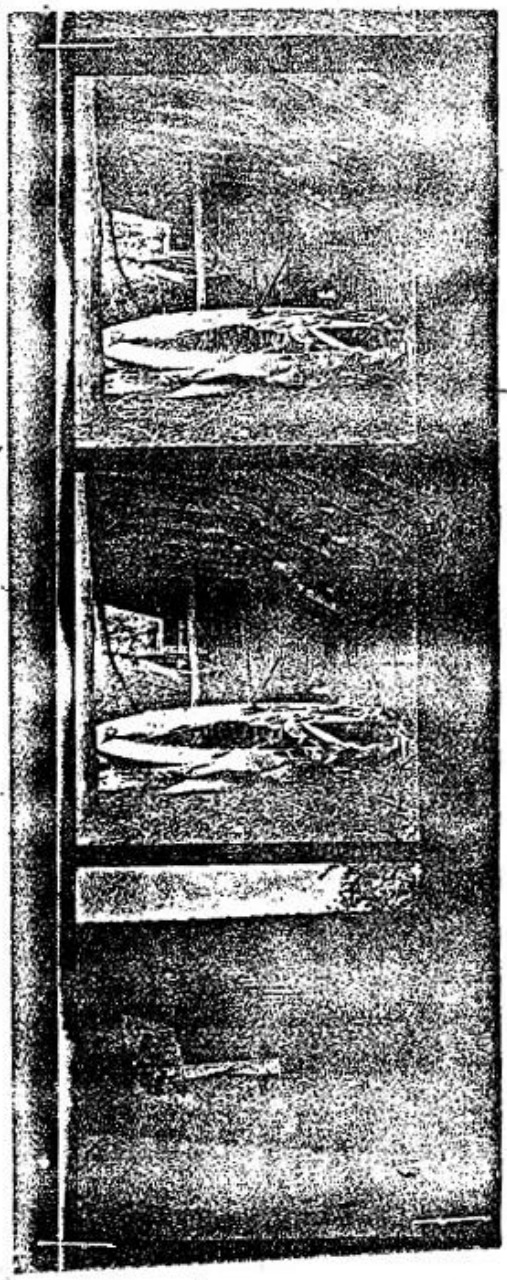
24-93 [redacted]
Photos No. 2,3,4

Tail assembly and part of disc.

Fuselage showing cockpit and part of disc.

Disc showing tripod mounting and brake drum.

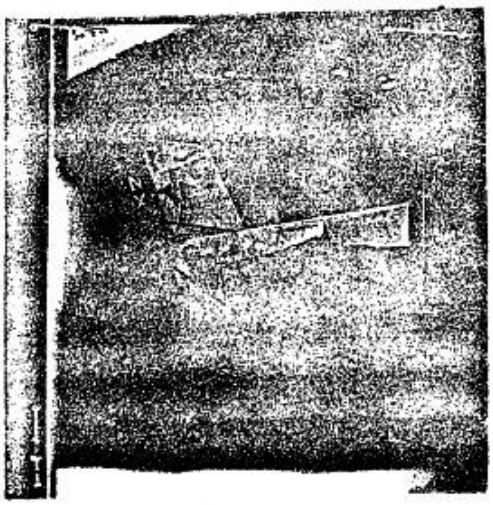
24-93 [redacted]
Photos No. 5,6,7.



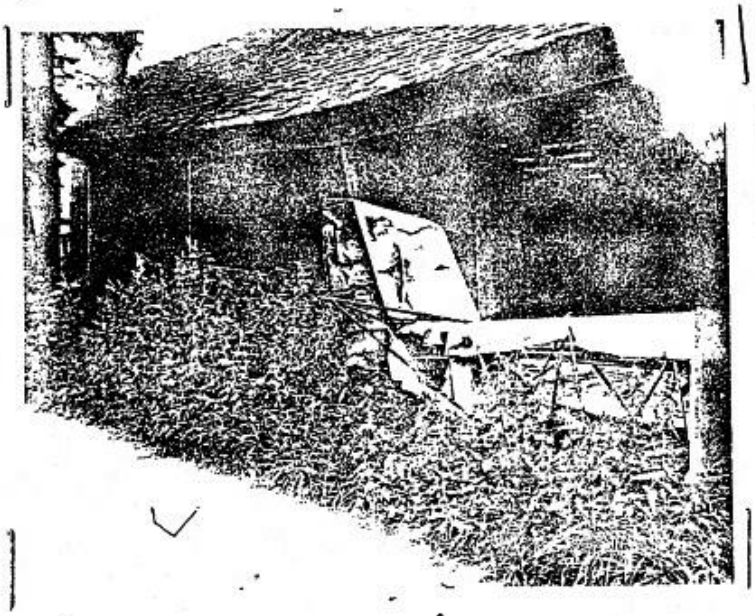
Disc showing tripod mounting, brake drum and interior plywood ribbing.
Rotor-plane and bands in background.
Landing assembly (gear) at extreme left.

Side view of fuselage.

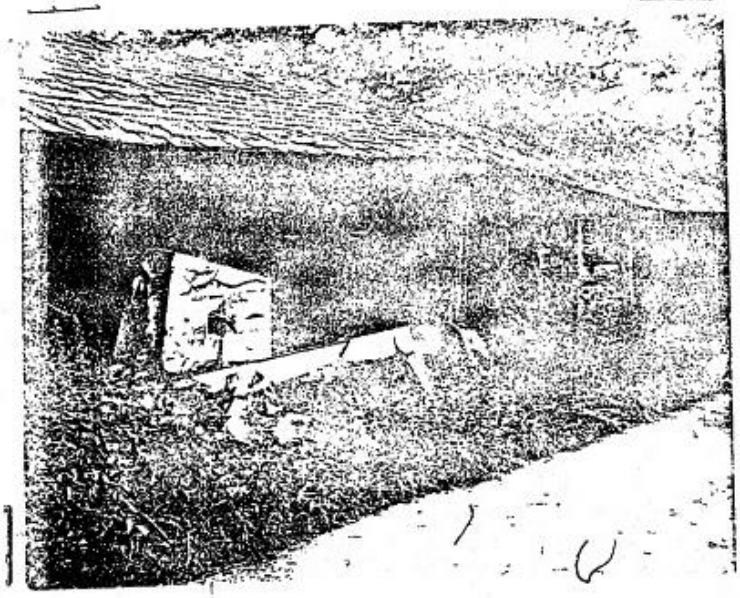
2/4-63 "[redacted]
Photos No. 8,9.



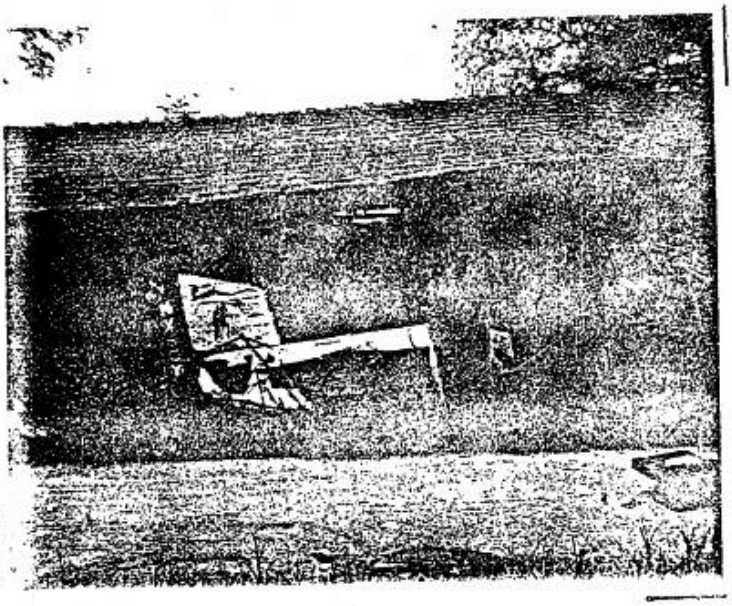
View of tail assembly
Note CAA No[redacted]



24 [redacted]
Photos No. 10,11.

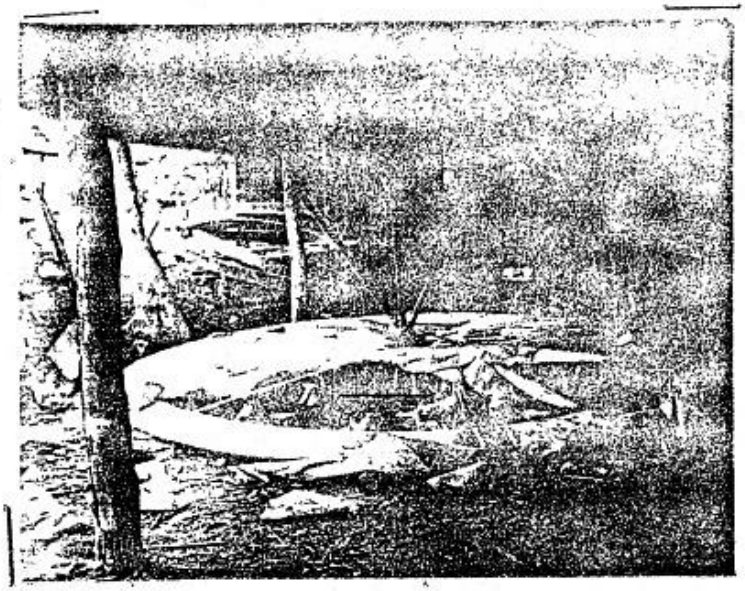


Full view of
fuselage.



[redacted]

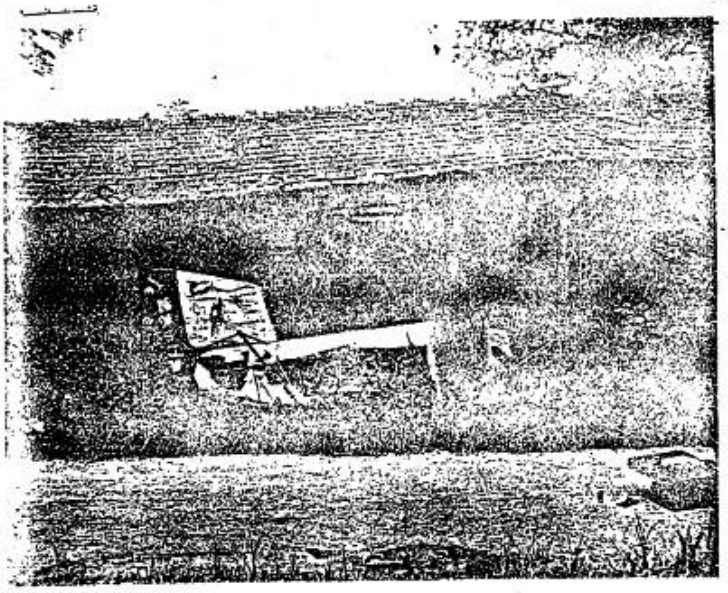
24-93 [redacted]
Photos No. 12,13.



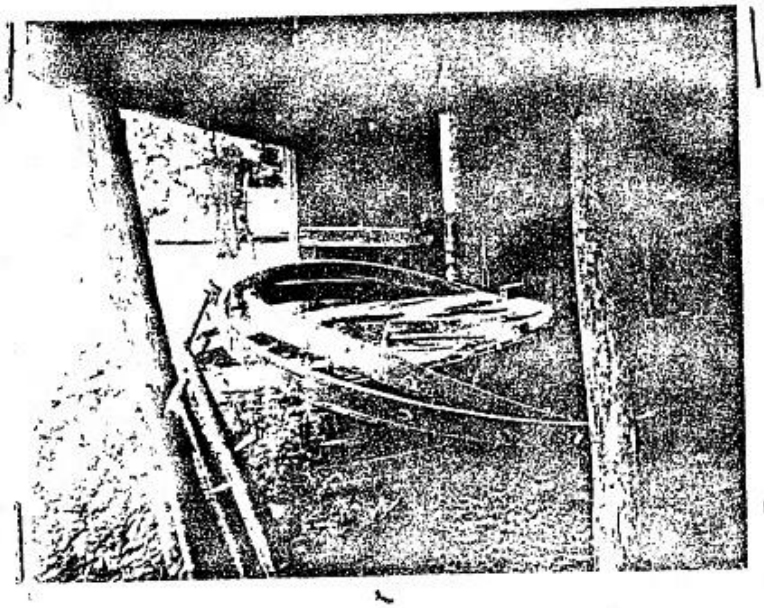
Disc with fuselage and cockpit on right.

Disc with rotor plane in background.

24-93 "[redacted]
Photos No. 14,15.



Side view of fuselage showing engine mount.



View of rotor plane.

CONFIDENTIAL

Hqs OSI

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 23 August 1949
	REPORT MADE BY CLAUDIUS E. BELK - slo	
TITLE [redacted] CORPORATION [redacted] COMPANY	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 19, 20, 21 August 1949	
	OFFICE OF ORIGIN DO #4	
	STATUS PENDING	

CHARACTER
SPECIAL INQUIRY (Unconventional Aircraft Models)

REFERENCE Ltr. Hqs. OSI, file #33-0, dtd 19 May 49; pending rpt. S/A REDDISH, DO #4, file #33-144, dtd 15 June 49; closing rpt. S/A REDDISH, DO #4, file #33-144, dtd 19 Aug 49; pending rpt. S/A BELK, DO #4, dtd 22 Aug 49, file #24-93

SYNOPSIS

First contact between newspaper reporters and the Baltimore Detachment, OSI, was made at about 1330, 19 August 1949, when a news reporter of "The Evening Sun" questioned S/A von MAUCHER at Glen Burnie, Maryland. von MAUCHER made no statement. At approximately 1500, 19 August 1949, Deputy Director, OSI, authorized Acting District Commander, 4th OSI District, to answer questions of the press concerning discovery of the objects. [redacted] Washington Bureau of the "Sun", interviewed the Acting District Commander shortly thereafter. Copies of the artist's conception of the [redacted] and [redacted] were distributed to the press with prior authority of OSI. At 2200 a rendezvous point was established in Glen Burnie and several photographers made flash pictures of the models. Mr. [redacted] of the Baltimore "News Post", interviewed S/A C. E. BELK on 20 August 1949, and falsely attributed several direct statement to this officer, which he did not make. The "Baltimore Sun", on 20 August 1949, published an article in which they were rather free in their use of unauthorized quotations. Major SEALES, of the Office of Public Information, requested the Baltimore Detachment to attempt to determine the source of the statement "Prototype flying saucers." Mr. [redacted] refused to divulge his source of information for this quotation. A survey of news articles published in Baltimore papers through 20 August 1949 reveal several items of information that are pertinent to this investigation. These items are being rechecked for accuracy. [redacted], City Editor, "Baltimore Evening Sun", intimated that the source of their tip was quite obvious if one read the first edition containing the story.

PENDING

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
Hqs. OSI	4	Director of Special Investigations Headquarters USAF Washington 25, D. C.	24-185-221x
DO#4,	2		

CLASSIFICATION CANCELLED [illegible] USE ONLY
BY AUTHORITY OF [illegible] OF SPEC INV
[illegible], Capt, USAF
BY [illegible]
3 DEC 1975
DATE

APPROVED
KIRBY M. GILLETTE
LT COLONEL, USAF
DISTRICT COMMANDER

15 SEP 1949
UNCLASSIFIED

CSI FORM 4
3 JULY 1948

CONFIDENTIAL

9-1073, AF

DETAILS

On 19 August 1949, at approximately 1330, Special Agent von MAUCHER telephoned the Acting District Commander, 4th District, OSI, from Glen Burnie, Maryland, and stated that a newspaper reporter from the "Baltimore Evening Sun" had contacted him in Glen Burnie, Maryland, shortly after he had finished moving the [redacted] to the back yard of the home of Trooper JOHN HARBAUGH, Maryland State Police.

On 19 August 1949, at approximately 1500, the Deputy Director, OSI authorized the Acting District Commander to answer questions of the press concerning the discovery of the objects. Mr. [redacted] Washington Bureau of "The Sun", telephoned the 4th OSI District later and was given the information. The Acting District Commander, 4th District, OSI, was careful not to make a direct statement, and explained to Mr. [redacted] the position of the Office of Special Investigations. Special Agent BELK was present during the entire interview with Mr. [redacted]

About 1630, 19 August 1949, Major SEALERS, Office of Public Information, Press Bureau, Headquarters, USAF, called District Office No. 4, and the story which had been given to Mr. [redacted] was repeated to Major SEALERS.

Upon instructions of the Deputy Director, OSI, an effort was made to reach Captain LOOKADOO, Public Information Officer, Bolling Air Force Base. It was determined about 1930 that Captain LOOKADOO was on leave. An attempt was made through the Bolling Air Force Base telephone operators to contact other members of the Public Information Office, but this move proved unsuccessful. Special Agent BELK contacted Colonel HENRY J. AMEN, Base Commander, Bolling Air Force Base, and explained the difficulty that had been encountered and informed Colonel AMEN that the story had been released by the Pentagon Press Bank. Colonel AMEN appeared to be satisfied with this explanation.

Copies of the artist's conception of the "[redacted]" and the "[redacted]" were given to the "Baltimore Sun" and the "Washington Star." Authority to release this photograph was given to the Acting District Commander, 4th OSI District, by OSI Headquarters.

Major SEALERS, Office of Public Information, informed Special Agent BELK telephonically that he was referring all newspapers that called his office to the 4th OSI District, and that he had received several requests for photographs.

A rendezvous point was established in Glen Burnie, Maryland, for 2200, and all newspaper and photo services that called were informed of this arrangement. At the ppointed time Special Agent BELK and Special Agent von MAUCHER, and Trooper JOHN HARBAUGH met photographers and

reporters of the "Baltimore Sun" and "Evening "Sun, "The Washington Star" and the Acme Photo Service. Photographs of the "[redacted]" and the [redacted] were taken with flash equipment at this time. Reporters [redacted] and a Mr. [redacted] of the "Sun" papers, interviewed Special Agent BELK in the presence of Trooper HARBAUGH and Special Agent von MAUCHER. These reporters were again cautioned that agents of the Office of Special Investigations could not be quoted and that we had no official Air Force statement to make. Nothing was told these reporters except a read-back of what had already appeared in the "Evening Sun" paper.

On 20 August 1949, Mr. [redacted], a reporter of "Baltimore News Post", Baltimore, Maryland, accompanied by a photographer, came to the Office of the Baltimore Detachment, 4th District, OSI, Camp Holabird, Maryland, and requested an interview with the Detachment Commander. The position of OSI was explained to Mr. [redacted], and this reporter was cautioned in the presence of Special Agent von MAUCHER that agents of the Office of Special Investigations could not be quoted and that we were not in a position to make any official statement or publication. It was further explained to Mr. [redacted] that all the information now available on the subject had been previously published in the "Baltimore Sun" papers. Mr. [redacted] requested photographs and was given a copy of the artist's sketch which had been authorized for release. This reporter requested to see and obtain copies of official photographs that had been taken at the scene of discovery. These photographs were on the desk of the Detachment Commander when the reporter entered the room. This request was rejected, whereupon Mr. [redacted] intimated that "The News Post" would purchase copies of these photographs. He was informed that OSI had no pictures to sell. Before leaving, the reporter, in an alleged joking manner, suggested that "If Special Agent BELK turned his head, he would never know where the negatives had gone." After this episode, these two gentlemen were informed that the Baltimore Detachment had no statement to make and had nothing further to give them, whereupon they left the office.

Exhibit "A" is a photostatic copy of the story published Saturday afternoon, 20 August 1949, in "The Baltimore News Post." Paragraphs underlined in ink on the exhibit as direct quotations were not made by any member of the Baltimore Detachment, 4th District, OSI.

The following is an extract from an article that appeared in the "Sun" Saturday morning, 20 August 1949, Volumn 225-83-D. Photostatic copies of this article are not available at this time:

"FLYING DISK MODEL FLOWN SUCCESSFULLY

"AIR FORCE REVEALS TEST AND SEARCH FOR INVENTOR'S SON

[redacted]

"A scale model of one of the battered flying saucer prototypes found this week on a Glen Burnie farm was flown successfully in tests, an Air Force official disclosed here last night.

"A quarter-horsepower model of [redacted] 'rotoplane,' described by officials as an original version of the flying disk, was tested and flown successfully on [redacted] Glen Burnie farm in the late 1930's, Capt. Claudius Belk, head of the Baltimore office of Special Investigation of the Air Force.

"Captain Belk revealed that his office has been 'investigating this machine for months' and is making every effort to locate [redacted]'s son in the hope of obtaining engineering information about the 'roto-plane.'

"INVENTOR MAY BE DEAD

"He pointed out that [redacted] would be in his 70's if alive now, and said it is quite possible the disk inventor may be dead.

"The model found in a Glen Burnie tobacco-drying shed has 'no specific value,' the Captain continued. His office, he said, is trying to 'run down' the engineering idea behind it."

Direct quotations in this article attributed to Captain CLAUDIUS E. BELK were not made. All interviews with reporters during the evening, 19 August 1949, and early morning, 20 August 1949, were witnessed by Special Agent von MAUCHER and Trooper JOHN HARBAUGH, of the Maryland State Police. Attention is invited to the fact that all information contained in this article and attributed to Captain BELK was released in previous "Sun" paper articles without quotations, or attributed to "an Air Force official."

On 20 August 1949, Major SEALERS, Office of Public Information, Press Bureau, Headquarters, USAF, telephoned the Baltimore Detachment, 4th District, OSI, and requested that the Detachment Commander attempt to obtain from the "Sun" newspaper their source for the statement, "An Air Force Official tonight (19 August) described the two battered experimental planes found near Glen Burnie yesterday, as definitely the prototype of flying saucer'". This quotation first appeared in Volume 38-B, of the "Sun" on 20 August 1949, under the by-line of Mr. [redacted] Washington Bureau of the "Sun".

[redacted]

On 20 August 1949, the City Editor of "The Evening Sun", Baltimore, Maryland, Mr. [redacted], was interviewed by Special Agents BELK and von MAUCHER. Mr. [redacted] made available to the Baltimore Detachment five (5) copies of each "Sun" newspaper that had carried the story, full access to the "Sun" papers' "morgue", and offered to make available slick copies of all photographs that the "Sun" paper reporters had taken during the coverage of this story. Mr. [redacted] further stated that he would obtain photostatic copies of all previous information in the "Sun" files concerning [redacted]. Mr. [redacted] called [redacted] in Washington, and Special Agent BELK attempted to ascertain the source of the "prototype quotation". Mr. [redacted] explained that he would not divulge his source under any consideration and that "newspaper reporters are protected under the circumstances." Mr. [redacted] suggested that agents of the Office of Special Investigations contact Mr. [redacted] Frederick attorney, who was Assistant Attorney General of Maryland at the time of [redacted] activities, and who had given the "Sun" papers a rather extensive interview. Mr. [redacted] also stated that a great deal of information was available in the files of the Maryland Attorney General concerning the stock sales activities of [redacted].

The following extracts from newspaper accounts contain information pertinent to this investigation. All information set forth in this paragraph is being rechecked by this District, and is being set forth at this time to maintain continuity of the investigation:

Excerpt from "THE EVENING SUN", Vol. 79-106, 19 Aug 1949:

"Activities Recalled

"Robert E. Clapp, Frederick Attorney who was Assistant Attorney General of Maryland at the tim[redacted] disappearance and who conducted a hearing into [redacted]s allegedly fradulent stock sales, recalled some of the circumstances surrounding the missing man's activities.

"'As I remember the case,' said Mr[redacted], 'he seemed to me to be a misguided individual who sincerely thought he had something.'

"[redacted] may have had something, added Mr. [redacted] but his methods of getting money to finance the project were outside the conventional.

"Sold Stock For Work

"'All he had was models,' Mr.[redacted]aid, 'and whenever one failed and he needed more funds he went out and sold stock.'

[redacted]

"In his report, Mr. [redacted] said:

"'The literature used in connection with these (stocks) sales clearly indicates that the public was led to believe that the invention was on the verge of perfection and would be completed and ready for general production within a very short time, whereas, the fact, as testified by Mr. [redacted] indicates that no machine upon which he had ever worked had been successfully flown or was in any condition for manufacture and sale upon a satisfactory commercial basis.

"Moved to Washington

"It then transferred to its office to New York and in 1934 the company was ordered to stop selling stock there. The same year, the company moved to Washington, D. C., and it was after this time that stock was sold to Marylanders.

"In Washington, the company had financial difficulties and as a result a new corporation--the [redacted], Inc. ---was formed. Stockholders of the [redacted] Airways, Inc,' were then requested to transfer their stock to the new corporation.

"Mr. [redacted] during the hearing, developed testimony that the only machine [redacted] perfected, and which had a possibility of being of any value, infringed on a prior patent on a similar machine.

"According to Mr. [redacted] the inventor testified he was a carpenter, and that he had never studied the science of aeronautics but had read several aeronautical books, the names of which he could not remember.

"History of Development

"'The history of the development of these companies indicates that they were organized merely for the purpose of raising money to develop the ideas of Mr. [redacted] and that as soon as this money was raised, it was treated as belonging solely to him and as the subject of any use which he deemed proper.'

"'No meeting of stockholders has ever been held by either company and no financial report to stockholders has ever come out since organization.'

"The testimony in the case revealed that the '[redacted] Airways, Inc.' was organized in Nevada in 1928. Three years later the company moved to New Jersey and after ten months there was enjoined from selling stock."

Excerpt from "THE EVENING SUN", Vol. 79 - 107, 20 Aug 1949

"Planned 10-Cent Shares

[redacted] was organized in 1928 under the laws of Nevada and stock was first sold in Denver, Col., 'upon the representation that Mr. [redacted] had invented a flying machine that would utilize the principle of the flight of a bird,' according to R[redacted], who was assistant attorney general at the time.

"Original plans called for the sale of 10,000,000 shares at 10 cents each, and [redacted] was to retain 51 per cent of the total.

"Some $8,000 to $10,000 in stock was sold the first year, although no records were kept, according to Mr. [redacted]

"Banned in N. J. and N.Y.

"In 1931, [redacted] moved to New Jersey, but was there only a short while before the attorney general of that state prohibited him from further sale of stock.

"He then moved to New York, and met the same injunction at the hand of the attorney general there.

"First stock sales in Maryland began, according to the data in the attorney general's office, in 1934, the year [redacted] moved from New York to Washington.

"After a hearing before the Attorney General of Maryland February 8, 1940, he was enjoined from selling stock in the State, on the ground that his methods were 'fraudulent.'

"Some of Stockholders Here

"The Attorney General's dossier on [redacted] states that he attended Oregon State College, in Corvallis, Ore. for two years, dates unknown.

"Baltimore stockholders in 1940 in [redacted] avenue [redacted]

"The Washington address of [redacted] was [redacted] nue, N.W.

"Incorporators of [redacted] Inc. were [redacted] and [redacted] and for [redacted]

"Described in Prospectus

"The roto-plane was described in a prospectus files with the Securities and Exchange Commission as follows:

"'This new disk-rotor plane utilizes an accepted airfoil, circular in shape, from which smaller airfoils project, together with specially designed controls. The disk rotor is locked and prevented from rotating in flight, to permit the high speed of which an airplane is capable.

"'In landing, the lock on the disk rotor is released and natural forces autorotate the disk with sufficient speed to land the plane as slow as a parachute.'"

The Baltimore Detachment, 4th District, OSI, has obtained information which establishes beyond a reasonable doubt that Mr. [redacted] mechanic at the Glen Burnie Airport, was responsible for the tip to the "Sun" papers. Mr. [redacted] City Editor of the "EVening Sun", intimated that it was quite obvious from the original story where the "Sun" papers received their tip. The original story in the "Sun" paper quoted [redacted] almost exclusively, and [redacted] sed in front of the models for several photographs. During the initial interview with [redacted] Special Agents BELK and von MAUCHER, as well as State Trooper JOHN HARBAUGH, cautioned [redacted] several times concerning the security of this investigation. In view of the above circumstances, any contact that OSI agents might have with this individual in the future should be most carefully protected as this individual is not considered reliable.

INCLOSURES

FOR HEADQUARTERS, OSI

1. Exhibit "A" - one photostat
2. Exhibit "B" - eighteen (18) photostats.

PENDING

[redacted]

[redacted]

CALDWELL, et al - 24-33

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT BALTIMORE, MARYLAND

1. Will obtain copies of all newspapers carrying this story published after 20 August 1949, and forward copies of this story as soon as possible.

2. Obtain slick photographs of all newspaper pictures, especially pictures of [redacted] and pictures of the models.

3. Will interview Attorney General, State of Maryland, for information concerning [redacted] stock-selling activities.

4. Obtain photostatic copies of information available in the "morgue" of the "Sun" papers concerning [redacted] activities in 1940.

5. Interview Mr. [redacted], Frederick attorney, who was Assistant Attorney General of Maryland at the time of [redacted] activities.

6. Interview stockholders of [redacted] Corporation for any information they may have concerning [redacted] plans and/or activities.

7. Attempt to locate work shop in Baltimore, Maryland, where roto-plane is alleged to have been fabricated.

8. Make further attempts to develop information on Mr. [redacted] Baltimore, Maryland, the original informant in this case.

DISTRICT OFFICE NO. 4, Baltimore Detachment

AT GLEN BURNIE, MARYLAND

1. Will continue investigation and interviews in this area of persons who are acquainted with or have knowledge of [redacted] activities.

2. Will continue liaison, Maryland State Police, and retain custody of models.

DISTRICT OFFICE NO. 4, BOLLING AFB

AT WASHINGTON, D. C.

1. Will search files of Civil Aeronautics Administration for information of experimental model [redacted] and obtain photostatic copies of their records.

2. Will check newspaper "morgues", especially "The Times-Herald", for stories which may have been carried concerning original flight of the Gray Goose.

3. Will conduct national agency checks on [redacted]

[redacted]

C[redacted] A[redacted] File

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 33-144	DATE 19 August 1949
	REPORT MADE BY LEONARD F. REDDISH - slo	
TITLE UNKNOWN SUBJECT Letter from [redacted] Baltimore 18, Maryland	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 14 June - 19 August 1949	
	OFFICE OF ORIGIN DO #4	
	STATUS CLOSED	

CHARACTER
COMMUNIST MATTERS

REFERENCE Ltr., Hqs. OSI, file #33-0, dtd 19 May 49; pending rpt. S/A L. F. REDDISH, 4th Dist., OSI, file #33-144, dtd 15 June 49

SYNOPSIS

All efforts to make the trip from Baltimore to Salisbury, Maryland, with Mr. [redacted] have failed. Mr. [redacted] has failed to keep several appointments with agents of the Baltimore Detachment, and has failed to come to the door on several occasions when it was certain that he was home. In view of this lack of cooperation on the part of Mr. [redacted] this case is being closed, by direction of the Acting District Commander, 4th OSI District.

Investigation into matters [redacted] is being conducted under File #24-93, [redacted]

Classification cancelled/changed to [redacted] by authority of the Director of Special Investigations USAF

Stanley [illegible] 8 April 66

CLOSED

STANLEY V. SZAPIEL
Colonel, USAF
Commander

[redacted] REQUIRED (AFR 124-4 [redacted] of AFR 124-4. If this report is classified see also 205-1

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
Hqs. OSI (action) 4 DO#4,	Director of Special Investigations Headquarters USAF Washington 25, D. C.	33 144 5 DISTRICT #4 OFFICE SPECIAL INVESTIGATION AUG 24 1949 SEARCHED | ROUTED | SUPERVISOR REFER TO:
CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SI[illegible] BY [illegible], Capt, USAF DATE 3 DEC 1975	APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	

AFCSI FORM 4
23 JULY 1948

[redacted] UNCLASSIFIED

9-1073, AF

DETAILS

On several occasions, Special Agent A. von MAUCHER, Baltimore, Detachment, has attempted to contact [redacted] without success. Mr. [redacted] has failed to keep several appointments with Special Agent von MAUCHER and Special Agent D'HOOGE, and has failed to come to the door on several occasions when it was certain that he was home.

A complete investigation, File #24-93, [redacted], is being conducted by this district Office relative to leads developed from this case.

- CLOSED -

[redacted]

CONFIDENTIAL

Thes. 951

HEADQUARTERS, UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 22 August 1949
	REPORT MADE BY CLAUDIUS E. BELK - slo	
TITLE [redacted] [redacted] CORPORATION [redacted] COMPANY	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 18, 19, 20 August 1949	
	OFFICE OF ORIGIN DO #4	
	STATUS PENDING	

CHARACTER
SPECIAL INQUIRY (Unconventional Aircraft Models)

REFERENCE
Ltr. Hqs. OSI, file #33-0, dtd. 19 May 49; pending rpt. S/A REDDISH, DO #4, file #33-144, dtd 15 June 49; closing rpt. S/A C.E. BELK, DO #4, file #33-144, dtd. 19 Aug 49

SYNOPSIS

This investigation predicated upon letter from Hqs. OSI, file #33-0, dated 19 May 1949, to investigate a request of one [redacted] Baltimore, Maryland, who desired to turn some information over to "a high Air Force Official." [redacted] stated that he had purchased stock in a company that he believed was making the flying disc. This stock was purchased from a Mr. [redacted], Glen Burnie, Maryland. All efforts to obtain documented evidence from [redacted] failed. [redacted] had written a similar letter to the Baltimore Field Office of the Federal Bureau of Investigation. Permission was received from the Baltimore Field Office, FBI, to proceed with the investigation. With the assistance of the Maryland State Police, two experimental models, the "[redacted]" and the "[redacted]", were found in a barn on the old Lypton Farm near Glen Burnie, Maryland, late on the afternoon of 17 August 1949. Photographs and an artist's sketch were obtained and several interviews were conducted 18 August 1949. Arrangements were made to move the "[redacted]" by the Maryland State Police on 19 August 1949, and a telephonic report of the entire investigation was made to Colonel CARPENTER by Major JOSEPH J. DeRAAD at about 0930, 19 August 1949.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible] USAF
BY [illegible] : 3 DEC 1975

PENDING -

24-185-221x1
24-185-221

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
Hqs. OSI	3	DATE C.G., Air Materiel Command ATTN: MCIAXS	[illegible] STATES AIR FORCE [illegible] INSPECTOR GENERAL AUG 23 4 25 PM '49 [illegible] INVESTIGATION
DO#4,	2	Director of Special Investigations	
DO #5	4	Headquarters USAF Washington 25, D. C.	
(for forwarding to the C.G., Air Materiel Command ATTN: MCIAXS)		APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	UNCLASSIFIED 15 [illegible]

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL

DETAILS

This investigation was predicated upon information received during the investigation of 4th District Case No. 33-144, "UNKNOWN SUBJECT." Case No. 33-144 was predicated upon a letter from Headquarters, OSI, File No. 33-0, dated 19 May 1949, inclosing a letter from Mr. [redacted] Avenue, Baltimore 18, Maryland. Mr. [redacted] expressed a desire to give certain information to a high-ranking official of the Air Force. On 7 June 1949, Mr. [redacted] advised Special Agent ADELBERT C. von MAUCHER that in approximately 1934 he purchased one-hundred (100) shares of stock from a Mr. [redacted] who alleged to be a representative of the [redacted] Corporation. Specifications of the aircraft to be built by the [redacted] Corporation strongly resembled objects reported as flying disks in the newspapers in recent months, and Mr. [redacted] felt it his duty to report the incident to the proper authorities. All attempts to obtain documentive evidence from Mr. [redacted] have proved futile. A trip from Baltimore, Maryland, to Salisbury, Maryland, was involved, and Mr. [redacted] continually fails to keep appointments for the trip to Salisbury.

Mr. [redacted] contacted the Baltimore Field Office of the FBI at approximately the same time this matter was reported to Headquarters, USAF. The Baltimore Field Office is not conducting an investigation and has authorized the Detachment Commander, Baltimore Detachment, 4th District, OSI, to proceed as he sees fit in this investigation. A check of the indices of the Baltimore Field Office revealed that one [redacted] actively engaged in the Glen Burnie area in 1938, selling stock for the building of an unorthodox-type aircraft. Large numbers of citizens in Glen Burnie and Anne Arundel County are known to have purchased sizeable quantities of the stock. No record of [redacted] is available in the FBI Field Office.

On 17 August 1949, Mr. [redacted], Postmaster, and Mr. [redacted], [redacted] Glen Burnie, Maryland, were interviewed in their office. They revealed that the last known address of [redacted] was c/o General Delivery, Washington, D. C., and in approximately 1940 he moved from that address and left no forwarding address. It was further revealed that [redacted] rented P.O. [redacted] Glen Burnie, Maryland, in the name of "[redacted] Company." Mail forwarded to the Washington address has been returned stamped "moved - left no forwarding address."

On 17 August 1949, Special Agent von MAUCHER contacted Trooper JOHN J. HARBAUGH, Badge 105, Car 13, Maryland State Police, Anne Arundel County, Maryland, concerning any information which he might have in reference to [redacted] and the building of the [redacted] in the [redacted] area. Trooper HARBAUGH advised that [redacted] had resided on the old [redacted] Farm, now owned by [redacted] dealer, in Glen Burnie,

[redacted]

Maryland. Trooper HARBAUGH described [redacted] as a "shrewd operator", and advised that the exact nature of the investigation be withheld from [redacted] and that all contact with this individual be maintained on a local plane. Trooper [redacted] explained that, due to the economic factor involved in the [redacted] Corporation, any interest shown by Headquarters, Air Force, in the matter might jeopardize the actual recovery of existing models.

Mr. [redacted] stated, in substance, that [redacted] lived on the old [redacted] Farm in 1938, and used several outbuildings on the farm as work shops for the building of some type of flying disks. [redacted] sold stock to numerous people in the Glen Burnie area in this project. [redacted] departed hurriedly during the night, leaving several pieces of aircraft equipment in the outhouses on the farm. [redacted] owed [redacted] about $600.00 rent. [redacted] sued for and obtained possession of furniture which [redacted] left. This furniture was sold to settle the debt. [redacted] stated that he was not interested in any of the "junk" which [redacted] left behind and that Trooper HARBAUGH was welcome to it if he would remove it from his property.

Special Agent von HAUCHER, accompanied by Trooper HARBAUGH, located two models in a tobacco shed on the [redacted] Farm. Both of these models were in bad state of repair, but it was obvious from examination that these objects had been used in some type of aeronautical experiment. Due to the lateness of the hour and the circumstances surrounding the situation, no effort was made to protect these items at this time.

On 18 August 1949, Trooper HARBAUGH was contacted and arrangements were made to photograph and sketch both aircraft models on the [redacted] Farm. The old [redacted] Farm is located 200 yards north of the Old [redacted] Road, near Marley Park, Anne Arundel County, Maryland. Mr. [redacted] now lives on this farm. Mr. [redacted] was interviewed concerning the plane models in the tobacco shed, and stated, in substance, that the objects had been there during the five years that he had lived on the farm; that they were no concern of his and he had paid no attention to them. He knew nothing about the models that would contribute to this investigation.

Two models were found in the tobacco shed on the [redacted] Farm. One model, an auto-giro type plane, had been manufactured by the [redacted] Company. [redacted] sold stock in this model, completed the experimental model and is reported to have flown the model for from five to ten minutes and reached an altitude of approximately 50 ft. The other model was built by the [redacted] Company and did not reach the flying stage in its development before [redacted] mysteriously vanished. It is believed that the [redacted] was licensed under CAA Experimental No. [redacted] The following is a physical description of the [redacted]:

[redacted]

The [redacted] had an overall length of approximately 14 ft., with a rather conventional-type fuselage. A 9-cylinder, 45 horsepower French engine (Somerson?) was mounted on a conventional front fuselage engine mount, driving a conventional two-blade wooden propeller. The model had no wings, but possibly had stabilizing airfoils located in the general wing position. The fuselage was a single cockpit, tricycle landing gear affair, with a high square vertical stabilizer and arced rudder. A spring steel tail skid was mounted to the rear bottom of the fuselage, and some type of horizontal stabilizers were attached to the fuselage near the conventional position. These horizontal stabilizers appeared to be mounted away from the fuselage on an "A"-type frame, and one informant stated that the inventor had "some type of a crazy rig as far as ailerons were concerned." The cockpit contained an altimeter, a tachometer, an oil pressure guage, a fuel pressure guage and three blank instrument spaces. The plane was controlled by means of a stick and rudder pedals. The fuselage construction consisted of three-quarter inch welded steel tubing, covered with aircraft fabric. Mounted on a tripod above the fuselage was a disk, approximately 14 ft. in diameter. This disk resembled two dinner plates face to face, with a winder cord of 12" and an outer cord of 5". The disk was built of reinforced plywood, stripped with aluminum on the edges and covered with aircraft fabric. A center revolving axle was controlled by an expander-type brake. Four airfoil blades, approximately 3 ft. in length and 12" in width were attached to the cardinal points of the disks. Present condition indicates that these blades could be controlled, therefore making it possible to change the pitch. The blades were of airfoil-type construction with a cord of 3" on the leading edge and 3/4" on the trailing edge. The leading edge was stripped with copper and the blade was constructed of polished hardwood. From present appearances, the disk was free rotating and was given its momentum by prop blast and forward thrust. The engine had been removed from the fuselage and was no longer on the premises.

The rotor-plane was in a bad condition and was not immediately identified as being a second model. Very little of this model is now available for study. The model, as it exists today, consists of a plywood and steel reinforced cylinder, approximately 14 ft. in diameter and 3 ft. in depth. Six airfoil blades of the same type as were used on the Gray Goose were also found. These blades are approximately 8 ft. in length. Two bands, 10" in width with a roller device attached, were also found.

On 18 August 1949, [redacted] owners and managers of [redacted] Corporation, Glen Burnie, Maryland, were interviewed concerning [redacted] The Glen Burnie Airport

[redacted]

is located about two miles from the old [redacted] Farm, where [redacted] developed the aircraft models. Mr. [redacted] stated that he had been approached by Mr. [redacted] sometime about 1939 concerning hanger space and the use of his shops in the development of the models. Mr. [redacted] stated that he was interested in the idea until Mr. [redacted] stated that he desired to pay for the services with stock in the company. Mr. [redacted] stated that he took one look at the model that [redacted] was building on the [redacted] Farm, and told him that he did not want to have anything to do with it. Mr. [redacted] stated that he knew nothing else about the matter, but he believed that one of his mechanics, a [redacted] had worked for [redacted] during the building of the models on the Lypton Farm.

On 18 August 1949, Mr. [redacted] a mechanic employed by The [redacted] Service Corporation, was interviewed at the Glen Burnie Airport, and stated in substance that he had worked with Mr. [redacted] for several months on the Rotor-plane and the Gray Goose. Mr. [redacted] stated that he was told by [redacted] that the [redacted] flew in the Washington, D. C. area for about 15 minutes and reached a height of about 50 feet. [redacted] said that most of his work had been done on the rotor-plane, which he attempted to test fly because "everyone else was afraid to". The rotor-plane was powered by a 1938 (?) Chevrolet engine and failed to lift itself off of the ground during tests. Mr. [redacted] stated that the vibration was awful and he expected the thing to fly apart at any time. [redacted] had a small model of the rotor-plane powered by a 1/4 h.p. electric motor that would lift 14 pounds several feet off of a table. Mr. [redacted] described the model as a beautiful job of construction. [redacted] stated that [redacted] left in a hurry during the night, leaving the models behind, but the small working model of the rotor-plane has not been seen since [redacted] disappeared.

Mr. and Mrs. [redacted] and Mr. [redacted] were cautioned by Special Agents [redacted] and von MAUCHER, as well as Trooper [redacted] who was present during the interview, that the investigation was of a classified nature and they were not to talk about the investigation to anyone.

Mr. [redacted] negro, residing on the [redacted] Farm, was interviewed on 18 August 1949 and stated that an aircraft engine had been attached to the [redacted] until about a year ago. At that time two white men, about twenty years of age, came to the [redacted] Farm in a 1933 Chevrolet and removed the engine, fuel and oil tanks and all of the fuel lines and wiring from the [redacted]. He knew nothing else that would contribute to this investigation.

On 18 August 1949, Mr. [redacted], caretaker on the [redacted] Farm, was interviewed for the second time, and stated that he had no knowledge of the removal of the engine, but two young men had come to his house about a year ago and said that they were interested in removing the fuselage of the [redacted]. After examining it they decided that it

[redacted]

was not worth taking away, and left empty-handed. [redacted] remembered that the engine was missing at this time, but stated that he knew nothing about it.

AGENT'S NOTE: [redacted] is a very uneducated person and was very reluctant to talk to this Agent. He continually made the statement, "I don't know nothing, I always mind my own business, and this thing is no business of mine, or my kids'."

On 18 August 1949, Mr. [redacted] was confronted with the alleged information that the engine to the [redacted] had been repaired in the shop of his Glen Burnie Airport within the past year by Trooper [redacted] Although Mr. [redacted] had denied in a previous interview any knowledge of the engine, he suddenly remembered that a Mr. [redacted], a student of [redacted], had approached him to buy an aircraft engine. Mr. [redacted] stated that [redacted] was employed by the Glen Burnie Post Office.

AGENT'S NOTE: During this entire investigation, Mr. [redacted] has appeared to withhold information on this subject.

On 18 August 1949, Mr. [redacted] Carrier, was interviewed at the Glen Burnie Post Office, and stated that he had removed the engine, fuel tanks and wiring from the [redacted] about a year ago, with the permission of [redacted] and now had the engine in his basement. The engine was completely disassembled. Trooper HARBAUGH instructed [redacted] to reassemble the engine and bring it to his house as soon as possible.

On 18 August 1949, Mr. [redacted] Baltimore 2, Maryland, was contacted concerning an artist's conception of flying discs reported seen by him on 29 June 1949. The 4th District, OSI, conducted an investigation of this incident and rendered a Pending Report, dated 18 July 1949, under Case #24-78. Special Agent BELK described the Glen Burnie models to [redacted] and he made a drawing of both models from this description. A photograph of this drawing is enclosed as an exhibit.

On 19 August 1949, a detail of five (5) men and driver, accompanied by Special Agent von MAUCHER, proceeded from Camp Holabird, Baltimore, Maryland, to Elvaton Crossing, Maryland, in an Army truck, 1-1/2 ton, 2 x 4, loaned to the Baltimore Detachment, 4th OSI District by the Camp Holabird Motor Pool. The truck departed from Camp Holabird at approximately 1230 and arrived at the home of State Trooper [redacted] Maryland State Police, near Glen Burnie, Maryland, at 1330 hours. The detail, accompanied by Trooper HARBAUGH, went to the tobacco shed on the [redacted] Farm and loaded and removed the [redacted]" to a place in the rear of the garage at the home of Trooper HARBAUGH. HARBAUGH had received permission to remove the objects from the property by [redacted] owner.

[redacted]

The detail consisted of the following EM: Sgt. 1cl RAYMOND SCHEID, RA 37544450; Sgt. ALFORD W. HOEFNER, RA 13284092; Sgt. HARRY E. HOSFORD, RA 37649674; Sgt. ADRIAM McCAFFERTY, RA 20457302; and Pfc. BRIAN K. HUTCHERSON, RA 19314168. The driver was Pvt. LYNUS H. BARR, RA 33697863.

After the truck was unloaded a reporter from the Baltimore Evening Sun approached Special Agent von MAUCHER and attempted to obtain a statement concerning the objects. Von MAUCHER explained to the reporter, who identified himself as one [redacted] that he had no statement to make and referred the reporter to Captain BELK, at the 4th OSI District Office. Trooper HARBAUGH made a similar statement.

On 19 August 1949, Special Agent von MAUCHER interviewed [redacted] and [redacted] sons of [redacted] who live on the [redacted] Farm, and these individuals stated in substance that they had known [redacted] as a "crack-pot" from Washington who had invented the plane that had been stored in the tobacco shed on the farm on which they were living for the past number of years. The [redacted] were living in the area in 1940 when [redacted] was at the Lypton Farm. [redacted] was driving a 1931 Chrysler, with District of Columbia license. The [redacted] stated that [redacted] remained on the [redacted] Farm for about eight (8) months, and then left very suddenly. [redacted]'s son was in his early twenty's, tall, brown curly hair, dressed well, and was called "Junior" by his parents. A mechanic who is believed to have worked with [redacted] during the entire project was known as [redacted].

On 19 August 1949, Maryland State Trooper JOHN J. HARBAUGH stated that he had received information that a mechanic called [redacted], who is reported to have worked with HARBAUGH, may be one [redacted]S, now believed to be residing in Herald Harbors, Silver Springs, Maryland.

On 19 August 1949, at 0930, a telephonic report of this entire investigation was made by Major JOSEPH J. DeRAAD, Executive Officer, 4th OSI District, to Colonel CARPENTER, Deputy Director, Headquarters, OSI.

INCLOSURES

FOR C.G., AIR MATERIEL COMMAND, W-P AFB, ATTN.: MC 1AXS

1. Exhibit A - File folder containing fifteen (15) photographs, with identifying data.

FOR HEADQUARTERS, OSI

1. Exhibit A - File folder containing fifteen (15) photographs, with identifying data.

- PENDING -

[redacted]

[redacted]

CALDWELL, et al - 24-93

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

At BALTIMORE, MARYLAND

1. Will obtain copies of all newspapers carrying this story in the Baltimore area and forward copies of this story as soon as possible.

2. Obtain slick photographs of all newspaper pictures, especially pictures of [redacted] and pictures of the models.

3. Will interview [redacted] Editor [redacted] "Baltimore Evening Sun", for sources of information on various statements made by the "Sun" papers pertinent to this investigation.

4. Will interview Attorney General, State of Maryland, for information concerning [redacted] stock-selling activities.

5. Obtain photostatic copies of information available in the "morgue" of the Sun papers concerning [redacted] activities in 1940.

6. Attempt to ascertain person or persons from whom the "Sun" papers received the original "tip".

7. Interview Mr. [redacted], Frederick attorney, who was Assistant Attorney General of Maryland at the time of [redacted] activities.

8. Interview stockholders of The [redacted] Corporation for any information they may have concerning [redacted] plans and/or activities

9. Attempt to locate work shop in Baltimore, Maryland, where roto-plane is alleged to have been fabricated.

10. Make further attempts to develop information on Mr. [redacted] Baltimore, Maryland, the original informant in this case.

DISTRICT OFFICE NO. 4, Baltimore Detachment

AT GLEN BURNIE, MARYLAND

1. Will continue investigation and interviews in this area of persons who are acquainted with or have knowledge of [redacted] activities.

2. Will continue liaison, Maryland State Police, and retain custody of models.

[redacted]

CALDWELL, et al - 24-93

DISTRICT OFFICE NO. 4, BOLLING AFB

AT WASHINGTON, D. C.

1. Will search files of Civil Aeronautics Administration for information of experimental mode[redacted] and obtain photostatic copies of their records.

2. Will check newspaper "morgues", especially "The Times-Herald", for stories which may have been carried concerning original flight of the[redacted]

3. Will conduct national agency checks on[redacted]

[redacted]

CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 33-144

DATE 15 June 1949

REPORT MADE BY LEONARD F. REDDISH AL

REPORT MADE [redacted] DO #4, BOLLING AIR FORCE BASE

PERIOD 7, 13 June 1949

OFFICE OF ORIGIN DO #4, Bolling AFB

STATUS Pending

TITLE

UNKNOWN SUBJECT
Letter from [redacted]
[redacted] Avenue
Baltimore 18, Maryland

CHARACTER COMMUNIST MATTERS

REFERENCE Letter, Hqs OSI, file #33-0, dated 19 May 1949

SYNOPSIS

[redacted] while a storekeeper in Preston, Maryland, in approximately 1934, was approached by one [redacted] for the purpose of selling stock in the [redacted] Corporation. [redacted] substantiated his claim of having invented a practical aircraft by showing Washington, D.C. "Times Herald" clippings that portrayed the [redacted]. [redacted] at that time stated his intention of going to a "foreign country" to sell the aircraft if it became necessary to do so. [redacted] stated that he had purchased 100 shares in the [redacted] Corporation, these shares and the clippings re the aircraft are now in Salisbury, Maryland. [redacted] recalls that the resemblance between the clippings of the Gray Goose and descriptions of the "flying saucers" is striking.

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. MUNZE, Capt, USAF
8 DEC 1949
DATE

DISTRIBUTION

Hqs OSI (Action cys)	4
DO #4	2

ACTION COPY FORWARDED TO
The Inspector General, USAF
Headquarters USAF
ATTN: Director, OSI-IG
Washington 25, D.C.

APPROVED
KIRBY M. GILLETTE
Lt. Colonel, USAF
District Commander

FILE STAMP
24-188-224
JUL 5 1949

UNCLASSIFIED

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used. [redacted] 319-57744-1 U. S. GOVERNMENT PRINTING

CONFIDENTIAL

DETAILS:

1. This investigation requested by Hqs OSI, letter, file #33-0, dated 19 May 1949, regarding Letter of Information re Communist Activities submitted to Hq OSI by one [redacted], Baltimore 18, Maryland.

AT BALTIMORE, MARYLAND

2. On 7 June 1949, [redacted] Baltimore 18, Maryland, advised that in approximately 1934, [redacted] alleged to be a representative of the [redacted] Corporation, contacted him regarding the buying of shares of stock in subject corporation. [redacted] substantiated his claim of having invented a practical aircraft, the [redacted] by showing [redacted] clippings from the Washington, D.C. "Times Herald" in which the [redacted] was pictured. [redacted] recalls that the resemblance between the clippings of the [redacted] and descriptions of the "flying saucers" is striking. [redacted] stated his intention of selling the aircraft to a "foreign country", if necessity prompted him to do so; therefore, [redacted] felt it his duty to report the facts to the United States Government. [redacted] further stated that he bought one-hundred (100) shares of the [redacted] Corporation, and that subject shares as well as clippings and literature on the [redacted] are now in Salisbury, Maryland. [redacted] recalls that [redacted] last address was P.O. [redacted] Glen Burnie, Maryland, and that the [redacted] Corporation was originally incorporated under the Statutes of Nevada, and later incorporated in Maryland.

3. On 7 June 1949, the Maryland State Tax Commission advised that its files contain no record of the [redacted] Corporation.

4. On 13 June 1949, Trooper J.J. HARBAUGH, Maryland State Police, advised that one, [redacted] is a resident of Glen Burnie, Maryland.

- PENDING -

UNDEVELOPED LEADS

DISTRICT OFFICE #4, BOLLING AFB

AT BALTIMORE, MARYLAND

An agent of the Baltimore Detachment, DO #4 OSI (IG) will accompany [redacted] to Salisbury, Maryland, to secure the clippings and literature related to the [redacted] and then submit said clippings and literature for evaluation.

CONFIDENTIAL

AFCSI
Mr. Gould/lse/72231
Wrtn 18 May 49

Office of Special Investigations
The Inspector General

1 MAY 1949

33-0

SUBJECT: Letter of Information Re Communist Activities - Mr. [redacted]
COMMUNIST MATTERS

TO: District Commander
4th OSI District, IG
Bolling Air Force Base
Washington 20, D. C.

1. Attached is copy of letter received from Mr. [redacted] Avenue, Baltimore 18, Maryland, which is considered self-explanatory.

2. It is requested that your Office investigate this source of information, being careful to assign a Special Agent to the case who is particularly qualified to deal with individuals having information they wish to divulge to the USAF.

3. It is requested that this Office be informed of the results of this contact.

FOR THE DIRECTOR:

CLASSIFICATION CANCELLED [illegible] USE ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian
3 DEC 1975
DATE

WILLIAM W. [illegible]
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

1 Incl
Cy ltr fr Mr. [redacted]
dtd 30 April 1949

OUT
19 MAY 1949
MANAGEMENT DIV.
OSI

FILE
24-485-221
~~33-1117-1~~

MAY 20 1949

CONFIDENTIAL

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	[signature]			UNCLASSIFIED	

AF HQ-33 (20 May 44)

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

SUBJECT: Forwarding Letter

TO: Security Division, AFCSI

DATE: 6 MAY 1949

COMMENT NO: 1
Maj Jones/bjc/4700
AFOIN-Admin

FROM: Directorate of Intelligence, HQS/O

Forwarded as a matter of primary interest and action as considered appropriate.

Incl
ltr fr [redacted]
dtd 30 Apr 49

Oval W. Jones

OVAL W. JONES
Major, USAF
Assistant Executive
Directorate of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975

UNCLASSIFIED

PAGE

Forwarding Letter

Security Division, AFCSI

6 MAY 19

1

Directorate of Intelligence, BCS/0

Maj Jones/bjc/4700
AFOIN-Admin

Forwarded as a matter of primary interest and action as considered appropriate.

Incl
ltr fr[redacted]
dtd 30 Apr 49

OVAL W. JONES
Major, USAF
Assistant Executive
Directorate of Intelligence

24-185-221

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAY 9 12 22 PM '49

OFFICE OF
SPECIAL INVESTIGATIONS

FOR

Baltimore, Md. 18

[redacted]

April 30, 19

USAAF Hdqtrs
Wash. D C.

Gentlemen:

On Saturday, April 30, 1949, I phoned some information to the local office of a certain U.S. Govt agency. I would like to give you the same information but I hesitate to put it in writing for fear a communist agent may see it. How can I be placed in communication with a high ranking official and assured I am giving this information to a 100% pro-ter of our United States Constitution? Please contact me at your convenience. 8 to 9 A.M. & 8 to 10 P.M.

Very truly yours

[redacted]

[redacted]

BALTIMORE MD
MAY 2
11-AM
1949

UNITED STATES POSTAGE
3 CENTS

United States Army Air Force Hdqtrs.,
Washington, D. C. SPR

% Postmaster

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

RFS/gam

THE INSPECTOR GENERAL USAF
12TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
SCOTT AIR FORCE BASE, ILLINOIS

7 September 1949

24-53

SUBJECT: UNIDENTIFIED AERIAL PHENOMENON
Lake-of-the-Woods, Ontario, Canada

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Reference is made to the attached Report of Special Agent ELBERT W. FARRIS, dated 6 September 1949, at OSI District Office No. 12, located at Scott AFB, Illinois.

2. The following information identified the ~~Confidential~~ B7C Informant referred to therein:

CI-1 For the purpose of this report only is identified "Colonel [redacted] Tenth Air Force, Benjamin Harrison AFB, Indiana. His identity in the Report has been withheld at Colonel SCHNEIDER'S request.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible]
BY [illegible]
3 DEC 1975
DATE

James C. Richardson
JAMES C. RICHARDSON
Lieutenant Colonel, USAF
District Commander

24-185-222X
24-185-222
UNITED STATES AIR FORCE
THE INSPECTOR GEN
SEP 3 2 32 PM '49
OFFICE OF
SPECIAL INVESTIGATION

Classification cancelled (or changed to [illegible]),
By [illegible]: AGR 11-30
By: [illegible] (Name) Capt (Grade)
Date: 22 AUG 1961

[redacted]

UNCLASSIFIED

NORMAN B. HESS
Capt, USAF, AFISI-8

~~CONFIDENTIAL~~

AF OSI Form 4
23 Jul 48

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

File No. 24-53

Date 6 September 1949

Report made by ELBERT W FARRIS

Report made at DO # 12, SCOTT AFB, ILLINOIS

Period 15, 17 18 August 1949

Office of origin DO #13

Status R U C

Title
UNIDENTIFIED AERIAL PHENOMENON
Lake of the Woods, Ontario, Canada

Character
SPECIAL INQUIRY

Reference
DO #13 report dtd 25 July 1949, file 24-38.

Synopsis

Dr. and Mrs. [redacted] Street, Decatur, Indiana, were interviewed on 15 August 1949, and stated that they had seen an unidentified aerial object which they thought to be a flying saucer. The sighting took place 1 July 1949 on Highway 70 about fifty to seventy-five (50-75) miles north of Ft. Francis Ontario, Canada. The object was described as silvery gray in color, flying in a westerly direction and was in sight for about five (5) seconds. No vapor trails or protruding objects were noted. No sound heard. [redacted]H expounded the theory that the so called flying saucers may have some connection with the current polio epidemic prevalent through out the United States. His basis for this reasoing was the assertion that of all his polio patients, he could not be certain that they did in reality, have polio. All however, evidenced symptoms of Uranium poisoning. Tabulation of flying saucer sightings from the available sources of the Indianapolis Star and the Indianapolis News, reveals that the majority of sightings took place in July and August for the years 1947, 1948 and 1949. A responsible medical authority, confidential informant, CI-1, advised that the theory is "interesting" and worthy of further research.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW ONLY
BY AUTHORITY OF KURT K. KUTZE, Capt, USAF
BY Historian
8 DEC 1975
DATE

Distribution
CG,AMC, Wright-Patterson AFB
ATTN: Dir of Tech Intel
(THRU: DO #5) 2
DO #5 (w-/1 Incl) 2
DO #13 (w-/1 Incl) 2
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Hq, OSI) 2
Hq, OSI (w/1 Incl) 2
File 2

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Approved
JAMES C. RICHARDSON
Lt. Colonel, USAF
DISTRICT COMMANDER

File Stamp
24-785 222
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 12 2 32 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
SEP 13
23 SEP 1949

S1684T—*2—Scott AFB, Ill.—9 Aug 49—10M

[redacted]

UNCLASSIFIED

[redacted]

DETAILS:

1. This investigation is the result of a report made by Special Agent CLARENCE A. TRUMBLE, DO #13, Offutt AFB, dated 13 July 1949.

AT DECATUR, INDIANA

2. On 15 August 1949, [redacted] Decatur, Indiana, was interviewed and stated that on 1 July 1949, while on a fishing trip in Ontario, Canada, he observed an object in the sky which appeared to be a so-called "flying saucer." The unidentified aerial object was sighted by [redacted] while driving north on Highway #70, at a point about fifty to seventy (50-70) miles north of Ft. Francis, Canada, and near the east side of Lake of the woods, Canada. Nothing in particular attracted his attention to the object. It was seen while driving along the Highway; he glanced up and observed a silvery gray oblong object flying in a westerly direction. Time in sight was about five seconds. The object pursued a straight path of flight with an erratic motion comparable to that of an oblong object being thrown through the air. The aerial anomoly appeared to be faster than an airplane. It did not hover, and was at an altitude of about forty degrees (40°) above the horizon whihc [redacted] likened to an Ercoupe (small aircraft) at two thousand feet. [redacted] observed no fins, no vapor trail and heard no sound. After passing across his line of vision, the object was lost from view behind the trees. The day was bright and sunny, and [redacted] emphasized that he had definitely observed an object in the air unlike any other known to him. Mrs. [redacted] corroborated her husband's statements, and was unable to add any additional information.

3. Upon his return to Indiana, [redacted] was immediately confronted with many polio cases, which have reached the epidemic stage in Indiana. He was forced to study more on the subject of Polio, and states that a a result of his study, he is not certain that any of the patients he has diagnosed as having Polio, do, in reality, have Polio. All of his patients however, show symptoms of Uranium poisoning. [redacted] advanced the theory that there may be some connection between the Polio epidemic and the flying saucers, either by atomic radiation from the so-called saucer, or by release of a polio virus which a foreign Government may have isolated. [redacted] acknowledged that this theory may be far fetched, but felt that it would be worth looking into.

4. [redacted] produced membership cards which show him to be a member of the Masons, Scottish Rite, Knights of Pythias, Loyal Order of Moose and the Eagles. He served as a Naval Officer for fourteen months (14) and also held a commission in the United States Public Health Service. [redacted] whose age is between thirty five and forty years (35-40) is a graduate of the Indiana University School of Medicine, Bloomingtom, Indiana, and he is an associate member of the Association of Military Surgeons. He is a physician and Surgeon. Hobbies are hunting and fishing.

5. The following listed persons who were interviewed on 15 August 1949, advised that [redacted] is a reliable, and responsible individual. He

[redacted]

enjoys an excellent reputation in the Community, and it was believed that the veracity and integrity of [redacted] are unassailable.

JAMES BORDER Chief of Police, Decatur, Indiana
[redacted] Decatur, Indiana

6. Records of the Police Department, Decatur, Indiana, reviewed on 15 August 1949, reflect no information regarding SUBJECT.

AT INDIANAPOLIS, INDIANA

7. on 17 August 1949, the writer accomplished a tabulation of flying saucer sightings from available sources of the Indianapolis News and the Indianapolis Star, Daily papers, which are listed as follows:

FLYING SAUCERS APPEARANCE BY DATES.

1947

4 July	Portland, Oregon
5 July	South Bend, Indiana
	Augusta, Maine (Northernly Direction)
6 July	Spokane, Washington
	Boise, Idaho
	Twin Falls, Idaho
	Prince Edward Island, Canada
	Richmond, Indiana
7 July	Bozeman, Montana
	Southwest Ontario, Canada
	Maryland
8 July	Raleigh, North Carolina
	Ashville, North Carolina
	Greensboro, North Carolina
	Sydney, Australia
11 July	Indianapolis, Indiana
22 July	Franklin, Indiana
24 July	Northern Georgia
	Montgomery, Alabama
12 November	Oregon (20 miles offshore)

1948

21 May	Indianapolis, Indiana
27 July	Montgomery, Alabama
28 July	Brisbane, Australia
2 August	Indianapolis, Indiana
3 August	Indianapolis, Indiana
30 August	Indianapolis, Indiana
2 October	Fargo, North Dakota

1949

29 April	Michigan City, Indiana
24 June	Pacific Northwest
1 July	Lake of the Woods, Canada
26 July	Boise, Idaho

8. Indices of the Indianapolis Office, Federal Bureau of Investigation, reviewed by the writer 18 August 1949, reflect no information regarding [redacted].

AT BENJAMIN HARRISON AFB, INDIANA

9. A reliable medical authority at Benjamin Harrison AFB, Indiana, was contacted by the writer in an effort to determine whether the possibility of uranium poisoning, as expounded by [redacted] elsewhere in this report, had any basis in fact. The authority, who preferred to remain anonymous, is hereinafter known as Confidential Informant CI-1. Informant CI-1 advised the writer that the Polio period extends from April to October, with the peak months of the disease being reached in July and August. CI-1 further stated that the theory advanced by [redacted] was "interesting" and at least worth further research. Informant CI-1 was doubtful if the answer to the question of uranium poisoning could be readily answered, as he was of the opinion that the possibility and its connection with the Polio epidemic prevalent throughout the United States, had never been explored. It was suggested that the Aerial Medical Laboratory Research Department, Wright-Patterson AFB, Dayton, Ohio, might be able to supply the answer, and that the following statistical inquiries may be pertinent:

(a) Does uranium element produce any physiological reaction in human beings corresponding to symptoms applicable to many of the so-called Polio clinical and sub-clinical conditions?

(b) Are top-graphical Areas where so-called Flying Disc are predominately seen (or known uranium deposits) pin points of endemic Areas of clinical symptoms resembling Polio?

AT INDIANA UNIVERSITY SCHOOL OF MEDICINE, INDIANAPOLIS, IND

10. [redacted], Indiana University School of Medicine, Indianapolis, Indiana; was interviewed on 25 August 1949. [redacted] stated that in his opinion the possibility of uranium poisoning as advanced by [redacted] was negible. However, [redacted] stated that the matter should be breached to the Atomic Energy Commission, inasmuch as he felt that the AEC to be the only Agency in the United States capable of answering this question once and for all. [redacted] is personally known to Dr. [redacted]. He recalled him as a student who was graduated from Indiana University School of Medicine in 1941, and who was described as imaginative, and "not the best student Indiana University ever turned out; a good boy."

"NOTE: Dr. [redacted] is considered an authority on poison. He is the inventor of the [redacted]

ENCLOSURES

FOR DO #5, WRIGHT-PATTERSON AFB

Guide to Investigation, Unidentified Aerial Objects.

FOR DO #13, OFFUTT AFB, OMAHA, NEB

GUIDE to Investigation, Unidentified Aerial Objects.

[redacted]

UNDEVELOPED LEADS

FOR DO #5, WRIGHT-PATTERSON AFB,

AT DAYTON, OHIO

1. Will confer with the proper authorities at Aerial Medical Laboratory Research Department, Wright-Patterson AFB, Dayton, Ohio to determine if the theory of Uranium poisoning as expounded by [redacted] has any basis in fact.

2. If Aerial Medical Laboratory is unable to supply an answer to this question of Uranium poisoning, and its connection with the socalled flying saucers, and the current Polio epidemic, steps will be taken to initiate inquiry in this direction to prove or disprove the theory.

[redacted]

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No._____

1. Date of Observation 1 July 1949 Date of Interview 15 AUG 1949.

2. Exact Time of observation 1430 hours, Central Daylight Saving Time

3. Place of observation: 50-75 miles north of Ft. Francis, Canada on Highway 70, near east side of Lake-of-the-Woods, Ontario, Canada, around White Fish Bay.

4. Position of observer: In car driving North

5. What attracted attention to object: Just glanced up; noticed object.

6. What number of objects and sketch of formation or grouping: One object

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Likened to an Arcoupe

8. Color of Object: Silvery gray

9. Shape: Oblong

10. Altitude: About 40° degrees above the horizon

11. Direction from observer: North

12. Distance from observer: Unable to tell, someplace this side of Kenora, Ont

13. Direction of flight of object: West

14. Time in sight: Approximately five (5) seconds.

15. Velocity(time to cover given angular distance.) 5 (five) seconds, appeared faster than aircraft not hovering

16. Sound and Odor: None

17. Trail: None

18. Luminosity:(visible by reflection, incandescence, other degree of brilliance): Naturally luminous, moderate.

19. Projections: (fins, wings, rods, antennae, canopies, etc.): None

[redacted]

20. Manuevers (turns, climbs, dives, etc. - sketch of flight path): Straight path of flight with erratic motion. That of an oblong disc being thrown through air.

21. Manner of disappearance: Behind trees

22. Effect on clouds: Unknown

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Bright, dry, sun shining thought it was cloud formation at first. Definately saw object.

Name and address of observer:

[redacted]bet, Decatur, Indiana

Occupation and Hobbies:

Medical Doctor; Physician and Surgeon - Hunting, Fishing.

Subject considered to possess the highest veracity and integrity, per Chief of Police, Decatur, Indiana and the [redacted] Decatur, Indiana, see paragraph five (5).

Police Department, and FBI records reflected no information regarding Subject.

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-38

DATE 6 Sept 49

REPORT MADE BY WILLIAM E. HENDRIX, S/A dl

REPORT MADE AT DO #14, LOWRY AF BASE

PERIOD 29 August 1949

OFFICE OF ORIGIN DO #14, LOWRY AF BASE

STATUS CLOSED

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT AT DENVER, COLORADO on 20 AUGUST 49 BY [redacted]

CHARACTER

SPECIAL INQUIRY - INCONVENTIONAL AIRCRAFT

REFERENCE

None - This is an initial report

SYNOPSIS

Information received from Air Intelligence Report, No. LAFB 000.9.3 Lowry AF Base, dated 26 August 1949 reflects that on 20 August 49 Mr. [redacted] reported having seen an object in the vicinity of southwest Denver, which he thought might be a "flying disc". Observation was made by [redacted] at [redacted] Street, Denver, at 1630 MT on 20 August 49. Object was reported heading 260 degrees west, altitude 40,000 ft., speed 1700 M.P.H. and was shaped similar to a flying wing with heat waves emanating from the trailing edge, giving the appearance of being oval in shape. Object was estimated to be about the size of a B-26 and was the color of aluminum. Object's angle of elevation was approximately 85 degrees and was in view for approximately twenty (20) seconds.

No witnesses to this observation were located other than [redacted]

No investigation was conducted by District Office 14 concerning this matter.

CLASSIFICATION CANCELLED [illegible] AUTHORITY OF [illegible] Capt, USAF

Commutation [illegible] by authority of [illegible]

MR. STAHL

28 Oct 65

(Date)

This is a privileged document [illegible] report may not be reproduced [illegible] exempt as authorized by AFR 124-4. If this report is classified see also 205-1.

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ACTION COPY FORWARDED TO

COMMANDING GENERAL
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AF BASE
DAYTON, OHIO
ATTN: MCIAXO-3

APPROVED

[illegible] SEIBERT
Major, USAF
District Commander.

FILE STAMP

24/185/223

UNITED STATES AIR FORCE
THE INSPECTOR GEN

SEP 13 2 03 PM '49

OFFICE OF SPECIAL INVESTIGATIONS

OCT 30 SEP 1949

FOR OFFICIAL USE ONLY

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

[redacted]

DETAILS:

AT DENVER, COLORADO

1. Information appearing in this report does not reflect investigation conducted by DO #14, OSI, Lowry AF Base, but is taken verbatim from an Air Intelligence Information Report, No. LAFB, 000.9-3, Hq 3415th Tech Trng Wing, Lowry AF Base, Denver, Colorado, dated 26 August 1949. This report indicates that the investigation was conducted by E. T. MURTHA, Captain, USAF, Wing Intelligence Officer and covers period from 20-26 August 1949.

2. The report is as follows:

"1. Date of sighting: Saturday, 20 August 1949
2. Time of sighting: 2330Z
3. Where sighted (observer's position), [redacted] Street, Denver, Colo.

a. Ground
(1) City, town: Denver, Colorado
(2) Distance and direction from city or town, road, intersection, etc.: Heading West, 260 degrees
(3) From building (story), yard, etc.: Yard.
(4) Map coordinates (if feasible) showing latitude and longitude: Not determined.

b. Air: Not applicable.

c. Sea: Not applicable.

4. Number of objects: One. appeared oval because of fumes.
5. Observable celestial phenomena or planets that may account for the sighting: Bright sunny day.
6. Distance of object from observer.

a. Laterally - approximately 10 miles.
b. Angle of elevation from horizon: 85 degrees
c. Altitude: 40,000 feet

7. Time in sight: 20 seconds.

8. Appearance of object:

a. Color: Aluminum
b. Shape:
c. Apparent construction: Possibly aluminum
d. Size: 85 feet across
(1) Estimated size: 85 feet across
(2) Size as it appeared from observer's view: Size of B-26

9. Direction of flight: West - 260 degrees

10. Tactics or maneuvers: Straight line of flight, horizontal

DETAILS (cont'd)

11. Evidence of exhaust.

    a. Color of smoke: Undetermined.
    b. Length and width: heat vapor-fuzzy.
    c. Odor (if any): None.
    d. Rate of evaporation: Immediately
    e. Does trail vary with sound?: Not applicable

12. Effect on clouds: Not applicable - clear.
13. Lights: None
14. Support: Wings. Object appeared to have a swept back flying wing. The trailing edge of the wing emitted a fuzzy heat wave which gave the object an oval shaped appearance.
15. Propulsion: Probably jet propelled.
16. Control and stability: Not observed.
17. Air ducts: Not observed.
18. Speed - M.P.H.: 1700
19. Sound: Distance too great for sound to be heard.
20. Manner of disappearance: Faded from view

Relative to the Observer

1. Name of observer: [redacted]
2. Address: [redacted], Denver, Colorado
3. Occupation: [redacted] Instructor, Dept Armament Training, Lowry AFB, Denver, Colorado
4. Place of business:

    a. Name of employer: Lowry Air Force Base

5. Pertinent hobbies: Archaeology - chess.

    a. Is observer amateur astronomer, pilot, engineer, etc.: 54 months USAF former Armament Officer, teaching as civilian in Armament School for 17 months.

6. Ability to determine:

    a. Color.
    b. Speed of moving objects.
    c. Size at distance.

)Witness is a former Armament
)Officer, thoroughly familiar
)with conventional type of
)American aircraft and is presently
)instructing armament at Lowry AFB.
)It is felt that this witness is
)amply qualified to determine
)information requested in a.b. &c.

7. Reliability of observer: Fellow workers report [redacted], is conscientious and reliable.

8. Notes relative of observer on:
    a. Sightings in general: Not applicable.
    b. How attention was drawn to object: Motion

[redacted]

DETAILS (cont'd)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne: Not applicable.

9. Witnesses: None

10. Comments of interrogator regarding the intelligence and character of person interrogated: Witness was the quiet, sober type and appeared to be sincere. This Intelligence Officer, after considering the witness' background and experience and apparent sincerity, believes there is a possibility of truth in his statements.

Relative to Radar Sightings

1. Radar equipment of the Denver Bomb Plot was not in operation on 20 August 1949. Radar observation with APQ/13 were made at 1500 and 1700. Nothing unusual was reported.

General

1. Teletype sequences of local weather conditions: (For Lowry AFB and U.S. Weather Station, Stapleton Field, Denver, Colorado, attached to report of Lowry AFB Weather Officer.

2. Winds aloft report:

a. Activities of Det 19-3L, 19th Weather Squadron attached to Lowry AFB, is as follows:

(1) Surface observations (teletype sequences) indicate scattered cumulus type clouds at 7000 to 8000 feet and an occasional thunderstorm were prevalent in the Denver area. Visibility was excellent with no obstructions. (Copy of weather report attached).
(2) Upper Air Observation consisting of radio set SCR-658 tracking transmitter attached to a balloon was conducted from 1415 to 1442 when run was terminated due to fading signal. Set was operated on 403 megacycles with some interference. Cause of interference was undetermined. Copy upper wind report (RAWIN) attached.
(3) Radar observations with APQ/13 were made at 1500 and 1700. Each report lasted approximately 20 minutes and nothing unusual was reported.

b. Activities of U. S. Weather Bureau weather station at Stapleton Field, Denver, Colorado:

(1) Surface observations (teletype sequences) indicate scattered cumulus clouds in the general area with visibility unlimited. Copy of reports attached.
(2) Upper air observation consisted of tracking of a weather balloon through optical means (theodolite) from 1400 to 1433. Run was terminated when balloon burst. (A white balloon was used.) Copy of report (PIBAL) attached.

[redacted]

[redacted]

DETAILS (cont'd)

c. Activities of Air National Guard at Buckley Field, Colorado: None

d. Activities of Naval Weather Section at Buckley Field, Colorado:

(1) Surface observations indicate scattered cumulus clouds in the area with excellent visibility.

e. Analysis of weather at 1630M is: Scattered cumulus type clouds bases variable 8000 to 10000 feet, visibility 30 miles or more, winds aloft 15000 feet 300 degrees 18 knots becoming 330 degrees 33 knots.

3. Local flight schedules: See flight schedules of Lowry Air Force Base and Stapleton Airport, attached.

4. Possible releases of testing devices, etc.: Negative

5. 6., 7., 8., 9., & 10: Negative."

3. Copies of the attachments mentioned in the above report have been made and are being attached to this report as inclosures.

CLOSED

INCLOSURES

FOR CG, AMC, WRIGHT-PATTERSON AFB, DAYTON, OHIO

1. Two (2) cys ltr, 1910th AACS Sq, Lowry AF Base, 25 Aug 49
2. Two (2) cys ltr, 3415th Tech Trng Wg, Lowry AF Base, 25 Aug 49
3. Two (2) cys ltr, Det A 39030 Radar Bomb Scoring Sq, Lowry AF Base, 25 Aug 49
4. Two (2) cys ltr, Det 19-3L, Base Weather Sta, Lowry AF Base, 25 Aug 49

FOR HEADQUARTERS, OSI, WASHINGTON, D. C.

(Same as indicated above)

FOR COMMANDING GENERAL, LOWRY AF BASE, COLORADO

(Same as indicated above)

[redacted]

COPY

AIRWAYS AND AIR COMMUNICATIONS SERVICE
HEADQUARTERS 1910th AACS SQUADRON
Lowry Air Force Base, Colorado

25 August 49

SUBJECT: Unusual Radio Disturbances

TO: Wing Intelligence Officer
3415th Technical Training Wing
Lowry Air Force Base, Colorado

1. A thorough check has been made of all Radio and other logs maintained by this organization for August 20, 1949 and subject logs do not disclose any unusual disturbances or happenings on that date.

2. Questioning of personnel on duty at our facilities on August 20, 1949 also resulted in negative report.

/t/ TAYLOR S. SHREVE
Major, USAF
Commanding

[redacted]

COPY

BASE WEATHER STATION
Detachment 19-3L
Lowry Air Force Base
Denver, Colorado

LRY 333.1 25 August 1949

SUBJECT: Investigation of Meterological Activities in Visinity of Denver, Colorado, on Evening of 20 August 1949

TO: Commanding General
Lowry Air Force Base
Denver, Colorado
ATTN: Wing Intelligence Officer

1. An investigation of all upper air and radar activities of weather agencies at or adjacent to Lowry Air Force Base, Denver, Colorado, was conducted by the undersigned on this date. Results by organization follow:

a. Activities of Det 19-3L, 19th Weather Squadron:

(1) Surface observations (teletype sequences) indicate scattered cumulus type clouds at 7000 to 8000 feet and an occasional thunderstorms were prevalent in the Denver area. Visibility was excellent with no obstructions. (copy of weather report attached).

(2) Upper Air Observation consisting of radio set SCR 658 tracking transmitter attached to a balloon was conducted from 1415 to 1442 when run was terminated due to fading signal. Set was operated on 403 megacycles with some interference. Cause of interference was undetermined. Copy upper wind report (RANIN) attached.

(3) Radar observations with APQ/13 were made at 1500 and 1700. Each report lasted approximately 20 minutes and nothing unusual was reported.

b. Activities of U.S. Weather Bureau weather station at Stapleton Field, Denver, Colorado:

(1) Surface observations (teletype sequences) indicate scattered cumulus clouds in the general area with visibility unlimited. Copy of reports attached.

(2) Upper air observation consisted of tracking of a weather balloon through optical means(theodolite) from 1400 to 1438. Run was terminated when balloon burst. (A white balloon was used.) Copy of report (PIBAL) attached.

[redacted]

LRY 333.1
SUBJECT: Investigation of Meteorological Activities in Vicinity of Denver, Colorado, on Evening of 20 August 1949

(c) Activities of Air National Guard at Buckley Field, Colorado: None

(d) Activities of Naval Weather Section at Buckley Field, Colorado:

(1) Surface observations indicate scattered cumulus clouds in the area with excellent visibility.

(2) Activities of other units: None determined.

2. Analysis of weather at 1630 M is: Scattered cumulus type clouds bases variable 8000 to 10000 feet, visibility of 30 miles or more, winds aloft 15000 feet 300 degrees 18 knots becoming 330 degrees 33 knots.

3. Survey of astronomical phenomena reveals no outstanding or prominent celestial phenomena.

/t/ LYNN H. PRIBBLE
Major, USAF
Station Weather Officer

LOWRY AIR FORCE BASE, DENVER, COLORADO, 20 AUGUST 1949

1527M LRY 70030 156/86/35-4/019 /// /9/
1625M LRY 80030 156/86/34-4/019 /// /9/
1724 M LRY 080030 159/85/35 10/018 140^{0} 805 2406 86 25048 ///9/

1400M RAWIN
LRY21 RAWIN 09005 60304 3406 80308 2007 03208 23215 43116 63019
83019 03019 23224 43228 63338 83244 03333 23228 43238

STAPLETON AIRFIELD, DENVER, COLORADO, 20 AUGUST 1949

1530M DEN 100^{0}50 129/85/40 6/015/ CG DIST N THRU NE
1630CM DEN -^{0}100^{0}50 125/86/40 6/015/ 160-^{0} CB DIST E

PB 32 201600E 00406 80405 0304 80204 3404 03205 23110 43013 63016
83016 03214 53439 03247 53050

BUCKLEY NAVEL AIR STATION, DENVER, COLORADO, 20 AUGUST 1949

1530M BUY 80^{0}15+ 140/82/41 5/016
1630M BUY 80^{0}15+ 140/82/41 6/016
1730M BUY 80^{0}15+ 140/82/41 10/016

COPY

DET A 39030 RADAR BOMB SCORING SQUADRON
Lowry Air Force Base, Denver, Colorado

25 August 1949

SUBJECT: Radar Activity

TO: Wing Intelligence Officer
Lowry Air Force Base
Denver, Colorado

1. Reference telephone conversation between Capt Murtha and the undersigned on 25 August 1949, the following report of radar activity at Denver Bomb Plot on Saturday, 20 August 1949, is submitted:

a. Radar equipment of the Denver Bomb Plot was not in operation on 20 August 1949.

b. No Rawin balloons were released on 20 August 1949.

/t/ JOHN A. SCHLUPP
Capt, USAF
Commanding

COPY

OFFICE OF THE BASE OPERATIONS OFFICER
3415th Technical Training Wing
and
Lowry Air Force Base
Denver, Colorado

NY/vph

25 August 1949

SUBJECT: Report of Aircraft

TO: Commanding General
Lowry Air Force Base
Denver, Colorado
ATTN: Wing Intelligence Officer

1. The following report of aircraft other than those based at Lowry Air Force Base which were flying in the vicinity of Denver between the hours of 1500 MST and 1730 MST (exact time not determined) 20 August 1949 was obtained from Mr. Ted Holmes, CAA Controller at Stapleton Airport:

United 617	Continental 66	Cessna 79V	Western 81
105	26	3727V	
101	43	22A	
629	23	53233	
618	266	914	
607	228	71V	
		27V	
		21V	
Beech 33A	Air Force 208	Navion 92K	Slick 933
365		07K	
Stinson 917C	Lockheed 501	Piper 079	

2. The following is a report of pilots flying scheduled flights in the vicinity of Denver between the hours of 1500 MST and 1730 MST 20 August 1949 in aircraft based at Lowry Air Force Base:

Cunniff, D. D.	1st Lt	T-6-3942	Student
Merz, G. C.	Major	T-6-3942	Reserve
Christensen, K. L.	1st Lt	T-6-2263	Permanent Party
Van Allen, E. L.	Lt Col	T-6-2263	Reserve
Whitaker, N.	Colonel	C-47-8314	University Student
Hammon, C. C.	Captain	C-47-8314	Student
Wilcox, F. H.	Captain	C-47-8223	University Student
Hanlan, J. W.	Captain	C-47-8223	University Student

C O P Y

B/L Office of the Base Operations Officer, 3415th Tech Trng Wg & Lowry AFB
25 Aug 49. Subj: Report of Aircraft

Gilchrist, W. T.	Captain	C-47-9956	University Student
Godfrey, E. O.	Captain	C-47-9956	University Student
Crosland, R. T.	Captain	C-47-2073	University Student
Mickish, W. J.	Captain	C-47-2073	University Student

/s/ WILLIAM A. PARRISH
Captain, USAF
Asst Base Operations Officer

AF HQ-44
3 Dec 1947

Wrtn 26 Aug 49

[redacted]

24-185

AERIAL PHENOMENA (Unclassified)

Directorate of Intelligence, DCS/O,
Air Intelligence Rqmts Div, Documents & Dissemination Br.

Office of Special Investigations, IG

1
Maj Kellerman/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

2 Incls
1. Rpt fr DO #5 dtd 15 Aug 49 file no 5D 24-21X
2. Rpt fr DO #16 dtd 15 Aug 49 file no 24-20

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General

Not nec for file

OUT
29 AUG 1949
MANAGEMENT DIV.
OSI

24 1/15 224

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Kellerman, Maj				

SEP 15 1949

[redacted]

U. S. GOVERNMENT PRINTING OFFICE

CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 9 September [illegible]

REPORT MADE BY JACK L. HECKELMAN

REPORT MADE AT DO #25, Box 326, RPA, Detroit 32, Mich.

PERIOD 13, 28 July 1949

OFFICE OF ORIGIN DO #5, Wright-Patterson AFB, Dayton, O.

STATUS RUC

TITLE

PROJECT "GRUDGE"

CHARACTER SPECIAL INQUIRY

REFERENCE Report of S/A JACK L. HECKELMAN, DO #25, dtd 7 Jun 49, file 24-8

SYNOPSIS

[redacted], Ludington, Michigan, age 13, and [redacted], Ludington, Michigan, age 16, interviewed and stated they saw trail of smoke or clouds going west on 20 April 1949 about same speed as jet fighter. Object about 10" in diameter ahead of smoke, was in sight approximately 10 minutes. Thus headed for Ludington City Newspaper, object disappeared in cloud bank.

Newspaper article stated flaming object fell in street at Vandercook Lake, near Jackson, Mich., 27 July 1949. Lab tests indicate object was railroad flare. No one saw object fall from sky [redacted], in front of whose house object allegedly fell, enjoying publicity.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
[illegible]
3 DEC 1975
DATE

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Major, USAF
Acting
District Commander

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SEP 30 1949 23 SEP 1949

UNCLASSIFIED

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul [illegible]

CONFIDENTIAL

DETAILS:

AT LUDINGTON, MICHIGAN

1. [redacted], Ludington, Michigan, age 13, and [redacted] Ludington, Michigan, age 16, were interviewed at the residence of [redacted] and stated the following:

On 20 April 1949 at 1400 - 1500 hours, [redacted] and [redacted] were at the City Dump, Ludington, Michigan, located approximately 7 blocks north and 7 blocks east of the [redacted] residence. They stated they saw a trail of either smoke or clouds going straight west, at about the same rate of speed as a jet fighter. They looked ahead of this smoke streamer and saw an object approximately 10" in diameter which seemed to be the cause of this smoke. This object was round and appeared to give off a reflection in the sun. The streamer of smoke was described as being a long tail approximately two blocks long, white and fluffy like a cloud. The object was in sight approximately 10 minutes during which time [redacted] and [redacted] hopped on their bicycles and headed for the Ludington City Newspaper to notify them of the instance. After traveling about 7 - 8 blocks, toward the downtown area of Ludington, [redacted] stated he looked around and the object was gone out of sight, and that he just saw a flash of the white fleecy tail disappear in a cloud bank. [redacted] and [redacted] stated that the day was clear, sun bright, and quite hot, clouds very high in the sky. [redacted] judged the distance and height of the object to be approximately 4 miles away and 5,000 ft. high. [redacted] stated that the fluffy tail like cloud seemed to come from the object and was quite small in diameter at first, and gradually increased in size until approximately the diameter of the found object. No further information was given by either [redacted] or [redacted]

2. [redacted] stated that approximately one week from the date of the newspaper item concerning the instance, he received a post card from an unknown woman in Eastern Michigan, near Detroit, saying she had seen several of these objects go over her house and would like him to write her and describe what he had seen. Efforts to obtain an identification of this unknown woman were negative although [redacted] feels he can find the post card, and will forward same to this agent.

AT VANDERCOOK LAKE, MICHIGAN

This phase of the investigation was conducted by Special Agent GENE P. MORITZ:

3. A newspaper item in the Detroit News, page 1, column 4, dated 27 July 1949, stated that an object fell in the road in front of the home of Mrs. [redacted], Vandercook Lake, Michigan, burning a hole in the pavement.

4. On 26 July 1949, the [redacted] were interviewed at their home at [redacted], Vandercook Lake, 3.6 miles from corner of Francis and E. Michigan Sts., Jackson, Michigan. [redacted], age 13, stated that she was with a group of friends at her home, and on looking out the front door at around 2100 hours EST she saw an object burning in the road in front of her home. The object glowed without flame for about three minutes. [redacted] then ran out to the road, and picked up the remains of the object on a cardboard. On questioning, [redacted] stated that she had not seen the object fall from the sky, and when she first saw it it was burning in the road.

5. Mrs. [redacted] apparently was enjoying the sensation created by her daughter's story and attempted to get her to say that she had seen the object fall as had been reported previously. [redacted] would not do this.

6. [redacted] then showed this writer the hole burned in the road. The spot was about twenty-five feet from the front door of the [redacted] home. The burned area was about four inches at the widest spot. There was no visible sign of impact, such as surface cracking. The area was burned regularly to a depth of approximately 1/4 inch in the tar covered road. The burned area was photographed by this writer with a C3 camera, F 11, speed 100, small flash at a distance of 5 3/4 feet. Print is attached hereto as Inclosure #1.

7. This writer noted during the interview that many heavy trucks passed the [redacted] home. Both Mrs. [redacted] and [redacted] stated that they had never seen any of the trucks use a flare there, and [redacted] did not recall any vehicles being on scene while flare was burning.

8. Sample of residue was obtained which is attached hereto as Inclosure #2.

9. Jackson Citizen Patriot, 27 July 1949, p. 5, Col. 4, carried an article which stated that the Clark Equipment Co. Laboratory had made tests of the material, concluding that it was probably residue from an emergency flare. This article is attached hereto as Inclosure #3.

INCLOSURES

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND:

1. Photo of burned area.
2. Residue from unknown burning material.
3. Article from Jackson Citizen Patriot, 27 July 1949.

RETURNED UPON COMPLETION TO THE OFFICE OF ORIGIN

~~CONFIDENTIAL~~

5D-OSI/JEM/vz

5D-24-21

13 September 1949

SUBJECT: PROJECT GRUDGE - INCIDENT, LAKE OF THE WOODS, ONTARIO, CANADA, 1 JULY 1949
SPECIAL INQUIRY

TO: District Commander
13th OSI District (IG)
Offutt Air Force Base
Omaha, Nebraska

1. Reference is made to report of investigation of Special Agent ELBERT W. FARRIS, District Office #12, File 24-53, dated 6 September 1949, and report of District Office #13, dated 25 July 1949, File 24-38.

2. Undeveloped leads, as set forth for District Office #5, in the first referenced report of investigation involve consultation and conference with personnel already working for PROJECT GRUDGE.

3. PROJECT GRUDGE as set up by Headquarters USAF encompassed not only the collection of information on unidentified aerial phenomenon but also the authority to employ such competent authorities as deemed necessary to evalnate this information.

4. The Chief of the Analysis Division, Intelligence Department, Headquarters, AMC, has informed this office that his activity being charged with the responsibilities of PROJECT GRUDGE will complete such analysis as is necessary to conduct the undeveloped leads indicated for District Office #5.

5. This office will take no investigative action and the investigation is considered referred upon completion.

FILE

24 185 226

UNITED STATES AIR FORCE
OFFICE OF INSPECTOR GENERAL

SEP 15 9 19 AM '49

OFFICE OF SPECIAL INVESTIGATIONS

JARRIE M. BRAUN
Acting District Commander

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY [illegible] KUNZE, Capt, USAF
3 DEC 1975
DATE

UNCLASSIFIED

~~CONFIDENTIAL~~

SEP 26 [illegible]

SEP 8 1949

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-3 | DATE 7 September 1949

REPORT MADE BY: MELVIN E. NEFF

REPORT MADE AT: DO # 17, Kirtland AFB

PERIOD: 10, 11, 12, 30 August 1949

OFFICE OF ORIGIN: DO # 17, Kirtland AFB

STATUS: PENDING

TITLE: UNKNOWN (Aerial Phenomena)

CHARACTER: SPECIAL INQUIRY

REFERENCE: Report of MELVIN E. NEFF, dated 10 August 1949

SYNOPSIS

Reports of additional sightings have been received from Camp Hood, Texas, and Killeen Base, Texas. The provisions of AFOSI Letter No. 85 could not be complied with in view of the fact that the information contained herein was received from Sandia Base, New Mexico, rather than directly from the observers.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE USAF
BY
8 DEC 1975
DATE

[redacted]

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APPROVED
DOYLE REES
Lt Col, USAF
[redacted]

FILE STAMP
24-165-227
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 16 9 33 AM '49
OFFICE OF SPECIAL INVESTIGATIONS
SEP 30 1949

AFHQ FORM 15 JAN 49 O-208 Replaces AFOSI Form 4, 23 Jul 48, which may be used.

10—67744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted] UNCLASSIFIED

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 1949. Date of interview 12 Aug 1949.
2. Exact time of observation 0010 hours CST.
3. Place of observation: 854.4 - 913.8 (Map coordination)
4. Position of observer: On patrol in a jeep.
5. What attracted attention to object: Noticed bright light moving.
6. Number of objects: One.
7. Apparent size: Head size.
8. Color: Blue.
9. Shape: Oval with no evidence of tail.
10. Altitude: 30 degree angle headed down.
11. Direction from observer: 130 degrees.
12. Distance from observer: 1 mile.
13. Direction of flight: East to West, losing altitude.
14. Time in sight: 3 to 4 seconds.
15. Speed:
16. Sound and odor: None.
17. Trail: Short trail with no color or persistency.
18. Luminosity: Exceptionally bright blue for size of object.
19. Projections: None.
20. Maneuvers: Straight flight losing altitude.
21. Manner of disappearance: Sudden disappearance.
22. Effect on clouds: None
23. Additional information concerning object: None.

[redacted]

24. Weather conditions at time of sighting: Clear.

25. Name and address of observer: Pfc Kenneth W. Howell and Cpl John L. Hanglain
1st Provost Security Sq, Killeen Base, Texas

Occupation: Soldiers.

Comments: Fair observers of average intelligence.

Observers were in the open and neither were wearing glasses.

SECRET

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 1949 Date of interview 12 Aug 1949.

2. Exact time of observation 2030 hours CST.

3. Place of observation: 856.0 - 911.2
(Map coordination)

4. Position of observer (air, car, bldg, location of - give details):
In a jeep on patrol.

5. Noticed bright comet like object.

6. Number of objects: One.

7. Apparent size:

8. Color: White.

9. Shape: Similar to a comet.

10. Altitude: 30 degrees above horizon.

11. Direction from observer: 10 degrees.

12. Distance from observer: 100 to 150 feet high.

13. Direction of flight: North to South.

14. Time in sight: Approximately 5 seconds.

15. Speed (time to cover angular distance): 5 seconds.

16. Sound and odor: None.

17. Trail: Fairly long white trail with slightly greater persistancy than the object itself.

18. Luminosity: Bright as flash bulb growing more brilliant just before disappearance.

19. Projections: None.

20. Maneuvers: Object seemed to have a twirling motion.

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21. Manner of disappearance: Glowed brightly and disappeared suddenly.

22. Effect on clouds: None.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Pvt Jack S. Cooper
1st Provost Security Sq
Killeen Base, Killeen, Texas

Occupation: Soldier.

Fair observer of normal intelligence.

Observer was in the open and was not wearing glasses.

SECRET

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Agu 1949.
2. Exact time of observation: 2035 hours CST.
3. Place of observation: Observation Post, Crossville Mt 913.3 – 858.6
4. Position of observer: Standing.
5. What attracted attention to object: Moving light in the sky.
6. Number of objects: One.
7. Apparent size: Looked like the headlight of an old car in the distance.
8. Color of object: Yellow to orange.
9. Shape: No definite shape – just a moving light.
10. Altitude: Straight bout from observation post, elevation of which is about 150 feet above surrounding terrain.
11. Direction from observer: Due north.
12. Distance from observer: Initially sighted 1 to 2 miles from observer.
13. Direction of flight of object: From North to South, passing over Killeen Base.
14. Time in sight: 1 to 2 seconds.
15. Speed: 60 degrees in 2 seconds.
16. Sound and oder: None.
17. Trail: Very narrow orange trail – 7 to 8 times the length of main object.
18. Luminosity: Of less intensity than a star.
19. Projections: None.
20. Maneuvers: Absolutely level flight.

[redacted]

[redacted]

21. Manner of disappearance: Cut out in a fraction of a second.

22. Effect on clouds: None.

23. Additional information concerning object: Passed over guardhouse of Killeen Base and was observed by some one at that installation.

24. Weather conditions and light at time of sighting: Very clear.

25. Name and address of observer: Lt Ralph H. Schafer
"B" Company, 66th Med Tk Bn
2d Armd Div, Camp Hood, Texas

Occupation: Officer, US Army

Comments: Excellent observer.

Observer was in the open and was not wearing glasses at time of observation.

[redacted]

SECRET
Auth CS, USAF

1 September 1949

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date observation 10 Aug 49 date of interview 11 Aug 49

2. Exact time of observation (Local) 2035 - 2207 - 2220 - 2240

3. Place of Observation: Observation Post - Crossville Mt. 913.5 - 858.6

4. Position of observer (air, car, bldg, location of - give details): Standing

5. What attracted attention to object: Unusual moving light in the sky.

6. Number of objects and sketch of formation or grouping: One object at each time of sighting

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be the size of a large flare

8. Color of object: White

9. Shape (give graphic description - compare with known object): Round blue - with tail.

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): 30 to 45 degrees

11. Direction from observer (angle clockwise from North): Due North

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Great distance unestimable

13. Direction of flight of object(s): West to east

14. Time in sight: 3 or 4 secon ds or less

15. Speed (time to cover angular distance): Greater speed than any observed plane.

16. Sound and odor: None

17. Trail (color, length, width, persistence, etc.): White trail, even throughout, brilliance faded toward the end.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Almost as brilliant as the evening star.

19. Projections (Fins, wings, rods, antennae, canopies, etc): None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Level flight with a slight gain of altitude.

21. Manner of disappearance: Burned out very quickly and particles appeared to drop to within 200 feet of earth

22. Effect on clouds: None

23. Additional information concerning object: None

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Absolutely clear.

25. Name and address of observer: Pvt. George C. Smith
"C" Co - 12th AIB
2d Armd Div., Cp Hood, Texas

Occupation and hobbies: US Army

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI Files, employer etc.):

Fair observer

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None

SECRET

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.
2. Exact time of observation: 2040 hours CST.
3. Place of observation (Map coordination): Observation Post, Crossville Mt - 913.3 - 858.6
4. Position of observer: standing.
5. What attracted attention to object: Moving light.
6. Number of objects: One
7. Apparent size: 20 mm tracer ammunition.
8. Color of object: Predominately orange with white trail.
9. Shape: Rocket.
10. Altitude: 30 degrees.
11. Direction from observer: Due North.
12. Distance from observer: Great distance - unable to estimate.
13. Direction of flight of object: North to South.
14. Time in sight: 3 to 5 seconds.
15. Speed: Very great - similar to falling star.
16. Sound and oder: None.
17. Trail: White trail approximately four times the length of the body.
18. Luminosity: Not as brilliant as a star.
19. Projections: None.
20. Maneuvers: Traveled in a horizontal flight with a slight arc.
21. Manner of disappearance: Light gradually diminished and went out.

[redacted]

22. Effect on clouds: None.

23. Additional information concerning object: Observer did see falling stars but t ere was no comparison with object mentioned in this report.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Sgt Chester F. McNair
"C" Company, 12th AIB
2d Armd Div, Camp Hood, Texas

Occupation: NCO US Army

Comments: Fair observer, had difficulty describing his observations.

Observer was in the open and was not wearing glasses at time of observation.

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SECRET
Auth CG, USAF

1 September 1949

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 49 date of interview 13 Aug 49

2. Exact time of observation (Local) 2100

3. Place of Observation: 356.0-909.0
(Map Coordination)

4. Position of observer (air, car, bldg, location of - give details):
Patrol in jeep

5. What attracted attention to object:
Happened to glance up and noticed bright orange object

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Head size

8. Color of object: Bright orange

9. Shape (give graphic description - compare with known object):
Reddish ball with long firey tail

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): 30 degrees above horizon and going up

11. Direction from observer (angle clockwise from North): 90 degrees

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Quarter mile

13. Direction of flight of object (s): South

14. Time in sight: 5 seconds

15. Speed (time to cover angular distance): 5 seconds

16. Sound and odor: None

17. Trail (color, length, width, persistence, etc.): Fairly long orange trail.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Not quite as bright as a flash bulb

19. Projections (Fins, wings, rods, antennae, canopies, etc): None

~~SECRET~~

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Continued climbing at a 30 degree angle until disappearance

21. Manner of disappearance: Sudden disappearance

22. Effect on clouds: None

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Clear

25. Name and address of observer: Cpl. Jack L. McCoy,
1st Provost Security Squadron,
Killeen Base, Killeen, Texas.

Occupation and hobbies: Soldier

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI Files, employer etc.):
Good observer of average intelligence

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 1949. Date of Interview 12 Aug 1949.

2. Exact time of observation 2100 hours.

3. Place of observation: 856.0 - 919.0
(Map coordination)

4. Position of observer (air, car, bldg, location of - give details:
On patrol in a jeep.

5. What attracted attention of object: Happened to glance up and noticed bright orange object.

6. Number of objects and sketch of formation or grouping: One.

7. Apparent size (compare to known object, i.e., sun, moon, thumb, or fist at arms length): Head size.

8. Color of object: Bright orange.

9. Shape (give graphic description - compare with known object): Ball-shaped.

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): 30 degrees above horizon and going up.

11. Direction from observer (angle clockwise from North): 90 degrees.

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Quarter-mile.

13. Direction of flight of object: South.

14. Time in sight: 5 seconds:

15. Speed: (time to cover angular distance): 5 seconds.

16. Sound and odor: None

17. Trail (color, length, width, persistance, etc): Fairly long orange trail.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Not quite as bright as a flash bulb.

19. Projections (Fins, wings, rods, antennae, canopies, etc): None.

[redacted]

SECRET

20. Maneuvers (turns, climbs, dives, etc - sketch of flight path):
Continued climbing at a 30 degree angle until disappearance.

21. Manner of disappearance: Sudden disappearance.

22. Effect on clouds: None.

23. Additional information concerning objects: None.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Cpl Jack L. McCoy
1st Provost Security Sq
Killeen Base, Texas

Occupation and hobbies: Soldier.

Comments of interrogator relative to intelligence and character of observer:

Good observer of average intelligence.

Did observer wear glasses, especially polaroid glasses at time of sighting or was object viewed through canopy, window, or other transparent material?

Observer wearing ordinary glasses at time of observation.

SECRET

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.

2. Exact time of observation: No. 1 – 2100 hours CST
No. 2 – 2120 hours CST
No. 3 – 2215 hours CST
No. 4 – 2250 hours CST

3. Place of observation: Crossville Mt, 913.3 – 863.6

4. Position of observer: Standing at field force observation post.

5. What attracted attention to object: Moving light in a clear sky.

6. Number of objects: One at each time indicated in item 2.

7. Apparent size: Large star.

8. Color of object: Predominately white followed by orange trail.

9. Shape: Generally round with trail.

10. Altitude: 40 to 70 degrees.

11. Direction from observer: No. 1 – 40 deg; No. 2 – Due North;
No. 3 – 330 deg; No. 4 – 05 deg.

12. Distance from observer: Great distance; unable to estimate.

13. Direction of flight of objects: Nos 1, 3 and 4 traveled almost horizontally with slight increase in altitude. No 2 ascended almost vertically.

14. Time in sight: A second or less each time.

15. Speed: Great speed – unable to estimate.

16. Sound and odor: None.

17. Trail: Flare-like trail with ragged end.

18. Luminosity: As brilliant as a star of the first magnitude.

[redacted]

19. Projections: None.

20. Maneuvers: Nos 1, 3 and 4 - horizontal flight with slight gain in altitude. No 2 - almost straight up.

21. Manner of disappearance: Went out like a light.

22. Effect on clouds: None.

23. Additional information concerning object: Falling stars were observed in the course of the evening but objects reported on were slower moving.

24. Weather conditions and light at time of sighting: Clear; moon almost full.

25. Name and address of observer: Lt Edwin W. Piburn
Commanding Officer
"B" Company, 66th Med Tk Bn
2d Armd Div, Camp Hood, Texas

Occupation: Officer, US Army

Comments: Excellent observer

Observer was not wearing glasses and was standing in the open.

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.
2. Exact time of observation: 2200 and 2230 hours CST.
3. Place of observation: Observation Post, Crossville Mt 913.3 – 853.6
4. Position of observer: Standing at observation post.
5. What attracted attention to object: Unusual light in the sky.
6. Number of objects: One at each time indicated in item 2.
7. Apparent size: size of shooting star.
8. Color of object: White with yellow trail.
9. Shape: Oval.
10. Altitude: Approximately 30 degrees above horizon.
11. Direction from observer: Generally North.
12. Distance from observer: 1000 to 2500 yards.
13. Direction of flight of object: From south to North – level flight.
14. Time in sight: 1 to 2 seconds.
15. Speed: 300 MPH or faster.
16. Sound and odor: None.
17. Trail: Long yellow trail – similar to that left by falling star.
18. Luminosity: Same brilliance as average star.
19. Projections: None.
20. Manuevers: Almost level flight, possible slight arc.
21. Manner of disappearance: Faded out.

[redacted]1

22. Effect on clouds: None.

23. Additional information concerning object: Observer did not see any falling stars during the period of observation.

24. Weather conditions and light at time of sighting: Clear; large moon.

25. Name and address of observer: Lt Floryan L. Yakimovich
"B" Company, 66th Med Tk Bn
2d Armored Div, Camp Hood, Texas

Occupation: Officer, US Army

Comments: Observer had difficulty explaining in detail what he saw.

Observer was in the open and was not wearing glasses at time of sighting.

SECRET

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.
2. Exact time of observation: 2240 hours CST.
3. Place of observation (Map coordination): OP Crossville Mt. 913.3 - 858.6
4. Position of observer: Standing.
5. What attracted attention to object: Moving light coming toward observer.
6. Number of objects: One.
7. Apparent size: Much larger than evening star.
8. Color of object: Light red, diminishing to light yellow.
9. Shape: Round with jagged trail.
10. Altitude: Possibly 8000 feet or greater.
11. Direction from observer: Due North (off the west end of Camp Hood)
12. Distance from observer: 2 or 3 miles.
13. Direction of flight of object: North to south.
14. Time in sight: 2 or 3 seconds.
15. Speed: Same as above.
16. Sound and odor: None.
17. Trail: Object had a yellow trail and it appeared that there was a colored vapor trail in the sky after the object disappeared.
18. Luminosity: Was not very brilliant.
19. Projections: None.
20. Maneuvers: Straight flight with gradual incline.

[redacted]

21. Manner of disappearance: Cut off like a light.

22. Effect on clouds: None.

23. Additional information concerning object: Object had a jagged outline, appeared to be burning up and disintergrating. Observer saw falling stars but this object had no comparison to them.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Cpl Joseph E. Madison,
"C" Company, 12th AIB,
2d Armd Div, Camp Hood, Texas

Occupation: NCO, US Army

Comments: Fair observer

Observer was in the open and was not wearing glasses.

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 11 Aug 1949. Date of interview: 12 Aug 1949.
2. Exact time of observation: 2030, 2045, 2052, 2105 and 0010 hours CST
3. Place of observation: Camp Hood Map 1:50,000
   913.3 - 856.6
4. Position of observer: Standing at observation post.
5. What attracted attention to object: Unusual bright light in the sky.
6. Number of objects: One at each time indicated in item 2.
7. Apparent size: Star-size.
8. Color of object: White.
9. Shape: Flash like a rocket or training flare.
10. Altitude: From 45 to 60 degrees.
11. Direction from observer: generally in the north.
12. Distance from observer: Unable to estimate.
13. Direction of flight of object: Generally North to South.
14. Time in sight: 3 to 5 seconds.
15. Speed: Faster than any plane observed.
16. Sound and odor: None.
17. Trail: Long white trail tapering like a rocket, same persistency throughout.
18. Luminosity: Brilliant as the evening star at sunset.
19. Projections: None.
20. Maneuvers: No turns or dives, generally a level flight.
21. Manner of disappearance: Went out like a light.

[redacted]

22. Effect on clouds: None.

23. Additional Information concerning object: None.

24. Weather conditions and light at time of sighting: Clear with bright moon.

25. Name and address of observer: Officers and EM of the field force.

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 12 Aug 1949. Date of Interview 12 Aug 1949.
2. Exact time of observation 0010 CST.
3. Place of observation (Map coordination): 853.0 - 911.0
4. Position of observer (air, car, bldg, location of - give details): On patrol in a jeep.
5. What attracted attention to object: Bright light passing over trees.
6. Number of objects: One.
7. Apparent size: Head size.
8. Color: Bluish white.
9. Shape: Broken circle, resembling signal flare.
10. Altitude: 45 degrees.
11. Direction from observer: 235 degrees.
12. Distance from observer: three quarters of a mile.
13. Direction of flight: Due west in an arc.
14. Time in sight: 10 seconds.
15. Speed:
16. Sound and odour: None.
17. Trail: White smoky trail with little persistency.
18. Luminosity: Much brighter than the moon.
19. Projections: None.
20. Manoeuvers: Straight and level flight with ascent and descent describing an arc.
21. Manner of disappearance: Sudden disappearance
22. Additional information concerning object: None.
23. Effect on clouds: None.

[redacted]

[redacted]

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Pvt James A. Young and Pfc Carroll D. Stout
1st Provost Security Sq, Killeen Base, Texas

Occupation: Soldiers.

Comments: Good observers of average intelligence.

Observers were in the open and neither were wearing glasses.

[redacted]

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 12 August 1949. Date of interview: 12 August 1949.
2. Time of observation: 0445 hours CST.
3. Place of observation (map coordination): 855.9 - 913.0
4. Position of observer: On patrol in a jeep.
5. What attracted attention to object: Flash in sky.
6. Number of objects: Two.
7. Apparent size: Fairly long streak of flame.
8. Color: Redish.
9. Shape: Trail of flame.
10. Altitude: 30 degrees above horizon, headed down.
11. Direction from observer: 120 degrees.
12. Distance from observer: 1 quarter mile.
13. Direction of flight: Southeast to North west.
14. Time in sight: 2 to 3 seconds.
15. Speed:
16. Sound and odor: Swishing noise; no odor.
17. Trail: Long redish streak.
18. Luminosity: Not quite as bright as a normal star.
19. Projections: None.
20. Maneuvers: None.
21. Manner of disappearance: Fadedaway.

[redacted]

22. Effect on Clouds: None.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: S/Sgt ROY E. VANGUNDY
1st Provost Security Squadron
Killeen Base, Killeen, Texas

Occupation: Soldier.

Comments: Fair observer of average intelligence of NCO's of his grade.

Observer was wearing ordinary glasses at time of observation.

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of Observation 30 Aug 1969 Date of Interview 31 Aug 1969

2. Exact time of observation (Local) 2300 hours

3. Place of observation: Junction of New Mexico State Highways 5 and 30. (Approximately 3 miles southwest of Espanola)

4. Position of observer (air, car, bldg, location of - give details): Not stated.

5. What attracted attention to object: Light.

6. Number of objects and sketch of formation or grouping: One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be larger than a meteor.

8. Color of object: A very bright, dark green, leaving a reddish trail.

9. Shape (give graphic description - compare with known object):

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead):

11. Direction from observer (angle clockwise from North): East.

12 Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Seemed to be quite close - Possibly fell to earth in New Mexico.

13. Direction of flight of object(s): Earthward.

14. Time in sight: 1 or 2 seconds.

15. Speed (time to cover angular distance): Not stated.

16. Sound and odor: None.

17. Trail (color, length, width, persistence, etc.): Reddish in color.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Very bright.

19. Projections (Fins, wings, rods, antennae, canopies, etc): None noted.

[redacted]

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path): Direction of travel was almost a straight fall to the ground.

21. Manner of disappearance: Burned out very near the ground.

22. Effect on clouds: Not stated.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Not stated.

25. Name and address of observer: Dee M. Elliff, Jr
AEC Security Service
Los Alamos, New Mexico

26. Occupation and hobbies: AEC Security Service Inspector.

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI Files, employer, etc): None.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Not stated.

[redacted]

AF HQ-44
3 Dec 1947

Hq USAF Wash DC

Unclassified

District Commander, 17th OSI District, IG
Kirtland AFB, Albuquerque, N.M.

Routine

44513

CM IN 3459 (31 Aug)

From AFCSI rcur OSI-6-18C dtd 30 Aug 49

Distribution provisions of AFCSI Letter 85 will be complied with. Hq OSI will make distribution to Director of Intelligence.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] USAF
DATE 3 DEC 1975

OUT
6 SEP 1949
MANAGEMENT DIV.
OSI

24-185-

24-185-228

Unclassified

OFFICE SYMBOL	2.	3.		
GRADE and SURNAME OF COORDINATING OFFICERS				
73351	2 Sept 49	WILLIAM M. TURNER, Lt Col, USAF	1	1

UNCLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE

CLASSIFIED
INCOMING
MESSAGE

~~CONFIDENTIAL~~

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

[redacted] PARAPHRASE NOT REQUIRED

From: CO Kirtland AFB Albuequerque New Mexico

To: CSAF Wash DC attn Dir of Special Investigation

Nr: OSI-8-18C 30 Aug 49

Re AFCSI ltr number 85, DTG 12 Aug 49, your file 24-185, Par 3 sub Par E, entitled distribution, does not include info copy to Director of Intelligence as specified in Air Intelligence Requirements Memorandum number 4, dtd 15 Feb 49. As interim measure this office will continue to furnish info copy to Director of Intelligence. Please advise.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

USAF
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ACTION
CSI
INFO
CIN

1954

ACTION: AF

UNITED STATES AIR FORCE
INSPECTOR GE
SEP 11 38 AM '49
FILE OF
RC 71/31

[redacted]

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24-185
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SEP 27 1949
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15 JAN 1949

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

AF HQ-44
3 Dec 1947

[redacted]AL Wrt 19 Sept 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br.

20 SEP 1949

Office of Special Investigations, IG

Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports, and letter, are forwarded for your information.

7 Incls
1. R/I dtd 5 Aug 49 DO#16
2. R/I dtd 8 Aug 49 DO#9
3. R/I dtd 9 Aug 49 DO#11
4. R/I dtd 10 Aug 49 DO#13
5. R/I dtd 9 Aug 49 DO#19
6. Ltr fr DO#9 dtd 11 Aug 49 Subj "Project Grudge - Alleged Convention at Alexandria, La.", w/1 Incl
7. R/I dtd 30 Aug 49 DO#9

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY HURT K. KUNZE, Capt, USAF
Historian 3 DEC 1949
DATE

OUT 20 SEP 1949 MANAGEMENT DIV. OSI

24-185-228
IG
OFFICE OF
SPECIAL INVESTIGATIONS

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	[illegible]		UNCLASSIFIED	SEP 22 1949	

[redacted]

16—20242-3 U. S. GOVERNMENT PRINTING OFFICE

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

CSI
Security

INCOMING [redacted] MESSAGE

CX

[redacted] PARAPHRASE NOT REQUIRED

15 DO

FROM: GREAT FALLS AFB, MONTANA, 3GD BRYNILDSEN

TO : AMC WRIGHT-PATTERSON AFB, OHIO ATTN: MCIAXO-3

INFO: DIRECTOR OF INTELL, USAF, WASH., D.C.

NR : 915 OSI-27 17 AUGUST 1949

This office advised on 9 August 49 that 7 flying discs had been sighted at Heegen Lake, Montana at 0930 hours that date. 2 of the discs were alleged to have crashed, 1 on the Lake, and the other on the opposite shore in a wooded area. 2 agents of this office dragged the Lake and searched the wooded area with negative results. Informant and only actual eye witness, while absolutely trust worthy, is prone to exaggeration. He stated discs were all little larger than an auto tire, of a grayish color, and either having a hole in the center or being painted dark in the center. Informant was not capable of estimating speed but agents estimated from description that discs were travelling in excess of 1000 miles per hour. Objects were reported travelling in South Westerly direction. A check of winds aloft for period revealed a general South Easterly direction and of a maximum velocity of 24 knots per hour. No unusual atmospheric phenomena were evident on 9 August, sky conditions were clear and visibility unlimited. Informant described sound of object as being similar to a siren. Request advice of detailed report desired.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

UNITED STATES AIR FORCE
AIR INSPECTOR GE
Aug 16 9 13 AM '49
OFFICE OF SPECIAL INVESTIGATION

INFO: [redacted]

OPR IN: [redacted] 8/17

UNCLASSIFIED

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 0-309 B
15 APR 49
U. S. GOVERNMENT PRINTING OFFICE 16—56693-2

AF HQ-44
3 Dec 1947

[redacted]

SI
Mr. Gould/lse/72231
Wrtn 16 Sept 49

Office of Special Investigations
The Inspector General

24-185

20 SEP 1949

SUBJECT: (Unclassified) Aerial Phenomena
SPECIAL INQUIRY

TO: District Commander
5th OSI District, IG
Wright-Patterson Air Force Base
Dayton, Ohio

Attached copies of OSI investigative report are forwarded to your Office for transmittal to the Director of Technical Intelligence, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

FOR THE DIRECTOR:

1 Incl
DO#4 Rpt of Inves,
file 24-93 dtd 23 Aug 49,
re [redacted]
(dup).

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
DATE 8 DEC 1975

Note: Cy of Incl [illegible]

OUT 20 SEP 1949 MANAGEMENT DIV. OSI

24-185 230
CLASSIFIED
OFFICE OF
SPECIAL INVESTIGATIONS

OFFICE SYMBOL	1.	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	FCST				
					SEP 22 1949

[redacted]

UNCLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-14

DATE 23 August 1949

REPORT MADE BY [redacted]

REPORT MADE AT DO #21, Langley AFB

PERIOD 1, 2, 3, 4 & 5 August 1949

OFFICE OF ORIGIN DO 65, Wright-Patterson AFB

STATUS C/C

TITLE

Project "SAUCER"
Incident, Roanoke, Virginia
13 May 1949

CHARACTER

SPECIAL INQUIRY

REFERENCE

Ltr of Inv, S/A CHARLES P. [redacted], file 24-21B, DO #5, dtd 7 Jun 49

SYNOPSIS

Investigation revealed an unknown OBJECT was sighted by numerous individuals during period 1920 hours to 1930 hours, 12 May 1949, in vicinity of Christiansburg and Roanoke, Virginia. OBJECT was seen at sunset in form of a red-yellow glow in shape of a long, narrow, oblong streak moving upward from a position 40 to 60 degrees above a horizontal line in the west to overhead, disappearing in the east. At first sighting, observers stated that OBJECT could have been covered from sight with the thumb at arms length but the speed and height could not be accurately determined. Official weather stations reported no unusual data, with winds aloft light and variable, ceiling scattered and visibility twenty-five (25) miles. Air activity at time of sighting requested from official sources reported two (2) aircraft flying in area, a weather balloon released for winds aloft reports and scheduled Airline flights at Woodrum Field, Roanoke, Virginia. OBJECT was not known to have had contact with the earth and no known photographs are in existence. Interviews conducted and official reports noted.

CLASSIFICATION CANCELLED [redacted] BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY [redacted] USAF
2 DEC 1975

DISTRIBUTION

DO #5 — 4
Hq OSI — 2
File — 2

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FILE STAMP

24-16-231
UNITED STATES AIR FORCE
OFFICE OF INSPECTOR GENERAL
SEP 19 12 58 PM '49
OFFICE OF SPECIAL INVESTIGATION

APPROVED

LEO J. JOHNSON
Lt. Col., USAF
District Commander.

SEP 1949

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form [redacted]

UNCLASSIFIED

[redacted]

DETAILS:

1. Investigation revealed an unknown OBJECT was sighted at sunset, 12 May 1949, in vicinity of Christiansburg and Roanoke, Va. OBJECT appeared as a long, narrow, oblong streak moving upward from a point on the horizon in the west to overhead and disappeared in the east. OBJECT's size, height and speed could not be accurately determined and no unusual weather or flight conditions existed. Air traffic reported as two (2) Naval Aircraft and scheduled Airlines flights over the area. Only other known object released over area was a weather balloon used for winds aloft readings.

AT CHRISTIANSBURG, VIRGINIA

2. On 2 August 1949, Mr. L. B. [redacted] was interviewed and stated in substance: That at approximately 1930 hours on 12 May 1949, he was standing in the front yard of his home when his small daughter called attention to an OBJECT in the sky. At first sighting, a single OBJECT appeared at approximately 250 degrees from North and traveled in straight flight in the direction of South-West to North-East on air-ways from Tri-City Airport to Washington, D. C., disappearing overhead due to height in a direction approximately 45 degrees from North. The OBJECT was described as "A long streak of glowing light" leaving a short, reddish-yellow dull glowing trail at first which grew longer as it moved to the overhead position. [redacted] stated that he would estimate the OBJECT was in view for ten minutes and the speed was over 400 miles per hour. He could not estimate the size for the light was not bright and the height was unknown. When the OBJECT was overhead, [redacted] stated a deep far away roar was heard but he could not say whether or not the sound came from or had any connection to the OBJECT. [redacted] furnished opinions to the effect that OBJECT is believed to have had some connection with the sun-sunlight-and the atmosphere. No smoke or vapor trail was seen and it is believed OBJECT was so high that no vapor trail was left or could be seen. A powerful set of field glasses were used in an effort to bring the OBJECT into view but no results were obtained.

NOTE: [redacted]'s occupation is manager of a Furniture Factory and his hobbies are Golf and Baseball. Neighborhood and Police checks reveal [redacted] has no record of drinking or of a criminal nature. He is a man of far above average intelligence and has had a very good education. He and his family are highly thought of in the community for honesty and truthfullness. [redacted] appears to be in excellent physical condition, does not wear eye-glasses, is 32 years of age, and is of average height and husky build. He was an Air Force pilot with the Ferry Command and ATC during the war and has flown over the area in vicinity of Christiansburg and Roanoke, Virginia.

3. On 2 August 1949, Mr. and Mrs. [redacted] were interviewed and stated substantially the same in substance: On 12 May 1949, at approximately fifteen (15) to twenty (20) minutes after sunset, they were in the front yard of their home located one mile west of Christiansburg, Virginia, on Radford Road (Hiway 11) when [redacted] called attention to an OBJECT in the sky. At first sighting, a single OBJECT appeared at approximately 260 degrees from north and traveled in straight flight from west to east, fading from sight due to point or behind a hill in the northeast approximately 120 degrees from North. The OBJECT was described as resembling a flourescent light the color of

[redacted]

fire or the rising sun but not as bright. The shape was described like that of an egg, long narrow and oblong. The OBJECT was in sight for a period of from five to ten (5 to 10) minutes and at first sighting, appeared to be stationary, then began to rise and increase speed until it disappeared. Neither informant could estimate the speed of the OBJECT but Mr. [redacted] estimated the size as "could be covered from sight with a thumb at arms length when first seen and increasing in size and length as it raised and passed overhead". No sound, odor or material matter was noticed and the brightness of the light was compared to the glow of a forty (40) watt bulb. Informants point of observation was on the side of a small hill, the angle to top of the hill being approximately 15 degrees from level. Additional information was given by informants to the effect that as OBJECT moved overhead a small bright light like a star was seen ahead of the body of the OBJECT followed by a long narrow reddish-yellow glow. No smoke or vapor trail was seen and when the OBJECT was due south of point of observation, Mrs. [redacted] stated a shower of sparks like "Fourth of July Sparklers" appeared to come from the leading end. Mr. [redacted] stated the OBJECT was unlike anything he had ever read about or seen pictured.

NOTE: Neighborhood & Police checks revealed negative information concerning any criminal activities or bad character habits of informants. Both Mr. & Mrs. [redacted] are of average intelligence and have a good reputation in the community. They seem in fair physical condition and to have an average layman's knowledge of flight conditions. Mr. [redacted] is a man of about fifty to fifty-two (50 to 52) years of age, is shorter than average and is thin in build. Mrs. [redacted] is approximately forty-nine years of age, is of average height and slightly heavy in build. She wears eye-glasses not of heavy lens type, indicating a small degree of correction in sight. Mr. [redacted] is a painter by trade and neither informant stated any preferred hobbies.

AT ROANOKE, VIRGINIA

4. On 2 August 1949, Mr. [redacted], Insurance Salesman, [redacted] Road, was interviewed and stated in substance: That at approximately 1920 hours, 12 May 1949, he and Mr. [redacted] were driving north on Hiway 220 between Boones Mill and Roanoke, Virginia, when [redacted] called his attention to an OBJECT in the sky. He and [redacted] parked the vehicle and dismounted. At first sighting a single OBJECT appeared at approximately 265 degrees from North and at an angle 40 to 50 degrees above a level horizontal line. The point of observation was in a valley and the OBJECT appeared just above a mountain top in a westerly direction. At first sighting the OBJECT could have been covered from sight with the thumb at arms length, appeared to be 12 to 13,000 feet high and from eight to ten (8 to 10) miles away, rising straight up a little north of vertical in the west and passing overhead to disappear into the east at a point approximately 95 degrees from North. The OBJECT remained in view for from five to ten (5 to 10) minutes and compared to planes was travelling at a speed of over 400 miles per hour. [redacted] described the OBJECT as being long, thin and of a reddish-yellow glow. The tip was a ball of brighter and whiter glowing light followed by a space where nothing was seen, and then a long tail, narrow at the front and getting wider toward the rear. Additional information was given by [redacted] to the effect that the OBJECT glowed like a light seen through the fog, looked like a long thin carrot, appeared to move somewhat like a snake, and gained speed and length as it raised and passed overhead. No smoke or vapor

[redacted]

[redacted]

trail was noticed.

NOTE: Neighborhood & Police Checks reveal [redacted] has no record of excessive drinking or a criminal nature, is believed to be of average intelligence and has a good character standing in the community. [redacted] is approximately 28 years of age, is of average height and slender build, seems to be in good physical condition and does not wear eye-glasses. [redacted] seems to have an average layman's knowledge of flight conditions and pursues the hobbies of baseball and hunting.

5. On 2 August 1949, Mr. [redacted], Insurance Salesman, [redacted] was interviewed and stated in substance: That at approximately 1930 hours, 12 May 1949, he was driving on hiway 220 between Boones Mill and Roanoke, Virginia, when his attention was drawn to an OBJECT in the sky. He parked the vehicle and dismounted. At first sighting, a single OBJECT appeared at approximately 285 degrees fromNorth and at an angle 40 to 50 degrees above a level horizontal line. The point of observation was in a valley and the OBJECT appeared on the horizon even with a mountain top in a westerly direction. At first sighting the OBJECT could have been covered from sight with the thumb at arms length (length for length), appeared to be eight to ten (8 to 10) miles away, rising straight up a bit north of vertical in the west and passing overhead, fading out in the east at a point approximately 100 degrees from North. The OBJECT remained in view for ten (10) minutes and compared to planes was travelling at a speed of approximately six-hundred (600) miles per hour. [redacted] described the OBJECT as being a red glowing light of oblong shape, similar to that of the smoke trail left by planes using rocket assist units on take off. The red glow had the effect of lights seen through smoke, was longer than it was wide and increased in length and width as it raised and moved overhead. No smoke or vapor trail was seen and the glow faded out as the OBJECT moved across the sky. The OBJECT traveled in straight flight from WSW to ESE and no material matter was noticed.

NOTE: Neighborhood & Police checks reveal [redacted] to have no record of excessive drinking and no record of a criminal nature. He is a man of average intelligence and is respected for good character in the community. He appears to be in good physical condition, does not wear eye-glasses and, as all layman, his knowledge of conditions regarding flight are limited. [redacted] is approximately 45 years of age, is on the short side of average height and is of husky build. Informant's hobbies are baseball, hunting and fishing.

6. The following was received from U. S. Weather Bureau, Department of Commerce, Woodrum Field, Roanoke, Virginia:

Official Sunset for 12 May 1949: Recorded as 1919 hours (7:19 PM).

Official weather report for 12 May 1949, 1330 hours (8:30 PM): Recorded as 7000 scattered; 25 miles visibility; Surface wind from the Southeast at 14 Miles per hour.

[redacted]

[redacted]

Official weather report for 12 May 1949, 1930 hours (7:30 PM): Recorded as 8000 scattered; 20 miles visibility; Surface wind from East Southeast at 12 miles per hour.

7. Official winds aloft report released by Weather Bureau at Woodrum Field, Roanoke, Virginia, on 12 May 1949, is recorded as:

1600 Winds Aloft Report (4:00 PM)

Surface	wind	from	150	degrees	at	2	knots
2000'	"	"	190	"	"	2	"
3000'	"	"	220	"	"	3	"
4000'	"	"	260	"	"	3	"
5000'	"	"	300	"	"	6	"
6000'	"	"	330	"	"	11	"
7000'	"	"	320	"	"	14	"
8000'	"	"	330	"	"	14	"
9000'	"	"	340	"	"	15	"
10,000'	"	"	340	"	"	17	"
12,000'	"	"	340	"	"	17	"

2200 Winds Aloft Report (10:00 PM)

Surface	wind	from	20	degrees	at	5	knots
2000'	"	"	50	"	"	4	"
3000'	"	"	10	"	"	6	"
4000'	"	"	360	"	"	13	"
5000'	"	"	10	"	"	16	"
6000'	"	"	20	"	"	16	"
7000'	"	"	20	"	"	16	"
8000'	"	"	20	"	"	16	"
9000'	"	"	10	"	"	13	"
10,000'	"	"	360	"	"	34	"
12,000'	"	"	10	"	"	22	"
14,000'	"	"	340	"	"	15	"
16,000'	"	"	340	"	"	12	"
18,000'	"	"	350	"	"	12	"
20,000'	"	"	340	"	"	14	"
25,000'	"	"	320	"	"	12	"

NOTE: All time is Standard Time for Roanoke, Virginia, area converted from Z-time. Weather Bureau at Roanoke, Virginia, is run by civilians and is not connected with the Military.

[redacted]

3. Local flight schedules of commercial aircraft at Woodrum Field, Roanoke, Virginia, over period of 12 May 1949.

American Airlines

Flight No.	Due In	Due Out
405	9:24 AM	9:36 AM
404	10:28 AM	10:40 AM
393	12:36 PM	———
410	———	1:56 PM

Eastern Airlines

Flight No.	Due In	Due Out
732	7:40 AM	7:50 AM
190	9:29 AM	9:37 AM
753	10:21 AM	10:30 AM
758	2:59 PM	3:10 PM
755	6:34 PM	6:44 PM
754	8:46 PM	8:56 PM
139	10:55 PM	11:05 PM

Piedmont Airlines

Flight No.	Due In	Due Out
32	9:01 AM	9:04 AM
43	8:53 AM	———
31	9:10 AM	9:13 AM
40	———	9:40 AM
33	2:40 PM	2:43 PM
30	3:21 PM	3:24 PM
37	7:35 PM	———
41	7:48 PM	7:51 PM
36	8:16 PM	8:19 PM
42	———	8:25 PM

9. Information on air activity in vicinity of Roanoke, Virginia, on 12 May 1949 covering period around sunset, received from Control Tower Operators of Woodrum Field, Virginia, is as follows:

a. The Air Reserve Unit had no flight in the air at that time.

b. Two Navons from Woodrum Field were flying local.

c. No air traffic except the scheduled Airlines were known to be in the area during the period of sun down and for some time thereafter.

d. No known objects are released in this area except Weather Bureau balloons used for winds aloft readings.

[redacted]

[redacted]

10. Review of log maintained by Operators of the Communication Station (CAA), Roanoke, Virginia, (Known to pilots as Roanoke Radio & Roanoke Range Stations.) reveal an entry in log in answer to a request for maintenance to telephone and teletype lines to correct interference. The entry is as follows:

"1112 ATT calls and reports that trouble on teletype lines are caused by earth currents (Arora Borealas) and we may expect this condition to last for some time."

Time of entry was 1112 AM 12 May 1949.
ATT is American Telephone and Telegraph Company.

A second entry in log was noted. Entry was a report made by the pilot of aircraft number [redacted] enroute from Nashville, Tenn., to Washington, D. C., flying at 8000 feet VFR. Report was made at 0906 PM over Roanoke, Virginia. The report was that the pilot had sighted a comet or shooting star when he was about five minutes out of Pulaski. Comet was at approximately 10,000 feet. Time of entry was 0906 PM, 12 May 1949

11. Miscellaneous information, rumors and reports are as follows:

Control Tower at Woodrum Field, Roanoke, Virginia received a call from Pulaski Radio, Pulaski, Virginia, the night of 12 May 1949, in regard to two (2) calls Pulaski Radio had received to the effect that a plane was on fire and was flying in a northeasterly direction at approximately 10,000 feet. Pulaski Radio advised Woodrum Tower of a call from the pilot of aircraft number [redacted] over Pulaski, Virginia, inquiring if Pulaski Radio Operaters had sighted a comet at 10,000 feet. Woodrum Field Control Tower also received telephone calls in regard to unknown lights in the sky. One call reported an orange colored ball of fire, first sighted overhead, fall in a northeasterly direction, disappearing behind the mountains. No names were listed for any of these calls. The only known object released in the area was a weather balloon for winds aloft reports. No trajectory record for this balloon was requested. The OBJECT had no known contact with the earth and no photographs are known to exist. No maneuvers of, or projections on, the OBJECT were reported.

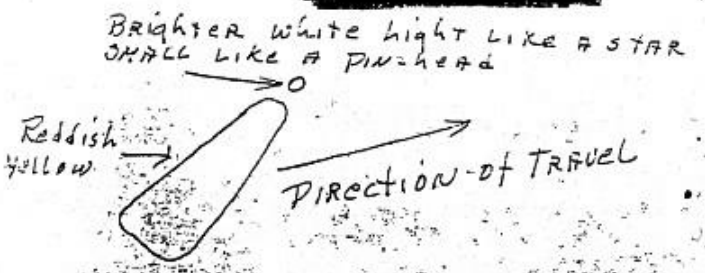
12. The following sketches are the writers duplication of those drawn of OBJECT by Informants:

[redacted]

DIRECTION OF TRAVEL

[redacted]

[redacted]



[redacted]

[redacted]

DIRECTION OF TRAVEL

REFERRED UPON COMPLETION

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-20	DATE 13 SEP 1949
	REPORT MADE BY S/A GEORGE E. NIELSEN	
TITLE UNKNOWN SUBJECT Unidentified Aerial Objects Sighted NE Boise, Idaho Aerial Phenomena	REPORT MADE AT DO #19, Fairfield-Suisun AFB	
	PERIOD 25 August 1949	
	OFFICE OF ORIGIN DO #16, Hill AFB, Utah	
	STATUS RUC	

CHARACTER
SPECIAL INQUIRY

REFERENCE
Report of S/A ERNEST C. BLASS, file DO 16 24-17, dated 5 August 1949

SYNOPSIS

Interview with [redacted], and [redacted], [redacted] Drive, Fairfax, California, revealed that they witnessed the flight of unidentified aerial object on 5 July 1949 at about 1930 hours to 1955 hours, MST, from one of the highest points on Skyline Road about six or seven miles northwest of Boise, Idaho.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. HUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC, Wright-Patterson AFB 2 (Action Copies) DO #16 2 OSI Hq 2 File 2	APPROVED JOHN G. SHOPE Colonel, USAF DISTRICT COMMANDER	B 24-115-232 UNITED STATES AIR FOR THE INSPECTOR GEN A SEP 20 11 15 AM '49 OFFICE OF SPECIAL INVESTIGATION SEP 1949 SEP 30 194 UNCLASSIFIED 0092 C

SMAMA—Nov 48—100M

[redacted]

DC #19, 24-20

DETAILS:

AT FAIRFAX, CALIFORNIA

On 25 August 1949, [redacted]. and [redacted], [redacted] Dr., were interviewed regarding the unidentified aerial object reported to have been sighted by them.

[redacted] and his wife stated that while they were at one of the highest points on Skyline Road about six (6) or seven (7) miles northwest of Boise, Idaho, on 5 July 1949, before sundown and while the sun was still visible but at about its lowest point before sinking from sight, their attention was drawn to an object in the sky, by the son of [redacted] and [redacted] St., Boise, Idaho.

The object appeared to be circular and about the size of the bottom of a 55 gallon oil drum. The object was an undeterminable distance away from their vantage point, but was probably traveling at about 40,000 ft. and at 15000(fifteen hundred) mph. The object was at about a 30° angle from the horizontal and traveling northeast or toward their position and about 30° to their right as they faced southwest. When this object reached a point at about 90° from their first sighting (southwest), it suddenly appeared to gain altitude and turn directly north until it disappeared from sight. The object was in sight 25 minutes by the clock, and performed no acrobatics or maneuvers other than the bank or turn and climb as mentioned. The object appeared to be constructed of polished metal and reflected the coloration of the sunset. Dark grey smoke appeared to emit from one side of the object near the bottom part of the circle in irregular, but intermittant, intervals. This smoke appeared to follow the lower contour of the object to almost halfway up the other side of the object and would then disappear. There was no vapor or smoke trail. No sound nor unusual odor could be connected with the object. There were no appendages emanating from the object, and its appearance was entirely round. The only appearance of motivation was a probable rotation determined by the action of the smoke which emanated from the object. The sky was cloudless and there was good visibility. The object appeared to have excellent stability and control.

DO #19, 24-20 -

DETAILS (Cont'd)

Agent's note: [redacted] is a bartender at the [redacted] St., San Francisco, Calif. His only hobby is athletics, and he appears to be a man of normal reactions. [redacted] is a housewife, and also appears to have normal reactions. [redacted] and his wife had considerable difficulty agreeing on various points concerning the object sighted and it is believed that the directions given may not be factual. None of the party had indulged in alcoholics prior to the sighting, according to [redacted]

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

SMAMA—Dec 48—2M

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
18th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
USAF SPECIALIZED DEPOT, BOX 310, MAYWOOD, CALIF.

RES/lm

18D 24-14

15 September 1949

SUBJECT: FLYING SAUCERS

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Reference is made to letter your office, dated 19 May 1949 and to reports of [redacted], dated 2 June 1949 and [redacted], dated 29 June 1949. The inquiry failed to reveal any concrete evidence of the source or even of the existence of flying saucers, and the information received from the original informant appears to be the product of certain insignificant facts and an active imagination.

2. As all logical leads have been covered, and further investigation appears to be unwarranted, the file of this office is being marked "closed."

for Paul M. Nold, major USAF
KEEFE O'KEEFE
Lt Colonel, USAF
District Commander

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY [illegible]
8 DEC 1975
DATE

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UNITED STATES AIR FORCE
THE INSPECTOR GE

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OFFICE OF
SPECIAL INVESTIGATIONS
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[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-27

DATE 13 Sept 1949

REPORT MADE BY TROY R. SHERMAN

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 13 July 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, At
Alexandria, Louisiana
By Mrs. [redacted]

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On 7 July 1949, Mrs. [redacted] Street, Alexandria, Louisiana, was sitting on the porch of the residence at [redacted] Street, Alexandria, Louisiana, with Mrs. [redacted] and Mrs. [redacted] Her attention was called to an object in the sky which appeared to be the size of an ordinary household saucer and which gave off a golden light. This object, according to Mrs. [redacted], appeared to be moving at a fast rate of speed and was traveling in a westerly direction. The object remained in sight for approximately three (3) minutes and then disappeared by moving farther and farther away until completely out of sight.

CLOSED

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DO #5, (Info Cy w/incl)	1
DO #9, File	1

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Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford
EDWARD R. FORD
Major, USAF
District Commander.

FILE STAMP

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24-27-234
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
A
SEP 20 4 16 PM '49
OFFICE OF SPECIAL INVESTIGATION
SEP 20 1949
29 SEP 1949

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which [redacted]

16—37744-1 U. S. GOVERNMENT PRINTING

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ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting 7 July 1949

2. Time of sighting 2100 hours (Sonal by 24 hr clock)

3. Where sighted:

   a. Ground

      (1) City, town Alexandria, Louisiana

      (2) Distance and direction from city or town, road, intersection, etc.

      (3) From building (story), yard, etc. Sitting on porch at 1823 Warshauer St., Alexandria, La.

      (4) Map coordinates (if feasible) showing latitude and longitude

   b. Air

      (1) Type aircraft, speed, altitude, direction of flight

      (2) Distance and direction from city, town or known landmark

      (3) Clock position of object from observer's aircraft

      (4) Latitude and longitude

   c. Sea

      (1) Latitude and longitude

      (2) Proximity to land

      (Name city, country, etc.)

4. Number of objects ONE (1)

   a. Formation type (if any) (Sketch if possible)

5. Distance of object from observer Over the city

   a. Laterally or horizontally

   b. Angle of elevation from horizon

   c. Altitude Can't estimate

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Essential Elements of Info
Project "Sign"

6. Time in sight Approximately three (3) minutes

7. Appearance of object

   a. Color Golden color (like a star)

   b. Shape (sketch if possible)

   c. Apparent construction (translucent) None

   d. Size

      (1) Estimated size Unknown

      (2) Size as it appeared from observer's view (Compared to known object)

8. Direction of flight North to west

9. Tactics or maneuvers Went north to west and then rose in altitude and retraced same path.

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust

   a. Color of smoke None evident

   b. Length and width

   c. Odor (if any)

   d. Rate of evaporation

   e. Does trail vary with sound? (spurts) No sound

11. Effect on clouds No, don't remember any clouds.

   a. Opened path thru clouds

   b. Formed cloud or mists

   c. Reflected on cloud

   d. Shown thru cloud

12. Lights

   a. Reflected or attached Attached

   b. Luminous Glowed read bright.

   c. Blinked on and off in relation to speed Remained constant

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12. Support None evident

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion None evident

a. Propellor or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect)

d. Visible exhaust or jet openings None visible

15. Control and stability Remained constant

a. Fine

b. Stabilizers (horizontal or vertical) None

(1) Size

(2) Shape

(3) Location

16. Air ducts None

a. Slots

b. Duct openings

17. Speed - M.P.H. Pretty fast - about same speed as a star falling.

18. Sound None

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

19. Manner of disappearance — Very sudden just as though a light had been turned out. Seemed to be getting farther away.

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer [redacted]

2. Address [redacted] Alexandria, La.

3. Occupation Housewife

4. Place of business

a. Employer or employee

5. Hobbies None

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine

a. Color Normal - (average)

b. Speed of moving objects

c. Size at distance Perfectly normal eyesight

7. Reliability of observer

a. Sources

(1) Neighbor
(2) Police Dept (3)
(3) FBI records NR
(4) Employer

8. Notes relative to observer on

   a. Sightings in general Average eyesight

   b. How attention was drawn to object (s) [redacted] called attention to the object.

      (1) Sound
      (2) Motion
      (3) Glint of light

9. Witnesses

   a. Addresses

   b. Occupation

   c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated.

Relative to Radar Sightings

1. Re radars how operating on ground

   a. Observations of range, speed, altitude and size of target

   b. Does target execute any turns? If so, what angle (180°), etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

   c. Note particularly any separation of distant target into separation of a distant target into several targets upon approach. Track all if possible.

If airborne when object sighted

   a. Were there any radar inductions or extra noise on radio circuits?

   b. Give estimates of size, speed, maneuvers, etc.

GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report, Temp - 81°; Pat. Ceil. - 30,000'; wind fr SE, 9 Mi. hr. - Alt. Set. - 2989.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border.) Piper cub in area at time, but no landing lights. ([redacted] Aircraft Communicator)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other [redacted]

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

   a. Object

   b. Surrounding terrain where observed

   c. Place where it contacted earth (if this happened)

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure a signed statement

9. Obtain fragments of physical evidence where possible.

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such).

Age: 37

Mrs. [redacted] Mrs. [redacted] and Mrs. [redacted] were sitting on the front porch at [redacted] Street, Alexandria, La. Mrs. [redacted] saw an object and called to the attention of the other two ladies. Mrs. [redacted] called her husband and he got out of the house too late. Mrs. [redacted] called her mother, but her mother did not see the object. High school and business college education. Worked for Life Insurance Company for ten (10) years doing general office work.

~~CONFIDENTIAL~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-25
DATE 13 Sept 1949
REPORT MADE BY ALVIN E. CAMBRE
REPORT MADE AT DO #9, Barksdale AFB, La.
PERIOD 8 July 1949
OFFICE OF ORIGIN DO #9, Barksdale AFB, La.
STATUS CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, At
New Orleans, Louisiana,
By Mr. [redacted]

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

At approximately 0930 hours, 7 July 1949, while driving down Elysian Fields in a northerly direction, Mr. [redacted] Drive, New Orleans, La., sighted an object which was extremely bright in color and the shape of a cigar. The object was traveling at the rate of speed of a transport plane, moving broadside in a northerly direction, directly overhead. Mr. [redacted] could not identify the object by any markings or compare its shape with anything he had ever seen in the air. Mr. [redacted] followed this object while driving his car for about two (2) miles. The object appeared to gain altitude and speed as it disappeared to a pinpoint from his sight.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [redacted], Capt, USAF
Historian
13 DEC 1975
DATE

CLOSED

DISTRIBUTION

CG, AMC, Wright-Patterson AFB Dayton, Ohio (Action Cy w/incl) 2
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DO #9, File 1

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Dayton, Ohio

APPROVED

Edward R. Ford
EDWARD R. FORD
Major, USAF
District Commander.

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SEP 20 4 17 PM '49
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SEP 30 1949
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AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which [redacted]

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ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting - 7 July 1949

2. Time of sighting - 0930
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town - New Orleans, Louisiana

(2) Distance and direction from city or town, road, intersection, etc. - Approx. 4 or 5 miles from center of New Orleans, La.

(3) From building (story), yard, etc. - observed while driving on Elysian Fields, going in a northerly direction

(4) Map coordinates (if feasible) showing latitude and longitude (not applicable)

b. Air (not applicable)

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea (not applicable)

(1) Latitude and longitude

(2) Proximity to land

(Name city, country, etc.)

4. Number of objects - One (1)

a. Formation type (if any) (Sketch if possible) (not applicable)

5. Distance of object from observer object was traveling in a northerly direction (same direction as observer)

a. Laterally or horizontally

b. Angle of elevation from horizon

c. Altitude About 2000 ft.

AGENT'S NOTE: Observer was asked to give this Agent the approx. altitude of an airplane which was flying by at time of interview. Observer stated plane was about 2000 ft. Agents believed plane to be between 5,000 and 6,000 ft. which would make observer's estimate of object faulty.

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6. Time in sight **About three (3) minutes**

7. Appearance of object

   a. Color - **silver, luminous (ver bright)**

   b. Shape (sketch if possible) **"cigar" shape, traveling broadside.**

   c. Apparent construction (translucent) **Could not be determined.**

   d. Size

      (1) Estimated size **compared to a big bomber or a transport plane.**

      (2) Size as it appeared from observer's view (Compared to known object) **(as above)**

8. Direction of flight **North**

9. Tactics or maneuvers

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. **Level flight, appearing to gain altitude and speed as object left observer's sight.**

10. Evidence of exhaust **None**

    a. Color of smoke

    b. Length and width

    c. Odor (if any)

    d. Rate of evaporation

    e. Does trail vary with sound? (spurts)

11. Effect on clouds **(No Clouds)**

    a. Opened path thru clouds

    b. Formed cloud or mists

    c. Reflected on cloud

    d. Shown thru cloud

12. Lights **None**

    a. Reflected or attached

    b. Luminous

    c. Blinked on and off in relation to speed

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CONFIDENTIAL

12. Support - apparently none

    a. Wings

    b. Aerodynamic lift of fuselage

    d. Vertical jet

    d. Rotating cylinder or cone

    e. Aerostatic lift (balloon or dirigible)

14. Propulsion - None visible

    a. Propellor or jet

    b. Rotor

    c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect)

    d. Visible exhaust or jet openings

15. Control and stability - could not be determined

    a. Fins

    b. Stabilizers (horizontal or vertical)

        (1) Size

        (2) Shape

        (3) Location

16. Air ducts None

    a. Slots

    b. Duct openings

17. Speed - M.P.H. Appeared to be moving at the same rate of speed as an ordinary transport.

18. Sound None

    a. Continuous whine or buzz

    b. Roar, whistle, whoosh

    c. Intermittent

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19. Manner of disappearance **Object came to a "pinpoint" and disappeared.**

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer - [redacted]
2. Address - [redacted] Drive, New Orleans, La.
3. Occupation - **Insurance Salesman**
4. Place of business - [redacted] Bldg., New Orleans, La.

a. Employer or employee - **Employee of** [redacted] **Insurance Co.**

5. Hobbies - **Study of birds**

a. Time engaged in hobby (experience) - **could not be determined.**
Is observer amateur astronomer, pilot, engineer, etc.? - **No.**

6. Ability to determine

a. Color - good

b. Speed of moving objects - **good**

c. Size at distance - **good**

7. Reliability of observer

a. Sources

(1) Neighbor
(2) Police Dept
(3) FBI records
(4) Employer

CONFIDENTIAL

8. Notes relative to observer on

a. Sightings in general - **object was seen through the front windhsield as it passed overhead into sight**

b. How attention was drawn to object (s)

(1) Sound - **Reflection of object**
(2) Motion
(3) Glint of light

9. Witnesses **None.**

a. Addresses

b. Occupation

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated. **Observer appeared to be of average intelligence. Observer's wife is a school teacher.**

Relative to Radar Sightings

1. Re radars how operating on ground **(NOT APPLICABLE)**

a. Observations of range, speed, altitude and size of target

b. Does target execute any turns? If so, what angle (180°), etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

c. Note particularly any separation of distant target into separation of a distant target into several targets upon approach. Track all if possible.

If airborne when object sighted

a. Were there any radar inductions or extra noise on radio circuits?

b. Give estimates of size, speed, maneuvers, etc.

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-28

DATE 13 September 1949

REPORT MADE BY ALVIN E. CAMBRE

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 9 August 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 August 1949, at
New Orleans, Louisiana.
[redacted]

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On 7 August 1949, at 0255 hours, Mr. [redacted] Assistant United States District Attorney, [redacted] Street, New Orleans, Louisiana, reported sighting an unidentified aerial object at approximately 2500 feet over Lake Pontchartrain. This object was glowing orange in color and traveling at approximately six hundred fifty (650) miles per hour. Information from the United States Weather Bureau, Moisant Airport, New Orleans, Louisiana, indicated that the Bureau released a weather balloon at 0300 hours, 7 August 1949. According to the Weather Bureau, this balloon, if sighted in the air, would appear the same as that described by Mr. [redacted]

CLOSED

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible] OF SPEC INV
BY KURT [illegible], Capt, USAF
[illegible] 13 DEC 1975
DATE

DISTRIBUTION

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DO #9, File	1

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Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford
EDWARD R. FORD
Major, USAF
District Commander.

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THE INSPECTOR GENERAL
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OFFICE OF
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SEP 30 1949 SEP 1949
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AFNQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used. [redacted]

UNCLASSIFIED

GOVERNMENT PRINTING OFFICE

[redacted] ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting **7 August 1949**

2. Time of sighting **0255 hours**
(Zonal by 24 hr clock)

3. Where sighted: **From automobile, Lakeshore Road, New Orleans, La.**

a. Ground

(1) City, town

(2) Distance and direction from city or town, road, intersections, etc.

(3) From building (story), yard, etc.

(4) Map coordinates (if feasible) showing latitute and longitude

b. Air

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea

(1) Latitude and longitude

(2) Proximity to land
(Name city, country, etc.)

4. Number of objects **One (1)**

a. Formation type (if any) (Sketch if possible)

5. Distance of object from observer **Approximately one-half (½) mile.**

a. Laterally or horizontally

b. Angle of elevation from horizon

c. Altitude **Approximately 2500 ft.**

[redacted]

S-3801-TC

6. Time in sight **Thirty (30) seconds**

7. Appearance of object

   a. Color **Vivid glowing orange**

   b. Shape (sketch if possible) **spherical**

   c. Apparent construction (translucent)

   d. Size

      (1) Estimated size

      (2) Size as it appeared from observer's view (Compared to known object) **Approximately the size of a volley ball**

8. Direction of flight **Northeast**

9. Tactics or maneuvers **Traveling on a straight line**

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust **Gaseous appearing trail**

   a. Color of smoke

   b. Length and width

   c. Odor (if any) **None**

   d. Rate of evaporation

   e. Does trail vary with sound? (spurts)

11. Effect on clouds **Clear sky**

   a. Opened path thru clouds

   b. Formed cloud or mists

   c. Reflected on cloud

   d. Shown thru cloud

12. Lights

   a. Reflected or attached

   b. Luminous **Bright orange**

   c. Blinked on and off in relation to speed

13. Support **None Visible**

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion **None Visible**

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (Katzmayer effect)

d. Visible exhaust or jet openings

15. Control and stability **None Visible**

a. Fins

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts **None Visible**

a. Slots

b. Duct openings

17. Speed - M.P.H. **Approximately 650 MPH**

18. Sound **None**

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

Essential Elements of Info (CONFIDENTIAL)
Project "SIGN"

19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view **out of normal vision**

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer [redacted]

2. Address [redacted] **New Orleans, La.**

3. Occupation **Assistant US District Attorney**

4. Place of business

a. Employer or employee **US Government**

5. Hobbies **Flying and Sports**

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine **Observer has 20/20 vision corrected**

a. Color

b. Speed of moving objects

c. Size at distance

7. Reliability of observer **Due to official position of informant, no neighborhood or police checks were made.**

a. Sources

(1) Neighbor
(2) Police Dept
(3) FBI records
(4) Employer

CONFIDENTIAL

8. Notes relative to observer on

   a. Sightings in general

   b. How attention was drawn to object (s) **Just happened to notice it.**

      (1) Sound
      (2) Motion
      (3) Glint of light

9. Witnesses

   a. Addresses

   b. Occupation

   c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated

Relative to Radar Sightings

1. Re radars now operating on ground

   a. Observations of range, speed, altitude and size of target

   b. Does target execute any turns? If so, what angle (180°), etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

   c. Note particularly any separation of distant target into separation of a distant target into several targets upon approach. Track all if possible.

If airborne when object sighted

   a. Were there any radar inductions or extra noise on radio circuits

   b. Give estimates of size, speed, maneuvers, etc.

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GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border.)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other (See below)

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

   a. Object

   b. Surrounding terrain where observed

   c. Place where it contacted earth (if this happened)

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure signed statement

9. Obtain fragments or physical evidence where possible

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such)

The US Weather Bureau at Moisant Airport, New Orleans, Louisiana, released a weather balloon at 0300 hours, 7 August 1949, and according to the Weather Bureau Officials, if sighted in the air, the weather balloon would appear of the same description as that given by observer of object.

~~CONFIDENTIAL~~

[redacted] CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-22	DATE 13 September 1949
REPORT MADE BY JAMES W. SEARCY	
REPORT MADE AT DO #9, Barksdale AFB, La.	
PERIOD 7 July 1949	
OFFICE OF ORIGIN DO #9, Barksdale AFB, La.	
STATUS CLOSED	

TITLE
SIGHTING OF FLYING DISC
On 5 July 1949, at
Alexandria, Louisiana, by
[redacted]

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
None. This is an initial report.

SYNOPSIS

Mrs. [redacted] Avenue, Alexandria, Louisiana, reported that on 5 July 1949, at approximately 2100 hours, she observed an object which appeared to be light in color with a luminous center of bright yellow. The shape of this object, according to the observer, was round, flat on the edges, and thick in the center. The size was estimated to be approximately that of an automobile wheel.

CLOSED

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE [redacted]
BY [redacted] Capt, USAF
Historian
3 DEC 1975
DATE

DISTRIBUTION

CG, AMC, Wright-Patterson AFB, Dayton, Ohio (Action Cy w/incl) 2
HQ OSI w/incl 2
3d Region Commander w/incl 1
DO #5 (Info Cy w/incl) 1
DO #9, Fils 1

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford
EDWARD R. FORD
Major, USAF
District Commander.

FILE STAMP

24-1/5-237
UNITED STATES AIR FORCE
[redacted] INSPECTOR GEN
A
SEP 21 3 01 PM '49
OFFICE OF
SPECIAL INVESTIGATION
SEP 1949
SEP 30 1949
0211

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, [redacted]

[redacted] CONFIDENTIAL

UNCLASSIFIED

[redacted] ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting **5 July 1949**

2. Time of sighting **Approximately 2100 hours**
(Sonal by 24 hr clock)

3. Where sighted: **The object appeared to be passing directly over the observer who was at her residence at**

a. Ground [redacted] **Avenue, Alexandria, Louisiana.**

(1) City, town

(2) Distance and direction from city or town, road, intersections, etc.

(3) From building (story), yard, etc.

(4) Map coordinates (if feasible) showing latitute and longitude

b. Air

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea

(1) Latitude and longitude

(2) Proximity to land
(Name city, country, etc.)

4. Number of objects **One (1)**

a. Formation type (if any) (Sketch if possible)

5. Distance of object from observer

a. Laterally or horizontally

b. Angle of elevation from horizon **Directly overhead**

c. Altitude **Approximately 2000 feet.**

[redacted]

8-3801-TC

6. Time in sight **Approximately three (3) minutes.**

7. Appearance of object

   a. Color **appeared to be light in color, with a luminous center of bright yellow.**

   b. Shape (sketch if possible) **round, flat on the edges, thick in the center.**

   c. Apparent construction (translucent)

   d. Size

      (1) Estimated size

      (2) Size as it appeared from observer's view (Compared to known object) **approximately the size of an automobile wheel**

8. Direction of flight **northeasterly direction.**

9. Tactics or maneuvers **object traveled in a horizontal line throughout observation and seemed to be just floating along.**
   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust **None**

    a. Color of smoke

    b. Length and width

    c. Odor (if any)

    d. Rate of evaporation

    e. Does trail vary with sound? (spurts)

11. Effect on clouds **Object did not travel through any cloud formations.**

    a. Opened path thru clouds

    b. Formed cloud or mists

    c. Reflected on cloud

    d. Shown thru cloud

12. Lights

    a. Reflected or attached **Light appeared to be attached to center of object.**

    b. Luminous

    c. Blinked on and off in relation to speed

13. Support **None observed**

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion **None observed**

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (Katzmayer effect)

d. Visible exhaust or jet openings

15. Control and stability **None that could be observed**

a. Fins

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts **None observed**

a. Slots

b. Duct openings

17. Speed - M.P.H. **Approximately 100 MPH**

18. Sound **None**

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle **Object disappeared behind a heavy wooded area.**

Relative to the Observer

1. Name of observer [redacted]

2. Address [redacted], **Alexandria, Louisiana**

3. Occupation **Dressmaker and former school teacher**

4. Place of business

a. Employer or employee

5. Hobbies **None**

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine **Mrs. [redacted] years glasses only while employed as a dressmaker.**

a. Color

b. Speed of moving objects

c. Size at distance

7. Reliability of observer

a. Sources

(1) Neighbor X
(2) Police Dept X
(3) FBI records
(4) Employer

[redacted]

8. Notes relative to observer on

a. Sightings in general

b. How attention was drawn to object (s)

(1) Sound
(2) Motion
(3) Glint of light

The observer was sitting in her front yard and looked up into the sky and sighted object.

9. Witnesses

a. Addresses

b. Occupation

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated **Mrs. [redacted] appeared to be above average intelligence and it is not believed that this report was given to obtain publicity.**

Relative to Radar Sightings

1. Re radars now operating on ground

a. Observations of range, speed, altitude and size of target

b. Does target execute any turns? If so, what angle (180°), etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

c. Note particularly any separation of distant target into separation of a distant target into several targets upon approach. Track all if possible.

If airborne when object sighted

a. Were there any radar inductions or extra noise on radio circuits

b. Give estimates of size, speed, maneuvers, etc.

[redacted]

GENERAL

1. Teletype sequences of local weather conditions **10 miles visibility, wind - east 7 MPH, temp. 78°, dewpoint 75**
2. Winds aloft report
3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time.(Check Canadian activity if close to that border.)
4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, AirForce, Army, Weather Units, Research Organizations or any other **One Delta Plane which did not pass within two miles of Madison Avenue.**
5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils
6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.
7. Obtain photographs (or original negatives) where available; if not, secure sketches of
   a. Object
   b. Surrounding terrain where observed
   c. Place where it contacted earth (if this happened)
   d. Maneuvers
   e. Formation if objects were more than two
8. Secure signed statement
9. Obtain fragments or physical evidence where possible
10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such)

[redacted]

~~CONFIDENTIAL~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-46

DATE 12 September 1949

REPORT MADE BY EDWARD SUPE

REPORT MADE AT DO #8, Maxwell AFB, Alabama

PERIOD 7 September 1949

OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama

STATUS PENDING

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

[redacted] Jr was interviewed and stated that he sighted an unidentified flying object ten miles north of Montgomery, Alabama at approximately 2015, 21 August 1948, at an estimated altitude below 3000 feet. This object was flying northwest by north at an estimated speed less than 100 miles per hour. [redacted] was reluctant about reporting his sightings at that time because he thought it was a secret U.S. aircraft.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE INSPECTOR OF S.A.F.
BY [redacted], Capt, USAF
3 DEC 1975
DATE

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Wright-Patterson AFB, Ohio

APPROVED
PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

FILE STAMP 24-46-238
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 22 4 35 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
29 SEP 1949
SEP 30 19[illegible]

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, [redacted]

U.S. GOVERNMENT PRINTING OFFICE

DETAILS:

1. Investigation predicated upon receipt of information from Major BERNARD E. PARKS, Intelligence Officer, AU Command, Maxwell AFB, Alabama, on 31 August 1949.

AT MAXWELL AFB, ALABAMA

2. At 1510 hours, 31 August 1949, Major BERNARD E. PARKS informed the 8th District Office OSI IG, Maxwell AFB, that a civilian, one [redacted] Street, Montgomery, Alabama, stated that he had seen a so-called "flying saucer" approximately 1½ year ago but was reluctant to report his sightings because he thought such aircraft were secret US aircraft. This information was transmitted to Major PARKS by Colonel WILLIAM J. WRIGGLESWORTH, USAF, Division Chief, Intelligence Division, Air Command and Staff School, Maxwell AFB, on 31 August 1949.

3. On 7 September 1949 Mr. [redacted] Street, Montgomery, Alabama, was interviewed and supplied the following data:

Date of sighting	21 August 1948
Time of sighting	Approximately 2015 hours.
Place of sighting	Approximately 10 miles north of Montgomery in Elmore County. The observer's position was on the ground.
Number of objects	one
Celestial phenomena	none
Distance of object from observer	Observer had a lateral view of object which appeared to be coming downward at a 20 to 30 degree angle and an estimated altitude below 3000 feet.
Time in sight	5 to 10 seconds
Appearance of object	Light object of white or silvery color having a cigar-shape with bulky center; object did not have a smooth taper. Its apparent construction was impossible to determine.
Direction of flight	Northwest by North.

Tactics of maneuvers	Object appeared to be descending very smoothly and did not have an erratic flight. Object was moving very slowly, far too slowly to be a freely falling body. Object maneuvered concisely and exactly down its latitudinal and longitudinal axes.
Evidence of exhaust	none
Effect on clouds	clear, no clouds.
Lights	Object had no individual lights. However, a blue-white caroma-like lighting surrounded the nose and bottom of the object. Observer stated this was the most peculiar thing he noticed about the object.
Support	None observed.
Propulsion	None observed.
Control and stability	Fine control; no stabilizers observed
Air ducts	None observed (no protuberances of any kind observed)
Speed	Less than 100 miles per hour.
Sound	None
Manner of disappearance	Disappeared behind some trees.

RELATIVE TO THE OBSERVER

Name	[redacted]
Address	[redacted] Montgomery, Ala.
Occupation	Professional photographer
Place of business	[redacted] Montgomery, Ala.
Pertinent hobbies	Photography and small bolt firearms
Ability to determine	Good

Reliability of observer	During the war observer did a great amount of colored photography in the US Navy. While in the Navy he also engaged in Naval Jet Propulsion experiments for nine months at US Naval Experimenting Station, Annapolis, Md.
Witnesses	None other than observer's wife, Mrs. [redacted] Street, Montgomery, Ala. Reliability unknown.
	Observer stated that according to a newspaper account, an Eastern Airlines Pilot had reported sighting a "Flying Saucer" 50 miles north of Montgomery on the same day that [redacted] had sighted this object. On 7 September 1949, Eastern Airlines Officials at Dannely Airport, Montgomery, were contacted and stated that they vaguely remembered a Captain [redacted] (Not further identified) Eastern Airlines, Atlanta, Ga, who reported the incident to the press. They were unable to give any facts surrounding this incident as Captain [redacted] did not land at Montgomery. On 7 September 1949 the local newspaper morgues were checked with negative results. However, it was noted that a great number of aircraft crashes occurred throughout the country prior to and subsequent to the alleged sighting of this object.
Radar	Log of 21 August 1948 was checked with negative results.

4. On 7 September 1949 a check of the weather records at US Weather Bureau, Montgomery, Alabama, revealed the following information:

1729 Weather 21 August 1948

Visibility 12 miles, temperature 85 degrees F, dew point 71, northwest wind, 5 miles per hour.

1325 weather 21 August 1948

Visibility 12 miles, temperature 83 degrees F, dew point 70, north by northwest wind, 7 miles per hour.

1928 weather 21 August 1948

Visibility 15 miles, temperature 79 degrees f, Dew point 68, north by northeast wind, 12 miles per hour.

2029 weather 21 August 1948

Visibility 15 miles, temperature 77 degrees F, dew point 68, west by southwest wind, 4 miles per hour.

2129 weather 21 August 1948

Visibility 15 miles, temperature 74, degrees F, dew point 69, west by northwest wind, 7 miles per hour.

2228 weather 21 August 1948

Visibility 15 miles, temperature 74 degrees F, dew point 68, north by northwest wind, 5 miles per hour.

2328 weather 21 August 1948

Visibility 15 miles, temperature 74 degrees F, dew point 67, north by northeast wind, 8 miles per hour.

NOTE: No weather reports for 21 August 1948 were available at Maxwell AFB, Alabama.

PENDING

ENCLOSURES

FOR DISTRICT OFFICE #5, WRIGHT-PATTERSON AFB, OHIO

Sketch of unidentified flying object.

[redacted]

UNDEVELOPED LEAD

FOR DISTRICT OFFICE #6, ROBINS AFB, GEORGIA

AT ATLANTA, GEORGIA

Will interview Captain [redacted] (not further identified), Eastern Airlines, Atlanta, Georgia, concerning unidentified flying object [redacted] sighted on 21 August 1943, near Montgomery, Alabama, while flying en route to Atlanta, Georgia. A report relative to this incident may also be in the Atlanta newspapers.

[redacted]

[redacted]

The following is a sketch of the unidentified flying object observed by Mr. [redacted] Street, Montgomery, Alabama:

Inclosure #1

[redacted]

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-45

DATE 12 September 19

REPORT MADE BY ARTHUR J. DALE

REPORT MADE AT DO #8, Maxwell AFB, Alabama

PERIOD 3, 4 September 1949

OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama

STATUS PENDING

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT ON 1 SEPTEMBER 1949 AT KNOXVILLE, TENNESSEE, BY MR. [redacted] AND MR. [redacted]

Aerial Phenomena

CHARACTER SPECIAL INQUIRY

REFERENCE AFCSI Letter No. 85, dated 12 August 1949

SYNOPSIS

On 3 September [redacted] Street, and [redacted] Drive, both of Knoxville, Tennessee, reported to the Knoxville News-Sentinel Newspaper that while on a camping trip to Sharps Ridge approximately five miles north of Knoxville that at approximately 1730 hours, 1 September 1949, they signted an unidentified object flying at high altitude and great speed. This object was flying approximately from Northeast (45 degrees) to Southwest (225 degrees).

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible], Capt, USAF
Historian
3 DEC 1975
DATE

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ATTN: MCIAXO-3

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

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24-185-239

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 22 4 33 PM '49

OFFICE OF SPECIAL INVESTIGATION

SEP 1949

SEP 30 1949

HQ FORM 49 0-208 Replaces AFCSI Form [redacted]

16—67744-1 U. S. GOVERNMENT PRINTING

[redacted]

DETAILS:

1. This investigation is predicated upon reports received at 1900 hours, 3 September 1949, that an unidentified flying object was sighted flying between Knoxville, Tennessee, and Oak Ridge, Tennessee.

AT KNOXVILLE, TENNESSEE

2. At 0930 hours, 4 September 1949, [redacted] Street, and [redacted] Drive, both of Knoxville, Tenn., were interviewed and stated that while on a camping trip to Sharps Ridge, approximately five miles north of Knoxville, Tennessee, they sighted an unidentified flying object which was flying at very high altitude and at a great rate of speed. The object was sighted by [redacted] and [redacted] at approximately 1730 hours, 1 September 1949. [redacted] first sighted the object while looking up into a tree, and the object when sighted was directly overhead, which they estimated to be between 40,000 and 50,000 feet altitude, and flying at a high rate of speed from the northeast (45 degrees) to the southwest (225 degrees). This object was in level flight and in sight for from 2½ to 3 minutes from time of sighting. Object appeared to be disc shape and flat, and from the sun reflection appeared to be constructed of metal similar to that used for airplanes. There was no evidence of exhaust or vapor trails, nor was there any sound from the object. Both individuals stated that there was no surface wind, that the sky was void of cluds, and that the object faded from view about three minutes after being sighted.

3. [redacted] is 18 years of age and a senior at the Central High School, Knoxville, Tennessee, where he has studied aeronautics for two years. [redacted] is 14 years of age but appears to be much older and is a freshman at Central High School, Knoxville, Tennessee. Both appear to be intelligent young men and their answers to all questions were made without hesitation.

PENDING

Inclosure:

FOR DO #5, WRIGHT-PATTERSON AFB, OHIO

Sketch of unconventional aircraft

[redacted]

[redacted]

UNDEVELOPED LEAD

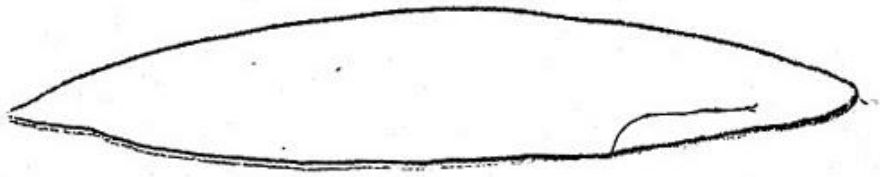
DISTRICT OFFICE NO. 8, MAXWELL AFB, ALABAMA

AT KNOXVILLE, TENNESSEE

Will secure weather, Winds Aloft Reports, and other data at U. S. Weather Bureau, Knoxville, Tennessee.

[redacted]

[redacted]



The above is a sketch of the unidentified flying object reported sighted by [redacted] at approximately 1730 hours, 1 September 1949, at approximately five miles north of Knoxville, Tennessee. Both estimated the diameter of the object to be about that of the wing span of a B-17.

Incl #1

[redacted]

[redacted]

5D-OSI/JEM/vz

5D 24-21CC

21 September 1949

SUBJECT: PROJECT GRUDGE
SPECIAL INQUIRY

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: MCIAXS

1. Reference is made to request for investigation, your office, dated 25 August 1949.

2. Inclosed for your information is a report of investigation of Special Agent CHARLES J. MORZEN, of this office, dated 21 September 1949.

3. Due to the logical explanation of the unidentified flying objects, no further investigative action is being taken, and the files of this office are being closed in instant investigation.

1 Incl
R/I dtd 21 Sep 49 (dup)

JEROME M. BRAUN
Acting District Commander

cc-Hq OSI

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 22 4 29 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
SEP 29 1949
UNCLASSIFIED SEP 30 29

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

[redacted] 5D 24-2100

DATE: 21 September 1949

REPORT MADE BY: CHARLES J. HORTEN

TITLE: PROJECT "GRUDGE"
(Incident - Niles, Ohio; reports received by [redacted]

REPORT MADE AT: DO #5, Wright-Patterson AFB

PERIOD: 8 Sep 49

OFFICE OF ORIGIN: DO #5, Wright-Patterson AFB

STATUS: CLOSED

CHARACTER: SPECIAL INQUIRY

REFERENCE: None, this is an initial report.

SYNOPSIS:

An interview with Mr. [redacted], Reporter, Niles Daily Times, Niles, Ohio, disclosed that the aerial phenomena of McDonald, Ohio, was attributed to the Carnegie-Illinois Steel Plant cleaning out an old building whereby some silver paper that was being burned as trash flew into the air and drew the attention of a young fellow who in turn reported it to [redacted].

C L O S E D

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CG, AMC	2	Commanding General Air Materiel Command Wright-Patterson AFB Dayton, Ohio ATTN: MCIAXS	
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File	2		

APPROVED

[redacted]

FOR JEROME M. BRAUN
Acting District Commander

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 Jul 48, [redacted] may be used.

16—67744-1 U. S. GOVERNMENT PRINTING OFFICE

DETAILS:

AT CLEVELAND, OHIO

1. Mr. [redacted], Reporter, Niles Daily Times, Niles, Ohio, was interviewed. Mr. [redacted] stated that after notifying the U.S. Air Force, he found out what the aerial phenomena was, for the following day he put an article in the paper which is more or less self-explanatory. When asked if he actually thought the incident was attributed to "flying saucers", he stated that he was doubtful but that it was a good thing to write an article on. A copy of the article is attached to this report.

INCLOSURE

FOR CG, AMC, ATTN: MCIAXS

1 cy of clipping (newspaper)

CLOSED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-24

DATE 14 Sept 1949

REPORT MADE BY LOUIS H. COLEMAN

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 15, 19, 22 August 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE
SIGHTING OF FLYING DISC
(Fragment of Metal found on Canal and Bourbon Street Intersection, New Orleans, La.)
On 13 August 1949

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
None. This is an initial report.

SYNOPSIS

On 13 August 1949, at approximately 2145 hours, a metal object allegedly fell to the pavement at the intersection of Canal and Bourbon Streets in New Orleans, Louisiana. This object is pie-shaped apparently of a metal alloy construction. The exterior is covered with a sooty substance while underneath the metal is of a silvery-gray color. Two (2) sides of the object are rough, indicating that the metal may have been broken from a larger piece. The rounded edge of the object is apparently a finished edge. The object varies in thickness from approximately one-eighth inch (1/8") to one-half inch (1/2"). Witnesses to this incident were Patrolman LOUIS REICHERT of the New Orleans City Police, Mr. [redacted], Information and Reservation Expert for the [redacted] Railroad, and Mr. [redacted], news vendor. Buildings in the vicinity of alleged incident were examined with negative results to determine if the object fell from a building.

CLOSED

CLASSIFICATION CANCELLED [redacted] AUTHORITY OF THE [redacted] OF SPEC INV
[redacted], Capt, USAF
BY [redacted] 3 DEC 1975

DISTRIBUTION

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DO #5 (Info Cy)	1
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Wright-Patterson AFB
Dayton, Ohio

APPROVED
Edward R. Ford
EDWARD R. FORD
Major, USAF
District Commander.

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24-165-241
UNITED STATES AIR FORCE
SEP 20 2 [illegible] PM '49
OCT 3 1949
0318

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form [redacted]

UNCLASSIFIED

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

DETAILS:

AT NEW ORLEANS, LOUISIANA:

1. On 15 August 1949, Mr. LOUIS REICHERT, 1840 North Dorgenois Street, revealed that he was on duty for the New Orleans Police Department at approximately 2145 hours, on 13 August 1949, at the intersection of Canal and Bourbon Streets. At this time, Mr. [redacted] heard a sharp explosion and after a lapse of five (5) minutes, a whirring sound which ended in the clattering of a piece of metal to the pavement approximately ten feet (10') from where Mr. REICHERT was standing. Mr. REICHERT did not observe the object until it had struck the pavement, at which time, he took the object into custody, and also the name of one (1) witness, a Mr. [redacted] Street. According to Mr. REICHERT, there was no evidence of exhaust or any odor connected with the object. Mr. REICHERT described the whirring noise which he heard as similar to a scream. Mr. REICHERT checked buildings in the immediate vicinity to ascertain if the object could have fallen from one (1) of these buildings, but there was no evidence of such.

Mr. REICHERT turned this object over to OSI Agents and the object is now in the custody of 9th OSI headquarters, Barksdale Air Force Base, Louisiana.

2. Mr. [redacted]. of [redacted] Street, Information and Reservation Expert for the [redacted] Railroad, revealed on 15 August 1949, that on the night of 13 August 1949, at approximately 2145 hours, he and his wife were sitting in their car parked at the intersection of Canal and Bourbon Streets. The [redacted] automobile was parked approximately four (4) car lengths from the place of the impact of the object. Mr. [redacted] did not observe the object in flight, but did go to the scene as soon as he heard the clatter of metal on the sidewalk and saw the crowd begin to gather. According to Mr. [redacted], the first person who noted the object was a news vendor at the intersection who was identified as [redacted] Street. Mr. [redacted] related that an unidentified cab driver had observed the incident and urged the news vendor to contact local newspapers and report the "flying disc". Mr. [redacted] also stated that the policeman on duty at the intersection was not aware of the object until he was called to the scene by a member of the crowd which gathered. Mr. [redacted] did not observe any smoke or fumes in the vicinity of the impact.

3. On 22 August 1949, Mr. [redacted], [redacted] Street, identified himself as the news vendor who had first observed the object which struck the pavement on 13 August 1949. Mr. [redacted] was approximately ten (10) to twenty (20) feet from the point of impact and the object which narrowly missed a pedestrian. The object came from the air in a south-southwesterly

[redacted]

Details, File 24-24 (continued)

direction, although Mr. [redacted] had previously stated that he did not see the object until it had struck the pavement. A number of pedestrians were at the intersection at the time and a crowd soon gathered. Members of the crowd urged Mr. [redacted] to contact the newspaper and report the "flying disc" and a member of the crowd called a policeman to the scene. Mr. [redacted] could offer no further information relative to the object.

4. Buildings immediately adjacent to the area at which the object allegedly fell were examined by OSI Agents on 19 August 1949. It was impossible to locate a source of the object in any of the buildings inspected.

5. The object which was recovered by Patrolman REICHERT is a pie-shaped object apparently of a metal alloy construction. The exterior is covered with a sooty substance while underneath the metal is of a silvery-gray color. Two (2) sides of the object are rough, indicating that the metal may have been broken from a larger piece. The rounded edge of the object is apparently a finished edge. The object varies in thickness from approximately one-eighth inch (1/8") to one-half inch (1/2").

It should be noted that the only positive information indicating that the object came from the air was from Patrolman REICHERT, which was reported in Paragraph 1 above. Contrary to Patrolman REICHERT's statement, the two (2) additional witnesses reported that REICHERT was not aware of the object until he was called to the scene from his traffic duties after the discovery of the object. Mr. [redacted], news vendor, stated that he did not see the object until it had struck the pavement and later stated that it had fallen from the air.

INCLOSURES:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT PATTERSON AIR FORCE BASE, DAYTON, OHIO:

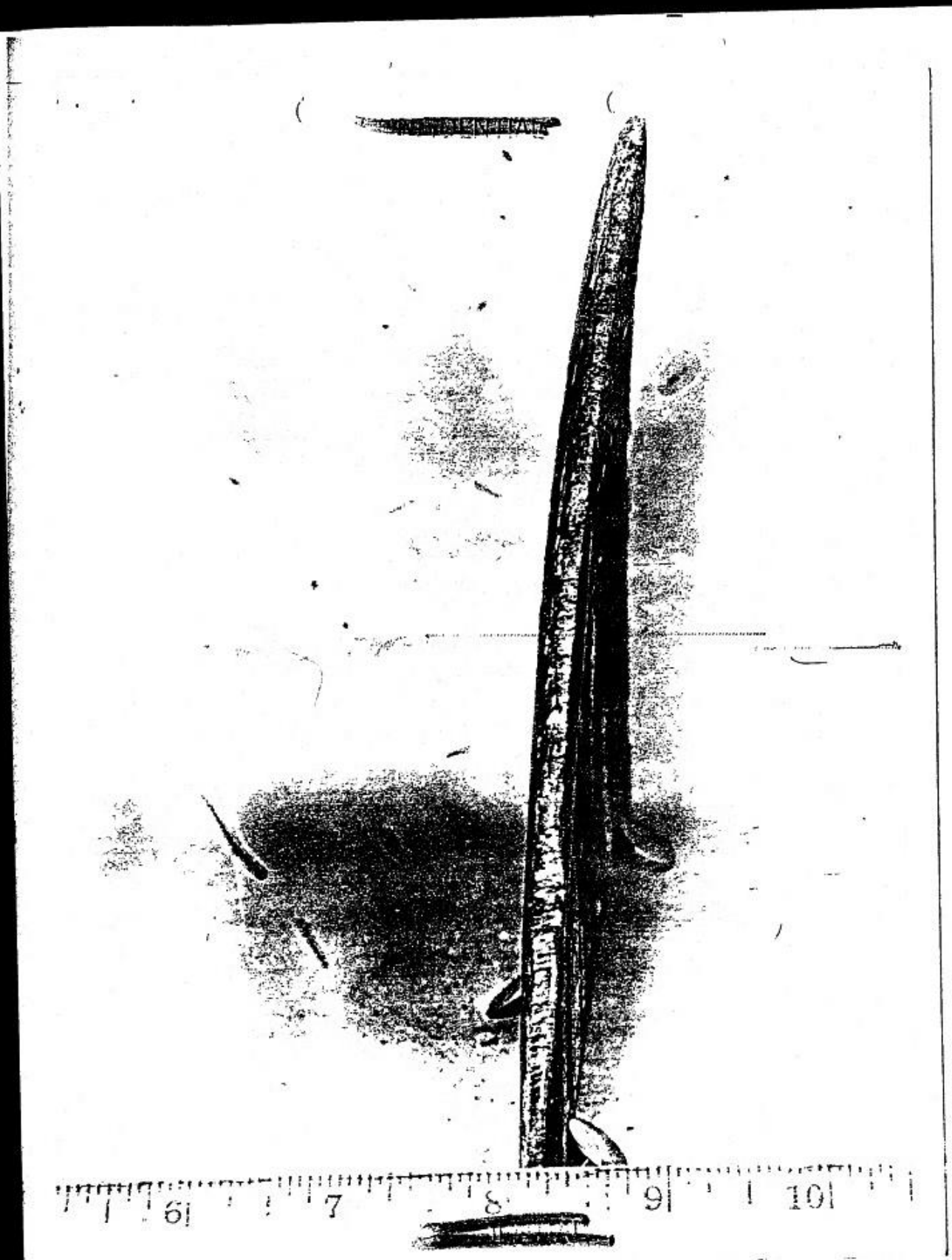
Two (2) each photographs, four (4) views of object.

FOR HEADQUARTERS OSI, WASHINGTON, D. C.:

One (1) each of the above listed photographs.

CLOSED

[redacted]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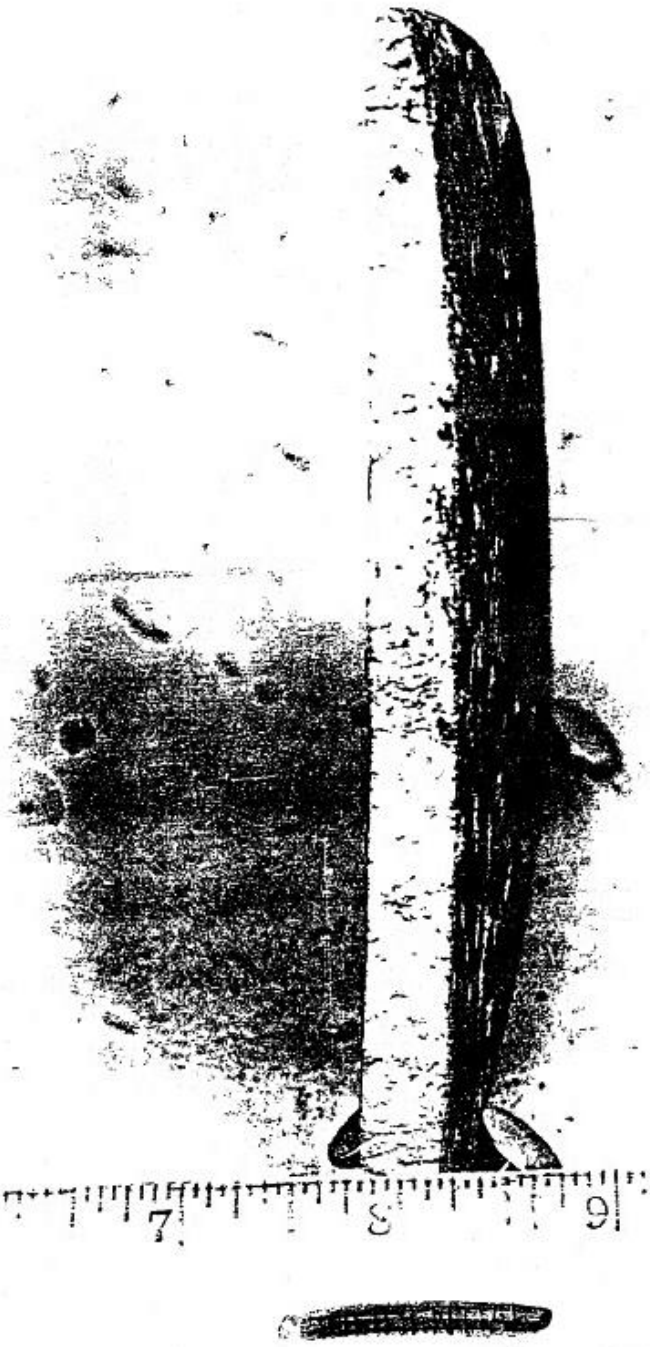

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-185

DATE 14 September 1949

REPORT MADE BY Palmer S. McClellan, S/A

REPORT MADE AT 6th District OSI (IG), Turner Det.

PERIOD 19 Jul, 28 Jul. 14 Sept. 1949

OFFICE OF ORIGIN 6th District OSI (IG)

STATUS PENDING

TITLE

SIGHTING OF FLYING DISCS ON 7 JULY 1949, AT VALDOSTA, GEORGIA, BY MRS. ELIZA TAYLOR

CHARACTER

SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE

Non, this is the initial report.

SYNOPSIS

This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

Mrs. [redacted] stated to the Valdosta Times that she had observed on 7 July 1949, a bright, reddish object in the southwest section of Valdosta, Georgia.

Weather conditions in the vicinity of Valdosta, Georgia, for the period of time of observation were favorable.

Residence check of Mrs. [redacted] revealed that she is trustworthy though very excitable, nervous, and sickly.

No other person witnessed the object that Mrs. [redacted] reported having seen.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

DISTRIBUTION

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APPROVED

EUGENE C. CROPPER
Lt Colonel, USAF
District Commander
DISTRICT COMMANDER

FILE STAMP

24-185-242

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DIA
SEP 28 3 11 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
OCT 6

OSI FORM 4
JULY 1948

UNCLASSIFIED

RAFB 3-31-49-20,000

DETAILS:

1. This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

AT VALDOSTA, GEORGIA:

2. On 19 July 1949, Mr. [redacted] (w,m,civ), reporter for the Valdosta Times, daily newspaper, Valdosta, Georgia, was interviewed by this agent and Mr. [redacted] stated in substance that on 10 July 1949 Mrs. [redacted] (w,f,civ), [redacted] Street, Valdosta, Georgia, telephonically informed him that she had seen a bright, reddish object in the Southwest section of Valdosta, Georgia, at approximately 0300 hours, 7 July 1949.

3. On 19 July 1949, Mrs. [redacted] was interviewed by this agent and she stated in substance that the object she saw was in the shape of an electric light bulb, with the small stem up, brick red in color, hanging in the sky at about a 45 degree angle from the horizon. Mrs. [redacted] stated that she was asleep and was awakened by the brilliant red light given off by this object. She also stated that the object did not seem to be too far away from her and that it slowly disappeared into the southwest. The object was visible for about ten (10) minutes and the light given off by the object lit up the neighborhood in which Mrs. [redacted] lived. Further questioning of Mrs. [redacted] revealed that she only saw the light of this object and did not see whether this object was connected to any other object. The object seemed to move towards the Southwest in a straight line and did not gain or lose altitude.

4. The official weather forecast taken from the records of the US Weather Observer, Municipal Airport, Valdosta, Georgia, are as follows: wind, calm; scattered clouds at 25,000 feet; visibility 5 miles; no wind aloft report at this time.

5. A check of the local flight schedule of commercial and private flying, Municipal Airport, Valdosta, Georgia, revealed that no aircraft were scheduled from the Municipal Airport at Valdosta, Georgia, at this time. Schedules of transient lines passing over Valdosta, Georgia, were unknown.

6. A complete residence check of Mrs. [redacted] revealed that she is trustworthy, though very nervous, sickly, and thought to have a great amount of imagination.

7. A thorough check of the residences in the vicinity of Mrs. [redacted]'s home did not reveal anyone who had witnessed this object.

8. The general opinion of residents of Valdosta, Georgia, is that there is a Government Experimental Laboratory dealing with guided missiles located on the Florida coast, south of Valdosta, Georgia.

[redacted]

DETAILS: Cont'd

AGENT'S NOTES.

Mrs. [redacted] is a woman of approximately 65 or 70 years old, residing with her daughter and caring for her daughter's home. She is easily led during interrogation and has a very vague idea of exactly the color, position and shape of the object which she saw. Though it is believed that Mrs. [redacted] is trustworthy, this Agent agrees with other residences in that vicinity that she is excitable and has a great amount of imagination.

- CLOSED -

[redacted]

HEADQUARTERS UNITED S[illegible]S AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-185 14 September

REPORT MADE BY Palmer S. McClellan, S/A

REPORT MADE AT 6th District OSI (IG), Turner Det.

PERIOD 19, 28 July, 14 September 1949

OFFICE OF ORIGIN 6th District OSI (IG)

STATUS PENDING

TITLE

SIGHTING OF FLYING DISCS ON 19 JULY 1949, AT VALDOSTA, GEORGIA, BY [redacted]

[redacted] General Phenomenal

CHARACTER

SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE

None, this is the initial report.

SYNOPSIS

This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

Mr. [redacted] quoted to the Valdosta Times that he and his wife had observed on 19 July 1949, a bright, yellow object about the size of an evening star rising from the horizon, traveling at a fast rate of speed in a Northeasterly direction. Mr. [redacted] observed this object through a pair of 6 x 50 power field glasses until it passed out of view.

Weather conditions in the vicinity of Valdosta, Georgia, for the period of time of observation were favorable.

Residence check of Mr. [redacted] revealed that he is of excellent reputation.

Mr. JOSEPH BRADWELL stated that he received a call at approximately 0003 hours, 19 July 1949, from an unknown person advising him to observe the yellow object that could be seen at that time. Mr. BRADWELL stated that he did not see the object.

Rumors in Valdosta, Georgia, are that a Government Experimental Laboratory is located on the Florida coast.

DISTRIBUTION

CG, AMC, Wright-Patterson	2
Hq OSI (IG)	2
CO, Turner AFB	2
DO# 6	2

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CLASSIFICATION CANCELLED BY AUTHORITY OF THE [illegible] KURT K. KUNZE, Capt, USAF
BY Historian 13 DEC 1975
DATE

APPROVED

[illegible] CROPPER
Lt Colonel, USAF
District Commander
DISTRICT COMMANDER

FILE STAMP

24-185

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 26 1949
OFFICE OF SPECIAL INVESTIGATIONS

AFCSI FORM 4
23 JULY 1948

[redacted] UNCLASSIFIED

AFB 3-31-49-20,00

24-185-243

[redacted]

DETAILS:

1. This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

AT VALDOSTA, GEORGIA

2. On 19 July 1949, Mr. [redacted],m,civ), reporter for the Valdosta Times, daily newspaper, Valdosta, Georgia, was interviewed by this agent and stated in substance that Mr. [redacted], (w,m,civ), professional photographer, Valdosta, Georgia, employed by the [redacted], Valdosta, Georgia, had reported to Mr. [redacted] that at approximately 0003 hours, 19 July 1949, that he and his wife observed a yellow object about the size of a large evening star, rising from the horizon and traveling at a fast rate of speed in a Northeasterly direction. Mr. [redacted] also stated that at 0003 hours he received a phone call from an unknown party advising him to look outside at a yellow object that was rising from the Southwest section of Valdosta, Georgia. Mr. [redacted] stated that by the time he arrived outside of his residence, he could not see any signs of an object that met this description.

3. On 19 July 1949, Mr. [redacted] was interviewed by this agent in regard to his observations during the early morning hours of 19 July 1949, and Mr. [redacted] stated that he and his wife were in bed at their residence, which is located at [redacted] Street, Valdosta, Georgia, and upon looking out of the southern window of the bedroom they observed a bright, yellow object about the size of a large evening star rising from the horizon and traveling at a fast rate of speed, hurtling upward towards the Northeast. Mr. [redacted] stated that he obtained his field glasses, 6 x 50 power, and immediately went outside and observed this object through the field glasses. The object rose upward continuing in the Northeasterly direction until it disappeared from view of the field glasses. Mr. [redacted] further stated that he was stationed in Germany during the war and observed several German V-2 type rockets in action. Mr. [redacted] compared the size, speed and color of the object that he saw on 19 July 1949 to that of a German V-2 rocket. Upon questioning, Mr. [redacted] stated that the object traveled in a straight path, was brighter than any other star in the sky, and remained in view of his field glasses for approximately seven (7) minutes. He also stated that the direction of flight of the object was from the Southwest to the Northeast, climbing upwards. Further questioning revealed that with Mr. [redacted] knowledge of a German V-2 rocket that he did not see the object itself, but that the yellow object that he saw was a flare from an unknown object.

4. The official weather forecast taken from the records of the US Weather Observer, Municipal Airport, Valdosta, Georgia, are as follows: scattered clouds at 1000 feet; visibility 12 miles, wind ESE 4 miles per hour. No winds aloft report at this time.

[redacted]

[redacted]

DETAILS: Cont'd.

5. A check of the local flight schedule of commercial and private flying, Municipal Airport, Valdosta, Georgia, revealed that no aircraft were scheduled from the Municipal Airport at Valdosta, Georgia, at this time. Schedules of transient lines passing over Valdosta, Georgia, were unknown.

6. A complete residence check of Mr. [redacted] revealed that he is of an excellent reputation, scientific minded, very precise in his work, trustworthy, and a non-drinker.

7. The general opinion of residents of Valdosta, Georgia, is that there is a Government Experimental Laboratory dealing with guided missiles located on the Florida coast, south of Valdosta, Georgia.

- CLOSED -

[redacted]

CONFIDENTIAL

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Dayton, Ohio

5D-OSI/CFC/blk

22 September 1949

5D 24-21R

SUBJECT: PROJECT "GRUDGE"
Incident, Roanoke, Virginia
13 May 1949
SPECIAL INQUIRY

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAIS

1. Reference is made to Report of Investigation by Special Agent CHARLES F. CRUTCHFIELD, dated 7 June 1949, SUBJECT as above.

2. Forwarded herewith are two (2) copies of final report of Special Agent LEON C. MINNICH, District Office No. 21, dated 23 August 1949.

3. Your attention is invited to Paragraph 11, AF Regulation 205-6, dated 18 May 1949, which prohibits the disclosure of the nature, sources or existence of investigative information to unauthorized persons.

4. With the submission of this report, all logical investigative leads have been developed and reported.

JAMES F. X. O'CONNELL
Lt-Colonel, USAF
District Commander

1 Incl (in dup)
R/I, DO #21, dtd 23 Aug 49

5 Inf not attached to OSI Cy

Copy to:
Hqs. OSI

FILE

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF DEC
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

CONFIDENTIAL UNCLASSIFIED OCT 3 1949

HqMAAMA Form No. 7
(Rev. 28 Oct. 48)

[redacted]

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA

BAN/lc
22 September 1949

MDT 000.92

SUBJECT: Unidentified Flying Objects

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

1. In compliance with FSR 200-4 dated 2 November 1949, and letter, Headquarters USAF, Subject: "Reporting of Information on 'Flying Discs'", dated 6 February 1948, the following information is submitted.

ESSENTIAL ELEMENTS OF INFORMATION

X [illegible] to in Rome New York

1. Date of Sighting: 20 September 1949

2. Time of Sighting: 0906E

3. Where Sighted: Thirty North East, Griffiss Air Force Base, Rome, New York

a. Ground

Not applicable

b. Air

(1) Type aircraft, speed, altitude, direction of flight:

C-45 160 10,000 250 degrees

(2) Distance and direction from city, town or known landmark:

Thirty North East, Griffiss Air Force Base, Rome, New York

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BY AUTHORITY OF THE [illegible]
BY [illegible] Capt, USAF
Authorized
DATE 8 DEC 1975

FILE
DIA
UNITED STATES AIR FORCE
SEP 27 1949
OFFICE OF SPECIAL INVESTIGATION
OCT 3 1949

[redacted]

(3) Clock position of object from observer's aircraft:

Four o'clock, approximately thirty miles to the right and to the rear.

(4) Latitude and longitude: 43°40"N 74°55"W

c. Sea

Not applicable

4. Number of objects: One

a. Formation type: Not applicable

5. Distance of object from observer: Thirty miles

a. Laterally or horizontally: Horizontally

b. Angle of elevation from horizon: Level plane

c. Altitude: 20,000 feet letting down slowly until it disappeared into the overcast at 7,000 feet

6. Time in sight: Not stated

7. Appearance of object:

a. Color: Silvery or aluminum

b. Shape: Cylindrical

c. Apparent construction: No opinion

d. Size: Undetermined due to distance and speed

8. Direction of flight: 250 degrees

9. Tactics or maneuvers: Slow descent into overcast

10. Evidence of exhaust: Yes (flame)

a. Color of smoke: Orange and white flame

b. Length and width: More than twice the length of the object

c. Odor: Unknown

d. Rate of evaporation: Unknown

e. Does trail vary with sound: Unknown

11. Effect on clouds: Unknown

12. Lights: None

13. Support: None

14. Propulsion: Appeared to be rocket or jet

a. Propeller or jet: Appeared to be rocket or jet

b. Roter: None

c. Aerodynamic vanes: None observed

d. Visible exhaust or jet openings: None observed

15. Control and stability: None observed

a. Fins: None observed

b. Stabilizers: None observed

(1) Size: Not applicable

(2) Shape: Not applicable

(3) Location: Not applicable

16. Air Ducts: Not observed

a. Slots: Not applicable

b. Duct openings: Not applicable

17. Speed - MPH: High rate of speed

18. Sound: None heard

19. Was any radio antenna to be observed: None noted

20. Manner of disappearance: Disappeared into overcast

a. Explode: Not applicable

(1) Possibility of fragments: Not applicable

(2) Other physical evidence: Not applicable

b. Faded from view: Not applicable

c. Disappeared behind obstacle: Not applicable

RELATIVE TO THE OBSERVER

1. Name of observer: Lt Colonel Phillip J. Kuhl, 3716A

2. Air Materiel Command, AF Procurement Field Office, Bedford, Mass.

3. Occupation: USAF

4. Place of business: AF Procurement Field Office, Bedford, Mass.

5. Hobbies: Not applicable

6. Ability to determine: Unknown

7. Reliability of observer: No opinion

8. Notes relative to observer on

a. Sightings in general:

The aircraft, AF 7110, was proceeding from Bedford, Mass. to Griffiss Air Force Base, Rome, New York. The flame appeared more than twice the length of the object. The object finally disappeared into the overcast, reported at 7000 feet at the time. The approximate coordinates of the sighted object was 43°40"N 74°55"W. The approximate distance of the object from the observer was thirty miles.

b. How attention was drawn to objects: Normal pilot surveillance

9. Witnesses:

[redacted]

[redacted]

EDT 000.92 22 Sep 49
Subj: Unidentified Flying Objects

Major Earl Goodrich, Air Material Command, AF Procurement Field Office, Bedford, Mass. Co-pilot

10. Comments of interrogator re intelligence and character of person interrogated: No opinion

RELATIVE TO RADAR SIGHTINGS

1. Re radars now operating on ground: No radar sightings

2. If airborne, when object was sighted: Not applicable

GENERAL

1. Teletype sequence of local weather conditions:

Estimated 4500 feet overcast, 500 broken, 8 miles visibility

2. Winds aloft report: 250 degrees - 40 knots

3. Local flight schedules of commercial, private and military aircraft flying invvicinity at the time: Unknown

4. Possibility releases of posting devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations, or any other: Unknown

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparisons of soils: Unknown

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radio-activity. Make comparisons with out unaffected aircraft objects: Unknown

7. Obtain photographs: None obtained

8. Not obtained.

9. Obtain fragments or physical evidence where possible: None

Cy To OSI.

Joseph L. McNeil
JOSEPH L. McNEIL
Lt Colonel, USAF
Commanding

[redacted]

AF HQ-44
3 Dec 1947

[redacted]

Wrtn 30 Sept 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O, Air Intelligence
Requirements Div, Documents & Dissemination Branch

4 OCT 1949

1

Office of Special Investigations, IG

Mr [redacted]/lse/72231
AFCS

The attached copies of OSI investigative reports are forwarded for your information.

5 Incls
1. R/I, 7 Sept 49, DO#17
2. R/I, 13 Sept 49, DO#9
3. R/I, 13 Sept 49, DO#9
4. R/I, 14 Sept 49, DO#6
5. R/I, 14 Sept 49, DO#6

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI-FILES

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KENT M. [redacted], Capt, USAF
DATE 3 DEC 1975

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4 OCT 1949
MANAGEMENT
DIV.
OSI

24-116 2462
USAF IG
OFFICE OF

OFFICE SYMBOL	AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS				OCT 6	

[redacted]

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-3 | DATE 7 September 1949

REPORT MADE BY: SHERIDAN W. CAVITT

REPORT MADE AT: DO # 17, Kirtland AFB

PERIOD: 1 - 2 September 1949

OFFICE OF ORIGIN: DO # 17, Kirtland AFB

STATUS: PENDING

TITLE

UNKNOWN SUBJECT

Sighting of Flying Disc on 26 Aug 49 at Davis-Monthan AFB, Tucson, Arizona, by Major HERBERT W. DAVIS, AO-396389

CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE: AFCSI Letter No. 85, dated 12 August 1949

SYNOPSIS

Investigation initiated in accordance with AFCSI Letter No. 85. On 26 August 1949 Major HERBERT W. DAVIS, Base Weather Officer sighted an unidentified object at extreme altitude flying from SZ to NW over Davis-Monthan AFB. Investigation failed to identify Subject object. Observer found to be reliable, experienced weather observer.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY [illegible], USAF
[illegible]
3 DEC 1975
DATE

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FBI, El Paso (2 Incls)	1
File	2

ACTION COPY FORWARDED TO

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

APPROVED

DOYLE REES
Lt Col, USAF
District Commander.

FILE STAMP 24 | 85 | 246
UNITED STATES AIR FORCE
THE INSPECTOR GEN
SEP 26 12 40 PM '49
DIRECTOR OF
SPECIAL INVESTIGATIONS

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 22 Jul [redacted] UNCLASSIFIED

[redacted]

DETAILS:

1. Investigation requested by OSI Hq to ascertain facts surrounding the sighting of an unidentified aerial object sighted over Davis-Monthan AFB at 1345 hours, 26 August 1949.

AT DAVIS-MONTHAN AFB

2. On 1 September 1949 the writer interviewed Major HERBERT W. DAVIS, AO-396389, Base Weather Officer, Davis-Monthan AFB, Tucson, Arizona in regard to an unidentified object which he had seen on 26 August 1949. Major DAVIS stated that on 26 August 1949 he had been present at the launching of a standard weather balloon by weather personnel of Davis-Monthan AFB. This balloon was to be watched by DAVIS because it was an experiment and he was curious as to its behavior in flight. Without the aid of glasses or binoculars, DAVIS observed the balloon as it arose to approximately forty thousand (40,000) feet. At this point, and at approximately 1345 hours the Major's attention was drawn from the balloon to an object which appeared to be flying northwest and approximately fifty thousand (50,000) feet at a terrific rate of speed. DAVIS attempted to show other personnel present what he was looking at but none were capable of sighting the object. DAVIS followed the object visually until it disappeared from view approximately eight (8) miles away to the northwest. Major DAVIS cited the fact that a Convair XF-92A delta wing interceptor is being tested at Muroc AFB, California and it is possible that this plane might have been the one he sighted, since the shape of the object was similar to a triangle with rounded edges.

3. In accordance with AFOSI Letter #85:

a. Date of sighting - 26 August 1949

b. Time of Sighting - 1345 hours

c. Where sighted - From the ground out of doors at approximately 110 degrees 53 minutes West Longitude and 32 degrees 11 minutes North Latitude.

d. Number of objects - One

e. Observable celestial phenomena or planets that may account for the sighting - None at this time of day.

f. Distance of object from observer

(1) Estimated distance 5 miles SE when sighted to estimated distance of 8 miles NW upon disappearing.

(2) Angle of elevation - When first sighted estimated to be approximately 60 degrees and 45 degrees when last sighted.

(3) Altitude - Was thought to be about 50,000 feet.

[redacted]

[redacted]

g. Time in sight - Approximately 60 seconds

h. Appearance of object

(1) Appeared to be a brownish hazy color

(2) Shape.

(3) Construction could not be observed

(4) Size was estimated to be approximately one fourth of an inch when observed at a distance of three feet.

i. Direction of flight - From approximately 115 degrees toward 290 degrees.

j. Tactics or maneuvers - The object executed no maneuvers or tactics and the flight appeared to be perfectly horizontal and straight.

k. There was no evidence of exhaust.

l. Effect on clouds was not observed due to the absence of clouds.

m. No lights were observed.

n. Means of support could not be observed.

o. No propellers, rotors, aerodynamic vanes could be observed.

p. Control and stability of the object appeared to be very good although no fins or stabilizers could be observed.

q. No air ducts, slots or intakes could be observed due to the extreme altitude.

r. No sound was heard from the object.

s. Manner of disappearance was natural in that the object faded from view.

RELATIVE TO THE OBSERVER

Major HERBERT W. DAVIS, Weather Officer, Davis-Monthan AFB, Tucson, Arizona is generally considered to be a very stable, intelligent, reliable and rational officer. Due to his assignment and training as a weather officer, he is thought to be extremely reliable as an observer. DAVIS' hobbies include model boat building and all sports.

[redacted]

[redacted]

No other witnesses to the above cited aerial objects have been found.

RELATIVE TO RADAR SIGHTINGS

The unidentified aerial object was not picked up by any radar sets in this vicinity.

GENERAL

1. Teletype sequences of local weather conditions at the time of sighting was 250 - thin scattered, visibility 50, 102/98/44 West 9 knots/998.

2. Winds aloft report:

Feet	Degrees	Knots
5000	290	14
10000	330	10
15000	280	11
20000	280	11
25000	330	30
30000	300	35
35000	290	47
40000	310	52
45000	310	44
50000	310	45

At 1420 hours there was a concentration of 1/10 cumulus with base at 8000 feet, and 1/10 cirrus base estimated 25000 feet.

3. Checks with the AACS Detachment, Davis-Monthan AFB and local flying fields failed to reveal any scheduled flights of privately owned, commercial or USAF planes in the air at the time of this incident.

4. No testing devices were found to have been released in this area other than the standard weather balloon which Major DAVIS was observing at the same time the unidentified object was sighted.

5. The object sighted by Major DAVIS did not come into close proximity or contact with the earth during the observation.

6. Object did not approach any other aircraft during the observed flight and therefore no checks were made for possible radio activity.

7. A photostat of the terrain in which the object was observed is attached as inclosure #1.

8. Signed statement of Major DAVIS is attached as inclosure #2.

9. No radio antenna or projections could be observed.

- RETURNED UPON COMPLETION TO OFFICE OF ORIGIN -

[redacted]

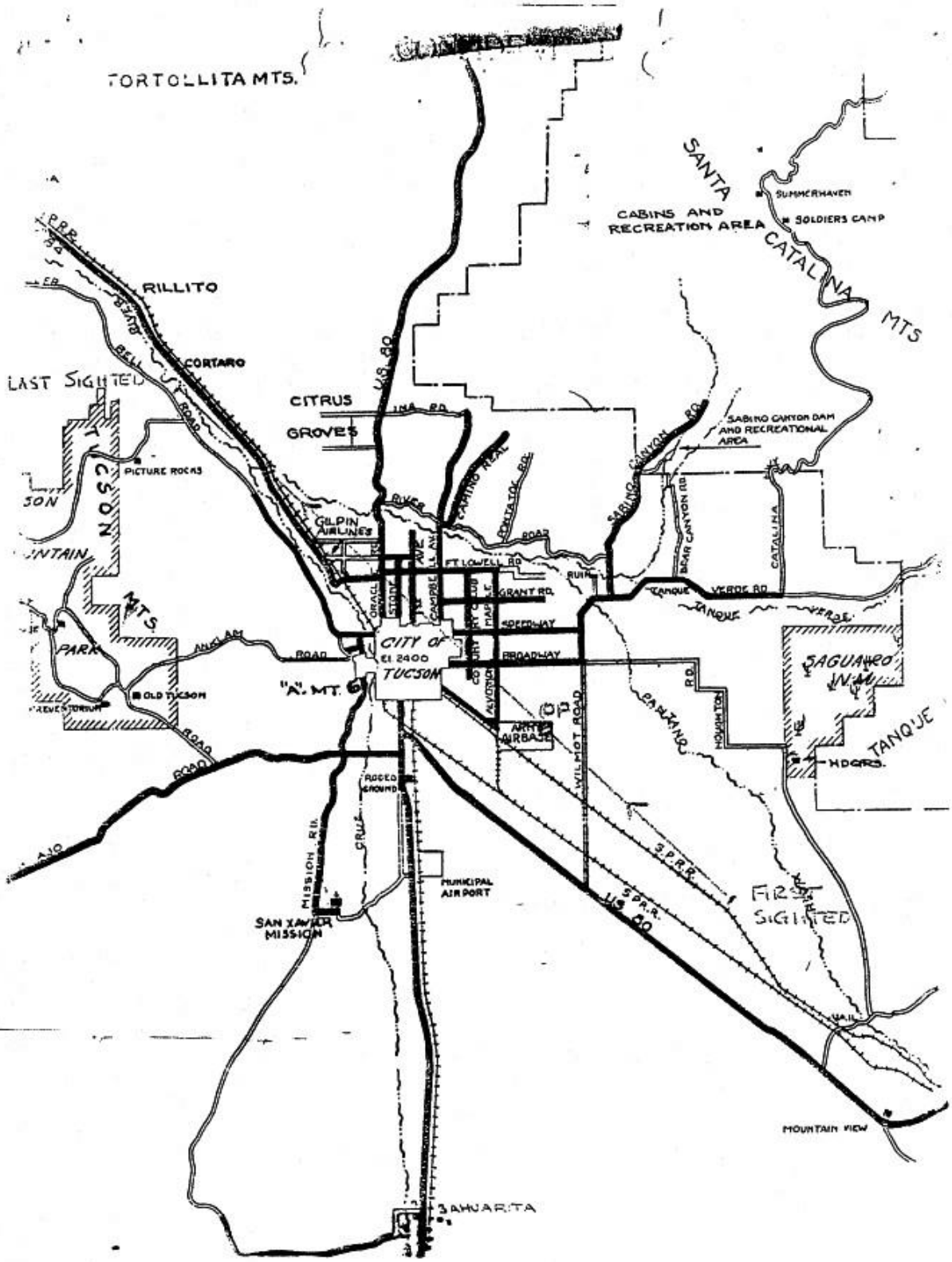
[redacted]

Inclosures:

FOR EACH COPY OF THE REPORT

1. Photostat of the Terrain.
2. Statement of Maj HERBERT V. DAVIS, Davis-Monthan AFB.

[redacted]


TORTOLLITA MTS.
SANTA CATALINA MTS
SUMMERHAVEN
SOLDIERS CAMP
CABINS AND RECREATION AREA
RILLITO
CORTARO
LAST SIGHTED
CITRUS GROVES
U.S. 80
SABINO CANYON DAM AND RECREATIONAL AREA
SABINO CANYON RD.
PICTURE ROCKS
TUCSON MTS.
GILPIN AIRLINES
CAMINO REAL
FT LOWELL RD.
GRANT RD.
SPEEDWAY
BROADWAY
CITY OF TUCSON
EL 2400
"A" MT.
OLD TUCSON
PARK
ANKLAM ROAD
TANQUE VERDE RD.
SAGUARO N.M.
TANQUE
HDQRS.
PANTANO RD.
WILMOT ROAD
ARMY AIRBASE
RODEO GROUND
MISSION RD.
CRUZ
MUNICIPAL AIRPORT
SAN XAVIER MISSION
S.P.R.R.
FIRST SIGHTED
MOUNTAIN VIEW
SAHUARITA

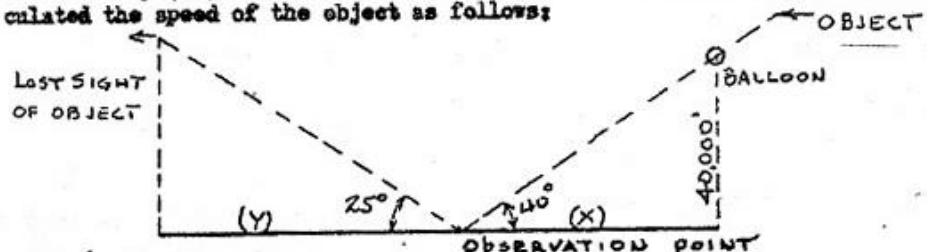
[redacted]

STATEMENT

1. On 26 August 1949 at approximately 1345 M.S.T., I was present at the Base Radiosonde Building, T-4466, Davis-Monthan Air Force Base, Tucson, Arizona.

2. Up until 1345 M.S.T., I had been conducting a test on an upper air balloon run. The balloon had been released at approximately 1315 M.S.T. and I was able to follow it with the naked eye because of the clear dry weather which was present during that period of the day. At 1345 M.S.T., after the balloon had been in flight for thirty (30) minutes, my attention was attracted to some form of object flying in the sky above the balloon. The path of flight of this object carried it directly across the balloon and was from the south-east to the north-west. I continued to follow the object as it proceeded to the north-west. I lost sight of the object after watching it for a little over a minute, and estimated my sight angle of elevation to be twenty five (25) degrees.

3. With the use of the angles of sight and using the height of the balloon after thirty (30) minutes of flight (ascension rate of 1400 ft/min), I calculated the speed of the object as follows:



TAN 40° = $\frac{40000}{X}$ $\quad$ TAN 25° = $\frac{40000}{X}$

$X = \frac{40000}{.8391} = 4.8$ miles $\quad X = \frac{40000}{.4663} = 8.6$ miles

4.8 + 8.6 = 13.4 miles/min x 60 = approx 800 miles/hr.

4. The shape of the object appeared to be triangular and was greyish-brown in color. It is the belief of the undersigned that the object could have been an aircraft similar to the Convair XF-92A delta wing interceptor which is undergoing tests at Muroc Air Force Base, California.

/s/ Herbert W. Davis
Major, USAFR
Base Weather Officer

This is a Certified True Copy:

SHERIDAN W. CAVITT
17th Dist OSI (IG) USAF
Special Agent

Incl 2

[redacted]

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-23

DATE 13 September 1949

REPORT MADE BY ALVIN E. CAMBRE

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 7 July 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, at
New Orleans, Louisiana, by
Mr. [redacted]

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On the morning of 7 July 1949, at approximately 0915 hours, the Writer observed, at the foot of Prytania Street near the Mississippi River, an object in the sky which was approximately one and one-half (1½) miles east at approximately twenty-five hundred (2500) feet altitude. This object appeared to be round or oval shape and was moving in a northerly direction and had a very bright appearance. When the Writer first sighted this object, it was believed to be the reflection of the sun rays on an airplane which was in a very steep bank. The object remained in view for about thirty (30) or forty (40) seconds at which time it disappeared from sight over some trees. The fact that the shape of this object remained unchanged for such a long period of time caused the Writer to believe that the reflection was not caused by conventional type aircraft.

CLOSED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC...
BY [illegible], Capt, USAF
[illegible] 3 DEC 1975
DATE

ATTENTION

Divulgate information concerning this investigation, or [illegible] therein, to any person mentioned [illegible] to any person not entitled to this [illegible] violation of paragraph 11, AFR 205-6, [illegible] 13 May 1949

DISTRIBUTION

CG, AMC, Wright-Patterson AFB, Dayton, Ohio (Action Cy w/incl)	2
HQ OSI w/incl	2
3d Region Commander w/incl	1
DO #3 (Info Cy w/incl)	1
DO #9, File	1

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford

EDWARD R. FORD
Major, USAF
District Commander.

FILE STAMP

24 185-247

UNITED STATES AIR FORCE
[illegible]
SEP 27 [illegible]
[illegible]
OCT 6 1949

AFHQ FORM 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used. [redacted]

UNCLASSIFIED

[redacted] ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting **7 July 1949**

2. Time of sighting **0915**
(Zonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town **New Orleans, Louisiana**

(2) Distance and direction from city or town, road, intersections, etc. **approximately six (6) miles west of the center of New Orleans, La.**

(3) From building (story), yard, etc. **appeared while observer was driving automobile.**

(4) Map coordinates (if feasible) showing latitute and longitude **(not applicable)**

b. Air

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea

(1) Latitude and longitude

(2) Proximity to land (Name city, country, etc.)

4. Number of objects **One (1)**

a. Formation type (if any) (Sketch if possible) **None**

5. Distance of object from observer **Approximately one and one-half (1½) miles.**

a. ~~Vertically~~ or horizontally

b. Angle of elevation from horizon **45°**

c. Altitude **Approximately 2500 ft.**

[redacted]

8-3801-TC

6. Time in sight **Approximately thirty (30) seconds**

7. Appearance of object

   a. Color **appeared to be similar to reflection of an airplane.**

   b. Shape (sketch if possible) **round**

   c. Apparent construction (translucent) **appeared similar to aluminum construction of an airplane.**

   d. Size **appeared to be approximately the same size as that of a large airplane.**

      (1) Estimated size

      (2) Size as it appeared from observer's view (Compared to known object)

8. Direction of flight **North**

9. Tactics or maneuvers **Appeared to be similar to an airplane in a steep bank.**

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust **None**

    a. Color of smoke

    b. Length and width

    c. Odor (if any)

    d. Rate of evaporation

    e. Does trail vary with sound? (spurts)

11. Effect on clouds **No clouds**

    a. Opened path thru clouds

    b. Formed cloud or mists

    c. Reflected on cloud

    d. Shown thru cloud

12. Lights **None**

    a. Reflected or attached

    b. Luminous

    c. Blinked on and off in relation to speed

[redacted]

13. Support None

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion None

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or osoillating) (KatzMayer effect)

d. Visible exhaust or jet openings

15. Control and stability None

a. Fins

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts None

a. Slots

b. Duct openings

17. Speed - M.P.H. Approximately 160 MPH

18. Sound None, object was too far from observer to hear any sound.

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle disappeared beyond trees out of sight of observer.

Relative to the Observer

1. Name of observer [redacted]

2. Address [redacted] House, New Orleans, La.

3. Occupation S/A, 9th OSI District (IG)

4. Place of business New Orleans, Louisiana

a. Employer or employee S/A, 9th OSI Dist (IG), USAF

5. Hobbies None

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine

a. Color good

b. Speed of moving objects good

c. Size at distance good

7. Reliability of observer (not applicable)

a. Sources

(1) Neighbor
(2) Police Dept
(3) FBI records
(4) Employer

[redacted]

8. Notes relative to observer on

a. Sightings in general

b. How attention was drawn to object (s)

(1) Sound
(2) Motion
(3) Glint of light reflection from object

9. Witnesses None

a. Addresses

b. Occupation

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated

Relative to Radar Sightings

1. Re radars now operating on ground

a. Observations of range, speed, altitude and size of target

b. Does target execute any turns? If so, what angle (180°), etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

c. Note particularly any separation of distant target into separation of a distant target into several targets upon approach. Track all if possible.

If airborne when object sighted

a. Were there any radar inductions or extra noise on radio circuits

b. Give estimates of size, speed, maneuvers, etc.

[redacted]

*1. Teletype sequences of local weather conditions **(See below)**

*2. Winds aloft report **(See below)**

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time.(Check Canadian activity if close to that border.)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, AirForce, Army, Weather Units, Research Organizations or any other **Unknown**

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

   a. Object

   b. Surrounding terrain where observed

   c. Place where it contacted earth (if this happened)

   d. Manouvers

   e. Formation if objects were more than two

8. Secure signed statement

9. Obtain fragments or physical evidence where possible

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such)

***1. New Orleans 0900 Central**
Clear 15, Sea Level Pressure 146, Temperature 87.5, Wind NE 15, Altimeter 995, Remarks: CB-S - Clear Day

***2. New Orleans 0900 Central**
Surface 0411 - 0409 - 20510 - 0611 - 40613 - 0513 - 60614 - 0614 - 80613 - 0611 - 00610 - 20714 - 40710 - 60809 - 80910.

[redacted]

AF HQ-44
3 Dec 1947

[redacted]

AFC
Mr. ould/lse/72231
Rtn 21 July 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Confidential) MRS [redacted]
SPECIAL INQUIRY

TO: District Commander
5th OSI District, IG
Wright-Patterson Air Force Base
Dayton, Ohio

1. Attached is a letter from the FBI, dated 8 August 1949, addressed to Mrs [redacted] Street, Oklahoma City, Oklahoma, a copy of a letter from Mr [redacted] to the FBI, and a series of questions Mrs. [redacted] is asking concerning seven (7) V-shaped objects sighted over Mountain Home Desert on 24 July 1949.

2. This is sent to you for transmittal to the Air Materiel Command for an evaluation of the questions being asked by Mrs [redacted]

3. It is requested that this matter be given prompt attention.

FOR THE DIRECTOR:

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

5 Incls
1. Ltr fr FBI to [redacted] dtd 8 Aug 49 (Cys)
2. Cy ltr fr [redacted] to FBI dtd 25 Jul 49
3. Cy List of Questions
4. Cy Envelope fr [redacted] to FBI
5. Cy Newspaper Clippings fr "The Idaho Daily Statesman" Boise, Idaho, 25 Jul 49

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV.
BY [redacted], USAF
9 DEC 1975
DATE

OFFICE SYMBOL	1. AFOSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS					

[redacted]

U. S. GOVERNMENT PRINTING OFFICE

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-26

DATE 13 Sept 1949

REPORT MADE BY TROY R. SHERMAN

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 13 July 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, At
Alexandria, Louisiana,
By Mrs. [redacted]

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On 7 July 1949, at approximately 2100 hours, Mrs. [redacted] who was sitting on the porch of her home at [redacted] Street, Alexandria, Louisiana, saw a round light in the sky which appeared to be about the size of a household saucer and was sighted at approximately a thirty-five degree (35°) angle from the ground. Mrs. [redacted] Street, Alexandria, Louisiana, and [redacted] Pineville, Louisiana, were with Mrs. [redacted] at the time this object was sighted. Mrs. [redacted] described the object as being orange in color with no visible means of support, and remained in sight for approximately five (5) minutes and disappeared by gradually moving out of sight.

CLOSED

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPECIAL
[illegible], Capt, USAF
BY [illegible] 3 DEC 1975
DATE

DISTRIBUTION

CG, AMC, Wright-Patterson AFB, Dayton, O. (Action Cy w/incl)	2
HQ OSI w/incl	2
3d Region Commander w/incl	1
DO #5, (Info Cy w/incl)	1
DO #9, File	1

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford
EDWARD R. FORD
Major, USAF
District Commander.

FILE STAMP

24-1951 248
4
UNITED STATES AIR FORCE
SEP 27 1949
DAY
INVESTIGATION

16—67744-1 U. S. GOVERNMENT PRINTING OFFICE

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Ju[redacted] UNCLASSIFIED

[redacted]

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting 7 July 1949

2. Time of sighting (Sonal by 24 hr clock) 2100 hours

3. Where sighted:

a. Ground

(1) City, town Alexandria, Louisiana

(2) Distance and direction from city or town, road, intersection, etc. Northeast from town.

(3) From building (story), yard, etc. Sitting on front porch.

(4) Map coordinates (if feasible) showing latitude and longitude

b. Air

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea

(1) Latitude and longitude

(2) Proximity to land

(Name city, country, etc.)

4. Number of objects ONE (1)

a. Formation type (if any) (Sketch if possible)

5. Distance of object from observer Can't estimate.

a. Laterally or horizontally

b. Angle of elevation from horizon 35°

c. Altitude Can't estimate

[redacted]

6. Time in sight 2100 hours

7. Appearance of object

   a. Color Orange

   b. Shape (sketch if possible)

   c. Apparent construction (translucent) Appeared to be light

   d. Size

      (1) Estimated size Can't estimate.

      (2) Size as it appeared from observer's view About size of a house-hold saucer.
      (Compared to known object)

8. Direction of flight From north traveling west (when object was first sighted, went down slightly from north to west and then straight over).

9. Tactics or maneuvers Went from north to west and then went from west back to north.

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust None

   a. Color of smoke

   b. Length and width

   c. Odor (if any)

   d. Rate of evaporation

   e. Does trail vary with sound? (spurts)

11. Effect on clouds Believes no clouds were present.

   a. Opened path thru clouds

   b. Formed cloud or mists

   c. Reflected on cloud

   d. Shown thru cloud

12. Lights

   a. Reflected or attached Attached.

   b. Luminous

   c. Blinked on and off in relation to speed Remained constant.

12. Support — Didn't appear to rotate - No supports

a. Wings

b. Aerodynamic lift of fuselage

d. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion — No visible propulsion

a. Propellor or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect)

d. Visible exhaust or jet openings

15. Control and stability — Appeared to glide.

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts — None visible

a. Slots

b. Duct openings

17. Speed - M.P.H. — Can't estimate.

18. Sound — No sound.

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

19. Manner of disappearance Seemed to move out of sight gradually. Light seemed to remain constant, but moved farther away and finally from sight.
    a. Explode
        (1) Possibility of fragments
        (2) Other physical evidence
    b. Faded from view
    c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer [redacted]
2. Address Alexandria, La.
3. Occupation Housewife (Nurse for ten (10) years)
4. Place of business
    a. Employer or employee
5. Hobbies None
    a. Time engaged in hobby (experience)
       Is observer amateur astronomer, pilot, engineer, etc.?
6. Ability to determine
    a. Color
    b. Speed of moving objects
    c. Size at distance
7. Reliability of observer
    a. Sources
        (1) Neighbor
        (2) Police Dept
        (3) FBI records
        (4) Employer

Informant's right eye is almost blind. Left eye perfect.

8. Notes relative to observer on

   a. Sightings in general

   b. How attention was drawn to object (s)

      x Object called to informant's attention by Mrs. [redacted], who was sitting on the porch.
      (2) Motion
      (3) Glint of light

9. Witnesses

   a. Addresses

   b. Occupation

   c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated.

Relative to Radar Sightings

1. Re radars how operating on ground

   a. Observations of range, speed, altitude and size of target

   b. Does target execute any turns? If so, what angle (180°), etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

   c. Note particularly any separation of distant target into separation of a distant target into several targets upon approach. Track all if possible.

   If airborne when object sighted

   a. Were there any radar inductions or extra noise on radio circuits?

   b. Give estimates of size, speed, maneuvers, etc.

CONFIDENTIAL

GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report; Temp: 81°; Est. Ceil: 30,000'; Wind: SE, 9 Mi. per hr, Alt. Setting: 2989, Dewpoint: 76.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border.) None scheduled.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

   a. Object

   b. Surrounding terrain where observed

   c. Place where it contacted earth (if this happened)

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure a signed statement

9. Obtain fragments of physical evidence where possible.

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such).

CONFIDENTIAL

CONFIDENTIAL

AFCSI
Mr. Gould/lse/72231
Wrtn 21 Sept 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-135

SUBJECT: (Confidential) MRS. [redacted]
SPECIAL INQUIRY

TO: District Commander
15th CSI District, IG
Great Falls Air Force Base
Great Falls, Montana

1. This refers to the FBI letter dated 8 August 1949, addressed to MRS. [redacted] Street, Oklahoma City, Oklahoma, a copy of which was forwarded to you by W. G. Banister, Special Agent in Charge of the FBI Office at Butte, Montana.

2. For your information, this Office has been advised that MRS. [redacted] associates with known Communists and is considered dangerous.

3. MRS. [redacted]'s letter is being forwarded to the Air Materiel Command for evaluation.

FOR THE DIRECTOR:

CSI MANAGEMENT DIV. SEP 1949

WILLIAM E. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY [redacted], USAF, USAF
18 DEC 1975

(NOTE FOR RECORD) Exact letter also sent to Districts 16 and 20 this date)

Date 15 Sept 49

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	[redacted]				

CONFIDENTIAL

CONFIDENTIAL

AF HQ-44
3 Dec 1947

AFCSI
Mr. [redacted]/lse/72231
Wrtn 22 Sept 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Confidential) Project "Sign" - Unconventional Aircraft
SPECIAL INQUIRY

TO: District Commander
9th OSI District, IG
Barksdale Air Force Base
Shreveport, Louisiana

1. This refers to your letter of 9 August 1949, subject: Project "Sign", classification number 32-0.

2. It is requested that the classification number of referenced letter be changed from 32-0 to 24-185, in compliance with AFCSI Letter No. 85, dated 12 August 1949, subject: Unconventional Aircraft.

3. AFCSI Letter No. 85 answers all the questions asked in your letter of 9 August, with the exception of your inquiry as to Office of Origin. For your information, the Office of Origin is the District Office in which the unidentified flying object is sighted.

4. In paragraph 3 of your letter, it is noted that the Counter Intelligence Corps, Department of the Army, is also investigating these objects. In order to avoid duplication, it is requested that you contact the proper Department of the Army CIC offices and coordinate your efforts on these investigations.

FOR THE DIRECTOR:

1 Incl
Air Intell Rqmts Memo
No. 4, w/AF Form 112

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC...
BY ... Capt, USAF

24 ... 250

0034

OFFICE SYMBOL	AFCSI	DATE	3.	4.	
GRADE AND SURNAME OF COORDINATING OFFICERS					

CONFIDENTIAL

UNCLASSIFIED

16—[illegible] U. S. GOVERNMENT PRINTING OFFICE

HQ-44
3 Dec 1947

3

Wrtn 23 Sept 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br.

Office of Special Investigations, IG

1
Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

6 Incls
1. R/I dtd 25 Jul 49 DO#13
2. R/I dtd 31 Aug 49 DO#10
3. R/I dtd 6 Sept 49 DO#12
4. R/I dtd 6 Sept 49 DO#14
5. R/I dtd 7 Sept 49 DO#17
6. R/I dtd 9 Sept 49 DO#25

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

OCT 1949 MANAGEMENT DIV. OSI

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
3 DEC 1975
DATE

AFCSI FILES

When Incl No. 1-6 is (are) withdrawn or not attached, the [illegible] of secret on this [illegible] will be cancelled in accordance with par 23-e, AFR 205-1.

USAF IG

OFFICE SYMBOL	1. AFOSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	[illegible]	[redacted]	[redacted]	OCT 1	

UNCLASSIFIED

16—[illegible] U. S. GOVERNMENT PRINTING OFFICE

AF HQ-44
3 Dec 1947

[redacted]

rtn: 29 Sep 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br 30 SEP 1949

1

Office of Special Investigations, IG

Mr. [redacted]/jp/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

9 Incls
1. R/I, 12 Sep 49, DO #8
2. R/I, 12 Sep 49, DO #8
3. R/I, 21 Sep 49, DO #5
4. R/I, 13 Sep 49, DO #9
5. R/I, 13 Sep 49, DO #19
6. R/I, 13 Sep 49, DO #9
7. R/I, 13 Sep 49, DO #9
8. R/I, 13 Sep 49, DO #9
9. R/I, 23 Aug 49, DO #21

WILLIAM M. TURNER
Lt Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY [redacted] Dept, USAF
8 DEC 1975
DATE

OFFICE SYMBOL	1. AFOSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	[redacted]				

16—20343-2 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-28	DATE 21 September 1949
	REPORT MADE BY JACK S. MARTIN	
TITLE PROJECT GRUDGE Unidentified Aircraft 1 August 1949 in Vicinity of San Francisco, California	REPORT MADE AT DO # 19, Fairfield-Suisun AFB	
	PERIOD 2, 6, 7 September 1949	
	OFFICE OF ORIGIN DO # 19, Fairfield-Suisun AFB	
	STATUS PENDING	

CHARACTER Special Inquiry

REFERENCE None. This is an initial report.

SYNOPSIS

Investigation requested by District Commander, DO # 19, Fairfield-Suisun AFB, California, upon receipt of report from Mr. T. QUINN, Office of Naval Intelligence, 12th Naval District, Federal Building, San Francisco, California. Mr. [redacted], who was described as "excitable with a tendency to exaggerate", stated that on 1 August 1949, while on a boat entering the Golden Gate, he sighted several objects which he described as being oval, at an undetermined altitude, and which appeared to be traveling faster than jet aircraft. These objects were brought to the attention of other passengers on the boat. Radar units in the Bay Area revealed that there were testing devices aloft on 1 August 1949.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
DO #5 (Action copies)	4	Commanding General Air Materiel Command Wright-Patterson Air Force Base Dayton, Ohio ATTN: MCIAIO-3	24-165 25
OSI Hq	2		
File	2		

APPROVED

JOHN G. SWOPE
Colonel, USAF
[redacted]

4 OCT 1949

0425 OCT 6 1949

SMAMA—Nov 48—100M

[redacted]

19D OSI 24-28

DETAILS:

1. This investigation was requested by the District Commander, DO # 19, Fairfield-Suisun AFB, California, upon receipt of report from Mr. [redacted], Office of Naval Intelligence, 12th Naval District, Federal Building, San Francisco, California, dated 2 September 1949.

AT SAN FRANCISCO, CALIFORNIA

2. On 2 September 1949, in an interview with Mr. [redacted], sales clerk, [redacted] Bait Shop, [redacted] Street, San Francisco, California, the following information was ascertained: On Monday, 1 August 1949, at approximately 1400 hours, PST, Mr. [redacted] while riding on a commercial passenger fishing boat approaching the Golden Gate, sighted two (2) objects appearing to be in formation and traveling at a speed greater than that of jet aircraft. These objects were oval in shape, from 10,000 to 25,000 feet in altitude, at a distance laterally of approximately eight (8) miles, and at an angle of elevation from the horizon of approximately 55°. Sighting time was approximately 35 to 40 seconds and the objects appeared to be silvery in color, having oval shapes, and apparently of solid construction. Size of these objects, as they appeared from [redacted] view, were approximately the size of a penny, and the estimated size was approximately 40 feet in diameter. The objects were going due North, and made no tactics or maneuvers. There was no evidence of exhaust, no effect on clouds, no visible lights, and other than the shape of the objects, there was no means of aero dynamic support. There was no sound, no fins or stabelizers were visible, and nothing was seen of any means of propulsion. No slots or duct openings were noticed and the speed of objects was estimated at from one to one and one-half times faster than jet aircraft. Mr. [redacted] stated that objects disappeared behind fog bank. Mr. [redacted] called the attention of the other members of the boat to these objects which appeared to be in formation, and after they had disappeared from view, Mr. [redacted] several minutes later, spotted approximately seven (7) more of these objects in trail formation at the same altitude, traveling in the same direction and being identical with the original objects.

[redacted]

[redacted]

19D OSI 24-28

DETAILS (cont'd)

3. On 6 September 1949, in an interview with Captain [redacted] Street, Apartment 506, San Francisco, California, Captain of a commercial passenger fishing boat for [redacted] Shop, the following information was ascertained: On Monday, 1 August 1949, at approximately 1430 hours, PST, [redacted] who was a passenger on the boat and was known to Captain [redacted] as being a sales clerk in [redacted], San Francisco, California, called his attention to several objects (four or more) in the sky. At this time the fishing boat was approaching San Francisco in the main ship channel of the Golden Gate, was approximately 200 yards South of No. 2 Buoy, and was due East of the San Francisco Light Ship. At this time the objects were approximately nine (9) miles away, laterally, at an angle of elevation from the horizon of 45°, at an approximate altitude of 1000 feet. Sighting time was less than a minute. Objects were described as being silver in color, and having a square shape, approximating that of a box kite. Construction seemed to be solid, and the size, as it appeared from Captain [redacted] view, was twelve (12) inches square. The direction of flight was approximated as SSE and appeared to be climbing. There was no evidence of exhaust, no effect on clouds, no lights were noticed, either reflected or attached, no aero dynamic support was visible other than shape of object. There was no evidence of any means of propulsion, either propeller or jet, no fins or stabilizers were noticed and no slots or duct openings were visible. No sound was heard, and the speed was estimated as at jet speed or better. These objects faded from view.

NOTE: Discrepancies in the shape, altitude, and direction of flight, between Mr. [redacted] version and Captain [redacted]'s version were noted and questioned. Both were convinced of the accuracy of their own statements.

4. On 6 September 1949, Mr. [redacted] Street, [redacted] Shop, San Francisco, California, stated that Mr. [redacted] had worked for him for approximately ten (10) years, as a sales clerk and that Captain [redacted] had been employed by him as Captain of his commercial passenger

[redacted]

[redacted]

19D OSI 24-28

DETAILS (cont'd)

4. (cont'd)

fishing boat for eight (8) years. Records of his boat log showed that on 1 August 1949, the following list of people had made a fishing trip outside the Golden Gate:

Captain [redacted]
Reverend [redacted]
Oakland, California
Mr. [redacted]
Mr. [redacted]

There were no addresses given for [redacted] or [redacted], and these names were unfamiliar to Mr. [redacted], Captain [redacted] and Mr. [redacted] Mr. [redacted] described [redacted] as being rather excitable and as having a tendency to exaggerate. Nothing derogatory was known of Mr. [redacted] and he was also described as being honest and trustworthy. Captain [redacted] was described as being rather "easy going" with no tendency to exaggerate or to become excited.

5. On 6 September 1949, the Winds Aloft Report from the Oakland Air Port, on 1 August 1949, at 1300 hours, PST, was as follows:

Altitude	Direction	Speed
4000 ft	SSW	10 knots
6000 "	S	" "
8000 "	"	15 "
10000 "	"	" "
12000 "	SSW	" "
14000 "	"	20 "
16000 "	S	15 "

Weather report from Alcatraz Island, on 1 August 1949, at 1630 hours, PST, showed a visibility of 10 miles, clear sky,

[redacted]

DETAILS (cont'd)

5. (cont'd)

surface winds at SW at 15 knots, temperature 61°. Weather report from the Coast Guart, Fort Point Station, San Francisco, California, on 1 August 1949, at 1400 hours, PST, showed barometric pressure 30.22, temperature 62°, westerly wind at 12 to 15 miles per hour. Sea calm, scattered clouds, 6 to 8 mile visibility. Weather report from San Francisco Light Ship, for 1 August 1949, 1300 hours, PST, showed barometric pressure 30.19, temperature 70°, westerly wind 8 to 12 miles per hour; light sea; visibility 15 to 20 miles. Scattered clouds.

6. On 7 September 1949, it was learned from the San Francisco Civil Aeronautics Authority (CAA) that there were 161 listed air carriers in the Bay Area. Only 14 of these have regularly scheduled flights and less than one percent of the remaining file any kind of plan or clearance for their flights. A check with the Oakland Air Port and the San Francisco Air Port revealed that less than one percent of the planes normally using those fields file any type of schedule or clearance. A check with the Hamilton Air Force Base and a check at the Navy Alameda Air Station disclosed that on 1 August 1949, there were numerous flights made by military aircraft in and around the Bay Area.

7. On 7 September 1949, Air Force Radar Installations at Treasure Island and Fort Baker, both at San Francisco, California, revealed that they send aloft radar testing devices known as "kites" twice each day at approximately 1000 and 1600 Hours, PST. These devices are of aluminum sheet, approximately five (5) feet on a side, roughly diamond shaped and containing double sets of triangular fins on the top side. These are carried aloft by gas filled balloons and when these devices reach a high enough altitude, the expanding gases cause the balloons to burst and the "kites" drift earthward.

PENDING

[redacted]

[redacted]

19D GSI 24-28

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 19, FAIRFIELD-SUISUN AFB

AT OAKLAND, CALIFORNIA

1. Will conduct an interview with Reverend [redacted] Avenue, Oakland, California.

AT SAN FRANCISCO, CALIFORNIA

2. Will obtain signed statements from observers.

3. Will conduct further interviews with people to evaluate reliability of observers.

4. Will determine exact number of radar testing devices sent aloft on 1 August 1949.

5. Will check F.B.I. and Police Department, San Francisco, records re observers.

[redacted]

[redacted]

Basic ltr dtd 15 Sep 49 fr CG, AMC, W/P AFB, (MCIAXS), subj: Project Grudge

5D 24-0 1st Ind 5D-OSI/JEM/vs

5th District OSI (IG), Wright-Patterson AFB, Dayton, O. 20 Sept 49

TO: District Commander, 4th District OSI (IG), Bolling Air Force Base, Washington 25, D. C.

1. For your information.

2. Copy of basic communication being forwarded to Headquarters OSI.

cc-HQ OSI

JEROME M. BRAUN
Acting District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC ACT
BY KURT K. FUNZE, Capt, USAF
HISTORIAN 3 DEC 1975
DATE

File WRC 7-0049

[redacted]

UNCLASSIFIED

OFFICE OF SPECIAL INVESTIGATIONS OCT 12 1948

CONFIDENTIAL

MCIAIS/GT/amc

MCIAIS

SEP 15 1949

Project Grudge

XXX
THRU : The Inspector General
United States Air Force
5th District Office of Special Investigations
Wright-Patterson Air Force Base
Dayton, Ohio

TO : The Inspector General
United States Air Force
4th District Office of Special Investigations
Bolling Air Force Base
Washington, D. C.

1. Reference is made to Reports of Investigation by S/A Claudius E. Belk, File 24-93, dated 22 and 25 August 1949, relative to investigation of [redacted] Corporation, and [redacted] Company.

2. On the basis of these reports, this Headquarters has no further requirements in this matter.

3. The expeditious and thorough manner in which the investigation was conducted is appreciated.

FOR THE COMMANDING GENERAL:

HAROLD E. WATSON
Colonel, USAF
Chief, Intelligence Department

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [redacted]
BY KURT K. MUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

USAF
OFFICE OF
SPECIAL INVESTIGATIONS

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OCT 12 19[redacted]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

[redacted]

FILE NO. 24-28

DATE SEP [illegible]

REPORT MADE BY JACK S. MARTIN

TITLE

PROJECT GRUDGE
Unidentified Aircraft 1 August 1949 in Vicinity of San Francisco, California

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 12, 13, 14 September 1949

OFFICE OF ORIGIN DO # 19, Fairfield-Suisun AFB

STATUS PENDING

CHARACTER Special Inquiry

REFERENCE Pending Rpt by S/A JACK S. MARTIN, DO # 19, Fairfield-Suisun AFB, File No. 24-28 dtd 21 Sept 49

SYNOPSIS

Reverend [redacted] stated that his attention was drawn by [redacted] to six (6) or more unusual and unidentifiable objects in the sky on 1 August 1949. Three (3) character witnesses for [redacted] described him as being "dogmatic in his viewpoints". One (1) character witness for [redacted] vouched for his reliability and responsibility. No character witnesses were obtainable for Reverend [redacted] Two (2) radar testing devices were aloft on 1 August 1949. Oakland Police Department, San Francisco Police Department and the San Francisco Field Office, F.B.I., have no record of [redacted] or [redacted]

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] Capt, USAF
Historian 9 DEC 1975
DATE

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OSI Hq.	-2
File	-2

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Commanding General
Air Material Command
Wright-Patterson AFB
Dayton, Ohio.
ATTN: MCIAXO-3

APPROVED

for JOHN O. SWOPE
Colonel, USAF
[redacted]

FILE STAMP

24-185-256

021 DIV. INDIVIDUAL 4 OCT 1949

CS 23 7 OCT 1949

UNCLASSIFIED

SMAMA—Nov 48—100M

[redacted]

19D OSI 24-28

DETAILS:

AT OAKLAND, CALIFORNIA

1. On 12 September 1949, in an interview with Reverend [redacted] Avenue, Oakland, California, the following information was ascertained: On Monday, 1 August 1949, at approximately 1430 hours, PST, Reverend [redacted], while riding on a commercial passenger fishing boat approaching the Golden Gate, sighted six (6) or more objects appearing to be in formation and traveling at a speed slower than that of a jet aircraft. These objects were oval in shape, at an undetermined altitude, at a distance laterally of approximately ten (10) miles, and at an angle of elevation from the horizon of approximately 55°. Sighting time was estimated as from three (3) to four (4) seconds. Color was expressed as silvery, and objects apparently were of solid construction. Estimated size, as they appeared from Rev. [redacted]'s view, was like a "half dollar", and estimated size was 20 feet in diameter. The objects were going ENE and made no tactics or maneuvers. There was no evidence of exhaust, no effect on clouds, no visible lights, and other than the shape of objects there was no means of aero dynamic support. There was no sound; no fins or stabilizers were visible; and nothing was seen of any means of propulsion. No slots or duct openings were noticed and the speed of objects was estimated at "slower than jet aircraft." Objects faded from view. Rev. [redacted] attention was drawn to these objects by Mr. [redacted]

NOTE: Rev. [redacted] is Colored, and his religious sect is "Sanctified Pentecostal". His wife is considered a "Prophetess". Rev. [redacted] impressed this agent as being a "religious fanatic" and as not particularly responsible or reliable. [redacted] lives in an extremely low class Colored neighborhood and attempts to interview neighbors to establish [redacted] reliability were not successful.

AT SAN FRANCISCO, CALIFORNIA

2. On 13 September 1949, Mrs. [redacted] Street (owner of the residence at [redacted] Street); Mrs. [redacted] Street; and Mr. [redacted] Street, all of San Francisco, California, stated

[redacted]

[redacted]

19D OSI 24-28

DETAILS (cont'd)

2. (cont'd)

that they have known Mr. [redacted] for from three (3) to fifteen (15) years. Nothing derogatory was known of SUBJECT and he was described as being "temperate in habits", "dogmatic in his view points", and because of his advancing years tended to "insist on having his own way."

3. On 14 September 1949, Mr. [redacted], Proprietor, Anglo Hotel Apartments, [redacted] Street, San Francisco, California, stated that he has known [redacted] for approximately three (3) years, during which time [redacted] lived at the Anglo Hotel Apartments. [redacted] was described as being a responsible tenant, causing no trouble, and Mr. [redacted] further stated that as far as he knew, he had no reason to doubt [redacted]'s reliability.

4. On 14 September 1949, Captain [redacted] 12456-A, Detachment Commander, Detachment E, 3903 Radar Bomb Scoring Squadron, Treasure Island, San Francisco, California, was interviewed and stated that on 1 August 1949, two (2) radar testing devices were released; one (1) at approximately 1000 hours, PST, and another at 1400 hours, PST.

5. On 13 September 1949, the files of the following agencies were checked and contained no information re [redacted]

Criminal and Subversive Files, Police Department, San Francisco, California
Criminal and Subversive Files, Police Department, Oakland, California
F.B.I. Field Office, San Francisco, California

PENDING

[redacted]

[redacted]

19D OSI 24-28

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 19, FAIRFIELD-SUISUN AFB

AT SAN FRANCISCO, CALIFORNIA

1. Will obtain signed statements from observers.

2. Will obtain sketches from observers.

NOTE: [redacted] and [redacted] are presently on vacation and are not expected back until 1 October 1949.

[redacted]

CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-185/1

DATE 27 Sept 49

REPORT MADE BY ELMER M. NEVILLE ep

REPORT MADE AT DO #18

PERIOD 22 Sept 49

OFFICE OF ORIGIN DO #18

STATUS PENDING

TITLE

SIGHTING OF FLYING DISCS ON 24 JUNE 1949 AT MESA, ARIZONA, BY [redacted]

CHARACTER "SPECIAL INQUIRY, UNCONVENTIONAL AIRCRAFT"

REFERENCE AFCSI Letter No. 85, dated 12 August 1949

SYNOPSIS

This report is made in conformity with AFCSI Letter No. 85, dated 12 August 1949, subject: "Special Inquiry, Unconventional Aircraft". In a personal interview with this agent, [redacted] stated that on 24 June 1949 he observed four (4) flying discs, later a fifth appeared, observation was sustained for about 30 minutes. The discs were metallic in composition, steel gray in color, varied in form depending on position at which viewed. Seven power binoculars were used for part of the time. There were four (4) witnesses, (two (2) adults and two (2) children), in addition to [redacted]. [redacted] expressed interest in contacting Commanding General, AMC, for permission to photograph future phenomena of this type with the object of commercial sale.

CLASSIFICATION CANCELLED
BY AUTHORITY OF TH[redacted] USAF
BY [redacted]
3 DEC 1975
DATE

DISTRIBUTION

C.G., AMC, Wright-Patterson AFB, Dayton, Ohio
Attn: MCIAXO-3 (2 incls) 2
Hq OSI (2 incls) 2
DO #17 (2 incls) 2
File (2 incls) 2

Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1.

ACTION COPY FORWARDED TO: Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio, ATTN: MCIAXO-3

APPROVED

[redacted]
Lt Colonel, USAF
District Commander.

FILE STAMP 24-185-257
UNITED STATES AIR FORCE
DIR. OF INTELLIGENCE
12 OCT 1949
0542

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used. [redacted]

UNCLASSIFIED

File No. 24-185/1 27 Sept 1949

DETAILS:

1. This investigation was conducted in conformity with AFCSI Letter No. 85, dated 12 August 1949, subject: Unconventional Aircraft, "Special Inquiry".

2. This report is based upon a personal interview of [redacted] by this agent on 22 September 1949 at the Federal Building, Los Angeles, Calif. Contact was established with [redacted] by means of a telephone call to OSI District Office No. 18 by Warrant Officer LeMASTER in the Los Angeles Communication Center, Room 1418 Federal Building. LeMASTER stated that [redacted] was in the office relating that he had seen flying discs and desired permission of the military authorities to photograph future sightings of discs with the object of commercial sale. The details set forth below are the observations, comments and estimates of [redacted] except as otherwise indicated.

AT LOS ANGELES, CALIFORNIA

3. Date of sighting:

24 June 1949.

4. Time of sighting:

1545 - 1630 hours.

5. Where sighted (observers position):

From the ground on western outskirts of Mesa, Arizona.

6. Number of objects:

Four (4) initially, later a fifth disc appeared.

7. Observable celestial phenomena or planets that may account for the sighting:

Sighting occurred between the hours 1545 - 1630.

8. Distance of objects from observer:

Distance varied. Initially, the four (4) observed together were approximately 85 degrees above the horizon. Objects appeared to hover around small cloud, estimated to be at an extremely high altitude. The fifth disc, which moved from west to east, was at a lower altitude than the other four (4) but was also extremely high.

9. Time in sight:

Four (4) objects - approximately 30 minutes. Fifth object - about 25 seconds.

10. Appearance of object:

(a) Color - Steel gray; reflected sunlight brilliantly, appeared ruby red when viewed from great distance.

(b) Shape - Consisted of two (2) principal parts, a disc supported by two (2) flanges extending around the disc. Appeared rectangular in some positions. The sketches, shown in Inclosures 1 and 2, are reproductions of [redacted] rough sketches to show appearance at different distances.

(c) Apparent construction - Metallic. [redacted] is definite on this even though flanges were flexible under what appeared to be air pressure.

11. Direction of flight:

After the four (4), hovering near the cloud, had been observed for about 20 minutes, they dispersed. One proceeded in a smooth direct course to the southeast, a second moved straight east, a third went northeast, and the fourth moved upward at about an 82 degree angle. The fifth object, which was not visible at first, appeared in the west and moved eastward.

12. Tactics or maneuvers:

Four (4) were observed to move horizontally, one moved upward at about an 82 degree angle.

13. Evidence of exhaust:

None noted.

14. Effect on clouds:

No effect noted.

15. Lights:

Reflected sunlight brilliantly in some positions. Gave off ruby red light at distance.

16. Support:

The only visible means of support consisted of two flanges or extensions from the inner disc. These flanges partially enveloped the disc.

17. Propulsion:

(a) Propeller or jet - None noted.

(b) Rotor - None noted.

(c) Aerodynamic vanes - Extensions or flanges in front and back of disc could serve as vanes.

(d) Visible exhaust or jet openings - None noted.

18. Control and stability:

(a) Fins - None noted.

(b) Stabilizers - Conceivably the flanges or extensions from the disc could have served as stabilizers.

19. Air ducts:

The only aperture reported was an opening between the flanges and disc which permitted a view directly through the object at certain positions.

20. Speed:

Speeds varied during the 45 minutes of observation. A maximum of 400 miles per hour was estimated.

21. Sound:

No sound emanating from the objects was heard.

22. Manner of disappearance:

Faded from view.

23. Relative to the observer:

Name: [redacted]
Address: [redacted] Street, Los Angeles, California

Permanent mailing address: [redacted] Mesa, Arizona.

Occupation: [redacted] at Goldfield, Arizona.

Reliability:

[redacted] manner during the two hour interview was direct and businesslike. In personal appearance he was well dressed and neat. His descriptions were precise; his statements were coherent and consistent. This agent did notice, however, that [redacted] was inclined to be emotional and his face moved nervously on occasions. [redacted] claims his vision is good, although he wears glasses to correct minor defects due to advancing age. He is about 50 years of age.

A check of the records at the University of Southern California reveals that [redacted] took courses in education, Sociology and Psychology at that University in the summers of 1923 and 1924. No degree was obtained. These same records also reflect that he later attended the Lawton Business College at Mesa, Arizona. This information confirms [redacted] statements concerning his education.

Hobbies - [redacted] claims to be an amateur astronomer, and to have his own telescope with 9-inch reflector.

[redacted]

CONFIDENTIAL

File No. 24-135/1 27 Sept 1949

Manner of noting objects:

Observer was changing a tire on his car. Upon wiping perspiration from his forehead, he raised his head slightly and noted the four (4) discs.

Witnesses:

[redacted], Mesa, Arizona
(was an instructor in aircraft gunnery during World War II.)

[redacted] Supervisor of Water Association, Mesa, Arizona.

Also two (2) children of [redacted] age 7 and 9.

2 INCLOSURES

FOR COMMANDING GENERAL, AMC, WRIGHT-PATTERSON AFB, DAYTON, OHIO
FOR HEADQUARTERS, OSI, WASHINGTON, D.C.
FOR DO #17, KIRTLAND AFB, ARIZONA
FOR DO #18, MAYWOOD, CALIFORNIA

1. Handdrawn reproduction of [redacted]'s rough sketch of view of flying disc from great distance.

2. Same as 1. above except that view of disc is at closer range.

- PENDING -

CONFIDENTIAL

[redacted]

27 Sep 49

File No. 24-185/

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 17, KIRTLAND AFB, ARIZONA

AT MESA, ARIZONA

Will interview the four (4) persons listed below to determine the accuracy of [redacted] account of the flying disc incident, to check on his reliability, and to obtain such other information on the flying discs as they may be able to furnish.

[redacted] (brother of [redacted]) [redacted], Mesa, Arizona.

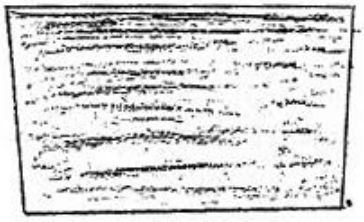
[redacted], Supervisor of [redacted], Mesa, Arizona.

The two (2) children (aged 7 and 9) of [redacted]

[redacted]

ENCLOSURE 1

This shape was noted when object viewed from a very great distance. Appeared ruby red in color. Also appeared this shape on one occasion when disc turned in the air.



INCLOSURE 2

Appeared this shape at times with the flanges occasionally curling back around the inner disc to reveal the form of the disc which remained fixed.

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

INSPECTOR GENERAL, USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
Offutt Air Force Base, Omaha, Nebraska

MT/EES/ycp
29 September 1949

SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Reference is made to paragraph 3b, AFCSI Letter No. 85, dated 12 August 1949, which is quoted herewith:

"3b. Character and Classification - Will be set forth as 'Special Inquiry - Unconventional Aircraft', Classification No. 24-185."

2. This office is not certain as to whether it is intended that all such investigations of this nature be classified as indicated, plus a third number to show sequence of District concerned; example: 24-185-10. If it is intended that all such investigations contain the classification 24-185, is it to be understood that sequence numbers for this type of investigation be assigned, disregarding all previous classification 24 type cases? Would the first investigation of this nature contain the file number 24-185-1, although the District at that time may have opened ten separate classification 24 type cases?

3. Question is further raised as to whether the District investigating cases of this nature will consider itself Office of Origin.

Dist Commander advised reference procedure at Dist Commanders Conference No reply necessary

24-185-1-35

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

UNITED STATES AIR FORCE
OFFICE OF INSPECTOR GENERAL

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF INTELLIGENCE
BY [redacted] Capt USAF
Historian
3 DEC 1975 0733
DATE

17 OCT 1949

[redacted]
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0542 OCT 3

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AF HQ-44
1 Dec 1947

~~CONFIDENTIAL~~ RTL

AFCSI
Maj Kellerman/dr-72307
10 Oct 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

1949

24-185

SUBJECT: (Unclassified) Flying Saucers
SPECIAL INQUIRY

TO: District Commander, 5th OSI District (IG)
Wright-Patterson Air Force Base, Dayton, Ohio

1. Forwarded herewith for your information and transmittal to the AMC office concerned is a copy of a letter, dated 13 September 1949, from Bell Aircraft Corporation regarding plans for a "Gyro Discus," a flying saucer type aircraft.

2. The plans were submitted to Bell Aircraft Corporation by a Mr. [redacted], [redacted] Street, Room [redacted], Kansas City, Missouri.

FOR THE DIRECTOR

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

1 Incl.
Cy ltr fr Bell Aircraft
Corp, 13 Sep 49, w/Incl

AFCSI FILES

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE [redacted]
KURT F. KUTZE, Capt, USAF
BY Historian
13 DEC 1975
DATE

OUT
11 OCT 1949
MANAGEMENT
DIV.
OSI

24-185-259X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS					

[redacted]

UNCLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE

[redacted]

DCC/eml

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

DISTRICT OFFICE NO. 22 - GRIFFISS AIR FORCE BASE
ROME, NEW YORK

22D-24-0

27 September 1949

SUBJECT: Flying Saucers
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Inclosed are copies of self-explanatory correspondence and plans for a "flying disc", recently obtained by one of our agents from Bell Aircraft Company.

2. In view of Air Forces current interest in devices of this nature, this material is furnished your Headquarters for any action deemed advisable. It is believed you may desire to forward one copy of this material to Headquarters, AMC, as the command of primary interest.

DONALD C. CARPENTER
MAJOR, USAF
District Commander

Incl
Ltr fm Bell Acft, 9/13/49 (cy)
w/attachments (photo cy) (in dup)

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIR[illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-165-259
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT 5 3 03 PM
OFFICE OF SPECIAL INVESTIGATION
OCT 1949

UNCLASSIFIED

[redacted]

0562 OCT 14 1949

COPY

[redacted]

BELL AIRCRAFT CORPORATION
Post Office Box One - Buffalo 5, New York

September 13, 1949

To: Army Air Forces Plant Representative
Bell Aircraft Corporation
Buffalo 5, New York

Attention: W. J. Seevers, Major, USAF
AF Officer in Charge

Subject: [redacted] Disclosure Titled
"Gyro Discus"

1. Pursuant to your request, I am attaching herewith various papers relating to the above subject which appears to have some similarity to the "Flying discs".

2. I would appreciate having this material returned to me when you are through with it.

BELL AIRCRAFT CORPORATION

/s/ H. H. Munsey

H. H. Munsey
Patent Counsel

HHM:mrk
Attach.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted], Capt, USAF
DATE 8 DEC 1949

[redacted] UNCLASSIFIED

[redacted]

BELL

[redacted]

Kansas City, Missouri

Dear [redacted]

Thank you very much for your recent disclosure of your Hydro Dipole.

It would be impossible for us to consider your disclosure, although we appreciate your courtesy in forwarding it to us.

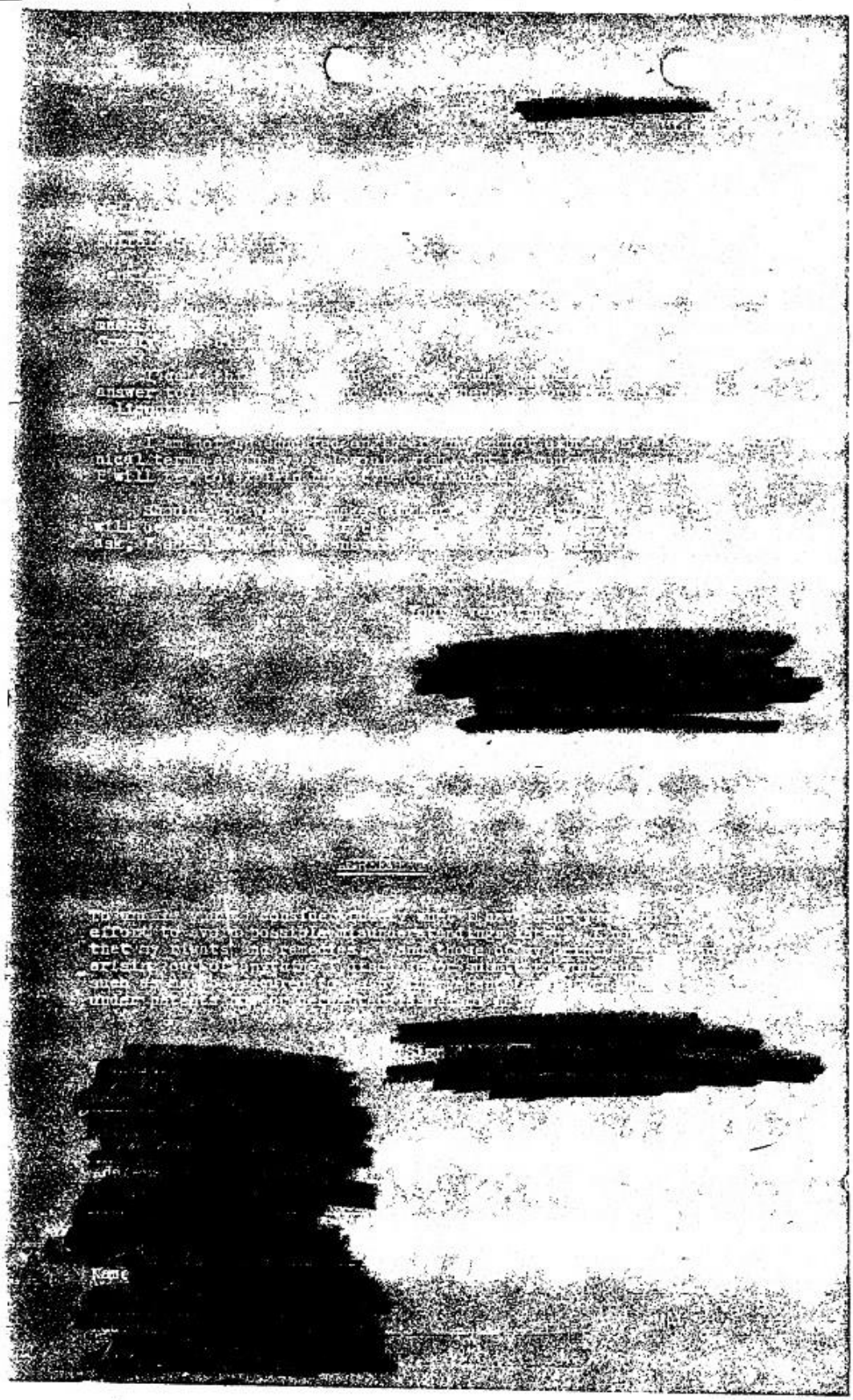
It is believed that considerable work would be involved in order to make the idea at all practical.

Very truly yours,

BELL AIRCRAFT CORPORATION

[illegible]
Patent Counsel

[illegible]



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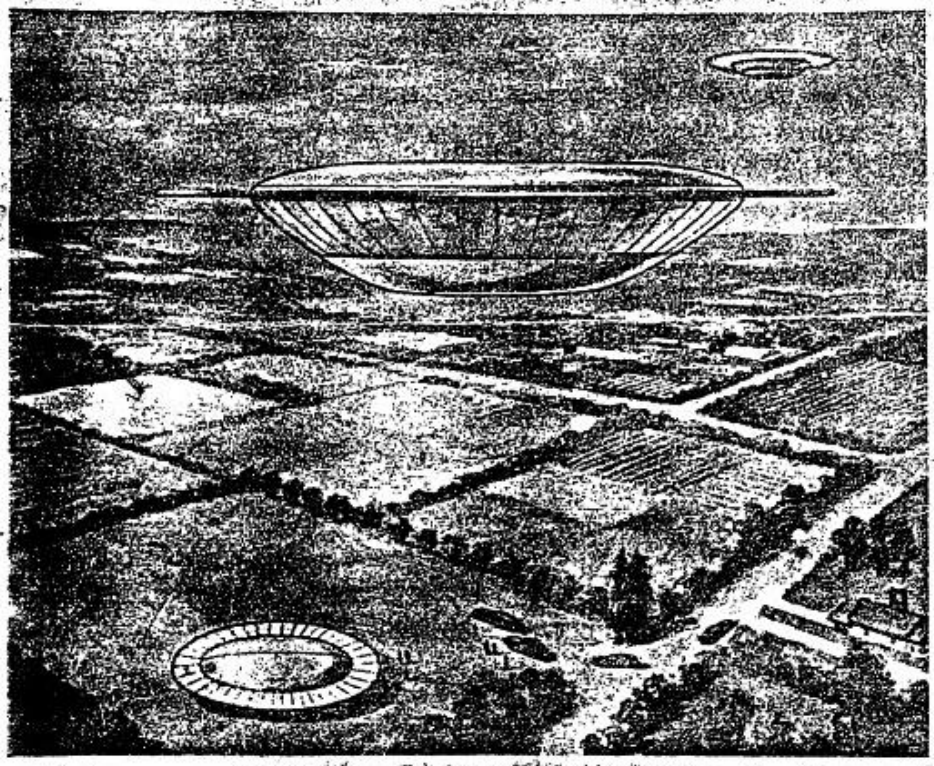

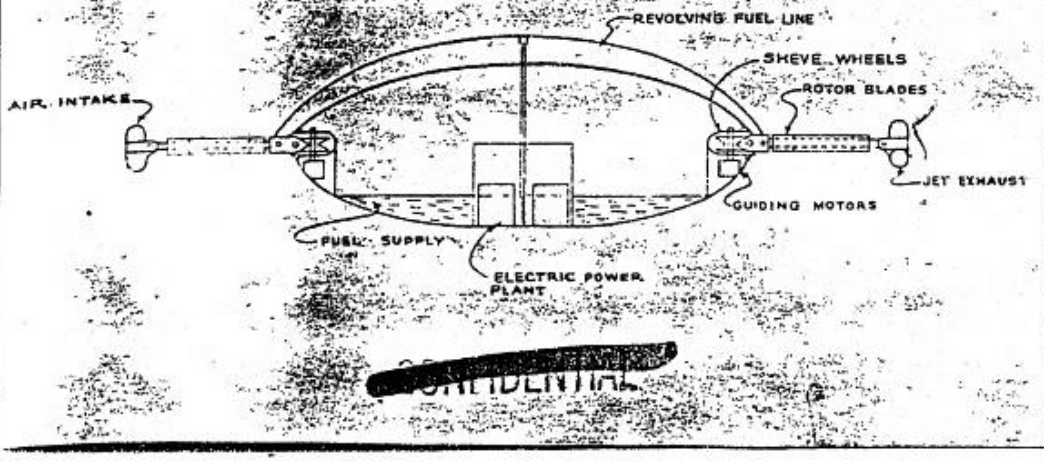

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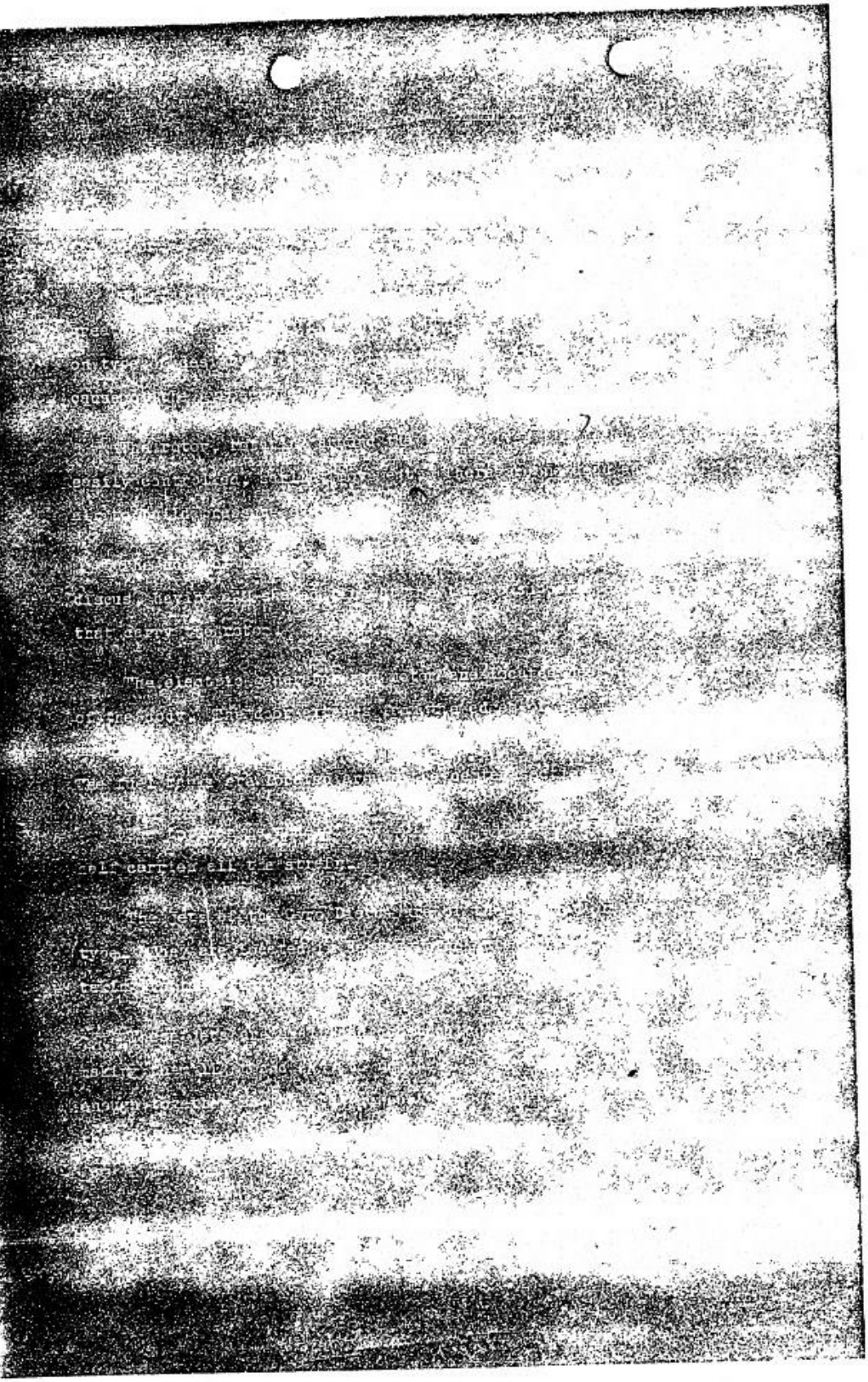

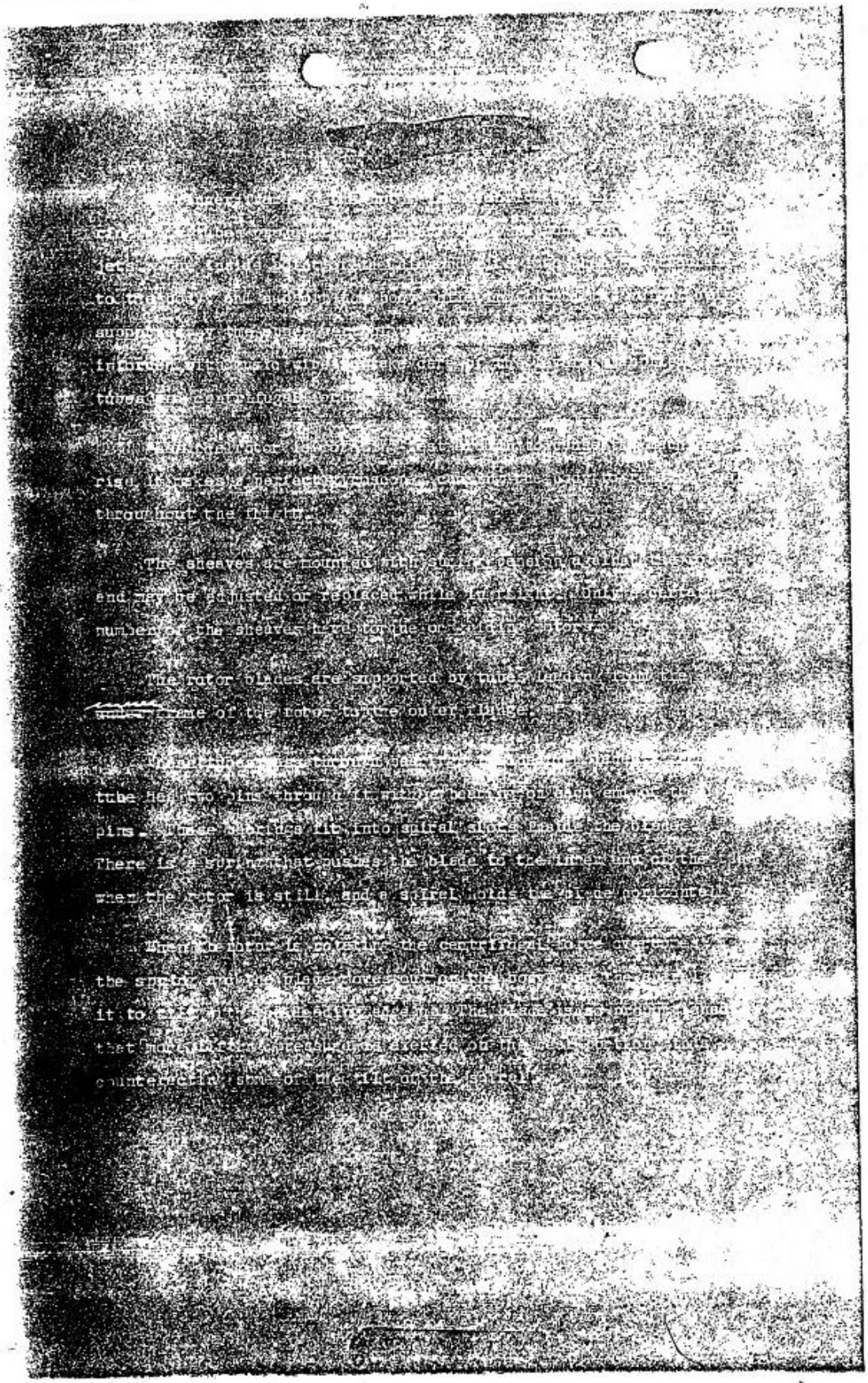

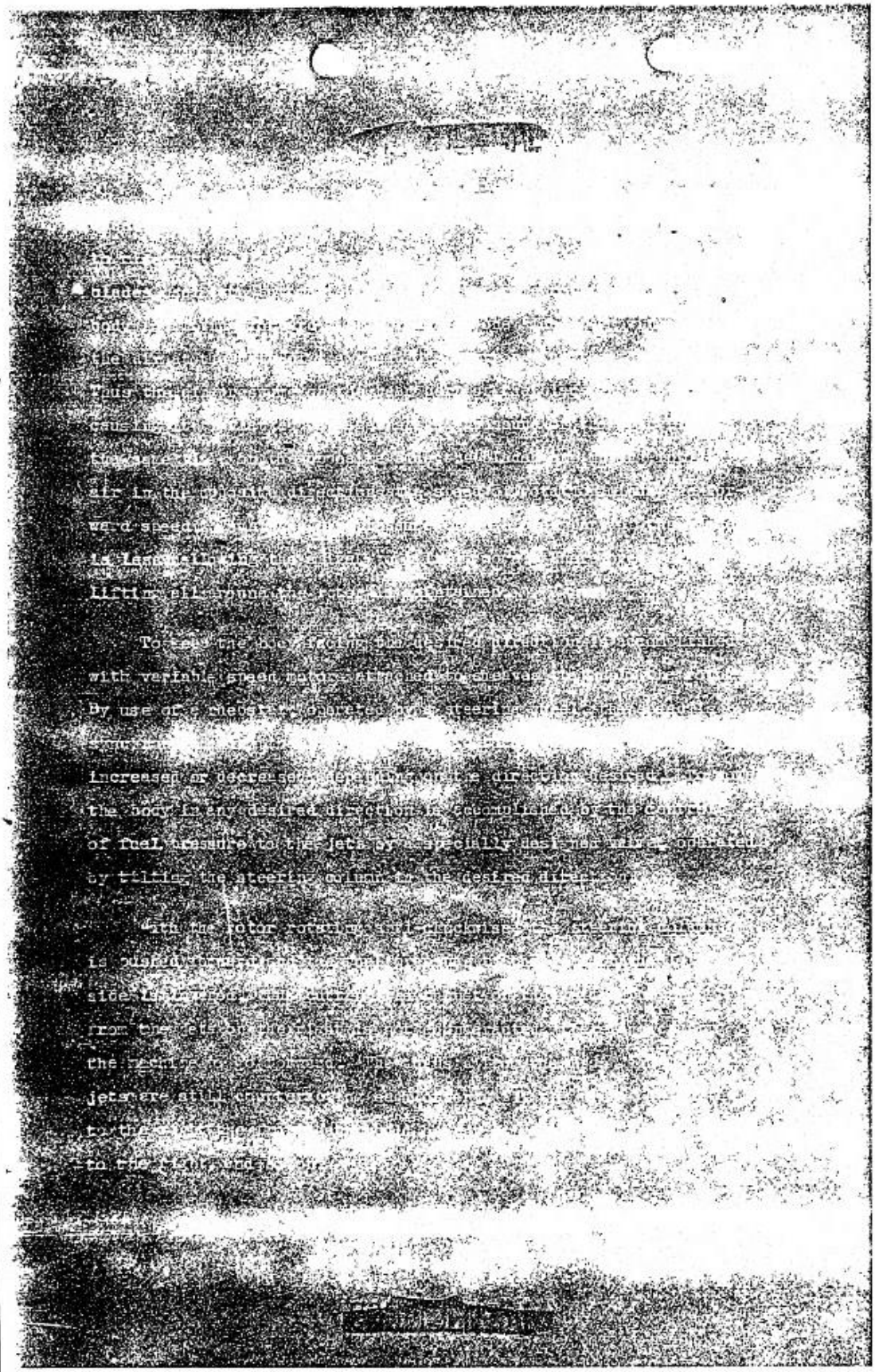

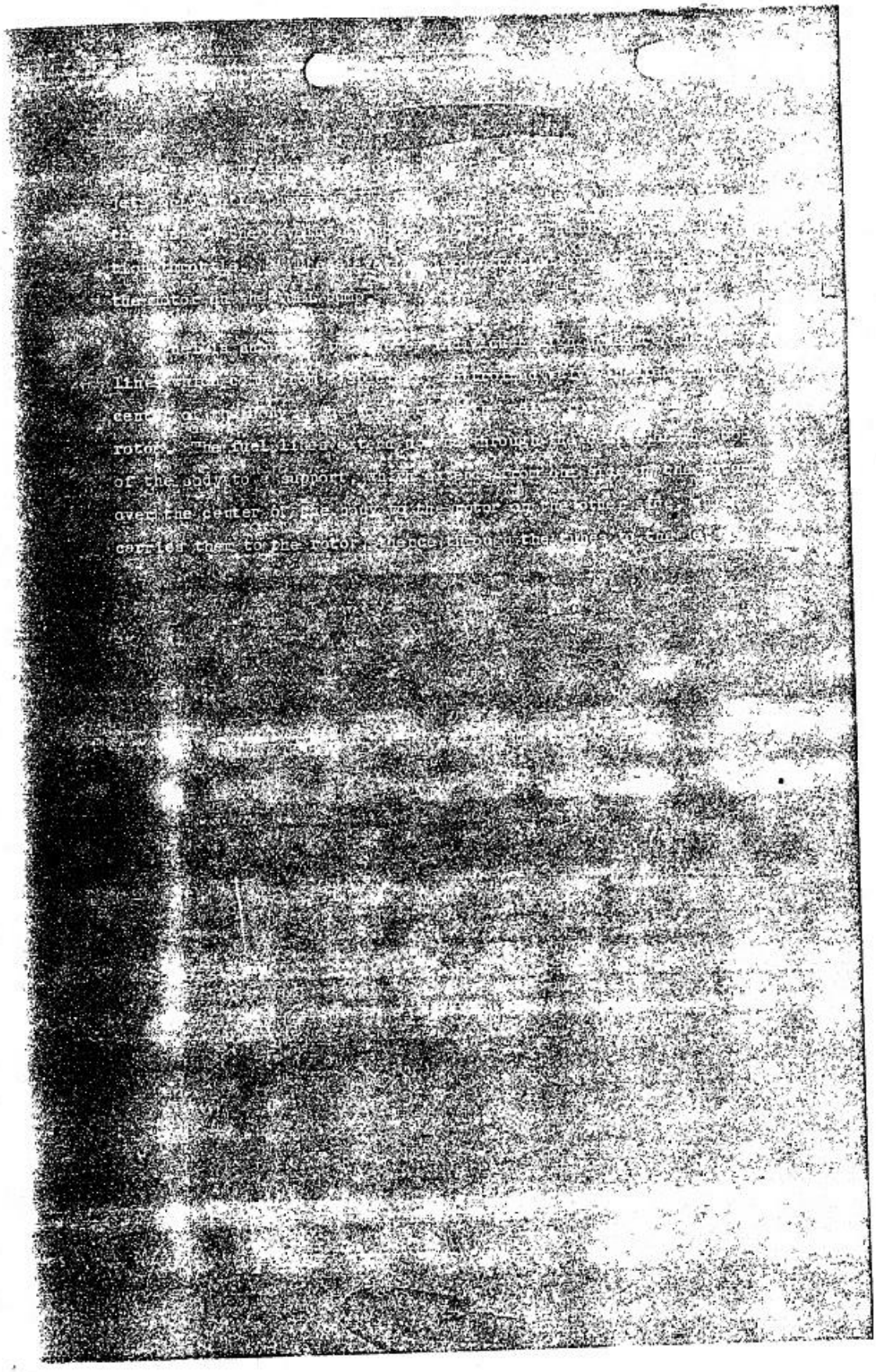

CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-45

DATE 3 October 1949

REPORT MADE BY ARTHUR J. DALE

REPORT MADE AT DO #8, Maxwell AFB, Alabama

PERIOD 19,21 September 1949

OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama

STATUS CLOSED

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT ON 1 SEPTEMBER 1949 AT KNOXVILLE, TENN BY MR. [redacted] and MR. [redacted]

Aerial Phenomena

CHARACTER SPECIAL INQUIRY

REFERENCE Rpt of Invest by S/A ARTHUR J. DALE, DO #8, dtd 12 September 1949 file 24-45

SYNOPSIS

Winds aloft and other weather data was secured at U. S. Weather Bureau, McGee-Tyson Airport, Knoxville, Tennessee, and at the Weather Records Processing Center, Federal Building, Chattanooga, Tennessee.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
[illegible], Capt, USAF
BY [illegible] 3 DEC 1975
DATE

DISTRIBUTION

CG, AMC	2
Hq OSI	2
DO #5 (Info)	1
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB, Ohio

ATTN: MCIAXO-3

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF

District Commander

FILE STAMP

24-185-260

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

OCT 10 PM '49

10 OCT 1949

0563

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI [redacted]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

[redacted]

DETAILS:

1. On 19 September 1949 a check of the records of the U. S. Weather Bureau, McGee-Tyson Airport, Knoxville, Tennessee, revealed that weather balloons were released on 1 September 1949, as follows:

0400 hrs: Altitude-MSL	Direction (degrees)	Velocity
Surface	Calm	Calm
2000 feet	330	3 knots per hr
3000 "	320	6 knots per hr
4000 "	310	8 knots per hr
5000 "	320	10 knots per hr
6000 "	320	9
7000 "	320	6
8000 "	300	12
10000 "	280	18
11000 "	270	22
1004 hrs		
Surface	10	9
2000	20	9
3000	10	6
4000	30	7
5000	340	10
6000	320	16
7000	310	20
8000	320	19
9000	320	18
10000	310	14
1603 hrs:		
Surface	350	9
2000	360	9
3000	20	8
4000	30	7
5000	10	7
6000	360	6
7000	330	6
8000	310	12
9000	310	14
10000	310	13
1757 hrs		
Surface	40	9
2000	51	12
3000	20	12
4000	100	9
5000	140	8
6000	170	10
7000	190	10
8000	100	5
9000	1000	3
10000	120	4

[redacted]

[redacted]

2. There were no instruments attached to the balloons released by the Knoxville Weather Station.

AT CHATTANOOGA, TENN

3. On 21 September 1949 a check of the Winds Aloft Reports of the Weather Records Processing Center, Federal Building, Chattanooga, Tennessee, revealed the following:

AT ROANOKE VA, 1 Sep 49 (Balloon)

Altitude (feet) 0400 hrs:	Direction	Knots Per Hr
2000	W	20
4000	WNW	30
6000	W	39
8000	W	40
10000	WSW	36
1000 hrs		
2000	NW	16
4000	NW	12
6000	WNW	24
8000	WNW	26
10000	WNW	26
13000	W	36
1600 hrs		
2000	NW	10
4000	WNW	13
6000	WNW	18
8000	NW	17
10000	WNW	18
13000	W	32
2200 hrs		
2000	W	6
4000	W	15
6000	WSW	4
8000	W	5
10000	WSW	6
13000	W	22

AT SPARTANBURG, N. C. (Balloon)

0400 hrs (1 Sep 49)	Direction	
2000 feet	WNW	23
4000 feet	WNW	16
6000	W	12
8000	WSW	16
10000	WSW	25

1000 hrs
No Record

[redacted]

Spartanburg, S. C. (Continued)

1600 hrs		
2000	NE	7
4000	ENE	4
6000	WSW	4
8000	N	6
10000	NE	10
18000	W	13
2200 hrs		
2000	ENE	5
4000	ENE	6
6000	ESE	9
8000	SE	5
10000	ESE	4
18000	W	4

AT GREENSBORO (Radio Sonde)

0400 hrs 1 Sep 49

No Record

1000 hrs		
2000	WNW	7
4000	NW	21
6000	NW	24
8000	W	23
10000	W	23
18000	W	25
1600 hrs		
2000	N	17
4000	NW	10
6000	W	10
8000	WNW	14
10000	NW	10
18000	WNW	10
2200 hrs		
2000	NE	14
4000	ENE	5
6000	N	4
8000	ESE	7
10000	SSW	2
18000	WSW	13

AT ATLANTA, GA (Radio Sonde)

0400 hrs 1 Sep 49

2000 Feet	NNW	20
4000	NW	15
6000	W	11
8000	W	15
10000	W	13

AT ATLANTA, GA (Continued)

18000	W	23
1000 hrs		
2000	NNW	15
4000	NW	14
6000	NW	13
8000	NW	16
10000	W	11
18000	WNW	11
1600 hrs		
2000	NNW	10
4000	N	7
6000	N	9
8000	NNE	12
10000	NNW	10
18000	WSW	16
2200 hrs		
2000	NNE	11
4000	E	10
6000	ESE	10
8000	E	12
10000	ENE	13
18000	WSW	11

AT NASHVILLE, TENN (Balloon)

0400 hrs 1 Sep 49		
2000	NNW	22
4000	NW	15
6000	WNW	17
8000	WNW	22
10000	WNW	17
18000	WNW	37
1000 hrs		
2000	NNE	10
4000	NW	11
8000	NW	12
8000	NW	19
10000	NW	22
18000	WNW	23
1600 hrs		
2000	N	9
4000	NNE	10
6000	NNW	11
8000	WNW	12
10000	NNW	9
18000	WNW	19

AT NASHVILLE, TENN (Continued)

2200 hrs 1 Sep 1949	Direction	Knots per hr
2000	ENE	12
4000	ESE	12
6000	E	11
8000	NNE	12
10000	WSW	6
18000	W	7

AT CHATTANOOGA, TENN (Balloon)

0400 hrs 1 Sep 1949		
2000	N	15
4000	N	25
6000	NNW	22
8000	WNW	13
10000	W	23
1000 hrs		
2000	NNE	9
4000	NNW	15
6000	NW	16
8000	NW	16
10000	NW	9
18000	WNW	17
1600 hrs		
2000	N	10
4000	N	10
6000	NNW	6
8000	NNW	8
10000	NW	9
18000	W	15
2200 hrs		
2000	NE	16
4000	ENE	10
6000	ESE	11
8000	SSE	7
10000	S	2
18000	WSW	9

CLOSED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 21 Sept. 1949

REPORT MADE BY JOHN F. FRAMPTON

REPORT MADE AT DO #17, Kirtland AFB

PERIOD 19 September 1949

OFFICE OF ORIGIN DO #17, Kirtland AFB

STATUS PENDING

TITLE

Alleged Sighting of Flying Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August.

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

SYNOPSIS

This investigation requested by Headquarters, 17th District OSI, to determine the facts and circumstances surrounding the reported observation of flying discs, White Sands Proving Ground, as cited by article Los Angeles Times, dated 30 August 1949. Investigation White Sands Proving Ground disclosed article stemmed from press conference at WSPG during Navy Viking firing 25 August 1949. Further, it was disclosed that article is elaboration on facts of previously reported sighting 24 April 1949 by Mr. [redacted] General Mills Aeronautical Research, as reported by this office. Records WSPG reveal no official news release made by Army PIO that post, nor was an official release made by the Commanding General that post. Investigation disclosed that all releases regards to article Los Angeles Times, dated 30 August 1949, were released by Naval Unit WSPG. Records of the Post Intelligence Office, WSPG, reflect no sightings of any phenomenal object since MOORE's sighting 24 April 1949.

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] USAF
BY [illegible] 3 DEC 1975
DATE

DISTRIBUTION

CG, AMC, ATT:MCIAXC-3 (4 Incls)	2
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Director of Intelligence USAF (INFO)(4 Incls)	1
FBI, El Paso, Texas (INFO) (4 Incls)	1
DO #12, Scott AFB (4 Incls)	2
DO #13, Maywood Spec Depot (4 Incls)	2
File (4 Incls)	2

ACTION COPY FORWARDED TO

APPROVED

Doyle Rees

DOYLE REES
Lt Colonel, USAF
District Commander.

FILE STAMP

24-1[illegible]-261

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

[redacted]

CONFIDENTIAL RAC

DETAILS:

1. This investigation predicated upon the request of Headquarters, 17th District OSI, dated 31 August 1949, wherein it was requested that a newspaper article, Los Angeles Times, dated 30 August 1949, Heading: "REPORTERS HEAR DISC TALES AT WHITE SANDS" be investigated and a report submitted in accordance with AFCSI Letter 85, dated 12 August 1949.

2. This is a joint investigation by Special Agent ROBERT R. JOHNS and the writer.

AT WHITE SANDS PROVING GROUND, NEW MEXICO

3. On 19 September 1949, Brigadier General PHILIP G. BLACKMORE, Commanding General, White Sands Proving Ground, was contacted and advised that he personally had made no press release to any of the press agents present during the firing of the Navy Rocket "Viking", scheduled to be fired on 25 August 1949. In regards to the article in the Los Angeles Times, General BLACKMORE declared he was cognizant of the article but is certain that the information contained therein was not released by his Army installation. BLACKMORE further declared that he had been questioned in regards to Aerial Phenomena by news representatives but had stated to them that he possessed negative knowledge regarding the matter. BLACKMORE and his Executive Officer were inclined to believe that the news article in question is an elaboration of a previously reported Photeodolite sighting on 24 April 1949, by [redacted], representative of General Mills Aeronautical Laboratory, previously on TDY at White Sands Proving Ground.

4. In lieu of Captain EDWARD D. DETCHEMENDY, Post Public Information Officer, recently placed on Leave prior to overseas shipment, Staff Sergeant WILLIAM A. FELDMAN, RA-32613758, Public Information Specialist, WSPG, was interviewed and declared that no official press release was made by the Army PIO Office, White Sands Proving Ground, in regards to any phenomenal objects having been sighted at that post, nor had any releases been made in regards to the subject article of the Los Angeles Times. FELDMAN declared that it is an established PIO policy that all news items of national interest will first be channeled through Public Information Office Headquarters, National Military Establishment, prior to their being released, and as this policy is strictly adhered to by all PIO personnel U.S.Army, White Sands Proving Ground, he is assured that subject article was not released by his office. FELDMAN declared that he is cognizant of the article, as was Captain DETCHEMENDY, and that both he and DETCHEMENDY had determined that the article had been a Naval Unit release. FELDMAN further disclosed that during the period 24 August 1949 to 30 August 1949, the Naval Unit had sponsored the "Viking" Rocket firing, which firing was covered by numerous representatives of the press, which included both MARVIN MILES and CLETE ROBERTS of the Los Angeles Times and radio station KFWB respectively. In regards to this press conference, Capt. DETCHEMENDY

CONFIDENTIAL

[redacted] R7L

Army PIO Officer, had been requested by the Naval Unit to handle all the details of the conference to include the preparation of the itineraries. Under these conditions, DETCHEMENDY was present during the greater portion of the press conference and FELDMAN is assured that DETCHEMENDY is aware of the Naval person or persons who made subject release to the representatives of the Los Angeles Times. An undeveloped lead is herein set forth to interview Captain DETCHEMENDY at his Leave address. Inclosed is a list of press personnel present at the conference and records of two phone calls made to the PIO in regards to the article by MILES.

5. Captain WILLIAM A. GORRY and Commander DOUGLAS C. McLAUGHLIN, U.S. Naval Unit, White Sands Proving Ground, were interviewed at their office on 19 September 1949, and advised that insofar as they were concerned the article contained in the Los Angeles Times dated 30 August 1949, contained no factual data whatsoever. GORRY declared that MARVIN MILES and CLETE ROBERTS were present as newspaper correspondents during the firing of the Navy Rocket "Viking" and that during the period of two or three days in which the firing of the rocket was postponed due to technical malfunctions, ROBERTS and MILES had questioned numerous Naval Personnel in regards to the sighting of flying discs and other aerial phenomena. GORRY admits that the details of a previous sighting, made by [redacted] on 24 April 1949, had been discussed. In regards to the sighting, as cited in the newspaper article, which was alleged to have been sighted on the Friday preceding the writing of the article, Captain GORRY stated one of the visitors at White Sands Proving Ground had declared that he had observed strange objects in the sky, however, GORRY placed no confidence in the statement and further doubted the validity of the statement. On this basis, GORRY declined to divulge the name of this person. GORRY declared further that the validity of the article and even the existence of flying discs are entirely doubtful in his mind. GORRY strongly intimated that it is his belief that the article was written by the newsmen in an effort to justify their presence and existence at White Sands Proving Ground during the delayed firing of the "Viking" Rocket, declaring, "After all, they have to make a living too". The above was corroborated by Commander McLAUGHLIN. Both GORRY and McLAUGHLIN stated they possessed no further knowledge concerning the article in question.

6. 1st Lt. ALEXANDER SZABO, O-1690907, Photographic Officer, White Sands Proving Ground, was interviewed on 19 September 1949 and declared that to the best of his knowledge no photographs of flying discs had been taken by either of the photographic units at WSPG, nor had any photograph been taken which showed objects other than a missile or a rocket. To the best of SZABO's knowledge, no photographs had been obtained of a flying disc and ultimately ruined, as stated by the article.

7. On 19 September 1949, Captain PAUL W. DAVIDSON, O-54119, Post Intelligence Officer, was interviewed at his office and he stated that to the best of his knowledge, as substantiated by his records, no factual or

[redacted]

[redacted] R7C

official reports of sightings of any phenomenal objects has been disclosed at White Sands Proving Ground since the report of C.D.MOORE on 24 April 1949. Statement by MOORE is herein inclosed. DAVIDSON declared that in his capacity as Technical Advisor to the Public Information Office, subject article was not cleared through him prior to publication by MILES . On this basis, DAVIDSON had submitted a report for record to General BLACKMORE in which he disclosed that the article in the Los Angeles Times had not been an official WSPG release and that the information contained in the article had been disclosed to newsmen by members of the Naval Unit. DAVIDSON further declared that the Naval Unit is fully cognizant that the Army's Unconventional Aircraft Project is classified as "Restricted" and is therefore not eligible for free and full dissemination to civilian organizations.

8. No further information being obtainable at White Sands Proving Ground, undeveloped leads are set forth in an effort to determine the identity of persons declared to have sighted the objects, as stated in the article of the Los Angeles Times.

Inclosures:

FOR CG, AMC (ATTN: MCIAXO-3)

1. List of press personnel present at conference of "Viking" firing WSPG.
2. Record of phone conversation, PIO and [redacted] representative, dtd 30 Aug.49.
3. Record of phone conversation, PIO and Mr. COHEN, Herald Post, El Paso, Texas, dated 31 August 1949.
4. Statement by Mr. [redacted], dated 27 April 1949.

FOR HEADQUARTERS OSI

Same as above.

FOR DIRECTOR OF INTELLIGENCE, USAF

Same as above.

FOR FBI, EL PASO, TEXAS

Same as above.

FOR DO #12, SCOTT AFB

Same as above.

FOR DO #18, MAYWOOD SPEC. DEPOT

Same as above.

FOR FILE

Same as above.

- PENDING -

[redacted]

[redacted] RTL

UNDEVELOPED LEADS

FOR DISTRICT OFFICE NO. 12, SCOTT AFB

AT ST. LOUIS, MISSOURI

Will contact Captain EDWARD D. DETCHEMENDY, 4104 Castleman Street, to determine his knowledge regarding sighting of flying discs at White Sands Proving Ground, New Mexico, as disclosed in an article, Los Angeles Times, dated 30 August 1949, wherein it is stated that such information was obtained by MARVIN MILES and CLETE ROBERTS from two senior officers and an enlisted technician. Ascertain, if possible, from whom MILES and ROBERTS obtained their information. Obtain all information regarding the occasion when this information was given to MILES and ROBERTS. MILES and ROBERTS are Los Angeles Times reporter and KFWB newscaster respectively.

FOR DISTRICT OFFICE NO. 18, MAYWOOD SPEC DEPOT

AT LOS ANGELES, CALIFORNIA

Will locate and interview Mr. MARVIN MILES, reporter, Los Angeles Times, to determine from whom he obtained information at White Sands Proving Ground regarding the sightings of flying discs at White Sands Proving Ground. MILES was member of press conference at White Sands Proving Ground during a Navy exhibition firing on or about 24 August 1949, at which time he obtained the information for an article in the Los Angeles Times dated 30 August 1949.

AT LOS ANGELES, CALIFORNIA

Will locate and interview Mr. CLETE ROBERTS , Newscaster, Radio Station KFWB, Los Angeles, to determine from whom he obtained information at White Sands Proving Ground regarding the sightings of flying discs at White Sands Proving Ground. ROBERTS was member of press conference at White Sands Proving Ground during the Navy exhibition firing of a rocket scheduled for 24 August 1949.

[redacted]

25 Aug 49

Visitors Badges Viking Project - 24 August 1949 (signed for by Capt Detchemendy)

Badge No.	ISSUED TO
300	Miles, Marvin - L A Times
301	Bath, Philip - L A Times
304	Hart, Julian - L A Examiner
306	Grant, Gordon - Hollywood Citizen News
307	Boone, Andrew - Popular Science
308	Eastburn, Glen - Aviation Progress
309	Stimson, Tom - Popular Mechanics
310	Roberts, Clete - Radio Station KFWB
311	Ray, William - Radio Station KFWB
312	Douglas, Doug - Radio Station KRKD
313	Douglas, Michael - Radio Station KRKD
314	Martin, Geo. Jr. - Mutual Broadcasting System
317	Pringal, Nelson - CBS
321	Bosworth, Ellis - AP
324	Marcuey, Ray - Acme News
325	Zoverman, Irvy - News of the Day
326	Grenwald, Samuel - Paramount News
327	Johnson, Joseph - Universal News
328	Vandiveer, Willard - Pathe News
329	Brick, Alfred - Fox Movietone News
330	Boice, Lt Cdr H E - USNR Escorting PIO
331	Hopkins, Floyd - Inter News Photo.
332	Hill, Gladwyn - NY Times
333	Conover, Hollywood Citizen News

Incl 1.

HEADQUARTERS
WHITE SANDS PROVING GROUND
PUBLIC INFORMATION SECTION
Las Cruces, New Mexico
Tel. WSPG, Ext. 215
(Night Ext. 261)

IMPORTANT INCOMING AND OUTGOING TELEPHONE MESSAGES

TO Captain E B Detchemendy

Time 3:00 Date 30 Aug 49

FROM International News Service Representative--Denver, Colo.

MESSAGE

In Captain Detchemendy's absence, representative asked to talk to secretary.

INS Rep: What is this story on the radio about some flying saucers at White Sands Proving Ground? It is put out by a [redacted] from Los Angeles--I believe.

Mrs. D. We have not released any information of such a nature from this office, however [redacted] was a guest of the Navy last week, and if he has made a release, they will be able to give you the information on same. Shall I switch you to the Navy headquarters where you may confirm his source of information, if any?

INS. Rep: Then you do not know anything about such a story?

Mrs. D: We have no such information, nor have we made any releases, in this office. However, I will switch you to Captain Gorry, and he will be able to answer your questions--since [redacted] visited th their headquarters recently.

[redacted]

Switched call to Captain Gorry's extension.

Incl 3

HEADQUARTERS
WHITE SANDS PROVING GROUND
PUBLIC INFORMATION SECTION
Las Cruces, New Mexico
Tel. WSPG, Ext. 215
(Night Ext. 281)

IMPORTANT INCOMING AND OUTGOING TELEPHONE MESSAGES

TO: Captain E B Detchemendy

Time 9:05 Date 31 Aug 49

FROM Mr. Cowan - Herald Post, El Paso, Texas

MESSAGE

Mr. Cowan: What is this the radios are putting out about you people at the White Sands seeing flying saucers -- or flying discs up there?

Capt D: I just heard about it from some people who came out from El Paso-- is it a story put out by a [redacted]?

Mr. Cowan: Yes--a [redacted] and a Mr. [redacted], from Los Angeles, I believe.

Capt D: These men were here last week as guests of the Navy, and if they have any information of this type, I imagine they got it from the Navy-- shall I switch you to the Navy and let you talk with them?

Mr. Cowan: Do you have a Navy PIO?

Capt D: I'll switch you to Cdr McLaughlin, who will be able to clear you up on where the stories came from. We have had no such information here, and have made no releases at all on such

###

Note: I believe [redacted] received this information on which he based his release-- from the Navy. Cdr. McLaughlin released verbal information of a similar nature, to Mr. Scholin, Public Information representative National Military Establishment, Washington, D.C. when he was here at this post some weeks ago-- in my presence

E B DETCHEMENDY
Capt, Ord, PIO

Item 3

[redacted]
WHITE SANDS PROVING GROUND
Las Cruces, New Mexico

27 April 1949

STATEMENT

On 24 April 1949, three miles north of Arrey, New Mexico, four Navy enlisted men from White Sands Proving Ground (Chief Akers, Davidson, Fitzsimmons and Moorman) and I saw a rapidly moving object while making a pibal wind run. We released a 350 gram balloon at about 1020 MST and were following it with a standard ML-47 David White Theodolite. After the 1030 reading, Davidson took over the theodolite and Akers and I looked up to find the balloon with naked eye. We thought we had the balloon when we picked up a whitish spherical object right along the direction the theodolite was pointing (45° elevation and 210° azimuth). The object was drifting east rapidly (5° second as estimated by stopwatch and width of fingers), but we had thought to encounter similar winds on the balloon. When the distance between the theodolite and supposed balloon became apparent, I took over the theodolite and found the true balloon still there, whereupon I abandoned it and picked up the object after it came out of the sun (this gives another good bearing if you wish to work out a sun shot at 1033 MST at Arrey). The object was moving too fast to crank the theodolite around; therefore, one of the men pointed the theodolite and I looked. The object was an ellipsoid about 2:1 slantness, ratio length about .02° D subtended angle. White in color except for a light yellow of one side as though it were in shadow. I could not get a hard focus on the object due to the speed at which the angles changed. Therefore, I saw no good detail at all.

The azimuth angle continued to decrease as the object continued on a north heading, growing smaller in size. At around 20°-25° azimuth the azimuth held constant and the elevation angle began increasing from the 25° minimum to about 29°. The object then apparently disappeared due to distance after a

[redacted]

Encl 4

[redacted]

total time of observation of about 60 seconds.

The object was not a balloon and was some distance away. Assuming escape velocity, a track is enclosed which figures elevation above the station of about 300,000 feet over the observed period. If this is true, the flight would have probably gone over the White Sands Proving Ground, Holloman Air Force Base, and Los Alamos.

[redacted]
Minneapolis

[redacted]

CSI
C I
WMB

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

PARAPHRASE NOT REQUIRED

[redacted]

FROM: COMGENFEAF, TOKYO, JAPAN

TO : CS USAF, WASHINGTON, D. C.

INFO: COMGENAMC, WRIGHT-PATTERSON AFB, OHIO

1 OCT 49

NR :: AX 3429 AIR-2

Reference Air Intelligence Requirements Memorandum number 4, part 2, the following preliminary report is submitted:

1 unidentified object sighted 29 September 1949 approx 1100/K time. Visible for approx 20 seconds, 1 object silver in color sighted 35 degrees 07 minutes North, 138 degrees 52 minutes East traveling at a high rate of speed, heading 045 degrees, altitude 3000, visibility 10 miles, cloud bank at 7000, configuration, slender with short narrow wings and stabalizer, rudder was ellipitcal in a vertical position on extremeut tail.

Detailed information will follow on Form 112.

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

04-11-1 902

UNITED STATES AIR FORCE
OFFICE INSPECTOR GEN

OCT 3 10 26 AM '49

OFFICE OF
SPECIAL INVESTIGATION

3 OCT 1949

ACTION: OIN

INFO: OSA

[illegible] 1602 (1 Oct 49)

OCT 7 1949
COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

AFHQ FORM 15 APR 49 0-309 B

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

CSI
C I
WHM

[redacted] PARAGRAPHS NOT DECLASSIFIED

PRIORITY

FROM: CO WRIGHT AFB, DAYTON, OHIO.

TO : CG USAF, WASHINGTON, D.C.

INFO: FTSC CC C/S AFCIN WRIGHT-PATTERSON AFB, OHIO

[redacted]

Observation NOTAMS-3: Information relative to di[illegible] Russell gondo Hemilsmphc [illegible] ... Cube of sighting, 20 Dec[illegible] 14: 45 to 15: 30 CST. Sighted from ground [illegible] Okla. Observers [illegible] 3: degrees to ground [illegible] Eleven no objects from [illegible] angle of elevation from [illegible] 10,000 feet. Size in sight, [illegible] objects, round disc like, [illegible] [redacted] [illegible] [redacted] [illegible] [redacted] [illegible]

[redacted]

[redacted]

[redacted

AF HQ-83 (20 May 44)

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Rocket Science

TO: Counter Intelligence Division, Directorate of Special Investigations, Office of Inspector General, USAF

DATE 6 SEP 1949

COMMENT NO. 1

FROM: Guided Missiles Branch, Engineering Division Directorate of Research & Development, DCS/M

Lt.Col.Nickerson/dgb/ AFMDC-4 73[illegible]

In accordance with the verbal request of Major Abellera of your office, this branch has reviewed the contents of the two volumes of "Rocket Science" attached hereto. No classified information pertaining to guided missiles has been found in these publications.

2 Incls:
Vol 3, #s 1 & 2, Rocket Science

CONCURRENCE:

AFMDC-3A [signature]

MILLARD C. YOUNG
Colonel, USAF
Chief, Guided Missiles Branch
Engineering Division
Directorate of Research & Development
Office, DCS/Materiel

[signature]
CHARLES H. TERHUNE, JR.
Lt. Col., USAF

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
[illegible] 13 DEC 1975
DATE

PAGE ____ UNCLASSIFIED

16—6438

Rocket Science

6 SEP 1949

Counter Intelligence Division, Directorate of
Special Investigations, Office of Inspector General, USAF

Guided Missiles Branch, Engineering Division
Directorate of Research & Development, DCS/M

1
Lt.Col.Nickerson/dgb/
AFMEN-4 73481

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Directorate of Research & Development
Office, DCS/Materiel

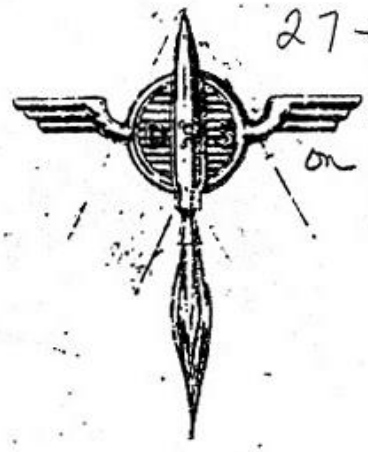
CHARLES H. TERHUNE, JR.
Lt. Col., USAF

24-175-264

SEP 7 1 55 PM '49

OCT 7 19

ROCKETSCIENCE



27-101-1
From FBI
on 19 Aug 1949

Volume 3, Number 1 March, 1942

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THE JOURNAL OF THE DETROIT ROCKET SOCIETY, INC.

FIFTY CENTS

ROCKETSCIENCE

THE JOURNAL OF THE DETROIT ROCKET SOCIETY, INC.

Volume 3, Number 1 March, 1949

Rocketscience, the Journal of the Detroit Rocket Society, Inc., is designed to stimulate the science of rocketry by means of original articles, papers, drawings, etc. relative to this new field. The Journal also reports of the progress and activities of the Society and of its members.

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Editorial

It has been almost five years since the termination of World War II which was really the first world war. During the years 1931-1945 which constituted the duration of the war, the science of rocketry grew at an unprecedented rate. It can be said, however, that had it not been for the war, rocketry would not have progressed much further than its position during the early 30's.

Coupled with the successful release of atomic energy on a large scale and the cessation of hostilities during the last war, hopes that, at last, rocketry could stand on its own feet and finally enable man to achieve one of his most ancient dreams- to be able to leave the gravitational field of the earth and travel into space.were prevalent.

Contrary, however, to man's desires, the rocket has degenerated into a projectile, missile, or vehicle to deliver explosives, both of the molecular and atomic variety. New intrinsic additions to the science of rocketry have only, thus far, and in general,been gained accidentally or as a by-product of missile development. Or, pure research has been initiated because its solution will benefit missile production.

Thus, missile research today has tremendously been a benefit to rocketry. So far, the results have been valuable. But conducting the science of rocketry along extrinsic lines can be dangerous. As missile development becomes increasingly accelerated, it becomes more and more difficult to keep it under control; at such velocities it becomes exceedingly difficult to distinguish between construction and destruction. With technology at such a high level today such a slip in control could mean the total destruction of civilization as is known today.

What can be done? The brink of destruction looms over near. As much as we hate to say it, the rocketscientist is the person who is as much at fault as the conqueror, statesman, or politician. The rocketscientist should have had at least a say-so in the employment of his tools or weapons. Too long has the rocketscientist secluded himself in his laboratory or workshop sweating over valves, chemicals, and integration signs and then, upon finding success, releasing his contribution in the hope that it will be used only "for the benefit of mankind".

All the rocketscientists of the world should, then, meet upon the same common grounds to discuss the future course of rocketry. The atom scientists have done so, why can't we?

Alfred J. Zaehringer,
Editor

Possible Applications of the Liquid Fuel Rocket on the Earth

by

Hermann Oberth

from

Wege zur Raumschiffahrt

Translation

by

Alfred J.Zaehringer

Acknowledgements:

This book was originally published in 1929 by R. Oldenbourg, München, Germany. The German interests in this work were vested in 1945 by the Alien Property Custodian. The original work was reproduced by photo-offset process, by J.W. Edwards, Publisher, Ann Arbor, Michigan, under license from the Alien Property Custodian in 1945. The publication of the present material is by permission of the Attorney General of the United States in the public interest under License No. JA-1247 which was granted the Detroit Rocket Society in January, 1948.

Section 1. The Vertical Ascent Rocket

(a) The recording rocket. It serves for the exploration of the higher atmosphere.

The acceleration of such a rocket is so small that it can carry along sensitive, precision instruments.

The empty fuel tanks can be used to collect samples of air at these higher levels. There could even exist in the upper atmosphere certain compounds which are not found at the surface, i.e., certain azotyl and nitrosyl compounds which can be formed only under the influence of strong ultraviolet radiation.

From the air resistance of the nose during the ascent, we would be able to find the resistance factor for very great velocities.

Impact Area: In spite of the vertical ascent of the rocket, it does not fall back to the place from which it was launched. First, it is influenced by the lateral movement of the air. Second, there results a deviation because, in following the rotation of the earth, the rocket moves from the cross point of the perpendicular with the earth's axis on a great circle. This circle initially proceeds from West to East, then later deviates toward the Equator, if the launching position did not lie on the Equator (See Fig. 114).

Fig. 114

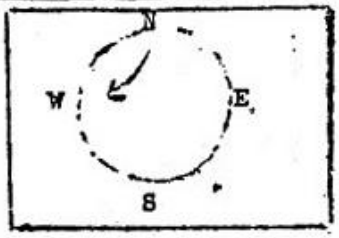


Fig. 115

Furthermore, the angular velocity of the rocket is, in relation to the center of the earth, smaller than the angular velocity of the portion of the earth's surface over which the rocket is just located; that influences a deviation toward the West. In Fig. 115 the arrow indicates the geographic point over which the rocket flies. This curve is easily calculated. By this means the discovery of the impact area will be facilitated. From the difference between the calcualted and the actual impact point, one can ascertain the movement of the higher air layers, provided the controls of the rocket were correct.

There are also many questions which are not yet explained, i.e., the Heavyside Layer, certain short-wave radiations, etc. with the aid of such simple recording rockets. Since one can do better than sounding balloons with such rockets, one can investigate such processes as storm, high and low pressure area formation, etc. Toady it cannot be estimated whether this investigation of weather will lead to the governing of natural processes, yet this is probable. It has only been a step from the knowledge of natural processes to its control.

Model B (See Page 5) could serve as a vertical-ascent recording rocket, as could Models A and C.

(b) The Reconnaissance Rocket. One could equip a rocket ascending 30-40 km with a movie camera so that it photographs the terrain. Such a rocket, in case of war, can replace the captive balloon and has the advantage that the enemy cannot shoot it down.

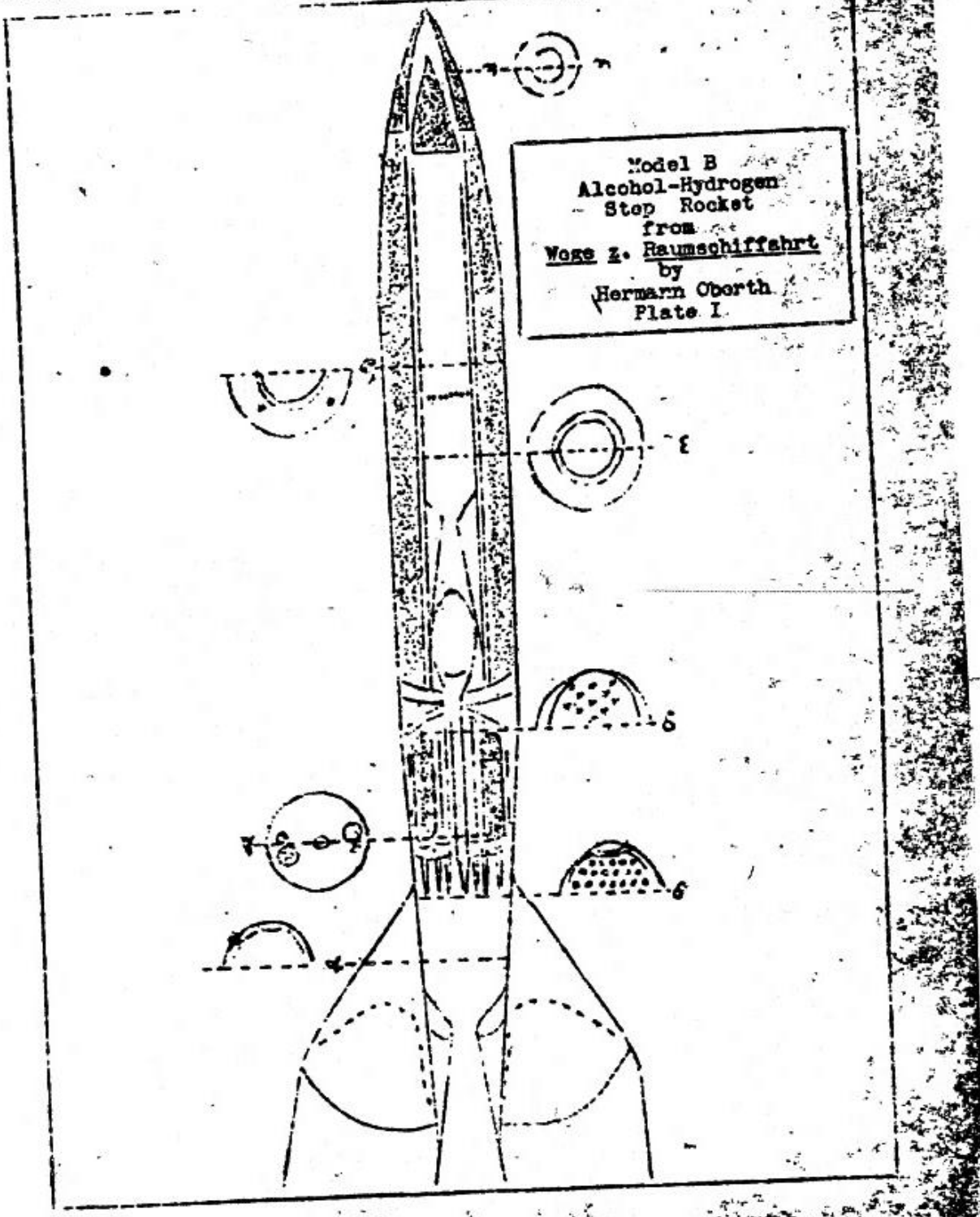
Section 2. The Long-Range Rocket.

As already stated such rockets can not only fly to great altitudes but can also cover great ranges.

Possibilities of Application:

(a) One could equip these rockets with cameras. It could fly, unmanned, over difficultly accessable tracts and either photograph them or make photographic appraisals. It would be very useful in map-making.

(b) Further, unmanned long-range rockets can be used to dispatch express mail. Such a rocket flies, for example, from Berlin to


Model B
Alcohol-Hydrogen
Step Rocket
from
Wege z. Raumschiffahrt
by
Hermann Oberth
Plate I

New York in less than half an hour. The impact point can be determined with an accuracy of approximately 10 km radius.

It could be aimed at, say, the harbor of New York. Then an airplane could take off to the impact area to observe the impact point. The rocket naturally arrives at the second calculated and forms a visible object because of its parachute. After impact, the rocket floats because of its empty fuel tanks and then a mail boat can pick it up.

The cost of dispatch will not at all be high. Liquid oxygen and some hydrocarbon can here serve as propellants and we can calculate for 1 kg of these propellants to cost some 30-40 pfennigs. If we now calculate that the propellant is ten times the pay-load with a 4000 km trip, one obtains a pay load of 3-4 pfennigs per dekagram for the propellant. The total cost of the dispatch (considering depreciation and insurance, etc.) will not come, according to my opinion, to more than 1 pfennig per gram for a one-step mail rocket or 4-10 pfennigs per gram for a two-step rocket.

Since a mail rocket makes its trip in less than half an hour, the rocket still cannot outspeed radio or cable, however, the rocket dispatches the original piece of mail and the letter remains private.

The rocket is quite inexpensive. It is to be made of sheet metal and, with proper treatment, can make over 100 ascents. I have, for example, attained combustion periods of 21 minutes with properly constructed rocket engines. With a pocket motor, 20-30 times as large one can easily multiply this operating time by ten since cooling can be carried out much more efficiently. Since a mail rocket burns as long as 2 minutes, we can obtain 100 ascents. The only costly bit of apparatus are the controls and regulators; these could be transferred from one rocket to another.

(c) Concerning the application of the rocket as a missile, I have already stated the prerequisites in Chapter 13 (ED.: For "The Rocket Missile" by Prof. Oberth, see Rocketscience, Volume 2, Number 2 (June, 1948), p.29-31.).

* *

DRS NOTICES

Meeting times of the Society have been changed. Meetings are now held the <u>first</u> and <u>third</u> Friday evening of each month instead of the old plan of meeting every other week. The first meeting of the month is designed solely as a business and informal discussion period. The second meeting of each month, i.e., on the third Friday evening of the month will henceforth be a program meeting. Business meetings begin at 7 PM and program meetings at 8 PM and are held as previously in the Auditorium of the Campbell Branch Library, 6565 West Fort Street, Detroit 9, Michigan. As usual, the Society welcomes visitors to attend any and all of its meetings.

The Atomic Rocket Motor, Part I

by

Malvin C. Teyton

Introduction

The splitting of an atom of U-235 into two parts of almost equal mass releases a total energy of 185 Mev (1.85×10^8 electron volts). This energy is enormous and is equivalent to 1.815×10^7 k-cal/gram of U-235. If we compare this with the 29 kcal/gram of H_2 resulting from the combustion of hydrogen, it becomes evident that the application of atomic energy to the rocket power plant will result in the attainment of much higher specific impulses than have, at present, been realized. While no attempt will be made toward a rigorous analysis of the problem, the following paper will serve to illustrate some of the factors involved in the design of an atomic rocket motor.

Temperature Limitations

To obtain the required thrust in an atomic rocket motor, it would merely seem necessary to form a jet of the fission products emmitted by a reacting pile of U-235. Consider, however, the temperature which would have to be sustained by the motor.

The pressure, P, of an ideal gas at an absolute temperature, T, is expressed as

$$P = mR_oT/V \qquad (1)$$

where m is the mass of the gas of molecular weight M occupying a total volume V and R_o is the universal gas constant.

From the kinetic theory of heat, the pressure of a gas is given by:

$$P = 1/3\rho v_m^2 \qquad (2)$$

where ρ is the density of the gas and v_m^2 is the mean square of the molecular velocities.

Equating (1) and (2) and solving for T we obtain:

$$T = Mv_m^2/3R_o \qquad (3)$$

If the mass of an atom of uranium is M_u then the mass of each fission particle is approximately $M_u/2$ and their total kinetic energy is then:

$$K.E. = 2(\tfrac{1}{2}M_u/2v_m^2) = M_u v_m^2/2 \qquad (4)$$

Of the 185 Mev released per fission about 160 represents the kinetic energy of the particles (the remaining is accounted for by radiat-

ion). Since one electron volt equals 1.602×10^{-12} erg, the value of (4) must be $\frac{1}{2}(M_u v_m^2) = 1.602 \times 10^{-12}$ ergs. Multiplying both sides by Avogadoro's Number, we have:

$$\frac{1}{2}(N_o M_u v_m^2) = M v_m^2 = 6.023 \times 1.602 \times 1.6 \times 10^{19} \text{ erg}$$

Where M is the molecular weight of the fission fragements. We can now substitute this value for Mv_m^2 in (3) and obtain T:

$$T = 6.195 \times 10^{11} \text{ oK.}$$

or about 620 billion[1] degrees Kelvin! It is quite evident that the motor would be utterly incapable of handling any appreciable amount of matter at such a high temperature.

The Working Fluid

The alternative of passing a gas or "working fluid" through a reacting pile and then exhausting this highly heated gas through a conventional nozzle does not suffer this difficulty since the temperature will be dependant on the rate of flow of the gas.

(a) Thermodynamic Criteria. The requirement of such a working fluid can be easily seen by a few simple considerations. Assuming, for the sake of simplicity, that the entire heat content of the gas is converted to kinetic energy in the jet, we can express the exhaust velocity as

$$v_e^2 = 2JC_p T \qquad (5)$$

where J is the mechanical equivalent of heat in absolute units, C_p is the specific heat at constant pressure, and T is the temperature to which the gas is raised in passing through the pile. Since C_p is equal to $\gamma R_o/M(\gamma - 1)$ where γ is the ratio of specific heats, (5) can be written as

$$v_e^2 = 2\gamma R_o T/M(\gamma - 1) \qquad (6)$$

By noting that $1.67 \geq \gamma \geq 1.20$ for most simple gases, it becomes evident that, at some temperature which represents the highest capable of being sustained by our motor, the maximum exhaust velocity can be attined by choosing a gas with the minimum possible molecular weight.

---

[1] It is interesting to note that this temperature must be the same as that generated in an atomic bomb explosion.

(b) The Performance of Hydrogen. Hydrogen, in addition to satisfying this condition of low molecular weight, dissociates at high temperature according to the equation:

$$H_2 \rightleftharpoons 2H - 100{,}840 \text{ cal}$$

Recombination of the hydrogen upon expansion through a nozzle liberates the heat of dissociation making a higher exhaust velocity possible than indicated by (6). By modifying equation (6) and choosing an operating temperature and pressure, we can evaluate the exhaust velocity resulting from the expansion of hydrogen to a vacuum while maintaing equilibrium between atomic and diatomic hydrogen. Let the mass of hydrogen dissociated per unit mass of gas be denoted by m, the the enthalpy of the gas becomes:

$$H = mC_p' T + (1-m)C_p'' T \qquad (7)$$

where ' and " indicate values for monatomic and diatomic hydrogen respectively. Since the gas is to be expanded to a state of zero pressure and temperature while equilibrium is maintained, the total energy difference between the two states becomes

$$H_o = H + \Delta H^o m/M'' = v_e^2/2J \qquad (8)$$

where ΔH^o is the heat of dissociation per mole H_2. By substituting (7) in (8) we have

$$v_e^2/2J = mC_p' T + (1-m)C_p'' T + \Delta H^o m/M'' \qquad (9)$$

Solving for v_e^2 and substituting for C_p' and C_p'' gives us:

$$v_e^2 = 2R_o T\left[\frac{m}{M'(k'-1)} + \frac{(1-m)k''}{M''(k''-1)}\right] + 2J\,\Delta H^o\, m/M'' \qquad (10)$$

If K_p is the equilibrium constant for concentration expressed in partial pressures, the conditions for equilibrium is:

$$(P')^2/(P'') = K_p \qquad (11)$$

Since for a unit mass of gas occupying a volume V;

$$P' = mR_oT/M'V \qquad (12a)$$

$$P'' = (1-m)R_oT/M'V \qquad (12b)$$

we can express (11) as

$$K_p = \frac{(M''/M')m^2P}{(M''/M')m(1-m) + (1-m)^2} \qquad (13)$$

or, since M''/f equals 1

$$K_p = 4m^2 P/1-m^2 \qquad (14)$$

where P is the total pressure[2].

If we denote the values indicated for m by m_o and the corresponding pressure by P_o, we have:

$$4m^2P/1-m^2 = 4m_o^2P_o/1-m_o^2 \qquad (15)$$

solving for m:

$$m = m_o / \sqrt{1 + (P/P_o)(1-m_o^2)} \qquad (16)$$

The employment of graphite as a structural material for the pile may make an operating temperature of 3500°K feasible. The corresponding value of m_o at this temperature is 0.21 gm H/gm gas[3]. At an operating pressure of 20 atmospheres m becomes 0.048 gm H/gm gas. Substitution of the values:

$$k = 1.40$$
$$\gamma = 1.2$$
$$\Delta H^o = 100,840 \text{ cal/mole } H_2$$
$$J = 4.186 \times 10^7 \text{ erg/cal}$$
$$m = 0.048 \text{ gm H/gm gas}$$
$$M' = 1$$
$$M'' = 2$$
$$R_o = 8.316 \times 10^7 \text{ erg/}^\circ\text{K mole}$$
$$T = 3500^\circ\text{K}$$

in equation (10) and solving for v_3 gives us:

$$v_3 = 1.76 \times 10^5 \text{ cm/sec}$$
$$= 5,780 \text{ ft/sec}$$

If hydrogen is expanded to an ambient pressure greater than zero, while maintaing equilibrium the evaluation of the exhaust velocity becomes much more complex. By a closely approximate analysis, Penner and Altman[4] have computed the exhaust velocity of hydrogen expanding

[2] It must be noted here that the inclusion of the term in equation (8) is upon the assumption that during expansion

$$\lim_{(p \to 0)} (K_p/P) \neq 0$$

which, for all practical purposes, is true.

[3] Langmuir's experimental values for the dissociation of hydrogen at one atm. are given in Fig.1. See J.Am.Chem.Soc.,34,36,37.

[4] Penner and Altman, Franklin Institute Journal, Vol. 245, No. 5 (May, 1948).

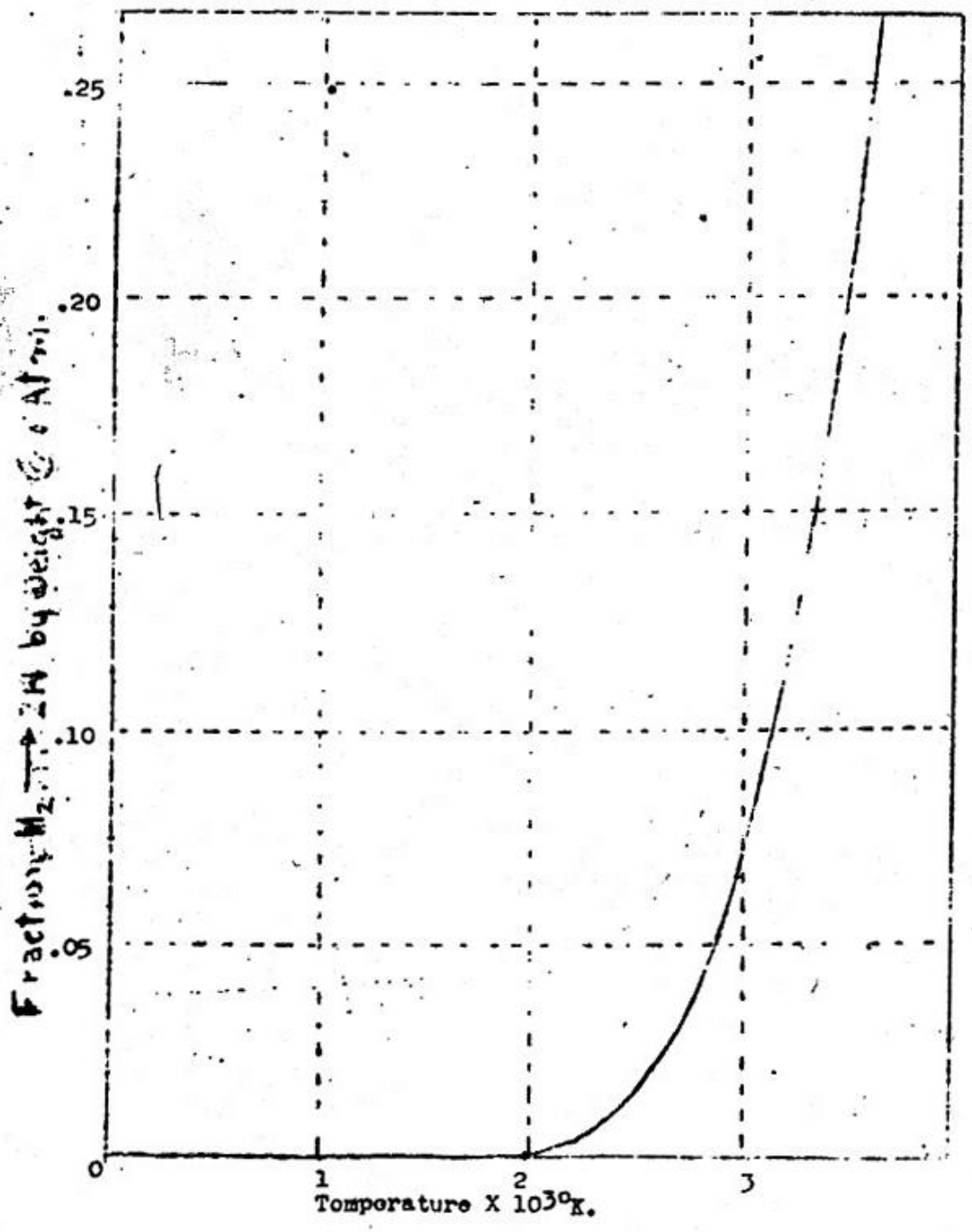


Figure 1

from 20.42 atmospheres and [illegible] to a pressure of one atmosphere and obtained v_o = [illegible] cm/sec or 28,140 ft/sec.

Using the temperature and pressure given in our former calculations and substituting in (6) for helium (since it exist only the atomic form) we have for an expansion to a vacuum:

$$v_o = 6.23 \times 10^5 \text{ cm/sec} = 20{,}400 \text{ ft/sec}$$

It can be seen that hydrogen is definately superior to other gases because of its thermodynamic properties.

(c) Liquid Phase Densities. The classical equation for the final velocity v of a rocket in gravitationless space is

$$v = v_o \ln(M_o/M_1) \tag{17}$$

where M_o is the initial and M_1 is the final mass of the rocket. If M_f is the mass of the working fluid, then M_o is $M_f + M_1$ or $\rho_f V_t + M_1$, where ρ_f is the liquid density of the working fluid and V_t is the total tank volume of the rocket. (17) can be written as:

$$v = v_o \ln(1 + \rho_f V_t/M_1) \tag{18}$$

Material strengths and densities place a practical limit on the ratio V_t/M_1 and since v is desired to be as large as possible, we must consider not only exhaust velocities but also liquid densities. The largest value of of V_t/M_1 attained at present has been about 4 cm^3/gm, while ρ_f ranges from 0.07 to 3.06 g/cm^3 for all working fluids worth consideration (excluding mercury). By assuming that $v_o \approx 1/\sqrt{M_{eff}}$ (where M_{eff}) is the average molecular weight at operating temperature) we can use the expression $\ln(1+4\rho_f)/\sqrt{M_{eff}}$ as an indication of overallworking fluid performance.

Formula	H^o	M_{eff}	ρ_f	B.P.°C.	$\ln(1+4\rho_f)/\sqrt{M_{eff}}$
H_2	-	2.02	0.07	-252.8	0.174
He	-	4.00	0.12	-268.9	0.195
CH_4	19.10	5.35	0.42	-161.5	0.427
NH_3	10.94	8.52	0.65	-33.5	0.439
N_2H_4	-3.25	10.68	1.01	113.5	0.495
C_6H_{14}	18.70	6.63	0.66	69.0	0.502
C_8H_{18}	27.20	6.72	0.70	125.8	0.515
Xe	-	131.30	3.06	-109.1	0.226

Table 1

Table 1 gives the heat of formation (kcal/g.mol.wt.), the

(Concluded on Page 25)

Pachemistry, Part III
by
Alfred J. Zaehringer

Introduction

This article will deal with the catalytic, variant, and static reactions upon the reaction time, burning rate, and effective exhaust velocity of XRF-51 Propellant upon combustion. The interested reader is referred to Parts I and II which appeared in Numbers 1 and 3 or Volume 2 of Rocketscience.

Properties of XRF-51 Propellant

XRF-51 Propellant was developed by this author on January 18, 1948 as a preliminary investigatory medium for organic reductants. It is a potassium chlorate base, semi-organic, solid di-propellant, having the chemical composition, by weight, of 87.8% potassium chlorate and 12.2% carbon (stoichiometric ratio). This propellant is prepared in the conventional manner by integration in a ball mill to a fineness of 100 mesh. The finished product is a dark gray powder having a density of 2.186 grams per cubic centimeter, quite stable to shock and somewhat less hygroscopic than XRF-49A3 Propellant. The ignition temperature is between 350-400°C, depending upon the type of carbon used. The burning rate of this propellant is 0.5666 cm/sec when $A_b/A_c = 1$. The maximum theoretical exhaust velocity for the exothermic reaction

$$2KClO_3 + 3C \rightarrow 2KCl + 3CO_2 \qquad (19)$$

is 2460 m/sec.

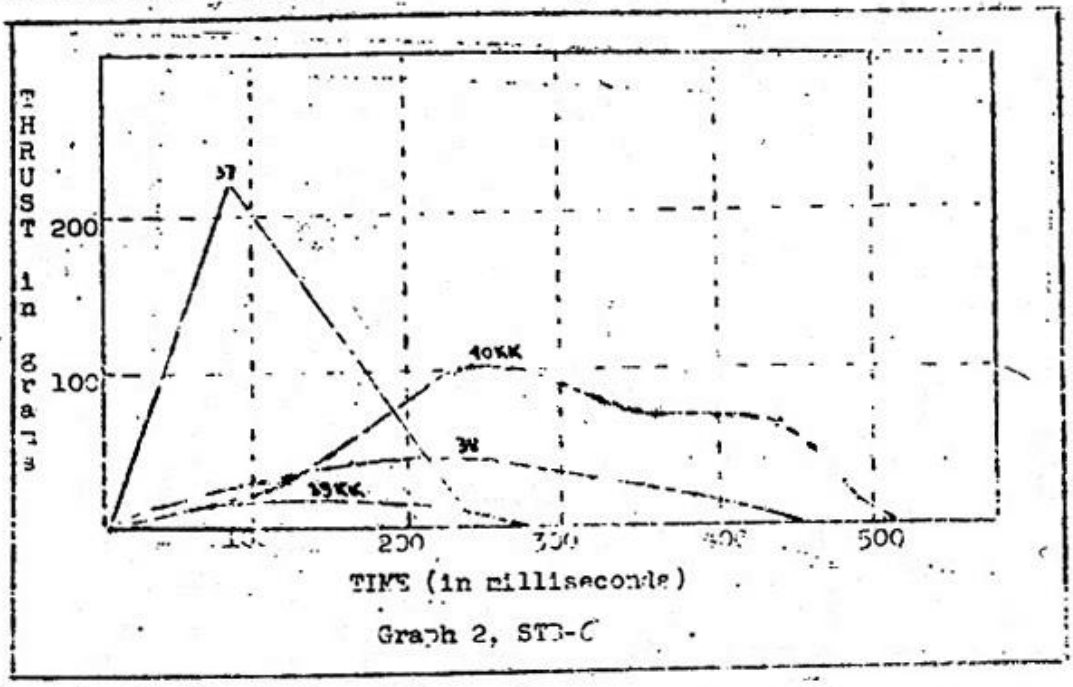
Description of Tests Performed

These tests were designated STB-6 and were performed on March 28, 1948. The test units employed were the Standard Test Units (XP-5A1); five were used. The purpose of these tests was to obtain basic ideas of the functioning of the propellant in question. Five units were charged with XRF-51 Propellant under a pressure of 400 kg/cm^2; For all units the length of the bore used was 2.5 cm, the diameter of the bore was 0.25 cm, the mass of the propellant in each unit was constant, and the propellant was all of the same lot (L-125); the charging date was March 27, 1948. Table VI, below, gives the only deviation from the standard propellant.

XARTU No.	Code	Variant or Catalyst
36	K-1	1% MnO_2
37	K-1A1	2% MnO_2
38	V-6	5% NH_4NO_3
39	KK	Control Unit
40	KK	Control Unit

Table VI
Catalysts and Variants, STB-6

The tests were conducted in a similar manner to those in STB-2 and were made on Static Test Stand STX-4A1 which was lent this author by Melvin G. Zhybra who assisted the author in making the static tests. Enlargements of each individual graph obtained from the recording drum are all plotted on the same co-ordinates in Graph 2, STB-6.



Graph 2, STB-6

XARTU-36 did not yield enough thrust to record a graph.

Analysis of Results

Using our control units as criterion of total reaction time, we cannot say that any variant or catalyst greatly accelerated the total reaction time. In XARTU-37, however, the catalyst speeded the reaction to peak operation in 80 milliseconds. Table VII gives the burning rates (A_p/A_c = ca 2-3) at -10°C. for Static Test Units of

XARTU No.	Burning Rate (cm/sec)
36	-
37	3.13
38	1.25
39XK	2.25
40XK	0.748

Table VII
Burning Rates of Static Test Units, STB-6

STB-6. It will be noticed that the burning rates in the above table do not correspond to the burning rate mentioned in paragraph 2. The reason is because of the increased area ratio. Table VIII gives the

(Concluded on Page 21)

The Rocket Motor

by

Donald J. Ritchie

This paper was first presented before the Detroit Rocket Society by Mr. Ritchie as the second lecture in the DRS Summer Series of Lectures on Rockets and Guided Missiles on August 20, 1943

Introduction

A rocket motor can be defined as a rigid container for matter and energy so arranged that a portion of the matter can absorb the energy in a kinetic form and subsequently be ejected in a specified direction.

Thus in practice we burn an oxidizeable material in a combustion chamber to form a chamber pressure, P_c (See Fig.1), where the pressure at the mouth, P_m acts in an opposing direction to the atmospheric pressure, P_a. However, propulsion is accomplished in accordance with Newton's Law,

$$F = ma \tag{1}$$

where force, or thrust, is equal to mass times acceleration. We can further say that:

$$F = ma = \frac{d}{dt}(mv) = v_m(\frac{dm}{dt}) \tag{2}$$

which gives us the velocity at the mouth of the rocket nozzle. Since however, in Fig.1 we have the atmospheric pressure directly opposes the pressure at the mouth, we call the velocity the effective velocity of the gases:

$$T = v_m\frac{dm}{dt} + A(P_m - P_a) = v_e(\frac{dm}{dt}) \tag{3}$$

Thus, as in test stand work, when we measure thrust and then make our calculations, we get the effective exhaust velocity. An example of the two would be v_m, the actual velocity of the gases past the mouth as 7000 ft./sec., and v_e, the effective velocity of the gases as 8000 ft./sec.

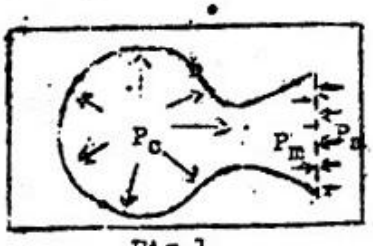


Fig.1

Limits of Election Velocity

When we consider the heat content of a fuel and oxygen combination as measured by a calorimeter and the relation between heat and energy, we know that 1 B.T.U. is equal to 778 ft. lbs., J ft.lb. The energy of the system is equal to

$$E = \tfrac{1}{2}mv^2 \qquad (4)$$

or

$$E = B/J \qquad (5)$$

Considering one pound of propellant:

$$B/J = 1\#v^2/g \qquad (6)$$

$$v_{theoretical} = \sqrt{2gB/J} \qquad (7)$$

However, since we do not experience perfect efficiencies, we must state the above equation as

$$v_{actual} = \eta_l \sqrt{2gB/J} \qquad (8)$$

where η_l , in practice, varies from 0.6 to 0.80.

Criteria for Rating Rocket Motors

In an airplane motor, the thrust decreases with increasing velocity and with decreasing density (altitude). Also, airplane motors propell with constant speed. However, in the rocket motor the thrust is a constant independant of the velocity; the rocket motor propells an accelerating body of decreasing mass. The goal of the conventional airplane motor is, thus, to exert a force through a distance while the goal of the rocket motor is to exert a force during a time interval. Therefore, in a rocket motor, the impulse is the significant parameter. Specific Impulse is defined as thrust per unit weight-rate of flow:

$$I_{sp} = Ft/m_p g \qquad (9)$$

where F is the thrust or force, t is the time and m_p is the total mass of the propellant. An example of the system is: Suppose we have two rockets, A and B. The rocket A weighs 100 lbs. and can supply 1000 lbs. of thrust for 60 seconds; rocket B also weighs 100 lbs. but can supply 6000 lbs. of thrust for 10 seconds, thus:

$$I_{sp} = \frac{1000\# \times 60 \text{ sec.}}{100\# \times g} = \frac{6000\# \times 10 \text{ sec.}}{100\# \times g}$$

both rockets will perform alike, all other conditions being equal. You can see the disadvantages of the aerodynamic way or rating,

$$H.P. = T \times v/375 \qquad (10)$$

where v is in miles per hour.

Another advantage of using specific impulse is that its reciprocal is the specific propellant consumption, i.e., propellant weight flow per lb. of thrust:

$$\frac{dw_{sp}}{dt} = \frac{1}{I_{sp}} = \frac{m_0 g}{Fc} \qquad (11)$$

Moreover, another interesting feature of I_{sp} is that

$$g I_{sp} = v_e \qquad (12)$$

Specifically, then, the specific impulse is a measure of propellant performance. However, there are some things to be born in mind about the specific impulse; it is affected by the geometric shape of the motor, the combustion chamber pressure and the external pressure. Table I gives the specific impulse for some propellant combinations.

Propellant	Seconds
Loxygen-75% ethanol-25% water	239
Loxygen-hydrazine	240
Loxygen-ammonia	255
Loxygen-hydrogen	358
Hydrogen peroxide, 87%	126
Hydrogen peroxide-nitromethane	229
Hydrogen peroxide, 87%-Permanganate	215
Red Fuming Nitric Acid-Aniline	221
White Fuming Nitric Acid-Furfurol	214
Nitromethane	218

Table I

Mechanical Design

(a) The Nozzle. The throat area determines the pressure. Thus, in the Laval Nozzle pictured in Fig. 2

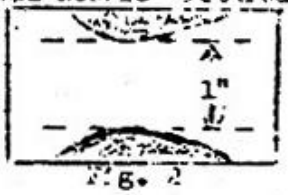


Fig. 2

Fig. 3

we have a low pressure ratio; in the Laval Nozzle pictured in Fig. 3 we have a high pressure ratio.

(b) The Combustion Chamber. The velocity at the throat cannot exceed the velocity of sound. The divergence expands the gases to the exterior pressure and increase the velocity to v_e. Data of a typical rocket motor (acid-aniline) appear in Table II.

Another important consideration in the mechanical design of the rocket motor is the injector. They must be correctly designed, so that both fuel and oxidizer have the greatest chance to react. Injectors, as spark plugs, must be dependable and not clogg. The clogging of injectors will be mentioned later in this article.

Thrust, F	1500 lb.
Chamber pressure, Pc	300 psi
Specific impulse, Isp	193 sec.
Ve = g Isp	6200 ft./sec.
Duration	45 sec.
Motor weight	50 lb.
Chamber temperature, t	5000° F.
Coolant	Aniline
Throat diameter	2.17 in.

Table II
Data on Acid-Aniline Rocket Motor

Stainless steel with a high thermal conductivity is often used in the rocket motor. Often, stainless steel is chromium plated. Aluminum and copper alloys are also used to some extent for special purposes.

Factors of Design

There are many factors of design, among them being thrust, duration, the type of operation, i.e., expendable or non-expendable, altitude, and permissible motor weight.

The amount of thrust, as has been seen, is quite important as a factor of design in the rocket engine. In the smaller motors of less than 100 lbs. of thrust, the motor is subject to clogging of injection orfices. Above 1000 lbs. of thrust the ratio of length over diameter decreases as is indicated in Figure 4.

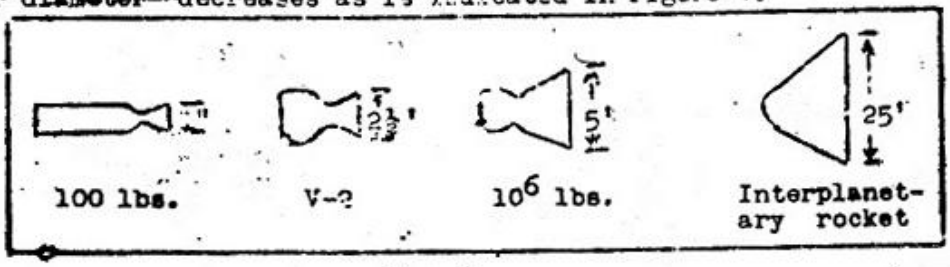


Fig. 4
Relative Dimensions of Various Rocket Motors

The average rocket motor reaches thermal equilibrium in about 30 seconds; runs shorter than this need no cooling. Table III gives the range of duration of various rocket motors.

[illegible]	[illegible]
Auxiliary rockets	0.1-1
[illegible]	0.5-4
JATO	10-45
Missile propulsion	30-[illegible]0
Aircraft propulsion	300-[illegible]

Table III
Range of Duration of Various Rocket Motors

The altitude at which a rocket motor is operating, i.e., P_a, fixes the optimum expansion ratio of the Laval Nozzle. In Fig. 5 we have under expansion; Fig. 6 shows over expansion; Fig. 7 shows complete expansion.

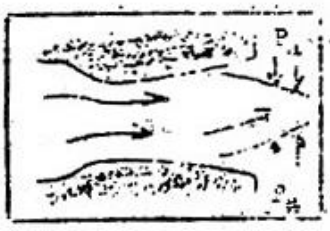


Fig. 5

Fig. 6

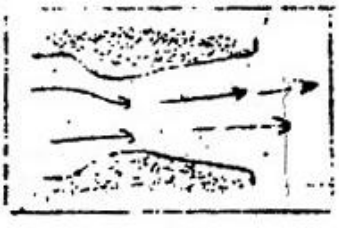


Fig. 7

Permissible Motor Weight

For missiles, the motor may have about 3-10% of the total weight of the rocket, With present techniques, motors have been built ranging from 20-100 lbs. of thrust per pound of motor.

Cooling Methods

(a) Thermal Capacity Type. This type of motor is characterized by a limited operating time but having temperatures which could ruin the motor. The motor is usually made of some metal capable of absorbing a large amount of heat. Materials used are stainless steel and copper alloys.

(b) Regenerative Type. One of the propellant combinations is first circulated through a jacket surrounding the combustion chamber as indicated in Fig. 8. With P_c = ca 300 psi and 50% about 2-3% of the heat of combustion passes through the chamber walls into the coolant. The heat transmission is 1 B.T.U. /sq.in./sec. in the motor chamber and 2.5-3 B.T.U./sq.in./sec. in the throat section. It is interesting to note that the hottest industrial furnaces have a rate of heat transfer of only 0.1 of that in a rocket motor. Figure 9 shows the distribution of heat transfer at various portions in the rocket motor. Therefore, to transfer more heat to the coolant at the critical sections of the rocket motor, the jacket is constricted at the hot sections to increase the velocity of the coolant flowing past the section, thus absorbing more heat.

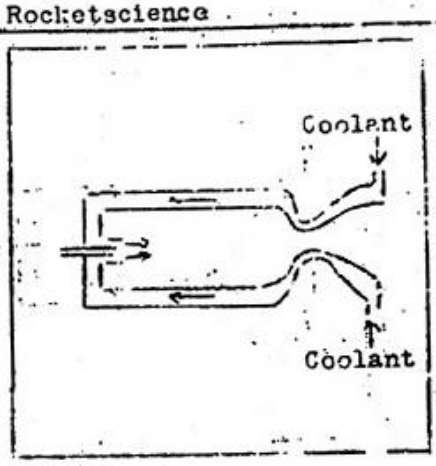


Fig. 8

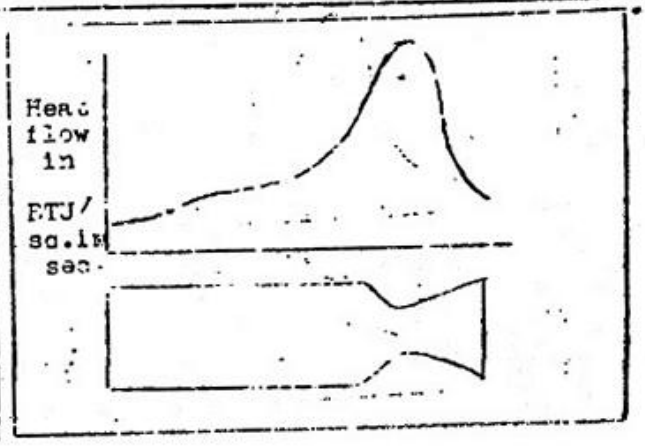


Fig. 9

(c) Sweat Cooling. In this type of cooling some of the coolant is allowed to seep through small pin-holes into the combustion chamber at the hottest sections. The coolant is vaporized and forms a film of vapor protecting the metal of the combustion chamber. Fig. 10 shows how sweat cooling works in controlling temperature in conjunction with regenerative cooling.

Characteristics of Rocket Jets

Those who have seen a rocket jet or have seen them in photographs have often noticed white, regularly spaced patches or areas

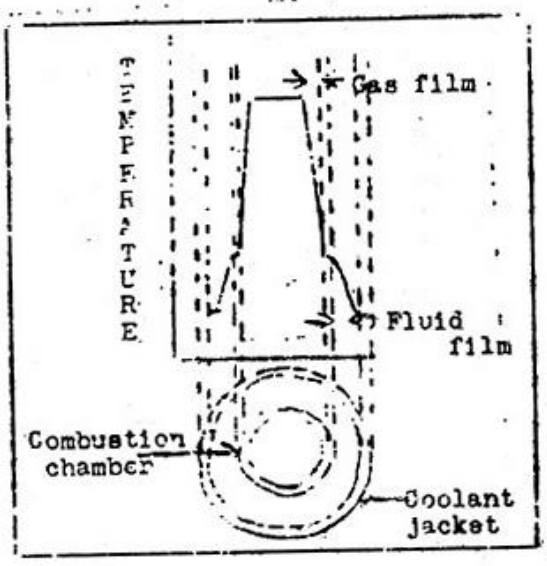


Fig. 10
Sweat Cooling

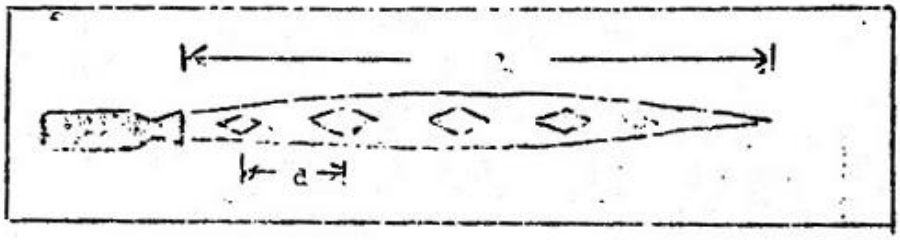


Fig. 11

Prandtl has stated that

$$d=\sqrt{r/10} \quad (13)$$

and

$$l=\sqrt{r/3} \quad (14)$$

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Rachemistry, Part III
(Continued from page 14)

effective exhaust velocities of STB-6

XARTU No.	Effective Exhaust Velocity (m/sec)
36	--
37	109
39	545
39XK	100
40XK	214

Table VIII

Conclusions

From these data we are able to make the following conclusions. From the standpoint of high thrusts and high burning rates, we are able to state that Catalyst K-1A1 (2% MnO_2) is the most suitable to accelerate this basic reaction between potassium chlorate and carbon. From the standpoint of high velocity, XARTU-38 had an effective gas velocity of Mach 1.64 while with XARTU-40XK it was Mach 0.64. We can thus say that catalysts do affect the combustion properties of XRF-51 Propellant.

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What Happened at Peenemünde*

by

Hans K. Kaiser

A former staff member of Versuchsanstalt, Peenemünde gives in the following article a glance into one of the most significant eras of modern rocket development

During the past few months articles have appeared in the press which have reported in sensational departure from true facts what is said to have taken place at Peenemünde in the development of most obscure secret weapons. Some of these accounts go so far as to say that the war was decided at Peenemünde on that August night in 1943 when the RAF bombed the installation.

What was it really like at Peenemünde? One could write a book concerning it but here we will make only a few statements.

The research establishment was founded in 1937 with the purpose to develop rockets for war purposes. It was concerned with the construction of large rockets which were propelled by liquid fuels and guided by automatic means and carrying an explosive charge to its target over hundreds of kilometers away.

On the West end of the Baltic Sea Island, Usedom, between a natural protectorate, stood Versuchsanstalt (Research Establishment) Peenemünde. The old fishing town of the same name made dispersed workshops and living quarters. Testing stands were stretched along the beach; in the pine forests nearby, modern assembly shops were erected. In the vicinity of the town Karlshagen stood newly constructed living quarters based on modern principles and planned as a nucleus for a city to be established later at this place. The majority of the employees whose number might be said, exclusive of the construction workers, temporarily to have amounted to 20,000 were sheltered in barracks. Newly established highways and an electric high-speed railway tied the working installations together and via the sea resort, Zinnowitz, to the external world.

The most significant development from the rocket field which came from Peenemünde was the giant rocket with the installation designation A4 which later became known as the V2. The first two ascents of the test rockets in the Spring and Summer of 1942 failed. However, on the third ascent of an A4 on October 2, 1942 was a complete success. With one blow all previous altitude and velocity records were shattered! If one considers that we are dealing with a completely new and extremely complicated technical development, the result is far more than one may have been lead to expect.

On the night of August 18, 1943, the R.A.F. delivered an air attack on Peenemünde which, for the most part, wrecked the living district and a part of the work installations. The attack caused a great loss of men. It cannot be said that this decided the war. The development of the A4 at this time was completed and mass production started at the underground installation "Mittelwerke at Nordhausen.

*Translated from "Was geschah in Peenemünde vor" by Alfred J. Zaehringer

A few weeks after the attack the work at Peenemünde proceeded again.

In addition to improvement of the A4, the development of the flak rocket (Project "Wasserfall") stood in the foreground. It was to have been propelled with a new propellant mixture and controlled from the ground at a long range. Under the designation A9, a rocket was constructed similar to the A4 but equipped with wings so that it flew as a glider on part of its trajectory and thus attain greater ranges.

The A10 was a two step rocket. By this means an A4 is brought to a high velocity by an auxiliary rocket. As soon as the propellant supply of the booster is exhausted it is dropped and falls back to the earth while the second step, that is, the single rocket projectile begins to function and further increases the initial velocity. In this manner one can cover great distances. Actually, however, the work on the A10 did not succeed beyond the design stage.

Further air attacks in the summer of 1944 further destroyed the installation. Upon approach of the East Front the installation was shifted to Thüringen in February and March of 1945, however, the work was not resumed; after the collapse of Germany a number of leading staff members were engaged for foreign service.

The significance which the Peenemünde installation attained for rocket development is great. From the first fuming rocket auto of Vallier and Opel to the A4 is no small step as is from the ballon to the modern airplane of our day. It may be regrettably that this development today serves exclusively for war purposes; on the other hand one must not forget that it, alas, can only succeed this way and that the final goal is one of the most ancient dreams of man: release from the course of the earth and the advance into Space!

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The Atomic Rocket Motor, Part 7
(Continued from Page 12)

effective molecular weight, the liquid phase density in grams per cubic centimeter, and the boiling point of several possible working fluids. In the last column are the values for $\ln(1+4\rho_2/\sqrt{M_{eff}})$. The low value indicated for hydrogen is understandable when we consider that the attainment of a mass ratio of e:1 would require an impossible value of 24.5 cubic centimeters per gram for V_2/M_1. The most promising alternatives appear to be hydrogen rich compounds of moderate density such as hydrazine, hexane, and octane.

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"Also-Fünf"
Experimental Rocket XR-22A4

It can safely be said that Also-Fünf was destined to make a successful flight. With all the data which was gathered from the previous failures, the result could not have been otherwise.

A full page illustration of Also-Fünf is shown on Page 25. Given are the complete breakdown and dimensions. The propellant used for Also was the former standard, XRF-49A3K-1A5, which has now been completely abandoned as a reliable fuel. This move is understandable when it is realized its exponent in rate of Burning ($r = ap_c^n$), n=0.93! It was fitting, however, that this propellant be given an opportunity to prove itself in the Also Series.

The flight was made in Dynamic Area 2 of the Lincoln Park Test Area. Melvin G. Whybra and Alfred J. Zaehringer were the only persons present at the occasion. The date was January 2, 1949; and the time was 5:55 PM EST. Little light was left as the new portable launching stand was set-up in the -5°C. cold. The wind was a gentle 10 kn/hr and the relative humidity was 70%.

It was decided to use ordinary fusing to ignite the powder since there were no others to handle the electrical firing system. The first attempt failed but the second attempt finally ignited the charge.

Also-Fünf slowly lumbered out of the launching stand with the peculiar hollow reverberation sounding throughout the entire launching area. Against the dark gray sky the rocket was visible where it stood out and was marked by its intensely hot jet (ca 2500° C.). The well defined, pencil sharp jet made the entire flight visible. The rocket slowly picked up speed and bent from 90° to an angle of 50-55°. When it reached the velocity of ca Mach 0.55, Also was at the height of its trajectory at 300 meters, and was some 200 meters from the launching rack at an azimuth of ca 260°. Also, at its peak was made extremely visible when the incandescent carbon nozzle and a few grams of burning propellant were ejected. By this time, it had become so dark that further observation was impossible.

An attempt was made to find Also but due to the darkness and cold weather, the search was soon given up. The maximum horizontal range is estimated at some 500 meters.

A few days prior to publication of Rocketscience, DRS Member, John Hooper, who did much work on the four previous Also's reported the succesful flight of a rocket based on the Also Series but using the perchlorate counterpart of XRF-49A3; he obtained an altitude of ca 500 meters.

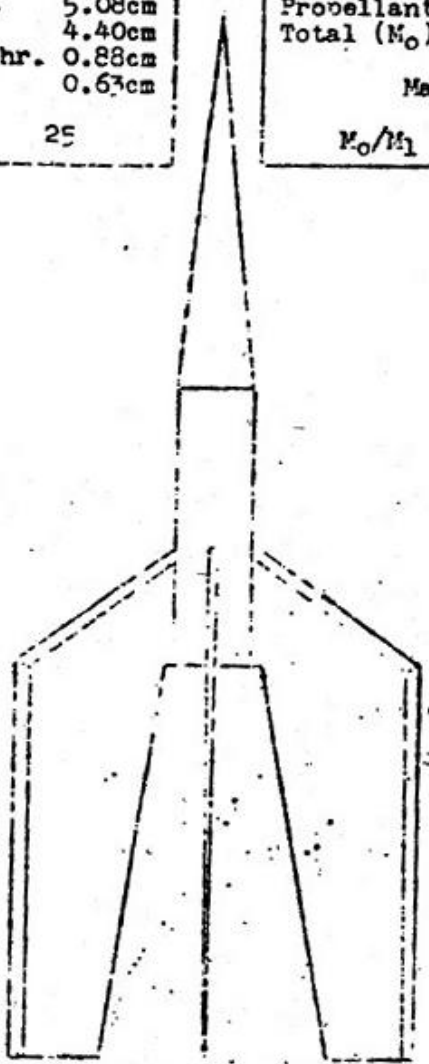
Thus, the Also Series of Experimental Rockets comes to an end. Work on this Series has yielded such a bevy of information that to attempt to list the discoveries would require a book. It can be saaid that no phase of modern solid propellant rocketry was ommitted from the relentless arms of research. The Also Rocket Series will probably soon be forgotten to the rocket world but those in the Society who have worked on it never will.

Dimensions:	
Length, windshield	17.8cm
" , fuselage	12.7cm
" , fins	19.3cm
" , total	49.8cm
Length, propellant	5.08cm
Diameter, "	4.40cm
" , nozzle thr.	0.88cm
Wall thickness	0.63cm
A_p/A_c	25

Weight Breakdown:		
Windshield	0.003	kg
Fuselage	0.118	kg
Fins & Assembly	0.113	kg
Payload	0.000	kg
Nozzle & Assembly	0.058	kg
Propellant	0.153	kg
Total (M_o)	0.445	kg

Mass Ratio:

$M_o/M_1 = 1.525$



"Also-Fünf"
XR-22A4 (1/3 Scale)

AJZ

THE DETROIT ROCKET SOCIETY, INC.

The Aims and Purposes of the Society

The Society was founded in 1946 and is a non-profit organization incorporated under the laws of the State of Michigan. It is pledged to help man overcome the ancient limitations of gravity and utilize the reaction principle to various fields for the ultimate benefit of all men. Its entire energies are now being dedicated to that purpose.

The Society has endeavored, during the past two years, to keep alive an interest in, and knowledge of the design, theory, utilization and production of rockets and jets. This it has done in a period of great public lassitude [illegible], there was no peacetime rocket organization in this great industrial area. Now, the City of Detroit, the State of Michigan, the United States, and indeed the world at large has become acquainted with our work.

The principle objectives of the Society are an active membership of interested persons to promote interest in rocketry among the members, the public, industry, and science, and to advance the science of rocketry by the expansion of its [illegible] experimental and research program.

The Society is devoted solely to rocketry; it has no commercial interests, no political alliances, and no religious affiliations. It is not operated for profit: its entire income is expended in furthering its aims. Its elected officers and directors serve without remuneration:

President, Melvin G. Whybrew

Secretary, Nicholas F. Lato

Treasurer, Edward M. O'Neill

Editor, Alfred J. Zaehringer

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THE DETROIT ROCKET SOCIETY, INC.

682 South Waterman Avenue

Detroit 17, Michigan

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO 24-21

DATE 21 September 1949

REPORT MADE BY S/A JOSEPH W. CAGLE

REPORT MADE AT DO #19, Fairfield-Suisun AFB, Calif.

PERIOD 27 August 1949 - 12 September 1949

OFFICE OF ORIGIN DO #19, Fairfield-Suisun AFB, Calif.

STATUS PENDING

TITLE
UNKNOWN SUBJECT
UNUSUAL AERIAL PHENOMENA
Near Position No. 6(4415N1325W)
Fairfield-Suisun AFB, California
"Project Sign"

CHARACTER
SPECIAL INQUIRY

REFERENCE
None. This is an initial report.

SYNOPSIS

This investigation was requested by Colonel JOHN G. SNOPE, District Commander, DO #19, OSI, Fairfield-Suisun AFB, California, on 12 August 1949, upon receipt of Intelligence Report from 374th Reconnaissance Squadron (VLR) Weather, Fairfield-Suisun AFB, California, dated 5 August 1949 which reported the sighting of an unusual aerial phenomena on 2 August 1949 by three (3) crew members of the 'Lark Dog' weather mission while on a scheduled weather flight at approximately position number six (6) 44 degrees 15 minutes North and 132 degrees 57 Minutes West. Photographs were taken at the time of sighting by the Aircraft Commander 1st Lt., GLENN D. MULL AO-936481. Interviews with the three (3) crew members observing the unusual phenomena revealed no identifying information. Information received from the Commander Air Force Pacific Fleet revealed that no Naval Air Operations were conducted in the area 45°15'N X 137°57'W on 2 August 1949.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

DISTRIBUTION

DO #5 (Action Copies) (Incl)	4
Hq OSI (Incl)	2
CG F-8 AFB (Info) (Incl)	1
File	2

ACTION COPY FORWARDED TO:
Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

APPROVED
JOHN G. SNOPE
Colonel, USAF
DISTRICT COMMANDER

FILE STAMP
TUO Upper Tab 01
OSI 120
10 OCT 1949
594
UNCLASSIFIED

SMAMA—Nov 48—100M

19D OSI 24-21

DETAILS:

1. This investigation was requested by Colonel JOHN G. SNOPE, District Commander, DO #19, Fairfield-Suisun AFB, California, and predicated upon receipt of an Intelligence Report from the 374th Reconnaissance Squadron (VLR) Weather, Fairfield-Suisun AFB, California, dated 5 August 1949, reporting the sighting of an unusual aerial phenomenum at 1729 hours, 2 August 1949, by 1st Lt GLEN D. MULL, AO-936481, 1st Lt JOHN MATT AO-716496 and 1st Lt PHILIP G. KEMP, AO-748010, all crew members of the "Lark Dog" weather mission, while on a scheduled weather flight at approximately position number six (6) 44 degrees 15 minutes North and 132 degrees 57 minutes West.

AT FAIRFIELD-SUISUN AFB, CALIFORNIA

2. On 27 August 1949 1st Lt GLEN D. MULL AO-936481, Aircraft Commander, 374th Recon Sq (VLR) Weather, Fairfield-Suisun AFB, California, was interviewed and stated in substance: On Tuesday 2 August 1949 "Lark Dog" weather mission took off from Fairfield-Suisun AFB, California at 1330 hours Pacific Standard Time. At 1729 hours while flying at the prescribed course and altitude, a true heading of 300 degrees at fifteen hundred (1500) feet, and near position number six (6) 44 degrees 15 minutes North and 132 degrees 57 minutes West his attention was directed by the Navigator, 1st Lt JOHN MATT, to what appeared to be an unusual cloud formation. The formation was made up of streaks which appeared to be clouds. The streaks appeared to have originated in some low clouds at fifteen hundred (1500) feet and ascended at a shallow angle, approximately 37 degrees to the horizon, to about fifteen thousand (15,000) feet and then continued at an angle of approximately 17-1/2 degrees to an altitude of approximately seventeen thousand (17,000) feet. The formation, white in color, was approximately seventy-five (75) miles distant from the point of observation. No unusual sounds were heard and [redacted] stated that he did not see the streaks form and that he could not estimate the speed of formation. [redacted] further stated that his first impression of the unusual formation was that it might have been a contrail, possibly formed by an unseen object. After the second segment had been formed and the two had joined into a continuous streak MULL turned his aircraft off course and took a photograph with a K-20 Aerial Camera. The photograph is attached as inclosure to this report. No object of any type was sighted during the period of observation, approximately 15 minutes, and the formation was lost to view after the "Lark Dog" mission returned to course and continued on the scheduled flight. [redacted] advised that three members of the crew observed the unusual aerial phenomenum. Crew members participation in the "Lark Dog" weather mission of 2 August 1949 were:

MULL

[redacted]

DETAILS: (Cont'd)

Aircraft Commander	1st Lt GLEN D. MULL
Pilot,	1st Lt WESTLY HAMILTON
Navigator:	1st Lt JOHN MATT
Weather Observer:	1st Lt PHILIP G. KEMP
Engineer:	T/Sgt CHRISTIAN E. BRUBAKER
Radio Operator:	S/Sgt ELTON GRATHWOHL
Radio Operator:	S/Sgt LEONARD FELDMAN
Radar Observer:	T/Sgt CHESTOR ARNOLD
Scanner:	S/Sgt VICTOR POULIN

3. On 27 August 1949, 1st Lt JOHN MATT, AO-716496, Navigator, 374th Recon Sq. (VLR) Weather, Fairfield-Suisun AFB, California, was interviewed and stated in substance: On 2 August 1949 while on the "Lark Dog" weather mission out of Fairfield-Suisun AFB, California, at approximately position number six (6) 44 degrees 15 minutes North and 132 degrees and 57 minutes West at 1729 hours he observed an unusual formation of what appeared to be either contrails or clouds at a clock position of 10 o'clock high. When the formation was first sighted, segments of a cloud-like trail were observed coming out of the clouds which formed an undercast of approximately five tenths (5/10) cloud coverage at fifteen hundred (1500) feet. MATT stated that after first observing the formation he had disregarded it but after additional segments of the cloud-like streaks had been formed and had joined together with the first segments, he notified the aircraft commander of the phenomena. The streaks appeared to have been formed out of the tops of clouds forming an undercast at approximately 1500 feet, and ascended at an angle of approximately 35 degrees to an altitude of approximately fifteen thousand (15,000) feet and continued at an angle of approximately 17 degrees to the horizon to approximately seventeen thousand (17,000) feet. The aircraft of "Lark Dog" mission was turned off course and photographs were taken by the aircraft commander. MATT advised that in his opinion the head of the formation was bearing towards the western coast of the United States which was approximately four hundred (400) miles distant. MATT further advised that in his opinion if the aircraft of "Lark Dog" mission had assumed the track of the cloud-like formation, the approximate landfall would have been Eureka, California. MATT stated that the remainder of the crew were back in the waist and were not notified of the formation and that during the period of observation the cloud did not disappear through evaporation but was lost to sight after "Lark Dog" mission continued on the scheduled flight. MATT further stated that there was approximately 1/10th to 2/10ths scattered cloud coverage above fifteen hundred (1500) feet. MATT stated that estimates concerning the altitude, and distance from observation, of the unusual formation were difficult to make because there were no known objects for

DETAILS: (Cont'd)

comparison. HATT further stated that no object was observed either in the air, nor on the sea.

4. On 12 September 1949, 1st Lt PHILIP G. KEMP, AO-936481, Weather Observer, 374th Recon Sq. (VLR) Weather, Fairfield-Suisun AFB, California, was interviewed and stated in substance: On Tuesday 2 August 1949, at approximately 1730 hours his attention was directed, by the Navigator, to an unusual formation which appeared at 10 o'clock high, in relation to the track of flight of the "Lark Dog" mission aircraft. KEMP further stated that the formation appeared to have formed out of the tops of the clouds forming an undercast at approximately fifteen hundred (1500) feet and ascended to an altitude of approximately seventeen thousand (17,000) feet. KEMP stated that the formation appeared unusual inasmuch as the cloud coverage at fifteen hundred (1500) feet was approximately eight tenths (8/10s) cirrus clouds and the cloud-like formation observed was almost perpendicular to the line of the undercast clouds. KEMP advised that in his opinion the formation could have been caused by a jet type aircraft although contrails at that altitude were improbable. No type of aircraft was observed and no unusual sounds were heard. KEMP stated that he could not estimate the speed at which the streaks had been formed. KEMP further advised that only three (3) of the crew members observed the unusual formation and that the aircraft of "Lark Dog" mission did not attempt to assume the track of the formation because the pilot did not consider it important enough to turn off the scheduled course. KEMP stated that he did not notice any unusual noises on radio reception and that no object was picked up by the radar equipment of the "Lark Dog" mission aircraft, which was in operation at the time of sighting. KEMP further stated that the formation was approximately four hundred (400) miles off the coast of Eureka, California, and was in sight for approximately fifteen (15) minutes until the course of flight of the "Lark Dog" mission lost it to view.

5. Weather charts maintained at the Base Weather Station, Fairfield-Suisun AFB, California, list the following weather conditions for the area 44 degrees 15 minutes N 132 degrees 57 minutes West at 1640 hours 2 August 1949.

General
Occlusion approximately 300 nautical miles West Northwest.
High pressure ridge approximately 200 nautical miles southeast:

19D 0SI 24-21

DETAILS:

Sky Conditions

4/10ths Cirrus Clouds --- Base at 25,000 feet
8/10ths Strata Cumulus Clouds --- Base 1500 feet
Tops 3000 feet

Visibility---Unrestricted

Winds Aloft:

10,000 feet 220 degrees at 20 Knots
13,000 feet 220 degrees at 24 Knots

On 1 September 1949, information was received from the Commander, Air Force Pacific Fleet that no Naval Air Operations were conducted in the area 45 degrees 15 minutes North and 137 degrees 57 minutes West on 2 August 1949.

PENDING

INCLOSURES

For District Office #5, Wright-Patterson AFB, Dayton, Ohio

1. One photograph, unusual aerial phenomena.

For Headquarters, Office of Special Investigations, Washington, D.C.

2. One photograph, unusual aerial phenomena.

For Commanding General, Air Material Command, Wright-Patterson AFB, Dayton, Ohio

3. One photograph, unusual aerial phenomena.

For Commanding General, Fairfield-Suisun AFB, California

4. One photograph, unusual aerial phenomena.

19D OSI 24-21

UNDEVELOPED LEADS

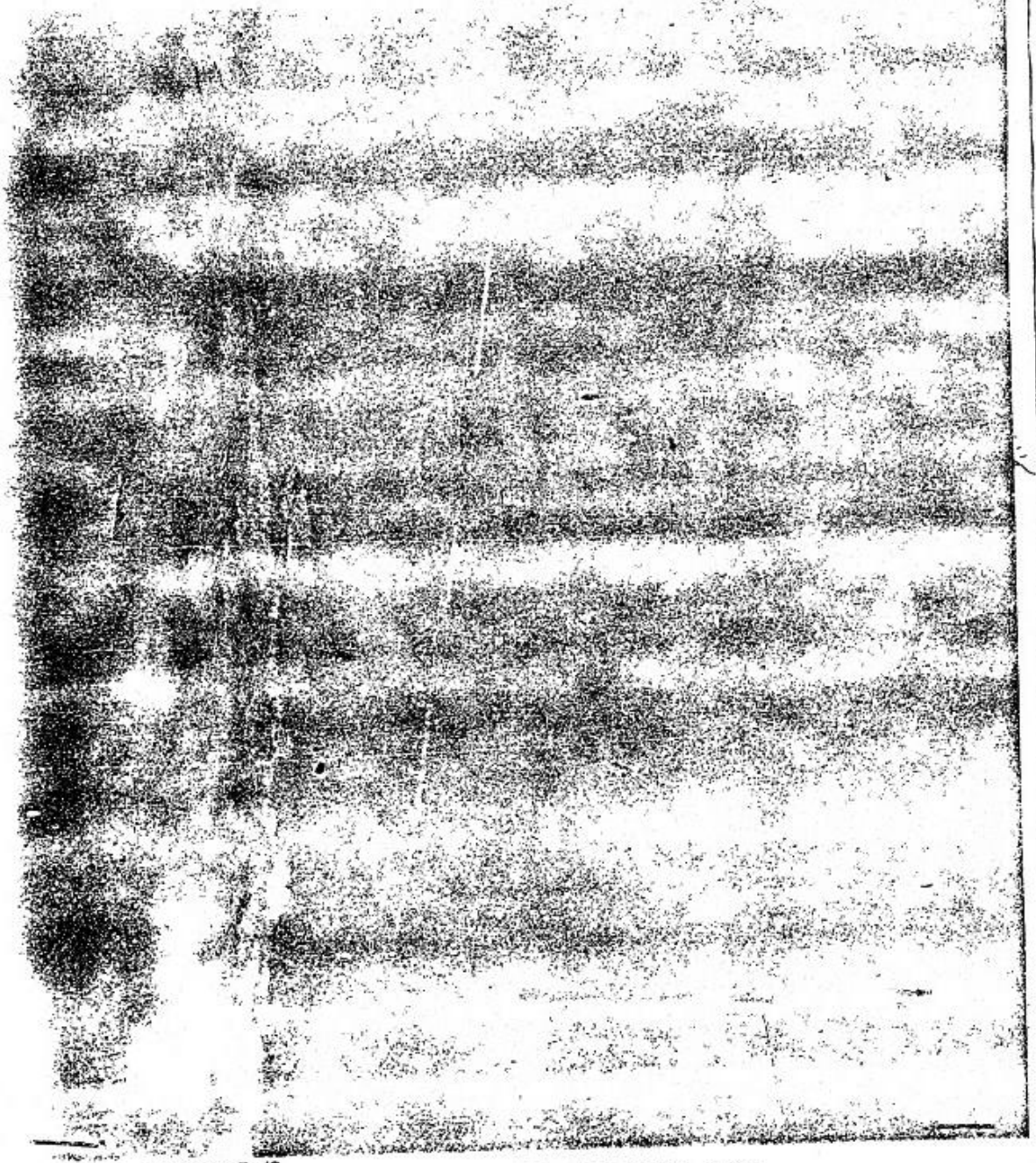
DISTRICT OFFICE No. 19, FAIRFIELD-SUISUN AFB, CALIFORNIA

AT SAN FRANCISCO, CALIFORNIA

a. Will contact the Civil Aeronautics Authority, San Francisco, for schedule of all flights in the area 44 degrees 15 minutes North 132 degrees 57 minutes West on 2 August 1949 at 1730 hours.

b. Will contact the Intelligence Division 6th Army Area Headquarters, The Presidio of San Francisco, California, to ascertain if any testing devices or missiles were released in the area 44 degrees 15 minutes North 132 degrees 57 minutes West on 2 August 1949 at 1730 hours.

c. Will contact the Intelligence Division, 6th Army Area, Headquarters, The Presidio of San Francisco, California, to ascertain if any Radar (ground) contacts were made with unidentified objects in the area 44 degrees 15 minutes North and 132 degrees 57 minutes West on 2 August 1949 at 1730 hours.



ENCLOSURE #1

SMAMA—Dec 48—7M

[24-185-266]

Hq OSI

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
20th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
McCHORD AIR FORCE BASE, McCHORD FIELD, WASHINGTON

20D OSI 24-0-23 26 September 1949

SUBJECT: Report of Incident - Aerial Phenomena

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

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible] OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

1. On 30 August 1949, at 1800 hours, Mr. [redacted] a civilian residing at [redacted] Spokane, Washington, related the following incident to an agent of the 20th District Office of Special Investigations, Spokane Air Force Base, Washington.

2. [redacted] claimed that when he returned from the Army in 1945 his mother, [redacted] related an incident that had occurred in 1941 while his family was living in Helena, Montana. [redacted]'s mother told him that while seeking employment at the State Employment Agency, she met a woman known only as [redacted] who allegedly lived at the YWCA in Helena. [redacted] told [redacted] that she had two sons who had disappeared with an unknown party who had hired her boys for some unknown type of work in the Helena area. She further stated that her boys were mechanically and aeronautically minded. One of her sons had told her not to tell anyone about their work, in particular the FBI. Mrs. [redacted] moved to Spokane, Washington in 1943, and recalling the incident related above, reported it to the FBI in Spokane. She apparently believed that the party who hired the two boys was a German saboteur.

UNITED STATES AIR FORCE

3. [redacted] further related that during a recent perusal of a newspaper article concerning the finding of a prototype of the "flying disc" which was found somewhere on the East Coast, the article had mentioned something about a lost scientist who apparently disappeared somewhere in Montana during the early years of the late war. A photograph of the scientist was printed in the newspaper. [illegible] SENECHAL recalled the incident as related to him by his mother in 1946.

File

24-1 [illegible]

USAF [illegible]
OFFICE OF
SPECIAL INVESTIGATIONS

OCT 1949

OCT 14 1949

[redacted]

[redacted]

20D OSI 24-0-23 28 Sep 49
SUBJECT: Report of Incident - Aerial Phenomena

and, through the description which "[redacted]" had given her concerning the party who had hired her sons, they identified the lost scientist as being one and the same individual.

4. [redacted] felt that he should report this to the Air Force in view of the fact that flying discs were predominant in this area. [redacted] did not want to report the information to the FBI in view of the attitude they apparently took in 1943 when his mother reported the incident.

5. According to the aforementioned agent, [redacted] is employed as a contractor in Spokane and, from all appearances, was sincere in relating the foregoing incident.

R. D. MELCHER
Major, USAF
Acting District Commander

cc:
HQ OSI
2d OSI Region

[redacted]

[redacted]

5D-OSI/JEM/vs

5D 24-21-29

6 October 1949

SUBJECT: PROJECT GRUDGE - Incident at Lake of the Woods, Ontario, Canada - 1 July 1949
SPECIAL INQUIRY

TO: District Commander
15th OSI District OSI (IG)
Offutt Air Force Base
Omaha, Nebraska

1. Reference is made to letter, this headquarters, subject and file as above, dated 13 September 1949.

2. The following analysis of the report of investigation of Special Agent ELBERT J. FERRIS, District Office #12, File 24-53, dated 6 September 1949, is forwarded for your information:

"While it is true that some of the clinical symptoms of poliomyelitis may be similar to uranium poisoning, the over-all clinical syndrome is quite different. Progress in the case of uranium poisoning is very dismal, with recovery unlikely. Besides the heavy metal poisoning effect of uranium poisoning, there is also the prolonged and continuous radiation effect of uranium which can be detected in the broad picture. This is quite a distinctive clinical feature of uranium poisoning which any physician should readily be able to recognize. It is also a feature which does not diminish with time and, hence, the patient does not recover. This results because the uranium is a long lived radioactive isotope, which becomes fixed in the body and cannot be eliminated to any appreciable extent. Because of the above considerations, it is the opinion of this office that there is little, if any, ground for the theory that the annual poliomyelitis epidemics are related to radioactivity in any way. It is also to be noted that the annual outbreak of poliomyelitis during the summer months has been prevalent for many years prior to flying saucers and the widespread use of radioactive isotopes." (Signed) A. P. Gague, Lt. Colonel, [illegible] (AEC) Acting Chief, Aero Medical Lab, Headquarters, ATC, Wright-Patterson AFB, Dayton, Ohio."

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible]
3 DEC 1975
DATE

WOJG, USAF
Acting District Commander

UNITED STATES AIR FORCE INSPECTOR GEN...
Oct 19 [illegible]
OFFICE OF SPECIAL INVESTIGATIONS

[redacted] OCT 13 OCT 1949

[redacted]

CJL

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 24-8

6 October 1949

SUBJECT: [redacted]
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Reference letter, your headquarters, subject as above, file 24-185, dated 26 September 1949.

2. The 10th and 17th OSI Districts (IG), in addition to the Fourth Army and the Federal Bureau of Investigation, have previously conducted investigations of [redacted]

3. On 1 February 1949 the following indorsement was forwarded to Headquarters USAF:

"Ltr, fr Hqs Fourth Army, 18 Jan 49, to CG AMC, "Unconventional Aircraft"

1st Ind MCIAXS/BWS/ixx

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio 1 Feb 1949

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: AFOIN

1. It is requested that the following information be forwarded to Headquarters, Fourth Army, Fort Sam Houston, Texas, in reply to the basic communication.

2. Since 13 December 1948, the Office of Special Investigations has been conducting a continuous investigation of the unidentified lights observed for the most part in central New Mexico, beginning about 12 December 1948. In their investigation, the OSI has received the voluntary assistance and advice of Dr Lincoln La Paz, Director, Institute of Meteoritics, University of New Mexico. Frequent reports by OSI are being made to this Headquarters. To date, no plausible explanation for the presence of these lights has been developed.

24-185 268

UNITED STATES AIR FORCE
THE INSPECTOR GEN

CLASSIFICATION CANCELLED IN ACCORDANCE
BY AUTHORITY OF THE DIRECTOR OF SPEC
BY [illegible] USAF
3 DEC 1975
DATE

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OCT 10 1 50 PM '49

OFFICE OF SPECIAL INVESTIGATIONS 1949

0-5 OCT 48 15M

IS-88938

[redacted] UNCLASSIFIED

[redacted]

5D 24-8 6 October 1949
SUBJECT: MADELINE GWYNNE MERCHANT
SPECIAL INQUIRY

3. Technical personnel of this Command have studied [redacted] letters and have found her theories to be disconnected and not logically developed.

4. This Command requested the Federal Bureau of Investigation to investigate [redacted] in an effort to determine her character, motives and reliability. The files of the FBI indicate that on 14 October 1947, Mr P. M. Juvenal, Security Officer, Tiner Field, Oklahoma City, had advised the local FBI office that in his opinion, [redacted] was probably a psychopathic case. Mr. Sydney Newburger, Chief of Security and Intelligence for the Atomic Energy Commission at Los Alamos, New Mexico, advised the FBI that [redacted] is known to the officials of the Atomic Energy Commission at Los Alamos, who consider her to be unreliable and probably not well balanced mentally. In view of this, the FBI did not believe further investigation was warranted.

5. In the course of their investigation of the unidentified lights, the Headquarters, 10th OSI District coordinated with the G-2 Section, Headquarters, Fourth Army. Files of the latter organization indicate that [redacted] associates with known Communists and is considered to be dangerous.

FOR THE COMMANDING GENERAL:

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

4. On 6 October 1949 Special Agent JOHN E. MORRILL interviewed 1st Lt. H. W. SMITH, Project Officer, Project "GRUDGE", Intelligence Department, Air Materiel Command. SMITH stated that [redacted] theories have been analyzed by the Electronic's Laboratory at Wright-Patterson Air Force Base, and by the RAND Corporation, and several universities under contract to Project "GRUDGE", and these theories and observations have been found lacking in scientific judgement, are disconnected, and not logically developed. It is the opinion of all concerned that [redacted] is mentally unbalanced and very unreliable as an informant. SMITH further stated that Air Materiel Command had written several letters to [redacted], the last of which politely requested her to discontinue her letters to Air Materiel Command. [redacted] had requested a security clearance and a contract from Air Materiel Command to develop her theories. Both requests were refused.

[redacted]

S-88938

SECRET

5D 24-8
SUBJECT: [redacted]
SPECIAL INQUIRY

6 October 1949

5. No further action is being taken by this office.

D. M. LYNCH
Major, USAF
Acting District Commander

SECRET

S-58938

[redacted]

Wrtn 1 Oct 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O, Air Intelligence
Requirements Div, Documents & Dissemination Branch

12 OCT 1949

Office of Special Investigations, IG

Maj Kellerman/lse/73351
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

7 Incls
1. R/I, 14 Sept 49, DO#9
2. R/I, 21 Sept 49, DO#19, (S/A Martin)
3. R/I, 21 Sept 49, DO#19, (S/A Cagle)
4. R/I, 21 Sept 49, DO#17
5. R/I, 27 Sept 49, DO#18
6. R/I, 28 Sept 49, DO#19
7. R/I, 3 Oct 49, DO#8

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

(Note: File copies have already been sent to Afcsi files by Maj. Kellerman)

OUT 12 OCT 1949 MANAGEMENT DIV. OSI

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible]
BY [illegible], Capt, USAF
Historian
DATE 3 DEC 1975

AFCSI FILES

24-115-269

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	[illegible]			OCT 14 [illegible]	
	[illegible]			UNCLASSIFIED	

[redacted]

16—[illegible] U. S. GOVERNMENT PRINTING OFFICE

SNAMA—Dec 48—SM

CONFIDENTIAL RFC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
20th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
McCHORD AIR FORCE BASE, McCHORD FIELD, WASHINGTON

20D OSI 24-0-22 5 October 1949

SUBJECT: [redacted]
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.
ATTN: Subversive Activities Section, Security Division

1. Reference is made to your letter, dated 26 September 1949, file 24-185, subject as above.

2. This office, upon receipt of the FBI letter referred to in your communication, assumed the responsibility for having the correspondence from Mrs. [redacted] forwarded to the Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, ATTN: MCIAXO-3, for their information and evaluation.

3. Subsequently, this office received another letter through the 62nd Troop Carrier Wing (M), McChord Air Force Base, from [redacted] dated 4 August 1949, addressed to: "Officer in Charge, AAF Intelligence Division, McChord Field, Tacoma, Washington", which was also forwarded to the Air Materiel Command. This headquarters, not being in a position to evaluate the information contained in [redacted]'s correspondence bearing the August date, forwarded same to the Air Materiel Command inasmuch as no affirmative investigation by this district was indicated from [redacted]'s correspondence. Therefore, this office took no steps to investigate the matter. The reply from the Commanding General, Air Materiel Command, is quoted as follows:

"Receipt and examination of a large volume of correspondence from [redacted] referred to above, has led this Command to the conclusion her various theories are impractical and not based on sound scientific facts. Your action in the matter referred to above is considered quite proper by this Command".

Dec X24-185-2735

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible] USAF
BY [illegible]
13 DEC 1975
DATE

185-270

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT 24 11 56 AM '49
OFFICE OF SPECIAL INVESTIGATIONS

0844

CONFIDENTIAL UNCLASSIFIED 24 OCT 1949

CONFIDENTIAL

20D OSI 24-0-22 5 October 1949
SUBJECT: [redacted]
SPECIAL INQUIRY

4. Attention is invited to the fact that the Intelligence Officer, Wing Operations, Headquarters 62nd Troop Carrier Wing, this Base, forwarded a non-committal letter of acknowledgment to [redacted] as requested in her August correspondence.

5. Inclosed herewith are precise copies of [redacted] correspondence.

R. D. MELCHER
Major, USAF
Acting District Commander

2 Incls:
1. Ltr, dtd 25 July (in dup)
2. Ltr, dtd 4 Aug (in dup)

CONFIDENTIAL

COPY (~~CONFIDENTIAL~~ RTC

[redacted]

Oklahoma City (5) Okla.

July 25, 1949

Agent-In-Charge.

FBI Offices,

Boise, Idaho.

Dear Sir:

In an AP news story in today's Daily Oklahoman, an unidentified pilot at Boise, Idaho, was quoted as stating that he had seen seven V-shaped objects over Mountain Home desert Sunday, July 24.

I do not know whether this pilot was [redacted] who, as you no doubt know, was the first to make public objects which he had seen near Mt. Rainier in Washington state. The local Idaho Statesman newspaper can give you the name of the pilot. (I have written for copies of the paper but until they arrive cannot give you the name.)

I do not know whether your office has received a directive, or not, which requires that information on "flying saucers," "discs," "strange objects," etc. be reported. I presume so, but not knowing for sure, I am hereby asking you to secure answers to questions listed on another sheet.

The carbons enclosed of this letter and list of questions and answers should be given or mailed to your nearest Military Security offices.

Thanking you kindly, I am,

Sincerely,

/s/ [redacted]

COPY

Enc. #1

[redacted]

COPY [redacted]

P.S. I am a civilian who has done considerable private work on the subject of ray-warfare. I have kept close contact with various security offices, FBI, and with the Tech. Intelligence Division, Wright Patterson AF Base, Wright Field, Ohio.

COPY [redacted]

COPY CONFIDENTIAL

DATA SHEET.

(1) Secure color. (Luminous as natural lightning, redish, blue-diamond color, or other shade? This is a very important question, as it will help to confirm other data indicating that these "strange objects" are tremendous electrical charges originating from and controlled by ray-forms.

If the pilot answers that they were tin-colored, aluminium-colored, or any intensely brilliant color which suggests natural lightning, this will be excellent confirmation. But do not make any leading questions or suggestions as to the possibility. Let the pilot state in his own words his impression.) .....

(2) Number of objects? (Confirm the press story as seven, if correct.) ...

(3) Was formation in straight line? .....

(4) Shape of objects? (Confirm as being V-shaped with circular front ball under the nose of the objects.) .....

.....

(5) Were outlines of all objects clear and distinct, or were some fuzzy-edged or even not wholly formed like the clearer V-shape with ball front?

.....

(6) Altitude. (Secure altitude of plane at time of sighting the objects, and approximation of altitude of objects, whether above, below or to one side of the plane.) .....

COPY CONFIDENTIAL

COPY (~~CONFIDENTIAL~~)

(2) DATA SHEET.

(7) Was any prop-wash or other air disturbance noticed by the pilot? ....
If so, use his own words to describe it. .....
.....

(8) Obtain direction. (Secure a bearing line on the objects as accurately as the pilot can give. This question is also very important, as it will confirm definite sources. Take this question easy, and let the pilot draw on a sheet of paper his own air position, also draw in the relative positions of the objects. Indicate flight directions.) (Any irregular or fuzzy-edged members of the group could also be noted on this sheet.)
.....

(9) Distance between objects. (Objects were described in press as being in "Tight formation." Obtain approximate distance between.) .....
.....

(10) Did objects appear to be traveling in, or emanating from a band of "haze" or light? (If so, this is the visible ray-form. It is sometimes visible, and sometimes not.) If the pilot states that a "band of vapor," but NOT a vapor-trail or smoke-trail, was visible, this will be excellent. The press release here stated that no smoke or vapor-trails were visible, but we want to know about any wider band of light, as large or larger than the objects.) .. ..
If the band was seen, secure width relative to objects .....
.....

(11) Speed. .....

(12) Did objects adhere to straight line or did they travel in giant wave movements? .....

COPY ~~CONFIDENTIAL~~

(3) DATA SHEET

(13) Did they disappear with distance, explode, or how disappear? .....
.....

(14) How many seconds were they visible? .....

(15) Note what military bases, if any, lay in the general flight path of objects. .....
.....

(16) Secure emotional reaction of the pilot. (Story here stated the pilot was visibly frightened and shaken by the experience. Verify from pilot.)
.....

(17) Have military security offices contact all radar stations located in "path from which objects originated, and also direction they disappeared, to see if any "unexplainable" highly ionized "air-patches" traveling in the same direction were noted. The radarscope returns would be stronger than the usual air-patch of ionized air, and would give a return more like an actual aircraft, and yet might or might not have been visible with the eye. What is needed is confirmation, if possible, that these objects passed.

(18) Have your office, also military security office, note any news or other forest-ranger reports as to whether forest fires have started in this general vicinity originating from "lightning bolts from the blue." Under certain atmospheric conditions the ray-form sometimes does not form into a visible object, but is dissipated into lightning bolts, which apparently originate from a cloudless sky. (I have witnessed this once. It occurred for over two hours duration, and the newest cloud was 80 to 100 miles away.)

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(4) DATA SHEET

P. S. Because of my having made explanatory notes on these data sheets it may be better for you simply to copy off in your notebook the question itself without any explanatory notes. Then wait until you are back in the office to fill this form in. Thank you very graciously.

No acknowledgement to myself is necessary except to state that you have received this communication. Just secure information, then mail carbon to your nearest Military Security office.

/s/ Thanks -

M. G. M.

COPY CONFIDENTIAL

COPY [redacted]

[redacted]

Oklahoma City (5) Okla.

Aug. 4, 1949

Officer in Charge, AAF
Intelligence Division,
McChord Field,
Tacoma, Washington

(Re: MCIAXO-3, Wright Field,
Tech. Intelligence.)

[redacted] R7C

(Inclosure - Hamilton Field)

Dear Sir:

In the july 31, 1949 issue of the Portland Oregonian, Portland, Ore. Page 1, col. 7, is a story reporting one or more objects "unidentified", as being observed at Portland, Vancouver and Camas. Also, an object seen by the crew of a Northwest Airlines Martin 202 enroute from Yakima to Portland, is described as passing the airplane swiftly at the time plane speed was 220 MPH.

I feel sure that you have already secured all available data on appearances of the object, or objects, including an inter-section drawing of the Martin 202 location in relation to the flight path of the object.

However, this letter is to call your attention to another phase of related subject matter, which will greatly assist in confirming previous data in your general locality and in other localities. This is the starting of forest fires from lightning bolts occuring when there are no clouds present.

In the same issue of the Oregonian, same page, col. 6, is a story on lightning bolts starting forest fires at the following places:

(1) Blue mountains, east of Pendleton, Ore. 500-acre blaze.

(2) Clover Creek area, west of Klamath Falls, Ore. 85-acre blaze.

(3) Lane county (no specific spot given) five small outbreaks.

COPY

(4) The Leonard Lungren Sawmill fire, Southwest of Bend, Ore. (It is not stated whether this fire was set by lightning bolts, or not. but it should definitely be checked.)

CO[redacted]

Incl #2

COPY [redacted]

In the same story written under the heading of "Fire Danger To Continue," it is noted that Sunday, July 31, was the "third, hot, cloudless day" in Portland, with the state generally being described as being a "fair day for all of western Oregon but no break in the heat seige or dry northerly winds which contributed to a number of forest fire outbreaks Saturday, (July 30.)."

Will you kindly check with the U. S. Forest Service headquarters in both Washington and Oregon, also northern California, for exact locations of all forest fires occuring on July 30 and 31 due to lightning bolts, particularly those from cloudless skies? The Daily Oklahoman here carried a story Aug. 1 on 180 forest fires occuring in northern Calif. from "peculiar lightning bolts flashing downward across northern California." Two persons were killed, five others injured.

Hamilton Field may or may not already have secured the information on lightning bolts from the blue, occuring in Calif.

The purpose of securing this data is for corelation to appearances of "flying saucers," or "strange objects," and to act as confirmation with other previous material indicating that these are the products of ray-forms emanating from Russia. The forms are electrical in nature, and when humidity is low ball or round forms of intense ionization, sometimes do not occur, but are dissipated in lightning bolts. This series of lightning bolts will act as important data.

The whole northwest quarter of the United States, including the area near Boise, Idaho, and southward, is subject to what I have termed "experimental attack by ray-warfare." Other areas are also subject.

In addition to the locations of the forest fires, please also secure weather information, humidity, barometric pressures, wind movement, velocity,

COPY [redacted]

COPY (CONFIDENTIAL (

etc. Data from the exact spots where fires occured, will not, of course, be available. But by noting data from all weather stations during the period in which bolts occured, a general picture can be obtained.

As you no doubt know, a certain element of danger exists, in that several cases have occurred of motor interruptions followed by engine explosions, resulting in loss of life and planes, in your general area.

Total effects could, as yet, perhaps be called "accidental," in that a plane to be affected must pass through a ray-form, visible or invisible, or have a direct hit by a "flying saucer."

Also, with operating time of the ray-forms not being constant, but only in effect a few hours out of each week, or even month, full knowledge on the efficacy of the ray-forms is not yet obtained. Definite danger does exist however. Constant operation of a ray-form could cause serious loss.

Your attention to this letter will be greatly appreciated, as I consider the problem primarily one for electronic engineers, and one which should be recognized as such in order that our country may have protection by counterwave stations similar to radar stations.

Accumulation of data such as asked for in this letter, is of prime importance. It assists in pinning our problem down to our own planet (specifically Russia or the Russian dominated parts of it,) and recognizing that another country has out-distanced us on a new weapon, ray-warfare.

An acknowledgement of this message is asked. Thanking you, I am,

Sincerely,

[redacted]

cc/ Officer In Charge, AAF
Intelligence Division,
Hamilton Field, Calif.

P.S. No confirmation data on lightning bolts is expected by myself. Simply mail on to Tech. Intelligence, Wright-Patterson AFB. Att: Col. A. J. Hemstreet, Acting Chief. or, W. E. Goll.

COPY

[redacted]

COPY [redacted]

[redacted]

Oklahoma City (5) Okla.

Aug. 4, 1949

Officer in Charge, AAF
Hamilton Field, Calif.

Confidential

Dear Sir:

Enclosed is a carbon of a letter to McChord Field Intelligence, suggesting that confirmation on the appearance on July 30 and 31 of unusual lightning bolts in Washington, Oregon and northern California, may afford excellent data on heavy ionization due to the presence of ray-forms, probably originating in eastern Siberia.

This type lightning, if news accounts here are true, of bolts occuring from cloudless skies, has appeared in other parts of the country. It is evidenced when the ball-form, or irregular-shaped form, of visible "flying saucers," "strange objects," et. is affected by atmospheric conditions, with the energy being dissipated in lightning instead of a visible "saucer" or "disc."

Confirmation of the following is desired:

(1) 180 or more forest fires were set by lightning bolts in northern California on July 30 and 31. Secure locations. Note reports on the presence or absence of clouds on each location. Plot these on a detailed forest service map. Also, plot on larger northwest N.S. area map for correlation to other forest fires in Oregon and Wash. and to visible "object" locations, for checking with previous data indicating one or more sources from Russia.

COPY [redacted]

COPY ([redacted] (

(2) Confirm from the Forest Service the number of deaths as being two, [redacted] and [redacted] This was on a construction project near Oroville. (It is not clear whether this was a forest Service project, or a private project.) However, lightning set off an explosion, killing the two men.

(3) Confirm five persons injured due to lightning bolts.

(If the Forest Service has no reports on the men killed and five injured, please check the files of the San Francisco Examiner and San Francisco [redacted]ronicle for July 31, also Aug. 1, for data, then follow leads through.)

(4) Secure weather data from all weather stations in northern Calif. for a period Sat. 12 a.m. to Sun. 12 a.m., humidity, barometric pressures, prevailing wind, presence or absence of clouds in areas affected by lightning bolts, etc. Also, rainfall.

(5) Secure copies of San Francisco papers quoting the unusual character of this lightning seige.

(6) Secure any photographs of lightning bolts which might have been published in the northern Calif. press, or whatever source possible.

(7) Continue to note such unusually heavy ionization, and all details. Note whether these occurances are in direct lines with occurances of visible "flying saucers," reported in the press.

Send data to Wright-Patterson Tech. Intelligence, Att: A.J. Hemstreet.

Thanking you kindly, I am,

Sincerely,

/ Mrs [redacted]

cc/ McChord Field Intelligence,
Tacoma, Washington.

[redacted]

COPY

AFOSI-11
3 Dec 1947

[redacted]

AFC
Maj Kellerman/pbs/73351
Wrtn 24 Oct 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: ([redacted]) Mrs. [redacted]
Special Inquiry

TO: District Commander
15th OSI District, IG
Great Falls Air Force Base
Great Falls, Montana

1. Reference: Letter from Headquarters, OSI, file No. 24-185, dated 26 September 1949, subject as above.

2. The files of the FBI indicate that in the opinion of the officials of the Atomic Energy Commission at Los Alamos, Mrs. Merchant is considered unreliable and probably not well balanced mentally.

3. Mrs. [redacted] theories have been analyzed by the Electronic's Laboratory at Wright-Patterson Air Force Base, by the Rand Corporation, and by several universities under contract to Project "Grudge", and these theories and observations have been found lacking in scientific judgment, are disconnected, and not logically developed. It is the opinion of all concerned that Mrs. [redacted] is mentally unbalanced and very unreliable as an informant.

4. The Air Materiel Command has refused her request for a security clearance and a contract to develop her theories, and has politely requested her to discontinue her letters to AMC.

FOR THE DIRECTOR:

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
[illegible]
8 DEC 1949
DATE

WILLIAM W. TURNER
Lt Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI-FILES

OUT
26 OCT 1949
MANAGEMENT DIV.
OSI

24-185-272
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

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U. S. GOVERNMENT PRINTING OFFICE

AF HQ-44
3 Dec 1947

Wrtn 28 (49

[redacted]

24-185

(Unclassified) Aerial Phenomena

31 OCT 1949

Directorate of Intelligence, DCS/O, Air Intelligence
Requirements Div, Documents & Dissemination Branch

Office of Special Investigations, IG

1
Lt Col Hartley/lse/72231
AFCSI

The attached copies of OSI investigative reports, and letter from the FBI, are forwarded for your information.

4 Incls
1. R/I, 7 Oct 49, DO#1 - already in AFCSI files
2. R/I, 13 Oct 49, DO#9
3. R/I, 13 Oct 49, DO#13
4. Ltr fr FBI dtd 19 Oct 49
Subj "Flying Discs"

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED [illegible] USE ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible], Capt, USAF
Historian
3 DEC 1975
DATE

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	[illegible]	[redacted]			

UNCLASSIFIED

16—29242-2 U. S. GOVERNMENT PRINTING

[redacted] [24-185-275]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF 12 January 1950
Historian 3 DEC 1975
DATE

AFOIR-CC-7

SUBJECT: Reporting of Information on Unconventional Aircraft

TO: Commanding Generals, Major Air Commands, Z. I. and Overseas

All United States Air Attaches

1. The following Headquarters, United States Air Force memoranda and letters are rescinded:

a. Letter to Commanding Generals, Strategic Air Command, Tactical Air Command, Air Training Command, Air University, Alaskan Air Command, Air Transport Command, and Air Materiel Command, subject: Reporting of Information on 'Flying Discs', dated 6 February 1948.

b. Letter to Commanding Generals, Strategic Air Command, Air Defense Command, Tactical Air Command, Air Training Command, Air University, Alaskan Air Command, Air Transport Command, and Air Materiel Command, subject: Reporting of Information on 'Flying Discs', dated 26 February 1948.

c. Letter to Commanding Generals, Caribbean Air Command, USAFE, FEAF, Pacific Air Command and Air Materiel Command, subject: Reporting of Information on 'Flying Discs', dated 26 February 1948.

d. Memorandum to Intelligence Division, General Staff, U. S. Army, subject: Reporting of Information on 'Flying Discs', dated 27 February 1948.

e. Letter to Chief of Naval Intelligence, subject: Reporting of Information on 'Flying Discs', dated 27 February 1948.

f. Letter to Commandant (INT), U. S. Coast Guard, subject: Reporting of Information on 'Flying Discs', dated 15 March 1948.

g. Memorandum for the Director of Central Intelligence, subject: Unidentified Aerial Phenomena, dated 28 October 1948.

h. Air Intelligence Requirements Memorandum No. 4, subject: Unconventional Aircraft, dated 15 February 1949.

2. In the future any information obtained on this subject should be accorded the same consideration as that given to intelligence information on other subjects.

BY COMMAND OF THE CHIEF OF STAFF:

C. P. Cabell

C. P. CABELL
Major General, USAF
Director of Intelligence, Office of Deputy Chief of Staff, Operations

INFO COPIES TO:
Dir/Int, GS,USA
Dir Naval Intel.
Commandant (INT)US Coast Guard
Sp. Asst. for Research & Intel.,
Dept. of State
Director, F.B.I.
Director of Central Intelligence

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3515

[redacted] VISION, OSI 326

CSI

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted]
Priority

Paraphrase Not Required

CLASSIFICATION CANCELLED [illegible]
AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KORZE, Capt, USAF
BY [illegible]
3 DEC 1975
DATE

From: USAIRA London England

To : CS USAF Washington DC 8th AFOIN

Info: USAIRA The Hague Netherlands

[redacted]

24 January 1950

Reference AIRA, The Hague, cable [redacted] 1 Jan 50.

According to check made here, pilot was debriefed by Ministry Civil Aviation Debriefing Officer, not British Intelligence as stated in referenced cable.

RAF Fighter Comd, responsible for sightings of acft and objects approaching UK from air, states that British Coast Guard reported that green object with long white tail was visually observed in approximately same location as that reported in referenced cable. Coast Guard stated that object was meteor.

Ministry of Civil Aviation had, prior to Dutch pilots report, issued warning to aircraft to watch out for meteors in vicinity. Dutch pilots report, to gether with coordinated information, is on unclassified logbook at Prestwick.

Air Ministry appears to be convinced that object reported by Dutch pilot was meteor and have not investigated further.

Comment: In view of responsibility of Air Ministry, this office feels their view correct.

This cable classified only because of classification of referenced cable.

Note: COLD 54 is CAF IN 7502 (19 Jan 50) OIN.

Action: OIN

Info : OPO, SLO, CSI

[illegible] (26 Jan 50)

[redacted]

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

U. S. GOVERNMENT PRINTING OFFICE 16—56693-2

AFHQ FORM 15 APR 49 0-309 B

UNCLASSIFIED

JAN 31 1950

CSI

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted] PARAPHRASE NOT REQUIRED
PRIORITY

FROM: USAIRA The Hague, The Netherlands, sgd Beere.

TO : C/S USAF Washington D.C.

INFO: COMGENUSAFE Wiesbaden Germany
USAIRA London England.

NR : GOLD 54

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
KURT K. KUNZE, Capt, USAF
DATE 3 DEC 1975

18 January 1950

B-2:

[redacted] Capt, USAFR, at present Capt with KLM on North Alantic route renders following regarding unknown flying object. Flying sAD leg from Amsterdam, Inverness to Preswick on 7 January at 2150Z at 12,000 ft position 53 degrees 45 minutes North and 0145 Degrres East he sighted an object coming from high altitude down to explode above solid cloud layer which had tops of 4,000 ft. Sky conditions above 4,000 feet clear. Object seen by 2 other crew members and duration of observation 3 to 5 seconds Captain Powell was contacted by Britis Intelligence upon landing at Preswick. British Intelligence stated they had plotted object from New Castle and Edinburgh on a track of approximately 307 degrees with estimated speed of 40 miles per minute. Origin of object unknown, assumed some point in Eastern Europe. No further information at this station.

24-115-296

ACTION: O I E

INFO: OPO, SLO, CSI,

CAPTAIN 7 6 3 4 (19 Jan 50)

FEB 3 1950

[redacted] COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

[redacted]

AFCSI
Miemczyk/lse/71776
27 Jan 50
Rewrtn: Lt Col Hurst/dr/73351
30 Jan 50

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
WASHINGTON 25, D.C.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY [illegible] Capt, USAF
Historian 3 DEC 1975
DATE

24-185

AFCSI Letter No. 85

SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

(This letter ~~rescinds~~ supersedes AFCSI Letter No. 85, dated 12 August 1949)

In the future any information received on this subject will be reported to Hq OSI through the media of Spot Intelligence Reports (See AFCSI Letter No. 106, 18 Oct 49). Active investigation of incidents concerning "Unconventional Aircraft" will not be conducted unless a specific request is made by competent authority.

FOR THE DIRECTOR:

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

DISTRIBUTION:
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24-185 1277
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OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI
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CONFIDENTIAL

AF HQ-44
3 Dec 1947

AFCSI/Maj Cox-Lt. Van Fosson/bjn/7230
Wrtm 8 Feb 50

24-185

(Confidential) Unconventional Aircraft
SPECIAL INQUIRY

1950

Directorate of Intelligence, DCS/O

1

Office of Special Investigations, IG

Maj Cox/bn/72307
AFCSI

1. Forwarded herewith for your information is a Spot Intelligence Report, Subject: "Unconventional Aircraft", prepared by Special Agent Rea S. Van Fosson.

2. This report pertains to the sighting of an unidentified flying object, similar in structure to the so-called "Flying Discs," by Captain G. B. EDWARDS, pilot, Captain THERON C. FEHREVACH, co-pilot, and 1st Lt. JOHN H. VAN SANTEN, passenger, of C-45 type aircraft en route from Pope Air Force Base, Fort Bragg, North Carolina to Bolling Air Force Base, Washington, D. C. on 24 January 1950.

1 Incl
Spot Intelligence Rpt
re abv subj

WILLIAM M. TURNER
Lt Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible] OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

Note: Ltr to 21st H.O., same subj + date.

AFCSI FILES

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24-185-279
USAF IG
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CONFIDENTIAL

16—29242-3 U. S. GOVERNMENT PRINTING OFFICE

AF HQ-44
3 Dec 1947

CONFIDENTIAL AFCSI/Maj - Mr. Van Fosson/bjn/71776
8 Feb 50

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Confidential) Unconventional Aircraft
SPECIAL INQUIRY

TO: District Commander
21st OSI District, IG
Langley Air Force Base
Hampton, Virginia

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

1. Forwarded herewith for your information is a Spot Intelligence Report, Subject: "Unconventional Aircraft," prepared by Special Agent Rea S. Van Fosson, this office.

2. This report pertains to the sighting of an unidentified flying object in the vicinity of Blackstone, Virginia, by Captain G. B. EDWARDS, pilot, Captain THERON C. FEHREVACH, co-pilot, and 1st Lt. JOHN H. VAN SANTEN, passenger, of C-45 type aircraft en route from Pope Air Force Base, Fort Bragg, North Carolina to Bolling Air Force Base, Washington, D. C. on 24 January 1950.

FOR THE DIRECTOR:

1 Incl
Spot Intelligence Rpt
re abv subj

WILLIAM M. TURNER
Lt Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI FILES

Note: Also R&R to DCS/O, same subj and date.

24-185-280
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CONFIDENTIAL

16—20249-2 U. S. GOVERNMENT PRINTING OFFICE

AF147028

N. N. I. 96—1943

[redacted]

ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF ENGINEERS
MAIL ROOM
INTELLIGENCE REPORT

CLASSIFICATION CANCELLED TO FOR OFFICIAL USE ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT V. KURTZ Capt. USAF
By Historian
3 DEC 1975
DATE
Monograph Index Guide No.
(Is correspond with SUBJECT given below. See O. N. I. Index Guide.)

Serial 1-50
(Start new series each year, i. e. 1—43, 2—43)

From DIO-11ND at San Diego Date 30 December 1949
(Ship, fleet, unit, district, office, station, or person)

Reference (a) CNO conf ser 04422P32 dtd 4 Nov 48, subj: Flying Discs - Report of
(Directive, correspondence, previous related report, etc., if applicable)

Source See below Evaluation
(As official, personal observation, publication, press, conversation with identity when practicable, etc.)
A-1 to E-O etc.
AS/EN 3-10; SER. 4312416—11-18-43

Subject Unidentified Flying Object; report of
(Notice reserved on) (Name of 3 or 4 per index guide) (Subtitles) (Make separate report for each title)

BRIEF—(Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.)

BRIEF: While flying from Burbank to Palmdale, California, [redacted] of Long Beach, California, saw an object in the sky which left a trail of blue flame extending an estimated one fourth of a mile. The object was sighted about 0015, 31 October 1949, over Hint Canyon. Mr. [redacted] is an experienced aviator and has flown the area where he saw this flying object, hundreds of times. He has seen many meteors or shooting stars and is quite familiar with that phenomena. He believes with certainty that what he saw was not a meteor or meteorite. One reason for his certainty is that the object definitely made a turn in direction.

Note: This information is as of 31 October 1949

SOURCE: [redacted] of [redacted] Street, Long Beach, California (telephone - [redacted]). Born 6 May 1909, Dade County, Florida. Profession: Aircraft engineer and pilot. Education: Eight years Parochial School; Four years High School; Four years University; Three years of miscellaneous aviation training. Employment: Don Lee Broadcasting Corporation; Amphibian Air Transport Corporation; Universal Airlines; Consolidated-Vultee Aircraft Corporation; Vultee Aircraft Company; Stearman Airplane Corporation; Seversky Export Corporation; Sellanca Aircraft Company; Seversky Aircraft Company. Military Record: Served as Technical Advisor and Test Pilot to the U. S. Army Air Forces Material Command on special duty in SWP Area on loan to the Australian Air Forces.

Statement concerning delay in reporting: Reference (a) directs that sightings of "Flying Discs" and similar phenomena be investigated and reported as quickly as possible. The below sighting of a strange flying object was very briefly reported in local newspapers 1 November 1949. Repeated efforts to contact source have failed until this date, when a letter was received from him in answer to a questionnaire sent to him when personal contact failed. He gave a reasonable explanation of his delay which was occasioned by his being out of Southern California and out of reach by mail until now.

REPORT: Unidentified Flying Object; Report of;

The above brief is the gist of the newspaper accounts of HANLEY's observation of the flying object. In the questionnaire returned this date, he

Distribution by Originator ONI (Original & Master Ditto); 18th District Office, USAF, Maywood, Calif.; Naval Research Office, Los Angeles; DIO-11 ND.

Routing space below for use in O. N. I.

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(THIS REPORT CONSISTS OF THREE PAGES)

OUT 1 MAR 1950 CSI CLDIV

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UNCLASSIFIED

Flying Discs

281

USAF
OFFICE OF
SPECIAL INVESTIGATIONS

MAR 14 1950

[redacted] 1.60

DIO-11ND Serial 30 December 1949

Subj: Unidentified Flying Object; report of

Note: This information is as of 31 October 1949

verified the above statement as being correct.

The questionnaire brought out the following additional information: When the object was first sighted, it flew in a southeasterly direction; later it flew in a northerly direction. The arc of turn was about 1000 yards, in which the object appeared to slow up before making a turn, and after completing the turn, increased speed in ascension.

The estimated speed of the object was approximately 1500 miles per hour.

The object when sighted was an estimated 30,000 feet above terrain. When last seen it was perhaps somewhat lower than at first.

Visibility was 60 miles-plus. There were no clouds and there was no moon.

Mr. [redacted] was flying a Grumman Mallard plane, which has a cruising speed of 170 mph; however, at the time the object was sighted, the plane was in a climb position and the speed was approximately 140 mph. The elevation of [redacted]'s plane was 1500 feet over terrain and 4500 feet over sea level. The direction of flight of [redacted]'s plane was 350 degrees true.

The length of time that the object was observed was approximately 35 seconds. The color of the exhaust of the object was blue-gray, which got deeper in color as the object descended, probably caused by the object coming closer. There appeared to be a blueish vapor behind the object. A trail of smoke would not leave enough evidence to identify it even though the visibility was unusual and above average.

Mr. [redacted]'s opinion as to what the object was: He believed it to be a rocket from Muroc or a guided missile from Inyokern.

Note: The office of Naval Research of Los Angeles is very strongly of the opinion that neither Inyokern or Muroc had any missiles or test aircraft in the air at that time and/or location of [redacted]'s sighting of the unidentified object.

Mr. [redacted] stated that it was impossible to hear any sound of the object from his position, and it was impossible to discern the color, but it appeared to be dark or black. The object appeared to be box-like and was thus discernible when it appeared to be checking its decent with a large flash forward of its descending movement.

Besides Mr. [redacted], the other observers who saw the object are Mr. [redacted] and Mrs. [redacted]. Mrs. [redacted] was sitting in the rear of the aircraft and after it was decided not to be a star or meteorite, Mr. [redacted] called her forward to witness the spectre. All agreed that the witnessed object was not a star or meteorite.

The course of the object was definitely steady and directional. Mr. [redacted] was unable to tell whether the object revolved.

The object when first sighted was about 50 miles away, and later about 20 miles.

Mr. [redacted] judged the estimate of height from the angle of his aircraft in climb and from having been in that approximate angle on other occasions during daylight hours while witnessing jet or rocket craft over the desert areas.

[redacted]

DIO-11ND Serial 1-30 30 December 1949

Subj: Unidentified Flying Object; report of

Note: This information is as of 31 October 1949

Mr. [redacted] estimated the speed of the object by mentally computing the approximate distance travelled and from watching previous expositions in the desert area.

Mr. [redacted] did not estimate the size of the object, nor was he certain that the object was not much closer or further away than what he had previously estimated, explaining that at the time of observation and even now, nothing was or is certain. Complete unconcern then, and as of now, has not changed or improved Mr. [redacted]'s opinion.

The object was sighted by the observers as follows: Mr. [redacted] called Mr. [redacted]'s attention to what he believed to be a star. Mr. [redacted] watched it for a few seconds and excitedly remarked that it wasn't a star so must be a ship from Muroc. Mr. [redacted] turned his Transmitter (3105mgc) and after a wait of five seconds relayed a running description to the Burbank Airfield Tower. This was done just as a friendly gesture, not as an exhibition.

REPORTING OFFICERS COMMENT: Mr. [redacted] is believed to be sincere and a competent observer. There appears to be no reasonable explanation for the phenomena.

T. J. SHULTZ
District Intelligence Officer
Eleventh Naval District

AF HQ-33 (20 May 44)

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	24-185

SUBJECT: Current Estimate of Reportings of Unconventional Aerial Phenomena
SPECIAL INQUIRY

TO: Director of Intelligence, DCS/O,
Collection Branch

DATE 21 MAR 1950

COMMENT NO. 1
Maj Nold/lse/71776
AFCSI

FROM: Office of Special Investigations, IG

1. Request that this office be furnished a current estimate of the information contained in reportings of unconventional aerial phenomena as are received and evaluated by your Directorate.

2. It is felt that a current estimate based on your analyses will enable this office to better furnish guidance to OSI District Offices as to the extent and nature of their future reporting of such incidents.

Gilbert R. Levy
GILBERT R. LEVY
Act; Chief, Counter Intelligence Div
OSI, IG, USAF

TO: Office of Special Investigations, IG

DATE 21 APR 1950

FROM: Directorate of Intelligence, DCS/O

COMMENT No. 2
Maj Boggs/bjm/5867
AFOIV-EC

1. In reply to inquiries made in Comment No. 1 above, attention is invited to letter Department of the Air Force, Hq. USAF, subject "Reporting of Information on Unconventional Aircraft", dated 12 January 1950. This letter cancels all outstanding special directives for the collection of information on unconventional aerial objects or phenomena and states that "in the future any information obtained on this subject should be accorded the same consideration as that given to intelligence information on other subjects".

2. Reference is made to conversations on this subject between Lt. Col. Hearn of this Directorate and Major Cox, of your office, on 3 March 1950, and between Major Boggs of this Directorate and Major Nold, of your office, on 28 March 1950. In both discussions it was explained that none of the recent "flying saucer" publicity has offered anything that would modify the Air Force's collection policy as contained in letter cited in paragraph 1 above.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY [illegible], Capt, USAF
DATE 3 DEC 1975

ABRAM E. GWYNNE
Major, USAF
Assistant Executive
Directorate of Intelligence

PAGE [redacted]

UNCLASSIFIED

Wrtn 20 Mar 50

Current Estimate of Reportings of Unconventional Aerial Phenomena
SPECIAL INQUIRY

Director of Intelligence, DCS/O,
Collection Branch

Office of Special Investigations, IG

Maj Nold/lse/71776
AFCSI

1. Request that this office be furnished a current estimate of the information contained in reportings of unconventional aerial phenomena as are received and evaluated by your Directorate.

2. It is felt that a current estimate based on your analyses will enable this office to better furnish guidance to OSI District Offices as to the extent and nature of their future reporting of such incidents.

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
OSI, IG, USAF

OUT
21 MAR 1950
MANAGEMENT DIV.

AFCSI P.M. Nold
Maj Nold
GRLevy

24-185

115-282

CONFIDENTIAL

OSI/Maj Hold/dr-71776
2 May 50

SUBJECT: (Unclassified) KRAFT, [redacted] EMS, A3, USNR (Inactive), [redacted] Information re "flying disk" - SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 8 DEC 1975
DATE

BASIC: R&R Comment 1 from OSI (CI Div) 28Mar 50, subject as above, w/1 Incl: Cy of ltr fr ONI, 17 Mar 50, re above subj, w/1 Incl.

TO: Directorate of Intelligence, DOS/O, Foreign Liaison Br DATE: 8 MAY 50

FROM: Office of Special Investigations, IG

COMMENT NO. 3
Maj Hold/dr-71776
AFCSI

AFCSI FILE COPY

1. Attention is invited to Comment No. 2 above.

2. In view of possible USAF interest, enclosure is forwarded for your information and such action as may be deemed appropriate.

3. Subject has not been interviewed, nor has an investigation been conducted by this office.

1 Incl
n/c

JOSEPH J. CAPPUCCI
Major, USAF
Actg Chief, Counter Intelligence Div
OSI, IG, USAF

AFCSI MAY 1950 MANAGEMENT DIV. OSI

UNCLASSIFIED

24-182T282X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
MAY 1950

[redacted]

(Unclassified) KRAFT, [redacted] ENS, A3, USNR (Inactive), [redacted] - Information re "flying disk" - SPECIAL INQUIRY

Office of Special Investigations, IG

2 6 APR 1950

2

Directorate of Intelligence, DCS/O

Maj Boggs/bjm/5867
AFOIV-TO

Attachments are returned herewith. This office gives no credence to the story that Professor [redacted] of Calgary, Alberta, Canada, has a so-called "flying saucer". It is possibly a matter of concern that Dr. [redacted] is a Dutch immigrant who "has a great hatred for the English" and that Dr. [redacted] has aircraft in which he supposedly overflys U.S. territory. Although the attached letter states that ONI files contain no information on Professor [redacted], the report may be of interest to appropriate Canadian authorities for reasons other than the "flying saucer" aspect.

JOHN M. SCHREIZER, JR.
Colonel, USAF
Executive
Directorate of Intelligence

1 Incl
n/c

CLASSIFICATION CANCELLED BY [illegible] ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

File

94-1985-284

UNCLASSIFIED

[redacted]

MAY 12 1950

AFCSI/Maj Nold/dr-71776
28 Mar 50

C[redacted]

24-185

(Unclassified) KRAFT, [redacted] EWS, A3, USNR (Inactive), [redacted]
Information re "flying disk" - SPECIAL INQUIRY

28 MAR 1950

Directorate of Intelligence, DCS/O
Collection Branch

I

Maj Nold/dr-71776
AFCSI

Office of Special Investigations, IG

Attached for your information and action deemed appropriate are copies of ONI letter dated 17 March 1950 and letter to that agency from [redacted] dated 27 February 1950.

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
OSI, IG, USAF

1 Incl.
Cy of Ltr fr ONI,
17 Mar 50, re above
subj, w/1 Incl

Attached

RICHARD G. COX
Major, USAF
Asst Chief, CI Div
OSI, IG, USAF

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV.
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

When Incl No. CTL is ~~(are)~~ withdrawn or not attached, the classification of [redacted] on this correspondence will be cancelled in accordance with par 25e, AFR 205-1.

CUT
28 MAR
MANAGEMENT DIV.
OSI

AFCSI
P. M. Nold
Colonel
RYCx for GRLevy

UNCLASSIFIED

24-185-1-98
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

APR 3 1951

[redacted]

AFCSI FILES

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO
Op-321D/esk
Serial 02438P32

17 MAR 1950

[redacted]

MEMORANDUM FOR Director of Special Investigations,
U. S. Air Force,
Room 4E1082.

Subj: KRAFT, [redacted] ENS, A3, USNR (Inactive) [redacted]
Information re "flying disk".

Encl: (1) Cpy of ltr from Subj to ONI dtd 27 Feb. 1950.

1. Enclosure (1) is forwarded for information and such action as may be deemed appropriate.

2. Since this matter is of primary interested to the Air Force, the Office of Naval Intelligence has conducted no investigation, nor has it interviewed Subject.

3. The files of the Office of Naval Intelligence contain no information concerning Subject nor Professor [redacted]. The Bureau of Naval Personnel records reflect that Subject served in the Naval Reserve from August 1942 to December 1945 at which time he was released to inactive duty as Ensign, USNR. He was born 8 December 1921 at Peoria, Ill., and his Naval Service Record is clear.

C. R. Wilson.

CLASSIFICATION CANCELLED [illegible] USE ONLY
BY AUTHORITY OF THE DIRECTOR OF SEC INV
MURT H. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

24-185F 283

UNITED STATES AIR FORCE
INSPECTOR GENERAL
MAR 21 12 40 PM '50
OFFICE OF
SPECIAL INVESTIGATIONS

(NSLO)

UNCLASSIFIED

APR 3 1950

[redacted] ILLUSTRATORS
[redacted]
Peoria 2, Ill. - Tel 3-1712

February 27, 1950

Commanding Officer,
Office of Naval Intelligence
Navy Department
Washington, D. C.

Dear Sir:

I have fallen onto some information I hardly know what to do with, and hesitate to say anything for fear of being laughed out of town.

Some months ago I contacted a Professor [redacted] of Calgary Alberta, Canada. He had some airplanes I was interested in buying. During the course of negotations he brings in the idea that he has in his possession a flying saucer, and claims to have flown the thing over most of western Canada and most of the United States. He claims it has no wings at all, has speeds from zero to sixteen hundred miles per hour and can land on either land or water. I asked the Professor why he had not taken it to the RCAF and it seems he has a great hatred for the english but mentioned he would be interested in talking to U.S. officials about it. Incidentally he is a dutch immigrint and has been patenting under half a dozen foreign countries.

I am a former Naval officer and do not consider myself a moron .. as you may have suspected by this time, I believe [redacted] actually has this contraption and that it has actually flown. I believe I can get [redacted] to show us the machine and actually demonstrate. You may already have a line on this guy or the canadians may know about him, but I do believe he merits some investigation and perhaps cultivating.

Sincerely yours,

/s/ [redacted]

PS If you want to check me my file no. is [redacted]

C.I.
CSI

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE

FROM: MR WILLIAM T BROOKING FBI WASHINGTON DC (via telephone)

TO : AIR ADJUTANT GENERAL DUTY OFFICER HQ USAF WASHINGTON DC

8 APRIL 1950

Info received from Elmira N. Y. Police Dept that flying saucer had landed near Elmira N. Y. Airport. Flying saucer was a corrugated cardboard box 40 inches in diameter, 1 foot thick at center. Entire box painted aluminum. Crosley radio tu be attached to center of box with loose wires hanging from each side of tube. Truckers' red flare connected to bottom of box which had scorched grass area beneath box. No witnesses as to actual flight and box is described as too fragile to withstand flight.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY [illegible] OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

ACTION: CAI

INFO : CIG, CSI

AF IN: 604 (8 Apr 50)

94 / 185 File
UNITED STATES AIR FORCE
APR 10 8 57 AM '50
OFFICE OF INVESTIGATION
RCW/lc

UNCLASSIFIED

AFHQ FORM 15 APR 49 0-309D

UNCLASSIFIED

16—55680-6 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

Wrtn 6 Jun 50

24-185

(Unclassified) Flying Discs, Vera-Cruz, Mexico
SPECIAL INQUIRY

Collection Division, Directorate of Intelligence, DCS/O

7 JUN 1950

1
Maj Nold/bjn/3623
AFCSI

Counter Intelligence Div, Office of Special Investigations, The Inspector General

1. The Federal Bureau of Investigation has forwarded this Directorate the attached communication written in Spanish dated 19 March 1950, at Veracruz, Mexico, and inclosures addressed to the "Presidente de la Comision de Investigacion Cientifica de Estados Unidos de Norte America."

2. The files of the FBI contain no information which can be identified with the writer of this letter. No reply has been made to the writer of this letter by the FBI or this Directorate.

3. In view of the fact that a translation of the above referred to communication reflects the correspondent's interest in flying discs, it is being forwarded to your Directorate for information and any action deemed appropriate.

AFCSI FILE COPY

2 Incls
1. Ltr in Spanish dtd 19 Mar 50, as ref abv, w/ attachments and env
2. Cy of translation of Incl 1 abv

DAVID B. BORDEN, JR.
Lt Colonel, USAF
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

When Incl No. 1 & 2 ~~is~~ (are) withdrawn or not attached, the classification of Confidential on this correspondence will be cancelled in accordance with par 25e, AFR 205-1.

CLASSIFICATION CANCELLED TO [illegible] BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

Ltr. in Spanish with attached newspaper clippings and drawings were not reproduced for OSI file inasmuch as subject matter is not of OSI interest and R&R transfers action to AFOIN.

AFCSI
P. M. Nold
Major
D B Borden Lt Col

[redacted]

OFFICE OF SPECIAL INVESTIGATIONS
JUN 12 1950

1
UNCLASSIFIED

United States Department of Justice
Federal Bureau of Investigation
Washington, D. C.

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

IN REPLY, PLEASE REFER TO
FILE NO. [redacted]

Date: May 17, 1950

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

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

Subject: FLYING DISCS, Veracruz, Mexico

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

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
KURT K. KUNZE, Capt, USAF
Historian
9 DEC 1975
DATE

Attachment

24-185-285
UNITED STATES AIR FORCE
INSPECTOR GENERAL
MAY 19 12 12 PM '50
OFFICE OF SPECIAL INVESTIGATIONS

[redacted]

UNCLASSIFIED JUN 12 1956

(HOLD)

MIGUEL ANGEL GARCIA MACIAS.
Pianist, Compositor, Distributor
and Inventor Ideografo (Ideologist)
Avenue Pino Suarez Number 324
VERACRUZ. Ver.-

Veracruz, Ver., 19 March 1950

Mr. President of the Commission for Scientific Investigation of the
United States of North America

New York.

My dear and distinguished Mr. President.

This letter is to greet you and at the same time to send to you the studies by which I am inclosing to your honorable scientific investigation commission because I feel that it is my duty to place them in a high level organization such as you are president of.

It deals with Aereo-astactos extratofericos (defies literal translation), or as is commonly known as flying disk (Sic) to most people and which I believe are owned by the great nation taking advantage of atomic forces. Before exposing my idea I want you to know about the idealizeado (ideological ?) conclusions I have reached by my studies on ideology which have been registered and patented by other persons whom I don't know and are as follows:

"GOTE-GRADUMS"
(Rain gage)

The rain gage was born when I was studying atmospheric and soil conditions and one afternoon it occured to me to measure a rain fall - the experiment caused me no great trouble as I was easily able to measure it, but my plans were stolen from me and patented in that nation.

"LAS PALAS AUTOMACTICAS" Automatic shovels for Dump Trucks.

The automatic shovel was born one day while in front of the Customs building of this port a party of laborers were trying to fill a dump truck. I took my watch and was able to determine the time it took these laborers to fill this dump truck was excessive, it almost took an hour and/half of continuous work then I thought that some truck equipped with an automatic collector (?) could do the same work in less time. I began to make plans and I sent them to Mexico to the Secretary of National Economy, the plans remained about eight months, after all that time and I have paid my inventor's fees on the apparatus they answered me that said patent had already been awarded to another person whom I don't know.

"LAS SALAS DE OPTICA GRADUAL" For examination of sight
(Sight measurement)

This study I have in my possession without registering it because I need to buy some things to continue with.

The MUSIC CINOGRADE GRADUATIONS for measuring music in the future or that is the discovery of sound 15 obtained by the piano-meter, phono-meter, centimeter and the phonograph record phonometer (??). I have finished this study and the diagrams are in the public library of this port.

"EL EXTROTACTOMETRO y el XEREOTRACTOMETRO" To prevent accidents from a distance at the railroad crossings. I make this ideografo (ideographic ?) invention in order to prevent automobile accidents on the highways, but as I do not have any money I have not been able to patent it or register it.

"EXQUINOCIS" (Unknown) Measurement, time or distance, to precisely distribute and fix the time of the clocks of all of the world. These sketches can be found in the public library of this port.

Description of the stability of superficies and the super-medium to prevent the sinking of steamships, assuring life and interest of the persons who travel as well as the companies of navigation in all of the world. The illumination of the docks who load large amounts of fuel to prevent accidents while loading and unloading at the docks.

Study of the multiples and sub-multiples of the machanical gears which study is correlated with music by means of universal mechanical gears, or that is to say centimetrica (centrimetrical ?) music of the future.

"AEREOSTATOS EXTRATEOSFERICOS" (Defies literal translation)

In this study enters the global stability which the globe has and the semiglobal stabilit, which the parachutes have. Joining the two stabilities in one we find the stability which is super or that is to say super stability of the body of air and space. This apparatus may be used to prevent atomic explosions on the ground, in that velocity is more than the light or sound in relation with the amount of atomic materials employed in its construction. These apparatuses are able to be launched from the ground or from water because the conical shaped globe permits it.

The forces that are able to be achieved with this apparatus can only be compared with the THOUGHT because this has no barriers on earth such as mountains, clouds in space, this apparatus can be employed in the study of the universe. This force is applied by means of an extra togericos (?) coach attached to the exterior approaching the same force as neuclear atoms.

I expect that my idea be studied and approved by said Commission and that it secure the universal progress instead of destruction and with good to all those humans that inhabit the earth.

My description is IDEOGRAFICA (ideographical ?) but I believe that it may be a grain of sand that may help the scientific investigative organization of the great nation.

Yours very truly,

FOR UNIVERSAL PROGRESS

The Ideographic Inventor

[redacted]

NOTE:

The writer is apparently talking about the two colored sketches in his letter in which he states that his invention is a means of neutralizing atomic explosions, however, there is no explanation of the colored sketches. Also, it is believed that the ideas for the colored sketches came from the attached newspaper clipping. Further, there is no explanation for the sketches done in black and white.

The grammar, punctuation, sentence structure and word usage indicates the writer to be an individual of average education (for Mexico) - possibly one year in high school. Throughout the letter there is a strong indication that the writer attempted to use big sceintific words although he had no idea as to their meaning.

The writer claims to be a musician, inventor, meteriologist, ideologist, pianist, composer, and vaguely refers to such abstractions as "Sound 15", "music of the future", "study of mechanical gears with music", etc. He likes to use the word "ideology" or "ideological".

In the second paragraph of page one he refers to "the great nation" but there is no indication as to which nation he is writing about.

Notes & Translation from Spanish by

DAVID L. ROBERTS
Major USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

Date: September 11, 1950

To: Assistant Chief of Staff, G-2
Department of the Army
The Pentagon
Washington 25, D. C.

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

Subject: SPACE FREQUENCY THEORY

Enclosed find a photostatic copy of a letter dated July 31, 1950, received by this Bureau from Mr [redacted], Street, Milwaukie, Oregon.

This is being furnished for your confidential information and possible future reference.

Mr [redacted] communication has been acknowledged by this Bureau by letter dated August 11, 1950.

Enclosure

CC - Director of Naval Intelligence (Enclosure)
Department of the Navy
The Pentagon
Washington 25, D. C.

Director of Special Investigations (I. G.)
Department of the Air Force (Enclosure)
The Pentagon
Washington 25, D. C.

[redacted]

24-785-286

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 12 2 21 AM '50
OFFICE OF SPECIAL INVESTIGATIONS

(HOLD)

UNCLASSIFIED

[redacted]

July 31, 19[illegible]

Federal Bureau of Investigation
Washington
D. C.

SUBJECT: POSSIBLE NEGATION OF ALL ORDINARY SECURITY MEASURES [illegible] PROTECTING FILES AND SECRET CONFERENCES

Gentlemen:

[illegible] I am not badly mistaken, the "Flying Saucers" [illegible] acknowledged while keeping their purpose secret [illegible] missles for plotting "Space Frequency" patterns. My belief [illegible] from knowing a seattle physicist who could obtain no real [illegible] for his "Space Frequency" theory when he suggested it to the [illegible] Department.

I believe that the Navy is probably aware only of [illegible] of power-transmission potentialities of its experiments, lacking the over-all theoretical background. Ability to destroy far-distant aircraft and to burn factories thousands of miles distant [illegible] more than scratch the surface of things possible to physicists who understand the underlying cause of effects now probably being studied largely by rule-of-thumb.

The physicist who evolved the "Space Frequency" theory [illegible] if his theory is correct it might be possible to examine [illegible] locked files and safety-deposit boxes, and to record all transactions of conferences conducted in utmost secrecy, though the [illegible] conferences were thousands of miles distant from any human agent [illegible] observing person or persons.

I have attempted for years to grasp the theory my physicist brother attempted to explain to me, and still [illegible] recently he remarked that there should be certain points between [illegible] radio impulses travel instantaneously rather than a [illegible] 186,000 miles per second. That was something I could grasp [illegible] attempting to plan a testing means I thought of radio [illegible] then of radar. With Mr. Taylor's release [illegible] of the puzzle appeared to fall into place. [illegible] had regarded the objects as probably connected with [illegible] experiments utilizing heavy amperages to [illegible] field---but now appears to regard my belief as [illegible]

If the danger [illegible] counter-measures are not for rule-of-thumb [illegible] able to [illegible] counter-measures [illegible] Space Frequency [illegible] Thomas [illegible]

There are [illegible] [illegible] "Flying [illegible] theory clashes with [illegible]

Thus, the theory [illegible] officially [illegible] [illegible]
War Department several years ago. A few very capable [illegible]
advanced [illegible] [illegible]
[illegible]
[illegible]
[illegible] Knowing [illegible]
rejected it as incorrect, but did not convince [illegible]
field of science, a mistaken view of a [illegible]
[illegible]

[illegible]
channels, the matter will almost surely [illegible]
Department has a correspondent who sneers almost [illegible]
[illegible] Thomas Ross [illegible]
[illegible]

[illegible]
merely [illegible] a study [illegible] Nothing [illegible]
error, yet it is impossible to contact the real physicists [illegible]
Department.

There are objective steps you could [illegible]
Ross has no ordinary scientific mind. The Library [illegible]
has a copy of Scientific American for April 1953 [illegible]
the leading article, was written by Thomas [illegible]
attending the University [illegible]
a [illegible] several years later [illegible]
of Thomas' little-publicized part in creating the famous [illegible]
of Dr. Stevenson Smith. Furthermore, if a competent patent search [illegible]
made concerning U. S. patentability of the Williams Memory Tube [illegible]
in England and used in the latest of all [illegible]
Bureau of Standards (Time, July 10, 1950, on [illegible]
would come across Thomas Ross' patent, filed several years ago [illegible]
issued. (Repeated fruitless efforts were made by Thomas [illegible]
Government in using his memory tube during [illegible]
he that the Williams tube is built from the patent [illegible] for [illegible]
patent stands against such building in England---with no less credit to
Professor Williams for recognizing a good idea and being able to [illegible]
actual tubes---or he may have conceived the idea [illegible]
At least, Thomas has demonstrated ability to think far in advance of other
scientists in Cybernetics, a fact of objective proof [illegible]
Frequency" theory of such a scientist safely [illegible]
investigation in which he has opportunity [illegible]
when that failure might mean military disaster [illegible]
verbal opinion, one of your agents might ask Dr. [illegible]
whether Thomas Ross is a real thinker---or Dr. Stevenson Smith [illegible]
of Washington, Seattle.

Charged [illegible] the FBI [illegible]
you will take all reasonable efforts [illegible]
that hostile powers are able to probe [illegible]
conferences [illegible]
who was heard by those [illegible]
difficult concept [illegible]
Space Frequency [illegible]

Very truly yours,

[redacted]

United States Department of Justice
Federal Bureau of Investigation
Washington, D. C.

IN REPLY, PLEASE REFER TO
FILE No. _____

September 8, 1950

[redacted]

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

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

Subject: FLYING SAUCERS

There is attached hereto for your consideration and attention a copy of a self-explanatory letter dated August 29, 1950, received by this Bureau from Mr. [redacted], of [redacted], Toronto, Ontario, Canada.

For your information, the letter from [redacted] has been acknowledged by this Bureau, and he has been informed his communication has been referred to your Department.

Attachment.

~~CLASSIFICATION CANCELLED [illegible]~~
~~BY AUTHORITY OF THE DIRECTOR [illegible]~~
~~BY _____~~
~~DATE~~

24-1657287
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 12 2 20 AM '50
OFFICE OF
SPECIAL INVESTIGATIONS
SEP 16 1950
(HOLD)

COPY

[redacted]
TORONTO. ONT.

August 29, 1950.

Gentlemen:

It has come to my attention that one of the Departments of the F.B.I. is collecting information from eyewitnesses of the phenomenon commonly termed 'Flying Saucers' and with this in view I have the following incident to relate.

On July 19th at 10:30 I was looking over my farm facing west, The moon was fairly full and there was a low ceiling of light clouds. Much to my amazement I saw through the clouds a hazy object of light coming towards the farmhouse with incredible speed. It circled before reaching the farmhouse and continued to do so, neither the height or the orbit of which I could determine. I could not distinguish its shape, as it was above the clouds and I could only see a filter of light.

This was an entity in itself or within itself. It did not come from a beam either above or below. At times it seemed to retard its speed and then would circle in the opposite direction. After watching this spectacle for about ten minutes I felt in justice to myself that I should have corroboration so I called to my houseman who was in bed who came out in slippers and bathrobe and watched it with me for about ten minutes with mouth agape. I continued to watch it in all for about thirty-five minutes, from 10:30 p.m. to 11:05 p.m. when it disappeared in a westerly direction.

I am passing this along to you for what it is worth. If you are not interested throw it in the waste paper basket.

Yours very truly,

(sgd) [redacted]

The Federal Bureau of Investigation,
Department of Investigation,
Washington, D. C.,
U.S.A.

P.S. My farm is located twelve miles northeast of City Hall, Toronto..

[redacted]

Wrtn 26 Oct 50

24-185

(Unclassified) UNCONVENTIONAL AIRCRAFT
SPECIAL INQUIRY

Documents & Dissemination Br, Directorate of Intelligence, DCS/O

26 OCT [redacted]

Counter Intelligence Div, Office of Special Investigations, The Inspector General

Maj Detwiler/bjm/71776
AFCSI

Attached for your information is copy of letter to District #5 from District #15 dated 6 October 1950, re above subject, with inclosure. No further action is contemplated unless so requested by your Directorate.

1 Incl
Cy ltr to DO 5 fr DO 15
re abv subj, dtd 6 Oct
50, w/incl

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

When Incl No. 1 is ~~(are)~~ withdrawn or not attached, the classification of Confidential on this correspondence will be cancelled in accordance with par 25e, AFR 205-1.

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

AFCSI FILE COPY

24-185-288X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OUT 26 OCT 1950 MANAGEMENT DIV. OSI

NOV 1 1 [redacted]

AFCSI

[redacted]

1 UNCLASSIFIED

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
15TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
GREAT FALLS AIR FORCE BASE, GREAT FALLS, MONTANA

7 October 1950

IN REPLY REFER TO: 24-O

SUBJECT: UNCONVENTIONAL AIRCRAFT.

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to letter, 5th District OSI, subject as above, dated 26 September 1950, file 5D 24-O.

2. Transmitted herewith for your files are copies of letter, this District Office, in compliance with request contained in referenced letter.

JOHN P. BRYNILDSEN
Captain, USAF.
District Commander

1 Incl.
cc. ltr dtd 5 Oct 50
as above.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT M. MUNZ, Capt, USAF
BY Historian
DATE 3 DEC 1975

24-185288

OCT 16 3 16 PM '50

[redacted]

UNCLASSIFIED

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
GREAT FALLS AIR FORCE BASE, GREAT FALLS, MONTANA

24-0

7 October 1950

SUBJECT: UNCONVENTIONAL AIRCRAFT.

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to letter, 5th District OSI, subject as above, dated 26 September 1950, file 5D 24-0.

2. Transmitted herewith for your files are copies of letter, this District Office, in compliance with request contained in referenced letter.

1 Incl.
cc: ltr dtd 5 Oct 50
as above.

JOHN P. BRYNILDSEN
Captain, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

[redacted]

UNCLASSIFIED

[redacted]

24-0

6 October 1950

SUBJECT: UNCONVENTIONAL AIRCRAFT

TO: District Commander
5th District Office of Special Investigations
Wright-Patterson Air Force Base
Dayton, Ohio.

1. Transmitted under separate cover is approximately fifteen feet of moving picture film taken by Mr. [redacted], of [redacted], Great Falls, Montana, who is general manager of the Great Falls Baseball Club.

2. Mr. [redacted] made these pictures on 15 August 1950 between the hours of 11:25 and 11:30 A. M., at Great Falls, Montana. On interview, he stated that he first sighted the objects while standing in the grandstand of the ball park located at 26th Street and Eleventh Avenue North, Great Falls, Montana, and that he saw two bright disc shaped objects proceeding in a southerly direction at an altitude of approximately ten thousand feet and at a distance of about three-quarters of a mile in a westerly direction, from the observer's viewpoint. Mr. [redacted] then stated that he ran downstairs and outside to his car from which he obtained his camera and made the pictures shown in the film. From the time of first sighting to the completion of taking of the pictures, Mr. [redacted] estimated consumed approximately twenty seconds. At the time of his taking the pictures, a Miss [redacted] North, Great Falls, Montana, who is employed as his secretary, was a witness.

3. The water tower in instant pictures is located approximately seven hundred feet in a southwesterly direction from the point at which Mr. [redacted] stood when taking the pictures and the tower is approximately one hundred seventy-five feet in height.

[redacted]

15-5053

[redacted]

24-O 6 October 1950
SUBJECT: UNCONVENTIONAL AIRCRAFT

4. With reference to background information as regards [redacted], he is a graduate of Montana State University, 1938, with a BA in journalism. He was born in Miles City, Montana, in 1912, went to Montana State University in 1935 and has, since graduation from that school, resided in Helena from 1940 to 1941 and from 1941 until the present at Great Falls. During the war, Mr. [redacted] served in the Army Air Forces from June 1943 to October 1945, attaining the rank of Corporal and was editor of a newspaper, The Northern Dispatch, at Great Falls Air Force Base, at Great Falls, Montana. Subject has been married for a period of ten years and has one child, a daughter, three years of age. Presently Mr. [redacted] is employed as general manager of the Great Falls Baseball Club, Great Falls, Montana, and also as a radio sports commentator and radio announcer of sporting events. He enjoys an excellent reputation in the local community and is regarded as a reliable, trustworthy and honest individual.

5. Prior to concluding the interview with Mr. [redacted], he was advised that the film was being forwarded to the Air Materiel Command because of that agency's interest in anything which would contribute to its fund of technical intelligence data.

1 Incl.
Summary of Information
per provisions of Air
Intelligence Requirements
Memo No. 4.

JOHN P. BRYNILDSEN
Captain, USAF
District Commander

[redacted]

24-0

6 October 1950

MEMORANDUM FOR: District Commander, 5th District Office of Special Investigations, Wright-Patterson Air Force Base, Dayton, Ohio.

SUBJECT: UNCONVENTIONAL AIRCRAFT

1. On 5 October 1950, Mr. [redacted] advised that the camera used by him in the taking of the moving picture film transmitted under separate cover, was a Revere, 16 mm., magazine loading type with an F. 1.9 wide-angle, telephoto lens. Mr. [redacted] stated that the settings used at the time were: shutter opening F.22 and focal setting, infinity. Film make and type was Eastman Kodachrome, daylight type, and speed at which pictures were taken was sixteen frames per second. Mr. [redacted] further advised that in operating the camera in taking the pictures, he had "panned" the camera slowly from right to left.

2. A further check of the records of Base Operations, Great Falls Air Force Base, Great Falls, Montana, indicates that an F-94 type aircraft, #2503, and F-94 type aircraft, #2502, landed at Great Falls Air Force Base at 1133 and 1130 hours (Mountain Standard Time) respectively on 15 August 1950. These aircraft were assigned the 449th Fighter Squadron, Ladd Air Force Base, Alaska. Mr. [redacted] stated that almost immediately after taking the motion pictures, two USAF jet type aircraft had flown across the sky east of him, heading in a southerly direction.

CLASSIFICATION CANCELLED
BY AUTHORITY OF DIRECTOR OF SPEC INV
BY Historian
3 DEC 1975
DATE

[redacted]

UNCLASSIFIED

PART II

1. 15 August 1950
2. Between 1125 and 1130 Mountain Standard Time
3. a. 26th Street and Eleventh Avenue North, Great Falls, Montana
4. Two objects, entrail, approximately fifty yards apart.
5. The U. S. Weather Bureau, Gore Field, Great Falls, Montana, which keeps a record of the observable celestial phenomena or planets reports that there were no such phenomena observable on 15 August 1950.
6. Distance of objects from observer:
   a. Approximately three-quarters of a mile laterally in a westerly direction.
   b. The angle of elevation from the horizon was about thirty-five degrees.
   c. The altitude was approximately ten thousand feet.
7. Mr. [redacted] states object was in sight to him a total of about twenty seconds and about seven seconds to his secretary, Miss Raunig.
8. Mr. [redacted] states that the appearance of the object was:
   a. Of a bright clean aluminum surface.
   b. disc shape--apparently had depth
   c. Objects appeared to be of metal material
   d. According to observer, objects were about fifty feet in diameter and three feet in depth.

   NOTE: Observer has had occasion to frequently observe USAF C-54's in flight in the local area and states the objects had a diameter about three-quarters of the wing span of a C-54 and a depth of about one-third of the depth of a C-54 when viewed from the side.
9. Direction of flight: Objects were moving in a southerly direction.
10. Tactics or maneuvers: Movements of objects were horizontal but slightly erratic as to speed.
11. No evidence of exhaust.
12. No clouds were observable on that date.
13. No lights were observed as being attached to objects.
14. a. No wings observed
    b. No aerodynamic list of fuselage observed.
    c. No vertical jet observed.
    d. Objects, according to observer, definitely had an appearance of a spinning motion; however no rotating cylinder or cone was observed.
    e. No aerostatic lifting devices were attached to objects.
15. a. No propeller or jet device observed
    b. No rotor observed.
    c. No aerodynamic vanes observed
    d. No visible exhaust or jet openings.
16. a. No fins observed
    b. No stabilizers observed.
17. No air ducts observed.
18. Speed estimated by observer to be approximately two hundred mph.
19. No sound; objects had a purported "whoosh" sound.

[redacted]

PART II (Cont'd)

20. Objects vanished from view after about eight seconds, obscured by uprights of water tank which can be noticed in the film.

RELATIVE TO OBSERVER

1. Name of observer: [redacted]
2. Address: [redacted], Great Falls, Montana
3. Occupation: [redacted]
4. Great Falls Baseball Club, Legion Park, Great Falls, Montana
5. Pertinent hobbies: Observer is not an amateur astronomer, pilot or engineer; however, he has broadcast sporting events and is interested in photography.
6. Ability to determine color, speed and size of moving objects of observer should be relatively good in view of his experience as a sporting events announcer.
7. Reliability of observer: Enjoys an excellent reputation in the local community and is regarded as a reliable, trustworthy and honest individual.
8. Notes relative to observer on sightings in general: Mr. [redacted] stated to the undersigned that he had read numerous newspaper articles on the subject of flying discs and flying saucers and had not attached very much significance to them. However, Mr. [redacted] almost invariably carries a camera in order that he may make "opportunity pictures" and had previously thought that if he could see such unconventional aircraft in flight, he would take motion pictures of them.
   b. Observer's attention was definitely drawn to objects by their glint of light.
9. Witnesses: Miss [redacted], age 19, employed as a secretary. Miss [redacted] impressed interrogator as being a fairly reliable individual and of good sound judgment. Miss [redacted] confirmed sightings and number of objects and in substance verified Mr. [redacted] statements as regards objects' appearance, shape, speed, sound and direction of flight.

GENERAL

1. Teletype sequences of local weather conditions: On 4 October 1950, Mr. C. Robert Guern, Chief Weather Observer, U. S. Weather Office, Gore Field, Great Falls, Montana, after first examining the teletype sequences of local weather conditions, Great Falls area, stated that there were thin scattered clouds, thirty thousand feet, visibility sixty miles, barometric reading, 1013.9 millobars, temperature seventy-seven degrees, dew point, forty-five degrees, altimeter 30.02 southwesterly winds, twenty-five miles per hour. Time of this teletype sequence was 1130 hours, 15 August 1950.

2. Winds Aloft Report received from Mr. C. Robert Guern, Chief Weather Observer, U. S. Weather Office, Gore Field, Great Falls, Montana, who stated that:

PART II

WINDS ALOFT REPORT (Cont'd)

at 0800, surface winds, 290 degrees, 15 miles per hour,
4000 feet, 270 degrees, 19 miles per hour,
5000 feet, 240 degrees, 25 miles per hour
6000 feet, 250 degrees, 22 miles per hour
7000 feet, 270 degrees, 22 miles per hour
8000 feet, 270 degrees, 31 miles per hour
9000 feet, 260 degrees, 43 miles per hour
10,000 feet, 260 degrees, 45 miles per hour
12,000 feet, 260 degrees, 42 miles per hour
14,000 feet, 260 degrees, 34 miles per hour
16,000 feet, 270 degrees, 34 miles per hour
18,000 feet, 270 degrees, 33 miles per hour
20,000 feet, 270 degrees, 36 miles per hour
25,000 feet, 260 degrees, 26 miles per hour

at 1400 hours, same date, winds aloft readings were:

surface winds, 230 degrees, 24 miles per hour
4000 feet, 240 degrees, 25 miles per hour
5000 feet, 250 degrees, 36 miles per hour
6000 feet, 250 degrees, 41 miles per hour
7000 feet, 250 degrees, 40 miles per hour
8000 feet, 250 degrees, 35 miles per hour
9000 feet, 260 degrees, 28 miles per hour
10,000 feet, 260 degrees, 24 miles per hour
12,000 feet, 260 degrees, 30 miles per hour
14,000 feet, 260 degrees, 55 miles per hour
16,000 feet, 250 degrees, 54 miles per hour
18,000 feet, 260 degrees, 36 miles per hour
20,000 feet, 260 degrees, 34 miles per hour
25,000 feet, 260 degrees, 39 miles per hour

There were no testing devices nor Raysonde devices sent aloft between the hours of 0800 and 1400 hours, 15 August 1950. Raysonde instruments were sent aloft at 0800 and 1400 hours, 15 August 1950 by the U. S. Weather Bureau, Gore Field, Great Falls, Montana. Mr. Guern further stated that there were no celestial phenomena listed in the U. S. Weather Bureau report for the twenty-four hour period 0800 hours, 15 August 1950, to 0800 hours, 16 August 1950.

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted] PARAPHRASE NOT REQUIRED

PRIORITY

FROM: WRIGHT-PATTERSON AFB DAYTON OHIO

TO : CSI GRIFFISS AFB ROME NY

INFO: C/S USAF WASH DC

NR : AT-6404 25 NOV 50

Ref TWX from Hq USAF to CG Griffiss ([redacted] and [redacted]) Nov 50 from CG AMC to CG Griffiss AFB concerning flash of light believed caused by falling meteor on 2 Nov 50. AFCSI letter 85 applies. Request report of investigation be forwarded this office for transmittal to CG AMC.

CLASSIFICATION CANCELLED [illegible] ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

NOTE/ [redacted]
DUPLICATE CPY
TO EXECUTIVE
[redacted]

22nd Dist

24-185 289
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

INFO : OIN, CSI, CIG

CAF IN : 7 8 6 0 0 (27 NOV 50) [redacted]

IRO 124/27 0 '50 K/nhh

[redacted]

SPECIAL INVESTIGATIONS
COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56692-3

UNCLASSIFIED

DEC . 1951

[redacted]

2 February 1951

24-185-00

MEMORANDUM FOR MR. LEVY

SUBJECT: (Unclassified) Unconventional Aircraft
SPECIAL INQUIRY

X1-14-85 Hq. OSI provide AFOIN with reports which reflect sightings accompanied by audible sound

1. As a result of coordination with Lt. Col. N. D. Willis, Directorate of Intelligence, 26 January 1951, it was determined that Headquarters, USAF still maintains an active interest in the subject and is monitoring activities by AMC in this regard.

2. Accordingly it was agreed that OSI Headquarters would provide AFOIN with those reports of unconventional aircraft in which there are reflected sightings accompanied by audible sounds. This procedure will be in addition to the established system of forwarding all reports to AMC direct from OSI District offices.

Donald A. Detwiler

DONALD A. DETWILER
Major, U. S. Air Force

CLASSIFICATION CANCELLED
BY AUTHORITY OF CG
BY: KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185
X 24-185-1,49 X
X 24-185-8-18
X 24-185-258

24-185-290
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

[redacted]

UNCLASSIFIED FEB 30 [redacted]

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

C51

C1

[redacted]

DEPT OF NAVY MSG

FROM: NAVSTA ARGENTIA

TO : CNO

INFO: CINCLANT
CINCLANTFLT
COMFLOGAIRWINGLANT
CONTL

10 Feb 51

Text of message on following page.

CLASSIFICATION CANCELLED TO FOR REFERENCE ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OK - taking action.
Telecon 12 Feb.

INFO: OIN, CSI, CIG

CAF IN: 97905 (12 Feb 51)

24-115-291
RBS/lo

[redacted]

COPY No.

File Detailer

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AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

UNCLASSIFIED

NAVAL MESSAGE

NAVY DEPARTMENT

DRAFTER	EXTENSION NUMBER		ADDRESSEES	PRECEDENCE
FROM: NAVSTA ARGENTIA		FOR ACTION	C N O	☐ FLASH ☐ EMERGENCY ☐ OPERATIONAL IMMEDIATE ☒ PRIORITY PPPP ☐ ROUTINE ☐ DEFERRED
RELEASED BY:				
DATE: 10 FEB 1951				
TOR CODE ROOM: 0521/10		INFORMATION	CINCLANT/CINCLANTFLT COMFLOGAIRWINGLANT CONTL	☐ FLASH ☐ EMERGENCY ☐ OPERATIONAL IMMEDIATE ☒ PRIORITY PPPP ☐ ROUTINE ☐ DEFERRED
DECODED BY: SUESS				
TYPED BY: CONLIN				
ROUTED BY: PERRY				

Unless otherwise indicated, this message will be transmitted with Right Message Precedence

CORRECTED DIST. [redacted] (Date/time group) (ACT) 4782 DCO Sig.

On outgoing messages please leave about 1 inch clear space before beginning text

VR-1 PILOTS OFF LIGHT N-125 ENROUTE KEFLAVIK TO ARGENTIA ON COURSE 225 TRUE AT 10000 FEET REPORTED AN UNIDENTIFIED RED AND YELLOW OBJECT AT 100055Z INITIALLY BEARING 060 RELATIVE. OBJECT APPEARED TO BE CLOSE TO SURFACE. SHAPE INDEFINITE WHEN FIRST SIGHTED LATER APPEARING CIRCULAR. DIAMETER ESTIMATED IN EXCESS 400 FEET. OBJECT APPROACHED PLANE TURNED AND DISAPPEARED OVER HORIZON ON COURSE 290 TRUE AT TREMENDOUS SPEED. 100055Z POSITION LATITUDE 49-50 NORTH LONG 50-03 WEST. SIGHTING REPORTED TO GANDER ATC PLAIN LANGUAGE.

10 Feb 51

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF Historian
9 DEC 1975
CNO OOD DATE

03(32).....ACTION

05...50...55...5?...002...202...

ADD....A2...CIA....PER 03 2-12-51-MT

[redacted] RESTRICTED

UNCLASSIFIED

Consult Cryptocenter before declassifying

UNCONVENTIONAL AIRCRAFT

Washington Post, 26 February 1951

'Saucers' May Be Experiments By Likely Foe, Scientist Says

SCITUATE, Mass., Feb. 25 (AP).—A former Air Force scientist today brushed aside the idea that flying saucers are just balloons and urged a full investigation on what he said may be experiments by "a potential enemy of the United States."

Dr. Anthony O. Mirarchi, who was employed by the Air Force as an air chemist in its geophysical laboratory, took issue with a recent magazine article written by Dr. Urner Liddel, Navy scientist. Liddel said what people have been seeing are plastic balloons sent into the upper air for radiation research.

Fears "Worse Pearl Harbor"

Mirarchi said that if flying saucers are experimental missiles launched by foreign hands they could "lead to a worse Pearl Harbor than we ever experienced."

"The Navy report is erroneous, it lulls people into a false sense of security," he said in an interview.

He said that as an assistant chief of a branch of the geophysical research organization, he conducted an investigation and recommended a "considerable appropriation" to press a study of the mysterious phenomena.

At Washington, an Air Force spokesman who was asked about Mirarchi's contentions, had this to say:

"In over 500 investigations we have made so far we have yet to find one concrete bit of evidence to back up these reports of flying saucers."

AF Still Studies Reports

However, the spokesman added, the Air Force has not terminated the long study of flying saucer rumors. It is still to be carried on at the USAF Air Materiel Command Center at Dayton, Ohio, with Col. Harold E. Watson directing the studies.

Dr. Mirarchi said that after studying extensive files of the Office of Strategic Information, covering hundreds of eyewitness reports of flying saucers or "fireballs," he concluded the observations were consistent with "a missile programmed in advance."

In other words, the objects had "maneuvered' motion," as though guided by some mechanism. He said the descriptions of vertical and horizontal motions did not indicate any natural phenomenon like a meteor or the erratic motion of drifting balloons.

He remarked that a number of "the fireball observations came from a certain region of New Mexico which is critical to the national interest." In that region is the Los Alamos atomic installation.

Dr. Mirarchi left his Government job to enter business for himself and now lives in Scituate.

'None of Our Saucers Up,' AF Officers Say

HAMILTON AIR FORCE BASE, Calif., Feb. 25 (AP).—"None of our flying saucers were up there last night," officers at this base replied today to residents of Mendocino County who reported a mysterious object flying through the sky.

The mysterious object, which observers said made no noise, was reported from various parts of Redwood Valley. It appeared around 8:30 p. m., according to reports, and circled the area before flashing off over the southern horizon.

FEB 12 1951

USAF
OFFICE
SPECIAL INVESTIGATIONS

AFCSI-6
Maj. Detwiler/amb/71776
29 Jan 51

24-185

(Unclassified) Correspondence re Unconventional Aircraft, M/[redacted] - Retired [redacted]

DCS/Operations
ATTN: AFOIN-V/TCB Lt. Colonel Willis

31 JAN 1951

1

Directorate of Special Investigations, The Inspector General

Maj. Detwiler/amb/71776
AFCSI-6

The inclosed letter from [redacted] forwarded for reply by your Directorate per telephone conversation Lt. Colonel Willis and Major Detwiler, this office, 29 January 1951. A proposed reply is attached as inclosure No. 2.

2 Incls:
1. Ltr fr [redacted]
2. Proposed letter

ROY A. LANGE
Major, U. S. Air Force
Asst Exec, Dir. of Special Investigations
The Inspector General

OUT
31 JAN 1951
MANAGEMENT
DIV.
OSI

AFCSI-6
Mr LEVY
Barnard
Actg.

FEB 12 1951

24-1125-29
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI FILE COPY

APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Canada	IR-10-51	af 275504

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unconventional Aircraft	
AREA REPORTED ON: Canada	FROM (Agency): Air Attache, Ottawa, Ontario
DATE OF REPORT: 12 January 1951	DATE OF INFORMATION: Dec 1950
EVALUATION: A-1	
PREPARED BY (Officer): E. W. GREEN, Major, USAF	SOURCE: Personal Observation, Canadian Gov't Sources and Ottawa press.

REFERENCES (Control number, directive, previous report, etc., as applicable)

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 114—Part II.)

The attached report on Unconventional Aircraft is submitted in accordance with letter AFOIC-CC-1, dated 8 September 1950, subj: "Reporting of Information on Unconventional Aircraft."

APPROVED:

F. A. PILLET
Colonel, USAF
Air Attache

CLASSIFICATION CANCELLED TO [illegible] ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT H. KUNZE, Capt, USAF
Historian 8 DEC 1975
DATE

1 INCLS.
Newspaper Clippings - filed TC

File Interview

DISTRIBUTION BY ORIGINATOR

~~CONFIDENTIAL~~

24-185-294
USAF
OFFICE

[illegible] AFFECTING THE NATIONAL DEFENSE OF THE [illegible] WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Location)	REPORT NO.	PAGE 2 OF 2 PAGES
Air Attache, Ottawa, Ontario	IR-10-51	

UNCONVENTIONAL AIRCRAFT

1. At approximately 1530 hours on 14 December 1950 the undersigned officer, Assistant Air Attache at this station, observed a very long, thin, white vapor trail cut across the Ottawa sky from approximately west to east. The object making the trail was too small to be identified. I thought at first that it was an aircraft skywriting but when it did not deviate from its course I judged it to be a very fast high-flying jet aircraft. The vapor trail was very long and clearly defined. It stretched almost entirely across the city. I heard no sound and saw no maneuvers. The object just kept going straight north and east and possibly ascending, however, not abruptly.

2. As stated above the time was approximately 1530 hours local. I observed the action for about one minute and then walked on.

3. Manner of observation was entirely visual.

4. At time of sighting, I was in downtown Ottawa. As stated above the object was very high. I would judge the altitude at 20,000 feet or above with the object traveling east of north at jet speed.

5. I know of no witnesses other than myself and those individuals mentioned in the attached local newspaper tear sheets. Contact with Headquarters, RCAF, Intelligence revealed that they are not interested and have dropped the subject; because, (1) the Royal Canadian Navy could not or would not reveal the identity of the Naval Officer mentioned in the newspaper article dated 15 December, and (2) they are convinced that the object was an F86 enroute back to Montreal. The Scientific Intelligence Division and the Special Weapons Section of the Defence Research Board were both contacted; however, the results of the interview were negative as both offices did not consider the subject worthy of further investigation.

6. The weather teletype sequence received from Rockcliffe Airport for 2030 GMT (1530 local) on 14 Dec 1950 was as follows:

RCE 200 - Broken 15-131/24/19 ⟶ 6 - 090 - C16.

7. None - unless meteorological conditions at the object's altitude were such as to produce an unusually long, slender, clean-cut vapor trail.

8. No physical evidence.

9. No interception or identification action.

10. It is the opinion of this office that the object sighted was a jet aircraft.

E. . . GREEN
Major, USAF
Assistant Air Attache

...ING OF THE ESPIONAGE ACT, 50 U. S. C. —

WASHINGTON DAILY NEWS
25 February 1951

EX- AF SAVANT SCOFFS BACK AT SAUCER SCOFFERS

Wants an Appropriation

Ex-AF Savant Scoffs Back at Saucer Scoffers

SCITUATE, Mass., Feb. 26—Dr. Anthony O. Mirarchi, former Air Force scientist, urged today that observation posts be set up to track down flying saucers "that may lead to another Pearl Harbor."

Dr. Mirarchi, who investigated more than 300 reports of flying saucers as chief of the Air Force's Atmospheric Composition Bureau of the Geophysical Research Division in Watertown last year, brushed aside recent statements by Dr. Urner Liddell, a Navy scientist.

POTENTIAL ENEMY?

He said Dr. Liddell's conclusion that flying saucers really were plastic balloons sent into the upper atmosphere by the Navy for radiation research "does not tell the whole story."

"The results of my own investigation," he said, "indicate that we cannot exclude the possibility that the so-called flying saucer is the result of experiments by a potential enemy of the United States."

Dr. Mirarchi urged that a "considerable appropriation be granted the Air Force to set up photographic, radar and spotter tracking points to study the mysterious phenomena."

He said he had issued a report to the Air Force on his findings last year, but did not know whether the inquiry had been continued.

ONLY INVESTIGATOR

He said the Navy's opinion of flying saucers was "inaccurate."

"Some of the reports gathered might well have been of radiation balloons, but that would not account for other observations which seem to exclude them," he said.

Asked about an Air Force statement that more than 500 investigations were made without one bit of concrete evidence to back up reports of flying saucers, Dr. Mirarchi said, "I thought I was the only one making such an investigation. And as far as I'm concerned, there certainly was evidence to back up my conclusion."

24-185-293

24-185-

AR 12

File

WASHINGTON POST
26 FEB. 1951

26, 1951.

ENEMY TRYOUTS SEEN IN 'FLYING SAUCERS'

SCITUATE, Mass., Feb. 25 (AP) —A former Air Force scientist today brushed aside the idea that "flying saucers" were just balloons, and urged a full investigation of what he said might be experiments by "a potential enemy of the United States."

Dr. Anthony O. Mirarchi, who was employed by the Air Force as an air chemist in its geophysical laboratory, took issue with a recent magazine article written by Dr. Urner Liddel, a navy scientist. Dr. Liddel said what people had been seeing were balloons sent into the upper air for radiation research.

Dr. Mirarchi declared that if "flying saucers" were experimental missiles launched by foreign hands they could "lead to a worse Pearl Harbor than we ever experienced."

"The Navy report is erroneous, it lulls people into a false sense of security," he said in an interview.

Te added that as an assistant chief of a branch of the Geophysical Research Organization, he conducted an investigation and recommended a "considerable appropriation" to press a study of the mysterious phenomena.

At Washington, an Air Force spokesman who was asked about Dr. Mirarchi's contentions, said that "in over 500 investigations we have made so far we have yet to find one concrete bit of evidence to back up these reports of "flying saucers."

HAMILTON AIR FORCE BASE, Calif., Feb. 25 (UP)—"None of our 'flying saucers' were up there last night," officers at this base replied today to residents of Mendocino County who reported a mysterious object flying through the darkened sky.

24-185-296

Maj. Gettwiler

WASHINGTON DAILY NEWS
25 MAY 1951

FLYING DISCS

A Special Notice to Flying Disc Spotters

CHICAGO, May 25 — This is a special notice to anyone who thinks he's sighted a flying saucer in the next few days.

Please take another long look. It's very probably a device released yesterday by University of Chicago Prof. Marcel Schein to record cosmic rays at an altitude of 80,000 feet.

The device was lifted by 24 hydrogen-filled balloons and is expected to travel at least 200 miles from Chicago before returning automatically to earth.

24-185

24-185-297

MAY 31 1951

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

CLASSIFICATION CHANGED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY _____
PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

[redacted]
ROUTINE

FROM: CO ATIC W/P AFB OHIO

TO : DIR OF INTEL HQS USAF ATTN AFOIN-V/TC
COLONEL HARRIS WASH DC

NR : AT 5420 29 June 51

AFOIN-ATIAA-6-7 ref TT-173PM, CSAF item 2, 26 Jun 51.

On 28 Jun an all day discussion was held between [redacted] of Life Magazine, representatives of this center and representatives of PIO Office concerning unidentified flying objects. Every effort was made to satisfy questions of Mr [redacted] within limitations of security policy prescribed by your Headquarters. Where classification prevented giving full story on a particular incident, Mr [redacted] was so informed and advised take up matter with your Headquarters. Mr [redacted] obviously very familiar with many items which have appeared in the public press on this project. His overall knowledge indicates that he has done considerable work on subject. He states that he intends carry out further research on the matter and intends contact [redacted] and possibly Captain McLochlin. It is opinion this center that the amount of research being carried out by Life indicates that article will be published despite fact that Mr [redacted] states no specific article is planned and efforts are primarily of research nature. He specifically requested that this center provide him with list and number reports received each year since beginning of project. He also desired know whether recommendations made relative to aero-medical studies, proposed in our report of August 1949, had been acted upon. He was advised that no specific projects were undertaken by aero-medical lab on this subject. He was further advised that numerous studies have been carried out on ability human beings estimated size, distance, etc., under various conditions of flight. It was suggested this matter be taken up with aero-medical lab by PIO representatives. [redacted] also wants names of scientific people who have acted as consultants on this project. This is difficult since numerous induviduals requested that they not be quoted or identified with project. It is our opinion we were able satisfy Mr [redacted] in several incidents in which he was particularly interested but did not have complete information. It is our further opinion conference went along smoothly and no difficulties occurred with possible exception of classification. In reply his question why information in our files was classified, he was informed that for the

CAF IN: 93909 (2 July 51)

TO EXECUTIVE

24-185-241
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 3 08 06 '51
OFFICE OF
COPY NO. INVESTIGATIONS
File Detailed

Page 1 of 2 Pages

[redacted] JUL 31 1951

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AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56602-5

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted]

NR : AT 5420 fr W/P AFB, OHIO

most part the classification on the information was based upon the fact that the files contained numerous official OSI and FBI reports over which we have no jurisdiction here. One of the reasons given for the classification was that many of these reports would reveal information on OSI and FBI reports over which we have no jurisdiction here. One of the reasons given for the classification was that many of these reports would reveal information on OSI and FBI investigative methods and methods used by Air Intelligence. In all probability, we could pass on information at any later time without revealing any of these data or without showing him any reports in this category. Mr [redacted] left here with the understanding that he would go over notes on information given and would contact your Headquarters in the event any more detail information was required either from your personnel or from ATIC files. Mr [redacted] also interested in feasibility of flying saucer or so-called flat plate configuration for conventional or rocket type aircraft. It was pointed out that while we could brief him to a degree on subject here, it would be more logical to contact either the Aircraft Lab or NACA, preferably the latter.

Executive advised on 3July by Mr Levy.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

ACTION: OIN

INFO : CSI, CPM, CIG

CAF IN: 93909 (2 July 51) SER/jck

[redacted]

COPY No.

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U. S. GOVERNMENT PRINTING OFFICE 16—66698-8

UNCLASSIFIED

AF FORM 112—PART I
APPROVED, 1 JUNE 1948

(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	IR-2-51	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Ltr, AFOIC-CC-1, Dept. of AF, 8 Sept 50

AREA REPORTED ON	FROM (Agency)	
United States		Wing Intelligence Office, Sheppard Air Force Base, Texas

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
12 May 1951	4 May 1951	F-6

PREPARED BY (Officer)	SOURCE
Major L. W. Graf Wing Intelligence Officer	Airmen Reports

REFERENCES (Control number, directive, previous report, etc., as applicable)

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.)

Unconventional aerial sightings observed at Sheppard Air Force Base, Wichita Falls, Texas during evening of 4 May 1951.

Sightings consisted of unidentified round objects traveling in a Southeast to Northwest direction at unknown altitude and speed. Observed sightings emitted a soft, steady fluorescent glow. Observations made for approximately 30 to 45 seconds.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT H. KUHNEL, Capt, USAF
Historian
8 DEC 1975
DATE

24-18-57
File 288

3 Incls.

1. Report of Interview, S/Sgt. Swanbart and Sgt. Ferguson.
2. Report of Interview, Sgt. Baer and Sgt. Doucette.
3. Sketch of locality of reported sightings.

INCLS.

APPROVED: 24-1185-54

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

[illegible]
Wg. Intelligence Officer

UNCLASSIFIED

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2 Copies: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Ohio Attention: MCIS

1 Copy: Commanding General, Air Training Command, Scott Air Force Base, Illinois Attn: D/S, Operations, Director of Intel.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Wing Intelligence Officer Sheppard Air Force Base, Tex	IR-[illegible]-51	PAGE 2 OF [illegible] PAGES

The preparing officer interviewed Staff Sergeant Richard [illegible] Swinton, AF 16 [illegible] 251, 3770th Instructor Squadron, Sheppard Air Force Base, Texas, and Sergeant James R. Ferguson, AF 12 11[illegible] [illegible], 3770th Instructor Squadron, Sheppard Air Force Base, Texas, on 10 May 1951. The following information was received:

Subject Airmen state that, at approximately [illegible] hours, 4 May 1951, they were returning to their squadron area from Theater [illegible]. They observed a formation of [illegible] fifteen round objects moving in a Southeast to Northwest direction at an unknown altitude and speed. Objects were believed to be solid with a reflected light resembling a soft, fluorescent glow. Observed [illegible] were on a definitely set course, all traveling in the same [illegible], but moving independently [illegible] formation. [illegible] to repel one another [illegible] same fashion as electr[illegible]. [illegible] sounds were heard [illegible] were fire[illegible] directly over [illegible] observed for a period of approx[illegible] seconds. [illegible] objects [illegible] resultant [illegible] Airmen [illegible] tain[illegible] the [illegible].

Comments of preparing officer:

1. Subject Airmen are unknown to preparing officer. Both are presently assigned as instructors in the [illegible] phase of the Airplane and Engine Mechanics [illegible], Sheppard Air Force Base, Texas. [illegible] information pertaining to [illegible] airmen is as follows:

a. S/Sgt. Swinton - [illegible] service; completed Airplane [illegible] Engine Mechanics [illegible] April 1949, instructor in Airplane [illegible] Engine Mechanics [illegible] Keesler Air Force Base and at Sheppard Air Force Base [illegible] years of age.

b. Sgt. Ferguson - 2 years, 9 months service; instructor in Airplane and Engine Mechanics [illegible] since August 1[illegible]; [illegible] years of age.

[illegible]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Wing Intelligence Officer Sheppard Air Force Base, Tex	IR-2-51	PAGE 3 OF 4 PAGES

The preparing officer interviewed Sergeant [illegible], [illegible] L., AF 13 283 380, 3770th Instructor Squadron, Sheppard Air Force Base, Texas and Sergeant Doucette, [illegible], AF 11 145 [illegible], 3770th Instructor Squadron, Sheppard Air Force Base, Texas on 11 May 1951. The following information was received:

Subject Airmen had accompanied S/Sgt. Swinbank and Sgt. Ferguson to Theater #1, Sheppard Air Force Base, Texas, on the night of 4 May 1951. At approximately 2130 hours, all four Airmen observed a group of circular objects in a rough [illegible] formation approaching from a Southeasterly direction at an unknown altitude and speed. Subject Airmen described the number of objects as being "more than nine." Objects were described as weaving in and out in an independent manner, [illegible] Objects emitted a steady, [illegible] color or brilliance. No vapor trails were observed [illegible] heard. [illegible] Airmen [illegible] objects appeared to be controlled by an unknown [illegible] on a steady, [illegible] and [illegible] course towards the [illegible] west. [illegible] seconds. [illegible] their [illegible].

Comments of preparing officer:

1. Subject [illegible] to preparing officer. [illegible] are presently [illegible] as instructors in the [illegible] phase of the Airplane [illegible] Mechanics Course, Sheppard Air Force Base, Texas. Information pertaining to [illegible] Airmen is as follows:

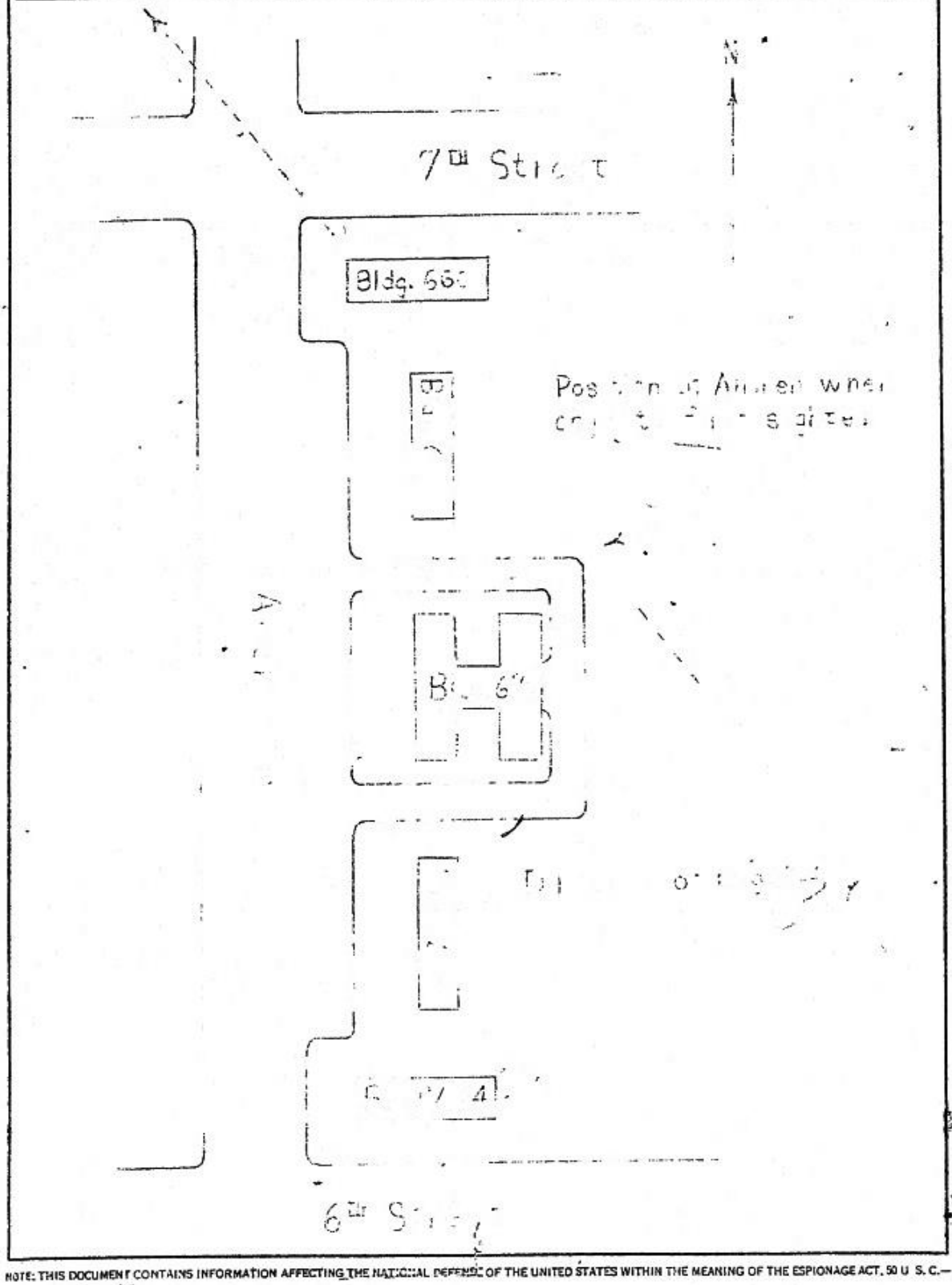
a. Sgt. Baer - [illegible] service; [illegible] Airplane and [illegible] Mechanics Course; [illegible] Course for two (2) years; [illegible] years [illegible].

b. Sgt. Doucette - [illegible] service; [illegible] Airplane [illegible] Mechanics Course, Sheppard Air Force Base, Texas for two (2) years, [illegible] years of age.

APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
[illegible] Intelligence Officer [illegible]	[illegible]			



NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—

WASHINGTON DAILY NEWS
11 SEPTEMBER 1951

UNIDENTIFIED FLYING OBJECT OBSERVED OVER SANDY HOOK, NEW JERSEY
11 SEPT. 1951
SPECIAL INQUIRY

Jet Chases Weird Object 30 Miles

MITCHEL FIELD, N. Y., Sept. 11—Two Air Force jet pilots reported today they chased a mysterious, round flying object—traveling at a speed they estimated at 900 miles an hour—for 30 miles and couldn't catch it.

Wilbert S. Rogers, of Columbia, Pa., told Mitchel Field authorities that he and Capt. Edward Ballard, of Dover, Del., sighted the object yesterday over Sandy Hook, N. J., while they were on a routine flight in a T-33 jet training plane.

"I don't know if it was a flying saucer, but it sure was something I've never seen before," Lieut. Rogers, pilot of the plane, said. "We couldn't have caught it in an F-86." (The F-86 Sabre jet is the U. S. fastest jet fighter.)

Lieut. Rogers described the object as white or silver-colored and said it was about the size of a fighter plane.

TOO FAST

Lieut. Rogers and Capt. Ballard, on a flight from Dover air base in New Jersey, said when they sighted the object they were traveling at 450 miles an hour at 20,000 feet.

"I pointed it out to Capt. Ballard," Lieut. Rogers said, "who suggested we try to follow it. But we soon found it was no use. It was going too fast."

The object moved in an arc from Sandy Hook to Redbank, N. J., and then headed out to sea at Asbury Park, N. J., Lieut. Rogers said. He estimated it traveled the 30-mile course in two minutes, or at a speed of 900 miles an hour.

The Air Force and Navy have officially said that flying saucers reported previously had been nothing more than weather balloons.

"This couldn't have been a balloon," Lieut. Rogers said, "because it was descending and no balloon does that fast."

STORY REPORTED

He said they got as close as 8000 feet from the object which kept a constant speed and didn't appear to be running away."

Officials at Mitchel Field refused comment on the report, but admitted Lieut. Rogers had told them the story when he landed.

Mitchel pilots listened to Rogers' story with interest. One, who refused to allow his name to be used, said:

"When you hear a reliable pilot tell an honest story like that, it makes you wonder."

24-185-130

24-185

APPROVED 5 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	RIUA 1-51 30AD	4357933

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Information on Unconventional Aircraft

AREA REPORTED ON	FROM (Agency)
Wisconsin- Illinois	30th Air Division (Def) Selfridge AFB, Mich.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
3 August 1951	30 July 1951	B-3

PREPARED BY (Officer)	SOURCE
1st Lt., Robert K. Hall, Dir of Intell	30th Air Division personnel

REFERENCES (Control number, directive, previous report, etc., as applicable)

ADC LETTER 200-1

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 115—Part II)

1. An unconventional unidentified "object" was observed on the scopes of an AN/CPS-6B radar by obeservers at the 752d AC&W Squadron, Empire, Mich., between 1114Z and 1132Z, 30 July 1951. Speed of the blip varied from an estimated 3,000 miles an hour to an estimated 28,000 miles an hour. High scattered clouds were reported in the vicinity. Observatories reported no observed meteors or similar activity at the time.

2. Study of the phenomenon by technical representatives indicates that a certain set of electronic and atmospheric conditions probably existed at the time, and that the scope presentation was probably caused by interference from another radar station located at Elkhorn, Wisconsin.

Robert K. Hall
ROBERT K. HALL
1st Lt., USAF
Director of Intelligence

CLASSIFICATION CANCELLED [illegible] ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

0 INCLS

24-185-301
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

B 9 OCT 1951 24-185

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NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
30th Air Division (Defense) Selfridge AFB, Mich.	HUA 1-51 30 AD	

1. An unconventional unidentified "object" was observed electropically by radar observers at the 752d AC&W Squadron, Empire, Mich., between 1114Z and 1132Z, 30 July 51.

2. One officer and four airmen radar operators, with technical experience varying from two to nine months, saw an oblong shaped blip with the conventional tail caused ordinarily by the tapering off of target signal strength.

3. Speed of the blip varied from an estimated 3,000 miles an hour to an estimated 28,000 miles an hour.

4. Blip was first detected at 1114Z on an approximate azimuth of 215° from the station at a distance of approximately 130 statute miles. This position is about 20 miles northeast of Milwaukee at 43° 20' N, 87° 31' W. It was tracked on a heading of approximately 210 degrees for two minutes and faded 115 miles to the southwest at 42° 01' N, 88° 50' W. During this interval the speed varied considerably. At 1128Z the same or a similar object was detected at 42° 30' N, 88° 50' W, fading immediately. At 1132Z object was detected at 42° 01' N, 89° 20' W, fading immediately.

5. The "object" was observed by a radar type AN/CPS-6B. Excessive speed precluded use of height indicator to make useable altitude estimates.

6. Weather teletype sequence at Chicago at 1030Z was VFR UNL ⊘ 250 37 60/59 W8-005. At 1230Z it was IFR 250 ⊘ 1½ K 68/64 C 007/.

7. Conversation with University of Michigan Observatory at Ann Arbor, Mich., and Yerkes Observatory at Geneva, Wis., indicated no unusual meteoritic activity.

8. Comments:

a. The tremendous speed of the "object" within the earth's atmosphere tends to rule out the possibility of the object's being a flying device because of atmospheric friction and resultant high temperatures.

b. Absence of observed unusual meteoritic activity tends to rule out possibility of a meteor having caused the electronic return.

c. Study of this phenomenon by technical representatives at this headquarters and at 752d AC&W Squadron concluded that very probably the occurrance was actuated by virtue of certain electronic and atmospheric conditions; and that these conditions, occurring simultaneously, resulted in reception by the radar station at Empire of electronic pulses from a radar station at Elkhorn, Wis. (This station is situated on an approximate azimuth of 220 degrees from Empire at a distance of 195 statute miles. Equipment is the same as at Empire: AN/CPS-6B.) One technical explanation of this occurrance is as follows:

(1) Because of the azimuth at which the targets were noticed, it would seem most logical to suspect interference between the two sites.

(2) Possible conditions extant to support mutual interference theory were:

(a) Anomalous propagation to an extent where Empire could receive the radar transmitter at Elkhorn. This is borne out by reports from the station at Empire, and the Advance Radio Propagation Forecasts from the National Bureau of Standards, Washington, D.C., issued 24 July 1951.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3
30th Air Division (Defense) Selfridge AFB, Mich.	RIUA 1-51 30 AD	

(b) A transmitter at Elkhorn operating at the same frequency as a receiver at Empire. This is highly possible due to five different transmitters and receivers at each site capable of being tuned to same frequencies, and mutual interference is previously on record.

(c) The Pulse Repetition Frequency of the two radar sets at almost the same rate. (Elkhorn slightly faster.) This is probable because of identical sets with design purpose of having each set at the same Pulse Repetition Frequency.

(d) The two antennas rotating at only slightly different turning rates. This is probable because speed of rotation is adjustable at each site with a common practice of rotating at approximately six revolutions a minute.

d. The above conditions, if existing, will give a scope presentation as described by the site at Empire.

e. Detailed technical information to support the conclusion drawn above is available at this headquarters if required.

ROBERT K. HALL
1st Lt., USAF
Director of Intelligence

AIIC

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS

	INITIALS		CIRCULATE
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ORGANIZATION AND LOCATION	DATE		COORDINATION
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2			INFORMATION
			NECESSARY ACTION
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REMARKS

24-185

[redacted]

24-185 TROY

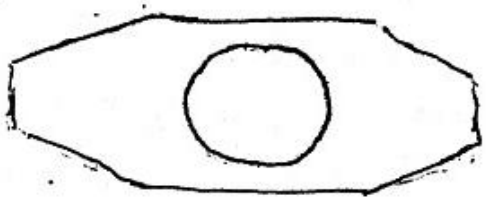
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

OCT 10 10 08 '51

FROM NAME OR TITLE	SPECIAL INVESTIGATIONS	DATE
ORGANIZATION AND LOCATION		TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

16—48487-4 GPO



In the latter part of August 1949 late one afternoon both my wife and I saw three planes passing over our place going east. Looking upward they appeared flat of a gray color and in the center was a circular disc the color of the sun. They were traveling at a good speed but with no sound.

We do not know how high they were but they seemed to be of a large size and we could distinguish the color of the plane and center disc.

We have never heard of any aircraft of this type and often wondered what they really were.

[redacted]

Ed Manta. Calif

APPROVED 1 JUNE 1948 (CLASSIFICATION) UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	IR-4-51E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECT

AREA REPORTED ON	FROM (Agency)
USA	HQ EADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
26 SEPTEMBER 1951	25 SEPTEMBER 1951	B-6

PREPARED BY (Officer)	SOURCE
LT COL BRUCE K. RAUMGARDNER	EADF

REFERENCES (Control number, directive, previous report, etc., as applicable):
HQ EADF IR-3-51E, 21 SEPTEMBER 1951, INCL #4, RPT FT. MONMOUTH

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.)

Further investigation of sighting report from Ft. Monmouth reveals that although the observing personnel state that they had no information of an unidentified flying object being sighted by the fighter pilots of this command on 10 September 1951, they were alerted to the possibility of unusual sightings occurring on their radar scopes.

The fact remains that one experienced observer was present and saw an object travelling more than 700 mph on 11 September in the New York area.

BRUCE K. RAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

CLASSIFICATION CANCELLED OR CHANGED TO
BY AUTHORITY OF DIRECTOR
BY HERBERT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

24-185-303
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

INCLS.

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112—PART II
ED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Command)	REPORT NO.	PAGE 2 OF 2 PAGES
HQ, RAUF	IR-4-51R	

1. All personnel listed in initial report from Ft. Monmouth were students, with the exception of Mr. [redacted] has been a qualified radar observer since 1942 and states he had no knowledge of a "flying saucer" report prior to observation. Further states observed target was not similar to any observation ever made by him.

2. Item listed in paragraph 2, initial Ft. Monmouth report, was later identified as a balloon.

3. Radar sets at Ft. Monmouth were in first class mechanical condition. However, tests will be conducted during hours that sightings were made on 10 and 11 September in order to check possibility of recurrence of targets and/or explanation for same.

4. At variance with paragraph 1, above, is fact that the Ft. Monmouth PIO called the radar section on the morning of 10 September asking "if they had seen anything unusual". A negative reply was received by the PIO, but word spread throughout the student body that something unusual was going on.

BRUCE K. BAUMGARTNER
Lt. Colonel, USAF
Director of Intelligence

42 Barnard

WASHINGTON DAILY NEWS
9 NOVEMBER 1951

CONCENTRATION OF METEOR-LIKE OBJECTS IN SKY NEAR TUCSON, ARIZ.

Remains of 'Remarkable' Meteor Hunted

TUCSON, Ariz, Nov. 9 A meteor expert said today the flaming objects sighted in southwestern skies in the past 11 days were "the most remarkable concentration of meteor-like objects in historic times."

Air searchers have been unable to find any remains of meteors in the area and ground parties were assembled to search on foot.

Dr. Lincoln La Paz, of the New Mexico Institute of Meteoritics, said if the "fireballs" that flashed across southern Arizona and New Mexico Wednesday night prove to be parts of a meteorite, it would be the seventh such body reported in this area in the past 11 days.

Two flaming objects have been seen in southwestern skies in six days.

The latest object, which the scientist described as "a pair of brilliant fireballs," was "without parallel in the whole of recorded history," he said.

Hundreds of persons in southeastern Arizona and southwestern New Mexico reported seeing the objects sail thru the sky leaving a long vapor ribbon in their wake.

24-185-304

[illegible] AIR FORCE

OFFICE OF SPECIAL INVESTIGATIONS

24-185

B 16 NOV 1951

Lt. Col. Free/in/AFCSI-6
Code 192, X-140 9 Nov 51

SECURITY INFORMATION

[redacted]

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

9 NOV 1951

24-185

SUBJECT: (Unclassified) UNKNOWN SUBJECT; Unidentified Objects in Flight Over Lubbock, Texas
SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to letter this Headquarters, subject and file as above, dated 22 October 1951.

2. There are attached three (3) copies of a report by Special Agent Delzon L. Durham, dated 23 October 1951, concerning this subject.

3. You are requested to furnish two (2) copies of this report to the Commanding General AMC.

FOR THE DIRECTOR:

1 Incl
R/I fr DO #11,
dtd 23 Oct 51 (trip)

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

When Incl No. 1 is ~~(are)~~ withdrawn or not attached, the classification of [illegible] on this correspondence will be cancelled in accordance with par 25 e, AFR 205-1.

CJL

AFCSI-6
Free
L/C BAYNARD
[illegible]

OUT 9 NOV 1951 MANAGEMENT DIV. OSI

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

CSI-2280

24-185-305
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

AFCSI FILE COPY

SECURITY INFORMATION

~~SECRET~~ UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted] PRIORITY

PARAPHRASE NOT REQUIRED, NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING CRYPTO PRECAUTION APPLIES

FROM: OSI CHANUTE AFB ILL

TO : CG AMC WPAFB OHIO ATTN AIR TECH INTELL CENTER
CSAF WASH DC ATTN DIR OF INTEL ATTN DIR OF SPEC INVEST

NR : NONE 25 Oct 51 [redacted]

Reurtwx AT 865 dtd 25 Oct 1951 project BRUDGE this dist is not conducting any invest regarding unidentified aerial object sighted over Holman Muni Apt, Terre Haute, Ind 19 Oct 51. Info received by OSI agt from apt authorities regarding incident being fwd your Hq by most expeditious means. Ref par 2 and par 4 AFCSI ltr no 85 dtd 23 Oct 50.

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

DUPLICATE CPY
TO EXECUTIVE

NOTE: Ref not identified in SMD

ACTION: OIN

INFO: CSI, CIG, CDS

CAF IN: 84601 (26 Oct 51) [redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Oct 26 mcb/hnhd '51
OFFICE OF SPECIAL INVESTIGATIONS
COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—64062-2

UNCLASSIFIED

Files

Unconventional Aircraft

OUT
21 NOV 1951
CI DIV
CS

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BY KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975

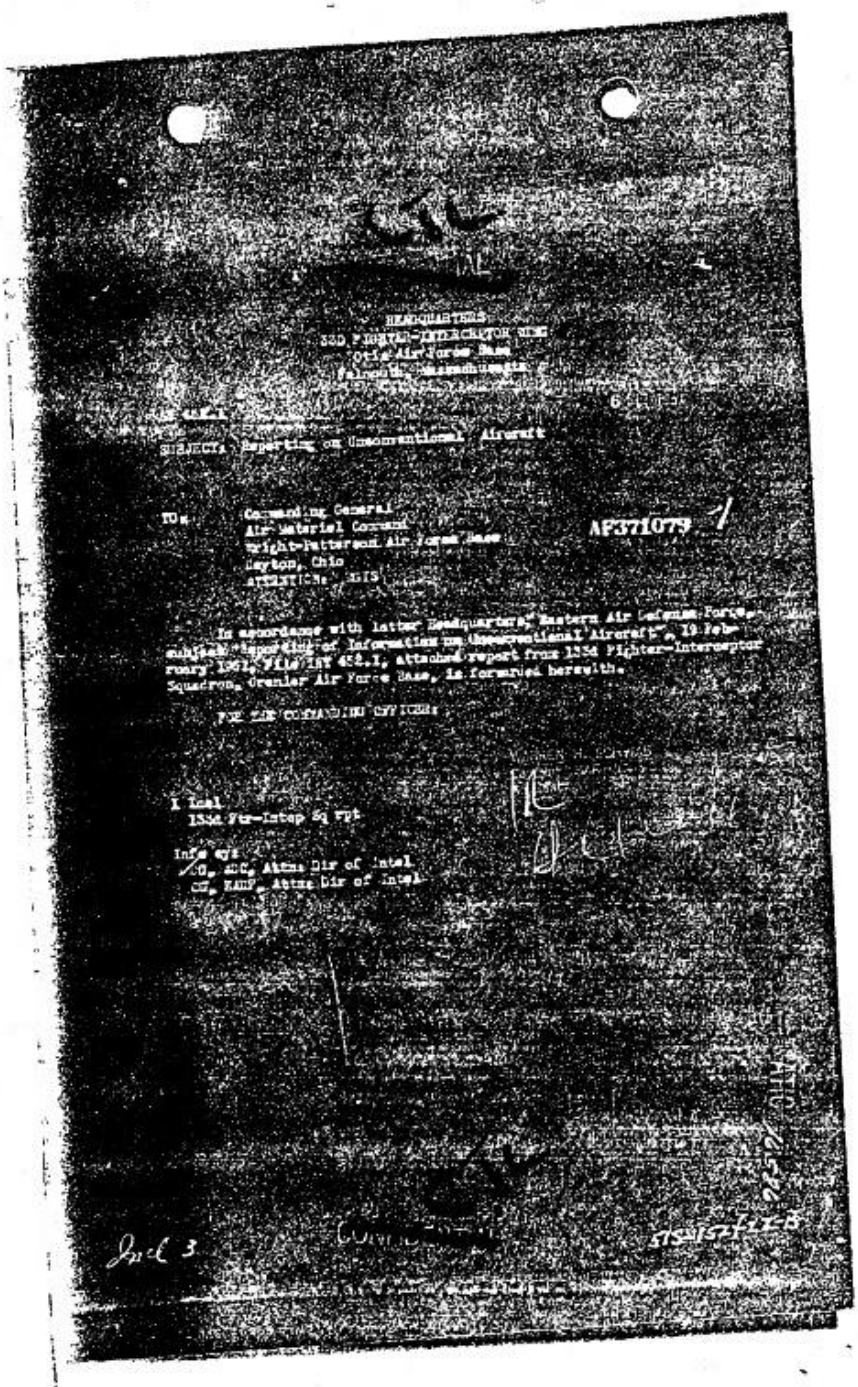
File

24-185

24-185|306

[illegible] AIR FORCE
[illegible] GENERAL
OFFICE OF [illegible] IN ESTIGATIONS

UNCLASSIFIED NOV 27 1951



HEADQUARTERS
33D FIGHTER-INTERCEPTOR WING
Otis Air Force Base
Falmouth, Massachusetts

AF 452.1

SUBJECT: Reporting on Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: [illegible]

AF371079

In accordance with Letter Headquarters, Eastern Air Defense Force, subject "Reporting of Information on Unconventional Aircraft", 19 February 1951, File INT 452.1, attached report from 133d Fighter-Interceptor Squadron, Grenier Air Force Base, is forwarded herewith.

FOR THE COMMANDING OFFICER:

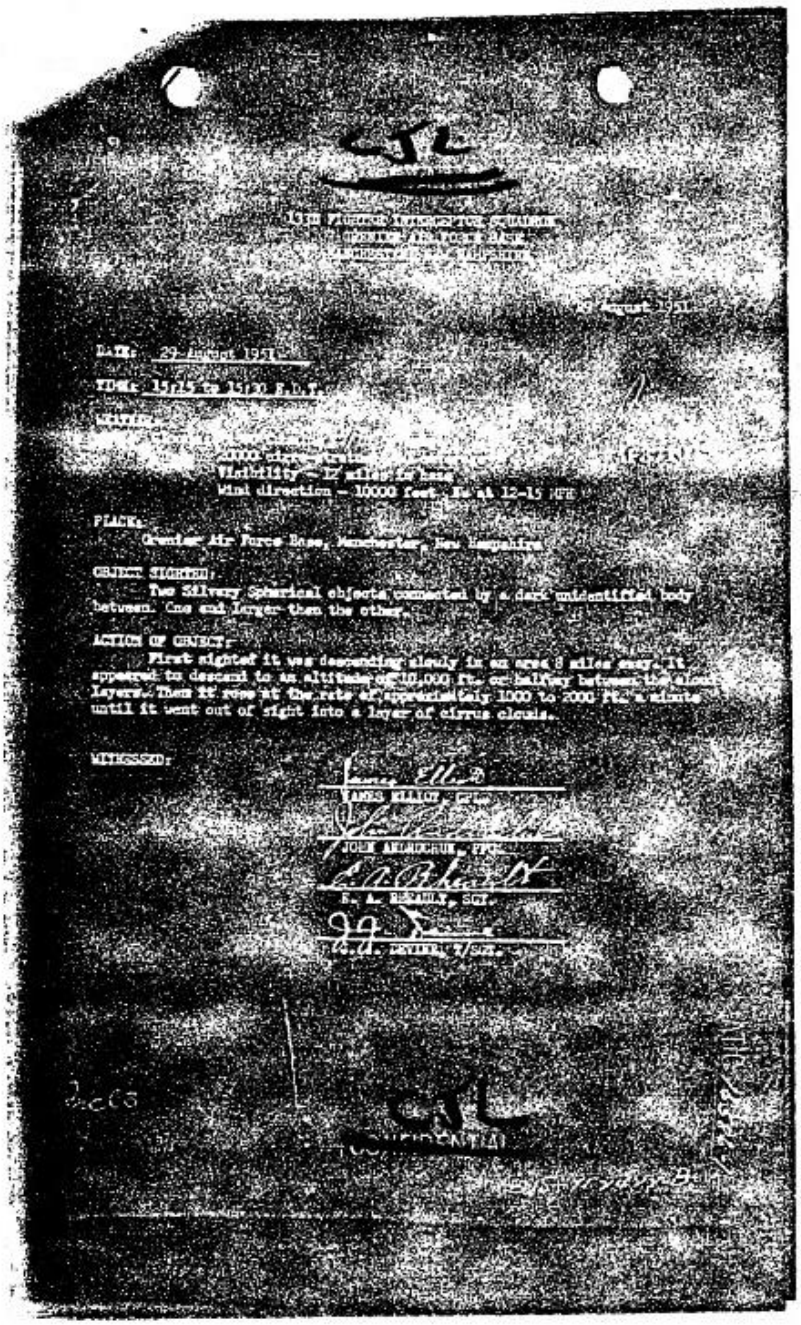
1 Incl
133d Ftr-Intcp Sq rpt

Info cy:
CO, ADC, Attn: Dir of Intel
CO, RADF, Attn: Dir of Intel

Incl 3

CONFIDENTIAL

515-1521-22-B



CJL

[illegible]

[illegible]

[illegible]

[illegible] August 1951

DATE: 29 August 1951

TIME: 15:15 to 15:30 E.D.T.

WEATHER:

[illegible]
Visibility - 12 miles in haze
Wind direction - 10000 feet [illegible] at 12-15 MPH

PLACE:
Grenier Air Force Base, Manchester, New Hampshire

OBJECT SIGHTED:
Two Silvery Spherical objects connected by a dark unidentified body between One and Larger than the other.

ACTION OF OBJECT:
First sighted it was descending slowly in an area 8 miles away. It appeared to descend to an altitude of 10,000 ft. or halfway between the cloud layers. Then it rose at the rate of approximately 1000 to 2000 ft. a minute until it went out of sight into a layer of cirrus clouds.

WITNESSED:

James Elliott
JAMES ELLIOT, [illegible]

[illegible]
JOHN ANDRECHUK, [illegible]

[illegible]
R. A. [illegible], SGT.

[illegible]
[illegible], SGT.

CJL
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[redacted]

HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS
Office of the AC of S, G-2

16 October 1951

[illegible]

SUBJECT: Unidentified Aerial Phenomena

TO: Commanding General
Air Material Command
[illegible] Patterson Air Force Base
Dayton, Ohio
[illegible]

AF371080

Enclosed for your information and action deemed advisable are Guides to Investigation concerning observation of unidentified aerial phenomena, on 2 October 1951, by the following listed individuals:

, La Mesa, New Mexico

, Buildi[illegible] White Sands
Proving Ground, Las Cruces, New Mexico

Cpl Dolan E. Holmyre, RA 18340929, 4119th ASU, White Sands
Proving Ground, Las Cruces, New Mexico

Cpl Charles E. Poling, RA 15409239, 4119th ASU, White Sands
Proving Ground, Las Cruces, New Mexico

, La Mesa, New Mexico

5 Incls
Lt. Guides to Inves
(in dup)

[illegible]
Colonel, GS
AC of S, G-2

Copy furnished:
CO, Continental Air Command

[redacted]

515-152422-[illegible]

CJL

[redacted]

1. Date of observation: 7 Oct 51 [illegible] 1 Oct 51

2. Exact time of observation (local): 1945 and 2100 hours.

3. Place of observation: 0350,9-3520 [illegible] Coordinates [illegible] (Map Coordinates): Zone 15, the last three digits of the grid numbers omitted.

4. Position of observer (Mapping [illegible]

5. What attracted attention to object: [illegible] observer looked up and saw object, both times.

6. Number of objects and sketch of formation or grouping: Four (4) in first in formation and only one (1) in the last sighting.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be size of a [illegible] and second object (2100) appeared smaller in size.

8. Color of object: Both sightings appeared to be [illegible].

9. Shape (give graphic description - compare with known object): Could not determine.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): First sighting 30 degrees, and second sighting 30 degrees. [illegible] object appeared at about 170 degrees & disappeared behind a building 90/ degrees & never saw object again.

11. Direction from observer (Angle clockwise from north): First objects appeared in sight at 100 degrees and traveled and disappeared from sight at 110 degrees.

12. Distance from observer (distance to town, bldg., etc., over which object appeared to be): First objects appeared over Organ Mountains about 5 miles. Second object appeared to be over [illegible] building.

13. Direction of flight of object (s): First objects, East to East and second South-East to North-East.

14. Time in sight: First objects, ten seconds; second object, five seconds.

15. Speed (time to cover given angular distance): First objects about speed of jet (700 to 800 MPH) and second object was faster, estimated 1,000 MPH.

16. Sound and odor: None both first and second.

17. Trail (color, length, width, persistence, etc.): None both first and second

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): None both first and second.

19. Projections (fins, wings, rods, antennae, canopies, etc.): None

20. Maneuvers (turns, climbs, [illegible] sketch of flight path): None, both 1st and 2d traveled [illegible] straight plane.

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9

[redacted]

GUIDE TO INVESTIGATION (Cont'd) Incident No. ____

21. Manner of disappearance: First vanished or faded away and second disappeared from view behind building.

22. Effect on clouds: None, no clouds, sky clear.

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Fled blowing, very clear night.

25. Name and address of observer: Cpl Dolan E. Schuppe, RA 15 300 959, 4119th ASU, White Sands Proving Ground, Las Cruces, New Mexico.
Occupation and hobbies: Enrks Bulletin Office, ESTC

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept., FBI records, employer, etc.)

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material? Wears glasses, reading and are not polaroid glasses.

3710 80-3

[redacted]

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AF371080

[illegible]

1. Date of observation: 2 Oct 51 Date of interview: 3 Oct 51

2. Exact time of observation (local): 2120 hours.

3. Place of observation: 0350.9-3500.42 Ten thousand Meter Universal Operator Grid (Map Coordinates) [illegible]

4. Position of observer (air, car, bldg, location or [illegible] details): Main gate, [illegible], standing up.

5. What attracted attention to object: Informed by Military Police that [illegible] objects reported [illegible] and was [illegible] for [illegible].

6. Number of objects and sketch of formation or grouping: One (1)

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arm length): Estimated three (3) or four (4) feet.

8. Color of object: Forward end was red, and trailing end was orange blue.

9. Shape (give graphic description - compare with known object): Oblong, forward or protruding end small and the trailing end large.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Forty-five (45) degrees from horizontal.

11. Direction from observer (Angle clockwise from north): Ninety (90) degrees.

12. Distance from observer (distance to town, bldg, etc., over which object appeared to be): Estimated over Army blockhouse (BH), five or six miles.

13. Direction of flight of object(s): Falling at slight angle, of 45 degrees.

14. Time in sight: Ten (2) seconds.

15. Speed (time to cover given angular distance): Speed of jet plane.

16. Sound and odor: none

17. Trail (color, length, width, persistence, etc.) Particles behind and trail of [illegible]

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): None

19. Projections (fins, wings, rods, antennae, [illegible], etc.): None

20. Maneuvers (turns, climbs, [illegible] sketch of flight path): None

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GUIDE TO INVESTIGATION (Cont'd) Incident No. [redacted]

21. Manner of disappearance: Fade away

22. Effect on clouds: There were no clouds, sky clear.

23. Additional information concerning objects: None

24. Weather conditions and light at time of sighting: Wind blowing, and clear night

25. Name and address of observers: [redacted] Reno, Nevada

Occupation and hobbies: [redacted]

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept, FBI records, employer, etc.)

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material? Does not wear glasses.

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2

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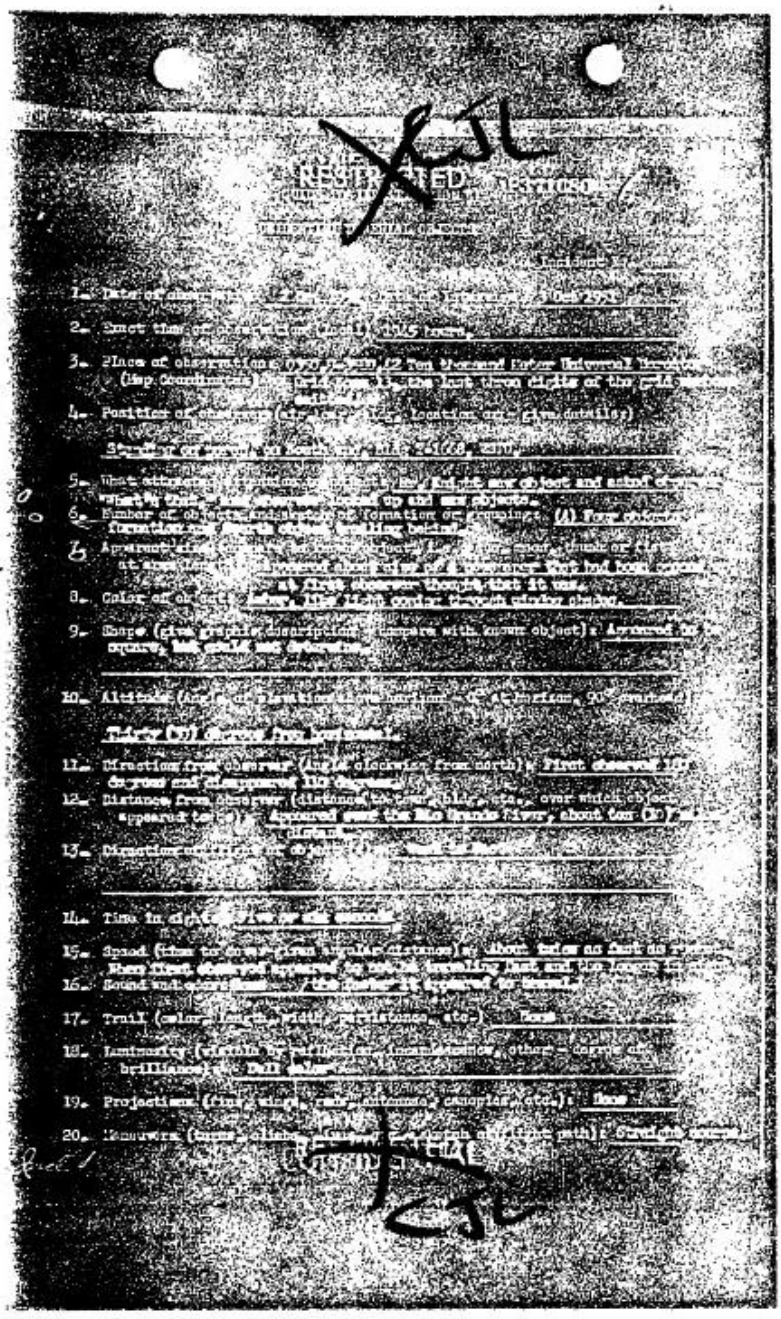

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[illegible]

[illegible]

1. Date of observation: [illegible] 1951

2. Exact time of observation (local): 1945 hours

3. Place of observation: [illegible] 1:250,000 Ten Thousand Meter Universal Transverse Mercator (Map Coordinates): [illegible] the last three digits of the grid [illegible]

4. Position of observer (air, ground, [illegible] location [illegible] give details): Standing on [illegible]

5. What other [illegible] observed [illegible] object and [illegible] what's [illegible] object.

6. Number of objects [illegible] formation or grouping: (A) [illegible]

7. Apparent size [illegible] at [illegible] had [illegible]

8. Color of object: [illegible] like [illegible] through [illegible] shades.

9. Range (give [illegible] compare with known object): Appeared [illegible] square, [illegible]

10. Altitude (Angle of elevation [illegible] horizon, 90° overhead): Thirty (30) degrees from horizontal.

11. Direction from observer (Angle clockwise from north): First observed [illegible] degrees and disappeared 110 degrees.

12. Distance from observer (distance to [illegible] object appeared to be): Appeared [illegible] the Rio Grande River, about ten (10) [illegible] distant.

13. Direction [illegible] object [illegible]

14. Time in sight: [illegible]

15. Speed (time [illegible] angular distance): About twice as fast as [illegible] When [illegible] appeared [illegible] and [illegible]

16. Sound and [illegible] it appeared [illegible]

17. Trail (color, length, width, persistence, etc.): None

18. Luminosity (visible [illegible] brilliance): Dull [illegible]

19. Projections (fins, wings, [illegible] canopies, etc.): None

20. Maneuvers (turns, climbs, [illegible] straight path): Straight [illegible]

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GUIDE TO INVESTIGATION (Cont'd) Incident: [illegible]

21. Manner of disappearance: Vanished.

22. Effect on clouds: None, no clouds, any clear.

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Wind blowing, very clear night.

25. Name and address of observer: Col Charles E. Rolling, RA 15 [illegible] 4119th ASU, White Sands Proving Ground, Las Cruces, New Mexico
Occupation and hobbies: Works in Billeting Office.

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept, FBI records, employer, etc.)

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material? Does not wear glasses.

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Incident No. ____

1. Date of observation: 2 Oct 51 Date of Interview: 3 Oct 51

2. Exact time of observation (local): 2120 hours.

3. Place of observation: [illegible] (Map Coordinates): [illegible] the [illegible] [illegible] [illegible] [illegible]

4. Position of observer: [illegible]

Standing up outside the [illegible] [illegible]

5. What attracted attention to object: Informed by Military Police that strange objects reported in [illegible]. [illegible] [illegible] [illegible] [illegible] [illegible]

6. Number of objects and sketch of formation or grouping: One (1)

7. Apparent size (compare to known object, [illegible], sun, moon, thumb or fist at arms length): Estimated three (3) feet

8. Color of object: Forward point red, and trailing end one light green

9. Shape (give graphic description - compare with [illegible]): [illegible] [illegible] [illegible] and large and the trailing end [illegible] and smaller

10. Altitude (angle of elevation above horizon - Great Horizon, 90° overhead): 25 degrees, from horizontal to level of ground.

11. Direction from observer (Angle [illegible] [illegible]): 50 degrees [illegible] [illegible] Blockhouse (DH)

12. Distance from observer (distance to [illegible], [illegible], [illegible] [illegible] [illegible] appeared to be): Over Army DH, about five or six miles.

13. Direction of flight of object (s): Traveling down at 20 degrees from normal, from right to left.

14. Time in sight: One (1) second

15. Speed (time to cover given angular distance): Estimated faster than a jet.

16. Sound and odor: None

17. Trail (color, length, width, persistence, etc.): None observed.

18. Luminosity (visible by reflection, [illegible], other - degree of brilliance): None

19. Projections (fins, wings, rods, antennae, canopies, etc.): None

20. Maneuvers (turns, climbs, [illegible] [illegible] of flight path): None

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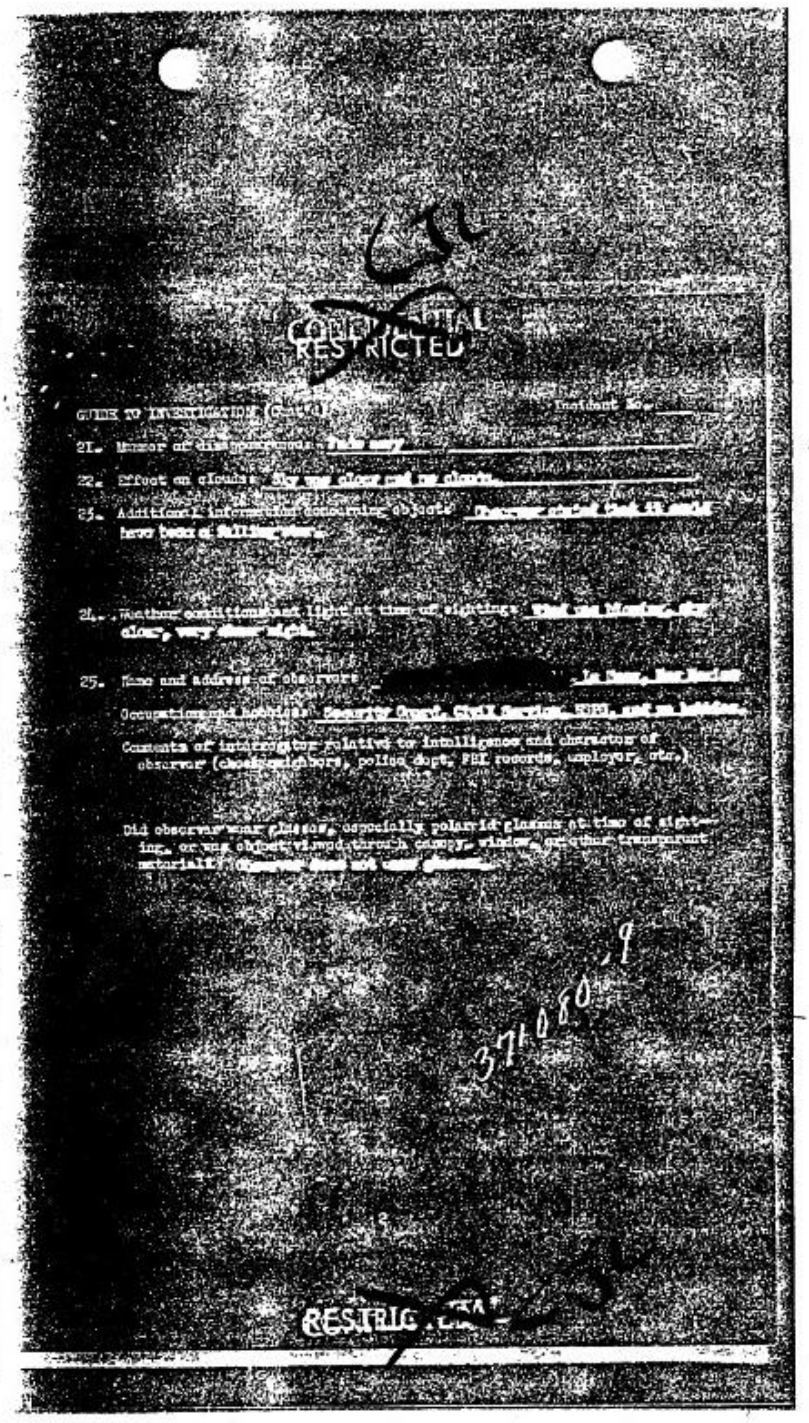

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GUIDE TO INVESTIGATION (Cont'd) Incident No. [illegible]

21. Manner of disappearance: [illegible]

22. Effect on clouds: Sky was clear and [illegible]

23. Additional information concerning object: [illegible] have been a [illegible]

24. Weather conditions and light at time of sighting: [illegible] clear, very [illegible]

25. Name and address of observer: [illegible]

Occupation and [illegible]: [illegible]

Comments of interrogator relative to intelligence and character of observer (checkers, highers, police dept, FBI records, employer, etc.)

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material? [illegible]

371080-9

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GUIDE TO INTERVIEWING

UNIDENTIFIED SERIAL OBJECTS

AF371080

Instrument No. ____

1. Date of observation: 2 Oct 51 Date of Interview: 3 Oct 51

2. Exact time of observation (local): 2000 hours

3. Place of observation: 0990-A-3980.42 [illegible] Terrace Universal Harvester Field (Map Coordinates) [illegible] Guidance [illegible] Guidance [illegible]

4. Position of observer (air, car, bldg, location or give details): Sitting on stone of the billeting office, building T-1645, which is located on the South end of the building.

5. What attracted attention to object: Observer was sitting on the stone and was kidding some other men who had previously seen a strange light, then object appeared.

6. Number of objects and sketch of formation or grouping: One (1) [illegible]

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arm length): About ten (10) feet long, width undetermined. Appeared to be longer than 8 feet [illegible] Did a hole around it which was on the underside.

8. Color of object: Aluminum, could not determine the color. [illegible] Did not [illegible] thing like it before. Did about the same color as when [illegible]

9. Shape (give graphic description - compare with known object): [illegible] at night. Long and slender like a rocket.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Gone in about 20 degrees and then on line with observer was about [illegible]

11. Direction from observer (Angle clockwise from North): First appeared at 100 degrees and disappeared at about 20 degrees.

12. Distance from observer (distance to town, bldg, etc., over which object appeared to be): Appeared to be over Oro Grande, County-eight (20) miles distant.

13. Direction of flight of object (s): First observed traveling North-East. Then object was North-East in relation to observer, object appeared to turn and go due North, gaining elevation at an angle of about 15 degrees.

14. Time in sight: Fifteen (15) seconds

15. Speed (time to cover given angular distance): Estimated five (5) times as fast as any rocket that has been fired at [illegible]

16. Sound and odor: None

17. Trail (color, length, width, persistence, etc.): None

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): Glow around object, which appeared to be halo.

19. Projections (fins, wings, rods, antennae, cannonies, etc.): None

20. Maneuvers (turns, climbs, dives, etc., sketch of flight path): Changed from direction of travel [illegible] (North-East) to due North, and increased elevation, [illegible]

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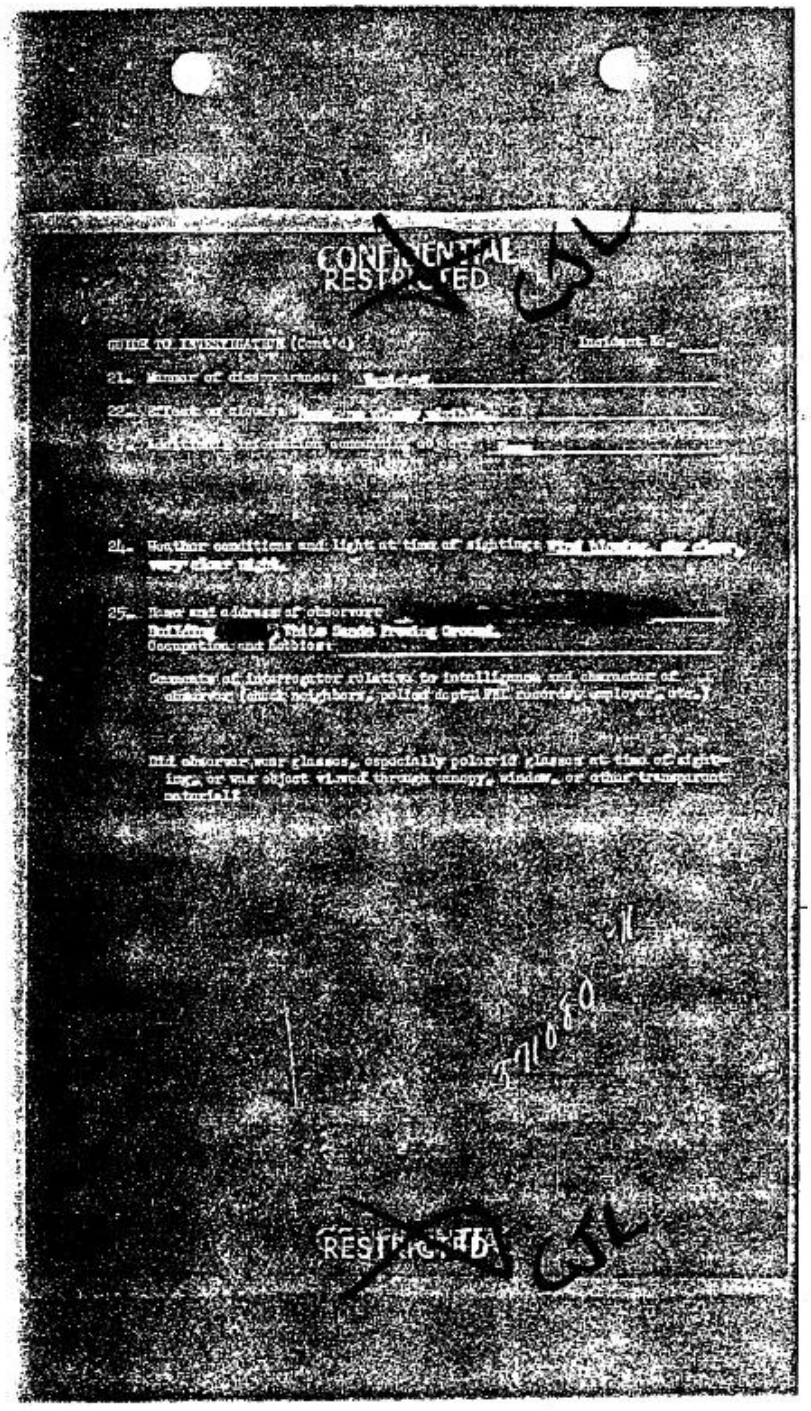

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GUIDE TO INVESTIGATION (Cont'd) Incident No. ____

21. Manner of disappearance: [illegible]

22. Effect of clouds: [illegible]

23. Additional information concerning object: [illegible]

24. Weather conditions and light at time of sighting: [illegible] very clear night.

25. Name and address of observer: [illegible]
Building [illegible], White Sands Proving Ground.
Occupation and hobbies: [illegible]

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept., FBI records, employer, etc.)

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

37080

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DEPA[illegible]MENT OF THE AIR F[illegible]RCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted]
ROUTINE

PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: CO ATIC W/P AFB OHIO

TO : 12 DIST OSI CHANUTE AFB ILLINOIS

INFO: CSAF WASH DC FOR DIR INTEL

NR : AT 8651 25 Oct 51 [redacted]

Eastern ADF has informed the Air Technical Intelligence Center that OSI is investigating unidentified aerial object sighted over Holman municipal airport, Terre Haute, Ind., 19 October 1951. Please advise when results of investigation will be available to this center. Ref: AFCS-1 leter No 85, dated 23 October 1950. In reply refer to project Grudge.

CLASSIFICATION CANCELLED TO [illegible] USE ONLY
BY AUTHORITY OF THE DIRE[illegible] INV
BY KURT K. KUNZE, Capt, USAF
Historian 13 DEC 1975
DATE

DUPLICATE CPY
TO EXECUTIVE

24-185
Maj. Detwiler
24-185-307

INFO : OIN, CSI, CIG, CDS

CAF IN : 84247 (25 Oct 51) MTM/hhh

Oct 25 09 23 '51

[redacted]

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

ATHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—60000-2

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE DAYTON, OHIO

IN REPLY REFER TO: 5D 24-21

6 December 1951

SUBJECT: Reporting of Information on Unconventional Aircraft

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, file 24-185, subject as above.

2. It is noted that paragraph 5, of the above referenced AFCSI Letter, directs that TWX Spot Reports concerning unconventional aircraft will provide for transmission of a duplicate message direct to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS.

3. Your attention is invited to the fact that since publication of this letter, the former Intelligence Center is now known as the Air Technical Intelligence Center with headquarters in Washington, D.C. Information of the nature covered by AFCSI Letter 85 should now be addressed to Commanding Officer, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: ATI.

James F. X. O'Connell

JAMES F. X. O'CONNELL
Colonel, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
[illegible], Capt, USAF
BY Historian
8 DEC 1975
DATE

SECURITY INFORMATION UNCLASSIFIED

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AIR FORCE-WPAFB-L-5 APR 51 15M

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

a. 385328

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	IR-47-51E	CS1

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
REPORT OF UNUSUAL RADAR SCOPE SIGHTING EAR

AREA REPORTED ON	FROM (Agency)
EADF	D/I EADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
8 NOVEMBER 1951	1 NOVEMBER 1951	

PREPARED BY (Officer)	SOURCE
BEN Z.M. GERSHATER, Captain, USAF	32d AIR DIV (LTR, COC319.1, 1 NOV 51, RPT OF UNUSUAL RADAR TARGETS.

REFERENCES (Control number, directive, previous report, etc., as applicable)
ADC L 200-1

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.)

On 22 October 1951, the radar station, located at North Truro, Massachusetts observed an unusual sighting on its radar scopes, at a location approximately 120 to 300 miles East and East-North-East away. Details are listed on Part II, this report. "The individual echo returns, and the appearance of the track, substantiate the probability that these radar "pick-ups" may actually have been that of an unidentified flying object, rather than some type of radar interference or malfunction."

IR

APPROVED:

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975

24-185-309

2 INCLS.

24-185

File

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2cys - CG, AMC, Wright-Patterson AFB, Dayton, Ohio, Attn: MCIS
1 cy - CG, ADC, Ent AFB, Colorado Springs, Colorado, Attn: Deputy for Intelligence

ART II

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

(TO)	REPORT NO.	PAGE 2 OF 2 PAGES
1 EADF	IR-47-51E	

In compliance with provisions of ADC Letter No 200-1, "Reporting of Information on Unconventional Aircraft", 11 April 1951, reference: sub-paragraph 5b thereof, the following detailed report, as required in sub-paragraph 5a(1) thereof, is submitted, concerning an unusual sighting, on its radar scopes, by a station located at North Truro, Massachusetts.

(a) Description of object: Returns indicated a characteristic "sausage shape", in which the dimension in range is smaller than the dimension in azimuth. Amplitude of the return varied from radar "pick-up" to "pick-up" and was never appreciably strong; these two characteristics are typical of any radar return of an aircraft or flying object. Possible preclusion of the object being flying object was the extreme range of final pick-up. Normally, a flying object capable of indicated great speed (reference: below) would be streamlined.

(b) Time of sightings: From 22-0418Z to 22-0422Z, for duration of four (4) minutes. Estimated speed: approximately 1800 knots.

(c) Manner of observation: by radar "pick-up", on Plan Position Indicator CPS-6B radar set, on frequencies of 2992 and 3014 megacycles, by station at North Truro, Massachusetts. Observation from surface station.

(d) Location of observer: Station located at 4202N; 7003W. Single object observed along track, from 4310N; 6810W to 4140N; 6530W, at an unknown altitude, at locations approximately 120 to 300 miles East, ENE, and ESE of observer, during four-minute observation pickups. Course: approx ESE.

(e) Identification of observer: Radar station. Reliability: Normal. Estimate of reliability and experience: unknown.

(f) Weather conditions at time of sighting: clear, visibility: 15 miles; temperature: 38 degrees F.

(g) Other factors which might account for phenomenon: Nothing definite. However, the suggestion is offered that: (1) annual "showers" of meteorites, normally due 12-15 November, each year, may be a possible cause; (2) possible meteor from Kopff's comet, due to return near the Earth, October, 1951. No meteorological phenomena in evidence, however, to indicate either. The possibility remains that the object may have been an unconventional flying object.

(h) No physical evidence exists of the observation. Object was above ocean.

(i) No identification or interception procedures were undertaken.

(j) Local aircraft airborne at time of sightings: no information available.

Benj Z. T. Gershater

BEN Z. T. GERSHATER
Captain, USAF
Intelligence Duty Officer

AF FORM 112—PART I
APPROVED 1 JUNE 1951

(CLASSIFICATION)

Security Information

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	92ID-1-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Sighting of Unusual Object

AREA REPORTED ON	FROM (Agency)
NW United States (Spokane, Washington)	Hq 57th Air Division, 92d Bomb Wing H

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
23 January 1952	20 January 1952	B-2

PREPARED BY (Officer)	SOURCE
HAROLD D. NELSON, 1/Lt., USAF	T/Sgt Harry A. Cavagnaro, 92d BWg Intell

REFERENCES (Control number, directive, previous report, etc., as applicable)
Hq 57th AD 92ID Subject: Sightings of Unusual Objects, dtd 4 Oct 51

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. At approximately 1920 hours on 20 January 1952 I was walking from my quarters with M/Sgt Aluridus C. Holm and S/Sgt Robert T. Barnes. My attention was called by Sergeant Holm to an unidentified object travelling below the clouds at approximately 500 feet.

The object was moving silently at a terrific rate of speed as compared to any jet aircraft I have ever seen. It appeared circular in shape and was brilliant blue-white in color. I estimate that the object was approximately 3/4 to 1 mile away, and at the distance from where I stood it appeared to be slightly larger than an orange.

The object left a blue trail which was broken. The trail appeared to be coming from the object in spurts.

Height of the clouds was estimated by a beacon light on Fairchild Air Force Base. The beacon was projected vertically in a stationary position, the flying object travelling parallel to the earth.

Sergeant Barnes was behind Sergeant Holm and me and did not see the object.

COMMENTS of Preparing Officer:

2. Since the NCO making this report is a very reliable individual who holds a responsible position within the Wing Intelligence Section, and since the sighting was witnessed by another person, this report appears well-founded.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] K. KUNZE, Capt, USAF
[illegible] 3 DEC 1975
DATE

APPROVED:

HARRY B. BAILEY
Major, USAF
Supervisor of Intelligence

INCLS.

24-185-311

DISTRIBUTION BY ORIGINATOR

24-185

APPROVED 1 JUNE 1948

CONFIDENTIAL

COUNTRY: United States | REPORT NO.: 92ID-1-52 | TDBA VOL. NO.: 340 432

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Sighting of Unusual Object

AREA REPORTED ON: NW United States (Spokane, Washington | FROM (Agency): Hq 57th Air Division, 92d Bomb Wing H

DATE OF REPORT: 23 January 1952 | DATE OF INFORMATION: 20 January 1952 | EVALUATION: B-2

PREPARED BY (Officer): HAROLD D. NELSON, 1/Lt., USAF | SOURCE: M/Sgt Alvridus C. Holm, 92d BWg Intell

REFERENCES (Control number, directive, previous report, etc., as applicable):

Hq 57th AD 92ID Subject: Sightings of Unusual Objects, dtd 4 Oct 51

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. At 1920 hours, 20 January 1952, I was leaving the 92d Bomb Wing Headquarters Squadron barracks with T/Sgt Harry A. Cavagnaro and S/Sgt Robert T. Barnes.

As we were about to turn from the sidewalk to the road, I looked at the beacon light to the North and saw what I thought was a shooting star slightly above the water towers.

I called Sergeant Cavagnaro's attention to it, and he remarked "That's no shooting star, Cliff." As I continued to look, I knew the object could not be a shooting star, for it was travelling at a high rate of speed -- three times the speed of any jet I have ever seen -- parallel to the earth's surface.

The object was below the clouds, which I estimated at a height of 500 feet, moving silently from North to South. It was oval shaped and seemed to pulsate as it left a sharp blue intermittant flame at approximated 6 foot intervals.

The color of the object was a bright blue-white and appeared to be the size of a grapefruit from a distance of approximately 3000 feet.

Sergeant Barnes did not see the object, for it was visible for only about two seconds.

COMMENTS of Preparing Officer:

2. Since the NCO making this report is a very reliable individual who holds a responsible position within the Wing Intelligence Section, and since the sighting was witnessed by another person, this report appears well-founded.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible] K. KUNZE, Capt, USAF
[illegible] 3 DEC 1975
DATE

APPROVED:
[illegible] B. BAILEY
Major, USAF
Supervisor of Intelligence

24-185 3/2

DISTRIBUTION BY ORIGINATOR

14 FEB 1952

UNITED STATES AIR FORCE
[illegible]

Wrtn. 12 Feb. 52

CONFIDENTIAL SECURITY INFORMATION

24-135

(Restricted Security Information) Unidentified Balloon Found 3 Miles South of McDonough, Ga. – 17 Dec. 1951 – SPECIAL INQUIRY

14 FEB 1952

Collection Control Branch, Collections Division
Directorate of Intelligence, DCS/O

Counter-Intelligence Div, Dir. of Special Investigations,
The Inspector General

Lt.Col. Free/in/AFCSI-6
Code 192, X-140

1. There is attached for your information a copy of a report of investigation from DO #6, by Special Agent Morris A. Strickland, dated 6 February 1952.

2. This investigation is continuing and any pertinent information which is subsequently developed will be furnished your Directorate.

1 Incl
R/I fr DO #6,
dtd 6 Feb 52

GILBERT R. LEVY
Chief, Counter-Intelligence Div
Dir. of Special Investigations
The Inspector General

When Incl No. 1 is (are) withdrawn or not attached, the classification of this correspondence will be changed to Confidential Security Information in accordance with par 25 e, AFR 205-1.

AFCSI-6

AFCSI FILE COPY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIR.
KURT M. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

24-185-313

AIR FORCE
GENERAL

CONFIDENTIAL SECURITY INFORMATION

14 FEB 1952

UNCLASSIFIED

[redacted] SECURITY INFORMATION

AFCSI/Lt Col Free/fjs/wrtn 24 Apr 52 AM

2 MAY 1952

24-185-314

SUBJECT: (Unclassified) AFCSI Letter #85, dated 23 October 1950, Subject: (Uncl) "Reporting of Information on Unconventional Aircraft" - SPECIAL INQUIRY

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to letter your Headquarters, file AFOIN-ATIAA-2c, dated 23 January 1952, concerning the above subject, in which concurrence of the Director of Special Investigations was requested with regard to OSI assistance in inquiries concerning unconventional aircraft.

2. Procedures outlined in the above referenced letter, your Headquarters, have the concurrence of the Director of Special Investigations, Headquarters U. S. Air Force, with the following exceptions: In respect to paragraph 2a, it is desired that requests for information from OSI District Offices be channeled through the OSI District located in the area of the representative of your Headquarters making the request; for instance, should your request originate at Wright-Patterson Air Force Base your request for information should be directed to District Office #5, Wright-Patterson Air Force Base.

3. Your Headquarters may be assured that the Office of Special Investigations will continue to assist in this project in all ways consistent with work loads and appropriate regulations governing OSI investigations.

BY COMMAND OF THE CHIEF OF STAFF:

AFCSI FILE COPY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY: KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
AFCSI DATE

24-185-314

ELMER M. NEVILLE
Lt. Colonel U. S. Air Force
Executive, Special Investigations
The Inspector General

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AFOIN-X
OFFICE OF SPECIAL INVESTIGATIONS
MAY 1952

Lt Col Free
Lt Col Barnard
Mr Levy

AFCSI-9

[redacted] SECURITY INFORMATION

UNCLASSIFIED

AF HQ-33 (20 May 44)

~~CONFIDENTIAL~~
~~SECURITY INFORMATION~~

HEADQUARTERS

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: (Unclassified) AFCSI Letter No. 85, dated 23 October 1950, Subject: (Uncl) "Reporting of Information on Unconventional Aircraft"

TO: Directorate of Special Investigations, Inspector General DATE 26 FEB 52

COMMENT NO. 1

FROM: Directorate of Intelligence, DCS/O

Lt. Col. Hundt/ro/55894
AFOIN-V/TC

The inclosed letter requesting concurrence with procedures in the investigation by the Office of Special Investigation of reports on unidentified aerial objects was prepared by Air Technical Intelligence Center. This request is concurred in by the Directorate of Intelligence, DCS/O and is forwarded for coordination.

1 Incl
Ltr to AFCSI
23 Jan 52

H. J. KIELING
Colonel, USAF
Executive
Directorate of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

~~SECURITY INFORMATION~~
~~CONFIDENTIAL~~

UNCLASSIFIED

SECURITY INFORMATION CONFIDENTIAL

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

IN REPLY REFER TO:
AFOIN-ATIAA-2c

23 JAN 1952

SUBJECT: AFCSI Letter No. 85, dated 23 October 1950, Subject: (Uncl) "Reporting of Information on Unconventional Aircraft"

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Reference is made to AFCSI letter No. 85, dated 23 October 1950, subject, (Uncl) Reporting of Information on Unconventional Aircraft.

2. The Air Technical Intelligence Center is revising its project for the analysis of reports of unidentified aerial objects. It is contemplated that ATIC personnel will conduct as many investigations as possible but in some instances the OSI will be requested to aid in the investigations. In conjunction with this, it is requested that the following procedures, which are interpretations of subject letter, be concurred upon:

a. The Chief, Air Technical Intelligence Center, may request information directly from the OSI district offices that are outlined in AFR 124-6 dated 14 December 1949.

b. The district office receiving the request for information is authorized to send two copies of the report directly to the Chief, Air Technical Intelligence Center, Attention: ATIAA-2c, Wright-Patterson Air Force Base, Dayton, Ohio.

3. It will be noted that due to a reorganization since the subject letter was circulated, the reference to "Commanding General, Air Material Command" should be revised to read, "Chief, Air Technical Intelligence Center.

4. In the past, with the exception of a few instances where misinterpretation of procedures have delayed requesting or receiving information, the cooperation received from the OSI has been excellent. The Air Technical Intelligence Center wishes to express its gratitude for this cooperation.

Frank L. Dunn

FRANK L. DUNN
Colonel, USAF
Commanding

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted], USAF
BY [redacted]
DATE 3 DEC 1975

CONFIDENTIAL

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

(Unclassified) AFCSI Letter No. 85, dated 23 October 1950, Subject: (Uncl) "Reporting of Information on Unconventional Aircraft"

Directorate of Special Investigations, Inspector General

26 FEB 1952

Directorate of Intelligence, DCS/O

Lt.Col. Hundt/ro/55894
AFOIN-V/TC

The inclosed letter requesting concurrence with procedures in the investigation by the Office of Special Investigation of reports on unidentified aerial objects was prepared by Air Technical Intelligence Center. This request is concurred in by the Directorate of Intelligence, DCS/O and is forwarded for coordination.

1 Incl
Ltr to AFCSI
23 Jan 52

H. J. KIELING
Colonel, USAF
Executive
Directorate of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY [illegible], Capt, USAF
DATE 3 DEC 1975

SY 24-185-91.

SY 24-185-314

FEB 27 16 26 '52

SECURITY INFORMATION UNCLASSIFIED
CONFIDENTIAL

Wrtn. 14 Mar. 52

24-185

Transmittal of letter from [redacted], Flushing, New York, Concerning Green Flash on the Eastern End of Long Island, 17 January 1952

17 MAR 1952

1

Technical Capabilities Branch, Evaluation Division,
Dir. of Intelligence, DCS/O
ATTN: Captain Forney

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/AFCSI-6
Code 192, I-140

Pursuant to the conversation with Captain Forney of your office on 14 March 1952, there is attached herewith a letter dated 17 February 1952, with inclosed diagrams, concerning aerial phenomena allegedly witnessed by [redacted], Flushing 55, New York.

#2

1 Incl
Ltr fr [redacted]
w/incls

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

LUCIUS L. FREE
Lt. Colonel, U. S. Air Force
Actg. Chief, Sabotage & Espionage Br.
Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

AFCSI-6

AFCSI FILE COPY

OUT 17 MAR 1952 MANAGEMENT DIV OSI

24-185-315

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
30 MAR 1952

[redacted]

Wrtn. 31 Mar 52

24-185

(Unclassified) Opinion Concerning Aerial Phenomena by [redacted]
SPECIAL INQUIRY

2 APR 1952

Collection Control Branch, Collection Division,
Dir. of Intelligence, DCS/O

1

Counter Intelligence Div, Dir. of Special
Investigations, The Inspector General

Lt. Col. Free/in/AFCSI-6
Code 192, I-140

1. Attached herewith as a matter of primary interest to your Directorate is a copy of a communication from [redacted] Dove Creek, Colorado, concerning aerial phenomena, which was addressed to the Federal Bureau of Investigation.

2. No investigation of this matter is contemplated by this office.

1 Incl
Cy of ltr fr Ross E.
DuBois to FBI, dtd 26 Feb 52

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

When Incl No. 1 is (are) withdrawn or not attached, the classification of Restricted Security Information on this correspondence will be cancelled in accordance with par 25 e, AFR 205-1.

LUCIUS L. FREE
Lt. Colonel, U. S. Air Force
Actg. Chief, Sabotage & Espionage Br.
Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

AFCSI FILE COPY

OUT 2 APR 1952 MANAGEMENT DIV

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

AFCSI-6

"Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 3b, AFR 205-1, dissemination of the information contained herein must not be made outside of USAF channels."

24-185 316

2 APR 1952

[redacted]

UNCLASSIFIED

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

4-112

Date March 12, 1952

The attached copy of a communication is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Director of Special Investigations
Office of the Inspector General
Headquarters of U. S. Air Force.
Washington 25, D. C.

Remarks:

[redacted]

Federal Bureau of Investigation

TRUE COPY

Dove Creek, Colorado
February 26, 1952

Federal Bureau of Investigations
Washington, D.C.

Dwar Mr. Hoover;

Possibly you have heard something about the recently publicized barrages of what has been termed "fireballs" by the press. Or possibly, too, you have other sources of interest and information in them? At any rate, it is about this subject that I am at present writing you.

I think I may have information on this subject that could possibly be of interest from your viewpoint, and from the viewpoint of every American citizen who may be concerned with the security of our country. It is not considered probable that these "fireballs" have any immediate or definite tie-in with matters pertaining to national security; but when we have such designing and crafty potential enemies and when the weapons are so deadly and so varied as is now possible, tt behooves us to take no unnecessary risks when anything of so unusual nature as these barrages of heavenly fireballs are seen, Therefore, I consider it a matter that deserves thorough investigation.

And in conformity with that idea, I will herewith briefly outline my own knowledge and experience in that relation. First I wish to state that this is no mere illusion due to psychological reasons nor hysteria, but I have personally seen many of these. Contrary to the present popular ideas about the barrage of last November being the first one or unique, I wish to state definitely that I have seen these every November since and including the November of 1945, when I thought it might have some bearing on the Hiroshima bomb, in some manner as affecting the stratosphere and possibly the radio-sensitive elements therein, or in conjunction with other such hitherto unfamiliar and indefinitely understood reactions.

I also thought most likely that these were some unusual celestial bodies(not at all like the familiar meteorites we occasionally see) that could be explained by the astronomers with a bit of study and investigating. But there are some definite patterns and distinctions that I have noted that I now believe are worthy of serious consideration from the viewpoint of one concerned with our national security, altho not definitely, as yet at least, established to be so. It is with this in mind that I am putting the few observations following before you:

First:date and dates of observation: I first noted these in the Fall of 1945, and they continued to be noticed ,not on only one day only ,as is the usual

case with meteorites, but of evenings occasionally over a period of at least two weeks or more.

Since 1945, I have noted the same phenomenon on nearly every November. This would in my opinion seem to indicate a celestial origin, but of this I will not be too insistent, for there might be another cause, for instance if they were caused by some projectile testing as might be done by someone concealed in Arizona or old Mexico. It is said that these fireballs have only been seen in about five of the southwestern states and in certain West Indies areas. Now, if this is true, I suggest that a thorough check on direction which they were coming from, might indicate the source, as in checking for location of a radio transmitter station. It certainly does seem a bit irregular that with these being seen in this area by scores and over a long period of time, that this particular area would be the only place where they were observed-unless they have an origin which would explain it. I want to emphasize that, in case you are interested, I very definitely did see a number of them about November 1945 and other Novembers since then, especially that of 1951.

Secondly; I wish to state that all of these fireballs I have noted were coming out of the South at this point in each separtae year, Possibly just a trifle out of the westward of true South. It would be of much interest to check on this matter of direction in other sections where they have been noted.

Thirdly: Thus far, all of them which I have noted were seen at dusk, which may have no special significance, altho I think it ought to be noted. It is possible that, this being the part of the night when I was out in the open where it was easy to note them, I noted only those at that time, whereas others fell at other times of night, or even in daytime, but were not so easily noted.

Fourthly: The very strangest part of the facts noted was that these Fireballs seemed to "float" or glide over, so leisurely and so peculiarly did they go, altho it is agreed that this may have been due to their great distance from the place of observation. This peculiarity may be understood better, I think, if I recall specifically one instance. I was walking along a lonely country road one evening in e early November in 1947 when I was startled by a brilliant light on the road, coming from behind me. So brilliant was it that I instinctively darted off the roadway, thinking that it was the headlight of a car that had silently come upon me; and so brilliant was it that I remember thinking the danger of being run over was instant. On gaining the side of the road I turned around and looked to the westward, where I saw the dazzling flight of this "fireball" which was gliding out of the south in an almost horizontal direction northward. When it had reached a position about due northwest from me, and at

about 45 degrees from the horizon, it seemed to disintegrate and the fire vanished. The flare was so blinding that it was a minute or so before I could clearly see the surrounding roadway and proceed. There was a greenish quality to this light, too, which distinguished it from the ordinary reddish fire of the meteorite we occasionally see. In all, I have probably seen fifty or more of these on November evenings from 1945 to 1951, some of which I remember distinctly because of their brilliance and closeness, (apparently); others I remember only vaguely as another of those "fireballs" in some cases a much longer distance away-but all of them coming out of the south, and on November evenings at dusk.

It is most likely, I believe, that this is a matter for the astronomers to be interested in, but I wish to express my concern, now, lest we pass this off as being a fact when it could conceivably be that something more sinister is indicated, and should not be brushed aside without at least a bit of making certain that nothing of such nature is possible. The two facts: that only in a fairly compact area in this region have these been noted, and that many of them have been seen here: and that all of the objects have come out of the south in this particular place suggest that something more local may be responsible for them, and that the sinister nature should not be overlooked. Possibly it is some hidden or secret guided missile project? of the U.S.? or, more sinister, if someone else, either in Arizona, Old Mexico, or some other Southerly location. Personally, I think it could be some elements that exist in the outer space or in the stratosphere which have only recently been made to concentrate by the radioactive clouds that have been poured into this space by atomic explosions. But the catch here is: if this is true, why do we observe the fireballs only about November?

About the first of this year I wrote Desert Magazine at Palm Desert, Calif. a letter on this subject, having seen the recent articles on the subject of Fireballs in the Southwest, and wishing to add my observations which I thought might be of interest to scientists who were concerning themselves over the subject. I had not at that time thought of the peculially sinister aspects of what I had observed, as reported herein.

Desert Magazine replied by stating that they were forwarding my letter to a certain Dr. H.H. Nininger of Winslow, Arizona (of Meteor Crater Museum) because they felt certain that he would be interested in these observations. I fully expected to hecr at least in acknowledging receipt of this letter, from Dr. Nininger in a short time, but now, almost two months have gone by. Is Dr. Nininger too busy to write the usual letter of acknowledgment, or is he just not interested? I can hardly believe the latter, so I wrote him directly a letter on essentially the same subject (about 3 weeks ago now.) matter, but then suggesting that it might be a matter of concern to us as a national security concern thinking

that he would surely at least drop me a word or two then. After about three more weeks now, I have decided to write you rather than anyone else, and state the above. I have no reason whatever to think Dr. Nininger would know anything definite on the subject; yet, a person, a scientist who has made the study of meteors his lifetime study and vocation, surely would be intensely interested in learning whatever new he could on such novel problems as these fireballs. Possibly there is a very good reason why he has shown no haste in replying.

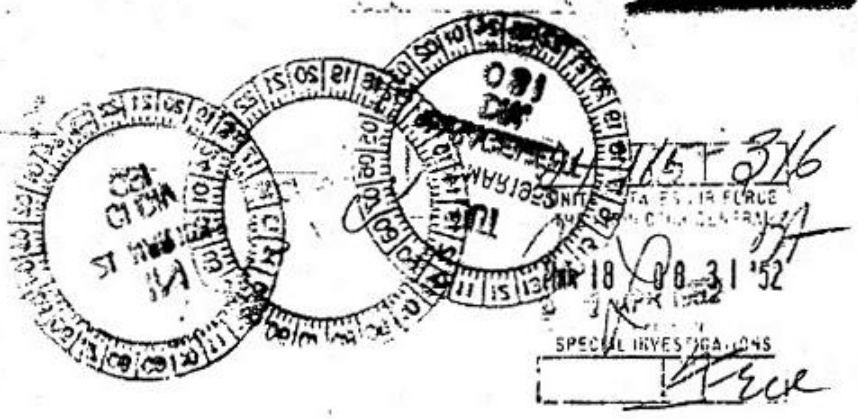
But I think it might now be of interest to you to not waste too much time in seeing what is of interest in the general vicinity of Meteor Crater in Arizona. At least Dr. Nininger would be interesting to talk to on the subject, for his knowledge of the subject of meteors -and possibly of projectiles. But I should certainly not confine any investigation to what he says or knows of the subject. Meteor Crater, and Winslow Arizona are almost exactly in the direction from here out of which the strange projectiles called "fireballs" have all come. But I have reason to think they were coming from still much farther south of that. Again I wish to stress the apparent straight and horizontally true-north direction toward which they traveled-in every case through the several seasonal appearances noted.

Again, I stress, too, that a check may be made on directional courses noted at the different places where people saw these fireballs, and then try to find out from that where they originate. If the direction is from true-south at all points, it may indicate a celestial or natural origin. If the direction converges at a geographical point, it may indicate something for you to be further concerned about.

I hope I have not been over zealous in taking up your time on the mere chance that this is a sinister matter, whereas it quite likely is only a matter for scientists to work on.

Very truly yours,

/s/ [redacted]



AF FORM 112—PART I
APPROVED 1 JUNE 1948

SEC[redacted] INFORMATION (CLASSIFICATION)

Cy- 420578

COUNTRY	REPORT NO.	(LEAVE BLANK)
UNITED STATES	1 of 1952	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECTS - 22 Feb 52

AREA REPORTED ON	FROM (Agency)
CITY OF EL PASO, TEXAS	1st STRATEGIC SUPPORT SQ, BIGGS AFB, TEXAS

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
27 February 1952	25 February 1952	B-2

PREPARED BY (Officer)	SOURCE
LT. COL. L. L. SHAW, JR., ...ING INTELLIGENCE OFFICER	CAPTAIN JOHN D. MUSICK, ADJ., 1st SSS

REFERENCES (Control number, directive, previous report, etc., as applicable)
8th Air Force Letter 200-2, 8th Air Force Intelligence Collection Plans

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 following report on two (2) unidentified flying objects is submitted as a result of an interview with Captain John D. Musick, AO 695353, Adjutant of the 1st Strategic Support Squadron.

2. At approximately 1100 MST, 22 February 1952, source attempted to take photographs of a circle observed about a rainbow in the sky. Source was in front of home at 3514 Hamilton St., El Paso, Texas. The angle of the camera at the time of photography was approximately 70°. Sky was clear with no clouds present. Source used 35mm Cannon Camera, F-4 Rokor Telephoto Lens; film used was Kodak Super XX Panchromatic; shutter speed 1/500th second at F-5.6 or 1/200t at F-[illegible].

3. Upon developing exposed film, two (2) unidentified objects appeared in one (1) negative of the exposed film. Objects were not visible to source at the time the pictures were taken.

4. Photographs of unidentified [illegible] with the negative are submitted h[illegible]

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. [illegible], Capt, USAF
Historian
9 DEC 1975
DATE

INCLS. FILED DD

1 INCLS.
1. [illegible] of both objects
2. Enlargement of one object
3. [illegible]
4. [illegible]

L. L. SHAW, JR.
[illegible] Col., USAF
Director of Intelligence

24-185-317

24-185

DISTRIBUTION BY ORIGINATOR
[illegible]

AF FORM 112—PART I (REDISSIFICATION)
APPROVED 1 JUNE 1948

9417999

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA-MATS	IR-131-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unusual Sighting in Atlantic Ocean

AREA REPORTED ON	FROM (Agency)	
Atlantic Ocean	Intelligence Division, Hq MATS, Andrews AF Base, Washington 25, D. C.	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 March 1952	24 February 1952	C-3
PREPARED BY (Officer)	SOURCE	
Charles J. Powley, Captain, USAF	MATS Transport Pilot	

REFERENCES (Control number, directive, previous report, etc., as applicable)
MATS IR-232-51

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 113—Part II.)

1. The security officer of Headquarters Azores Air Transport Station reported that at 0215Z, 23 February 1952, Captain William S. Treacy, pilot of a MATS aircraft en route from Fort Lyautey, French Morocco to Lisbon, Portugal, observed a bright flash at an estimated distance of 50 miles directly ahead of the aircraft and at approximately the same altitude. The aircraft was on a heading of 343 degrees, altitude 8,500 ft. and flying on the top of a cloud formation. Lights and land were observed through the clouds far to the right of the aircraft at the time of the sighting. Captain Treacy did not know the exact position of the aircraft at the time this information was given to the Security Officer, but estimated the plane's position as 36 degrees, 50 minutes North and 8 degrees, 50 minutes West.

2. At approximately 0223Z another flash at the same altitude as the plane was observed, this one being 45 degrees to the right of the plane. This flash was much closer than the first one observed. Finally, at approximately 0231Z a white flash was observed off the right wing tip approximately one mile away. All of the flashes were reported as being instantaneous and of very high intensity. The second and third flash occurred at 8-minute intervals. No other flashes were reported after the one at 0231Z.

APPROVED:

Charles J. Powley
CHARLES J. POWLEY
Captain, USAF

L. Loomis
Lt Col USAF
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence Division

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
DATE 3 DEC 1975

INCLS

24-1853

24-185 3718

DISTRIBUTION BY ORIGINATOR

31 MAR 1952

OFFICE

DATE INITIALS DIVISION

COUNTRY	REPORT NO	(LEAVE BLANK)
USA-MATS	IR-103-52	9432078

AIR INTELLIGENCE INFORMATION REPORT

CSL

SUBJECT: Vapor Trails over Goose Air Base, Labrador

AREA REPORTED ON	FROM (Agency)	
Labrador	Intelligence Division, Hq MATS, Andrews AF Base, Washington 25, D. C.	
DATE OF REPORT	**DATE OF INFORMATION**	**EVALUATION**
12 March 1952	1 March 1952	A-2
PREPARED BY (Officer)	**SOURCE**	
Charles J. Powley, Captain, USAF	Captain W. C. Matthews	

REFERENCES (Control number, directive, previous report, etc., as applicable)

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 118—Part II.)

1. Source, an instrument instructor pilot, Flight "D", 6th Air Rescue Squadron, MATS, Goose Bay Airport, Labrador, reports that at 1544Z, 1 March 1952, while flying NEAC C-47 #9184 at 6,000 feet over Goose Air Base, he observed vapor trails overhead. According to the source, the trails were caused by a fast moving aircraft, probably jet, which was flying at a very high altitude and in a northeasterly direction over Goose Air Base.

2. Captain Matthews immediately reported the incident to Goose Air Base tower operator who stated that he had no knowledge of any aircraft in the area other than the local aircraft he was working at the time.

3. Source added that there was no doubt in his mind that the vapor trails were real, as he had seen them often while flying in Europe during World War II.

4. The sighting of the vapor trails was confirmed by Major R. Hange, pilot of the aircraft.

APPROVED:

Charles J. Powley
CHARLES J. POWLEY
Captain, USAF

William L. Travis
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence Division

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible] DIRECTOR OF SPEC INV
BY [illegible], Capt, USAF
Historian
8 DEC 1975
DATE

INCLS.

24-185-319

DISTRIBUTION BY ORIGINATOR

31 MAR 1952

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE [illegible]

SPHERES, INC.

[redacted], VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

April 8, 1952

U.S.Federal Bureau of Investigation
Room 900 510 S. Spring Street
Los Angeles, California

Attention: Mr. J.B.Abernathy

Gentlemen:

This letter is being addressed to you to introduce this organization and its purpose and members in order that your office might be aware of our existence and intents. Spheres,Inc., incorperated by the Secretary of State of California on March 26th, 1952, is composed of a group of men all of whom are seriously interested in not only learning as much as possible about the "green fireball" and "flying disc" phenomenae, but also in designing, development engineering, and actual construction of a new and novel type aircraft. This aircraft will operate utilizing electromagnetic principles which we feel certain we can verify. We are all employed by local aircraft and associated industries as electronic and mechanical engineers, industrial engineers, and other similar vocations. A small group of engineers, now an integral part of this corporation, form our nucleus in that over a period of several years they feel they have developed the theory necessary to proceed with the design and development of a flying model. This corporation has been formed to further expedite and carry on to completion this development.

Due to the security involved as a result of the potential military application of this vehicle, we have in the past and are now taking every precaution to assure that proper surveillance of this project is made by the necessary government agencies. At the same time we are also seeking to protect our interests involved as proprietary proponents of this principle. For these reasons, we are addressing you to request official action by the Federal Bureau of Investigation on the following points:

1. The immediate initiation of a security investigation on each of our members. The names and addresses of all members involved to date are attached and we will forward you additions from time to time. This investigation will not only afford mutual protection to each member of this organization, but will help the FBI in properly classifying the security of this idea.

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

2. The notation of the fact that this firm has rented a commercial building to be used in this development work. This building is located at 1010 North Lima Avenue in Burbank, California. We intend to complete our construction and testing of the flying model at that location. The City Planning Commission of Burbank has granted us a permit of occupancy for this purpose although they have been told only that we are engaged in the design and development of electronic equipment. When we have reached a point where we are ready to flight-test this vehicle, we intend performing such tests on private property in the Mojave Desert and not at this Burbank location. In connection with this coming flight-test, we have already begun negotiations with Dr. Lincoln LaPaz of Albuquerque, New Mexico and Dr. Joseph Kaplan of UCLA. It is our intent to afford these and other qualified government representatives an oppertunity to evaluate this craft at that time.

In conclusion, it is the prime purpose of this letter to convey to the Federal Bureau of Investigation not only the tremendous importance of this project from a military view, but also our individual and collective desire to conduct ourselves at all times in the best interests of national security. To such an end we pledge our utmost cooperation in all respects.

Very truly yours,

SPHERES, INC.

William M. Thompson,
Secretary

cc: Dr. Lincoln LaPaz
Institute of Meteoritics
University of New Mexico
Albuquerque, New Mexico

cc: Colonel Doyle Rees
c/o Brig.General Joseph F. Carroll
Director of Special Investigations
Headquarters, USAF
Washington 25, DC

24-185-320 X4

Spheres, Inc. 8 April 1952

NO.	NAME	ADDRESS		PHONE
1.	Abbott, Robert J.	5645 Willow Crest Ave.	NH	
2.	Ahlberg, Kermit W.	4836 Biloxi Avenue	NH	SUnset 1-1871
3.	Arie, Breford A.	11735½ Moorpark St.	NH	POplar 6-2107
4.	Brazzell, John W.	6617 Elmer Avenue	NH	POplar 6-2569
5.	Butler, Richard D.	4977 Canoga Ave.	Woodland Hills	SUperior 8-3581
6.	Cook, Eldon R.	15922 Valerio St.	VN	STate 0-4245
7.	Conlin, Charles E.	4116 McFarland	Burbank	
8.	Crownover, Joseph W.	10620½ Cimarron Ave.	LA 47	PLeasant 6-3644
9.	Glaze, Jack E.	4633 Canoga Avenue	Woodland Hills	SUperior 8-6692
10.	Krajniak, Bernard	1844 S.Brand Blvd.	Glendale	
11.	Leas, Paul A.	6152 Morello Ave.	NH	
12.	Lowe, Rodger R.	10648 Holman Ave.	LA 24	ARizona 3-9272
13.	Milham, Russell	1651 Rimpau Blvd.	LA 16	Walnut 8511
14.	Milligan, Charles L.	10672 Turnbull Dr.	Sunland	
15.	Nesbit, Ernest E.	15220 Plummer Street	San Fern.	EMpire 2-1663
16.	Page, Arcade J.	14756 Magnolia Blvd.	VN	STate 9-2100
17.	Page, Robert W.	7327 Forbes Street	VN	STate 5-2512
18.	Raack, Paul C.	7227 Camellia Ave.	NH	STanley 3-8797
19.	Rector, Lawrence V.	645 N. Florence St.	Burbank	Los.C-1889
20.	Roch, William D.	6667 Atoll Avenue	NH	[illegible]ent 2-0950
21.	Snell, Charles A.	15113 Minnehaha Ave.	San Fern.	
22.	Terrell, Donald D.	7028 Sylvia Ave.	Reseda	
23.	Thompson, William M.	8054 Laurel Grove Ave.	NH	[illegible]er 7-6533
24.	Van Order, A.F.	7407 Gaynor Ave.	VN	STate 0-6025
25.	Vincent, Richard C.	6552 Tujunga Avenue	NH	

Directors: Jack E. Glaze, President
Paul A. Leas, Chairman of the Board & Vice President
William M. Thompson, Secretary
Kermit W. Ahlberg, Treasurer
Breford A. Arie
Charles L. Milligan
William D. Roch
Richard D. Butler
Eldon R. Cook

Wrtn. 2 Apr. 52

24-185

(Unclassified) SPHERES, INC., P. O. Box 3976, Victory Station, North Hollywood, California - SPECIAL INQUIRY

Collection Control Branch, Collection Division, Dir. of Intelligence, DCS/O

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

8 APR 1952

1

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

There is attached herewith as a matter of possible interest to your Directorate a copy of a letter addressed to Dr. Lincoln LaPaz, Director, Institute of Meteoritics, University of New Mexico, from the above subject.

1 Incl
Cy of ltr fr Spheres, Inc. to Dr. Lincoln LaPaz, dtd 13 March 1952

GILBERT R. LEVI
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

LeROY H. BARNARD
Lt. Colonel, U. S. Air Force
Chief, Sabotage & Espionage Br.
Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

AFCSI FILE COPY

AFCSI-6

24-185-320 1/2

8 APR 1952

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

13 March 1952

Colonel Doyle Rees
c/o Brig. Gen. Joseph F. Carroll
Director of Special Investigations
Headquarters, USAF
Washington, 25, DC

Reference: Dr. Lincoln LaPaz's letter to Colonel Rees dated 3 March 1952.

Gentlemen:

We are forwarding the enclosed copy of our letter of 13 March 1952 to Dr. Lincoln LaPaz. Your cooperation with our project, as noted in this letter, is respectfully requested.

Very truly yours,

SPHERES, INC.

William M. Thompson

William M. Thompson,
Secretary

24-185-320

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

13 March 1952

Colonel Doyle Rees
Care: Brig.Gen. Joseph F. Carroll
Director of Special Investigations
Headquarters, USAF
Washington, 25, DC

Gentlemen:

We are forwarding you the enclosed copy of our letter of 13 March 1952 to the Los Angeles office of the Atomic Energy Commission in order that your office might be cognizant of our attempt to secure the clearance indicated in the subject letter.

Very truly yours,

SPHERES, INC.

William M. Thompson

William M. Thompson,
Secretary

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

13 March 1952

U.S.Atomic Energy Commission
Post Office Box 9007
Station "S"
Los Angeles, 5, California

Gentlemen: -

The organization indicated by this letterhead has been formed to design a new and novel type of aircraft utilizing electromagnetic principles of operation. The theory involved is concerned with the controlled release of usable energy by atomic transformations using non-fissionable material.

This project is being treated as highly confidential by all members of our group and only a small group of our members knew the complete principle involved. This fact lessens the possibility of a security leak. In addition, we have contacted the Special Investigations Group of the U.S.Air Force (Colonel Doyle Rees) and requested proper surveillance by that facility. In addition, Dr. Lincoln LaPaz of the New Mexico University Institute of Meteoritics is also cognizant of our project.

In order that the technical men in our group might investigate and have access to other sources of classified material on this subject, and considering the tremendous importance to the national security should our development proceed as we expect, we respectfully request the Commission to give immediate consideration to the TOP SECRET clearance of several of our group. This might properly proceed thru Colonel Doyle's facility, however we especially wish the Commission to be aware of our project and to recognize such clearance if obtained thru the Air Force channel.

Your immediate consideration of this request will be greatly appreciated.

Very truly yours,

SPHERES,INC.

William M. Thompson,
Secretary

cc: Colonel Doyle Rees
Headquarters USAF
Washington,25, DC

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

13 March 1952

Dr. Lincoln LaPaz, Director
Institute of Meteoritics
The University of New Mexico
Albuquerque, New Mexico

Reference: (a) Letter from Lincoln LaPaz to Colonel Rees dated 3 March 1952.
(b) Letter from Lincoln LaPaz to Charles Milligan dated 5 March 1952.

Dear Dr. LaPaz:

This letter will serve to introduce our organization under its corporate name which is now in the process of being filed with the Secretary of State of California. It will further serve to identify this organization as the group referred to by Mr. Charles Milligan in his written and telephone conversations with you recently. I am forwarding copies of this letter to Dr. Joseph Kaplan and also to Colonel Doyle Rees in order that they might be fully cognizant of our group and our reasons for addressing you.

As Mr. Milligan no doubt has told you, our organization is composed of a group of men all of whom are seriously interested in not only learning as much as possible about the "green fireball" and "flying disc" phenomenae, but also in developing a new and novel type aircraft which will operate utilizing electromagnetic principles which we feel certain we can verify. We are all employed by local aircraft and associated industries as electronic and mechanical engineers, industrial engineers, and other similar vocations. A small group of engineers, now an integral part of this corporation, form our nucleus in that over a period of several years, they feel they have developed the theory necessary to proceed with the design and development of a flying model. This corporation is being formed to further expedite and carry on to completion this development.

Due to the security involved as a result of the potential military application of this vehicle, we have in the past and are now taking every precaution to assure that proper surveillance of this project is made by the necessary government agencies. At the same time we are also seeking to protect our interests involved as proprietary proponents of this principle. For these reasons, we are addressing you

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

and the other recipients of this letter to request official action by the proper government authorities on the following phases of this project:

1. The immediate initiation of a security investigation on each of the members of our organization by the proper government agency. The names and addresses of all members will be furnished by the secretary upon receipt of an official request in writing. This investigation will not only afford mutual protection to each member of this organization, but will help the investigating agency to properly classify the security of this project in general. By way of explanation, as a result of all of us now being currently employed by firms involved with classified projects, most of us are cleared CONFIDENTIAL and one or more are cleared SECRET with several others currently in process.

2. The setting up of an official government "evaluation committee" composed of men not only in a position to represent the cognizant government agencies officially, but also of men technically qualified in the fields of electronics and nuclear physics to comprehend the full import and scope of our theory. This committee should notify this corporation thru the corporation's secretary of its formation and officially, in writing thru proper channels, inform us of its willingness to participate in a series of "evaluation" meetings with several technical representatives of our firm. As a part of these meetings, our representatives will present the theory and principle we are using to an extent which will allow full evaluation of these data by the technically-qualified government representatives. In addition, it is our intent to be able to actually demonstrate a working model of this new and novel aircraft to verify the theory, at these meetings.

You will recall in your telephone conversations with Mr. Milligan that he as our representative has constantly emphasized the urgency of an early evaluation meeting such as we refer to. With all respect to Mr. Milligan, we must advise that the postponement of this meeting in accordance with our current plans is a decision of the group made since Mr. Milligan's conversations with you and in direct contradiction to our original plans and wishes. Mr. Milligan's "rush" attitude was a true reflection of our feelings about a week ago. In the past few days, however, we feel we should

SPHERES, INC.

P. O. BOX 3976, VICTORY STATION
NORTH HOLLYWOOD, CALIFORNIA

postpone this meeting until such a time as we can include the demonstration of the working model. If we were to arrange for an immediate meeting for evaluation, the necessary work in preparing drawings, data, and other information would seriously delay our completion of the model. You can appreciate the fact that the inclusion of a model demonstration in this evaluation meeting will eliminate the necessity of attempting to rush thru lots of quantitative data to support the theory.

In lieu of these facts, we request further that this evaluation meeting be delayed until we actually can include such a demonstration. At this time, our best estimate of the additional time required is between 60 and 90 days. If this estimate appears to be short in 60 days from now, we will contact you with a new estimated completion date. In the meantime, your organization of this evaluation committee and the necessary routine of official contact with our group may proceed without delay.

As you can well appreciate, the idea that we have is not yet to the "patentable" stage and this fact promulgates our sincere request to you that all contacts be arranged and presented to us in writing thru official channels.

Of prime importance in this investigation is the element of time. The tremendous importance of this project from military as well as economic viewpoints merits immediate action on the government's part toward expediting this project. Your cooperation toward this end will be and is greatly appreciated.

Very truly yours,

SPHERES,INC.

William M. Thompson,
Secretary

cc: Dr. Joseph Kaplan
Col. Doyle Rees

March 11, 1952

Dr. Lincoln LaPaz
Director, Institute of Meteoritics
University of New Mexico
Albuquerque, New Mexico

Dear Dr. LaPaz:

I enjoyed very much receiving your letter of 3 March 1952 and learning that the fireball phenomena is still continuing. I often think of the great assistance you so willingly gave us during that investigation. I have lost contact entirely since I came to Washington.

I do not know how much help it would be to Mr. Milligan to talk with OSI Agents on the subject, because as you know, the investigative reports are classified. However, this is a matter he should take up with the District Commander in the area concerned.

I expect to be in the 18th OSI District at Cheli Air Force Specialized Depot, Post Office Box 310, Maywood, California (part of Los Angeles) during the period 24 March through 5 April. I will be pleased to talk with Mr. Milligan or any member of the group during that time. However, as I pointed out previously, in view of the fact that the project is classified in our files, there would be very little I could discuss with him. If you wish to pass this on to Mr. Milligan it may be of some help to him. I am interested in the fact that they are going to initiate a study, but somehow I feel that a study of this nature cannot be successful if conducted on part time basis or as an extracurricular activity.

Let me again express my appreciation for your assistance to me while I was District Commander, 17th OSI District.

Best Regards,

Doyle Rees
Colonel, USAF
Plans and Policy Group
Office of Special Investigations
The Inspector General

24 / 85 / 320

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

P. S.
Life Magazine representatives spent some time with me recently. Same subject. Advised me he had talked with you also.

Fee

15 APR 52

THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

INSTITUTE OF METEORITICS

March 3, 1952

Colonel Doyle Rees
c/o Brigadier General Joseph F. Carroll
Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

Dear Colonel Rees:

You no doubt recall the investigation carried out jointly by the 17th District OSI Office and the Institute of Meteoritics in the Mescalero-Apache Reservation. Our guide on the field trip made through the Reservation was Mr. Charles Milligan, who was on leave from his engineering work with the Lockheed Corporation in California.

I have just had a long distance phone call from Mr. Milligan, informing me that a group of engineers and scientists which he recently helped organize have a new and very interesting approach to the green fireball problem which has long been a matter of concern to you and to me. Mr. Milligan and his associates are anxious to discuss this matter with agents of the OSI. I promised to bring this matter to your attention at the Washington office in the hope that you would be able to arrange for OSI agents to communicate with the secretary of Mr. Milligan's group, namely, Mr. William M. Thompson, 8054 Laurel Grove, North Hollywood, California.

Lt. Paul Ryan, with whom we several times cooperated in the Roswell area, is personally acquainted with Mr. Milligan and was responsible for Milligan's acting as guide during the Mescalero search. I mention this so that if you desire, you can question Lt. Ryan before taking action on Milligan's request.

Recently we have had several reports of remarkable fireball phenomena in the East, one coming from Colonel J. D. Caldara, USAF, Joint Strategic Plans Group, Room 2E-973, The Joint Chiefs of Staff, Washington 25, D. C. I incline to the belief that the fireballs observed in the East are not of the green variety, but probably result from genuine meteorite falls.

With every good wish to you and highest personal regards, I remain

Sincerely yours,

Lincoln LaPaz

Lincoln LaPaz, Director
Institute of Meteoritics

LL:jl
ccs. to Dr. Joseph Kaplan
Mr. Charles Milligan

AF HQ-33 (20 May 46)

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Unidentified Aircraft

TO: Counter Intelligence Division,
Directorate of Special Investigations, IG
ATTN: Mr. Stillwell

DATE 11 APR 1952

COMMENT NO. 1

FROM: Evaluation Division,
Directorate of Intelligence, DCS/O

LCDR Rodenburg/vb/76868
AFOIN-V

Pursuant to telephone conversation of 11 April 1952 between Mr. Stillwell of your office and Lt. Commander E. E. Rodenburg of this Division, the attached correspondence is forwarded as a matter of primary interest to your office.

1 Incl
Ltr, AICIF 384.51/1,
17 Mar 52, subj as
abv, w/2 Inds.

W. W. OTTINGER
Lt. Colonel, USAF
Executive, Evaluation Division
Directorate of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR, [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

UNCLASSIFIED

16—84388-1

Unidentified Aircraft

Counter Intelligence Division,
Directorate of Special Investigations, IG
ATTN: Mr. Stillwell

11 APR 1952

1

LCDR Rodenburg/vb/76868
AFOIN-V

Evaluation Division,
Directorate of Intelligence, DCS/O

Pursuant to telephone conversation of 11 April 1952 between Mr. Stillwell of your office and Lt. Commander E. E. Rodenburg of this Division, the attached correspondence is forwarded as a matter of primary interest to your office.

1 Incl
Ltr, AICIF 384.51/1,
17 Mar 52, subj as
abv, w/2 Inds.

W. W. OTTINGER
Lt. Colonel, USAF
Executive, Evaluation Division
Directorate of Intelligence

Unidentified Aircraft
Camp Breckinridge, Kentucky

24-189-321

APR 15 '52

1

HEADQUARTERS
101ST AIRBORNE DIVISION AND CAMP BRECKINRIDGE
Camp Breckinridge, Kentucky

AICIF 384.51/1 17 MAR 1952

SUBJECT: Unidentified Aircraft

TO : Commanding General
Second Army
Fort George G. Meade, Maryland
Attention: Air Officer

1. At 1600 hours 13 March 1952 an unidentified aircraft believed to be a C-47 with no markings appeared and flew over the impact area, which is a restricted area, at this station. Coordinates are as follows: 37 Degrees 40 minutes North and 87 Degrees 40 minutes East West, Nashville Air Chart 5-7 and Radio Facility Chart AN 08-15-1.

2. This information supplied to your office for action as you deem necessary.

FOR THE COMMANDING GENERAL:

Richard C. Baldwin
RICHARD C. BALDWIN
WOJG USA
Asst. Adj. General

"SUPPLY ECONOMY IS EVERYBODY'S BUSINESS"

(100) Ag 360.112

(17 Mar 52)

7612

Incl 1

BASIC: Ltr 101st Airborne Division and Camp Breckinridge, Kentucky, File: AICIF 384.51/1, Subject: Unidentified Aircraft, dtd 17 March 1952

AIAHC-L 1st Ind

HEADQUARTERS SECOND ARMY, Fort George G. Meade, Maryland 20 MAR 1952

TO: The Adjutant General, Department of the Army, Washington 25, D. C.

Forwarded for necessary actions.

FOR THE COMMANDING GENERAL:

E. R. GORMAN
Major AGC
Ass't Adj. Gen.

AGAO-CC 360.112 2d Ind
(17 Mar 52)

AGO, Department of the Army, Washington 25, D. C., 1 April 1952

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: Director of Intelligence

AFCSI/Lt Col Free/fjm/wrtn 20 May 52 AM

24-185-322

(Confidential - Security Information) [redacted]
SPECIAL INQUIRY

Documents & Dissemination Branch, Collection Division
Directorate of Intelligence, DCS/O

1
Lt Col Free/fjm/AFCSI-6
Code 192/X-140

XXXXX Directorate of Research & Development
Deputy Chief of Staff/Development
IN TURN

FROM: Counter Intelligence Division
Directorate of Special Investigations, IG

Attached herewith is a letter from the Federal Bureau of Investigation dated 7 May 1952 which contains certain theories in regard to unidentified flying objects which have been advanced by the above subject.

AFCSI FILE COPY

1 Incl
Ltr fr FBI dtd 7 May 52 re Theories of [redacted] (in dup)

GILBERT P. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF DR
BY [redacted], Dept, USAF
REVIEWER
13 DEC 1979
DATE

LEROY H. BARNARD
Lt. Colonel, U. S. Air Force
Chief, Sabotage & Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI-6

Lt Col Free

Barnard

24-185-322

[redacted]

May 1[illegible] 1952

[redacted]

Akron.Ohio

U.S.A. ARMY AIRFORCE
INVESTIGATORS.,
SEATTLE. WASHINGTON (25)

Meteor Blasts over Seattle
+ Ohio

GENTLEMEN :

J[illegible]:[illegible];[illegible]p;-146-1-D

I AM WRITTING IN REGARDS TO THE EXPLOSION OVER SEATTLE IS METEOR BLAST I HAVE FOLLOWING FACTS AND INFORMATION IN DEPARTMENT OF JUSTICE AND NEW PAPER HAS CARRIED A STORY OF A SIMILAR THING IN OHIO

AS TO OBJECTS FLASHED ACROSS THE SKY HERE SEVERAL NIGHTS AGO IN AKRON BIG WIDE BRIGHT WIDE LINES OVER THE SKY

AS I HAVE FURNISHED THE DEPT OF JUSTICE FACTS ON THE COMMUNIST USING RADIATION AND THIS BEING PART OF THE OPERATIOBS

ALL FACTS ARE IN THE DEPT OF JUSTICE FILES

YOURS VERY TRULY

[redacted]

CI 24-785-323

UNITED STATES AIR FORCE
THE [illegible] GENERAL

MAY 14 16 01 '52

SPECIAL INVESTIGATIONS

[illegible] 1952

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
6TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
ROBINS AIR FORCE BASE, ROBINS FIELD, GEORGIA

28 MAY

SPOT INTELLIGENCE REPORT

FILE NO: 24-0

SUBJECT: SIGHTING OF UNCONVENTIONAL AIRCRAFT, 2240 HOURS, 10 MAY 1952, AUGUSTA, GEORGIA
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. SYNOPSIS: Information received from Augusta Office FBI indicates four individuals had sighted four disc-shaped objects at 2240 hours, 10 May 1952, while working at the DuPont Savannah River Project across the river from Augusta, Georgia.

2. DETAILS: FBI advised that four individuals observed four disc-shaped objects at 2240 hours, 10 May 1952, approaching from the south and moving in a northerly direction while working at the DuPont Savannah River Project across the river from Augusta, Georgia. Approximately 20 minutes later, the same individuals saw one more disc-shaped object coming from the north moving in a southerly direction. Approximately 10 minutes after this, one more disc was observed going from south to north. These individuals described the discs as being about 15 inches in diameter to the naked eye, yellow or gold in color, and flying at a very high altitude (no exact estimate in altitude). According to the individuals, the last disc was extremely low and had to "pull up" to go over water tanks in the immediate area. The individuals further reported that the discs were traveling at a high rate of speed and could only be observed for a few seconds.

3. ACTION: No action is contemplated by 6th District OSI (IG), concerning the matter reported. In event it is deemed advisable names of the individuals observing the discs can be obtained from the Augusta Office of the FBI.

LEO H. JOHNSON
Lt Colonel, USAF
District Commander

cc: CG, AMC
Wright-Patterson AFB, Ohio

TYPING

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE HOME
BY
ATTN: DCIS
9 DEC 1975
DATE

[redacted]

RAFB 28 APR 50-50,000

UNCLASSIFIED [redacted]

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
Brazil	IR - 76 - 52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT	
UNIDENTIFIED FLYING OBJECTS	
AREA REPORTED ON: Brazil	FROM (Agency): Air Attache, Rio de Janeiro, Brazil
DATE OF REPORT: 14 May 1952	DATE OF INFORMATION: 7 May 1952 — EVALUATION: —
PREPARED BY (Officer): JACK W. HUGHES, Colonel, USAF	SOURCE: "O Cruzeiro" and Personal Contact

REFERENCES (Control number, directive, previous report, etc., as applicable)
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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.)

The following is a complete report of an alleged sighting of a flying disc near Rio de Janeiro, Brazil, on 7 May 1952, together with a copy of "O Cruzeiro" and a translation of the published article.

Jack W. Hughes
JACK W. HUGHES
Colonel, USAF
Ass't. Air Attache

APPROVED:

LEIGH WADE
Brigadier General, USAF
Air Attache

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF ...
BY KURT H. HUBER, Capt, USAF
3 DEC 1975
DATE

2 INCLS.
Copy of "O Cruzeiro" magazine article and
Translation of published article.

24-185-325

DISTRIBUTION BY ORIGINATOR

CG, CAirC, Albrook AFB, C.Z.

APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (AREA)	REPORT NO.	
Rio de Janeiro, Brazil	IR - 76 - 52	PAGE 1 OF 4 PAGES

At approximately 1700 local time 8 May 1952 this office received a call from Diário da Noite, local newspaper, stating that they had some photographs of a "flying disc" they would like to show the Air Attache. The Acting Air Attache accompanied by a representative of that newspaper arrived at the office of Diário da Noite about 1830. Several dozen prints enlarged to various sizes, together with the negatives, were shown. The undersigned discussed the incident with the photographer who took the photographs and his companion who was present when the pictures were taken. According to the two observers the object was first seen at approximately 1630 local 1930 Z toward the southwest traveling in a northerly direction and descending. The location given is known as Barra da Tijuca, a sand beach at approximately 23° 01' South and 43° 26' West.

At first the photographer [redacted], thought it was a DC-3 but immediately realized that it appeared about twice the size and was traveling much faster than he had seen a DC-3 travel. The object continued in a northerly direction for a short time, then started a large circle to the right completing nearly a 180° turn around the observers still slowly descending, finally heading approximately South and disappeared. It was in sight for about one minute during which time a series of five pictures were taken. The observer would not estimate the distance to the object, its altitude or its speed. They stated its shape to be as shown in the pictures (described later); they detected no rotary motion; its color appeared more or less gray or metallic; there was no sound of any kind heard, nor was there any smoke, fire or evidence of exhaust or trails. They detected no markings, windows, lines, or anything to indicate the type of construction or material. They would give no explanation as to their reason for being at this place at this time other than that they were on another assignment. There were other pictures on the same roll of film which they stated were taken at a restaurant near this location. This has not been verified. There is no evidence of any other observers.

The prints and negatives were carefully examined by the Acting Air Attache. The camera used was a Roloflex, each negative being 2¼" x 2¼". The five negatives did not appear to be retouched in any way. The possibility that they could have been faked by either retouching or double exposures not detectable to an amateur does exist. Further, the possibility that an illusion was created by trick photography or taking a picture of an object being thrown into the air by a companion also exists. The negatives were slightly foggy due, according to the photographer, to haze on the beach and the lens settings were made with great haste (Such is reasonable).

The first picture was taken almost directly into the sun and shows the object in almost cross section view. From this picture alone description would be impossible but obviously it is the same object shown in the four subsequent photographs. The last four are oblique views of the object showing fairly clearly the shape of both top and bottom.

The object shown is a round disc, slightly concave on the bottom and convex on top. It is tapered toward the outside becoming thin at the edge. On top and centered is a low, round, flat-topped dome. Its diameter is estimated to be about one-third the diameter of the disc. On top of this dome and centered is a second dome approximately one-fourth the diameter of the flat dome and rounded on top. The bottom of the disc is plain and smooth except for a raised circular ridge centered and approximately the same diameter as the large flat dome on top.

The photos were supposedly taken at 1/500 second and no distinction due to motion is visible. Nor is it possible to detect material or type of construction. All surfaces appeared smoothe and all corners rounded.

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The Acting Air Attache was informed that copies of all five pictures would be furnished after publication.

COMMENTS of Reporting Officer:

It is felt that there is a strong possibility that the photos were faked and it is doubted that copies will be made available. The fact that the object was first seen looking almost directly into the sun seems unlikely. That there were no other observers and the photographer evidently did not look for others seems peculiar. That no satisfactory supported reason for the photographer to have been at this particular place further causes doubt. And, finally, $25,000 is being asked for the world-wide rights, which indicates that profit is more desired than verifying the identity of the object.

The following is a translation of the reporter's story published in "O Cruzeiro" on 13 May. This story varies slightly from that told the Acting Air Attache on the night of 8 May. The search for other observers was not indicated and the flight path description then did not include the variation in speed or the vertical gyration as indicated in the magazine.

"O CRUZEIRO"
17 May 1952
FLYING SAUCER ON BARRA DA TIJUCA

It was May 7th, Wednesday, four o'clock in the afternoon. We had originally arrived at 1:00 P.M. in the so-called "Isle of Love", in Barra da Tijuca. The purpose of our visit was to take some pictures of romantic couples and write up an article about them. It was bound to be an interesting, picturesque, human, slightly poetic experience. And there we were, looking for our objective. We tried to look like tourists so that we wouldn't scare our "game". The weather in the last few days had been rainy and cold. But that Wednesday morning the sun was shining and it turned out to be a beautiful day.

We arrived more or less at 1:00 P.M. We crossed the little lake on a row boat called "Piaba" and upon landing we went straight to the "Bar do Compadre" in order to have something to eat. It did not seem to be a very lucky day for us. Nobody was around. We started a conversation with the Bar owner, [redacted] and got some information that could be valuable for us, although he did not have any idea of what we were going to do. Every 5 minutes, more or less, we heard the noise of an airplane passing over our heads, as this was the route of all planes coming or going to São Paulo, also planes going or coming from the airports situated in the south regions of Brazil. While we were enjoying a delicious dish of shrimp, we got up many times to watch the daring maneuvers of a squadron of the Brazilian Air Force. This was around 2 P.M. If things do not improve, we thought, we will be wasting our time up here. But as we did not have any other choice, and also because patience is one of the virtues of a good reporter, we decided to hang around to see if anything would happen.

And something did happen. Something that we could never imagine. Between four and four thirty we were sitting on the sand, exactly in the beginning of the interior channel. Glancing at the ocean, we saw an object moving in the air, on the side of the sun. At that distance, the object was similar to an airplane seen from the front. But the extraordinary thing about this "airplane" whose front seemed to be facing us was the fact that it was moving sideways in great velocity. It was coming directly from the ocean in the direction of the earth, perpendicular to the route of the com-

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mercial airplanes. I spoke to my colleague, "Look, [redacted], what is that?". Any other person probably would not pay attention to the fact, but we were reporters and just as a matter of professional training, we are always on the alert. When the strange object came closer to the earth, it seemed to reduce its speed. The object's silhouette was much clearer after it passed in front of the sun. [redacted] had his camera hung around his neck. It was a Roloflex. Moved by an impulse and still having a slight suspicion of what I saw, I almost shouted; "Take it, [redacted]!". He took the first picture. He confessed afterwards that he took the picture just for fun. But the "airplane" was coming closer, making a long curve. There was no doubt then. That was something different from anything that we had ever seen. Taking the initiative, Keffel rapidly set the speed of the camera at 1-500 (5/100 of a second) and went to work. Meanwhile, the saucer (now there was no doubt that we were looking at a circular object) continued to perform a semi-circle over the forest of Tijuca and then flew over Pedra da Gavea. At this point it turned down suddenly in the direction of the ocean. It is interesting to note that until then the saucer was flying normally, perfectly even, but in that sudden fall it was swinging like a leaf when it falls from a limb of a tree. However, when it was over the sea, the saucer started to fly ahead in a terrific speed, not in horizontal position but in an inclination angle of 45 degrees over its own axis, as an airplane bending over one of its wings. And it disappeared like an arrow, or better yet, as a bullet in the direction of the ocean. It disappeared beyond Tijucas Islands, which eventually interrupted our vision. Therefore, it turned back to the same place it came from.

All that lasted not more than a minute. We did not hear any sound. It seemed that the object was flying in absolute silence or producing a frequency sound superior to the hearing capacity of the human being. It did not leave any sign of smoke or flames. It was not luminous. Its color was blue-gray, which caused it to be confused with the clear sky. The altitude of the object and its real size are difficult to be determined. It seemed, however, that it was flying over 1,000 meters above the earth and that its dimension could have been twice the size of a DC-3 airplane. But, honestly, we cannot be sure about these two details.

What we can assure you, however, is that we really saw the object under the conditions which have been described. While I was watching the object (and I had dark glasses on), trying hard to keep in my memory everything I was witnessing, my colleague [redacted] took four more shots. There was no time for taking more pictures, and even if there had been more time, it would not have been possible to take more pictures because we had only enough film for five shots. The other part of the film had been used, and the pictures taken were successively the following: picture of two employees of the Hotel in which my colleague lives and a scenery, both taken on the day before; another picture of a friend of ours taken at the office of "O Cruzeiro" on the same day we saw the saucer, and a picture of a couple taken when we arrived on the island, and finally, the picture of the bar owner and our own picture when we were eating the shrimp, the latter having been taken by the bar owner. These last two shots were taken about one hour before the appearance of the strange object.

After the object had disappeared, we were stunned for a few minutes, and I asked [redacted] "Did you really see what I saw?" When he answered affirmatively, I inquired, "Did you take the pictures?" [redacted] stammered before he could say, "Yes." We took the film out of the camera with as much care as if we were handling an atomic bomb, put a new film on it and waited for the object to show up again, but it did not appear again. At least, for us it didn't. And now, what to do? We started to look for another witness of the phenomenon. We found a fisherman repairing his net. His name was Claudionor (or Nono). He had not seen anything. He had his head bent down and was absorbed by his work. We went to the bar. [redacted], who was inside the restaurant, had not seen the strange "airplane". He explained that he had seen many of those things

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passing around that place; however, this time he could not have seen because he was in the house. A couple, having lunch in the porch, had not seen it and had shown their dislike for being witness to anything.

We went back to our printing office in a hurry. From Joá we phoned our Director and told him what had happened and asked him to keep the laboratory man in the office until we arrived (as it was past 5 o'clock). I drove my car as a maniac through the downtown streets. At the printing office we gave the film to the person in charge of the laboratory service and the pictures started to be printed. And then the two of us, who were calm during the appearance of the saucer, began to be affected by great emotion. What would be printed on the negatives? Could we have been the victims of an hallucination? Could we have confused an airplane, a cloud, an aerolite with a flying saucer? Well, looking at the negatives through photographic lens we would be able to overcome this doubt. These were moments of great anxiety. Our colleagues and our chiefs were suffering with us. Directors [redacted] and [redacted] as well as [redacted] the laboratory personnel, were all sharing our anxiety. And when at last the pictures were printed and the silhouette of the disc was also printed on it, there was a general expression of enthusiasm. The amplified pictures had confirmed our story, without doubt.

We had this great chance to witness and photograph this mysterious thing that has been appearing in different parts of the earth and has been the cause of so many suppositions and controversies. We made the best of this chance. And here are the pictures to be examined by our readers, just as the flying saucer was going over Barra da Tijuca in that sunny afternoon. This represents a journalistic achievement which is bound to have world repercussion. Never before has a flying saucer been photographed under these conditions, with so much detail as to its form. What is this mysterious traveler of space? A secret weapon of one of the most powerful countries? Would it be an object from another planet? We do not know. We can only affirm that it exists. Could it be something to benefit humanity or a threat to humanity? Many other questions could be made but they would not be answered as well because the mystery remains.

Many flying saucers have been seen in different countries and different occasions. Their form varies, but the mystery remains. This is the mystery that sooner or later we will have to unveil.

Note: Attention is called to the shadow cast by the domes on the disk in the last view (Ultima Visão). In this view the sun would have been nearly at the photographer's back.

EXTRA

DISCO VOADOR NA BARRA DA TIJUCA

O CRUZEIRO apresenta, num furo jornalístico espetacular, a mais sensacional documentação jamais conseguida sôbre o mistério dos discos voadores — O estranho aparelho veio do mar, com enorme velocidade e foi visto durante um minuto — Côr clara-azulada, absolutamente silencioso, sem deixar rastro de fumaça ou de chamas — Relato completo do fascinante aparição na Barra da Tijuca.

Reportagem de ED. KEFFEL e JOÃO MARTINS

AF 1512230

FANTÁSTICO, MAS REAL!

O disco voador sobrevoando o Palace dos Gerais, vendo-se na sua parte inferior

EXTRA

DISCO VOADOR NA BARRA DA TIJUCA

O CRUZEIRO apresenta, num furo jornalístico espetacular, a mais sensacional documentação jamais conseguida sôbre o mistério dos discos voadores — O estranho aparelho veio da mar, com enorme velocidade e foi visto durante um minuto — Côr cinza-azulada, absolutamente silencioso, sem deixar rastro de fumaço ou de chamas — Relato completo da fascinante aparição na Barra da Tijuca.

Reportagem de ED. KEFFEL e JOÃO MARTINS

AF151230

FANTÁSTICO, MAS REAL!

O disco voador sobrevoando o Pedro da Gávea, vendo-se a sua parte inferior.

ED. KEFFEL

JOÃO MARTINS

A PRIMEIRA VISÃO. Tinha o silhueto de um avião, visto de frente, mas estava se movendo para o lado. Isto foi o que chamou a atenção dos dois repórteres de O CRUZEIRO

... superando todas as dificuldades técnicas, conseguimos incluir nesta edição a surpreendente reportagem apresentada nestas páginas, imprimindo-a num cubículo extra que foi reservado ao centro da revista, interrompendo assim a reportagem intitulada "Tiziano, Imperador dos Doges", numa maneira de levarmos aos leitores de todo o Brasil o empolgante relato e as espetaculares fotografias que focalizam o mais fascinante mistério do Século XX. A revista O CRUZEIRO, através dos seus repórteres João Martins e Ed. Keffel, orgulha-se de apresentar êste furo de reportagem mundial, uma das maiores façanhas da imprensa nacional e estrangeira.

N. R.

ERAM quatro horas da tarde do dia 7 de maio, quarta-feira. Tínhamos ido, depois do meio-dia, ao local denominado Ilha dos Amores, na Barra da Tijuca. A nossa intenção era das mais prosaicas. Pretendíamos fazer uma reportagem acêrca dos pares amorosos que nos dias de semana, procuram aquelas paragens um refúgio para os seus arrulhos. Seria um trabalho interessante, pitoresco, humano, vigamente poético. E lá fomos nós para, como dizemos "estudar o ambiente". Procuramos passar como dois turistas despreocupados, a fim de não assustar a nossa "caça". O tempo, nos dias anteriores, tinha sido frio e chuvoso. Mas aquele dia amanhecera lindo, cheio de sol.

Chegamos mais ou menos à uma hora da tarde. Atravessamos a pequena laguna no barquinho "Piaba" e nos dirigimos para o "Bar do Compadre", a fim de comermos alguma coisa. A sorte não parecia estar nos protegendo. Quase ninguém aparecia. Passamos conversa com o dono do bar, Antônio Teixeira arrancando-lhe muitas informações que nos poderiam ser úteis, embora ele não desconfiasse do que desejávamos realizar. Por sôbre as nossas cabeças, ouvíamos, mais ou menos de cinco em cinco minutos, o ronco de um motor, pois por ali passam todos os aviões da linha Rio — São Paulo e aeroportos do Sul. Enquanto saboreávamos um prato de camarões, levantamo-nos diversas vêzes para apreciar as acrobacias que um esquadrilha da Fôrça Aérea Brasileira estava fazendo nas imediações, por volta das duas horas. Se as coisas não melhorassem, estávamos perdidamente com a viagem perdida. Como não tínhamos outro jeito, e mesmo porque uma das virtudes de um repórter deve ser a paciência, resolvemos ficar por ali, para ver o que acontecia.

E aconteceu o que nunca poderíamos imaginar. Entre quatro e quatro e meia, achávamo-nos sentados na areia, justamente no começo do canal interior quando, olhando por acaso para o mar, tivemos a atenção despertada por um objeto que se movia no ar, do lado do Sul. Esse objeto, a distância, assemelhava-se com um avião, visto de frente mas o extraordinário era que esse "avião", que parecia voltado para nós, *movia-se de lado*, numa velocidade tremenda. Vinha diretamente do oceano para a terra, perpendicularmente à rota dos aviões comerciais. Falei para o meu companheiro

— Olha, Keffel, que diabo é aquilo?

Qualquer outra pessoa não teria, provàvelmente dado importância ao fato. Mas nós somos dois repórteres, com a atenção sempre alerta por uma questão de treino profissional. O estranho objeto, ao atingir a linha de terra, pareceu diminuir de velocidade. A sua silhueta se apresentava mais clara, depois de passar diante do Sol. Keffel estava com a máquina, uma Rolleiflex, pendurada no pescoço. Movido por um impulso e uma ainda vaga suspeita, quase gritei:

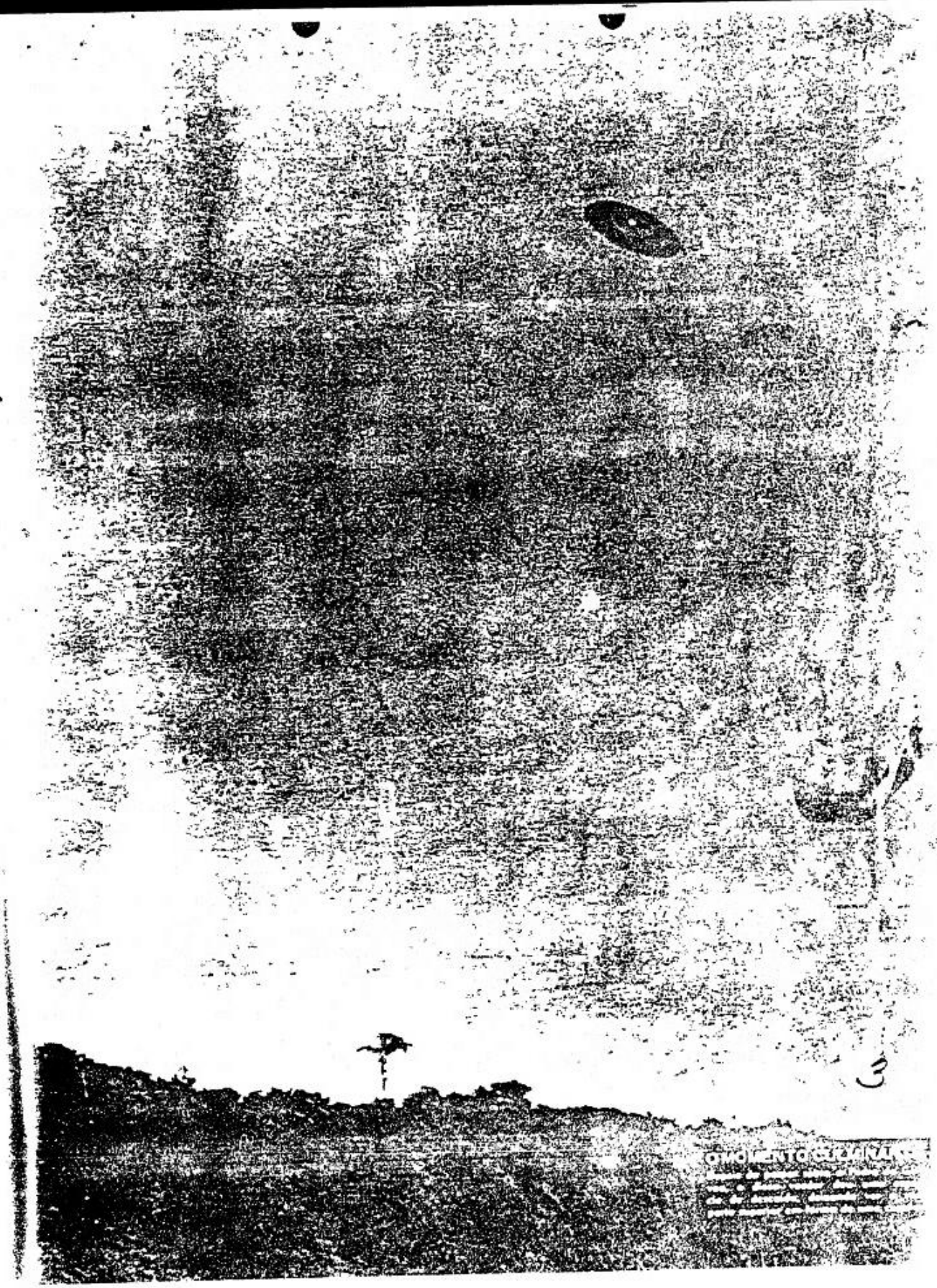
— Bata, Keffel!

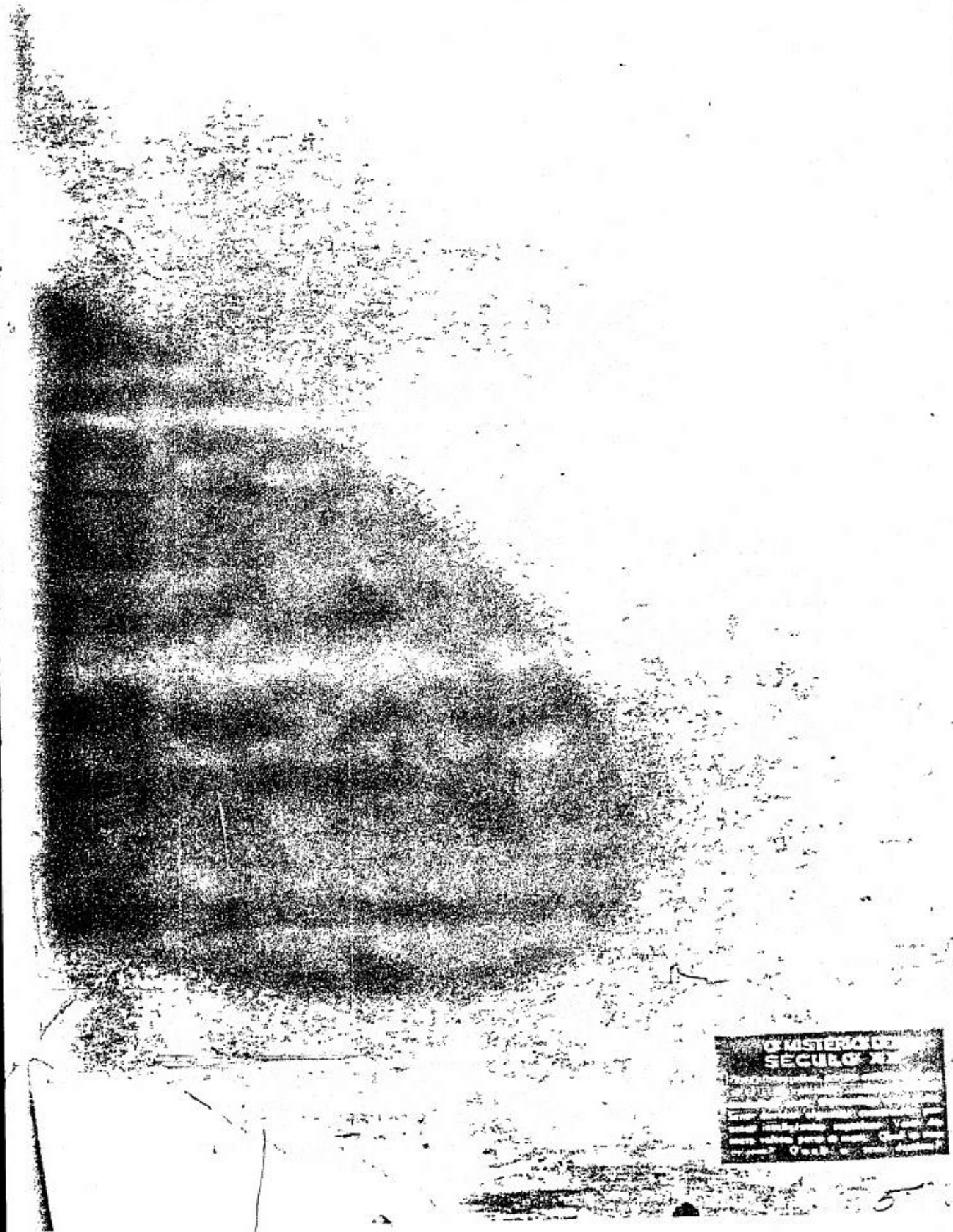
Ele bateu a primeira chapa. Depois me confessou que só tinha feito isso por teimosia. Mas o "avião" se aproximava numa curva longa. Não havia mais dúvidas. Aquilo era diferente de tudo o que já havíamos visto em matéria de aeronaves. Com grande presença de espírito, Keffel pôs rapidamente a velocidade do obturador em 1-500 (cinco centésimos do segundo) e meteu mãos à obra. Enquanto isso, o disco (porque o que estávamos vendo era indubitàvelmente um objeto em forma circular) continuava o semicírculo sôbre as matas da Tijuca, até sobrevoar a Pedra da Gávea. Neste ponto, fêz uma descida até a linha do mar. Interessante que até então êle vinha normalmente, absolutamente plano, mas nessa descida balançou-se à semelhança de uma fôlha que se desprende de uma árvore, ou como o que acontece às vêzes com alguns aviões numa tomada de campo. Repentinamente, porém, ao chegar sôbre o mar, lançou-se de novo para a frente numa arrancada fulminante, não em posição horizontal mas inclinado num ângulo de uns 45 graus sôbre o seu próprio eixo, como um aeroplano deitado sôbre uma das suas asas. E desapareceu como uma flecha, ou melhor, como uma bala, em direção ao oceano. Desapareceu além das ilhas Tijucas, que encobriram a nossa linha de visão, para o horizonte. Voltou, portanto, para o mesmo ponto do qual tinha vindo.

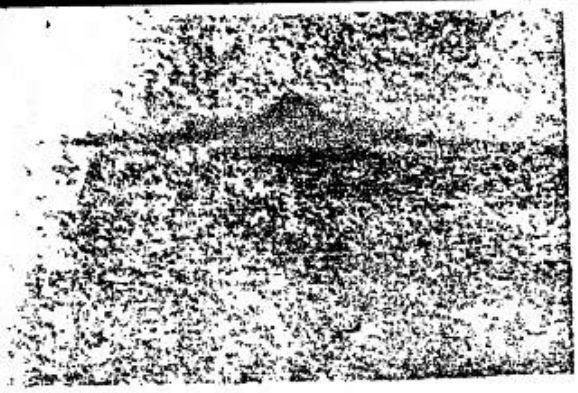
Todo esse drama ao mesmo tempo. Durante todo o tempo, não ouvimos o mais leve som. Aquilo parecia voar em absoluto silêncio, ao prolongado ruído de frequência superior à capacidade auditiva do homem. Não deixava o menor rastro de fumaça ou de chamas. Não era luminoso. Tinha uma cor cinzenta-azulada que o fazia confundir-se com o céu sem nuvens. A altura em que voava, assim como o seu tamanho real, são dados de determinar por falta de base para comparações. Parecia, todavia, que passava a mais ou menos [illegible] Mas, isso [illegible]

[illegible]

A SEGUNDA FOTOGRAFIA. [illegible]

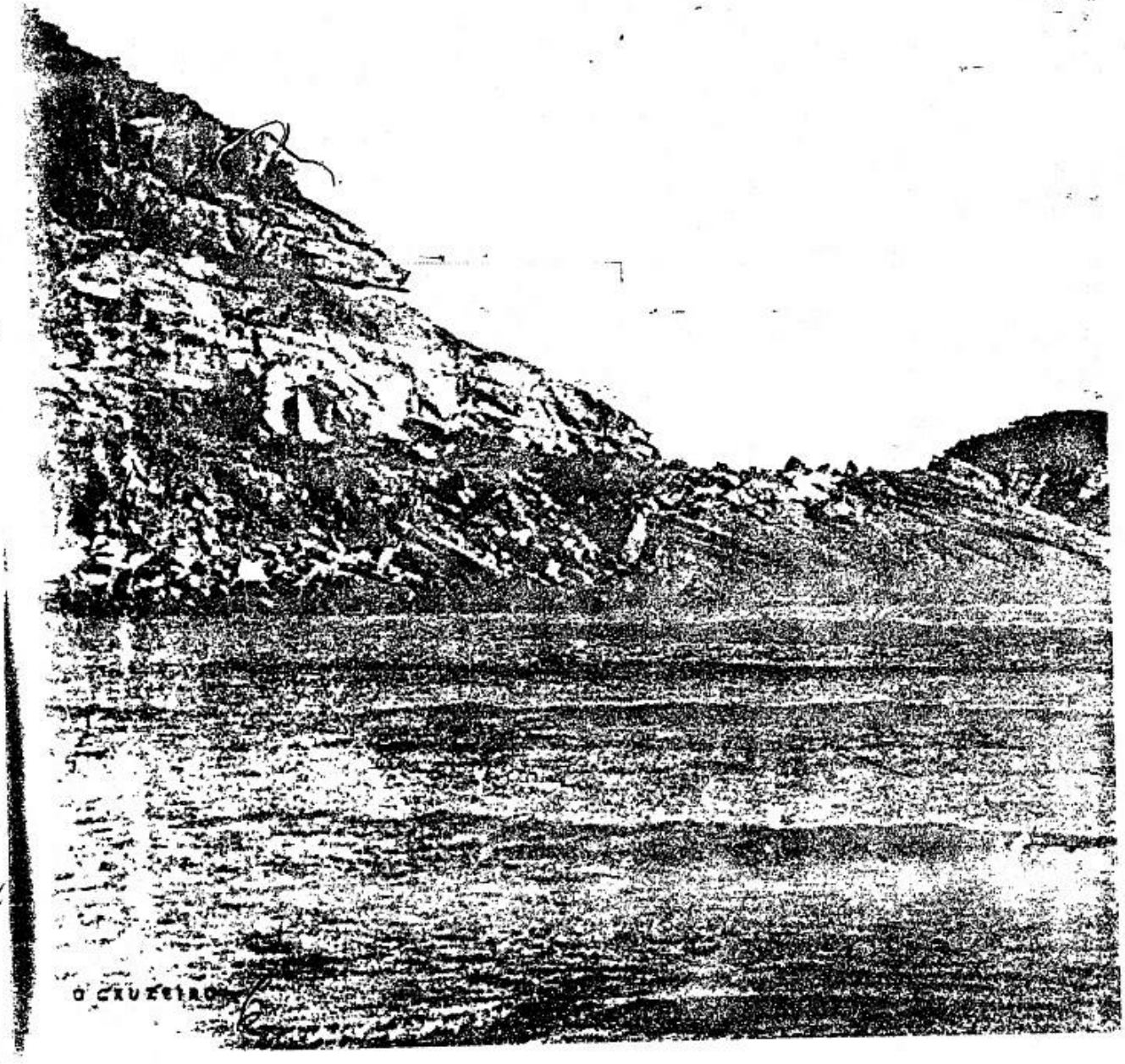



O MISTÉRIO DE
SÉCULO 21



O PERFIL DO DISCO VOADOR.

A PARTE INFER[illegible]DO MISTERIOSO APARELHO.



comendo os camarões, batidas por êle. Estas duas últimas foram batidas uma hora ou pouco mais antes do aparecimento do estranho aparelho.

Depois que o "disco" sumiu de nossas vistas, ficamos por alguns momentos sem ação. Perguntei a Keffel:

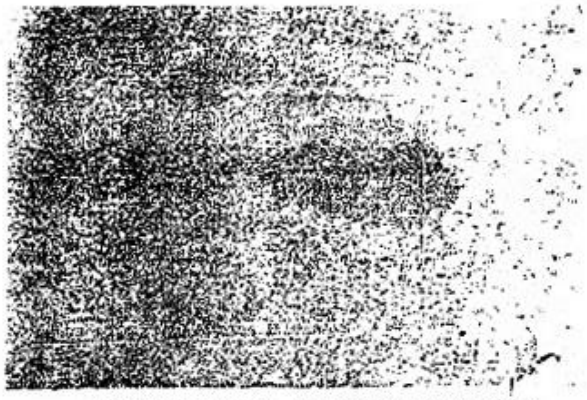
— Você viu o mesmo que eu vi?

E, ante a afirmativa:

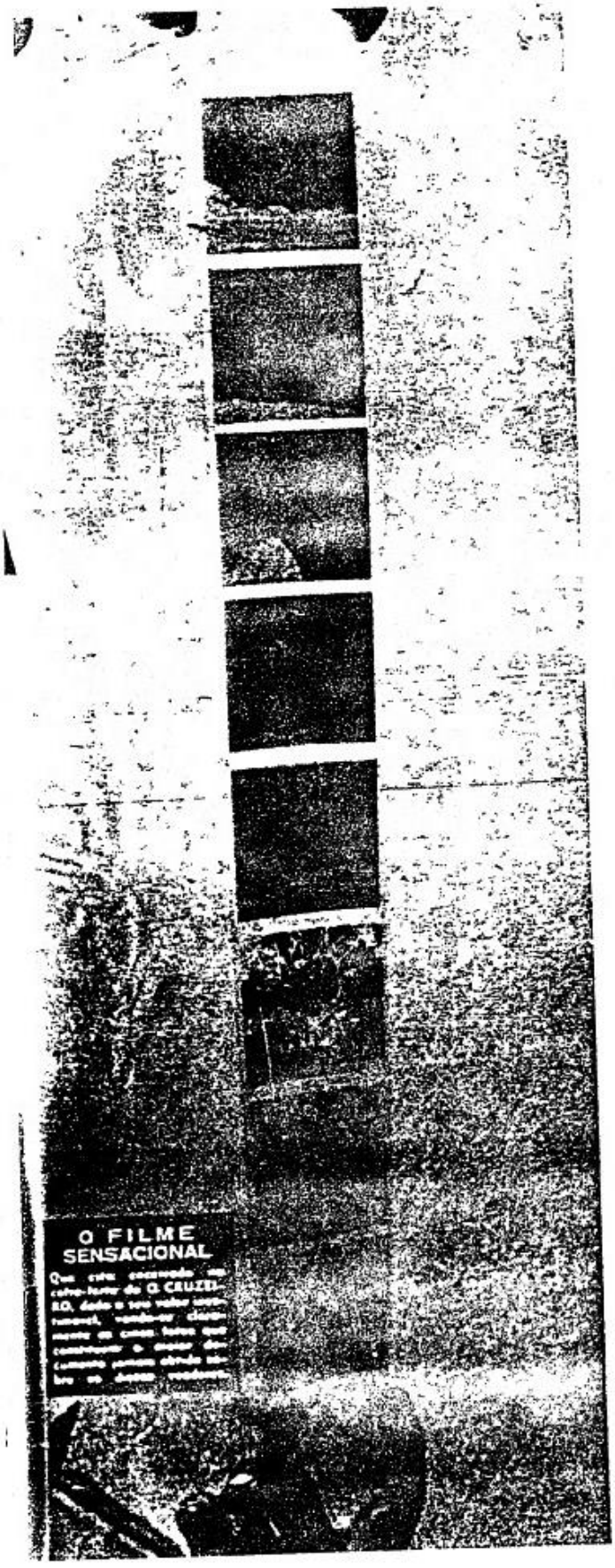
— E bateu as fotografias?

Keffel chegou a ficar gago para responder que sim. Tiramos o filme da máquina com o cuidado de quem está manejando uma bomba atômica, pusemos outro e ficamos na esperança de que o "bicho" tornasse a aparecer. Não apareceu, pelo menos para nós. E agora, que fazer? Saímos procurando alguma outra testemunha do fato. Atrás de uma pequena duna, encontramos um pescador consertando uma rêde, chamado Claudionor (ou Nonô). Não reparara em nada. Estava de cabeça baixa, absorvido pelo seu trabalho. Fomos até o bar. O "seu" Antônio, que se achava atrás do balcão, também não reparara no estranho avião. Como nos explicou, já está acostumado com tantos que passam por ali, e além disso se encontrava dentro de casa. Dois casais que almoçavam sob o alpendre, não eram nem tinham vontade alguma de ser testemunhas.

Voltamos o mais rápido possível para a redação. Pelo primeiro telefone que encontramos no restaurante do Juá, telefonamos para o nosso diretor, dando conta do sucedido e pedindo-lhe que não deixasse o encarregado do laboratório sair embora (pois já eram mais de cinco horas). Dirigi como um louco o meu automóvel através da cidade. Na redação, entregamos imediatamente o filme que logo começou a ser revelado. E então, nós dois, que tínhamos mantido a mais



A PARTE SUPERIOR, EM FORMA DE CUPULA.



O FILME SENSACIONAL

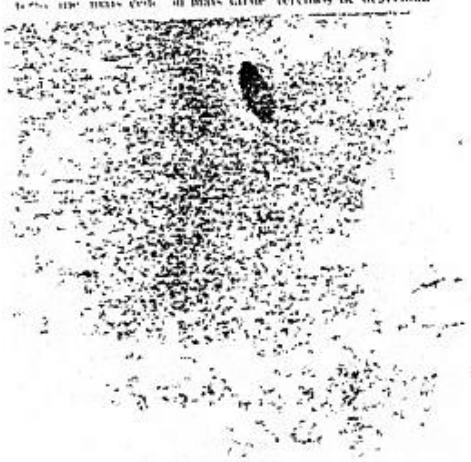
Que está [illegible] na [illegible] de O CRUZEIRO, dado o seu valor [illegible], vendo-se claramente [illegible] que [illegible] o maior documento [illegible] sobre os discos voadores.

[illegible], os dois reporteros de O [illegible]ro, autores de mais espetacular furo jornalístico dos nossos tempos

completa calma durante a aparição do fantástico aparelho, vivemos alguns minutos de emoção. Que estaria nos negativos? Teríamos sido vítimas de uma alucinação? Teríamos confundido um avião, uma nuvem, um aerólito, um balão, com um disco voador? A frieza das imagens captadas pela lente fotográfica destaria todas as possíveis dúvidas. Foram momentos de expectativa e de angústia. Em nossa companhia também sofriam os nossos companheiros e os nossos chefes. Os diretores Leão Gondim de Oliveira e Accioly Neto, José Amádio, Milton D'Avila, Ari Vasconcelos, a turma do laboratório, todos compartilhavam da nossa ansiedade. E quando por fim o filme foi tirado do fixador e lá na película surgiram as imagens do disco, o entusiasmo foi geral. A imediata ampliação dos negativos vem confirmar nosso relato, sem possibilidade de dúvidas.

Coube a nós a grande oportunidade de testemunhar e fotografar essa coisa misteriosa que vem aparecendo nos mais diversos pontos da terra e que tem sido objeto de tantas suposições e controvérsias. Soubemos aproveitá-la no máximo de possibilidades. E estão aí para o exame dos nossos leitores os diversos aspectos do disco voador que sobrevoou a Barra da Tijuca, naquela tarde de sol. Este é um furo jornalístico de caráter mundial que decerto terá uma tremenda repercussão. Nunca dantes um disco voador foi fotografado nestas condições, com tantos detalhes, quanto à sua forma. Que será esse misterioso viajante do espaço? Uma arma secreta, de alguma das grandes potências? Um aparelho proveniente de outro planêta? Não o sabemos. Apenas podemos afirmar que ele existe. Será um benefício ou uma ameaça para a espécie humana? Muitas interrogações poderão ser formuladas, mas tôdas elas esbarram com uma espêssa cortina de mistério.

Muitos discos já foram avistados em diferentes países e em ocasiões diversas. Variam as suas formas aparentes, mas o mistério permanece. O mistério que mais cedo ou mais tarde teremos de desvendar.



A ÚLTIMA VISÃO. Nesta foto vemos um detalhe, mais ampliado, do aspecto que aparece na página anterior. O disco se dirige, inclinado para a mar

Wrtn. 27 Jun 52

[redacted]

24-185

(Restricted - Security Information) Unidentified Aerial Object Cited at Latitude 3300, Longitude 7525, 11 June 1952, by Mr. [redacted]
SPECIAL INQUIRY

30 JUN 1952 1

Documents & Dissemination Branch
Collection Division, Directorate of Intelligence,
DCS/O

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

Counter Intelligence Div, Dir. of Special
Investigations, The Inspector General

Attached herewith for your information is a copy of a letter dated 13 June 1952 in regard to the above subject.

1 Incl
Cy of Ltr fr 30 #2,
dtd 13 Jun 52

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

When Incl No. 1 is (are) withdrawn or not attached, the classification of Confidential Security Information will be [illegible] in accordance with par 25 c, AFR 205-1.

LeROY F. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.
Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

APOLI FILE COPY

CLASSIFICATION CANCELLED
AUTHORITY OF THE DIRECTOR OF SPECIAL INV
KURT K. KUNZE, Capt USAF
Historian
13 DEC 1975
DATE

30 JUN 1952
MANAGEMENT DIV
OSI

AFCSI-6

Barnard

24-185-326

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

[redacted]

UNCLASSIFIED

JUL 1952

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-O

13 JUN 1952

SUBJECT: Flying Object,
SPECIAL INQUIRY

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. On 12 June 1952 at approximately 1830 hours, this office received a call from a Mr. [redacted], Executive, business address [redacted], telephone [redacted], residence [redacted] Avenue, Forest Hills, Long Island, [redacted], who advised as follows:

On 11 June 1952, he was returning from the Bahamas, northward bound on the SS Nassau, when he observed an unidentified object travelling from West to East at a tremendous speed, and which disappeared over the horizon. Subsequent to the citing, [redacted] obtained the following information from the ship's bridge; position, latitude 3300, longitude 7525; visibility 1416; wind, West 4; Sea West 3. Time of observation was between 0920 and 0925 Greenwich Mean Time (about 0425 hours). [redacted] estimated the object to have been from six (6) to eight (8) miles or from eight (8) to ten (10) miles from the ship when he observed it, and it was in sight for about three (3) or four (4) seconds. Informant was on the top deck (sport deck) aft starboard, and from the angle from which he observed the object, estimated that it was possibly two hundred (200) yards above the surface of the sea, although he admits that his estimate may be in error and the object may have been considerably higher. He described this object to have been about twenty (20) inches square, with a rectangular yellowish body and with a copper green tail (not exhaust trail) attached to it. [redacted] heard no noise either prior to or after the object's passage, and saw no fire.

[redacted]
CLASSIFICATION CANCELLED
BY AUTHORITY OF TH[redacted]
[redacted], Capt, USAF
BY [redacted]
18 DEC 1975

[redacted]

UNCLASSIFIED

Ltr 2D OSI, file 24-0, Subj: Flying Object to Hq OSI

2. It is believed that this reported sighting may possibly be of interest to the Research and Development command.

3. Unauthorized disclosure of information contained herein will be considered to be a violation of AFR 205-1.

F. P. Dunnington

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

VANDENBERG: AF LAUNCHING SECRET SEARCH FOR FLYING SAUCERS
Washington Post
17 June 52

Flying Saucer Search Begun by Air Force

NEW YORK, June 16 (AP)—Gen. Hoyt S. Vandenberg disclosed today that the United States Air Force has launched a secret search for "flying saucers," and said "with the present world unrest, we cannot afford to be complacent."

"The Air Force is interested in anything that takes place in the air," said Vandenberg. "This includes aerial phenomena commonly known as 'flying saucers.'"

The Air Force Chief of Staff's statement was made in the current issue of Look magazine, which reports that the Air Technical Intelligence Command is mounting a new hunt for flying saucers.

One highly placed intelligence officer was quoted as saying, "Our job is to detect any weapon that might be used against the United States. In the future a wepon that 'probably was a meteor' may prove to be a global rocket."

A methodical and scientific plan has now been blueprinted, according to Look, and includes these steps:

1. A special camera being developed at the University of California which will be able to break down the image so scientists can determine the saucer's composition and source of light. Plans call for 200 such cameras to be built and distributed to key atomic and military locations.

2. Cine-theodolites, instruments for tracking guided missiles, will be used to trace the location, flight patterns and speed of flying saucers. Tracking crews will be able to fix their exact location and movement patterns and then photograph them with cameras built into the theodolites.

3. Radar combined with cameras and telescopes as well as modified sonar to find out why saucers appear soundless.

Lieut. Edward Ruppelt of Ames, Iowa, is project officer for the hunt. He will work out of ATIC's closely guarded headquarters at Wright-Patterson Air Force, Base near Dayton, Ohio.

The Air Force, according to Look, feels the final solution will prove that the saucers are one or more of the following: misinterpretations of known objects such as balloons and jet planes; reflected light from the earth; man-made vehicles, most possibly Russian, and space ships for interplanetary missiles.

24.185 [illegible]

24-185

[illegible]

CO[redacted]IAL

xxxx

5D 24-21 24-185-328 13 August 1952

SUBJECT: Theory Concerning Flying Saucer Operations

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIC

24-185-328

1. Forwarded herewith is one copy of letter dated 12 June 1952 from Mr. [redacted], [redacted], Staten Island 8, New York.

2. This communication is forwarded for your information and any action deemed appropriate. No reply has been transmitted to Mr. [redacted]

1 Incl
Ltr fr [redacted]
dtd 12 Jun 52

JAMES H. GUNN
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] Capt, USAF
Historian
DATE 3 DEC 1979

24785-328X1

UNITED STATES AIR FORCE
[illegible] DIRECTOR GENERAL
AUG 15 08 41 '52

UNCLASSIFIED SPECIAL

SECURITY INFORMATION
CONFIDENTIAL

AFCSI/Mai Detwiler/fjm/ctn 6 Aug 52 PM

[redacted] OPERATION

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

7 AUGUST

24-185-328

SUBJECT: ([redacted]I - Security Information) Theory Concerning Flying Saucer Operations

TO: District Commander
2d OSI District (IG)
67 Broad Street
New York 4, N. Y.

1. Reference is made to your letter of 23 June 1952 which transmitted a communication dated 12 June 1952, concerning subject, from Mr. [redacted], Staten Island 8, New York.

2. In answer to your query as to the preferred manner for handling such material, it is suggested that similar communications be transmitted to District Office #5 for referral to the Air Technical Intelligence Center. Information copies of such material are desired by this Headquarters.

3. By copy of this letter District Office #5 is provided two copies of the communication from Mr. [redacted] for forwarding to ATIC. No reply has been transmitted to Mr. [redacted].

FOR THE DIRECTOR:

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
KURT K. KUNZE, Capt, USAF
BY Historian
3 DEC 1975
DATE

1 Incl (for DO #5)
Ltr fr [redacted] dtd 12 Jun 52 (dup)

LEROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage & Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

cc: DO #5

AFCSI-6

OUT
7 AUG 1952
MANAGEMENT
DIV.
OSI

24-185-328

UNCLASSIFIED

[redacted] INFORMATION

AFCSI FILE COPY

SECURITY INFO. [redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-0

23 JUN 1952

SUBJECT: Theory Concerning Flying Saucer Operations.
SPECIAL INQUIRY

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Transmitted herewith, in duplicate, is letter dated 12 June 1952, addressed to this office by a Mr. R[redacted], [redacted] Terrace, Staten Island 8, New York. [redacted] original letter is also attached.

2. It is noted that the correspondent offers a theory concerning Flying Saucer Operations, and requests that it be submitted to Mr. ALBERT EINSTEIN. No reply to the writer has been made by this office.

3. As matters of this nature are received by this office from time to time, advice is requested as to the preferred manner for handling such material. It is believed that some material of this type may be of interest to the Research and Development Command; however, it is known that "inventors" occasionally accuse the government of stealing their ideas. At the same time, it is felt that if this office should return such matters to the senders with a request that they be submitted direct to the headquarters concerned, the possibility exists that some material which may be of potential value may not be forwarded by the originators.

4. Information contained herein comes within the purview of AFR 205-1.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY [illegible] USAF
[illegible] 9 DEC 1975
DATE

1 Incl. (in trip.)
As indicated above.

Lee S. Thomas
LEE S. THOMAS
Major, USAF
Acting District Commander

[redacted]

UNCLASSIFIED

[redacted] TERRACE
STATEN ISLAND #6 N.Y.

June 12, 1952

SECURITY INFORMATION-[redacted]

Dear Sir

Since Energy & Mass are different manifestations of the same thing it is my belief that submittal of the following theory to Mr. Albert Einstein will insure his endorsement in principal.

The flying saucers can very easily be actual objects that have mass and are manoeuvered by negating some of the natural forces.

Gravity as an exposition of energy should be expressable as an electrical force. As such its energy can be minimized or increased by the simple laws of magnetism; likes attract and unlikes repel.

Therefor, an object that can control its polarity could fly in any direction possibly by very simple means, quietly, and would be able to change direction immediatly and of course approach the speed of light.

A saucer shape would present the least resistance to flight in a plane horizontal to or parallel to the earths surface. While the flat surface would offer the greatest area toward the earth for attraction or repulsion between itself & the earth. Newtons laws of motion would not be interfered with.

Such a ship could possibly operate without fuel if a means of utilizing existing forces is developed that does not require the release of any initial energy.

Kindly advise me of your reaction to this letter as I am intensely interested in this type of flight & believe it is our ultimate method of propulsion. Truly yours

Incl #13 SECURITY INFORMATION-[redacted] [redacted]

STATEN ISLAND 4 N.Y.

NEW YORK N.Y. JUN 12 5-PM 1957

AIR FORCE DEPT OF UNITED STA
2ND DISTRICT DEPT OF SPECIAL INVESTIG
67 BROAD ST. N.Y.C., N.Y.

SECURITY INFORMATION

HEADQUARTERS CARIBBEAN AIR COMMAND
Inspector General
Office of Special Investigations
Albrook Air Force Base, Canal Zone

24-0

12 June 1952

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Reference AFCSI Letter No. 85, subject as above, dated 23 October 1950.

2. Forwarded herewith are four (4) photostat copies of a report on unidentified flying objects, observed off the coast of Mayaguez, Puerto Rico, by civilians on 14 May 1952.

3. As indicated on inclosures, this information was received from Wing Intelligence, 55th Strategic Reconnaissance Wing (M), Ramey AFB, Puerto Rico, and has been investigated by personnel of that organization. Inclosures also indicate that distribution has been made to Second Air Force, and to the ONI at San Juan, in addition to this office.

4. Request that your Headquarters make distribution of inclosures as indicated in referenced letter. No further action is contemplated by this office regarding this matter unless requested.

David E Bales

DAVID E BALES
Major, USAF
Director of Special Investigations

1 Incl:
Rpt fr Wg Intel [illegible] (M)
55th Strat Recon Wg
dtd 19 May 52 of 3 pa[illegible]
(4 copies)

CLASSIFICATION CANCELLED OR CHANGED TO [illegible]
BY AUTHORITY OF [illegible] OF SPE[illegible]
BY [illegible] 3 DEC 1975
DATE

SECURITY INFORMATION

UNCLASSIFIED

AF FORM 112—PART I
APPROVED 1 JUNE 1950

RESTRICTED

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Objects

FIRM REPORTED ON: [illegible]

DATE OF REPORT: 19 May 1952 [illegible] 1952

PREPARED BY: G. D. McAdams, Captain, USA [illegible]

REFERENCE: None

SUMMARY: [illegible]

On May 1[illegible], 1952, [illegible] 1930 [illegible] were observed [illegible] Puerto Rico [illegible] [illegible] were [illegible] field glasses. The attached report is the result of an investigation [illegible] by Intelligence personnel of this wing.

From the evidence received it [illegible] not this incident has any significance in the current flying [illegible] investigation.

None [illegible]

APPROVED:

[illegible]
Captain, USA
Acting [illegible] Officer

DISTRIBUTION BY ORIGINATOR: [illegible]

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S. CODE, SECTIONS 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, [illegible] INTELLIGENCE, USAF.

RESTRICTED

AIR INTELLIGENCE INFORMATION REPORT

FROM: [illegible] | REPORT [illegible]

[illegible] The objects (2) [illegible] ing like the sun in color. [illegible] thought [illegible] larger than the other [illegible] the [illegible] to [illegible] away from the [illegible] reasoner [illegible] vertical [illegible]

[illegible] The objects were sighted [illegible] lasted between twenty to thirty minutes [illegible]

c. The observation was made [illegible] mately [illegible] to 1000 feet above sea level [illegible] were [illegible] to observe [illegible] more about the object when [illegible] in [illegible] above, was not discerned [illegible] through the glasses.

[illegible] The observation was made from [illegible] tude [illegible] 13'30". The point of observation [illegible] Mayaguez Bay. Distance from observation [illegible] estimated. Bending from point of observation [illegible] magnetic.

e. There were five witnesses [illegible]

Mr. [redacted] a man of stability and dependability [illegible] the observing with the field glasses and [illegible] major part of the report is based [illegible]

Mr. [redacted] an American [illegible]

[illegible] Stiles is also in business [illegible] gator [illegible] person of sound [illegible]

[redacted] old [illegible] Garcia appeared [illegible] mature [illegible]

The other two witnesses [illegible] investigator [illegible] the opportunity [illegible]

It is the opinion of the investigator [illegible] of sound judgment and integrity [illegible]

f. The weather conditions at the time [illegible] clear with visibility of approximately [illegible] as alto-stratus. Ramey weather [illegible] recorded the cloud formation at the time [illegible] near the second layer of clouds.

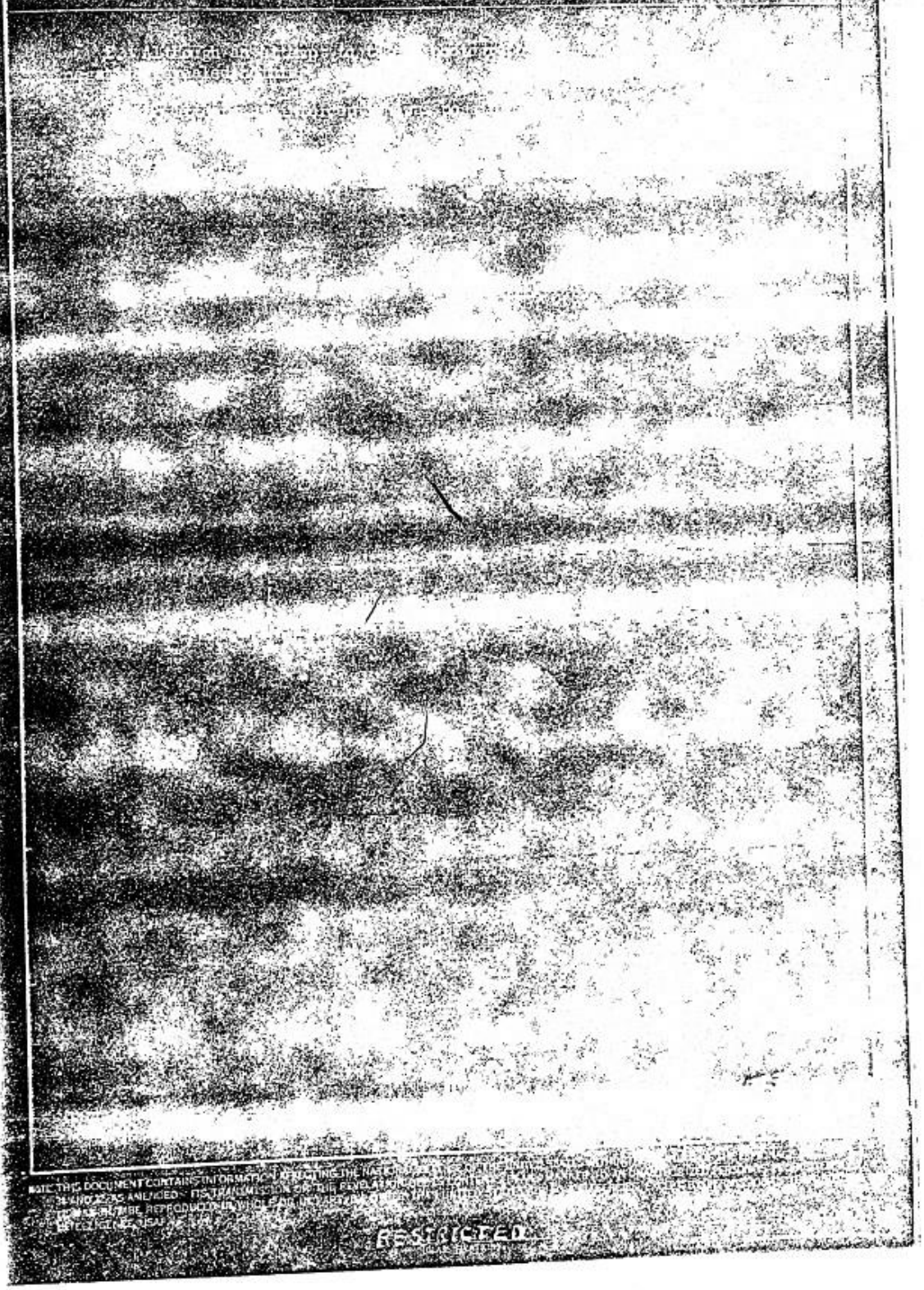
[illegible] Investigations made on the [illegible] veals [illegible] natural circumstance that [illegible]

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL [illegible] AND 2 AND 3 AMENDED. ITS TRANSMISSION OR THE REVELATION OF [illegible] IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART BY OTHER THAN [illegible] INTELLIGENCE [illegible]

AF FORM 112—PART II

RESTRICTED

AIR INTELLIGENCE INFORMATION



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NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL [illegible] AND IS AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF [illegible] TO AN UNAUTHORIZED PERSON IS PROHIBITED. [illegible] REPRODUCED IN WHOLE OR IN PART [illegible] USAF

RESTRICTED

XXXX

5D-24-8 9 July 1952

SUBJECT: [redacted] 33-7615
Oklahoma City, Oklahoma
SPECIAL INQUIRY

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC IN.
BY [illegible], Supt, USAF
9 DEC 1975
DATE

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

1. Transmitted herewith for your information and retention is one copy of Report of Investigation by Special Agent DONALD C. HILDRETH, 20th OSI District, McChord Air Force Base, Washington, dated 27 June 1952, File No. 33-126, subject as above.

2. The Director of Intelligence, 25th Air Division (Defense), McChord AFB, received a letter from SUBJECT in reference to her research on aerial phenomena. [redacted] requested specific information be obtained on the meteor exploding over Seattle, Washington on 11 May 1952 to prove that it was a "flying saucer" and not a meteor. Cited letter directed that the information obtained be forwarded to Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio. Files of the 20th OSI District disclosed that SUBJECT is known to associate with Communists and is considered dangerous.

3. Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Paragraph 8b, AFR 205-1, dissemination of the information contained herein must not be made outside of USAF channels.

CI 24-14-321

1 Incl
R/I, DO #20, dtd 27 Jun 52

D. G. NORTH
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI, w/o incl

[redacted]

UNCLASSIFIED

AF DEFENDS FAILURE TO SEND JETS AFTER FLYING SAUCERS
Washington Daily News
23 July 1952

~~The Air~~ Force today defended its failure to send jet pla~~nes after~~ the "unidentified objects" picked up on a radar screen here early Sunday morning. It said it didn't know where to send them.

The "blips" on the radar screen were spotted by Air Route Traffic Control Center employes at National Airport. They asked a Capital Airlines pilot to keep his eyes open on his flight from Washington to Martinsburg, W. Va., and he later reported that he watched a flight of strange "lights" for 12 minutes.

Airport employes reported their pick-up to the Air Force.

NO PATH

"We were unable to confirm the objects on any of our scopes and therefore we did not send any planes into the air," an Air Force spokesman said today.

"In order to direct a plane once its in the air, you have to know where to send it. The report said the objects appeared on one side of the radar screen, moved to another, appeared somewhere else—in other words there was no path."

He said there is "no point in sending planes" to a general vicinity to patrol, "because it takes only a matter of minutes to get jets into the air when you really get something."

NAVY SAYS NO

The nearest Air Force jets to Washington are those of the 121st Fighter Interceptor Squadron, normally stationed at Andrews Air Force Base but now on temporary duty in Newcastle, Del.

The Navy, meanwhile, denied the statement made to The News yesterday by an operations man at Anacostia Naval Air Base—that Navy jets from Norfolk went aloft but failed to make contact with the mysterious objects.

The Air Force spokesman said he did not know why no jets were sent up during the 12 minutes that the airline pilot followed the lights.

"I don't know whether he reported back to the radar station, or made his report after he landed," the spokesman said. "There is no accurate time sequence."

EXPERT HERE

He said he understood the spots were on the airport radar screen "for a while," but he did not know whether they were still there at 3:15 a. m. EDT when the Capital flight took off.

"That's what Capt. (E. J.) Ruppelt is for," the spokesman said. "To establisch a sequence and get a clear picture of things."

Capt. Ruppelt is the top field investigator for "Operation Bluebook," the Air Force's project for collecting saucer reports.

Capt. Ruppelt, whose headquarters are in Dayton, O., was in Washington yesterday

He told The News he "just happened to be in on other business. It just so happens that it was a coincidence."

NO CONCLUSIONS

The Air Force meanwhile said it cannot "prove or disprove" the existence of saucers, but that no conclusions are safe in the current epidemic of saucer-itis.

Capt Rupplet repeated his statement, made last Friday in Dayton, that "something" had been tracked on radar screens at 1500 to 2000 mph, but he wouldn't say where, when, by whom, for how long, or what kind of radar (search or tracking) was used.

He confirmed that reports of sightings had been more frequent this summer than ever before.

"Why, we don't know," he said.

24 185-332
...CAGE
...ERAL
...SIGATIONS

TELEVISION RECEIVER AFFECTED BY SAUCERS OVER DC

Washington Post
24 July 52

CUMBERLAND, Md., July 23 (AP).—Maybe it's Washington's flying saucers that played hob with Virgil Ruppenthal's television sets.

There seems to be some tie-in between the way they acted and the mysterious objects spotted in the sky around Washington over the weekend.

Ruppenthal is a television bug. He has a TV shack atop Dan's Rock about 10 miles southwest of Cumberland. It is about 2900 feet high, one of the highest spots in the Western Maryland mountains. Ruppenthal has it decked out with some of the best TV receivers money can buy, plus gadgets to step up incoming signals, plus a dozen different aerial layouts. He brings in perfect pictures from Washington, 112 miles to the southeast, and Pittsburgh, 71 miles to the northwest.

At 7:15 Sunday night, a strong electronic interference crossed off Ruppenthal's picture from WTOP Channel 9 in Washington.

Ruppenthal has been tinkering with television for six years. He can identify ordinary kinds of signal interference. He'd never seen anything like this before, never seen anything so powerful. He turned off his special amplifiers. Still there was a bright wire fence across his screen.

He tried all his aerials. Same thing. He tried other sets. Same thing. He climbed the Dan's Rock fire tower with a portable TV. The interference came in strongest at an altitude of 2940 feet.

He called a friend who has a TV set high on Savage Mountain. Same thing. He called Marshall Wolpert, who has a set on Martin's Mountain. Wolpert got the bright pattern. Then his set blew out. As suddenly as it had come, the phenomenon disappeared at 7:30 Tuesday morning.

It was shortly after midnight Sunday morning that control tower operators at Washington National Airport picked up strange blips on their radar scoops. The blips marked eight objects of some kind flying in the sky near Andrews Air Force base, just east of Washington.

The control tower contacted a commercial air liner flying northwest from Washington. The pilot, Capt. S. C. Pierman of Detroit, a veteran of 17 years with Capital Airlines, saw seven unidentified lights-falling stars without tails—in the sky between Washington and Martinsburg, W. Va

Martinsburg is almost on a direct line between Washington and Cumberland.

Ruppenthal reported he also saw the strange interference pattern between 6:15 p. m. on July 8 and 1.30 a. m. on July 9 when he was watching a TV program from Pittsburgh.

24-185 33

24-185

AUG 1952

FLYING SAUCERS OVER DC SIGHTED ON RADAR
Washington Daily News
22 July 52

The ~~Air Force~~'s top field expert on "flying ~~saucers~~" has been called to Washington to investigate reports that 7 to 10 "unidentified aerial objects" were tracked by radar over Andrews Air Force Base early Sunday. He is expected to arrive here today.

Radar-equipped, all-weather jet interceptors, based at Andrews Field to protect the Capital, didn't get off the ground when National Airport asked them to go up and contact the "saucers," The News was told today. Allegedly, pilots weren't available.

The Navy sent jets up from Norfolk when Andrews couldn't make it. But they failed to make contact with the mysterious objects.

VERY SLOW

The Air Force announced last night that:

- Seven to ten objects appeared on the radar screen in the Air Route Traffic Control Center at National Airport. They appeared to be over Andrews. They appeared on one section of the screen, then showed up seconds later on another part, traveling in an entirely new direction. They moved at only 100 to 135 miles an hour—very slow for saucers.
- A Capital Airlines pilot—Capt. S. C. "Casey" Pierman—watched the lights for about 12 minutes as he flew from Washington to Martinsburg, W. Va.
- Another Capital pilot said a braillaint light followed his plane from Herndon, Va., to within four miles of National Airport.

HIGH

Meanwhile, a Marine pilot told the United Press he saw "two green objects—like shooting stars without tails—shooting straight across the sky at terrific speed and a very, very high altitude" over Quantico, Va., on the night of July 10.

Capt. Pierman, who has flown in this area for 17 years, was asked by the airport tower to keep an eye out for the objects when they showed up on the radar screen.

He was flying at 180 to 200 mph toward Martinsburg, W. Va., he said, when he saw six lights.

"They were very similar to brilliant falling stars without tails," Capt Pierman said

Three flew in an approximate 75-degree dive at "a substantial speed" and three more flew "very, very high" on a horizontal plane. Capt. Pierman said he had "a feeling" they were in the upper atmosphere, at about 60,000 feet.

HUNG MOTIONLESS

He finally lost sight of them when they went into what he called "a terrific power dive" near Martinsburg.

They traveled at "tremendous vertical speed" and then changed pace and seemed to hang motionless, he said.

An Air Force press information man said the Air Force so far has only a preliminary, telephone report on the Sunday visitors, and therefore he knows nothing about the report that Andrews couldn' answer the request to try to intercept them.

He said the report that Navy jets went up from Norfolk "is news to me."

'TOP BRAINS'

Capt. E J. Ruppelt, the Air Force's field investigator for the Air Technical Intelligence Command and the head of "Operation Bluebook," will check the saucer reports, probably today, the spokesman said.

"He will make a complete report, including interviews with pilots, and so on, and it will be turned over to top men in the fields of aerodynamics, physics, and other related subjects."

"The Air Force has some of the top scientific brains in the country almost at its beck and call, you might say, to help it figure this thing out"

The report that Andrews had no jet pilots available and that Navy jets from Norfolk were sent up to intercept the objects came to The News from an Operations man at Anacostia Naval Air Base here. He said Anacostia was notified of the objects when they were over Andrews, but was not asked for help because no interceptor jets are based there.

Recent attempts to explain "saucers" as optical illusions have been shaken by recent radar sightings Illusions don't show up on a radar screen.

24 / 65 / 25-25

AIR FORCE UNDER INVESTIGATION FOR INACTION ON DC FIREBALLS
Times Herald
23 July 1952

A. F. INACTION ON 'SAUCERS' UNDER PROBE

Failure of the Air Force to send up interceptor jets early Sunday after a formation of "flying saucers" were picked up by radar operators at National airport was under official scrutiny last night.

The Air Force issued a statement explaining it did not order its jet fighters aloft because its own radar operators did not spot the "seven to ten unidentified objects."

The report that unexplained flying objects were spotted here was issued by the air route traffic control center at the airport.

Top Authority Here

The official statement came as the Air Force's top authority on flying saucers arrived in Washington to assemble information on the mysterious objects reported over the capital area. He is Capt. E. J Ruppelt of air technical intelligence command and chief of the AF's saucer investigators from Wright field, Dayton, Ohio.

As was expected, the Soviet embassy immediately denied Russia had anything to do with flying saucers or any other objects flying over the United States.

Even if the Air Force had wanted to send up jet fighters from its nearest interceptor field—Andrews—it could not have done so. The Andrews fighter squadron was transferred to New Castle, Del., recently on temporary duty.

The A.F. explained that the Washington area is still as safe as possible from enemy attack despite the fact the interceptor units have been transferred.

"Their job is still interception and that can be accomplished as well at New Castle," a spokesman said. "It has never been the job of the squadron anyway to meet the enemy over the Capital, but before they get here."

Second Statement

Navy officials, meanwhile, denied that a group of jet planes at Norfolk, Va., went aloft Sunday to check on the strange night-flying objects.

The Navy said it heard nothing of the flying saucers until stories about them appeared in the newspapers.

In a second statement on the saucers, the A.F. announced "the Air Force didn't scramble any jets because our radar operators didn't pick up anything on radar." It earlier confirmed a report that it had received information on the saucers from radarmen at the airport's control center.

The unidentified objects also were sighted by two airline pilots flying over the Washington area at about 3:15 a.m. Sunday.

They described the saucers, between seven and ten, as "brilliantly lighted" and moving up and down and horizontally at between 100 and 135 miles per hour. At times the objects simply stood still, the pilots reported.

At the Russian embassy, Vladimir L. Lomovtsev, an attache, was asked by a reporter if the strange objects were of Soviet origin. He first said, "I don't know," and then added firmly, "No."

The attache, asked if he had seen flying saucers in Russia or heard of them in this country, replied:

"No, we have no flying saucers in Soviet Russia. I only hear of them here. But I have not seen any. Where do you see them?"

FLYING SAUCERS
Washington Daily News
18 July 52

By United Press

DAYTON, O., July 18—The Air Force admitted today that people actually see "something" when they report flying saucers and said some of the unexplainable objects traveling at speeds up to 2000 miles per hour have been tracked by radar.

Capt. E. J. Ruppelt, head of "Operation Bluebook," the Air Force group studying reports of unidentified aerial objects, said ground radar had tracked some aerial objects at speeds ranging between 1500 and 2000 miles per hour.

CAN'T CATCH UP

Capt. Ruppelt said jet fighters equipped with the very latest radar have been sent aloft to "make contact" with the phantom objects, but all efforts to catch up with them have failed.

Of 1000 investigated reports, Capt. Ruppelt said, 38 per cent were meteors or other heavenly bodies, 13 per cent balloons, 22 per cent birds or aircraft, 2 per cent hoaxes, and 25 per cent unexplained.

A GOOD QUESTION

He said no physical trace, such as a piece of wreckage, had ever been found after a saucer was reported over an area.

"We are convinced that persons making these reports actually see something in the sky," Capt. Ruppelt said, "but what they are is another question."

Saucers Soar Over Argentina

LA PLATA, Argentina, July 18—Residents of nearby Veronica reported seeing six disc-shaped lighted objects which resembled "flying saucers" last night.

Eye-witnesses said the objects maneuvered in the sky, and that their shape and movements were entirely different from those of regular planes.

The objects were said to have been bluish-yellow in color, and remained within sight of Veronica for more than hour.

24-185-536

24-185

UNITED [illegible] FORCE
[illegible] INSPECTION [illegible]
OFFICE OF SPECIAL [illegible]

REPORTED JUNE 1948

1-1

COUNTRY [illegible]

REPORT NO. [illegible]

ALL FIELDS DRAWN

Af 3 71-078

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: [illegible] Phenomenon

AREA REPORTED ON: [illegible]

FROM (Agency): [illegible] Intelligence, [illegible] Air Force Base

DATE OF REPORT: 7 [illegible] 1951

DATE OF INFORMATION: [illegible] October 1951

EVALUATION: X

PREPARED BY (Agency): [illegible] Master [illegible], Captain, [illegible]

SOURCE: Sgt. Wilfred D. Thorne Jr., [illegible]

REFERENCES (Control number, directive, previous report, etc., as applicable): [illegible], 8 Sep 50, Reporting of Information on Unconventional Aircraft

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.)

Report of unidentified light, thought to be a Celestial Phenomenon, as seen by Sgt. Wilfred D. Thorne at about 0415, 1 October 1951.

The following weather prevailed for 1 October 1951:

[illegible]	[illegible]	156/[illegible]
[illegible]	[illegible]	156/[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible] of [illegible] Officer.

1. [illegible] of [illegible] for his [illegible] [illegible] and, an [illegible] [illegible] civilian pilot [illegible] pilot, [illegible] - airplane single & multi-[illegible] land, [illegible] - airplane).

2. A further [illegible] Sgt. [illegible] at Base Operations revealed a Pfc. [illegible] B. [illegible], [illegible] at Base Operations at the time Sgt. Thorne called [illegible]. An information copy of Sgt. Thorne's statement was [illegible] to S/A [illegible], local [illegible] Detachment, [illegible] Pfc. Howard [illegible] contacted [illegible] his [illegible] [illegible] Patterson experiment [illegible] [illegible] (OSI) office [illegible] answer [illegible] check [illegible].

3. A check [illegible] Air [illegible] [illegible] have been in [illegible] the same [illegible] condition of the object seen [illegible] informant at the time covered by this report.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible] KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185-332

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

B 12 DEC 1951

DISTRIBUTION BY OPERATOR: [illegible] Patterson [illegible], Dayton, Ohio; [illegible] Training Air Force, [illegible], Texas; OSI Detachment, [illegible] Air Force [illegible], [illegible], Texas; [illegible] Air Force Base, Houston, [illegible]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] (RECLASSIFICATION)

W871078

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
Intelligence, 3605th Wpn Trng Sq, Ellington AFB, Houston, Texas	ID-5-51	

Statement of Sgt. Wilfred D. Thorne Jr. AF39419155, 149TH ACCW

At about 0415, 1 October 1951, my infant son woke me up wanting to come to my bedroom. When he came down to my room there was a very bright light right outside my window which is on the East side of the house. I live about three-fourths of a mile North-West of Webster, Texas. The object seemed to be semi-stationary. When I first saw it at about 110° from my window and about one-half a mile away and 400' to 500' altitude.

I did not go back to sleep and observed the object until about 0700 at which time it disappeared by rising almost vertically. The time it began rising was about 0630. During the time of observation the object moved up and down like a yoyo about a half dozen times. The range of ascent and descent was approximately 100 feet.

One time (about 45 minutes to 1 hour after I first sighted the object) it went north at a very high rate of speed similar to rate of movement of a humming bird. It went approximately ½ mile north then returned to same relative position at a lower altitude.

The light was so bright that I was unable to see any shape or form, but the object seemed to be sending out constant rays of light similar to a diamond glittering. There was no smoke nor sparks as if a fire was burning. There was no sound. The light was the most brilliant, whitish-blue light I have ever seen. The main light was approximately 12 inches across and total size including rays, was about 3 or 4 feet, in diameter, although the rays cause the shape to appear to vary. I was first observing the object through a window screen, but at about 0530 I went outside my home and observed the object for about 30 minutes.

At 0430 I woke my neighbors to use their telephone. I phoned the base to get someone to come see the object. The Base Telephone Operator gave me C.D.'s number, but phone was answered by the Base C.Q. who said OD was not available. I told C.Q. reason for my call and he suggested I call Base Operations then had my call transferred to Base Operations. A Sgt. answered the telephone at Base Operations and said A.O. was not available. I told the Sgt. what I was seeing and he said in so many words-"All I can tell you is that Wright Patterson is experimenting with a project that involves Ellington".

Witnesses other than myself were my wife, Mrs. [redacted] and my neighbor, Mrs. [redacted]

Wilfred D. Thorne

WILFRED D. THORNE
Sergeant, USAF

APPROVED: JUNE 1948

(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	IR-4-51	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT	
Unidentified Celestial Phenomenon	
AREA REPORTED ON: Ellington AFB, Houston, Texas	FROM (Agency): Wing Intelligence, Ellington AFB
DATE OF REPORT: 7 October 1951	DATE OF INFORMATION: 2 October 1951
EVALUATION: F-1	
PREPARED BY (Officer): William F. Hester Jr., Captain, USAF	SOURCE: Sgt. Douglas Way, AF 28202528 Pfc. John M. Sues, AF 28203868 Pfc. Richard R. Rains, AF 28203893

REFERENCES (Control number, directive, previous report, etc., as applicable): Ltr Hq USAF, AFOIC-CC-1; 8 Sep 50, Reporting of Information on Unconventional Aircraft

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.)

Report of unidentified light, thought to be a Celestial Phenomenon, as seen by Sgt. Douglas Way, Pfc. John M. Sues, and Pfc. Richard Rains at about 0118, 26 Aug 1951.

COMMENTS of Reporting Officer:

1. The reliability of the informants of this report can not be judged.

2. The fact the sergeant on C.Q. was made a witness to this sighting would add more weight to the statements of the other two informants.

3. For additional reports of this type for approximately same period see IR-3-51. Also, see IR-5-51 for similar sighting on a later date.

4. The following weather prevailed for 26 August 1951:
   ØØ25C 015 146/78/73C/995
   Ø125C 012 149/78/73C/996
   Ø225C 012 149/78/73C/996

APPROVED:

W. F. HESTER JR.
Captain, USAF
Intelligence Officer

3 INCLS.
Statement - Sgt. Douglas Way.
Statement - Pfc. John M. Sues
Statement - Pfc. Richard R. Rains

DISTRIBUTION BY ORIGINATOR: Hq Air Materiel Command, Wright-Patterson Air Force Base, Dayton Ohio. Hq Flying Training Air Force, Waco, Texas. OSI Detachment, Ellington Air Force Base, Houston, Texas. 149th AC&W Squadron, Ellington Air Force Base, Houston, Texas

AIR INTELLIGENCE INFORMATION REPORT

FROM (AGENCY)	REPORT NO.	PAGE
Intelligence, 3605th Nav Tng Wg, Ellington Air Force Base, Houston, Texas	IR-4-51	PAGE 1 OF 1 PAGES

Statement of Sgt Douglas Way, AF28202528, 149th AC & W Squadron, Ellington Air Force Base, Houston, Texas

I was on CQ duty when Pfc John Suss woke me up telling me to come outside and see this strange thing. I immediately went out and saw this thing passing overhead. I noticed how bright it was (as bright as the brightest star in the sky at that time). It had no definite shape, but appeared to be as a bright light passing across the sky. The color was not blue white as a star, but more of a yellow light. There was no trail left by this object, at least none that I could see. I would judge altitude of over 25,000 feet. I also noticed that it was making a definite angular turn from its course but that it would always return in the same general direction - North. When it disappeared it was going up instead of over the horizen. I followed until it was completely out of sight, and just before fading from view it seemed to blink on and off.

Remarks: I heard no sound from object.

Douglas Way

DOUGLAS WAY, AF28202528
Sgt, 149th AC&W Squadron

F371077

NOTE, THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U. S. C.—

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Intelligence, 3605th Nav Tng Wg, Ellington Air Force Base, Houston, Texas	IIR-4-51	1	1	

Statement of PFC John M. Sues, AF28203868, 149th AC & W Squadron, Ellington Air Force Base, Houston, Texas

On the morning of 26 August 1951 at 0118 hours, I saw a strange object in the sky. It was round with no protruding surfaces. It was at night so I couldn't see any if they were present. It was a very bright light, brighter than any star. It had a more yellow-white light than stars do. It must have been very high because there was no sound at all. I have observed the lights of conventional aircraft at night, and the light that I saw that night travelled almost four times as fast or more. It went away from us in a climbing direction that is it didn't go over the horizon, but climbed into the sky until it was so far and so high that it looked just like another star, then it faded from sight. The course was zig-zag. It would fly at tremdous speeds in one direction and then seem to coast. Then it would take an obtuse angle in another direction and repeat its change in speeds. The one thing that was very noticeable was the fact that these angles were so definite. After it had started to climb into the sky and it was very far away the light started blinking on and off at two second intervals. We counted the intervals aloud and I feel the time is fairly accurate, I don't know how long this thing took to go completely out of sight, but I would estimate three to four minutes. There was no visible trails of flame or smoke from this object. After I first observed this thing myself with Pfc Bains and then I called the CQ in the orderly room, next to which we were standing, who was Sgt Way. We all three observed the object.

John M. Sues

JOHN M. SUES, AF28203868
Pfc, 149th AC&W Squadron

AF571077

3

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Intelligence, 3605th Nav Tng Wg, Ellington AFB, Houston, Tex.	IR-4-51	PAGE 1 OF 1 PAGES

Statement of Pfc Richard R. Rains, AF28203893, 149th AC & W Squadron, Ellington Air Force Base, Houston, Texas.

I was with PFC Sues outside the orderly room of the 149th AC&W Squadron, when this thing passed nearly overhead. It was round, appeared slightly larger than Jupiter, and was much brighter; although a lot more yellow. It moved at first as a meteor, very fast from a South to a Northly direction. There was no exhaust trail or tail as there usually is with a meteor. There was no apparent means of propulsion, no sound was heard and no features or characteristics of modern aircraft were visible. It traveled at a terrific speed, until almost over us, then slowed almost to a stop. It then stented a pattern of accelerating at a terrific rate, slowing almost to a halt and then shooting off at angles almost perpendicular to its original South to North Course. Although it was shooting at angles, it tended to keep its same Northerly direction. It continued this course for some time, and as it appeared to be moving directly away from us, I still noticed its zig zag course and marveled at the tremendous distance it would be travelling with each zig zag, if it were as high as it appeared. It appeared to be as high as the stars. It then ascended and began a blinking on and off at about 2 seconds intervals. We counted aloud to check the intervals. Instead of going passed the horizon like a meteor or shooting star, it contined to ascend, finally fading from sight. I observed this on the 26 Aug at 0118 hours.

Richard R. Rains

RICHARD R. RAINS, AF28203893
Pfc, 149th AC & W Squadron

AF 71077

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DIRECTORATE OF SPECIAL INVESTIGATIONS
WASHINGTON 25, D. C.

23 July 1952

MEMORANDUM FOR RECORD

SUBJECT: (Unclassified) [redacted]
SPECIAL INQUIRY

1. On 22 July 1952, Colonel Smith, Executive Officer, Directorate of Intelligence, USAF, advised that his office had just received a call from the above captioned individual, and that he was concerned over some object that had apparently fallen in a wooded area behind his home. According to Colonel Smith, Mr. [redacted] resides on Layhill Road, Silver Springs, Maryland, and is employed by some Buick Company in the Silver Springs area.

2. Colonel Smith further stated that Mr. [redacted] reported this incident to the local police on 19 July 1952, the date the incident occurred, but having received no satisfaction decided to call the Air Force on 22 July 1952. I telephonically communicated the above information to Colonel White, District Commander, DO #4.

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

24-185 338

FLYING SAUCER PERIL DISCOUNTED BY AF
Washington Post
29 July 52

"Air Force jet interceptor planes are on the alert to take off in chase of any further "flying saucer" manifestations, a spokesman said yesterday, despite the continued belief they are some sort of physical phenomenon.

Units of the Air Defense Command have no new or special orders to intercept "saucers," the spokesman said, but they will pursue any unexplained "glowing lights" or radar "blips" as part of their mission to protect the United States against any threat from the skies.

Officials conceded there was a delay in putting jet fighters over Washington Saturday night, after radar observers reported "unidentified objects" in the air near the Nation's Capital, but they deny any lack of alertness on the part of the Air Defense Command.

Didn't See Previous 'Blips'

A week earlier, Air Defense officials decided against sending up interceptors to investigate similar reports from CAA radar operators at the Washington National Airport. Then, Air Force radar observers at Andrews Air Base were unable to confirm the CAA "sightings."

Last Saturday, however, Andrews operators also saw unidentifiable "blips" on their radar scopes. But the two different "sightings" failed to place the objects in the same place at the same time.

Many top-ranking Pentagon officials were inclined to discount these latest "saucer sightings." A high Navy officer suggested they were a "revisitation of the ghosts of Nansie Shoto."

He referred to the rash of spots which appeared on radar screens on many ships lying off Nansie Shoto in 1945 during the Battle for Okinawa, causing repeated "alerts" and calls to "general quarters." Never fully explained, they were believed generally to have been caused by sea gulls or "electronic noise" from the many radar sets operating in the area.

Disowned by Navy

"Certainly, these latest manifestations have no connection with anything the Navy is doing," said the Navy official, who asked that his name not be used. "Perhaps it's due to the heavy use of TV during the conventions."

An Air Force official suggested the spots on the Washington area radars might have been caused by "windows" dropped by high-flying B-36 bombers in air defense exercises which have been under way for the past two weeks in the northern part of the United States. "Windows" are strips of tinfoil let loose by attack bombers to cause spots on radar screens and confuse intercepting fighters.

festations we would know about it. There are none.

Furthermore, if the Army, Navy, Atomic Energy Commission, or other Government agency had anything under way along this line, I am sure we would know about it, because of the necessity of advance coordination in anything affecting the air defense of the United States, which is our responsibility.

"What may they be? We don't know, but we can say this:

"The Air Force is fairly well convinced there is nothing in the phenomen to indicate that it is a menace to the country. Second, while we cannot discount entirely that they are visitations from a foreign country or another planet, we lean more to the view that they are physical phenomena which we don't know enough about to identify.

Holding Nothing Back

"One thing I would like to do is to dispel the belief of some that we are holding something back. We are not."

A spokesman for the Naval Observatory said observers there had seen nothing in the skies Saturday night except the jet fighters sent up to investigate the "unexplained objects" seen on the radar scopes. The Observatory had some experiments under way last week involving a helicopter and balloons, but the CAA was informed of these and none were held on Saturday, it was said.

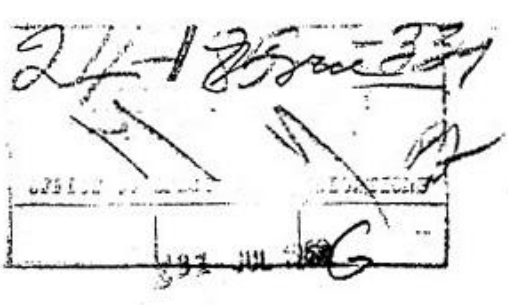
The Rev. Francis Heyden, S.J., astronomer at Georgetown University, told The Washington Post he had been watching through the telescope every clear night recently and had seen nothing except the Naval Observatory experiments. He declared many of the "low-hanging colored lights" reported of late undoubtedly were stars seen through the layer of hot air which has hung over the city recently.

Sylvanus Jones, 25, of 2101 I st. ne., a research clerk in the State Department's passport division, last night reported seeing a small light which flared up, "floated around in space" and eventually disappeared. He was positive it was not a twinkling star or an airplane, he said.

The CAA radar failed to pick up any strange blips up to midnight, and registered no blips at all at 10:30 p. m., when the Joneses saw the light.

24-185

24-185 Sec 331



OFFICE OF ... DISTRIBUTIONS
31 JUL 1952

Lt. Col. Free/in/AFCSI-6
GN 92, X-140 10 Sep52

CONFIDENTIAL SECURITY INFORMATION

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

29 SEP 1952

24-185

SUBJECT: (Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY

TO: District Commander
2nd OSI District (IG)
67 Broad Street
New York 4, N. Y.

1. Reference is made to letter, your District, file 24-0, dated 29 July 1952, in regard to the above subject. For your information an AFCSI Letter superseding the reporting procedures outlined in Letter No. 85, dated 23 October 1950, is being prepared and will be published within the near future.

2. With respect to the request contained in paragraph 6 of your letter, it is not contemplated that extensive inquiries by OSI into these incidents will be required. Most requests for OSI investigation pertaining to sightings of unidentified flying objects will originate with Air Technical Intelligence Center (ATIC), Wright-Patterson Air Force Base, since that activity has the responsibility for analyzing all information and material relative to these reports. OSI undoubtedly, however, will continue to receive some requests from USAF base commanders to conduct inquiries of this type. Requests that OSI participate in the collection of data concerning such reports should normally be limited to those incidents where a considerable degree of credence may be given the source of information.

3. Your District, which is located on other than an Air Force Base, is considered technically to fall within the meaning of the term installation. Accordingly, the reporting procedures as outlined in AFL 200-5 would be applicable in your case. In the absence of a specific request from ATIC or other competent authority or other unusual circumstances, investigation should be limited to that necessary in obtaining the information required in paragraph 7c, AFL 200-5. Reports submitted by electrical means should be addressed to the Directorate of Special Investigations, Headquarters USAF, instead of the Directorate of Intelligence as indicated in AFL 200-5. Copies of these messages will be furnished Intelligence by this office. Other recipients of TWX reports should be as shown in AFL 200-5. Written reports should be submitted by means of a Spot Intelligence Report or on AF HQ Form 0-206, as is applicable, and directed to

AFCSI-9

AFCSI-6

CONFIDENTIAL SECURITY INFORMATION

UNCLASSIFIED

AFCSI FILE COPY

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
[illegible], Capt, USAF
DATE 8 DEC 1975
BY -- HISTORIAN

Headquarters OSI, where a copy will be furnished the Directorate of Intelligence, Headquarters USAF. Other distribution of written reports should be as shown in AFL 200-5. With respect to your Detachment Offices located on Air Force bases, information concerning these incidents upon receipt should be immediately furnished the installation commander in order that he may comply with the provisions of AFL 200-5. The information furnished the commander should be confirmed in writing with a copy of the confirmatory letter designated for this office.

4. It is the policy of OSI to assist the Air Technical Center and local commanders in these matters in every way consistent with our other responsibilities. However, in connection with the request of the Commanding Officer, McGuire Air Force Base, it is suggested that you tactfully point out to him the requirement in paragraph 1, AFL 200-5, and that OSI does not normally submit reports under the procedure outlined therein.

FOR THE DIRECTOR:

JAMES H. BREWSTER, JR.
Colonel, U. S. Air Force
Executive, Special Investigations
The Inspector General

SECURITY INFORMATION CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-0

29 JUL 1952

SUBJECT: UNIDENTIFIED FLYING OBJECTS
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, United States Air Force
Washington 25, D.C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, and to inclosure thereto from Headquarters, United States Air Force, dated 8 September 1950, subject, Reporting Of Information On Unconventional Aircraft. Reference is also made to Air Force Letter No. 200-5, dated 29 April 1952, copy of which was received in this office on 25 July 1952.

2. Air Force Letter No. 200-5, apparently superseding the inclosure to AFCSI Letter No. 85, refers to the reporting of all incidents of unidentified flying objects observed by Air Force personnel or received at any Air Force installation from a civilian source. The letter provides for the reporting of each incident, by electrical means, with a confirmation written report within three days.

3. This district receives a large number of reports of sightings by civilians of unidentified flying objects. With the publication of recent wire stories from Dayton, Ohio and from Washington, D.C., apparently quoting official Air Force sources, such reports have been received in increased numbers. It is noted that the majority of reports received by this office contain little or no information of a technical or detailed nature. In view of the volume of such reports received recently, this office has made no attempt to verify the reports or to interview the reporting civilians.

4. The OSI Detachment at McGuire Air Force Base, Trenton, New Jersey, recently received an inquiry from the Inspector General as to whether or not agents of that Detachment would interrogate Air Force pilots who have reported sighting unidentified flying objects while airborne. Air Force Letter No. 200-5, paragraph 1, refers to special reporting procedures for airborne sightings by Air Force personnel.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE INSPECTOR GENERAL
BY [illegible]
3 DEC 1975
DATE

SECURITY INFORMATION CONFIDENTIAL UNCLASSIFIED

5. Transmitted herewith, in sextuplicate, is a summary of reports of unidentified flying objects received by this office during the period 19 June 1952 to 24 July 1952. Copies are provided for transmittal to the Director of Intelligence, Headquarters, USAF, Washington 25, D.C., and to the Chief, Air Technical Intelligence Center, Attention: ATIAA-2c Wright-Patterson Air Force Base, Ohio, if deemed appropriate by your headquarters.

6. Additional information is requested of your headquarters concerning the OSI mission with regard to reporting unidentified flying objects, in view of Air Force Letter No. 200-5; the necessity or desirability of reporting by electrical means casual reports received as noted above; and the desirability of assigning agents to interview all persons reporting such information to this office.

7. Information furnished herewith comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

1 Incl
(in sextuplicate)
As noted above.

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 2h-0

SUBJECT: UNIDENTIFIED FLYING OBJECTS

MEMORANDUM

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [redacted]
BY [redacted] Hist, USAF
Historian
3 DEC 1975
DATE

1. The following is a summary of information concerning unidentified flying objects, which has come to the attention of this office during the period 19 June 1952 to 2h July 1952.

2. At 0030 hours, 20 June 1952, a Mr. [redacted] of the "New York Times" advised this office by telephone that that paper had received calls from the following four (h) persons all reporting strange lights and objects in the sky about 2200 hours on 19 June 1952: [redacted], telephone [redacted], Brooklyn; [redacted], age 15, [redacted], Brooklyn; [redacted], AD/2, Floyd Bennett Field, Brooklyn.

3. On 20 June 1952, [redacted], Aviation Machinist 2d Class, Operations, Floyd Bennett Field, Brooklyn, N.Y., advised an agent of this office that he had been ordered by Commander JIPSON, Operations Officer, Navy Section, Floyd Bennett Field, not to discuss the matter with any other official of the military or press. This office was also unable to contact by telephone [redacted], Brooklyn.

4. On 20 June 1952, [redacted], Brooklyn, advised that he sighted an object at 2150 hours, Daylight Eastern Saving Time, 19 June 1952, and that he observed it for approximately seven (7) or eight (8) minutes. He stated that the object appeared in the sky, looked like a large star, and was apparently round. It was a bluish white luminescence, one only, was no observable aerodynamic features, no trail or exhaust, no apparent propulsion system, no estimate of speed could be made, no sound was heard. The object made a circle in the southern sky, flew clockwise, and just faded from sight. The object was sighted from the ground, and no optical equipment was used. The object, appearing in the southern sky, was sighted from the street, in front of [redacted], Brooklyn, and the witness made no estimate of distance, altitude, or speed. Witness is sixteen (16) years of age, attends James Madison High School, Brooklyn, has had no experience flying, or any other experience pertinent to aviation or meteorology. The witness

3 copies 7 Memo. Withdrawn for Col. Friedman J.R.

Encl #1

[redacted]

UNCLASSIFIED

described the weather as slightly hazy, in that few stars were visible, but no cloud formations, at time of sighting. The witness saw no other meteorological phenomena, and saw no aircraft at the time of sighting. He saw no objects fall from the observed object.

5. On 20 June 1952, [redacted], age 17, [redacted] Brooklyn, telephone [redacted], was interviewed by telephone. [redacted] reported that the object he observed was first sighted at 2145 hours, for approximately five (5) or six (6) minutes, and was again sighted at 2220 hours for approximately three (3) minutes. The object appeared to be a very large star, oval shape, bluish white in color, the color was steady, no trail or exhaust and no apparent propulsion system, no sound, and estimate of altitude or speed available. The object appeared in the northern sky, made a sweep in steady circular flight to the western sky, and faded from sight. It reappeared in the western sky briefly, and again faded from sight. The object was sighted from the roof of [redacted], Brooklyn, and no optical equipment was used. The witness described the weather as clear, with no clouds or other meteorological disturbances. The witness saw various aircraft throughout the night, and many stars were visible. The witness declared that he had heard from friends that the object appeared a third time, and that two (2) similar objects were seen by [redacted], Brooklyn, and [redacted], Brooklyn, and [redacted], Brooklyn. The witness attends Thomas Jefferson High School, Brooklyn.

6. On 19 June 1952, at 2315 hours, the OSI Detachment at McGuire Air Force Base, Trenton, New Jersey, received a telephone call from Mr. [redacted], Mount Holly, New Jersey, who stated that he had just observed what he believed to be a flying saucer. On 20 June 1952, Mr. [redacted] was interviewed at his home and stated that on the previous evening, at approximately 2250 hours, he had cited while sitting in his back yard, at the aforementioned address, a steady light which was brighter than a star. There was one (1) light and it was not overly large. It had a swirling motion and was not following a steady track. He did not notice any exhaust or trail because it was dark. There was no noise. The light covered the horizon in a period of less than twenty (20) seconds. There was no identification light. The object traveled from the north and then headed east toward McGuire Air Force Base. The object appeared over an altitude of approximately 5,000 feet passing almost directly over his head. The light was yellowish in color. Mr. [redacted] stated that he was a former ground crew member in the Air Force during World War II. In addition, he was a member of the Strategic Bombing Survey Morale Division which traveled through Germany after the close of hostilities. He further stated that he was stationed at the base where the first experimental jets were tested. In addition, jet aircraft from McGuire Air Force Base, are constantly flying over the area of Mount Holly, New Jersey. Mr. [redacted] claims that the object which he observed was definitely neither a jet aircraft or a falling star. According to Mr. [redacted] at the time of observation, the skies were clear and it was not windy. Mr. [redacted] former

serial number is AF-11070661. Mrs. [redacted], wife of [redacted], stated that she was sitting with her husband in her back yard on the previous evening and that between the hours of 2200 and 2300, she observed what appeared to be a yellow light traveling across the sky. There was no shape to the light and she stated that she had never seen anything like it before. There were no identification lights or sound. The object came out of the north and swirled around to the east and traveled quite rapidly. Mrs. [redacted] estimates that she observed the object for a period of approximately one (1) minute. She further stated that the object appeared to be higher than a plane normally travels. She stated that at the time the observation was made, the skies were clear. Mrs. [redacted] further insists that the object was neither a falling star or a jet aircraft.

7. The OSI Detachment at McGuire Air Force Base was subsequently advised by the New Jersey State Police that an additional witness at Mount Holly had also reported sighting an unidentified flying object on the same date.

8. On 2 July 1952, at 2155 hours, Dr. [redacted], Physician, telephoned this office to advise that he, together with his mother and father, [redacted] and [redacted], had sighted what they believed to be six (6) "flying saucers" from the terrace of their penthouse at 27 West 86th Street, New York City. At 2125 hours, [redacted] sighted, directly over the terrace, an object looking like a star, but moving steadily northward. The object was bright, unblinking, with a reddish-white light. At 2128 hours approximately, another object, redder in color, and lower on the horizon, was sighted on the eastern horizon, moving steadily northwards and at approximately the same speed as the first. At approximately 2145 hours, another object, was sighted on the eastern horizon, also moving steadily southward, reddish color, same relative speed and height. Between 2145 and 2200 hours, another object was sighted on the western horizon moving southward, over the Palisades. This object had the same coloring and speed; however, this one would appear and disappear at what seemed to be two (2) to three (3) minute intervals. Another object was sighted on the western horizon, moving southward, same coloring and speed, but remained apparent all during the time sighted. At 2200 hours approximately, SUBJECT's father and mother sighted another object, of the same color and speed, moving southward on the western horizon. This object was not seen by Dr. [redacted], who was speaking on the telephone to this office, at the time it was seen by his parents. [redacted] advised that all sightings were distinguished by their same relative speed, same reddish, with the exception of the first one, sighted at 2128 hours approximately, which was whiter than the others, and the fact that the lights were unblinking. [redacted] pointed out that this latter point was what attracted their attention to the objects, as at first they believed them to be airplanes. He was emphatic that the objects could not have been shooting stars, stating that they moved much slower and had no tails, as shooting stars usually have. [redacted] mother is a psychologist, and his father is a lawyer. They reside at [redacted] Street.

9. This office received a letter dated 7 July 1952, from [redacted] Port Washington, New York. This letter inclosed the following statement of a sighting which occurred on 5 July 1952:

"On Saturday evening, July 5, 1952, two of us, [redacted] and myself, had started to sail down from Westport, Conn. to Stamford, Conn. in his 23-foot sailboat. About 6:30 the wind died and we found ourselves drifting slowly with the tide down the coastline.

By 9 o'clock the last light of the sun was just dying away and a full moon had risen across the Sound over Long Island. The night was very calm and still; not a breath of air rippled the surface of the smooth, black water. As far as we could ascertain, there wasn't another boat on the Sound, for we could see for great distances in the moonlight.

At approximately 9:10 P.M., we had drifted to a point about two miles off the Connecticut shore between Norwalk and Darien. Directly across the Sound, at a point we thought to be Lloyd's Neck, we could see a strong white light on shore. This light, presumably from a lighthouse, was directly under the full moon, at that time about one-third of the way up to its zenith.

We were both looking in this direction, when suddenly about halfway in between the light on shore and the moon there appeared another, stronger light in the sky. It was a brilliant white in color, and seemed to sparkle and glow. As we watched it appeared to come closer and grow slightly larger in size. Although it was very hard to judge, we estimated that the object was about 10 to 15,000 feet high, and perhaps fifteen miles away.

As we watched, the brilliant white light went out and in its place was left two small points of white light. All at once these two points of light started streaking away toward the end of the Sound at a fantastic rate of speed, climbing rapidly all the time. In a matter of 30 or 40 seconds it had disappeared from sight at great height about twenty-five miles away.

After observing this phenomena, both of us agreed that its characteristics were like nothing we had ever seen or heard about before. Its tremendous initial brilliance and great speed, both which were apparent at long distance, precluded the possibility that it was a known type of aircraft, and there was no exhaust or flame as might come from a rocket."

10. This office received a letter dated 17 July 1952, from [redacted] Yonkers, New York, addressed to the Commanding General, First Air Force, on stationery of the magazine "Park East", [redacted], New York, reporting the sighting of a strange flying object

[redacted]

at Beacon, New York on 13 July 1952. The latter stated in part as follows:

"I was seeing some friends off at the New York Central RR station at about 11:30 AM. As the train came in from the north I happened to note an object over the tracks I would guess about a mile or so distant. At first I thought it was a sausage shaped balloon. It hovered motionless at around 500 to 1,000 feet altitude. It then began to move a little and then went directly upward like an elevator at a very rapid rate of speed. I knew at once that I was looking at a solid object and that it moved like nothing I had ever seen before. I blinked my eyes and looked again. The object, which appeared about the size of a fighter plane, was still rising. It gradually melted into the atmosphere becoming a mere blur, then finally disappeared altogether. It could have been disc shaped if I was looking at its side view, or it might have been sausage shaped. As far as I could see, it gave off no flame or smoke of any kind."

11. On 19 July 1952, a Mrs. [redacted], Brooklyn, telephoned this office to report that she saw a foreign flying object in the sky at approximately 2h00 hours, 18 July 1952. The object was described as appearing to be a star twinkling in space, but different somehow. After a short period of time it disappeared into space. It was also seen by Mrs. [redacted] mother and neighbors. Mrs. [redacted] suggested that civilian defense authorities be advised as to whom people could contact in case of seeing any foreign objects in the sky, since she had difficulty in finding the appropriate agency to notify.

12. On 19 July 1952, the "New York World Telegram and Sun" reported that two (2) residents of Staten Island, Mrs. [redacted], 40, a housewife, of [redacted], West Brighton, and her neighbor, [redacted], 29, a toymaker, of [redacted], were sitting in their respective yards around 2230 hours, on 18 July 1952, when they observed a "V-formation flight of five mystery disks", speeding from the direction of Perth Amboy toward Manhattan.

13. On 24 July 1952, the "New York World Telegram and Sun" reported that Mrs. [redacted], Flushing, New York, reported she saw a glowing orange object circling over Flushing shortly after midnight. It was traveling at a high altitude and faster than the ordinary airplane, she said. Later, two (2) jet planes were seen in the same area.

14. On 23 July 1952, the "New York Journal American" quoted a Major JOHN BARRON, Public Information Officer, Mitchel Air Force Base, to the effect that more than thirty (30) persons had called to report seeing strange objects in the sky over Nassau County since 18 July 1952. The paper also stated that a spokesman at McGuire Air Force Base advised that a number of reports had been received, and that since 19 July 1952, a considerable number of Staten Island residents had reported seeing unexplainable objects overhead, including one reported "hanging and spinning" on the night of 22 July 1952. The paper stated that Mrs. [redacted], 32, of [redacted], West Brighton, said she watched a bright yellow object with red lights on its edges moving up and down

and in circles from 2315 hours, 22 July 1952, until 0130 hours, 23 July 1952. In Brooklyn, [redacted], said he and his wife both saw a bright yellowish object in the sky between midnight and 0100 hours, 23 July 1952. [redacted], a Civil Aeronautics Authority operations specialist, said he sighted two (2) objects about the same time over Watertown, N.Y.

15. At 2225 hours, 19 July 1952, Mr. [redacted], [redacted] Street, New York, called this office to advise that he saw a strange object in the sky at about 2150 hours, 19 July 1952. This object was floating in a circular motion from the west and toward the East. It was observed for about one (1) minute by Mr. [redacted] and his wife outside their apartment. The object had no blinking lights like an airplane, and differed from a star. It was white and pink around the edges, and its altitude seemed constant.

16. At 0030 hours, 20 July 1952, Mr. [redacted], [redacted] Place, Paramus, New Jersey, reported to this office by telephone that he saw a strange object in the sky at 2355 hours, 19 July 1952. The object appeared to come from north northwest at a constant speed and was much brighter than any star ever seen. It was about four (4) times the diameter of any star, was of an orange color, and no sound was heard. This object took about two (2) minutes to cross the sky, and disappeared thirty (30) degrees south of due east. The object was also observed by Mrs. [redacted], and by Mrs. and Mr. [redacted].

17. At 1000 hours, 21 July 1952, Mr. [redacted], Ridgewood, New York, New York Office telephone [redacted], a salesman of aviation gasoline to airlines, telephoned this office to report that at 2115 hours, 20 July 1952, while in his yard with neighbors, he observed to the south southwest a very rapidly blinking light. He stated that the object's line of flight was not consistent with that of an aircraft, but was darting, erratic, like an insect, and spiral. The light was flying straight when first observed, but went straight up and disappeared. The light was observed for less than a minute. No object of the body, other than the light, was observed. The object was approximately four (4) miles away. No sound was heard. The ceiling was around 20,000 feet, broken, and stars could be observed. The object was observed for less than a minute.

18. On 20 June 1952, a report was received from Navy sources that a group of high school children at Jamaica Estates, Long Island, had reported that at 1115 hours they saw an object at approximately 10,000 feet traveling in an easterly direction. The object appeared to be round and shiny, and seemed to be wobbling somewhat.

19. On 24 July 1952, the "New York Times", in a story datelined Boston, 23 July 1952, stated that a number of reports of "silver disks and other unusual objects" had been reported in New England and as far south as Trenton, New Jersey.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

[redacted]

FLYING SAUCERS OVER DC AREA
Washington Post
28 July 1952

Military secrecy veils an investigation of the mysterious, glowing aerial objects that showed up on radar screens in the Washington area Saturday night for the second consecutive week.

A jet pilot sent up by the Air Defense Command to investigate the objects reported he was unable to overtake glowing lights moving near Andrews Air Base.

The CAA reported the objects traveled at "predominantly low-er levels"—about 1700 feet.

July 19.

Air Force spokesmen said yesterday they could report only that an investigation was being made into the sighting of the objects on the radar screen in the CAA Air Route Traffic Control Center at Washington National Airport, and on two other radar screens. Methods of the investigation were classified as secret, a spokesman said.

"We have no evidence they are flying saucers; conversely we have no evidence they are not flying saucers. We don't know what they are," a spokesman added.

The same source reported an expert from the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Dayton, Ohio, was here last week investigating the objects sighted July 19.

The expert has been identified as Capt. Ed J. Ruppelt. Reached by telephone at his home in Dayton yesterday, Ruppelt said he could make no comment on his activity in Washington.

Capt. Ruppelt confirmed that he was in Washington last week, but said he had not come here to investigate the mysterious objects. He recalled he did make an investigation after hearing of the objects, but could not say what he investigated. The captain said he had been informed of the latest sightings of the lights.

Another Air Force spokesman said here yesterday the Air Force is taking all steps necessary to evaluate the sighting. "The intelligence people," his spokesman explained, "sent someone over to the control center at the time of the sightings, and did whatever necessary to make the proper evaluation."

Radar operators plotted the speed of Saturday night's "visitors" at from 38 to 90 miles an hour, but one jet pilot reported faster speeds for the light he saw.

The jet pilot reported he had no apparent "closing speed" when he attempted to reach the lights he saw near Andrews. This means the lights were moving at least as fast as his top speed—a maximum of 600 miles per hour.

One person who saw the lights when they first appeared in this area did not see them last night. He is E. W. Chambers, an engineer at Radio Station WRC, who spotted the lights while working early the morning of July 20 at the station's Hyattsville tower.

Chambers said he was sorry he had seen the lights because he had been skeptical about "flying saucers" before. Now, he said, he sort of "wonders" and worries about the whole thing.

Leon Davidson, 804 South Irving st., Arlington, a chemical engineer who has made an exhaustive study of flying saucers as a hobby, said yesterday reports of saucers in the East have been relatively rare.

Davidson has studied the official Air Force report on the saucers, including some of the secret portions never made pub-

Asked whether the radar equipment might have been malfunctioning, the spokesman said radar, like the compass, is not a perfect instrument and is subject to error. He thought, however, the investigation would be made by persons acquainted with the problems of radar.

Two other radar screens in the area picked up the objects. An employe of the National Airport control tower said the radar scope there picked up very weak "blips" of the objects. The tower radar, however, is for short ranges and is not so powerful as that at the center. Radar at Andrews Air Force Base also registered the objects from about 8:30 p. m. until midnight. Andrews radar located them about seven miles south of the base.

A traffic control center spokesman said the nature of the signals on the radar screen ruled out any possibility they were from clouds or some other weather disturbance.

"The returns we received from the unidentified objects were similar and analagous to targets representing aircraft in flight," he said.

The objects, "flying saucers" or what have you, appeared on the radar scope at the airport center at 9:08 p. m. Varying from four to 12 in number, the objects were seen on the screen until 3 a. m., when they disappeared.

At 11:25 p. m., two F-94 jet fighters from the Air Defense Command squadron at New-castle, Del., capable of attaining 600-mile-per-hour speeds, took off to investigate the objects.

Airline, civil and military pilots described the objects as looking like the lighted end of a cigaret or a cluster of orange and red lights.

One jet pilot observed four lights in the vicinity of Andrews Air Force Base, but was not able to overtake them, and they disappeared in about two minutes.

The same pilot observed a steady white light 10 miles east of Mount Vernon at 11:49 p. m. The light, about five miles from him, faded in a minute. The lights also were observed in the Beltsville, Md., vicinity. At 1:40 a. m., two other F-94 jet fighters took off and scanned the area until 2:20 a. m. but did not make any sighting.

Visible In Two Ways

Although unidentified objects have been picked up on radar before, the incidents of the last two Saturdays are believed to be the first time they have been spotted on radar—while visible to the human eye.

Besides the pilots who last Saturday saw the lights, a woman living on Mississippi ave. se. told The Post she saw a "very bright light" streaking across the sky toward Andrews Base about 11:45 p. m. This a second object, with a tail like a comet, whizzed by, and a few seconds later, a third passed in a different direction toward Suitland, she said.

24-185-341
24-ICS

5 AUG 1952

24-185

UNIDENTIFIED AERIAL PHENOMENA
Washington Post
31 July 52

The "flying saucer" front in Washington was relatively quiet yesterday, although reports of saucers from other parts of the country still come in.

An unidentified object showed up on the radar at the air traffic control tower at the National Airport late in yesterday. A CAA spokesman said the object was regarded as routine, but a nearby plane was asked to check it. The plane found nothing.

Meanwhile, Maj. Gen. Roger Ramey, Air Force operations chief, identified little strips of tinfoil found near the Upper Marlboro race track as "chaff" or "windows," dropped by bombers about 8 a. m. Sunday during current Air Defense exercises. He said the tinfoil did not cause the "blips" on radar screens here Saturday night.

The report of saucers over Washington has stirred up similar reports from other cities. An orange disk over Baltimore, egg-shaped white objects over Salem, Mass., a yellow-green saucer near Enid, Okla., and an "oscillating star" all have been reported in the past two days.

Air Force to Examine Coast Guard Photo

DAYTON, Ohio, July 30 (AP).—The Air Force has a copy of a Coast Guard picture—taken in daylight—which shows four unidentified aerial objects, Capt. E. J. Ruppelt disclosed today.

He will make no estimate of the picture's value until he gets the negative, Ruppelt said. He did say the picture was of the type which easily could have been faked. He did not say it was.

The picture, he said, was taken through a screened window at 9:35 a. m. (EDT), July 16, at Salem, Mass.

An attempt now is under way to locate the negative to determine whether it was tampered with before the print was made, Ruppelt said.

24-185-342

24-185

AUG 1952

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-159

11 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unconventional Aircraft, Hingham, Mass., 2148 hours, 19 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

Mr. [redacted], Wellesley, Mass., advised on 1 August 1952 that he had observed an unusual object in flight over Hingham, Mass., on the night of 19 July 1952. Object was star-like in appearance and of the same color. Object travelled in a southwesterly direction and was under observation for approximately six (6) minutes by [redacted] and one other witness. No physical evidence or photographs available. No interception action taken. (OSI, B-2, Confidential)

DETAILS:

1. On 1 August 1952, Mr. [redacted], Babson Park, Mass., forwarded a letter to Detachment "B", 1st District OSI, 1 Court Street, Boston, Mass., indicating that on the night of 19 July 1952 he had observed an unusual object in the sky travelling over the township of Hingham, Mass. Examination of signed letter and interview of [redacted] on 5 August 1952, disclosed the following information relative to the sighting:

a. Description of Object: Star-like light of a magnitude between the stars of the Great Dipper and Polaris. White in color and emitting no sound, exhaust, or vapor trail. Object travelled in a straight course at an estimated speed of 180 to 250 miles per hour. Altitude is estimated at between 30,000 to 40,000 feet.

[redacted]

1D-OSI 24-159

b. Time of Sighting: Object was first observed at 2148 hours, 19 July 1952, and remained in view for approximately six (6) minutes.

c. Manner of Observation: The star-like object was first observed with the naked eye and further examined with a pair of Japanese binoculars with a strength of 7 power and a field of 50.

d. Location of Observer: At the time of sighting, observer was on board a 54 foot cabin cruiser, Samakand, which lay at anchor approximately 100 feet away from the Harbor Master's Buoy, located between Langley and Sailor Islands in Hingham Harbor, Hingham, Mass. The observer was sitting in the aft cockpit of the cruiser looking at the northern skies. The object was first sighted a little above and to the right of the easterly side of the Great Dipper and about one-third of the way up to Polaris. The light travelled across the sky in a southwesterly direction on a straight course and disappeared into the southwest approximately six (6) minutes later. The object is believed to have been approximately ten (10) miles to the East of the observer's position and at an altitude of between 30,000 to 40,000 feet.

e. Identifying Data on Observer: The observer, [redacted] advised that there were five (5) persons on board the cruiser whose attention was called to this object. These included [redacted], his wife and son and the cruiser owner, Mr. [redacted], of Newton, Mass., and his wife. It was disclosed through interview of Mr. [redacted] by Special Agent [redacted] on 5 August 1952, that neither he or other members of the party are engaged in or have been engaged in any occupation that would lend credence to their ability to estimate the speed and height of a moving object.

f. Weather Conditions: The cabin cruiser lay anchored in completely calm water at the time of sighting on a cool, clear evening with unlimited visibility.

g. There were no known activities, meteorological or otherwise, that might account for the sighting.

h. Investigation disclosed no physical evidence.

i. No other action was taken by the observer.

2. On the afternoon of 5 August 1952, Mr. [redacted], Sales Representative, Park Square Building, St. James St., Boston, Mass., was interviewed regarding his observation on the night of 19 July 1952. [redacted] collaborated the statements made by [redacted] and could add no additional information of value to the inquiry.

1D-OSI 24-159

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy for the Commander, Atlantic Division, MATS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (info)

[redacted]
INCORPORATED
BABSON PARK
MASSACHUSETTS

1 August 1952

Unidentified aerial object sighted in vicinity of Hingham Harbor, Mass., 19[redacted]

U. S. Air Force
Special Investigations
Washington, D. C.

Gentlemen:

In regard to the so-called "flying saucer" problem, the following observation may be of interest, and could be important due to certain coincidences.

I was a guest on a private cabin cruiser anchored in Hingham Harbor, Mass. on Saturday night, July 19, 1952. Others aboard were the owner, his wife, my wife, and my son.

As I was sitting in the cockpit of the boat looking at the northern skies, in the area of the Great Dipper and Polaris, I saw a star-like light in motion. I first noticed it a little above and to the right of the easterly side of the Great Dipper about one-third of the way up to Polaris. It was of a magnitude between the stars of the Great Dipper and Polaris and was of the same color.

I immediately called the attention of all the other passengers to this phenomenon. The owner and I estimated, as best we could, that if it was a plane it must have been at an altitude of no less than 30,000 to 40,000 feet, and we also estimated that its line of flight, described below, was no less than 10 miles to the East of us.

The time of discovery was 9:48 P.M. The light traveled across the sky in a Southwesterly direction in virtually a straight line and finally disappeared into the Southwest 6 minutes later.

We all studied this through binoculars, but except to the extent that they enlarged and clarified it as they would any other star, the binoculars did not assist in the observation. At times some of us thought that the white star-like color became tinged with orange, but we could not be certain.

The owner of the boat and I then went into the pilot house and computed that, if our altitude and the distance East of us of the line of flight were approximately correct, the light might be traveling at an approximate speed of 180 to 250 miles an hour.

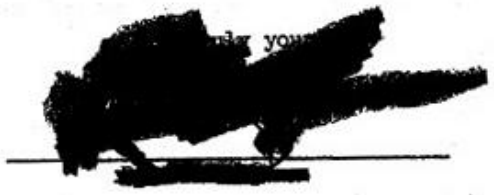
With all of the "flying saucer" reports that have been released, we

did not recall any similar type of observation and put the phenomenon down to a very high-flying plane, because the flight was absolutely soundless; even in the very quiet spot we were in and cupping our ears, none of us could detect the slightest sound.

However, in the light of recent reports of observations witnessed over Washington, both by radar and visual observation, there were certain coincidences which I felt made it advisable for me to report this phenomenon. As you will see, these coincidences are (1) it was a star-like object, (2) it was apparently traveling at a speed in the vicinity of 200 miles an hour, (3) it was headed in a Southwesterly direction, and (4) if it continued on its course at that speed it would have been over Washington around midnight, about the time the lights were observed there.

If this observation is of any interest and you would like to have further details, I shall be glad to talk with anyone about it, or write you further.

Very yours,



RES:N

cc: U. S. Air Force
Special Investigations
1 Court Street
Boston, Massachusetts

CI

24-185-345
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
5 AUG 1952
OFFICE OF SPECIAL INVESTIGATIONS
File & retain

E 8

UNIDENTIFIED AERIAL PHENOMENA
Washington Daily News
31 July 52

AF to Check Saucer Attack

The story of the "flying saucer" which "repeatedly attacked" an Air Force pilot's F-51 fighter plane over Augusta, Ga., a year ago is a new one on the Air Force, it said today.

It plans, however, to check with the pilot—First Lieut. George Kinman of Birmingham, who's flying jets in Germany now.

The story appeared yesterday in the Cleveland Press, a Scripps-Howard newspaper. It was written by Charles Tracy, aviation editor and former assistant operations officer for the 117th Tactical Reconnaissance Wing, who said he heard it from the pilot.

Mr. Tracy said the pilot told him a white disc twice the size of the F-51 made repeated head-on passes at the fighter for 5 or 10 minutes, then zoomed upward and disappeared.

The Air Technical Intelligence Command, which handles saucer reports, has never received any notice of the incident, the Air Force said.

24 / 85-346
FORCE

24-185

THE WASHINGTON DAILY NEWS
2 August 1952

SUBJECT: Unconventional Aircraft - General

Discs Visit Ohio, N. Y., Calif.

Shy Saucers Won't Show for TV Here

Air Force jet interceptors have chased "flying saucers" over New York, Ohio and California today but two TV stations which scanned Washington skies with cameras didn't see a thing.

"We the People," a WNBW program, sent 20 newsmen into the air aboard a DC3 from National Airport at 8:30 p. m. last night to look for discs.

Twenty-five thousand dollars worth of special cameras, some with telescopic lenses, stood by on the ground. But no one saw a saucer.

DAYTON DISCS

Station WMAL-TV told viewers it had a camera on the roof of its Connecticut-av studios, and to "call if you see something interesting."

Sixty people did, but it turned out no one really had much, WMAL said.

Meanwhile, the Air Force—after pointing out that Washington's saucers were heat mirages—sent two jets into the dark sky over Wright-Patterson Base in Dayton, O., early yesterday to chase a mysterious light.

Dayton is the home of the Air Technical Intelligence Command's "Operation Bluebook"—set up to investigate flying saucer reports.

NO REFLECTION

Maj. James B. Smith and Lieut. Donald J. Hemer said the night was clear and moonless. The saucer was bright red.

It hovered above their planes for about 10 seconds and then seemed to "disappear at a high rate of speed," they said—but only after they had "maneuvered around it at several angles to make sure it wasn't a light reflection."

At that point the Air Force told them to quit talking for publication.

To deputy sheriffs in Lancaster, Calif.,—notified of two reddish-white lights by a fish and game warden—watched the objects draft from high in the sky to an altitude of about 1000 feet. Then one object moved away and the other hung and swung like a pendulum.

SAUCER STRIKE

At least three interceptor pilots from George Air Force Base took their planes up for a look, but they didn't say what they saw.

Flying discs stopped work over the Scintilla magneto plant at Sidney, N. Y., yesterday. Several hundred employes walked out on saucer strike to watch 60 to 75 "ping-pong balls" fly very high and fast in a northerly direction.

The same sort of objects were sighted earlier at Elmira, N. Y., about 75 miles southwest of Sidney.

And at Afton, 19 miles from Sidney, almost everyone had a stiff neck from staring for two hours at round objects that seemed to appear near the sun and move away from it.

Jets from Griffis Air Force Base at Rome, N. Y., went up but officials said the pilots didn't find anything.

24-185 247

12 AUG 1952

Lt Col Free/es/Code 192/x140
AFCSI-6 Wrtn: 10 Sep 52

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

15 Sep 1952

24-185

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft
SPECIAL INQUIRY

TO: District Commander
1st OSI District (IG)
Westover Air Force Base
Massachusetts

AFCSI FILE COPY

1. Reference is made to your letter, File #24-00-4, dated 4 August 1952, in regard to the above subject. For your information, an AFCSI Letter superseding the reporting procedures outlined in AFCSI Letter No No. 85, dated 23 October 1950, is being prepared and will be published within the immediate future.

2. With respect to the request contained in paragraph four (4) of your letter, the provisions of paragraph 7e, AFL 200-5 are considered applicable to OSI District Offices not physically located on Air Force Bases, since technically such offices may be deemed as falling within the meaning of the term "installation." However, when a District Office or Detachment is located on an Air Force installation, as in your case, receives a report of an unidentified object, complete data should be obtained from the person making the report or sighting and the information immediately referred to the installation commander in order that he may prepare the reports required in paragraph 7c and d, AFL 200-5. These reports should be confirmed in writing with a copy of the confirmatory letter designated for Headquarters, OSI.

3. All Spot Intelligence Reports or Reports of Investigation concerning these incidents should be directed to Headquarters, OSI with a copy to the Chief, Air Technical Intelligence Center, Wright Patterson Air Force Base. These reports should be submitted to this office in duplicate in order that a copy may be furnished the Director of Intelligence, Headquarters, USAF. Any TWX reports which might be necessary by OSI Districts concerning these incidents should be addressed to the Directorate of Special Investigations rather than the Directorate of Intelligence. The Director of Intelligence will be furnished copies of these messages as received by this office. Other addresses for TWX reports will be as shown in AFL 200-5. Distribution of reports concerning unidentified flying objects to the Commanding General, AMC, ATTN: MCIS, as shown in AFCSI Letter No. 85, dated 23 October 1950, is no longer required and will be discontinued. 348

24-185-1 3481

AFCSI-6
Lt Col Free
Mr. Levy

4. Your practice of furnishing the Commander, Atlantic Division, MATS, copies of your reports concerning these incidents is entirely appropriate.

FOR THE DIRECTOR:

GILBERT H. LEVY
Chief, Counter Intelligence Div
Dir of Special Investigations
The Inspector General

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

4 AUG 1952

1D-OSI 24-00-4

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950 and inclosure thereto, letter, Headquarters, USAF, dated 8 September 1950, Subject as above, file AFOIC-CC-1. Further reference is made to AFL 200-5, dated 29 April 1952.

2. It would appear that AFL 200-5 supersedes cited inclosure, inasmuch as the essential elements of information to be reported are identical in each letter, with only the distribution of required reports varying.

3. It is noted that AFL 200-5 imposes a specific obligation upon USAF commands concerning the reporting of information on Unconventional Aircraft. As a result, this District Office has been apprised by a representative of the Commander, Atlantic Division, MATS, of the Command's responsibilities and collateral interest in this matter. As an interim measure, it has been agreed to furnish the Commander, Atlantic Division, MATS, with an information copy of all Spot Intelligence Reports on this Subject as prepared by this District Office. The Commander, Atlantic Division, MATS, proposes to utilize OSI Spot Intelligence Reports as the basis for compliance with paragraph 7 d, AFL 200-5.

4. This District Office has been conforming to the distribution instructions as set forth in paragraph 5, AFCSI Letter No. 85. It is requested that information be forwarded this District Office concerning the applicability of paragraph 7 e, AFL 200-5 to OSI District Offices.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [redacted]
BY [redacted] USAF
[redacted] 1975
DATE

ROBERT S. JONES
Lt Colonel, USAF
District Commander

[redacted]

UNCLASSIFIED

[redacted]

SE[redacted]ION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.

RHR/hb

3DO 24-0-40

7 August 1952

SUBJECT: Analysis of Unconventional Aircraft
by [redacted]
SPECIAL INQUIRY

Disclosure of the nature, sources, or existence of information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigation, IG, or higher authority. Unauthorized disclosure of such information will be considered a violation of AFR 205-1.

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. The following message was submitted to this office by Major JAMES A. MATTHEWS, Intelligence Officer, 4710th Defense Wing, New Castle County Airport, Wilmington, Delaware. The message was received by Lt Col JACK C. WEST of the 4710th Defense Wing on 30 July 1952 via Western Union.

"WU19 LONG NL PD-WILLSPOINT TEX 29- COL JACK C WEST-142ND FIGHTER INTERCEPTER SQDN NEWCASTLE DEL-

FOR SCIENTIFIC CLEW TO FLYING DISC FIND MY DOCUMENT FLYING DISC AND AEROMATICS ARE COMING STOLEN FROM THE US AIR FORCE IN WASHINGTON 1951. DISC CONTROLLED BY AUTOSTATS NOT MOTORS CV MOTORS USED FOR KICKOUT IN DEAD AREA NOT HOSTILE CIVILIZED. WE ARE VERY SAVAGE OUR AIRCRAFT. ROCKETS 24 HUNDRED THOUSAND YEARS OBSOLETE. DISC FAST AS LIGHTNING PASSENGER CAN MANUEVER SAME SPEED BECAUSE SENSITIVITY OF BODY SYNCHRONIZES PERFECT TO PULSATION ACTIVITY OF AUTOGENIC AND CONSOLIC FORCE IN BALANCE OF ESPERANTIC INDUCTION ADAPTED TO AUTOSTATIC CAPACITY MOST SIGHTINGS ARE AN AEROCATALYSIS NO LIGHTS ON DISC LIGHTING CAMOUFLAGE. HEATING. FREEZING OF DISC FURNISHED BY HYDRACUSSION HAVE INSTIGATORS FOR DEGENICTION AIRCRAFT CAN BE UNLOADED IN AIR BY EJECTIVE INSTRUMENT DEGENIZING CAN STOP AND HOLD ANY AIRCRAFT IN FLIGHT-

GENERAL SCIENCE [redacted]

CLAS[illegible] CAN [illegible]
BY [illegible] USAF
BY [illegible]
[illegible] 3 DEC 1975
DATE

SEC[redacted]

UNCLASSIFIED

CONFIDENTIAL

3DO 24-0-40
Subj: Analysis of Unconventional Aircraft by [redacted] 7 August 1952
SPECIAL INQUIRY

2. Lt Col WEST reports that he doesn't know why he was selected as the recipient of the message; that he is not acquainted with the sender.

3. Copies of instant letter are being furnished to the 5th District OSI for submission to the appropriate office at Headquarters Air Materiel Command, Wright-Patterson AFB, Ohio.

4. Further action in this matter is not contemplated by this office.

ROBERT H. RAY
Major, USAF
District Commander

cc: DO #5 (in trip)

[redacted]

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL=Day Letter

NL=Night Letter

LT=Int'l Letter-Telegram

VLT=Int'l Victory Ltr.

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.

WU19 LONG NL PD= WILLSPOINT TEX 29= COL JACK C WEST= 142ND FIGHTER INTERCEPTER SQDN NEWCASTLE DEL= /1/ FOR SCIENTIFIC CLEW TO FLYING DISC FIND MY DOCUMENT FLYING DISC AND AEROMATICS ARE COMING STOLEN FROM THE US AIR FORCE IN WASHINGTON 1951= DISC CONTROLLED BY AUTOSTATS NOT MOTORS CV MOTORS USED FOR KICKOUT IN DEAD AREA NOT HOSTILE CIVILIZED WE ARE VERY SAVAGE OUR AIRCRAFT= ROCKETS 24 HUNDRED THOUSAND YEARS OBSOLETE= DISC FAST AS LIGHTNING PASSENGER CAN MANUEVER SAME SPEED BECAUSE SENSITIVITY OF BODY SYNCHRONIZES PERFECT TO PULSATION ACTIFIVTY OF AUTOGENIC AND CONSOLIC FORCE IN BALANCE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

WESTERN UNION

1201

CLASS OF SERVICE: This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS
DL=Day Letter
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LT=Int'l Letter Telegram
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W. P. MARSHALL, 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

OF ESPERANTIC INDUCTION ADAPTED TO AUTOSTATIC CAPACITY MOST SIGHTINGS ARE AN AEROCATALYSIS NO LIGHTS ON DISC LIGHTING CAMOUFLAGE= HEATING= FREEZING OF DISC FURNISHED BY HYDRACUSSION HAVE INSTIGATORS FOR DEGENICTION AIRCRAFT CAN BE UNLOADED IN AIR BY EJECTIVE INSTRUMENT DEGENIZING CAN STOP AND HOLD ANY AIRCRAFT IN FLIGHT=

GENERAL SCIENCE= [redacted]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

[redacted]

HQ CSI

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21

7 August 1952

SUBJECT: Unconventional Type Aircraft
Over Canadian Route No. 21
Approximately 8 miles north of
Forest, Ontario, Canada, 26 July 1952
SPECIAL INQUIRY

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

1. The following information was received from the 25th OSI District Office, Detroit, Michigan, by Spot Intelligence Report, dated 4 August 1952:

"Mr. and [redacted], JR., [redacted] Drive, Flint 3, Michigan, were on a weekend trip to Canada when they observed two strange objects in the sky at 0024 hours, EST, on 26 July 1952. Mr. [redacted] stated that he and his wife were in their automobile listening to the Democratic Convention when his wife said, 'Look.' Immediately he saw two objects in the sky.

"a. The [redacted] location at the time was on Canadian Route No. 21, approximately eight miles north of Forest, Ontario, Canada. They were staying at a motel in Ipperwash Park. Mr. [redacted] pinpointed his approximate location as 43 Degrees, 10 Minutes North, 82 Degrees West.

"b. The objects appeared to be two balls of light that traveled in a pattern of one trailing the other. They were of a whitish color and were of the intensity of a bright star or planet. The light lasted for approximately one and one-half minutes and was a steady light. Both lights remained visible for the entire period of time. At the time of the sighting, they were at an 80 degree elevation and disappeared at a 60 degree elevation. Mr. [redacted] stated that when he took a nickel from his pocket and held it at arm's length the nickel covered the area between the two objects. The objects stayed in the same relative position to each other during the entire period of visibility.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [redacted]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

[redacted]

UNCLASSIFIED

CO[redacted]L

5D 24-21 7 Aug-1952
SUBJECT: Unconventional Type Aircraft

"c. The objects, when sighted, were west of the observers and were flying in a south or southeastern direction. Mr. [redacted] alleged they were headed for the Cleveland area instead of the Detroit area. Visibility was good as there were no clouds in the sky and there was no moon. There are no cities near, thus no reflected lights. While sitting in their automobile, the [redacted] had been watching for falling stars. They had seen some during the evening, but said they had lasted for only a few seconds at a time and were of a different color than the unidentified objects.

"d. Mr. [redacted] stated that the unknown objects held their altitude, which was very high. He did not know what the means of propulsion was as there was no apparent sound connected with the flight. The speed of the unknown objects was estimated to be considerably faster than the 300-400 miles per hour of the average commercial airliner.

"The observer appeared to be sincere in reporting these unknown objects to the Air Force. During the World War II period, he had served on an aircraft carrier so was familiar with flight patterns of conventional aircraft at night. Presently, he is the Resident Director of the Social Science Research Project, Institute of Human Adjustment, University of Michigan, with office at 200 East Kearsley Street, Flint, Michigan.

2. The foregoing is furnished for your information and any action deemed appropriate. No further investigative action is contemplated, and the files of the Office of Special Investigations are considered closed in instant matter.

JAMES H. GUNN
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI

24-185-350

[redacted]

File Detroit
14 AUG 1952

S[redacted]

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE No. 62-83894

[redacted]

Date: August 8, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover - Director
Federal Bureau of Investigation

Subject: AERIAL OBJECTS;
"FLYING SAUCERS"
MISCELLANEOUS - INFORMATION CONCERNING

There are attached two copies of a letter dated August 1, 1952, from Florence Whitish, Post Office Box 526, Charleston, South Carolina, regarding "Flying Saucers."

Miss [redacted] communication has been acknowledged and she has been informed of this referral.

No investigation is contemplated with regard to this matter.

Attachment

COPY

8-1-52
[redacted]
Charleston, S. C.

J. Edgar Hover:

Would like to express my oponion on the flying saucers, and guess it will be as good as some I've read.

I can't remember of hearing any thing about them until telivsion came into existence.

I wondered if the rays could be strong enough to give off a bright abject looking apparition.

No, special reason for sending you my idea just couldn't think of any one else to send it to.

Sincerely

Signed ------- [redacted]

COPY

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-160

11 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unconventional Aircraft,
Westover AFB, Mass., 0045 hours,
5 August 1952

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

On 5 August 1952 a report was received at Headquarters, 1st District OSI (IG) USAF, Westover AFB, Mass., relative to a sighting of three (3) unidentified objects by three Airmen at Westover AFB, Mass. Details of interview with observers set forth. No activities or conditions developed that accounts for sighting. (OSI, C-4, Confidential)

DETAILS:

1. On 5 August 1952, a report was received at Headquarters, 1st District OSI (IG) USAF, Westover AFB, Mass., to the effect that three (3) unidentified object had appeared over Westover AFB, Mass., at approximately 0045 hours EDT, on 5 August 1952.

2. On 5 August 1952, A/2C WILLIAM L. HOFFMAN, JR., AF 13354351, S Sgt ODONVAL Y. CUNDIFF, AF 15228474, A/3C RICHARD T. ST. PIERRE, AF 11204056, all of the 15th Air Transport Squadron, Westover AFB, Mass., were interviewed by Special Agent JAMES J. HALPIN, JR., and offered the following information:

a. Description By HOFFMAN: Three bright white lights approximately the size of a discus with no aerodynamic features moving without sound or exhaust trail at a speed much faster than a jet plane, at an estimated altitude of six (6) to seven (7) hundred feet. By CUNDIFF:

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [redacted]
BY [redacted]
8 DEC 1975
DATE

[redacted]
UNCLASSIFIED

Three objects approximately the size of a white Very flare moving without sound or exhaust trail at an approximate altitude of 5000 feet at a speed greater than any plane ever observed by him. CUNDIFF described the objects as being of an indefinite shape, with the second object being half the size of the first object, and the third object being half the size of the second object. By ST. PIERRE: Three white lights, the largest of which was about the size of an automobile headlight, traveling at a speed much faster than a jet plane, without sound or shape.

NOTE: HOFFMAN and CUNDIFF were in wide variance regarding the altitude of sighted object but each insisted that the estimate of the altitude was correct.

b. Formation: By HOFFMAN: Objects appeared to be moving in a triangular formation. Observer gave no estimate to the distance between objects, although he stated that they seemed to be almost within each other. The formation did not change during the maneuvers described in succeeding paragraphs. By CUNDIFF: Objects appeared to be moving in a formation directly behind each other. Observer could not estimate the actual distance between the lights. The formation did not change during the maneuvers described in succeeding paragraphs. By ST. PIERRE: This observer's description of the formation corresponds to that given by CUNDIFF.

c. Maneuvers: All three (3) observers stated that they first observed the lights to the north of the observation point and that the lights moved in a direct course from north to south over the north-south runway of Westover AFB, Mass. CUNDIFF stated he first observed the lights in a position approximately five (5) degrees above the horizon, and that they disappeared approximately 45 degrees above the horizon. ST. PIERRE stated that the formation seemed to be climbing toward the part which he had under observation.

d. Manner of Disappearance: All observers stated that the lights disappeared suddenly at the same time, apparently going behind a cloud bank in the southern skies.

e. Time Sighted: All observers stated that the approximate time of sighting was 0045 hours, 5 August 1952 and that the total time of observation was from two (2) to five (5) seconds.

f. Manner and Location of Observation: No optical or mechanical aids were employed. All observers were standing in the parking space assigned to the 1600th Air Transport Wing Headquarters, which is located approximately in the center of Westover AFB, Mass. HOFFMAN and ST PIERRE noticed the objects first and called CUNDIFF's attention to them.

1D-OSI 24-160

g. Identifying Information on Observers: A/2C WILLIAM L. HOFFMAN, JR., is 21 years of age, a graduate of West Philadelphia High School and Radio Mechanic School at Scott AFB, and enlisted in the USAF on 26 August 1950. HOFFMAN is assigned as a Form #5 Clerk in the 15th Air Transport Sq., Westover AFB, Mass., and has approximately thirty (30) hours flying time as a passenger and scanner. He has been familiar with aircraft in flight and on the ground for approximately two (2) years and attributes his ability to distinguish between conventional aircraft including jets, and other flying objects to good vision and training in aircraft identification received in the USAF. S Sgt ODONVAL Y. CUNDIFF, is 25 years of age, has six (6) years of service in the USAF and two (2) years with the U. S. Navy as an Anti-aircraft Gunner. He has been an airplane mechanic for six (6) years with the USAF and has worked on multi-type aircraft. CUNDIFF has sixty-five (65) hours of flying time as crew chief on a C-54 type aircraft and has been selected as an aviation cadet. CUNDIFF considered that his experience with the Air Force, gives him the ability to distinguish between conventional aircraft and other flying objects. A/3C RICHARD T. ST. PIERRE, is 20 years of age and has been a clerk-typist in the USAF for nine (9) months. He is a graduate of High School and the Clerk-typist course sponsored by the USAF at Missouri State Teachers College. He has no flying time and is familiar with aircraft types through observation and training in aircraft identification.

h. Weather Conditions: All observers described the sky as clear to the north, with scattered clouds in the southern portion of the sky. Weather conditions at 0025 EST, 5 August 1952, were reported by the Weather Service, Westover AFB, Mass., as follows: Ceiling 1500 to 2100 broken, visibility 8 miles, wind south at 10 knots.

i. Existing Conditions that might Account for Sighting: None; however, records were checked at the Operations Center, 60th Fighter-Interceptor Squadron, Westover AFB, Mass., and reflected that there was no jet activity over Westover AFB, Mass., at the time of alleged sighting. No other evidence connected with this sighting could be established.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy for the Commander, Atlantic Division, MATS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (info)

Wrtn. 3 Sept. 52

[redacted] 24-185

(Unclassified) Letter from Mr. [redacted] to the FBI Advancing Opinion with Regard to Unidentified Aerial Objects - SPECIAL INQUIRY

Documents and Dissemination Branch, Collection Division, Directorate of Intelligence, DCS/O — 4 SEP 1952

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General — Lt.Col. Free/in/AFCSI-6 Code 192, I-140

Attached herewith is a copy of a letter received by the Federal Bureau of Investigation from Mr. [redacted], Manston, Wisconsin, in which Mr. [redacted] sets forth his theory concerning unidentified aerial objects.

1 Incl
Cy ltr fr [redacted] to FBI, dtd 1 Aug 52

LUCIUS L. FREE
Lt.Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL
BY KURT K. [redacted], Capt, USAF
Historian
3 DEC 1975
DATE

AFCSI-6 Free

24-185 35?

[redacted] INFORMATION

SEP 1952

UNCLASSIFIED

AFCSI FILE COPY

TRUE CO.

Mauston, Wisconsin, 1 August 1952

Mr. J. Edgar Hoover, Director
FBI
Washington, D. C.

Dear Sir:

As a retired member of the St Paul Police Force and having had numerous pleasant contacts with Agent Clintonstein and Samy Hardy, I take the liberty of an opinion that came to me that the flying saucers scare seems possible that the released-- energy of exploded Atomic Bombs could be soaring around in the atmosphere. I know you can channel this thought to the proper authorities and certainly would appreciate your comments on this thought.

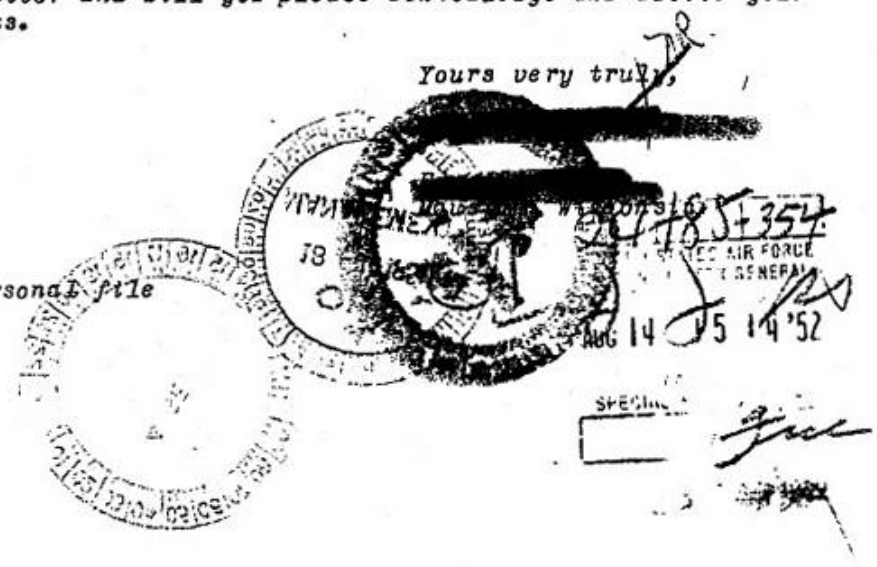
I am a Veteran of both World War #1 and #2 and also a member of the American Legion for 32 years. I am presently a member of The American Legion Post #81 of Mauston, Wisconsin which is known as the Burton-Koppang Post.

If this thought is instrumental in tracking down the source of this scare thereby releaving some of the tension to our American Country, it may be worth following up at this time.

Thanking you very much for your cooperation and consideration in this matter and will you please acknowledge and advise your comments.

Yours very truly,

CC: Personal file



United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE NO. _____

Date: August 14, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS

There is attached a copy of a self-explanatory letter dated August 1, 1952, received by this Bureau from Mrs. [redacted], [redacted] Avenue, Fairmont, West Virginia, relating to the captioned matter.

Mrs. [redacted] letter has been acknowledged and she has been informed that a copy of her letter has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

COPI

[redacted]
Fairmont, W. Va.
Phone 3765

August 1, 1952

Hon. J. Edgar Hoover
Dept. F.B.I.
Washington, D.C.

Dear Sir:

I have been hearing so much about the objects called Flying Saucers that I begin to speculate as to whether we are the only Nation or country to witness such a display.

Of course it could be that those odd objects are pest filled Radar controlled waiting to be puctured. We heve been so accused by another Nation that no doubt they have devised some diabolical plan to test on us.

I am not inclined to pass those over lightly, because I believe that those gadgets can be made and controlled to the extent of great numbers in groupings.

Also, I believe it is very unwise to make public the locations of sightings as many folk are prone to worry, and a state of mind like this is exactly what our enemy is seeking.

Any one wise enuf to perfect such would not only know their travel distance but also their location, therefore no talk or publications could benefit us in that.

I hope that someone has had the integrity and foresight to learn where if in any other country these 'things' have been seen.

Thanking you in advance for the courtesy of a reply, I remain

Respectfully yours,

[redacted]

[redacted]

[redacted]

xxxx

5D-24-21-81 12 August 1952

SUBJECT: "Flying Saucers" at Wright-Patterson Air Force Base, Ohio

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

1. The following information was obtained by a Special Agent of this District Office and is submitted for your information:

2. A/1C CLYDE E. WHEELER, AF-21288827, 6501st Support Squadron, Wright-Patterson Air Force Base, Ohio, was interviewed 31 July 1952, and advised that M Sgt LOYAL R. BUNCE, AF-6832919, 575th Field Maintenance Squadron, Box 19, Selfridge Air Force Base, Mt. Clemens, Michigan, told him approximately 10 June 1952, that he (BUNCE) knew about the flying saucers at Wright-Patterson Air Force Base. At this time (approximately 10 June 1952), BUNCE explained in detail that he knew the people at Wright-Patterson AFB had found some flying saucers and also some bodies inside the saucers. The saucers and bodies were taken to Wright-Patterson AFB, Ohio, date unknown. At Wright-Patterson AFB, BUNCE explained officials at the Radiation Laboratory dissassembled the flying saucers, which supposedly came from Venus and the bodies inside the saucers were taken to the Aero Medical Laboratory, Wright-Patterson Air Force Base, for further study. The discussion of saucers came about as a result of BUNCE's interest in a project that A/1C WHEELER was working on and also as a result of BUNCE's knowledge of WHEELER having been at Wright Air Development Center, Wright-Patterson AFB, Ohio, sometime in January 1952.

3. A mutual friend of BUNCE, identified as Mr. [redacted], Sugar Bush Road, North Baltimore, Michigan, verified this story to WHEELER as related above by BUNCE, concerning the flying saucers. [redacted] advised WHEELER that a friend of his, who works at Wright-Patterson AFB, Ohio, at the present time, is [redacted], West Springfield, Ohio, and his friend had related this information to him ([redacted] concerning the flying saucers and bodies now at Wright-Patterson AFB.

HQ OSI

SECURITY INFORMATION

[redacted]

UNCLASSIFIED

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
[illegible], USAF
3 DEC 1975
DATE

[redacted] CONFIDENTIAL

5D-24-21-81
SUBJ: "Flying Saucers" et al

4. Prior to his (WHEELER's) transfer to Wright-Patterson AFB, Ohio (11 July 1952), BUNCE approached him and wrote out eleven (11) questions for him (WHEELER) to find the answers. A photostatic copy of the questions is attached to this correspondence as Inclosure #1. Also, BUNCE suggested to WHEELER that they correspond in code concerning this matter and WHEELER admits helping BUNCE write a code system, of which a photostatic copy was made and is attached to this letter as Inclosure #2.

5. According to WHEELER, a civilian employee at Wright Air Development Center, at the Radiation Laboratory, identified only as [redacted], is a good friend of [redacted] and is supposed to have supplied the information to [redacted] concerning the flying saucers being disassembled at the Radiation Laboratory and the information concerning the bodies that were taken to the Aero Med Laboratory. On 13 July 1952, WHEELER typed a statement, a photostatic copy of which is attached to this letter as Inclosure #3.

6. Approximately 20 June 1952, WHEELER claims he wrote a complete report concerning the above captioned matter and gave this report to 2nd Lt GEORGE H. JANCZEWSKI, who is Intelligence Officer at Headquarters Squadron, 10th Air Force Selfridge, Air Force Base, Michigan. At the time WHEELER gave the report to the Intelligence Officer, he was instructed by the Intelligence Officer to listen to BUNCE, [redacted], or anyone else, who had knowledge of flying saucers and report back to him (Intelligence Officer) any information he might obtain concerning this subject.

7. During the month of June, WHEELER claims he went to the Base Library (Selfridge AFB) and drew a book entitled "Behind the Flying Saucer," by FRANK SCULLY. This was first suggested by Sgt BUNCE, WHEELER claims, and after reading the book, he found it contained the same information as related to him by Sgt BUNCE concerning the flying saucers with this exception: In the book there was no mention made of the Flying Saucers being disassembled at Wright-Patterson AFB at the Radiation Laboratory and no mention made about the bodies inside the saucers being taken to Aero Med Laboratory, Wright-Patterson for further study.

8. A review of File No. 24-21 at Headquarters, 5th OSI District, reflected a photostatic copy of the statement to the Intelligence Office, Selfridge AFB, mentioned above, and also reflected a letter of transmittal from the Air Provost Marshal, Selfridge AFB, Michigan, wherein the Provost Marshal stated it is his belief A/1C WHEELER may be attempting to draw attention to himself to further his invention or a possible security leak may exist in the Flying Saucer Program. The letter of transmittal with inclosure (Special File of WHEELER) is attached hereto as Inclosure #4.

[redacted]

5D-24-21-81
SUBJ: "Flying Saucers" et al

9. No further investigation of this matter is contemplated by this District Office unless specifically requested by your command.

JAMES H. GUNN
Lt Colonel, USAF
District Commander

4 Incls
1. Photo cy questions fr BUNCE to WHEELER
2. Photo cy code by BUNCE and WHEELER
3. Photo cy statement by WHEELER dtd 13 Jul 52
4. Photo cy ltr of trans dtd 10 Jul 52 w/incl (Special file of WHEELER)

Copy to:
Hq OSI, w/incls

24-18 J-325

SECURITY INFORMATION

[redacted]

30 AUG 1952

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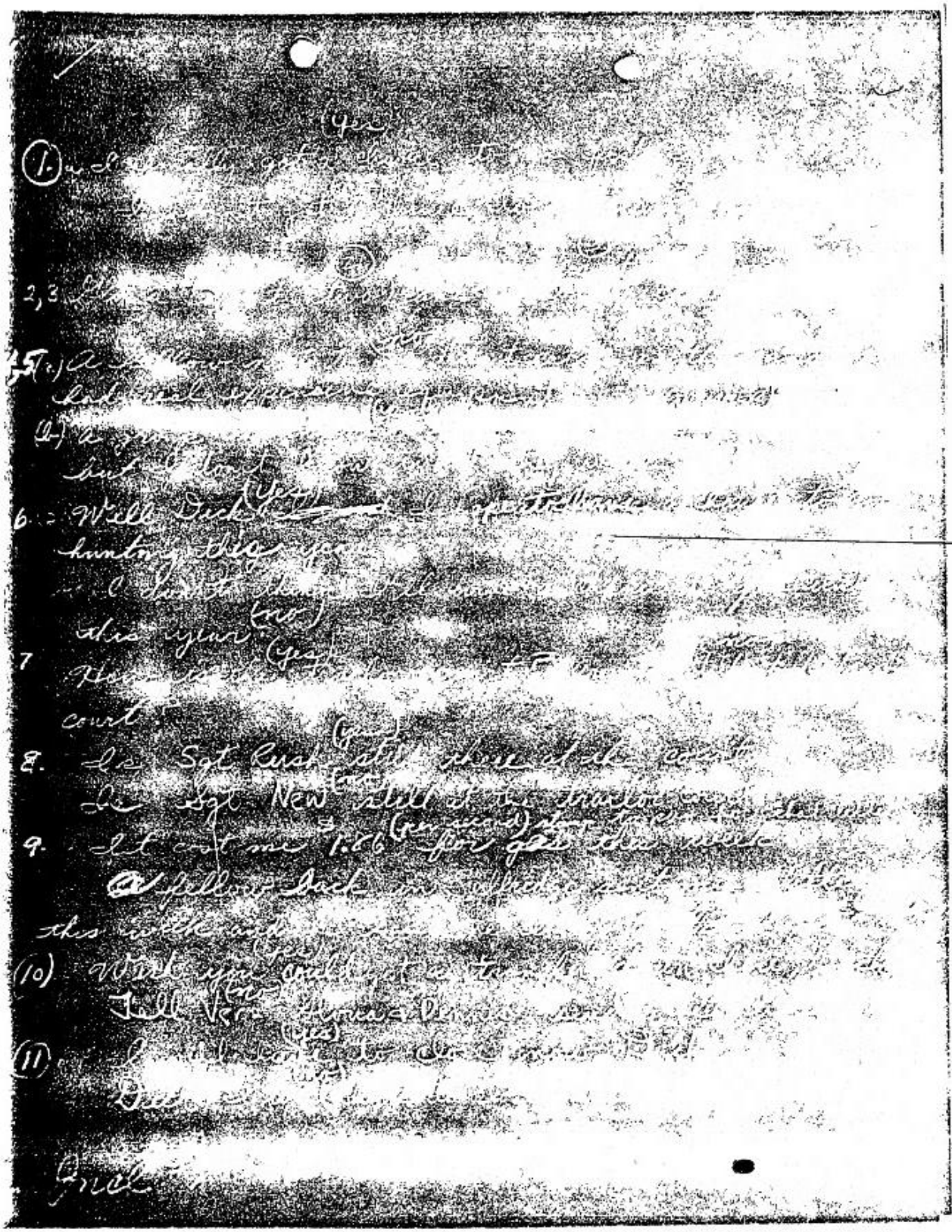


[illegible]

M/Sgt. Loyal K. Curtis
AF 683 [illegible]
575th Field Maintenance Sq. [illegible]
Box [illegible] Selfridge AF [illegible]
Mt. Clemens, Michigan

[redacted]ssignment

Le[redacted]
C/o [redacted]
P.O. [redacted]
Brockton, Mass.

[illegible]
[illegible]
[illegible] Support [illegible]
Wright-Patterson [illegible]
Dayton, Ohio
13 Jul 52

Report of the 8th of Jul 52

On the night of [illegible] Jul 52, [illegible] Clyde [illegible] USAF, did visit [illegible] Royal Bunce [illegible] Trailer Court, accompanied by [redacted] partner of mine. [illegible] and I arrive [illegible]

My visit was [illegible] goodbye to the Bunce [illegible] reason for bringing my friend [illegible] Sgt. Bunce [illegible] supper and was seated at the far end of the table [illegible] sit next to him. He motioned to my friend to [illegible] the table. Mr. [redacted] engaged in conversation [illegible] about children when the Sgt. asked me [illegible] be used in communication back and forth. I told him [illegible] about it [illegible] He asked his wife to bring him a pencil and a pad [illegible] proceeded to make out his own questions which were about [illegible] all. All this time he continued to talk [illegible] things while making up the code questions. The Sgt. [illegible] let on to Mr. Breech as to what he was doing [illegible] staring at the pad upon which the Sgt. was writing [illegible] noticed this and said, "Of course you know what [redacted] doing.", to which [redacted] just smiled and went on [illegible] The code was finally finished as I did help make [illegible] I copied the question and answer sheet for Sgt. Bunce [illegible] to be a poor speller and writer. He said that I should be [illegible] date the good letter the first of the month or the fifteenth of the month and to use exactly the code answers [illegible] and the Sgt. talked over [illegible] The next day, 9 Jul 52, I started to clear the field and [illegible] clearing I talked to the Provost Marshall about the code [illegible] advised me on the usual security measures and to make [illegible] report. This is the end of my report. Clyde Wheeler [illegible]

I have in my possession the introduction letter to [redacted] and have listed his address: [redacted]

West Springfield, Ohio [illegible] Field [redacted]

I will report in as soon as I arrive at Wright for further instructions.

Assignment: [illegible]

Incl #3

HEADQUARTERS TENTH AIR FORCE
Office of the Air Provost Marshal
Selfridge Air Force Base, Michigan

[illegible] 1952

AFIRP 333.5/1

SUBJECT: Transfer of Special File (WHEELER, Clyde)

TO: Commanding General
Wright-Patterson Air Force Base
ATTN: Air Provost Marshal
Dayton, Ohio

1. Special File is forwarded for your information and any action deemed necessary. (One (1) typewritten copy is being maintained in Intelligence files this headquarters.)

2. A/1C Clyde E. Wheeler, AF 21288827, transferred [illegible] port Sq (WADC) (ARDC) (PE) your command, per par [illegible] this headquarters, 25 June 1952, as amended per 29, special [illegible] this headquarters.

3. Information contained herein was presented to Intelligence Office this headquarters by A/1C Wheeler 2 July 1952. [illegible] ordinated with undersigned and 25th District OSI, [illegible] 1952.

4. Upon review it is believed A/1C Wheeler may be [illegible] draw attention to himself to further his invention or a possible security leak may exist in the Flying Saucer Program.

5. Subject airman has been instructed [illegible] Marshal upon arrival at your station. No further action has been initiated by this headquarters since [illegible]

6. Subject airman is already on orders for transfer [illegible] organization.

7. [illegible] Program determination for same must be made at your installation.

GEORGE C. KIMBALL
Major, USAF
Air Provost Marshal

1 Incl:
Statement
WHEELER, Clyde (27 Jun 52)

SECURITY INFORMATION

CONFIDENTIAL

27 June 1952

I, A/1C Clyde Wheeler, AF21288827 arrived at Selfridge AFB, Michigan on or about the Tenth day of October 1951, coming from my last station which was Louisiana Polytechnical Institute at Ruston, Louisiana. I reported for duty at Hq Sq, Tenth AF on the twentieth day of October.

Before coming to Selfridge, I had been working on a ejectable nose of a fighter plane which could possibly be revolved 360° on its axis or could be ejected from the aircraft from the front or rear at tremendous speeds up and exceeding 60,000 mph, which would have to be proved in tests which I could not perform.

When I arrived at Selfridge Field I met [redacted] who lives at [redacted] Hamtramck, Michigan. I had met his son [redacted] at Tech School in Louisiana and [redacted] suggested that my wife and baby live at his home because of the room in the house. Therefore, on or about the 15th of October 1951, I moved to Hamtramck, Michigan.

[redacted] and I talked over my airplane idea and he liked it pretty much although I observed he had women quite a bit on the mind and he really didn't pay much attention to the airplane until I mentioned it. [redacted] works for Briggs Manufacturing Company in Detroit as a salvage inspector and did work part time as a bartender at a place on the corner of [redacted] and [redacted] in Hamtramck called [redacted] and I [redacted] became partners as far as the airplane went and we decided that the best thing was to go to the Air Force and present it to them.

I worked in my section in A-2, Bldg 304 and found out through Mrs. [redacted] that Captain John Fay (now Major) had a calculator which figured time lapsed dates and that he the Captain was waiting for acceptance on the calculator. He mentioned the fact he went to Wright Field with the

[redacted]

calculator and it was a hard job to get anyone to listen to you.

I explained my idea (1) to Major Fay and he thought it was pretty good. He said I should see Major Mowbray in DM. Finally, at a date I do not remember, I was called to explain this idea to Major Mowtray in Major Fay's presence. They both suggested making an appointment with Professor [redacted] an aeronautical engineer at the Wayne University. At a later date [redacted] then a Sgt who was later made a partner with [redacted] and myself, filled the appointment with [redacted] (check date in orderly room). Included in the meeting was a man (2) I do not know but would recognize. We asked about the ejectable cockpit and were told to forget the telescopic wings for a while and work on the cockpit.

I reported results to Major Fay and I suggested a try at Wright Field.

Next, my wife and I decided that we should move from [redacted] and get a place of our own because of summer so I went apartment hunting in Mt Clemens. Calling up various persons for an apartment finally led me calling a Mrs [redacted] who had an add in the paper. That night (3) I met [redacted] for the first time. He told me he worked at the Arsenal but would not say what he was doing not even to his wife nor me. I took that as good policy and never asked questions as I felt that it was none of my business. [redacted] explained security in itself and why even I as an airman regardless of what I do on the air base should keep the base there when I leave at night.

Next, after I got to know [redacted] well enough I did find out he was a machinest. I asked [redacted] what he thought about my airplane idea and he thought it was pretty good and suggested I go to Wright Field and see what the Air Force thought about it.

[redacted]

[redacted]

I met (4) 1st Lt Arnold D. Naidich, AJA, Tenth AF, either on or before going to Wright Field, possibly afterwards. On or about 18 Jan 52, I took a three day leave, which after explaining my reason to Major Gillen, Sq Commander, Tenth AF, released me on a three day pass.

On a Friday o/a 18 Jan 52, I went to Operations with my model and got a hop in a T-11 aircraft to Patterson Field arriving approximately 11:15 after more than an hour of flight. I went looking for the patients office at Patterson and was told to go to Wright Field by shuttle bus in Area C (if I'm correct) to Bldg 12 (5). I found a Judge Advocates Office on the second floor and talked to 1st Lt (I do not recall name) who after hearing about my airplane took me to meet Captain Harold Sperber who arranged a meeting for me the following day, Saturday at 0930 hrs with the evaluation board.

The shuttle bus (6), I evidently missed and I approached a Captain who I asked how to get to Wright Field in a hurry because I had to meet a board. Seeing my partly covered model and suitcase, he asked no questions but took me into a squadron comm unit at the air terminal and got a staff car for which I signed the trip ticket on arrival at Wright outside of Capt Sperber's office building. Capt Sperber took me in his car to meet the civilian aeronautical board which consisted of about (6) six men and chairman. Captain Sperber presented my airplane with the following ideas:

1. Telescopic Wings, which were turned down.
2. Shorter rudder fin, no comment.
3. Revolving cockpit, not impossible but a little impracticable.
4. Ejectable cockpit, no comment whatsoever.

I was told to go back by Captain Sperber and don't give up the cockpit idea, which I did not do. Lt Naidich, was informed of my results which I

admit were not very encouraging, as well as Major Fay, Capt Leo Geheb and Capt Monte Mason.

We then took Lt Maidich and [redacted] into a partnership with [redacted] and myself.

A letter came from Capt Sperber and said the engineering staff was examining my idea's which surprised us in some ways. Then Lt Maidich sent a letter to Wright asking about the information requested in that first letter. They sent back five reason's or disadvantages and asked me to explain them and send all the information I had on this subject.

This request for information and figures sent me to the University of Michigan (7) where I consulted with [redacted], mechanical engineer and teacher, which lasted approximately three hours. (8)

Lt Maidich, [redacted] and I met a [redacted] of Algonac, Michigan shortly after or before University of Michigan consultations. Mr. [redacted] is employed by Continental Aviation in Detroit, Michigan as a mechanical engineer. Mr [redacted] said he would do anything to help me but the project was to big for a few individuals to attempt. I believe the next thing I did was go to Major Gillon and ask him if he knew a way I could get any help on this. Major Gillon said at my suggestion that he would call Captain Spaur, Major General Harry Johnson's Aide and have him look at it (Capt Spaur) and see what he thought about the design. Capt Spaur looked it over and said he would talk to the General about it. (Next day I went to ready hangar on this field and talked with pilots on duty, including Major Chandler about this airplane idea so that I would have complete opinions on this airplane idea so that I would have complete opinions on this subject when presented to General Johnson. Time: (9) Saturday evening)

[redacted]

[redacted]

Weeks dragged by and Lt Naidich and I continually met Capt Spaur trying to find out when I was to meet the General. General Johnson was very busy with the Armed Forces Day Program and I was assured by Capt Spaur that I would see him at least when the program was over. (10) I finally got to see General Johnson and he was very much impressed as I saw it and he offered suggestions on improving the idea. He mentioned a Mr. [redacted] Chief Executive of [redacted] and told me I could write to him and see what he thought about the design.

I received Mr [redacted] address a day later from Capt Spaur and then proceeded to draw up sketches for [redacted]. Lt Naidich was going to draft up the letter to [redacted] but decided I could do it as well about three weeks later. On his advice on what to write I sent the letter which was very brief with enclosed sketches. I wrote this letter in ink and have never received an answer which has surprised me because I thought I would get a quick reply.

I then decided to type another letter which I asked a girl to do in my section although I hated to bother Mr [redacted] as for he is probably a very busy man because of his position in the [redacted] Company. I still have not sent the second letter because the answer to the first may come in anyday now.

Soon after moving to the Base Trailer Court the space across from me became vacant and a family moved in with five children. The father of the children is named M/Sgt "Dick" Buntz or Bunce. He is a friendly man and I never paid to much attention to him although I once borrowed $10 off him for one day until my wife's allottment check came the next day. When I borrowed

[redacted]

the $10 I really didn't know him except that he was a M/Sgt and I needed the money bad at the time because of a delay in the check.

I started to build a radi-controlled model and progress was halted because I lacked a power supply to the transmitter. My wife asked me why I had halted working on the plane and I told her why. She then told me she was talking to Mrs [redacted] that day and she had told my wife that her husband worked w in the radio shop. So that same night I told him about the airplane and he was very much interested and that he would try to find a diagram of a power pack so he or I could build one. The very next day his wife called me over and said Dick had something for me. He came over to my trailer with a box and said I could use it (Power Supply) if I signed a statement of charges. I frowned on the idea and I asked him if we wouldn't get into trouble about it. He said he had explained the situation to his Lt or officer in charge who said it was ok because they had three of them and they had no use for them and a statement of charges was ok. I signed the charge slip as A/2C Clyde E. Wheeler, Hq Sq Section, Tenth AF. (12)

The next day I felt I should see Lt Haidich and tell him about the power pack. He said the idea was frowned upon but he thought it ok providing I took good care of it and get the statement back after using it, since it was for the model which we intended to show General Johnson upon completion. I still have in my possession at my trailor and I have used it numerous times.

Next thing the radio receiver or the transmitter would fade off frequency and I mentioned the fact to Capt Horn, my section head, who was very much interested in the ship. He said he would speak to Capt Concannon of the 36th Comm Sq, a personal friend of his. Capt Concannon told me to

[redacted]

bring the radio in and he would get me a permanent power supply and try to get the receiver and transmitter to work properly. Two weeks later, I inquired of M/Sgt Hale about the progress of my receiver and transmitter. He said Capt Concannon had taken it and it probably was at Radio Station "MARS". Capt Concannon was away when I did this inquiring so I asked Capt Horn's permission to go see about the radio and receiver at the Radio Station "MARS". A T/Sgt said there was a terrific backlog of crating to be done and he hadn't had a chance to work on it. So I, therefore, took the radios and thought I would ask M/Sgt Buntz about if he could help me. He said he knew a man by the name of Mr [redacted] in his radio repair section who had played with that type of receiver and transmitter and that he could possibly help me.

Sgt Buntz built an extra room onto his trailor and I helped him considerably in putting the roof and siding up. The room was made of all scrap lumber of old crates and he bought all the hardware and beaverboard, door and screening with siding from Sear's Roebuck which I know for a fact as I helped open the articles up as they were received by him. The wood was strictly scrap and no violations were committed in acquiring such as I know for fact.

During the time I helped him to build this extra room, we talked over airplanes of conventional types, such as Hiller's helicopter and such manuevers used in Piper Cub's and light planes. No saucers were mentioned and everything was on a non-technical level.

24 June 1952 I received notice that my request for transfer had come through and I would be clearing the field o/a 7 July with ten days delay enroute, reporting NLT 2400 hrs, 20 July 52.

[redacted]

I told Sgt Buntz when I saw him that same day and that evening started the flying saucer deal.

Sgt Buntz told me about Frank Scully and his book "Behind the Flying Saucer", which I had read something about in the newspapers and in an article in "True Magazine". He explained that he knew there were flying saucers and that they had two of them at Wright Field with the sizes of 27' diameter and 99' diameter. He said that one craft had a broken porthole in it and that the reason the three passenger's were dead was because of a terrific heat field caused by friction had cracked the porthole and had killed all inside. At Wright Field, he claimed the Air Force had closed Project Saucer because it was a true fact and would be alarming to the American public and that the Air Force reopened the project under the name of Project Radiation and that the laboratory was situated on the top of a hill in Wright Field. I listened to him on this subject and when I said I doubted the story in some ways he told me it was fact because they had proof. I asked him what sort of proof could he have. He then said backing his statements that there was a man who came from this field by the name of [redacted] who was transferred to Wright Field and was put on Project Radiation. He said that they (meaning Mr [redacted] and someone else I don't know and Sgt Buntz) thought [redacted] would no doubt be assigned to that project and they arranged for [redacted] to tell [redacted] who works in Maintenance Electronics or a building of that name; so that [redacted] could transmit back to this radio shop so Mr [redacted] and Sgt Buntz could know if there were really flying saucers and such.

[redacted]

[redacted]

Then M Sgt Buntz told me about the radio they found in one ship. He said they got into only one ship of the two they have and that one was the one with the broken ~~porthole~~ porthole. They kept probing through the porthole until they hit something that opened the door of the ship. They found a radio or something similar of which set a signal off at a staggered interval of time somewhat over 15 minutes. They said it evidently set off a signal but which could not be picked up with out modern electronical devices. The case of the radio which was about 5" (inches) could not be pierced by diamond drills and was as light in weight as aluminum.

Then came some theories which he told me was such that the answer to this saucer was that a magnetic field was set up ahead of this craft by a turning, spinning disc in the center which created the magnetic field ahead.

I met M[redacted] yesterday and he confirmed Sgt Buntz's story and said a letter of introduction would be given me introducing me to Mr [redacted] when I got there who would in turn introduce me to [redacted]

I realized after meeting Mr[redacted] that a serious leak in security was present and if the saucer was real as they said it started to scare me at the thought I knew this. I didn't feel well yesterday afternoon as my mind was on saucers and this information I knew. I relaxed a little when I got home last night and realized the actual seriousness of my position. I decided I would see Mr[redacted] and being my best friend would give me some advice as to whether he thought it was a hoax or not.

After supper, I decided I would make up some questions pertaining to the saucer and see what Sgt Buntz would say. I figured my serial number

[redacted]

would be a good key and he said that was similar to the way they had received their information. Then the business was serious to me and when Mr [redacted] came over I introduced him to Sgt Bunts and we talked about Scully's book and the bible but not on the radio and other things such as [redacted].

We left Sgt Bunts and I told [redacted] the whole story who said to meet him tonight and we will compare Scully's Saucer story and for me to go the Intelligence Office Monday morning.

A/1C Clyde E. Wheeler
Hq Sq Section, Tenth AF
27 June 1952

[redacted]

[redacted]

REFERENCE SHEET

1. Telescopic Wings combined with revolving cockpit and ejectable cockpit with stress on the wings during conversation.
2. Assumed to be mechanical engineer; engineer showed us a picture of airplane he was working on which change wing incidence to 90° to form some sort of helicopter.
3. I may be able to get correct date. I rented Fred's trailer and I lived at John's Trailor Court on Jefferson Avenue until I could get an assignment to the Base Trailor Court on which date I do not remember.
4. Check with (Capt) Arnold D. Maidich, Arnold Circle, Vandenburgh Village.
5. I have put a question mark over questionable dates, etc. such as Bldg 12.
6. I stayed in the enlisted transit barracks at Patterson Field that Friday night.
7. Date can be verified. Also carried letter of introduction from Maj Gillon.
8. Signed Record of Invention forms which I now possess.
9. Have badge receipt in my files somewhere with date.
10. Sent drawings or sketches of new nose, letter asking about possible transfer, etc to Capt Sperber. (Some letters were sent which we have copies.)
11. Base Housing or Secretary Treasurer Trailor Court for date.
12. I sent request for transfer through squadron orderly room.

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE No. _____

Date: August 13, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS

There is attached a copy of a self-explanatory letter dated July 31, 1952, received by this Bureau from Mr. [redacted] New York City, relating to the captioned matter.

Mr. [redacted] letter has been acknowledged and he has been informed that a copy of his letter has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY _____
DATE

C O P I

New York City

July 31/52

Department of Investigations

Washington_ D.C.

Dear sirs:

Am sorry hearing and reading to; much noice about the mistery of the

"Flying Plates"

Also the newspapers said about of our goverment of U.S. is going to catch a picture of the Misteriously

"Flying Plates"

by the radal detectors - I say imposible!!!!???

Ja!!! Ja!!! You please and excuse me; for my laughing.

If you would hear me when I wrote to you about sixth months before. How you would not be in troubles with what hapens in the atmosphere_

Ja!!! Ja!!! Ja!!!

I say if you please and may excuse me again because I laugh of this

Mistery that put in troubles my goverment.

Just I was waiting for this to write to you again_ How you are in the line because you don't know what hapen.

C O P Y

The letter that you "reffused" from Whashington to me; was sended again to the Organization of the United Nations at the New York State. So if you like to know about the "flying plates" look for that letter that should be there. And also about some other things I talk in the same letter.

Ja!!! Ja!!! Ja!!!

I have to lauph because I know that the peace comes very soon after I explain this mystery to my lovely goverment of the United States of America.

Nobody can explain the mystery of the "flying Plates" in a sincerly truth before me. Just make a try with the scientific people; and after call for me.

Sincerly with all my soul.

[redacted]
City

Wrtn. 27 Aug 52

[redacted]

21-135

([redacted] - Security Information) Anonymous Communication Written in the German Language, Received by the "Cincinnati Enquirer" Pertaining to "Flying Saucers" - SPECIAL ENQUIRY

Documents and Dissemination Branch, Collection Division, Dir. of Intelligence, DCS/O

28 AUG 1952 1

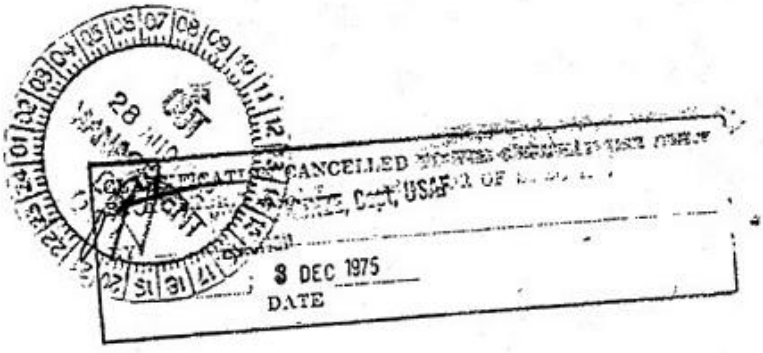
Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

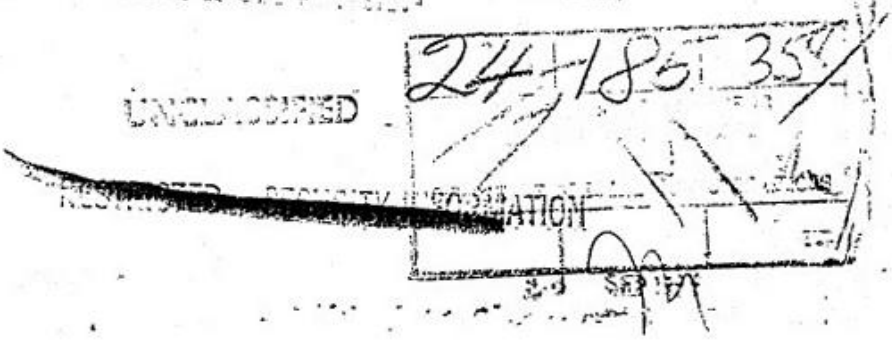
Attached for your information is a copy of a translation of a letter written in the German language which was received by the "Cincinnati Enquirer." The postmark of the envelope in which the letter was forwarded indicated it was mailed on 31 July 1952 at Cincinnati, Ohio.

1 Incl
Cy of ltr of translation

LeROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.



"Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 5b, AFR 205-1, dissemination of any information contained [redacted]"



SECRET

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE No. _____

Date: August 13, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: ANONYMOUS COMMUNICATION WRITTEN IN THE GERMAN LANGUAGE, RECEIVED BY THE "CINCINNATI ENQUIRER" PERTAINING TO "FLYING SAUCERS"
SECURITY MATTER - X

There is attached for your information and any action you desire to take in this matter a Photostat of a letter, written in German, received from an anonymous source, which was addressed to the "Cincinnati Enquirer." A Photostat of the envelope, in which the letter was forwarded, is attached and indicates it was mailed on July 31, 1952, at Cincinnati, Ohio.

For your further assistance in this matter a translation of the attached letter from the German is attached.

Attachment

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted], Capt, USAF
[redacted]
9 DEC 1975
DATE

UNCLASSIFIED

SECRET

THE
CINCINNATI
ENQUIRER
CINCINNATI, OHIO
JUL 30
9:30PM
1952
UNITED STATES
3 CENTS 3

CONFIDENTIAL

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21

19 August 1952

SUBJECT: Unusual Celestial Phenomena
Willow Grove, Pa., 3 Aug 52
SPECIAL INQUIRY

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

24-183-359

1. Attached hereto for your information is copy of statement by GERALD H. SWARM, HM3, V6, USNR, 2472918, W. J. REIBEL, HM3, and JAMES J. KELLY, HM, together with photographs of the object.

2. Attention is invited to the fact that information contained herein has been derived from sources other than USAF. In accordance with paragraph 8b, AFR 205-1, dissemination of such information must not be made outside of USAF channels.

2 Incls
1. Statement
2. Photographs

D. G. NORTH,
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI w/o abv incls

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975

24-185-359X

SECURITY INFORMATION
UNCLASSIFIED

S[redacted]TION

Hq. 3rd DISTRICT OSI (IG) USAF
P. O. Box # 709
Harrisburg, Pa.

RHR/hb
15 August 1952

3DO 24-0-42 NR

SUBJECT: Unusual Celestial Phenomena
Willow Grove, Pa., 3 Aug 52
SPECIAL INQUIRY

Disclosure of the nature, sources, or existence of information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigation, IG, or higher authority. Unauthorized disclosure of such information will be considered a violation of AFR 205-1.

TO: District Commander
5th District OSI (IG) USAF
Wright-Patterson AFB, Ohio

1. The attached photographs and copies of the statement by the photographer and another U. S. Navy Enlisted Man, which were submitted to this office by the Philadelphia Office of Naval Intelligence, are submitted for your information and/or forwarding to Headquarters AMC.

2. No action has been taken in this matter by this office.

ROBERT H. RAY
Major, USAF
District Commander

2 Incls:
a/s (dup)

cc: Hq OSI w/2 Incls

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF
BY KURT K. KUNZE, Capt, USAF
DATE

185-13519
UNITED STATES AIR FORCE
INSPECTOR GENERAL
DEC 18 12 17 52

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

[redacted]

C
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U. S. NAVAL AIR STATION
WILLOW GROVE, PA.

STATEMENT OF GERALD H. SWARM, HM3, V6, USNR, 247 29 18

On August 3, 1952 at the U. S. Naval Air Station, Willow Grove, Pa., while standing duty at the dispensary as Mate of the Day, I, Gerald H. Swarm, HM3, V6, USNR, 264 41 27, saw an object in the sky at about 2055 E. S. T.

This object was located north-west of the station and appeared to be moving in a localized area just south of the big dipper. This object was about four (4) times as large as a star and looked amber in color. I watched this object for about 45 minutes and then stopped looking for about 10 minutes. When I looked back again it was gone. Again at about 2305 E.S.T., I looked out the north door of the dispensary and noticed a second object to the north-east of the station which appeared to be high over Lacey Park and was about the same size as the first object and was also amber in color and appeared to be soaring and moving slowly to the south-east. I watched this object for about 25 minutes, then called the NAS Operations and reported the same to the duty operations man in the flight clearance office. At this time I sent Kelly, HN, to the operations building to point out this object to the duty man. At this time the duty cameraman was awakened and began taking pictures of this object. The duty photoman took pictures until 0130 E.S.T. By this time

C
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HE had completed 5 time exposures.

At 0700 E.S.T., after being relieved of my watch, I reported this incicent to LCIR Falaman and he examined the negatives of these photos and advised that this report be made and submitted.

GERALD H. SWARM, HM3

I agree that the above statement is true

M. J. REIBEL, HM3

I agree that the above statement is true

JAMES J. KELLY .HN

C
O
P
Y

PICTURES TAKEN BY	Richard J. Wade Jr., AFAN, V6, USNR, 333 08 51 U. S. Naval Air Station Willow Grove, Pa.
PICTURES TAKEN	Approximately 2330 EST, 3 August 1952 to 0130 EST, 4 August 1952
SKY CONDITIONS	Clear
TYPE CAMERA USED	Speed Graphic with a 15" Telephoto lens
APERATURE OPENING	F 5.6
TIME EXPOSURES	one five minute, one ten minute and one twenty minute exposure
WITNESSES	Melvin J. Reibel, HM3, V6, USNR, 235 28 88 James J. Kelly, HN, V6, USNR, 264 41 27 Gerald H. Swarm, HM3, V6, USNR, 247 29 18 Stanley C. Chmielewski, AA, V6, USNR, 434 91 86 —

[redacted] INFORMATION

FOR HQ OSI

TITLE: Unusual Celestial Phenomena
Willow Grove, Pa., 3 Aug 52

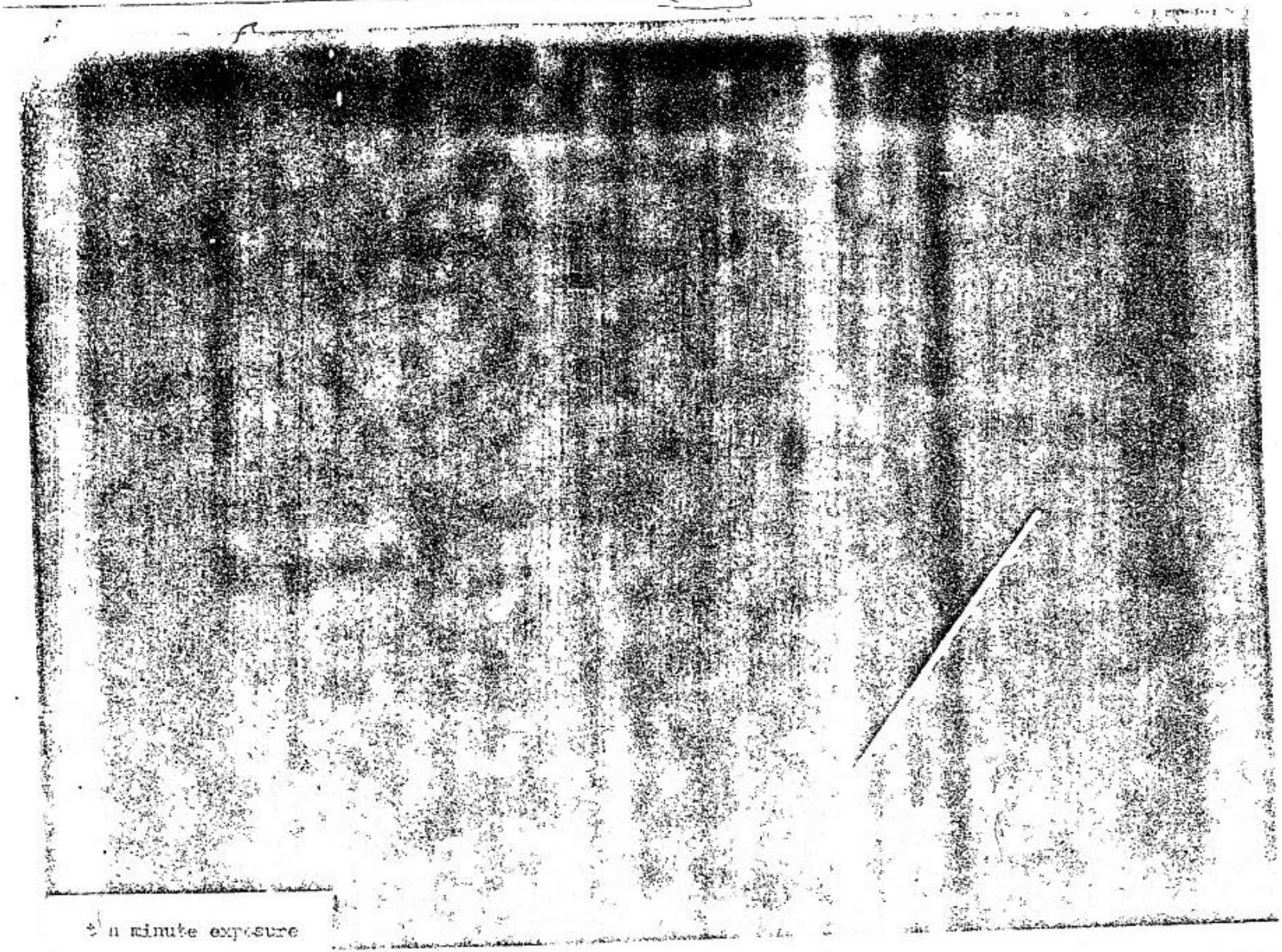
Character: SPECIAL INQUIRY

File: 3d District 24-0-42

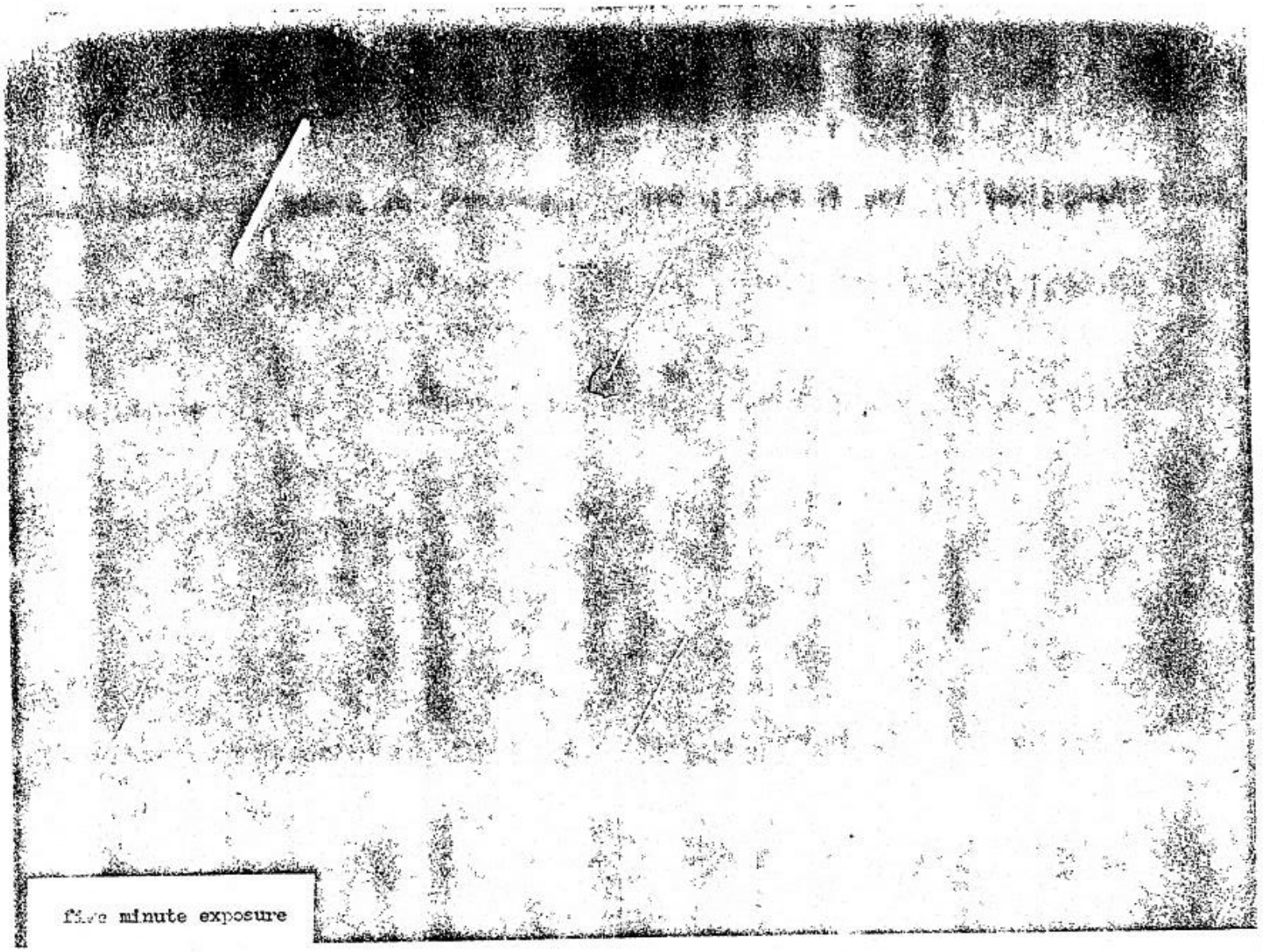
Contents: This envelope contains pictures taken by Richard J. Wade, Jr., AFAN, V6, USNR, 333 08 51, U. S. Naval Air Station, Willow Grove, Pa., at approximately 2330 EST, 3 Aug 52 to 0140 EST, 4 Aug 52; one five minute, one ten minute and one twenty minute exposure.

Reference: 3d Dist OSI ltr, 15 Aug 52

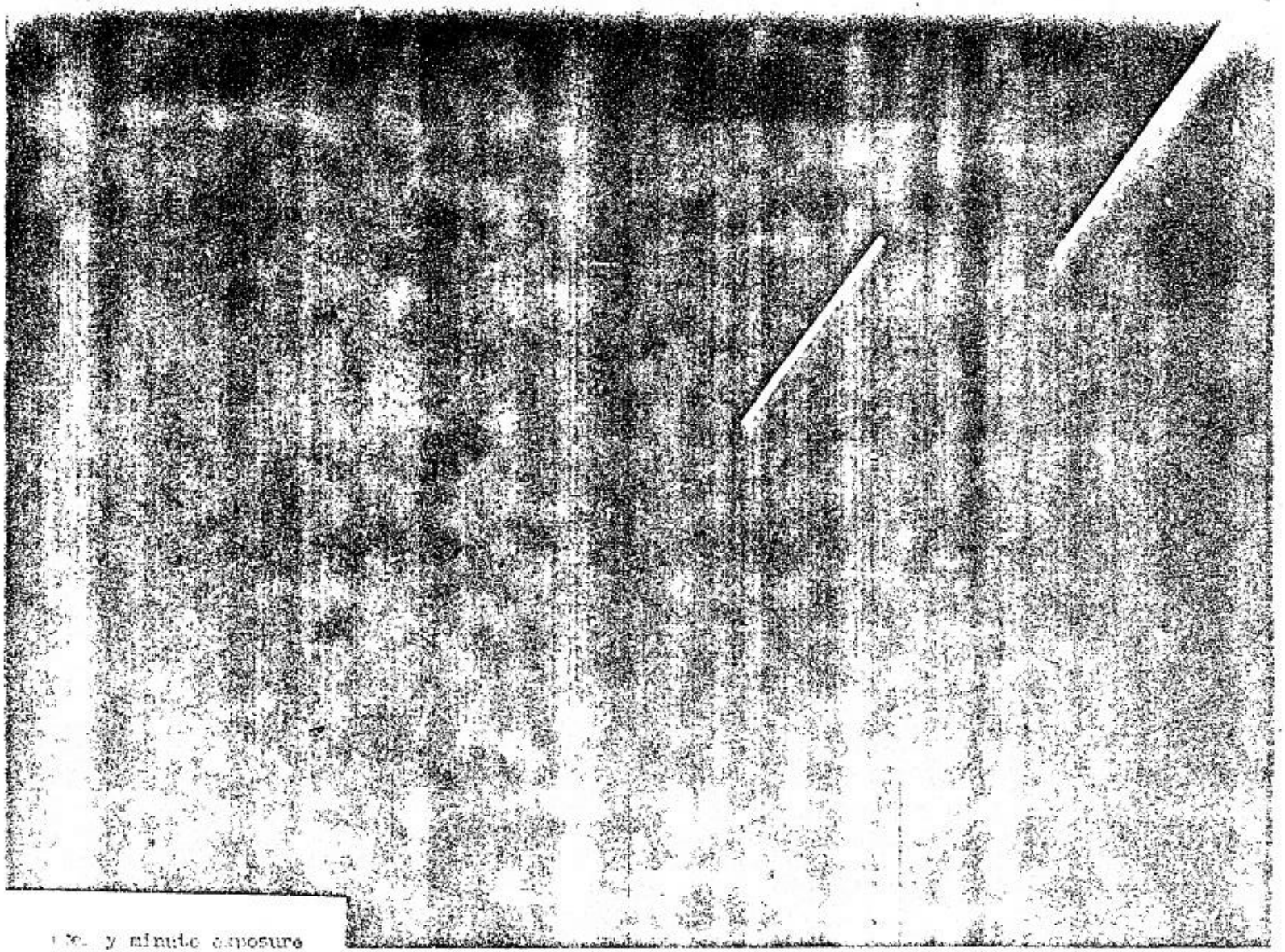
[redacted]



n minute exposure



five minute exposure



[illegible] y minute exposure

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE No. _____

Date: August 13, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS

There is attached a Photostat of a self-explanatory letter dated August 5, 1952, at Pontiac, Michigan, received by this Bureau from Mr. [redacted], Zone 17, Pontiac, Michigan, relating to the captioned matter.

Mr. [redacted] letter has been acknowledged and he has been informed that a copy of his letter has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

When you look at it from the [illegible]

you can see why can never be [illegible]

no matter how fast the [illegible]

goes why retreat at the [illegible]

One good way to check this would

be to have three [illegible]

at three angles

The retreating

object could not cross in front

of any of the plans it would

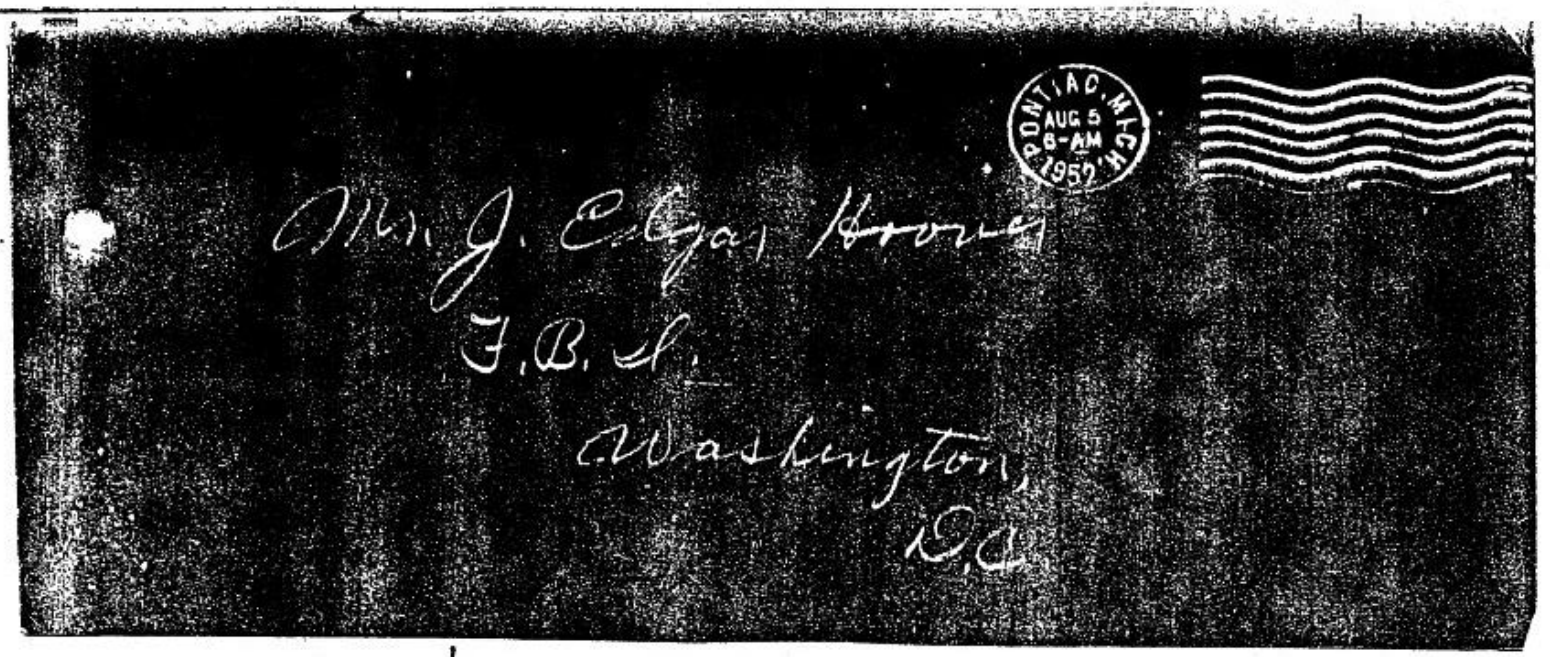
have to go straight ahead.

you try and get the [illegible]

magnet and [illegible]

you will see what [illegible]

(over)


PONTIAC, MICH.
AUG 5
6-AM
1952
Mr. J. Edgar Hoover
F.B.I.
Washington,
D.C.

APPROVED 1 JUNE 1948 (CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
Mexico	IR-199-52	9483373

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Sighting of Unidentified Flying Objects, ACAPULCO, GUERRERO, 19 Jul 52

AREA REPORTED ON: Mexico

FROM (Agency): Air Attaché, Mexico City, Mexico

DATE OF REPORT: 23 July 1952

DATE OF INFORMATION: 22 July 1952

EVALUATION: C-3

PREPARED BY (Officer): Colonel William K. Skaer, Air Attaché

SOURCE: Columnist, Novedades (Mexico City Daily Newspaper)

REFERENCES (Control number, directive, previous report, etc., as applicable)

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 118—Part II.)

1. Report outlines experience of Miss [redacted], columnist for Mexican daily newspaper [redacted] in seeing four unidentified flying objects over Acapulco, Guerrero, on the night of 19 July 1952. Objects appeared separately at intervals of approximately one to five minutes, moving very fast in different directions. Appearance of objects was as bright stars which blinked on and off at intervals of approximately one second.

2. Miss [redacted] was accompanied by Mr. [redacted], reporter for Mexico City daily El Popular, a Communist newspaper, who verified Miss [redacted] observations.

APPROVED:

William K. Skaer
WILLIAM K. SKAER
Colonel, USAF
Air Attaché

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

1R
1i (Incl)

3 INCLS.
1. Diagram of Trajectories
2. Clipping from Novedades, 23 Jul 52
3. Clipping from El Popular, 24 Jul 52

FILED IN OIN-1B3

24-185-361

DISTRIBUTION BY ORIGINATOR

ArmyA, NA & Embassy, Mexico City, Mexico (without incls); CG CAIRC, Albrook AFB, CZ (w/incl #1 only); Chief, ATIC, Attn: ATIAA-2c, Wright-Patterson AFB, Ohio (w/incl #1 only)

APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (AGENCY)	REPORT NO.	PAGE 2 OF 2 PAGES
Air Attaché, Mexico City, Mexico	IR-199-52	

1. During the afternoon of 22 July 1952 Miss [redacted], a columnist for the Mexico City daily newspaper [redacted], telephoned Mr. [redacted] P, Press Attaché of the U. S. Embassy in Mexico City, and told him that she wanted to talk to someone with regard to some unidentified flying objects that she had seen. Mr. Bishop notified the undersigned who, together with Lt. Colonel William J. HOVDE, visited Miss [redacted] in her apartment.

2. Miss [redacted] related the following experience to Lt. Colonel Hovde and the undersigned. On the night of 19 July 1952, she, accompanied by [redacted], a reporter for the Mexico City daily newspaper El Popular, was walking along Caleta Beach at Acapulco, state of Guerrero, Mexico. Suddenly she observed overhead a very bright object with the size and general appearance of a bright star traveling at high velocity from north to south. The light from this object blinked on and off at intervals of approximately one second. Miss [redacted] stated that she had the impression that it was rolling over and over and that one side of the object was strongly illuminated, the other side dark. After approximately 30 seconds the object disappeared over the southern horizon.

3. About one minute later a second object appeared on the northeast horizon. This object, also traveling at a high speed, moved across the sky, disappearing over the southwestern horizon. A third object appeared several minutes later, traveling northwest to southeast, and was followed by a fourth object about a minute later, traveling west to east. All of the objects were similar in appearance and behavior and were visible for about 30 seconds during their journeys from horizon to horizon.

4. Miss [redacted] stated that it appeared that the paths of all of the objects had crossed at a common point several miles south of the location where she was standing. A chart of the trajectories of the objects in relation to prominent landmarks is forwarded as Inclosure No. 1. Miss [redacted] remained up most of the night with no success to see if additional objects could be sighted.

5. The sightings were made between 2215 and 2230 local time, 19 July 1952 (0415Z-0430Z, 20 July 1952) at a location of 16° 51' N; 99° 54' W. The altitude of the objects was unknown although Miss [redacted] stated that they appeared to be very high. At no time during their flight did the objects slow down or stop. No trail, exhaust, or sound was evident.

6. Miss [redacted] further stated that on the following day in a conversation with a Mr. [redacted], a young newspaperman who lives in Acapulco, he had stated that he had seen a flying saucer over Acapulco two weeks before at 0300 in the morning.

7. Miss [redacted] appeared very sincere in relating the account of what she had seen. She stated that she had previously been very skeptical about accounts of flying saucers, but now she was convinced that there was much truth in previous reports. On returning to Mexico City she contacted the director of the observatories of Tacubaya and Tonantzintla and several government officials. She was told by the latter that the U. S. Government was making a study of strange flying objects, so she contacted the U. S. Embassy. At the same time she wrote an article which was published in the 23 July edition of Novedades (Inclosure No. 2).

8. Miss [redacted] has a good reputation as a newspaper woman but she has been reportedly somewhat anti-American. At the time of her observation she was in the company of Mr [redacted], a reporter for the daily El Popular. El Popular is a Communist newspaper. Mr. [redacted] wrote an article in the 24 July edition of El Popular (Inclosure No. 3) confirming Miss [redacted] story. It may be noted, however, that in the last paragraph of his article Mr. Prieto states that the phenomenon might have been part of the "bellicose" plans of the United States aimed at causing a state of restlessness in Mexico or at obtaining data regarding the geography of Mexico.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

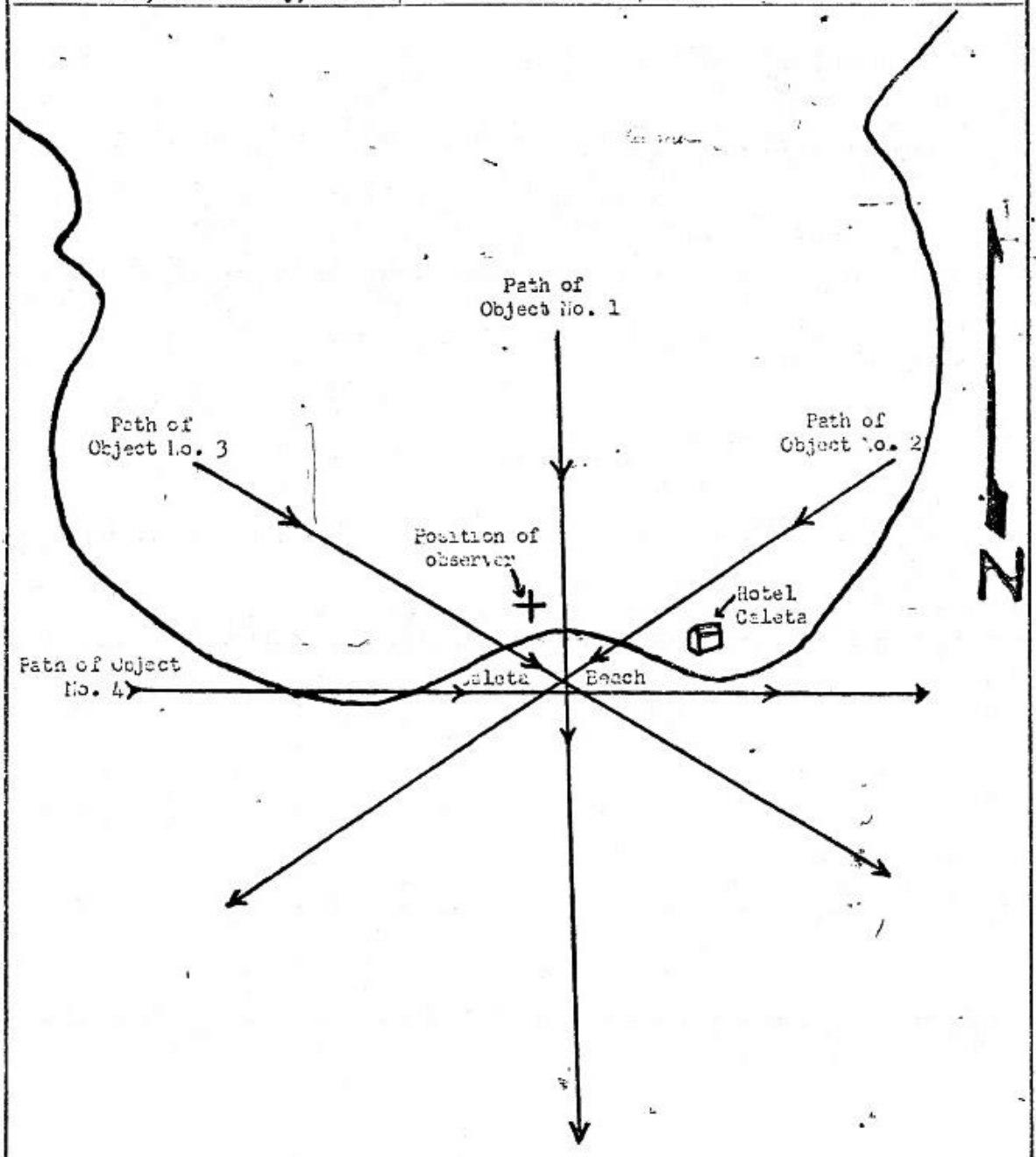
UNCLASSIFIED
(CLASSIFICATION)

(3)

AIR INTELLIGENCE INFORMATION REPORT

Af 4.83373

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
Air Attaché, Mexico City, Mexico	IR-199-52	



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to File No.

WASHINGTON 25, D C.

Date: August 20, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING SAUCERS

There is attached a communication which was enclosed with a letter dated July 29, 1952, from Mr. [redacted], Brooklyn 5, New York, relative to the captioned matter.

Mr. [redacted] letter has been acknowledged and he has been informed that this communication has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

SECURITY INFORMATION - [redacted]

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted]
8 DEC 1975
DATE

UNCLASSIFIED

[redacted],
Brooklyn, 5 ,N,Y,
July 28th 1952,

To whom it may concern;(-

Refering to the recent reports on Flying Saucers in the press,. When these reports appeared in the press some years ago, I did not give them a second thought, as I decidedthat it was none of my business, and that it was an Aviation research Dept experimen -ting with some secret design airbourne machine. " Grummans " & an atomic station was a few miles away from whereI lived at Northport Long Island.

Now it seem that I was wrong, and I would like to report my observations on an incident that occurred some years ago at Green lawn on the Port Jefferson line Long Island.

I had just left the train at Greenlawn one summers evening about 7.00 P.M.and was on my way home along a Country road,I looked up into sky saying to myself what a lovely sky it was.

There appeared from the direction of Smithtown and travelli -ing in the direction of Huntingdon, ~~xxxxxx~~(paralel with the railway and ascending gradually), a flat disc like object.

It was travelling at the slow speed of a plane.

It was apparently airbourne by Rotation. Man made, mechanically controlled.it definitely was not an airplane or a cloud, and hundreds of people must have observed it as visibilit was perfect.

A high Angle fire field gun could have hit it,but was apparently too low for an Anti Aircraft gun.

It appeared to me to be just a flat blob Rotating and silent. If it had not been for an arm shapedspar,fixed to the body of the object, with the outward end rising and falling I could not have assumed the idea that the object was rotating. ~~ifxxx~~ or rotation was the means of its mobility.

I must have watched this object for nearly two minutes. It came from extreme right and disappeared on my extreme left. I watched continually trying to decide on the shape of it body and how such a shapeless could be airbourne, and why it seemed to be whirling.

The rotors were camouflaged by ribbons of a substance like stainless steel which fluttered and reflected light, as this oar like arm rose and fell. At night time these arms could be brilliantly lighted so that the reflection would be just as great as in daytime, and still giving a perfect system of camouflage.

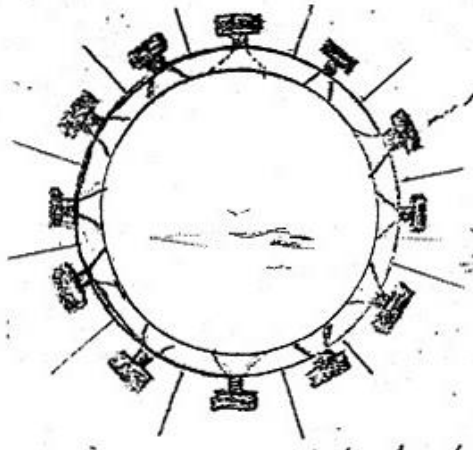
My theory of the construction of the body of this thing is that its whole system is based on a clock, and the rotation is clockwise/.Therefore the body would be round and there would twelve rotors which whirl around the outside of the disc, and fixed in such a way as overcome the resistance of the air.

Attached to these Rotors are conneceted, loosely, ~~these~~ stainless steel reflecting ribbons,which the arms disturb,as they rise and fall .The arms being sychronised to avoid the ~~the~~ Rotors as they whirl.

The disk itself could be in three sections joined together. The top and bottom disc would be the same circumference and ~~xx~~ depth,the middle disk would be of less circumference with more strength than the top and bottom disk, and it would have to take the strain of the Rotors.

[redacted]

Here is my suggested design of the body in theory;-



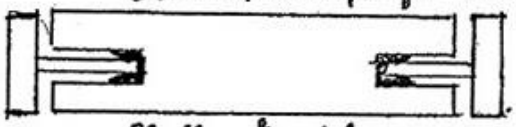
ROTORS:- HOLLOW with diaphragms set at angles.

It would take a heavy direct hit to bring one of these Discs down, or Knock out 9 of the 12 Rotors

Attack could only be made from above or below.

The side would be armoured and with fixed Synchronised Gun.

Blisters on Top for Observation & defense



Shallow Gondolas on Bottom for observation.

Probable material Plastic.

Ribbons between Rotors with arm Rising & falling

[redacted]

4-112

DERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

Date *August 22, 1952*

The attached is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Remarks:

Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

Federal Bureau of Investigation

TRUE COPY

Jackson Minn
Aug 2, 1952

J. Edgar Hoover
Federal bureau of Investigation.
Washington, D. C.

Dear Mr Hoover:

I don't know if you analyze articles so will send you a sample of (something that looks like tinsel) because my uncle found it in a pasture in a round pile, underneath of it, it looks as tho the clover was burned. & there are 3 similar patches which are burned in a triangle form. Last Sunday Morning the Neighbors Wife got up to get a drink of water & happned to see a steady white Light circling their farm, but didn't pay any attention to it. Than Sunday morn. when my uncle went to get the cows, he saw this stuff shining in the Sun light. It couldn't of been dropped out of a plane as it was loose & not in a container & the nearest road is about a ½ mile from the pasture & now we are wondering what it is. So would like to have you analyze it & let me know.

Sincerely yours,

[redacted]

CLASSIFIED BY AUTHORITY OF
BY
DATE

[redacted] SECURITY INFORMATION

Wrtn. 23 Aug 5

24-185

(Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY

Collection Control Branch, Collection Division, Dir. of Intelligence, DCS/O

1

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

1. Attached herewith as a matter of primary interest to your Directorate are various communications relative to the above subject which were referred to this office by the Assistant Chief of Staff, G-2, Department of the Army.

2. No acknowledgment has been made to the writers of these letters.

6 Incls.
1. Ltr fr Mrs. [redacted],
2. Ltr fr [redacted]
3. Ltr fr Mrs. [redacted]
4. Ltr fr [redacted]
5. Ltr fr [redacted]
6. Ltr fr [redacted]

LeROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.

AFCSI FILE COPY

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPECIAL [redacted]
BY [redacted] Capt, USAF
DATE 9 DEC 1975

AFCSI-6

Barnard

24-185 36

UNCLASSIFIED

[redacted] SECURITY INFORMATION

UNCLASSIFIED

[redacted] SECURITY INFORMATION

AFCSI/Lt Col Free/f , wrtn 10 Sep 52 PM

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Unclassified) Reporting of Information on Unconventional A/C
SPECIAL INQUIRY

TO: District Commander
9th OSI District (IC)
Barksdale Air Force Base
Louisiana

1. Reference is made to letter your District, dated 27 August 1952, in regard to the above subject. For your information an AFCSI letter is currently being prepared for publication in the immediate future which will supersede the reporting procedures outlined in AFCSI letter 85, dated 23 October 1950.

2. It is not contemplated that extensive OSI inquiries into incidents of this nature will be required. Most requests for OSI investigation of sightings involving unidentified flying objects will originate with the [redacted] in connection with these reports. Some requests, however, will, as in the past, be received from Air Force base commanders. All such requests received by OSI should normally be limited to those incidents where a considerable degree of credence may be given to the source of the information. With regard to reporting procedures specified in Air Force Letter 200-5, OSI offices physically located on an Air Force Base are not considered to fall within the meaning of the term "installation". Accordingly, District Offices thusly located, upon initially receiving a report of an unidentified flying object should obtain all information available and immediately refer same to the installation commander in order that he may render the reports required in par 7, AFL 200-5. This should be confirmed in writing with a copy of the confirmatory letter directed to this Headquarters.

3. In the event it should become necessary, because of unusual circumstances, that a TWX or Spot Intelligence Report be submitted by OSI Districts in these cases, such reports should be directed to the Directorate of Special Investigations, Headquarters U. S. Air Force, rather than to the Directorate of Intelligence. Copies of these reports will be furnished Intelligence by this office. Other addressees for TWX's and written reports will be as shown in par 7e, AFL 200-5.

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF [redacted]
BY AFCSI-6
Lt Col Free
Mr Levy
DEC 1975
DATE

[redacted] SECURITY INFORMATION

UNCLASSIFIED

File: 24-185
Subject: (Uncl) Rpting of Info on Unconventional A/C

4. Distribution of reports concerning unidentified flying objects to the Commanding General, Air Material Command, ATTENTION: MCIS, as shown in AFCSI Letter No. 85 dated 23 October 1950, will be discontinued.

FOR THE DIRECTOR:

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

[redacted]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 24-O

9th OSI District
Barksdale AFB, La.
27 August 1952

SUBJECT: (Unclassified)
REPORTING OF INFORMATION ON
UNCONVENTIONAL AIRCRAFT

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, Subject as above, and Air Force Letter No. 200-5, Subject: Unidentified Flying Objects Reporting (Short Title FLYOBRPT), dated 29 April 1952.

2. It is requested that this office be furnished information relative to OSI's responsibility in reporting information on unidentified flying objects.

3. As directed by AFCSI Letter No. 85, OSI has been requested to report incidents brought to their attention by local commands accompanied by requests for additional information and data for subsequent forwarding through OSI channels to higher headquarters for proper evaluation. It has been directed that information forwarded on this Subject be reported through the media of Spot Intelligence Reports. It is, however, noted that Air Force Letter No. 200-5 requires reports be submitted for analysis by installation commanders on AF Form 112, Air Intelligence Information Report. No reference is made in the above mentioned Air Force Letter relative to information being forwarded to the nearest local OSI office for transmission through OSI channels.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
PETER M. KUNZE, Capt, USAF
Historian
3 DEC 1975

David L Roberts

DAVID L. ROBERTS
Lt Colonel, USAF
District Commander

UNCLASSIFIED UNCLASSIFIED

[redacted]

[redacted]

H. QUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 24-0

9th OSI District
Barksdale AFB, La.
27 August 1952

SUBJECT: (Unclassified)
REPORTING OF INFORMATION ON
UNCONVENTIONAL AIRCRAFT

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, Subject as above, and Air Force Letter No. 200-5, Subject: Unidentified Flying Objects Reporting (Short Title FLYOBRPT), dated 29 April 1952.

2. It is requested that this office be furnished information relative to OSI's responsibility in reporting information on unidentified flying objects.

3. As directed by AFCSI Letter No. 85, OSI has been requested to report incidents brought to their attention by local commands accompanied by requests for additional information and data for subsequent forwarding through OSI channels to higher headquarters for proper evaluation. It has been directed that information forwarded on this Subject be reported through the media of Spot Intelligence Reports. It is, however, noted that Air Force Letter No. 200-5 requires reports be submitted for analysis by installation commanders on AF Form 112, Air Intelligence Information Report. No reference is made in the above mentioned Air Force Letter relative to information being forwarded to the nearest local OSI office for transmission through OSI channels.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
BY [illegible], Capt, USAF
Historian
DATE

DAVID L. ROBERTS
Lt Colonel, USAF
District Commander

SEP 10 1952

UNCLASSIFIED

[redacted]

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

[redacted]
SECURITY INFORMATION
PRIORITY

PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: DO 18051 IG USAF, MAYWOOD, CALIF

TO : CSAF WASH DC FOR: DIR OSI

NR : 18D8-267 15 Aug 52

Urmsy Navy Comdr, Dave Lott, former Deputy Commanding Officer, Armed Forces Radio Service, Hollywood. No record this dist of any personnel contacting Lott.

L/C Neville notified on 18 Aug that. CI Div contemplated no further action. He concurred.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY [illegible] Capt, USAF
[illegible] 3 DEC 1975
DATE

DUPLICATE CPY
TO EXEC

ACTION: CSI

INFO : CDS, CIG

CAF IN: D6645 (15 Aug 52)

Col. Barnard
Maj Detwiler

24-185-370X
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 15 23 52 '52
SPECIAL [illegible] RS/ap
File
COPY No.
F 17 SEP 1952
UNCLASSIFIED

AFHQ FORM 19 JAN 51 0-309f
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

CONFIDENTIAL

☆ 16—63727-1 U.S. GOVERNMENT PRINTING OFFICE : 1951—O-927140

SANTA MONICAN, CALIF.--NAVY CMDR. DAVE LOTT, FORMER DEPUTY COMMANDING OFFICER OF THE ARMED FORCES RADIO SERVICE IN HOLLYWOOD, LASHED OUT AT THE ARMED SERVICES AND THE FBI TODAY FOR "GROSS INJUSTICES."

ONE MINUTE AFTER HE RETURNED TO INACTIVE DUTY LAST MIDNIGHT, LOTT SENT TELEGRAMS LISTING HIS COMPLAINTS AGAINST THE SERVICES AND THE FBI TO PRESIDENT TRUMAN, AIR FORCE GEN. HOYT VANDENBERG, DEFENSE SECRETARY ROBERT LOVETT, FBI CHIEF J. EDGAR HOOVER AND SENS. WILLIAM F. KNOWLAND (R-CALIF.), RICHARD NIXON (R-CALIF.) AND ROBERT TAFT. (R-O).

HE PLAYED A "GAG RULE" WHICH, HE SAID, PROHIBITS MEMBERS OF THE SERVICES FROM ENGAGING IN POLITICAL DISCUSSIONS OR CRITICIZING THE ARMED FORCES.

THE AIR FORCE'S HANDLING OF THE FLYING SAUCER INVESTIGATION, LOTT SAID, WAS "ONE OF THE MOST INEPT, DISGRACEFUL AND DOWNRIGHT LUDICROUS DISPLAYS OF INEFFICIENCY EVER DISPLAYED IN A GOVERNMENTAL OPERATION."

LOTT CHARGED THAT THE FBI HAS "BEGUN TO ALLOW ITS ANTI-COMMUNIST ACTIVITIES TO ASSUME THE ASPECTS OF 'WITCH HUNTS.'"

N/R OSI files 1445 13 Aug 52 by Airman Fulton
Detwiler

AFOIN unable to identify (Comdr Boyd), are searching
75990
and will call. Detwiler

Comdr Boyd called at 1530 - no record of Lott.
Detwiler

24-1225-310

UNCLASSIFIED

[redacted] wrtn-29 Oct 52

24-185-371

(Unclassified) FLYOBRPT
SPECIAL INQUIRY

Topical Intelligence Division, Deputy Director for Estimates,
Directorate of Intelligence, DCS/O, ATTN: Maj Fournet

3 NOV 1952

1

Counter Intelligence Division
Directorate of Special Investigations, IG

Capt Brown/fjm/AFCSI-6
Code 192/X-140

1. Inclosed herewith for your information are two (2) OSI reports reflecting results of investigation completed concerning an unidentified aerial phenomena sighted near Pittsburg, Kansas, on 25 August 1952.

2. Any further data received concerning subject will be furnished your office.

2 Incls
1. Rpt (DO 13) dtd 7 Oct 52
2. Rpt (DO 5) dtd 23 Oct 52

GILMER L. SNIPES
Major, USAF
Actg Chief, Sabotage & Espionage Br.

AFCSI FILE COPY

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
Recorder
3 DEC 1975
DATE

AFCSI-6
Brown
[illegible]

[illegible] Incl. No. 1, 2 is (are) withdrawn or not attached, the classification of Confidential on this correspondence will be cancelled in accordance with par 2[illegible], AFR 205-1.

24-185-371 2

[illegible]

UNCLASSIFIED 5 NOV 52

[redacted]

tt

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO.: 24-132

DATE: 27 October 1952

REPORT MADE BY: C. L. GRAYBILL, S/A

REPORT MADE AT: DO #13, Offutt AFB, Nebr.

PERIOD: 27 Oct 52

OFFICE OF ORIGIN: DO #13, Offutt AFB, Nebr.

STATUS: CLOSED

TITLE: UNIDENTIFIED AERIAL PHENOMENON SIGHTED PITTSBURG, KANSAS 25 August 1952 24-185-371X 24-185-5-21X

CHARACTER: SPECIAL INQUIRY

REFERENCE: Report of S/A G. E. SWINEHART, DO #5, file 5D-24-178, 23 Oct 52

SYNOPSIS

With the submission of referenced report, all logical investigative leads have been developed and reported.

DETAILS:

AT OFFUTT AFB, OMAHA, NEBR.

With the submission of the report of Special Agent G. E. SWINEHART, 5th OSI District Office, file 5D-24-178, 23 October 1952, all logical investigative leads have been developed and reported.

- CLOSED -

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible], Capt, USAF
Historian
3 DEC 1975
DATE

DISTRIBUTION

CG, ATIC, W-P AFB (Action cys) Thru: DO #5 2
Hq OSI 2
DO #5 2
File 2

ACTION COPY FORWARDED TO

Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-5

APPROVED

Leon F. Bugh
LEON F. BUGH
Lt. Colonel, USAF
District Commander

FILE STAMP

24-185-371X1

OCT 30 6 07 '52

SPEC

Brown

AFHQ FORM 15 JAN 49 0-208 Replaces AFOSI Form 4, 23 Jul 48, which may be used.

UNCLASSIFIED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-152
DATE 7 October 19[illegible]
REPORT MADE BY ELMER T. KLAN, S/A
REPORT MADE AT DO-13, Offutt AFB, Nebr.
PERIOD 24 September 1952
OFFICE OF ORIGIN DO-13, Offutt AFB, Nebr.
STATUS PROGRESS

TITLE
UNIDENTIFIED AERIAL PHENOMENON SIGHTED
PITTSBURG, KANSAS
25 August 1952

CHARACTER
SPECIAL INQUIRY

REFERENCE
Ltr, DO-5, file 50-24-21, 16 Sep 52

SYNOPSIS

Investigation requested by the Chief, Technical Analysis Division, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio. Mr. [redacted], Pittsburg, Kansas., stated that he saw an unidentified object in the air at 0535 hours, CST, on 25 August 1952, seven (7) miles northwest of Pittsburg, Kans. Object described as seventy-five (75) feet long, forty (40) feet wide, and fifteen (15) feet high. Shape described as two oblong (elliptical) platters placed face to face. Object hovered about ten (10) feet above ground for about one-half (½) minute and disappeared in about ten (10) seconds by moving straight up in the air. Object observed for approximately one-half (½) minute from a distance of four hundred (400) to one-hundred (100) yards. Soil and vegetation samples taken from ground below sighting forwarded to Technical Analysis Division, Wright-Patterson AFB, on or about 4 September 1952.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
By [illegible], Capt, USAF
[illegible]
DATE 3 DEC 1975

Disclosure of the nature of the information [illegible] to any person by the Director of Special Investigations, Inspector General, Headquarters USAF, or his authorized designee, may be considered to be a violation of AFR 205-1.

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
DO-5 (action) 4	Chief, Technical Analysis Div.	371
Hq OSI 2	Air Technical Intelligence Center	24-185-371X
File 2	Wright-Patterson AFB	
	Ohio	
	APPROVED	
	CHARLES P. HARRIS	
	Colonel, USAF	
	Director of Special Investigations	

AFIIG FORM 15 JAN 49 O-208 Replaces AFOSI Form 0-8, which may be used.

SECURITY INFORMATION

CONFIDENTIAL

INFORMATION [illegible]
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

xxxx

5D-24-21 16 September 1952

SUBJECT: Unidentified Aerial Phenomenon
Sighted Pittsburgh, Kansas
SPECIAL INQUIRY

TO: District Commander
13th OSI District (IC)
Offutt Air Force Base
Omaha, Nebraska

1. The Chief, Technical Analysis Division, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, has requested that OSI conduct an investigation into the events surrounding the sighting of an unidentified aerial phenomenon by a Mr. [redacted] of Radio Station KOAF in Pittsburgh, Kansas.

2. It is requested this investigation be conducted expeditiously and your Report of Investigation be forwarded to this office in sufficient copies for transmittal to ATIC.

Copy to:
Hq OSI

D. C. MOSER
Lt Colonel, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT H. SCHULZE, Capt, USAF
Historian
DATE 3 DEC 1975

CONFIDENTIAL

SECURITY INFORMATION

[redacted] SECURITY INFORMATION

DETAILS:

1. This investigation was requested by the Chief, Technical Analysis Division, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, by letter from the District Commander, 5th OSI Dist, file 5D-24-21, dated 16 Sep 52.

AT PITTSBURG, KANSAS

2. On 24 September 1952, Mr. [redacted], Route #1, Pittsburg, Kans., was interviewed at Radio Station KOAM, Pittsburg, Kans. [redacted] stated that he lives with his wife and son on a small farm about ten (10) miles northwest of Pittsburg, Kans. He works for radio station KOAM as a Musician and plays in various types of musical aggregations. [redacted] stated he had worked at the station most of the time for the past five (5) or six (6) years.

At approximately 0530 hours, CST, on 25 August 1952, [redacted] left his farm driving a 1952 Jeep Station Wagon and started driving south on a rough gravel road, known as Yale Road. When he reached a point approximately one-fourth (¼) mile from US Highway 160, which runs east and west, he noted the unknown object off to the right side of the road at a horizontal angle of about 40 degrees and at a distance of about two hundred fifty (250) yards. He immediately started slowing down his car and continued to view the object through the right side of windshield. When he came to a point where object was visible through the right door glass and about 90 degrees to right of his vehicle he stopped and slid his body over to the right hand door of the vehicle, opened the door and stepped out on the road. At all times, he attempted to keep object in view. After he had stepped to side of road nearest the object, it began a rapid vertical ascent. [redacted] estimated he viewed object for about one-half (½) minute. At this time, [redacted] estimated he was about one hundred (100) yards from object. When object reached a height "about as high as an airplane flies" object then increased acceleration at a tremendous rate and rapidly disappeared from view, straight up through broken clouds. Clouds did not obscure view of disappearing object at any time. [redacted] described the object as platter shaped; by this he said it looked like two (2) platters or bowls had been put together by reversing one platter and placing it over the first one. He estimated it was about seventy-five (75) feet long and forty (40) feet wide and about fifteen (15) feet through the mid-section, measuring vertically in center of object. Object was about ten (10) feet above ground when first seen by [redacted] and remained in this position until it started its rapid ascent after he stepped to the side of the road. The object was hovering or moving slightly up and down and to the side, or rocking slightly as it hovered about ten (10) feet off the ground. [redacted] then went on with a more detailed explanation of the object: It was of a dull aluminum color; smooth surface; one window in front section, with head and shoulders visible of one man sitting motionless facing forward edge of object, clear glass, light in forward section, medium blue continuous light. In the mid-section of object were several windows extending from top to near edge of object; mid-section of ship had a blue light which gradually changed to different shades. There was a large amount of activity and movement in the mid-section which could not be identified as being human as it did not have a regular pattern of movement such as mechanical objects would make in the blue light. There were no windows,

[redacted] SECURITY INFORMATION

doors, portholes, vents, seams, etc., visible to observer in rear section of object or under the object (viewed at time of ascent). Another identifiable feature was that along the outer edge of object, there were a series of propellers about six (6) inches to seven (7) inches in diameter, spaced closely together, these propellers were mounted on a bracket so they revolved in a horizontal plane along the edge of the object. These propellers were revolving at a high rate.

After stopping his car, [redacted] turned off the ignition and when stepping out of his car, he heard a deep throbbing sound coming from object. As the object started its ascent it emitted a sound like a large covey of quail starting to fly at one time. There was no visible exhaust or odor detected by viewer. There was only one object seen. [redacted] described the weather as being warm, and the sky dotted with clouds. He does not recall a wind at the time of sighting. [redacted] said the sun was just rising as he was going to work that morning and it was light enough to see all objects in the area. Viewer cannot recall any airplanes, trains, or other vehicles in the area at time of sighting. He stated that to his knowledge, he was the only person to view the object. [redacted] stated he wanted to go to the area over which the object had hovered; however, he did not as the terrain was rough (ditch, fence, tall weeds, etc.) and he has an artificial leg which prevents normal movement. [redacted] said the grass was moving under the object when it was hovering.

[redacted] has completed two (2) years of high school, is thirty-six (36) years old, does not wear glasses, denies recent illness or injuries, drinks only socially and claims to have been 100% sober at the time of sighting. He knew of no objects in the area which had a similar appearance, and he has never seen an object similar to it before. He could think of no one who would want to play a practical joke on him. Viewer was at a total loss in attempting to explain the viewed object as being a "vision", "optical illusion", or some other explainable phenomenon.

3. On 24 September 1952, 2d Lt ROBERT E. GREEN, Signal Corps, USAR, 504 West Forest Street, Pittsburg, Kans., was interviewed at station KOAM in Pittsburg. GREEN stated he was an assistant professor of mathematics at Kansas State Teachers College, Pittsburg, Kans., and an engineer at station KOAM. GREEN stated he had known [redacted] about three (3) years and has never know[redacted] to make any false statements. He has worked with [redacted] at radio station KOAM. Lt GREEN stated that he took soil and vegetation samples about ten (10) hours after sighting time and he detected that some of the vegetation was lying down but not broken in area of sighting. He was unable to distinguish a definite perimeter which may have aided in establishing the size of the object. GREEN stated that he forwarded the samples of soil and vegetation direct to the Chief, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, by registered Air Express on or about 4 Sep 1952.

GREEN stated he had discussed the case with [redacted] head of Mathematics Department at Kansas State Teachers College and they were unable to arrive at a plausible solution to the sighting. GREEN stated that

he had spoken to a psychiatrist with reference to "visions" or the viewing of objects which actually do not exist. This theory was discounted by GREEN when the psychiatrist advised him that normally "visions" exist for only brief moments and the persons seeing them usually cannot describe them in detail. GREEN stated that [redacted] had been hesitant to talk about the object and was sure [redacted] had not fabricated the story. GREEN said, "I am sure [redacted] thinks he saw the object." He described [redacted] as "tops" and far above the average entertainer or musician. He said many people had openly ridiculed [redacted]. GREEN said he had spoken to [redacted] on several occasions at length since the sighting and can determine nothing that would lead him to doubt [redacted] story.

4. On 24 September 1952, Mr. [redacted], Radio Station Manager, KOAM, was interviewed in his office. [redacted] said he could think of no reason to doubt [redacted] story. [redacted] described [redacted] as a "solid-type guy," whom he had known eight (8) years and he had never known [redacted] to "tell any tales." He could think of no personal gain that [redacted] may have expected or received from his story. [redacted] concluded by advising that SUBJECT does not drink excessively, does not use narcotics, and has had no recent injuries or sickness. To [redacted] knowledge, [redacted] has never made similar reports.

5. 1st [redacted] inactive U. S. Air Force Reserve, [redacted] Pittsburg, Kans., was interviewed by the writer on 24 Sep 1952. L[redacted] stated that he and Mr. [redacted] drove out to the scene of the sighting with Mr. [redacted] at about 1020 hours on the morning of the sighting. [redacted] stated that he walked directly to the area which Mr. [redacted] described as being below the location at which the object was sighted, and noted that the weeds and grass in the area seemed to be "pushed down" and twisted. Interviewee also stated that he noted many small dead weeds that seemed to have been blown around in the area, and the broken weeds were found lying on top of some of the other growing weeds. [redacted] stated that to him, this would indicate that there had been a strong wind blowing in the area. In looking at the broken weeds, [redacted] detected that the weeds seemed to have a newly broken appearance which was substantiated by the fact that the inside of the broken weeds were still soft and had not dried out like a weed that had been broken for some period of time. [redacted] stated that he walked to various parts of the area and it seemed to him that there were less weeds pushed down in other parts of the field. [redacted] stated, however, that by walking from one end of the field to the other, and crossing through the area directly below the sighted object, a person would be unable to detect anything unusual about the area below the sighting unless one paid particular attention to this fact. [redacted] said that in his opinion, Mr. [redacted] was a very reliable man whom he had known for a period of over four (4) years. Mr. [redacted] operates the Tri-State Supply Company which has an office on the fourth floor of the Commerce Building in Pittsburg next door to radio station KOAM. He stated that he has never associated socially with [redacted], however, he has had almost daily contact with him inasmuch as their offices are next door to each other.

6. On 24 September 1952, Mr. [redacted], [redacted] for Radio Station KOAM, Pittsburg, Kans., was interviewed in the studios of KOAM. [redacted] stated that he had visited the scene of the reported sighting along

with [redacted] on the morning of the reported sighting. It was [redacted] opinion that the weeds and tall grass immediately under the spot where the object was seen by Mr. [redacted] had been disturbed. [redacted] stated that the weeds "were not mashed down"; however, they seemed to have been "pushed over." [redacted] stated that he walked around to various parts of the field and in his opinion the tall grass and weeds were definitely more upright in other areas. [redacted] said he had considered Mr. [redacted] story very carefully, and he had, from time to time, tried to break down Mr. [redacted] story; however, this had not been possible. [redacted] could think of no reason why [redacted] would report this incident for personal gain. [redacted] stated that he had never believed any of the "flying saucer" stories in the past years; however, to date, he had found no reason to doubt the story of the sighting as related by Mr. [redacted] described Mr. [redacted] as a dependable and trustworthy individual. [redacted] concluded by advising that he could offer no explanation which would aid in clarifying Mr. [redacted] reported sighting.

7. On 24 September 1952, while the writer interviewed various persons at Radio Station KOAM, the names of three (3) persons were given to the writer, who had, in the past, also reported "flying saucers" in the vicinity of Pittsburg, Kans. These persons were Mrs. [redacted] Street; Miss [redacted], [redacted]; and Mr. [redacted], Pittsburg, Kans. The writer interviewed these three (3) persons in regard to the flying saucers which they had reported during the past two (2) months to Radio Station KOAM. During the interviews with these persons, it was determined by the writer that none of them had seen any of the unidentified aerial objects at close range. Mrs. [redacted] described the object she had seen similar to a star. Miss [redacted] described her object similar to a white light on an airplane passing overhead. Mr. [redacted] stated that he could not recall ever having seen or reported any flying objects in the vicinity of Pittsburg, Kans.

8. On 24 September 1952, Mr. [redacted], Manager of the Municipal Airport, Pittsburg, Kans., was interviewed. Mr. [redacted] stated that he knew of no mysterious objects which had appeared in the vicinity of Pittsburg, Kans., and he knew of no aircraft or other flying object in the vicinity of Pittsburg, Kans., in the early morning hours of 25 August 1952. Mr. [redacted] stated that the nearest official weather station was located at Joplin, Missouri, a distance of twenty-four (24) air miles southeast of Pittsburg, Kans.

9. On 24 September 1952, Mr. [redacted], Flight Service Specialist, CAA, Municipal Airport, Joplin, Missouri, was interviewed. Mr. [redacted] made available to the writer the U. S. Department of Commerce, Weather Bureau, Surface Weather Observations, Weather Station, Joplin, Missouri, for 24 August 1952. The weather reading taken at the above station at 0528 hours CST on 25 August 1952 was as follows: Sky condition - 10000 ft scattered; Visibility - 15 miles; Temperature - 61 degrees; Dew Point - 55 degrees; Wind - west southwest, seven (7) miles per hour; Altimeter - 30.11. No wind aloft report available at the Joplin station. Mr. [redacted] was queried relative to air activity in the vicinity of Pittsburg between 0500 and 0600 hours on 25 August 1952. Mr. [redacted] stated

that he knew of no air activity in that vicinity at that time; however, he did not have records available to verify this statement.
AGENT'S NOTE: The Municipal Airport, Joplin, Missouri, is in DO #12 area, approximately seven (7) miles outside the area of DO #13.

10. On 24 September 1952, Mr. PAUL McPHERSON, Investigator, Pittsburg, Police Department, Pittsburg, Kansas, was interviewed by the writer. McPHERSON stated that Police Department records at Pittsburg contained no information on Mr. [redacted]. He said he personally knew Mr. [redacted] and considered him to be a reliable person in the community. McPHERSON concluded by stating that Mr. FRANK SWOPE, Police Officer with the Pittsburg Police Department, Pittsburg, Kans., could perhaps give additional information relative to the report made by Mr. [redacted] on 25 August 1952.

11. On 24 September 1952, Mr. FRANK SWOPE, Police Officer, Pittsburg Police Department, Pittsburg, Kansas, was interviewed by the writer. SWOPE stated that he was born and raised within two (2) miles of the location where Mr. [redacted] had reported the sighting and that he had theorized that the reported sighting made by Mr. [redacted] was, in reality, the passing of a train in the vicinity of the sighting. He stated that the Kansas City Southern Railroad tracks run a short distance to the west of the reported sighting. SWOPE went on to say that a train leaves Pittsburg around 0520 hours each morning and would pass the vicinity of the sighting at about 0530 hours. SWOPE stated that he thought some of the windows in the engine or coaches of the train were of a blue color and that if Mr. [redacted] observed the passeing train through the trees, this may give the impression of changing blue light.

12. On 24 September 1952, the writer interviewed Mr. [redacted], Kansas City Southern Railroad Company, Pittsburg, Kans. Mr. [redacted] made available to the writer a train dispatcher record dated 25 August 1952. A review of these records revealed one (1) Passenger Train #16, Diesel Powered, pulling eight (8) cars, left Pittsburg going north at 0500 hours on 25 August 1952. Mr. [redacted] stated that train #16 passed the area of the reported sighting between 0506 and 0507 hours on the morning of 25 August 1952. [redacted] concluded by advising that there were no other trains going either direction on the track within one hour of the time of reported sighting with the exception of the one train cited above.

13. On 24 September 1952, Mr. [redacted], Pittsburg, Kans., was interviewed by the writer. Mr. [redacted] stated that he had been a neighbor of Mr. [redacted] for approximately one (1) year and he considered [redacted] a reliable and truthful person. Mr. [redacted] lives approximately one (1) mile north of the reported sighting and when queried as to whether he saw any objects or heard any sounds on the morning of 25 August 1952, [redacted] stated he had seen nothing and heard nothing. [redacted] concluded by advising that he was sure there had been no flying saucers in the vicinity of Pittsburg, Kans.

14. On 24 September 1952, Mr. [redacted] was reinterviewed by the writer, at the scene of the reported sighting. At this time, the writer and [redacted] drove in a vehicle and covered the same route taken by Mr. [redacted]

on his way to work on the morning of 25 August 1952. While driving south on the country road towards highway 160, [redacted] pointed out to the writer the exact spot where the object first came into view. This distance measured from the corner of the country road (Yale Road) intersecting U. S. Highway 160 was found to be one-fourth (¼) mile. The angle at which the object was first sighted was approximately forty degrees to the right of the vehicle. The writer and [redacted] then proceeded in the vehicle and stopped at the spot on the road where [redacted] stated he had stopped and viewed the object by standing on the right hand side of his car. At this point, the writer requested that [redacted] sketch the unidentified aerial object to the best of his knowledge. [redacted] sketch is included with this report, designated Inclosure #1. The writer than proceeded to the area of the reported sighting and with [redacted] aid made a number of measurements in the field in an attempt to procure more exact measurements of the dimension of the unknown object. With the aid of Mr. [redacted], the writer then drew a sketch of the scene which is included with this report as Inclosure #3. At this time, a train passed over the Kansas City Southern tracks and neither Mr. [redacted] nor the writer could see the train due to large trees.

AGENT'S NOTE: While walking over area of reported sighting, Agent noted that the grass in area immediately under reported sighting was more disturbed than in surrounding area. It was also noted that the area under reported sighting is the most open area in vicinity and, therefore, subject to more wind and weather than the grass and weeds in other areas. While standing on the road at the spot [redacted] saw the object, at close range, the writer was unable to see any grain bins, houses, or other man-made features that could have been mistaken for the unidentified object.

The writer asked Mr. [redacted] if he had profited monetarily or otherwise from the report of his sighting. [redacted] stated that he had not, and that the sighting had in fact caused him a great deal of personal trouble. Writer asked [redacted] if he would be available for additional information if desired by the U. S. Air Force, to which [redacted] replied that he would be glad to cooperate with the U. S. government in any way possible. At the conclusion of the interview, the writer asked [redacted] what his personal opinion was in regard to the object he had seen. [redacted] said he was almost certain it was a new type plane developed by the U. S. government.

INCLOSURES:

DISTRICT OFFICE #5, WRIGHT-PATTERSON AFB, OHIO
HEADQUARTERS OSI, WASHINGTON, D. C.

(One copy of each inclosure, as listed below, is furnished with each copy of the report)

1. Photostatic copy of sketch of unknown object drawn by [redacted]
2. Photostatic copy of drawing of unidentified aerial phenomenon sighted, prepared by writer and [redacted]
3. Photostatic copy of area sketch, by writer and [redacted]

INCLOSURES (Cont'd)

4. Photostatic copy of cross section area sketch, drawn by writer and [redacted]
5. Photostatic copy of newspaper clipping from the Pittsburg Headlight.
6. Photostatic copy of newspaper clipping from the Pittsburg Headlight, dated 25 August 1952, page 1.

- PENDING -

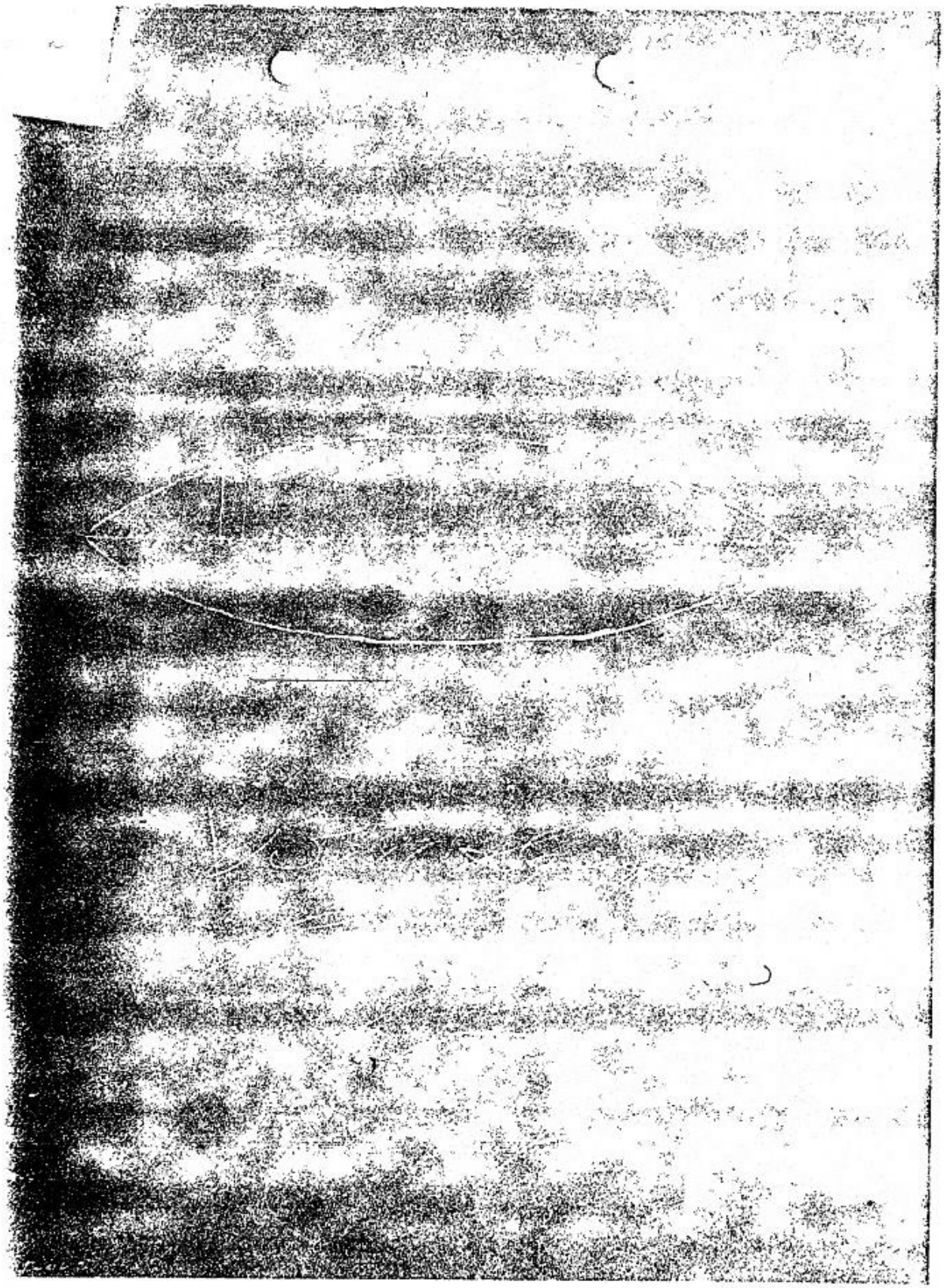
24-152

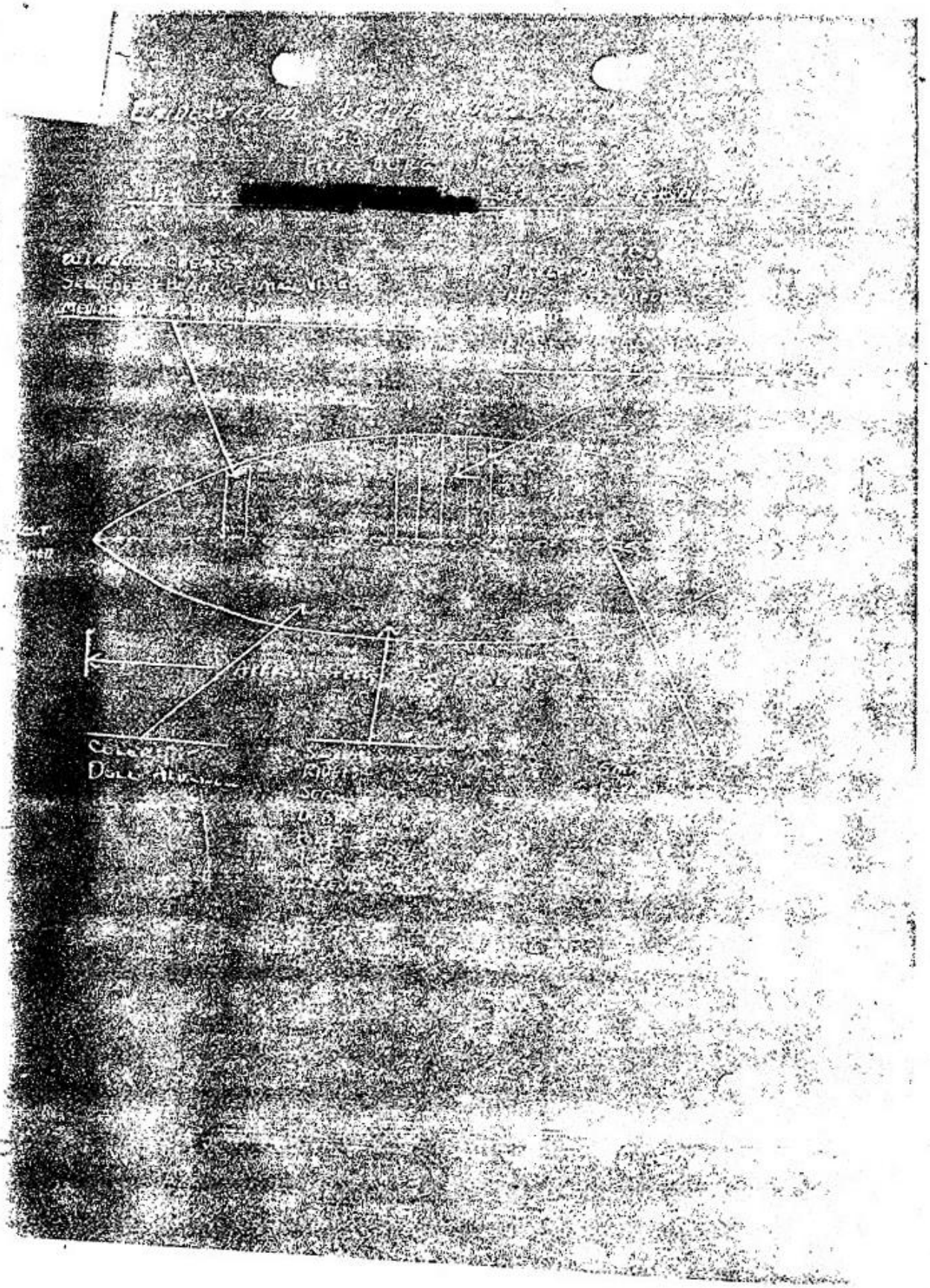
UNDEVELOPED LEAD

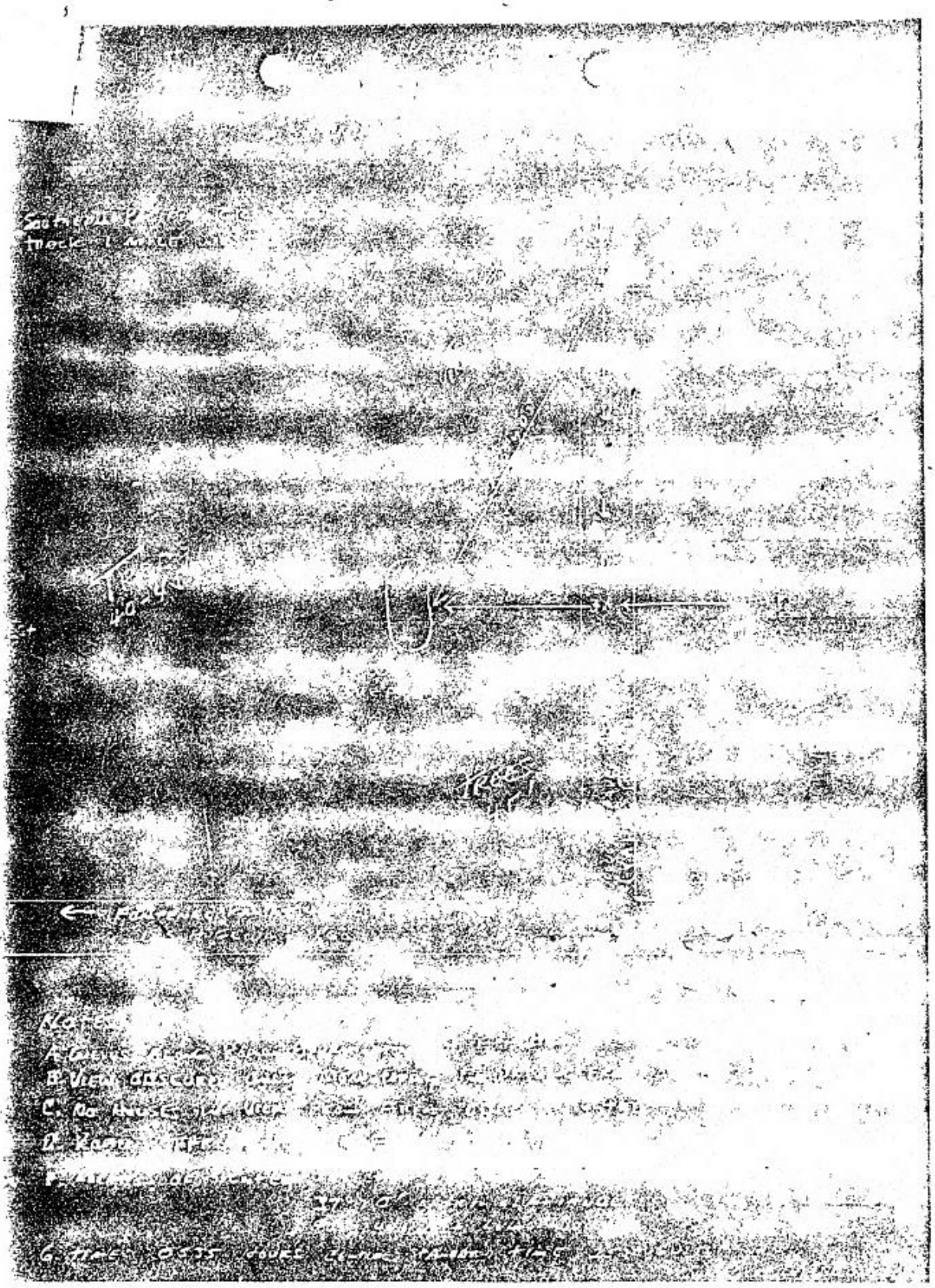
FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AFB, OHIO

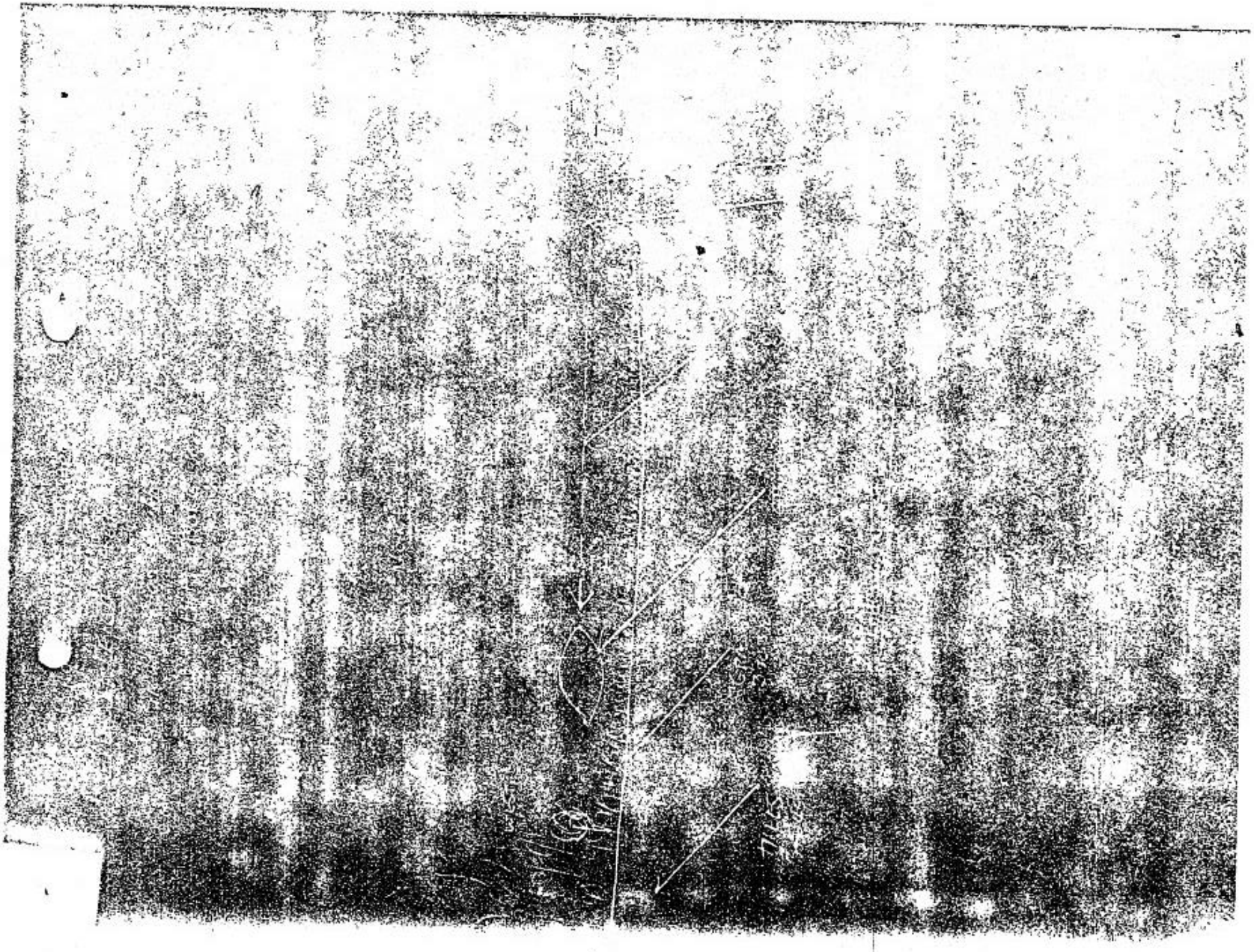
AT WRIGHT-PATTERSON AFB

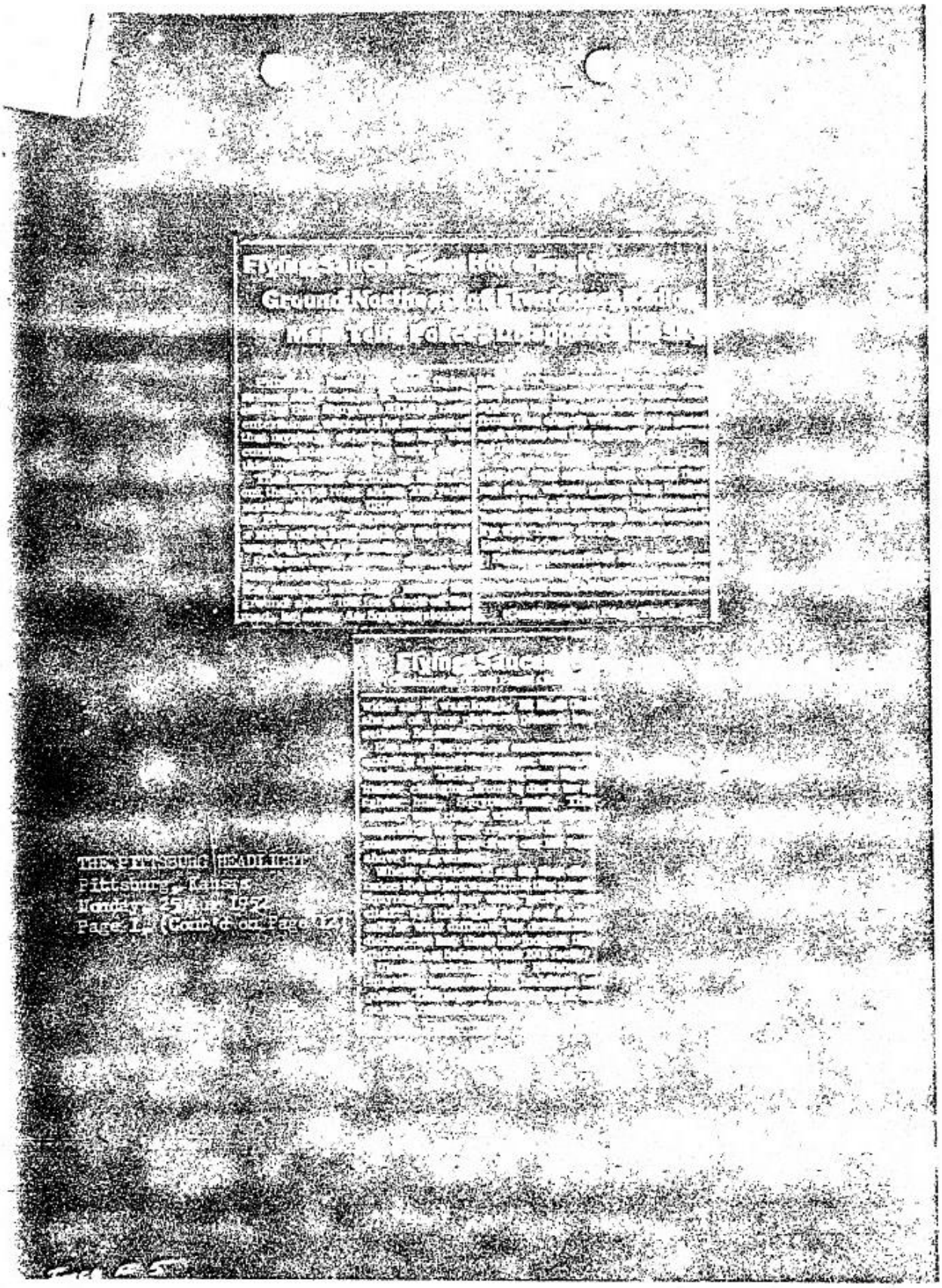
Will interview Chief, Technical Analysis Division, Air Intelligence Center, Wright-Patterson AFB, Ohio, and procure such technical data as may be appropriate from the analysis made on the three vegetation and soil samples submitted to Wright-Patterson AFB, on or about 4 September 1952 from Lt [redacted] Street, Pittsburg, Kans.



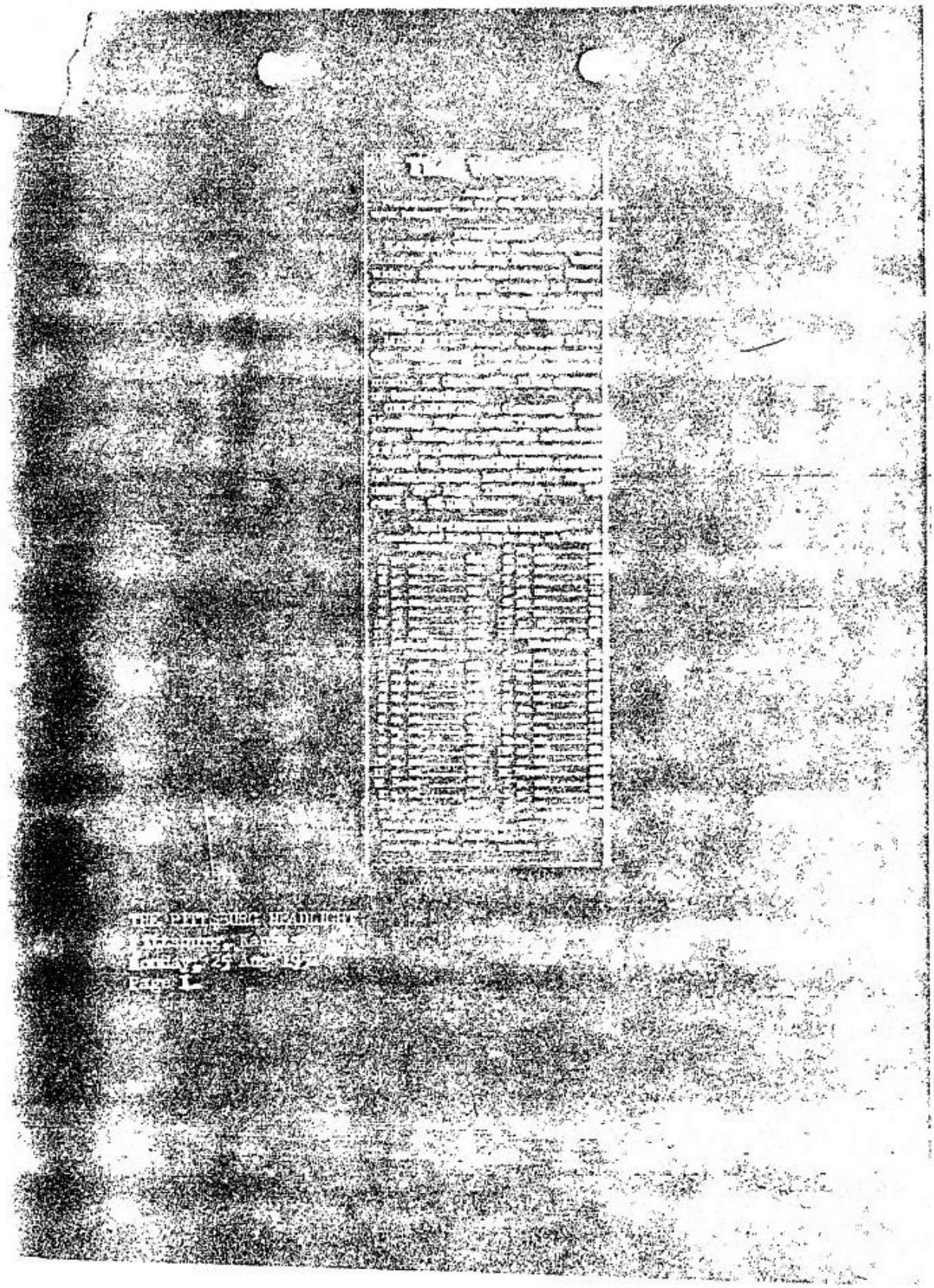








THE PITTSBURG HEADLIGHT
Pittsburg, Kansas
Monday, [illegible], 1952
Page 1, (Continued on Page [illegible])



THE WASHINGTON DAILY NEWS 19 September 1952

(Headline)"YOU CAN'T GET ONE OUT AT NIGHT BY HISSELF"

By EVERT CLARK

FLAT WOODS, W. Va., Sept. 19—It has been seven days since the strange, flaming object flashed across the skies and left the monster in its wake.

Days pass quickly. But the nights are long. The woods and hills are black and threatening. A lot of the folks in this farming town of 200 won't go out alone after dark.

The fear—or the caution—set in right after the trip up Fisher's Hill—the same night the green fire ball slashed high across five Eastern states on a path that might have carried it directly over this town.

FEAR ON FISHER'S HILL

Other people, in the other states, thought the fireball could be a meteor. But those who saw the monster—and the silvery object in which he crashed—know what they saw, and to them it was no meteorite that fell on Fisher's Hill.

Gene Lemon, a 17-year-old farm boy, was one of the first to see it. He was playing football at the schoolhouse. This is the story he tells:

"Well, the little May's boy was standing on the top of an old Dutch oven down there where they throw away things, and he said, 'Look, boys—there's a flying saucer.'

"It just looked like sheets of flame, like the top of a washtub—kind of silver like. We all saw it, all but the Martin boy way down in the field, he didn't see it.

"It looked like it landed right thar up on the hill on Bailey Fisher's farm. I said, 'Let's go up.' Some of 'em wasn't going, but the May's boys went on the house and threw down the football and told Mrs. (Kathleen) May, and she said, 'Boys, you're crazy.'

ORANGE LIGHT

"We said no we wasn't. Finally she went with us. Whenwe got outside the house we could see it lit up the trees a little bit. It was just orange looking—the light."

Fisher's Hill rises some 400 feet above the surrounding ground. Pastureland, mostly field. An old wagon path runs near a small patch of woods on top.

"By the time we got up there, there wasn't no light at all," Gene said. "We just ran into this here mist. It wasn't like any regular mist, just a funny looking mist. Burnt you up.

"It burnt your nose and eyes and throat. I've smelt a lot of things but I never smelt any thing like that there.

"Then we saw these eyes. I said it could be a possum. But I never thought you could see possums' eyes at night unless you shined a light at 'em.

"I was the one with the flashlight so I shined it and then we seen this here—just flared up in front of us, and I fell back.

"It had a . . . I can't hardly say what kind of a head it had . . . just red looking, and its arms were just green. It was in the neighborhood from 8 to 10 feet tall.

"It was 5 to 8 feet from us and just seemed to be floating toward us. Nobody said anything. Everybody ran."

Mrs. May is a 32-year-old beautician.

This is her story:

She said her boys, Eddie, 13, and Freddie, 12, told her the flying object looked "like a silver mirror about the size of a washtub, with a tail of fire behind it."

"They could hear it fizzing," she said. "It tilted up as it started to land. I told them, 'Boys, you're crazy,' but they said, no, it was a flying saucer and they were agoin' to go.

A SKIRT NOW

"You could see the trees just plain as day. We were about half-way when we hit this real warm mist and it smelled. Burned your nostrils.

"Well, on the top we saw these eyes, about is big as 50-cent pieces and about a foot apart and orangish-red, like a 'possum in a tree.

"The very minute that flashlight hit it it flared up, 10-feet tall, every bit of it, green, with a green skirt four feet across the bottom, a big flared skirt all part of its body, and its face a big red moon, just looked like pure blood to me, that's the only thing I could say.

"It had clay-looking arms, and a black object extended out from its shoulders and behind its head like a shield, you know, and the shield was coal black and shaped almost like an ace of spades.

"It wasn't more than 5 feet, bouncing in our direction and making a sizzling noise. It was just beyond my judgment to know what it was.

LIGHTED INSIDE

"I didn't see a nose or eyes or ears or nothing, just the face and the eyes—orange, with greenish pupils It was like it had a great big light bulb inside. It just lighted up from all inside."

Mrs. May and her two boys and Gene and the three other boys who had come along ran terrified down

"FLYING SAUCERS"

(Followup on story regarding "Saucer" of 12 September")

24-175-372

24-265

23 SEP

Mrs. Kathleen May, 32, beautician of Flat Woods, W. Va., points to the strange grease spot she got on her uniform the night she climbed Fisher's Hill to hunt the Green Monster. Her son, Eddie, 13, is with her.

the hill and went to their separate homes.

In no time at all the word had spread to A. Lee (Ace) Stewart Jr., editor of the weekly Braxton Democrat in Sutton, six miles to the south.

Within an hour he had talked Gene into going back up the hill with him to have another look.

"I had to keep my hand on his shoulder," Mr Stewart said. "He just shook and shook like he was scared to death."

FOUND SKID MARKS

Mr. Stewart found no monster, but he found the evil smell all right. He said he could not recall smelling anything like it before.

"There were two sort of skid marks, about 8 or 10 feet apart and a foot or a little more wide, running 10 yards or so down a steep slope from the wagon path," he said.

"The grass there is about waist high, and in these tracks it was pushed right down to the ground. At the end of them there was an area about 10 feet wide that was trampled down."

State police weren't in, and the sheriff was asked to investigate.

SHERIFF STOPPED

"Well—the sheriff never did get up there," Mr. Stewart said. "He went up part way and turned around and came back. I wouldn't want to say why.

"The state police went up there Wednesday. They got back from a shooting match or something and went up to see.

"I questioned each one of these people away from the others, and tried to mess up the stories, and checked every angle, and they all tell the same story."

"All I can say is, they certainly saw something." He has had 70 or 80 out-of-town calls since that night, he said—all from what he now calls "monster hunters"—mostly newspapers and radio stations.

Gene was asked if any of the boys who saw the monster are still worried about it.

"Well, sir, you can't get one of 'em out of the house at night by hisself, and I know a lot of others like that," he said "I won't go myself."

CAME AWAY FAST

Editor Bob Earl and Advertising Manager Creel Cornwell of the weekly Democrat in Weston, 40 miles to the north, did some investigating, too.

"Mrs. May told me she jumped a gate coming down that hill," Mr. Cornwell said, "and I estimated it was three feet high. As soon as she cleared it the boy who fainted, or was overcome with the gas, or fell back or whatever, passed her.

"One of the boys practically went into hysterics, and I understand they were all pretty shaken up."

Mr. Cornwell found what is left of the skidmarks, and the strange gray grease-like substance which Mrs. May got on her beautician's uniform.

"At this fence were what looked like footprints on one side, and on the other—two gray areas on otherwise green foliage. Two spots, turned gray, not burned, spots about a foot or foot and a half in diameter and about three feet apart.

LIKE GREASE

"There is a small plant sort of like plantain that is native to West Virginia, and most of the gray seemed to be on these. We found some of this—chemical, or whatever—almost like a crankcase grease.

"I got some on my pants. We were just calling them 'interplanetary grease marks,' and I don't know whether to have the plants cleaned or not now."

He also found a small piece of rusted cast iron which had a smear of the gray substance on it.

"It had discolored the metal—the rust was gone where the grease was," Mr. Cornwell said. "I understand someone took some of the grease to be analyzed, a Mr. Cutlip, but I don't know where he lives."

'MORE THINGS'

Just as Mr. Earl and Mr. Cornwell were leaving Flat Woods a little girl brought them a slip of paper on which a man had sketched four tear-shaped objects, one behind the other.

"She said he said he saw them in the sky about the time the fireball and the 'saucer' went over," Mr. Cornwell said, "but we didn't get to talk to him. We were in a hurry to catch a train."

Gene is a private in National Guard Co. G, 150th Infantry, at nearby Gassaway. His captain, Dale Leavitt, said Gene has "a good record and is thoroly honest, as far as I know."

"I talked to every one of them, looked over the hill Sunday, checked to see if there had been any horses or cows in the pasture that night, and so on," the captain said. "There weren't. Their stories are all identical.

AFRAID TO GO OUT

"They are scared. That boy hasn't been out of the house by himself at night since then. They are serious about it.

"I saw some of the grass, and I got the odor—like burning celluloid. The grease is like a graphite grease, and they say there is an oil grass in West Virginia, but I never saw anything like this before."

Fear was not the only thing the monster brought to Flat Woods. Fame came, too.

Mrs. May has had "more than a hundred" phone calls from "all over the United States." Several radio and television stations have made tape recordings.

But the big night comes tonight—exactly a week from the evening of the day it happened.

Mrs. May and Gene and Editor Stewart have gone to New York to get set to tell the nation the story of the green-bodied monster on the television program, "We, the People." It can be heard here tonight at 8:30 over WNBW.

THE WASHINGTON POST
23 September 1952

UNIDENTIFIED AERIAL OBJECTS

Balls of Fire Spotted in Sky By Virginia Family and Police

A Centreville, Va., family saw several mysterious balls of fire over Fairfax County early yesterday and the phenomenon was seen by county police who made an official report.

Mrs. Stella Hazelwood said she saw the objects, variously colored orange, red and blue and about the size of an automobile headlight, bouncing in the cloudy sky above her home shortly before 1 a. m. yesterday.

Her husband, F. L. Hazelwood, and two daughters, Marie, 15, and Dorothy, 18, saw the spectacle, too. Mrs. Hazelwood called police.

Pvt. Julian Burke was dispatched, and radioed his verification. Sergt. John A. Wahl, head of the midnight shift, went to the Hazelwood home and saw the objects.

Burke reported the objects were the size of 12-quart buckets and appeared to be 2000 feet high. He saw four. Mrs. Hazelwood saw six or seven.

Wahl said one of the objects hovered in the sky for a few moments, then rose rapidly into the sky, trailing a blue flame.

Police said one of the objects shot off in the direction of Washington.

Police officially reported the incident to National Airport at 1:15 a. m. but no "blips" were spotted on radar.

24-185+373

24-155

RESTRICTED - SECURITY INFORMATION
wrtn 1 Oct 52

24-185

(Unclassified) Unidentified Aerial Phenomena

Document & Dissemination Branch, Collection Division
Directorate of Intelligence, DCS/O

2 OCT 1952

1

Counter Intelligence Division
Directorate of Special Investigations, IG

Lt Col Free/fjn/AFCSI-6
Code 192/X-140

Forwarded herewith for your information is a copy of a letter from the University of Pennsylvania Observatory, dated 26 August 1952, concerning the above subject.

LUCIUS L. FREE
Lt. Colonel, USAF
Chief, Sabotage & Espionage Branch

1 Incl
Ltr fr Penn U dtd 26 Aug 52 (w/Incl)
(dup)

AFCSI-6
Free

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY PROGRAM
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975

AFCSI FILE COPY

CUT 2

24-185-374
AIR FORCE
INSPECTOR GENERAL

UNCLASSIFIED

DESTROYED

Lt Col Free/es/AFCSI-6
Code 192/x 140/30 Sep 52

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

September 30, 1952

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

Mr. [redacted]
[redacted]
Grand Rapids, Michigan

Dear Mr. [redacted]:

This is to acknowledge your letter of September 8, 1952 which was forwarded to me from Detroit.

I have checked with representatives of the Directorate of Intelligence, which is the Air Force agency responsible for analyzing these reports, and was informed that they have been in contact with you in regard to this matter. I trust they were able to provide you with the information in which you were interested.

Please accept my appreciation for your desire to be of assistance to the Air Force in connection with these incidents.

Sincerely,

R. S. RIFE
Lt Colonel, USAF
Assistant Executive, Special Investigations
The Inspector General

OUT 3 OCT 1952 MANAGEMENT DIV. OSI

AFCSI-6

Lt Col Free
Col. King
Mr. Levy

AFCSI-3

Lt Col Rife

24-P 185-1 37 X
[illegible]
9 OCT 1952

MAJ. FOURNET (X 71016)
FURNISHED INFO RE PREVIOUS CONTACT WITH PRICE
24 SEPT. 52

UNCLASSIFIED

AFCSI FILE COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

IN REPLY REFER TO:

THE INSPECTOR GENERAL, USAF
15TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
BOX 526 RPA, DETROIT 32, MICHIGAN

15 September 1952

Lt Col R. S. Rife
Asst. Executive, Special Investigations
The Inspector General
Headquarters USAF
Washington 25, D. C.

[redacted]

Re: Flying Saucers

Dear Col Rife:

The attached letter, addressed to your attention, was opened in this office because the personal nature of it was not indicated on the envelope.

Thought you might want to give it to the CI Division for their information and answer. If not, what kind of answer should I give him?

I have checked our 32-0 files and definitely established that we have nothing on this man.

Sincerely,

Alfred J. Fox

ALFRED J. FOX
4c ~~Major~~, USAF
District Commander

1 Incl
Ltr dtd 8 Sep 52

24-185-375

14 OCT 1952

[redacted]
TRADEMARK LAW

TELEPHONE
GLENDALE 4-8121

GRAND RAPIDS 6, MICHIGAN

1952 September 8

United States Airforce Intelligence
Detroit, Michigan

Attention: Colonel Rife

Col. Rife:

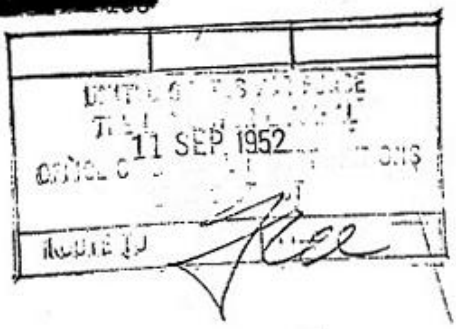
A group of us have established a local organization for gathering information about and studying data covering so-called 'Flying Saucers'. We hope to establish a system for coordinating activities of numerous presently isolated civilian groups having the same purposes.

I informed the local field office of the F.B.I. and it was suggested by them that I get in touch with you. I was given to understand that you frequently visited this city and that you would contact me on one of these visits, if so requested. I would appreciate your contacting me at the above address and phone number the next time you are here, because we wish to keep our work within legal bounds and we feel that our program could, if properly carried out, contribute substantial aid to the Airforce.

Sincerely,

[redacted]

PPP:hb



Maj Snipes/es/AFCSI-6
Code 192/x 140/24 Sep 52

CONFIDENTIAL – SECURITY INFORMATION

25 SEP 1952

24-185

Honorable J. Edgar Hoover
Director, Federal Bureau of Investigation
U. S. Department of Justice
Washington 25, D. C.

ATTN: Mr. H. M. Philcox, Liaison Agent

SUBJ: Investigation of Possible Unidentified Flying Object

Dear Sir:

On the morning of 2 September 1952, an unusual circle was found marked on the lawn of Mr. [redacted] Street, Arlington, Virginia. Due to the unexplainable nature of this circle, Mr. [redacted] was of the opinion that it might bear some relation to the USAF investigation of unidentified flying objects.

The circle was eighteen (18) feet in diameter and the band of the circle approximately six (6) inches wide. The deposit was greyish in color and appeared as fine globules on the grass. Soil and grass samples were obtained from the circle and from the center of the area within the circle, and specimens of three (3) types of fertilizer stored nearby were also obtained. These specimens are being transmitted to your laboratory under separate cover with a copy of this letter.

It is requested that a laboratory examination be conducted for the purpose of determining, if possible, whether the substance found around the circle is the same as the fertilizer samples submitted.

It is further requested that if the substance comprising the circle is not the same as the fertilizer samples that an examination be made to determine, if possible, its origin and composition. For your information there is inclosed a copy of a memorandum prepared by the Directorate of Intelligence, this Department, concerning the incident. There is no objection to the destruction of these samples in the execution of the requested examination.

AFCSI-6
Maj Snipes
Col Free
Mr. [redacted]

CLASSIFICATION CANCELLED
PER AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUHZE, Capt, USAF
3 DEC 1975
DATE

CONFIDENTIAL – SECURITY INFORMATION

UNCLASSIFIED

AFCSI FILE COPY

[redacted]

RE: Investigation of Possible Unidentified Flying Object; cont'd

These specimens have not been submitted to any other laboratory.

Sincerely,

2 Incls
1. Summary of Circumstances re Investigation of Unidentified Flying Object w/3 incls
2. Box containing specimens (under separate cover)

GILBERT R. LEVI
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

[redacted]

RESTRICTED - SECURITY INFORMATION

SUMMARY OF CIRCUMSTANCES: INVESTIGATION OF POSSIBLE UNIDENTIFIED FLYING OBJECT - ARLINGTON, VIRGINIA
1-2 September 1952

1. At 1600 hours on 3 Sep 52, the Directorate of Intelligence, Hq USAF received a telephone call from Mr. [redacted] SE, Washington, D. C. (phone [redacted]) that an unusual circle was found marked on the lawn of his father, Mr. [redacted], on the morning of 2 Sep 52 and that he believed it might bear some relation to the USAF investigation of unidentified flying objects.

2. Major Fournet, of the D/I, called on the elder Mr. [redacted] at his residence [redacted], Arlington, Va., phone: [redacted]) during the evening of 3 Sep 52.

3. The following was found on Mr. [redacted] rear lawn (refer to sketch in Incl 2):

a. A circle 18 feet in diameter and nearly perfectly formed was marked on the lawn by a deposit of some unknown gray substance which was adhering to the grass in clusters of fine globules.

b. The band of the circle (around the periphery) was an average of approximately 6 inches wide.

c. The deposits in the band were less pronounced and sometimes absent for short distances where depressions or unevenness in the ground surface occurred.

d. A small evergreen bush was located at a point about 40 inches inside the circle and did not appear to have been disturbed in any way nor were any deposits present on or around it.

e. A clothes line frame located on a central pole overhung the circle somewhat and had been in place (approximately as shown in Incl 2) on the night in question.

f. An antenna wire about 40 feet above the ground overhung the circle, exact amount undetermined.

g. No other vegetation in the area contained any deposits or marks (small trees were present, as close as 6 or 8 feet from the circle).

h. Three types of fertilizer were stored in covered drums near the garage about 15 feet away from the circle.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted] Historian
9 DEC 1975
DATE

RESTRICTED - SECURITY INFORMATION

UNCLASSIFIED

[redacted]

4. Mr. and Mrs. [redacted] were interviewed and offered the following information:

a. Mr. [redacted] cut the grass in the area in question around 1800-1900 hours on 1 Sep 52. The clippings were left where they fell.

b. At 2300 hours on 1 Sep 52, Mr. [redacted] put his dog in the basement for the night. (Note: the dog barks at anyone who comes into the yard, and, until that time, had not sounded off).

c. (As related to Mr. [redacted] later by Mrs. [redacted] a neighbor immediately in the rear of the [redacted] residence and adjacent to the lawn in question.) Mrs. [redacted] was awakened at about 0400 hours on 2 Sep 52 by barking of dog "which seemed to be in distress". She looked out of a window in the rear of her house but failed to see anything (it was a rather dark night).

d. Upon going out to his car at 0730 hours 2 Sep 52, Mr. Storm noticed the circle and walked over to examine it. He describes it as having at that time a brown, oily-sandy appearance with what seemed to be a very fine granular structure (as though a fine sand mixed with light oil had been spread to form this rim). He rubbed some of the substance between his fingers and found it faintly gritty and definitely oily. Mrs. [redacted] corroborates this description.

e. During mid-afternoon of 2 Sep 52 Mrs. [redacted] reexamined the ring and found that the color had changed to grayish-blue, and it no longer appeared to be oily. However it still felt oily but no longer felt gritty. She detected no odor upon smelling it.

f. Upon returning from work at 1700 hours 2 Sep 52, Mr. Storm again examined it with his wife. He describes the color as purplish-gray; Mrs. Storm describes the color as bluish gray. Both agree that the substance had begun to form small, closely-packed globules on the blades of grass and that it had begun to "crystallize". Mr. [redacted] states that at this point it felt slick (like graphite) when rubbed between the fingers; Mrs. [redacted] describes it as a powdery feel.

(NOTE: There had been no rain since before the evening of 1 Sep 52, and there was a hot sun all day on 2 Sep 52. However, there was a heavy rainfall during the night of 2/3 Sep 52).

g. During the morning of 3 Sep 52, Mr. [redacted] reexamined it and was surprised to find it there after so much rain. He describes its appearance as dark [redacted] (a slate gray) and still formed in globules on the grass blades. [redacted]

[redacted]

5. Mr. and Mrs. [redacted] were not at home and, therefore, were not interviewed.

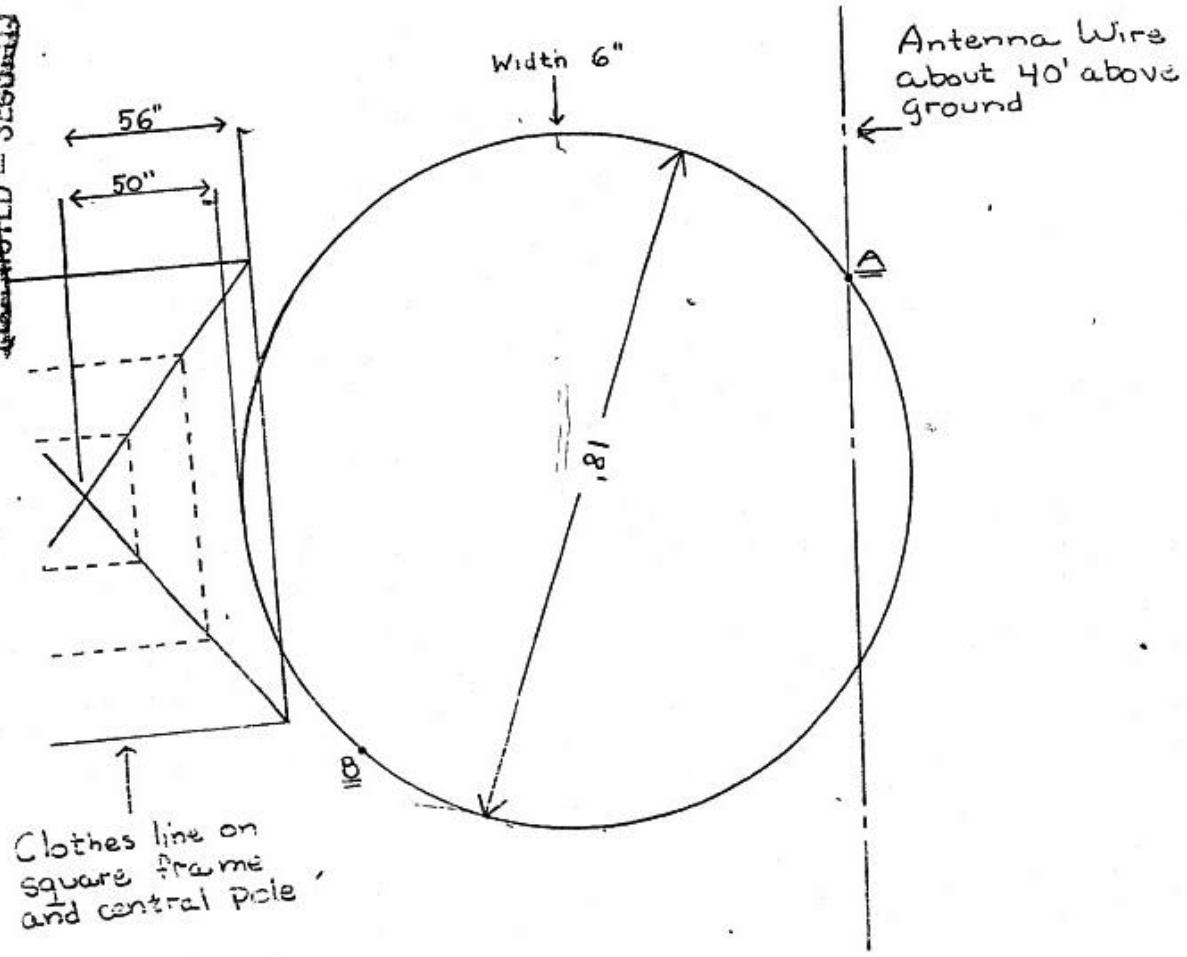
6. Samples of grass, leaves and soil, and of three types of fertaliser stored nearby were removed for analysis (see Incls 3 and 4).

7. Mr. and Mrs. [redacted] were very cooperative and appeared to be completely sincere. They stated that they have not recently evinced much interest in the subject of unidentified flying objects nor had they discussed the subject within anyoune, thereby eliminating any obvious motive for a practical joke.

[redacted]

RESTRICTED - SECURITY INFORMATION

SKETCH OF AREA: Investigation of possible Unidentified Flying object - Arlington, Virginia
1-2 September 1952



○ ← Small evergreen bush 53" high + max diam 18"

RESTRICTED - SECURITY INFORMATION

[redacted] wrtn 15 Oct 52

24-185

[redacted] Request for Lab Analysis of Samples Having Possible Relation to Unidentified Flying Objects

Topical Intelligence Division, Deputy Director for Estimates, Directorate of Intelligence, DCS/O

20 OCT 1952 2

Counter Intelligence Division
Directorate of Special Investigations, IG

Maj Snipes/fjm/AFCSI-6
Code 192/X-1/0

In compliance with request contained in par 1, comment 1, samples submitted by you have been analyzed by the FBI Laboratory. Results of this analysis are contained in the attached FBI Lab Report No. PC-33951 DE, dated 6 October 1952, which may be retained by your office.

1 Incl
Incls 1-4 w/d
5. FBI Lab rpt 6 Oct 52

LUCIUS L. FREE
Lt. Colonel, USAF
Chief, Sabotage & Espionage Branch

AFCSI FILE COPY

[redacted] is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 5b, AFR 205-1, dissemination of the information contained herein must not be made outside of USAF channels.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

AFCSI-6

When Incl. No. 5 is detached, the classification of this correspondence will be [illegible] in accordance with AFR 205-1, par 26b.

376

24-185-1376X

20 OCT 1952

[redacted]

UNCLASSIFIED

[redacted]

(Re[illegible]ected) Request for Lab Analysis of Samples Having Possib[illegible] Unidentified Flying Objects.

Counter Intelligence Division
Directorate of Special Investigation, The IG

Topical Intelligence Division, Deputy Director for Estimates, Directorate of Intelligence, DCS/O

AFOIN-2A 2/Maj Fo[illegible]
fn/ 71016

1. It is requested that the samples submitted herewith as Exhibits A thru I be forwarded to the Federal Bureau of Investigation for lab analysis since they may have a possible relation to unidentified flying objects. These samples were removed from the yard of Mr. [redacted] residing at [redacted] Street, Arlington, Va.

2. The circumstances surrounding the incident to which these samples pertain are outlined in Inclosures 1 and 2.

3. Inclosure 3 gives significant data about each sample. Exhibits G, H and are submitted for comparison with A thru F because of the possibility that this incident represents a prank of some sort involving the use of one or more of the materials.

3 Incls
1. Summary of circumstances
2. Sketch of Area relating to 1
3. List of Exhibits
4. Exhibits A thru I (samples)

WILLIAM A. ADAMS
Colonel, USAF
Chief, Topical Intelligence Div[illegible]
Deputy Director for Estimates
Directorate of Intelligence

CLASSIFICATION CANCELLED [illegible] DUTY
BY AUTHORITY OF THE DIRECTOR OF SEC[illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

UNCLASSIFIED

[redacted]

THE WASHINGTON POST
13 October 1952

ITEM OF GENERAL INTEREST

UNIDENTIFIED AERIAL OBJECT

1 New Orleans
Ball of Fire
17 Oct 52

When It Bursts

'Ball of Fire' Jolts Dixie Residents

NEW ORLEANS, Oct. 17 (AP). A huge ball of fire streaked through predawn skies over several Southern States today and disintegrated with a thunderous roar.

The blast and a "strange" wind caused by the object shook buildings slightly in Natchez and Summit, Miss.; Shreveport, and Baton Rouge, La., and Mobile, Ala.

Thousands of residents from Alabama to Texas reported seeing the brilliant fire ball which authorities said was a meteor. Some said it was a "round ball about the size of the moon." Others said it was as big as a house. A few saw it only as a flash. It was described variously as being white, blue, green and orange.

Witnesses said the meteor exploded at about 5:10 a. m. (EST), filling the eastern sky with thousands of flaming fragments. Some said the explosion occurred at an altitude of 300 feet. Others said it was three miles in the air.

The phenomenon was "probably caused by a meteorite" with "explosive tendencies," said Dr. Joseph F. Thompson, associate professor of astronomy and mathematics at Tulane University.

Five airplane pilots, from Tennessee to Texas, reported seeing the object. But they said it "seemed slower than any meteor we have ever seen."

24-185-377

24-185

22 OCT

[redacted]

wrtn 5 Nov 52

24-185

(Unclassified) FLYOBRPT

6 NOV 1952

Topical Intelligence Division, Deputy Director for Estimates, Dir. of Intelligence, DCS/O

1

Counter Intelligence Division
Directorate of Special Investigations, IG

Capt Brown/fjm/AFCSI-6
Code 192/X-140

1. Transmitted herewith for your information is a copy of a letter from one Johnnie L. Last, dated 24 September 1952, concerning an "Aerial Phenomena Research Organization".

2. No investigative action is contemplated by this office in regard to this matter.

1 Incl
Ltr fr J. Last dtd 24 Sep 52

LUCIUS L. FREE
Lt. Colonel, USAF
Chief, Sabotage & Espionage Branch

AFCSI FILE COPY

AFCSI-6 Brown

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
[illegible] DEC 1975
DATE

OUT
6
MANAGEMENT
DIV
OSI

24-185-378

UNCLASSIFIED

[redacted]

[illegible] INFORMATION

[illegible] 13 NOV [illegible]

MEMO ROUTING SLIP *NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS*

1 NAME OR TITLE	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION	DATE		COORDINATION
2 Files -			FILE
[illegible]			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

[illegible]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT 17 15 35 '52
SPECIAL [illegible]
Brown

FROM NAME OR TITLE	DATE
ORGANIZATION AND LOCATION	TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used. 16—48487-4 GPO

September 24, 1952
[redacted]eet
Green Bay, Wis.

Headquarters Military Intelligence
Washington D. C.

SEP 24 1952

To whom it may concern.

Dear Sir,

I would appreciate it very much, if you could arrange a verbal contact with me from your Headquarters, or possibly one of its' branches, regarding a matter that has arisen concerning the so-called "Saucers." I have a problem to present. I will not make any attempt to go into any detail in this communication to you. I will, however, give information regarding myself, and also a brief sketch as to the reason for this communication, in short, which follows:

I am J[redacted], my permanent address is [redacted]gg Street, Green Bay, Wisconsin. I am employed as a truck operator for a local firm here. My telephone number is; [redacted]. In brief, it is impossible for me to properly arrange a meeting other than through this communication. Expenses would not permit me to complete neccessary action, as well as the time that might be involved, therefore, I ask, if you can conveniently arrange a private investigation regarding the following matter, which I feel is important towards proper protection of our Democracy, I am sure it would be for the benefit of many. I can be contacted by arrangement any evening after 6:30 p.m., or anytime Saturdays and Sundays.

The matter, which I feel concerned about, is this: On June 7, 1952, I joined an organization, namely, Aerial Phenomena Research Organization, the reason for my doing this was that I like research regarding aerial flight, and also that I am extremely interested in the "Phenomenal Saucers." Since joining at the date mentioned, I have come across, what I feel, conflicting procedure, and information, which I feel should be investigated. I say this from this standpoint, that I do not want to be a member, should investigation prove this organization to be Un-American in its' activities, or in any other manner. I have information in my own files, that I should like to have officially checked. Then upon advice from your Headquarters, or its' representative, I will act accordingly.

Please Protect This Communication. Thanking you kindly, I am,

[redacted]t
Green Bay, Wis.

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS

	INITIALS		
1 NAME OR TITLE			CIRCULATE
ORGANIZATION AND LOCATION	DATE		COORDINATION
2			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

Please this in file 24-185

24-185-379

29 OCT

FROM NAME OR TITLE	DATE
GILBERT R. L[illegible]	22 Oct
ORGANIZATION AND LOCATION [illegible] Investigations, Id	TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form 896, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

16—48487-4 GPO

MEMO ROUTING SLIP — *NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS*

1 NAME OR TITLE: Mr Levy	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION: Cr Dio.	DATE		COORDINATION
2			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

Gill:

Thought you might want to put this in your file on Flying Saucers as the local item is probably more detailed than any which may appear in Washn.

Regards

Ray

FROM NAME OR TITLE: LH Bernard, Col	DATE: 15 Oct 52
ORGANIZATION AND LOCATION: 14th Dist OS	TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

Local Reproduction at Lowry AFB authorized: Ltr, Hq, ATMC, 486.4, 28 Dec 50

PING TAKEN FROM 15 OCTOBER 1952 ISSUE OF ROCKY MOUNTAIN NEWS, DENVER COLORADO

(HQ CSI

Prosecutor and FBI Hunting 'Saucer Scientist' in Fraud

By AL NAKKULA and LEE TRAINOR
Rocky Mountain News Writers

Federal authorities yesterday joined local officers in a search for Silas M. Newton, Denver's "flying saucer" man, and a partner, both charged in an alleged $50,000 swindle.

FBI agents were seeking Newton and a Phoenix, Ariz., man after U. S. District Attorney Charles S. Vigil filed federal charges against them.

Federal authorities jumped in right behind District Attorney Bert M. Keating, who earlier filed confidence game charges against Newton, a Denver oil promoter, and Leo A. GeBauer, a Phoenix radio parts merchant.

$50,000 SWINDLE CHARGED

Mr. Keating charged that Newton and GeBauer had swindled Herman A. Flader, owner of the Stayput Clamp and Coupling Co., 3975 York st., out of $50,000.

The swindle allegedly involved oil well exploration tests using electronic "doodlebugs," one of which was represented as costing $800,000.

Mr. Keating said examination of similar machines—war surplus items—showed their worth to be about $3.50.

But no sooner had the Denver district attorney filed his charges than Mr. Vigil stepped in with new charges—charges that sent FBI agents out in search of the pair.

In a complaint filed with U. S. Commissioner Harold Oakes, Mr. Vigil charged Newton and GeBauer with knowingly transporting across state lines monies or securities which were gained by fraud.

Newton's business associates shocked by charges. See story on Page 8.

$10,000 BOND URGED

Commissioner Oakes immediately signed warrants calling for the arrest of Newton and GeBauer. Mr. Vigil recommended they be placed under $10,000 bond each when arrested.

Such was the one-two punch against the men who made national headlines about "flying

Assistant District Attorney Max Melville examines the Army Signal Corps surplus radio [illegible] frequency changers which

ATTACHED CLIPPING

Mr. Vigil recommended they be placed under $10,000 bond each when arrested

Such was the one-two punch against the man who made national headlines about "flying saucers from Venus."

Newton is the so-called "Mr. X" who broke his flying saucer story in a sensational lecture March 8, 1950, at Denver University.

He told students that three flying saucers, apparently from Venus, had been captured by U. S. military authorities. Found in these "saucers" were the bodies of 34 "little men," he said

Newton said he was led to the saucers indirectly through research in magnetic oil detection.

[illegible]TED IN OIL

[illegible] this same "magnetic oil [illegible] ever, that led to [illegible] charges by [illegible]

Assistant District Attorney Max Melville examines the Army Signal Corps surplus radio transmitter frequency changers which Herman A. Flader, wealthy Denver industrialist, claims were sold to him for $32,000 by Silas Newton, Denver oilman, and Leo A. GeBauer, Phoenix radio parts dealer, in an alleged oil swindle. The surplus radio devices retail for $3.50 each in Army surplus stores

—Rocky Mountain News Photo by Bill Peety.

Mr. Keating said that Flader, in addition to the $50,000 invested some $250,000 in oil fields surveyed by Newton-GeBauer instruments.

Mr. Flader told Mr. Keating he paid the $50,000 for a 12½ per cent interest in an oil lease near Mohave, Calif., late in 1949.

The well was drilled, he said, but was converted into a water well in December, 1949—while he continued to pay installments on the $50,000.

Newton is president of the Newton Oil Co. of Denver. GeBauer heads the Western Radio and Engineering Co in Phoenix.

The checks and money paid by Mr. Flader to Newton and GeBauer were the basis for the federal charges, too

Mr. Vigil said both men are charged with transporting $39,500 in these checks across state lines. In addition to these charges, both also are charged with conspiracy.

If convicted on both counts, Newton and GeBauer would be liable to a $20,000 fine or 20 years in prison, or both.

Authorities late last night still were trying to locate both men.

* * *

Silas Newton

Herman A. Flader

~~CONFIDENTIAL~~ SECURITY INFORMATION

13 AUG 1952

Confidential Security Information

HEADQUARTERS USAF
AFCSI

PRIORITY

X

District Commander
18th OSI District (IC)
Chelf AF Specialized Depot
P. O. Box 310
Maywood, California

XXX

FROM: AFCSI-6 55701

Subject is Navy Commander, [redacted] former Deputy Commanding Officer, Armed Forces Radio Service, Hollywood. Request you advise by return TWX if any contact with [redacted] by personnel your District, particularly in regard to unconventional aircraft. If so furnish details with special emphasis on anything which might have transpired to create antagonistic attitude on the part of [redacted] No repeat no investigation presently desired.

CLASSIFICATION CANCELLED TO FOR OFFICIAL USE ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

OUT 19 AUG 1952 MANAGEMENT DIV. OSI

PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

24-185

24-185-380

Confidential Security Information

DONALD A. [illegible], Major, USAF
AFCSI-6

UNCLASSIFIED

[illegible], Chief, Counter
Intel Div. Dir. of Spec. Investigations

~~CONFIDENTIAL~~ SECURITY INFORMATION

CASE FILE COPY

[redacted]

Marshall, Texas

LIFE INSURANCE — HOSPITALIZATION
HEALTH AND ACCIDENT — FIRE INSURANCE

Newest Policies In The Field

To: Col Friel

10-13-52

Investigator for flying objects
Army Intelligence
Washington, Texas.

Gentlemen:

I imagine you must be getting thousands of letters concerning objects in the sky but I feel it is my duty as a citizen to inform you that my wife Ruth and I saw a fascinating sight which is as follows:

We were driving to Shreveport on Saturday October 11th, 1952 and about a half-mile out of Marshall, Tex. at 4:15 P.M. we saw three round, circular, shiny objects in the sky traveling at a high rate of speed. Two of these objects disappeared almost immediately but the third continued to be visible for approximately fifteen minutes until it also disappeared from view as it climbed higher in the sky.

Kindest personal regards,

[redacted]

AIR FORCE

OCT 21 1952

SPECIAL

Brown

HQ-33 (20 May 44)

HEADQUARTERS UNITED STATES AIR FORCE

CONFIDENTIAL

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: (Restricted) Lab Analysis of Soil Samples Having Possible Relation to Unidentified Flying Objects

TO: Counter Intelligence Division
Directorate of Special Investigations, The IG

DATE OCT 3 1952

COMMENT NO. 1
Maj Fournet/dbv/75990

FROM: Topical Division
Deputy Director for Estimates, D/I, DCS/O

1. Reference our R&R dated 5 September 1952, same subject as above. Recent developments have prompted the attachment of increased importance to these samples. Specifically, a deposit seeming to have the same general characteristics and also related to a flying object incident has been reported from Flat Woods, West Virginia.

2. In view of this possible relationship and the necessity for a prompt analysis of these two incidents, it is requested that utmost priority be given to the lab analysis of subject samples.

William A. Adams

WILLIAM A. ADAMS
Colonel, USAF
Chief, Topical Division
Deputy Director for Estimates
Directorate of Intelligence, DCS/O

24-165-7-51

CLASSIFICATION CANCELLED THEREIN
BY AUTHORITY OF THE DIRECTOR OF SPAS LIVING
KURT K. KUNZE, Capt, USAF
BY Historian 3 DEC 1975
DATE

CONFIDENTIAL
SECURITY INFORMATION

UNCLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE 16—54288-1

CONFIDENTIAL
SECURITY INFORMATION

(Restricted) Lab Analysis of Soil Samples Having Possible Relation to Unidentified Flying Objects

Counter Intelligence Division
Directorate of Special Investigations, The IG

OCT 3 1952

1

Maj Fournet/dbv/75990

Topical Division
Deputy Director for Estimates, D/I, DCS/O

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WILLIAM A. ADAMS
Colonel, USAF
Chief, Topical Division
Deputy Director for Estimates
Directorate of Intelligence, DCS/O

24-185-369

CLASSIFICATION CANCELLED
BY AUTHORITY OF ... INV
KURT K. KUNZE, Capt, USAF
BY Historian
DATE 3 DEC 1975

24-185-382

OCT 6 14 30 '52

CONFIDENTIAL
SECURITY INFORMATION

UNCLASSIFIED

CONFIDENTIAL - SECURITY INFORMATION
wrtn 9 Dec 52

24-185-383

(Unclassified) FLYOBRPT

11 DEC 1952

Topical Intelligence Division, Deputy Director for Estimates, Directorate of Intelligence, DCS/O

1

Counter Intelligence Division
Directorate of Special Investigations, IG

Capt Brown/fjm/AFCSI-6
Code 192/X-140

Forwarded herewith for your information are two (2) copies of a CIC Summary of Information, dated 12 November 1952, concerning the sighting of unidentified flying objects over Auburn, Alabama on 8 November 1952.

1 Incl
Summary of Info dtd 12 Nov 52

LUCIUS L. FREE
Lt. Colonel, USAF
Chief, Sabotage & Espionage Branch

AFCSI FILE COPY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

AFCSI-6
Brown
Free

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE cancelled

"Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 85, AFR 5-1, dissemination of the information contained herein must not be made outside of USAF channels."

24-185-383

UNCLASSIFIED

[redacted]

HEADQUARTERS THIRD ARMY
OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-2
FORT McPHERSON, GEORGIA

Ltr
R-329705
2;

AJACI-2.1 319.1 Gen (G2)

SUBJECT: Flying Saucers Between Auburn, Ala., and Columbus, Ga.

Topical

TO: Assistant Chief of Staff, G-2
Department of the Army
Washington 25, D. C.

1. There is forwarded herewith copy of Summary of Information Columbus 5275, dated 12 November 1952, subject as above, with copy of Exhibit No. 1.

2. Copy of subject report with original exhibit has been forwarded to the Director of Intelligence at Robins Air Force Base.

FOR THE ASSISTANT CHIEF OF STAFF, G2

2 Incls
a/s

ROLAND E. HATFIELD
Major AGC
Chief, Adm Div, G2

CLASSIFICATION CANCELLED
BY AUTHORITY OF DA
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

3 DEC 1975

SECRET INFORMATION (Not Classified Unless Data Entered)

SUMMARY OF INFORMATION
(SR 380-320-10)

DATE: 12 Nov 1952

PREPARING OFFICE: Columbus Field Office, Region V, 111th CIC Detachment, Columbus, Georgia.

SUBJECT: FLYING SAUCERS BETWEEN AUBURN, ALABAMA AND COLUMBUS, GEORGIA

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

Columbus 5275

1. On 12 November 1952, Franklin R. Brickles, Lt. Col., Assistant Executive Officer in Charge of Officer Candidate Evaluation, 1st Officer Candidate Regiment, The Infantry School, Fort Benning, Georgia, was contacted with regard to the sighting of "Flying Saucers" in the vicinity of Auburn, Alabama, on 8 November 1952. (B-2)

2. Lt. Col. [redacted], M. D.; [redacted], M. D., and Col. [redacted] all of Columbus, Georgia, were returning from a football game in Auburn, Alabama, at approximately 1700 hours, on 8 November 1952. When they were about four (4) to five (5) miles east of Auburn they began to notice people along the road gazing into the sky. They stopped their vehicle to ascertain the cause of the interest. A large object which appeared to be a source of light was hovering over them at an altitude of approximately five (5) to six (6) miles. Lt. Col. [redacted] and Dr. [redacted] looked at the object through binoculars owned by Dr. [redacted]. These binoculars were approximately ten (10) power. (B-2)

3. The object appeared to be oval or spherical in shape. It was considerably higher than any of the clouds in the sky. Col. [redacted] would not venture a guess as to its size other than to state that it was very large. He stated that it might have even been out of the earth's atmosphere. It did not appear to be an astronomical phenomenon because of its regularity in shape. It was circular. The outer edge of the object appeared to be translucent, and emitted a green light. The largest mass in the center was of a dull, shadowy appearance, with slightly lighter spots thereon. There were two large lights affixed in the exact center which emitted a bright white light. The light definitely came from within the object, and could not have been reflected light from the sun. The light was steady and clear. The green hue along the edge of the object was also from within, since any reflected light would not have been that color, and any haze or fringe would not have been as regularly shaped. Col. [redacted] stated that the object appeared to be composed of metal. This object remained in a fixed position for a period of thirty (30) minutes or longer. Col. [redacted] remained only long enough to view it carefully through the binoculars, leaving before it had disappeared. (B-6)

4. Col. [redacted] felt that the object was what is commonly referred to as a "Flying Saucer". Because of the apparent metallic construction and the regularity in form, he thought it to be a man-operated space vehicle. The self-emanating light indicated a controlled electrical system. Through binoculars it was evident that the two lights in the center of the "Saucer" were similar to head lights, and he felt that they were probably used for that purpose. (B-6)

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF ... INT USAF
BY Historian
3 DEC 1975

DISTRIBUTION: 5 - Hq 111th CIC; 1 - Region V; 1 - AC of S, G-2, [illegible]; 1 - File

DA AGO FORM 1 DEC 51 568 REPLACES WD AGO FORM 568, 1 JUN 43, WHICH MAY BE USED.

(Not Classified Unless Data Entered) SECRET INFORMATION

☆ U.S. GOVERNMENT PRINTING OFFICE: 1951 O—877423

UNCLASSIFIED

SUBJECT: Flying Saucers Between Auburn, Alabama, and Columbus, Georgia

12 November 1952

Columbus 5275

5. A check of A-2, Lawson Field, and OSI, Lawson Field, revealed that they knew nothing of the incident other than what appeared in local newspapers. The local newspaper account was given by Dr. [redacted] on 7 November 1952. A report was submitted by Col. Brickles to AC of S, G-2, The Infantry Center, Fort Benning, Georgia, on this date. (A-2)

6. Col. [redacted] noticed an airplane hovering in the vicinity of the "Saucer", and assumed it to be an Official Air Force Plane. No confirmation of the existence of such a plane at this location could be obtained from Lawson Field. (B-2)

7. Based on Lt. Col. B[redacted] description of the "Flying Saucer", an approximate diagram is submitted as an Exhibit. (B-6)

* * * END * * *

1 Exhibit follows:
1. Diagram

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BY AUTHORITY OF [redacted]
KURT K. KUNZE, Capt, USAF
BY Historian
9 DEC 1975
DATE

UNCLASSIFIED

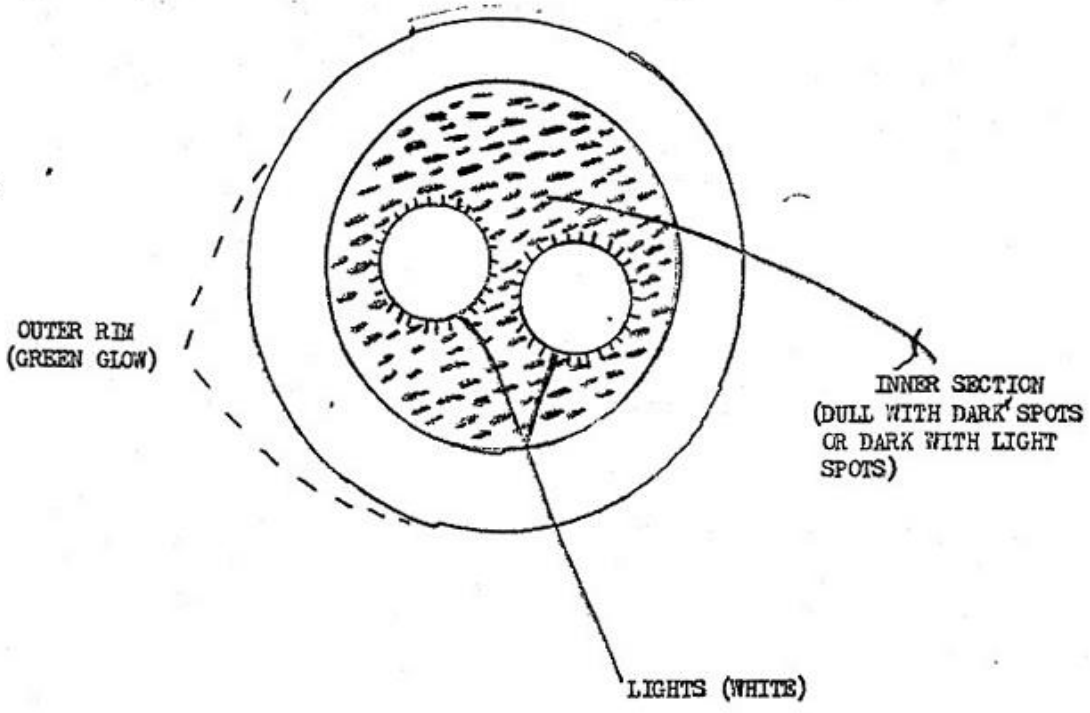

OUTER RIM
(GREEN GLOW)
INNER SECTION
(DULL WITH DARK SPOTS
OR DARK WITH LIGHT
SPOTS)
LIGHTS (WHITE)

EXHIBIT NO. 1

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
72 E. 10TH STREET
NEW YORK 3, NEW YORK

IN REPLY
REFER TO: 2h-0-16h

5 JAN 1953

CLASSIFICATION CANCELLED [redacted] ONLY
BY AUTHORITY OF THE DIRECTOR OF [redacted]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

Mr. Leland V. Boardman
Special Agent-in-Charge
Federal Bureau of Investigation
290 Broadway
New York 7, New York

RE: Unidentified Flying
Objects (FLYCHPT)
SPECIAL INQUIRY

Dear Mr. Boardman:

On 22 December 1952, a person who refused to identify himself, telephonically advised this office that one, [redacted], New York, New York, had built a small model flying saucer and was observed flying it upon the roof of his [redacted] apartment house, approximately one (1) week ago. This unidentified person stated that if a search warrant was obtained for [redacted] apartment, it would be found "very interesting".

The above is forwarded for your information. No action is contemplated by this District Office.

Sincerely yours,

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

cc: Hq OSI

24-165384

JAN 7 05 57 53

[redacted]

UNCLASSIFIED

12 JAN 195-

THE WASHINGTON POST
7 January 1953

FLYOBRPT

Elongated Object Hangs in Dallas Sky

DALLAS, Jan. 6 (AP).—A brilliantly colored object, described by some observers as having swept-back wings, hung in the sky northeast of Dallas for several hours early today, then vanished.

Watchers at the Civil Aeronautics Administration control tower at Dallas' Love Field, a weather bureau observer and police and fire dispatchers reported seeing the "elongated" object and said it gave off brilliant "orange, red, green and bluish-white colors."

UNIDENTIFIED FLYING OBJECT,
Dallas Texas, 6 Jan. 1953

24 24 185 385

THE INSPECTOR GENERAL

OFFICE OF ... INVESTIGATIONS

13 JAN 1953

THE WASHINGTON POST
9 January 1953

VIOLATION OF AEA 205-1

The SANTA FE NEW MEXICAN newspaper in possession of information concerning guided missles and rockets.

Paper Reports Vast Strides in U. S. Missiles

SANTA FE, N. M., Jan. 8 (AP)—The Santa Fe New Mexican said today it has learned of fantastic strides in guided missiles and rockets which may explain, in part, reported sightings of strange objects in the skies.

The paper reported it has learned of "unbelievable" advancements in guided missiles and high speed, high altitude rockets in experiments centering in New Mexico.

The wraps may be removed from some aspects of the program at a special demonstration tentatively scheduled for White Sands Proving Grounds in southern New Mexico within a few months, the paper reported.

The New Mexican said "the most logical conclusion" is that guided missiles experts have succeeded "in developing unmanned craft capable of maneuverability, range and speeds heretofore undreamed of except in comic strips."

24-185 386

24-185

15 JAN 1953

~~CONFIDENTIAL~~

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: 24-8-0

23 January 1953

SUBJECT: "SUGGESTS FIREBALLS ARE RED MISSILES"

TO: Directorate of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

Inclosed for your information is a newspaper clipping captioned "Suggests Fireballs Are Red Missiles" which appeared in the Albuquerque Tribune on 22 January 1953.

James C. Borden
JAMES C. BORDEN
Lt Col, USAF
District Commander

1-Incl
Newspaper clipping
dt 22 Jan 53

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF INFO IN
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

~~CONFIDENTIAL~~

UNCLASSIFIED

UNCLASSIFIED

[redacted]

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: 24-8-0

23 January 1953

SUBJECT: "SUGGESTS FIREBALLS ARE RED MISSILES"

TO: Directorate of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

Inclosed for your information is a newspaper clipping captioned "Suggests Fireballs Are Red Missiles" which appeared in the Albuquerque Tribune on 22 January 1953.

1 Incl
Newspaper clipping
dt 22 Jan 53

JAMES C. BORDEN
Lt Col, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY KURT X. KUNZE, Capt, USAF
Historian 3 DEC 1975

[redacted]

[redacted]

UNCLASSIFIED

"Suggests Fireballs Are Red Missiles"

Albuquerque Tribune, 22 January 1953

Suggests Fireballs Are Red Missiles

By SANKY TRIMBLE
Associated Press State Editor

A fireball expert said today Russia may be scouting the United States and other parts of the world with strange new guided missiles.

Dr. Lincoln La Paz said a good many shreds of evidence point to green fireballs sighted throughout the world as being a type of missile—possibly of Soivet make.

La Paz is head of the University of New Mexico Institute of Meteoritics. He formerly was technical director of the 2nd Air Force operations and analysis section. He has studied the fireball phenomena for years.

Cites Red Reaction

"Violent" Russian efforts, he observed, to defend against threats of reconnaissance in the Baltic and above northern Japan make it obvious the Reds are testing some secret weapon in those areas.

The green fireballs have been sighted in the Baltic, northern Japan and the southwestern part of the United States.

La Paz, in an interview, said he does not rule out the possibility that the ones sighted in the Southwest could be Russian reconnaissance missiles.

In a vigorous pronouncement of his theories, La Paz, who participated in the nation's investigation into Japanese balloons in the Northwest during the last war, pleaded that the fireballs should not be laughed off as ordinary meteoric fireballs."

He said there have been several attempts to do just that.

"Let's not kid ourselves," La Paz said.

Traces Fireball Reports

The scientist traced reports of fireballs in the Baltic skies back to 1946, shortly after the Russians took over the German rocket bases in that area. He noted that a U.S. plane was shot down in the vicinity.

Commenting on strange sights in the skies over northern Japan —just miles away from Russian territory—he said that events of the past few days, including Red China's admission she shot down a B-29 "prove the Russians are willing to risk turning a cold war into a hot one to prevent reconnaissances."

He said he is on record that the fireballs might be "an unconventional type of meteor fall." But he added that repeated, extensive and thorough searches for remains of the fireballs in the Southwest have met with no success.

"We must logically assume," he said, "that if these are guided missiles, at least some of them may have the Hammer and Sickle on them and not the Stars and Stripes."

THE WASHINGTON POST
12 February 1953

SPECIAL INQUIRY
FLYOBRPT

Washington, North Carolina
o/a 11 February 1953

Fast Rising 'Object' Seen By a Pilot

CHERRY POINT, N. C., Feb. 11 (AP).—The Marine air station here announced today that a jet pilot spotted an "unidentified object" flying over an area northwest of here, but was outdistanced when he gave chase at a speed of more than 500 miles an hour.

A Marine spokesman said First Lieut. Ed Balocco, 24, of Antioch, Calif., looked for the object at the request of the Norfolk, Va., Naval Air Station which received calls from local residents.

Balocco searched along the Virginia-North Carolina border without success. But over Washington, N. C., he spotted an object that looked like an airplane with red lights but rose 10,000 feet "in a matter of seconds." Balocco said it was "the color of white heat and was throwing out a glow."

24-185-388

24-185

[illegible]

[illegible] FEB [illegible]

SECURITY INFORMATION CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-322

DATE

REPORT MADE BY: HENRY M. LANGLOIS, S/A ej

REPORT MADE AT: DO #2, 72 East 10th Street, NY 3 NY

PERIOD: 4,5 February 1953

OFFICE OF ORIGIN: DO #2, 72 East 10th Street, NY 3 NY

STATUS: CLOSED

TITLE

Unidentified Flying Object NR
Sighted near Volcano Fuego
90° 50' west longitude, 14°
25' north latitude Guatemala, CA.
17 January 1953

CHARACTER

SPECIAL INQUIRY

REFERENCE

NONE THIS IS AN INITIAL REPORT

SYNOPSIS

NR

[redacted], U. S. Citizen resident in Guatemala, observed brilliant greenish gold oblate object approximately twice the size of DC-3 aircraft proceeding in Northwesterly direction in horizontal flight at estimated altitude of 6,500 feet at estimated speed of 400 miles per hour. Object almost stopped flight and then rose vertically 1,500 feet. Hovered for approximately 2 seconds, then immediately resumed horizontal flight at new altitude in same direction and speed. Object lost to view because of intervening terrains.

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1

DISTRIBUTION

Hq. OSI (2 incls) 6
CG, ATIC (2 incls) 1
File 2

ACTION COPY FORWARDED TO

Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

APPROVED

FRANK P. DUNNINGTON
Colonel, USAF
District Commander.

FILE STAMP

24-185-389
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
FEB 18 14 57 '53
SPECIAL INVESTIGATIONS

UNCLASSIFIED

AFHQ FORM 15 JAN 49 O-208 Replaces AFHQ Form 15 Jul 48 ... 16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

SECURITY INFORMATION CONFIDENTIAL

Unidentified Flying Object 24-322

DETAILS:

AT NEW YORK, NEW YORK

1. Mr. [redacted] telephonically contacted this office on 4 February 1953 to report that he had observed a "flying saucer" in Guatemala, Central America, and desired to turn over his notes concerning the incident.

2. On 5 February 1953, the writer interviewed Mr. [redacted] identified himself by U. S. passport #452 issued at the U. S. Embassy in Guatemala, and by numerous cards. [redacted] further advised that he was a zoologist interested in Natural History, who had been in Guatemala, on and off, since 1934. In addition to his primary vocation of Zoology, [redacted] is a business representative of various U. S. concerns, of which he identified the National Floor Covering Company of Atlanta, Georgia. [redacted] averred that he was well-known in Guatemala as Dr. J[redacted]-both by the natives and members of the U. S. Embassy and military attaches. [redacted] had returned to the United States to aid his mother who was ill. A letter addressed to Mrs. [redacted] was observed on the writing table of Room 2618. There also was a wardrobe trunk in that room with the initials M[redacted] informed the writer that this room [redacted] was the one occupied by his mother.

[redacted] then furnished the writer with a sketch of the incident, which he had drawn approximately 30 minutes after observing the flying object and with his notes concerning this episode likewise recorded at that time. Photostatic copies of the sketch are attached hereto as Inclosure #1. [redacted]'s original notes and sketch are retained in the files of this office. [redacted] was shown a road map of Guatemala on which he identified his position at the time he observed the incident as being on Route 3, approximately 8-10 kilometers southwestward from Guatemala City. Approximately 90° 38' west longitude and 14° 30' north latitude. [redacted] at that time 1555 hours Central Standard Time or 21552 Saturday, 17 January 1953 was on board the 330 bus from Guatemala City to Amatitlan, and had just entered the rapidly descending portion of Route 3 which was beginning to be very winding. [redacted] observed the flying object through an open window of the bus, silhouetted against the side of Volcano Fuego, approximately 90° 50' west longitude and 14° 25' north latitude. [redacted] advised that he, in navy parlance, was at that time just coming "abeam" of Volcano Fuego. The object he estimated to be at a distance of about 18 Kilometers, and at the estimated altitude of 6,500 feet - about 2,000 feet above his altitude. Its apparent direction of flight was north-westerly. A photostatic copy of this map with the two locations identified is attached hereto as Inclosure #2. The original map is retained in this office. [redacted] furnished the following description of the flying object.

SHAPE - It was considered oblate, with its vertical axis one-half the length of the horizonal axis. The outline of the object was bluntly curved and no flattened surfaces were observed. [redacted] stated that the object appeared absolutely symmetrical and reminded him somewhat of a Goodyear blimp without the aft elevators or rudders. [redacted] upon query could not advise if the object had depth, since from the distance at which he observed the object it seemed to have merely two dimensional characteristics.

AT NEW YORK, NEW YORK (CONT'D)

SIZE - [redacted] stated that the object appeared to be approximately the size of a DC-3 aircraft. He based this estimate upon a field expedient, with which he was thoroughly conversant, of observing the object through a formed aperature obtained by clenching his right hand into a loose fist. [redacted] then showed the writer this field expedient and the writer observed the aperture formed by [redacted]'s little finger to be approximately ¼ of an inch in diameter.

COLOR - The object was colored a brilliant greenish gold of which the golden color was predominate, possibly due, according to [redacted], to the bright sunlight.

NUMBER - Only one object was observed by [redacted].

AERODYNAMIC FEATURES: None other than [redacted]'s observation that the object reminded him of a Goodyear blimp.

TRAIL OR EXHAUST - None observed - [redacted] advised that he was familiar with "con" trails and wing tip streamers, but had not observed anything with relation to this flying object.

PROPULSION SYSTEM - None observed

SPEED - Horizontal speed estimated by [redacted] to be approximately 400 miles per hour. About twice the speed of a DC-3 aircraft. [redacted] advised that he had at other times observed a DC-3 aircraft in that vicinity and travelling in the same direction so that he utilized that aircraft's characteristics as a criterion.

SOUND - None pertinent to flying object heard, possibly because of extremely noisy bus that [redacted] was riding in.

MANEUVERS - [redacted] first observed the flying object while it was travelling horizontally at approximately 6,500 feet altitude, traveling in a northwesterly direction. After 10 to 15 seconds observation the flying object came to almost an abrupt stop and then instantaneously rose vertically approximately 1,500 feet. At this point the flying object paused and apparently remained stationary for approximately 2 seconds. The flying object then almost instantaneously resumed its original speed and direction of flight at this new altitude of 8,000 feet approximately. [redacted] showed the writer his wrist watch which was of a 1/5 second stop watch type and advised that he had immediately timed the length of his observation by that watch.

MANNER OF DISAPPEARANCE - [redacted] lost observation of the flying object due to the elevation of a range of intervening mountains and also due to his descent in the bus on route 3 from his original observation altitude of 4,500 feet.

OTHER PERTINENT OR UNSUAL FEATURES - [redacted] stated that the usual daily plume of steam rising from volcano Fuego was not changed by the appearance of the flying object. This plume of steam according to [redacted]'s sketch and observation apparently rises in about a 45° degree slope in a southeasterly direction.

AT NEW YORK, NEW YORK (CONT'D)

LENGTH OF TIME OBSERVED - A total of 22 seconds. Approximately 15 seconds on original flight level, 2 seconds hovering time, and 5 seconds on second flight level.

MANNER OF OBSERVATION - Visual

WEATHER AND WINDS DRAFT - Bright Sunlight, no haze, visibility unlimited - no clouds - sky bright blue - weather cold.

ACTIVITY RESPONSIBLE - [redacted] could not advise of any activity or meteorological condition which could account for the sighting - [redacted] did volunteer that there was a colony of Americans at ANTIGUA and that they might have observed the incident.

WITNESSES - [redacted] stated that although the bus in which he was riding was full of passengers, 24 with a driver and conductor, that they were indigenous persons they would not have observed the flying object nor if they had seen it, would they recall it. However, there was one passenger who had seen the object. She was Miss [redacted] V. of [redacted] Guatemala, C.A. She advise[redacted] that she saw the "gold thing" for about 4-5 seconds.

AIR TRAFFIC - At the time of the sighting there was no air traffic other than the flying object observed by [redacted] He did advise that on other occasions he had seen DC-3's of AVIA TECA, the government domestic airline, flying in that area.

In conclusion [redacted] stated that he had not previously told anyone of this incident; that he expected to return to Guatemala in approximately 2 weeks, that is, if his mother's health so permitted. If he were to be contacted in Guatemala, he could be reached through his Post Office Box, [redacted] since he was not sure of his new address.

INCLOSURES

HEADQUARTERS, OSI, WASHINGTON, D. C.

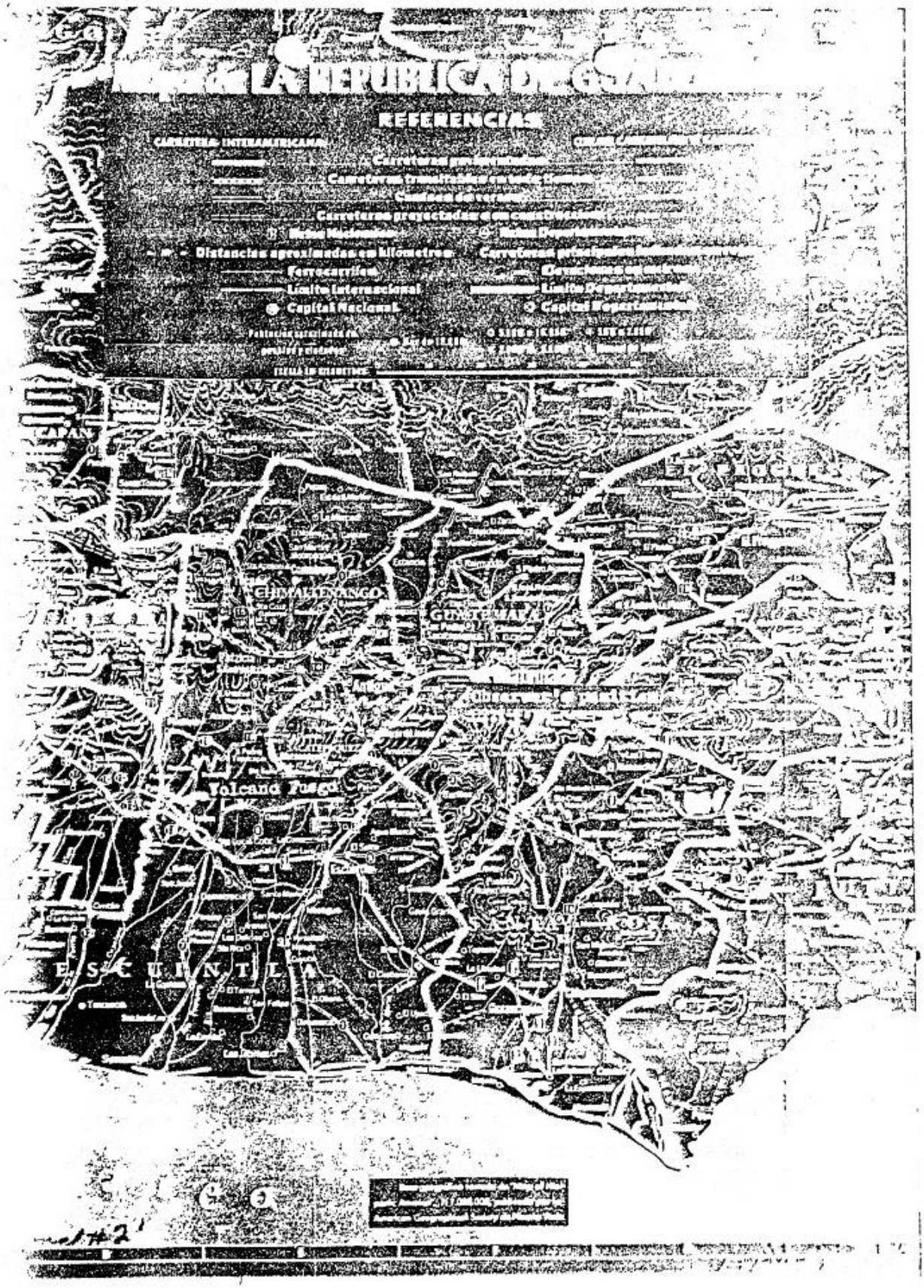
1. Sketch showing observer's location and object seen (in sextuplet)
2. Portion of road map of Guatemala showing observer's location and Volcano Fuego -scale 1: 1,000,000 (in sextuplet)

CG, AIR TECHNICAL INTELLIGENCE CENTER, WRIGHT-PATTERSON AFB, OHIO

1. Sketch showing observer's location and object seen
2. Portion of road map of Guatemala showing observer's location and Volcano Fuego - scale: 1: 1,000,000

- CLOSED -

The ACADEMY of NATURAL SCIENCES
PHILADELPHIA


REFERENCIAS
Distancias aproximadas en kilometros
Ferrocarriles
Capital Nacional
CHIMALTENANGO
Volcan Fuego
E S C U I N T L A

MEMO ROUT[illegible] SLIP

NEVER USE FOR APPROVALS, DIS[illegible]OVALS, CONCURRENCES, OR SIMILAR [illegible]ONS

1 NAME OR TITLE File	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION Mgt	DATE		COORDINATION
2			FILE
			INFORMATION
3		X	NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

LOG IN & NUMBER

SUB — UNIDENTIFIED FLYING OBJECTS

RECEIVED FROM MR VAN FOSSEN

24-185-1-65

24-185-394

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

FROM NAME OR TITLE [signature]	DATE 22 Sep 53
ORGANIZATION AND LOCATION 15 SEP 1953 SEP 22 16 26 '53	TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form [illegible] and AFHQ Form 12, 10 Nov 47, [illegible] may be used.

CONFIDENTIAL

HEADQUARTERS
TENNESSEE MILITARY DISTRICT
NASHVILLE 4, TENNESSEE

TMD 381

27 July 19[illegible]

SUBJECT: Air Space Violation at Oak Ridge, Tennessee

THRU: Commanding General
Third Army
Fort McPherson, Georgia
ATTN: AC of S, G2

TO: The Adjutant General
Washington 25, D. C.

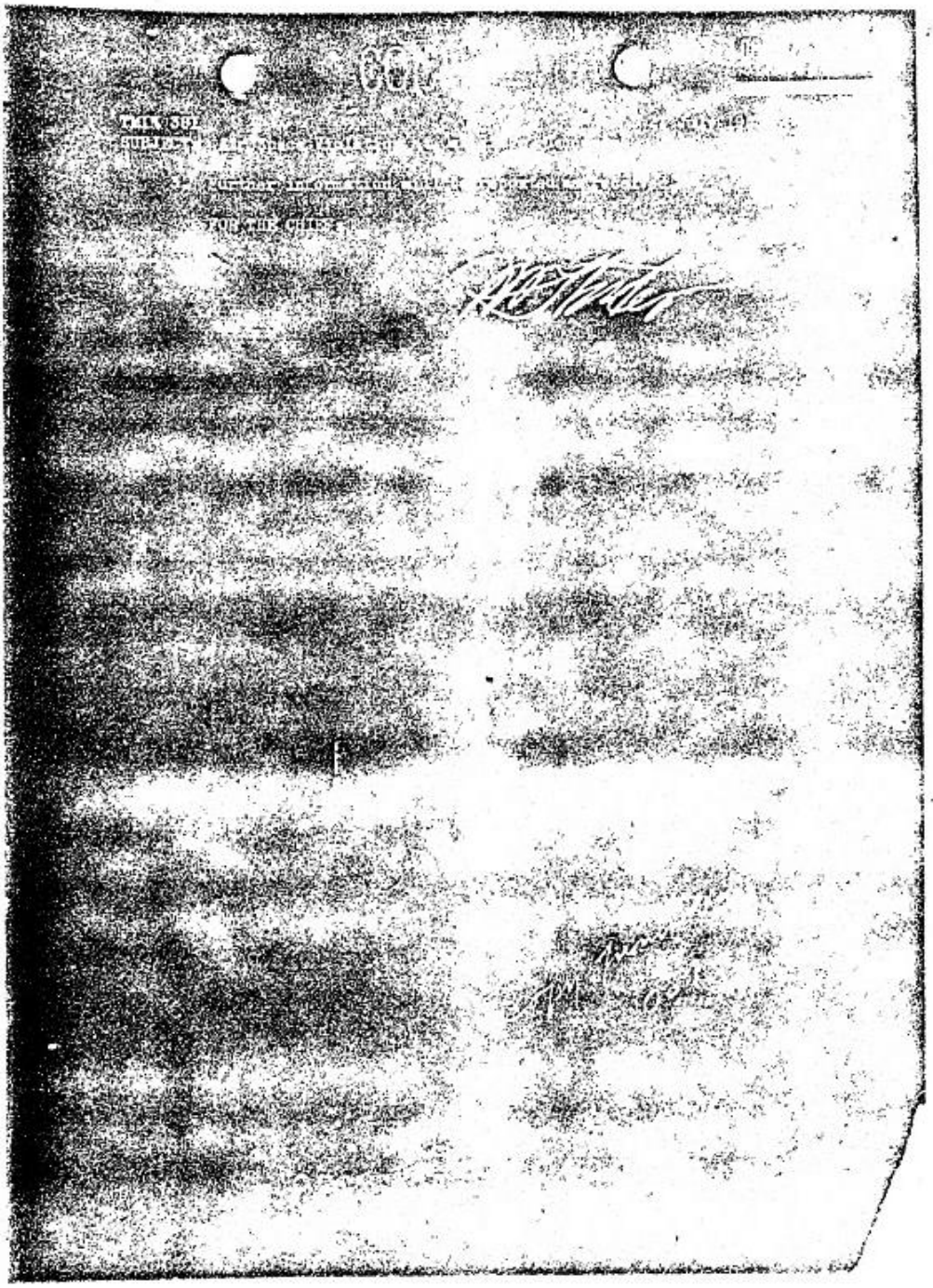
1. Reference: Section VIII, paragraph 73b, AR 380-5.

2. The following report of unidentified objects by Norman F. Brown, Acting Chief, Review and Analysis Section, [illegible] has been received from the Senior Instructor, USAR Instructor Group, Oak Ridge, Tennessee, and is transmitted herewith in accordance with directive cited in paragraph 1, above.

"At approximately 3:00 P. M. on July 19, 1957 an F-86 aircraft was observed flying over the Oak Ridge residential area making circles at what appeared to the writer to be approximately 2,500 or 3,500 feet. The F-86 flew over the area in this manner for approximately ten or fifteen minutes. The writer, together with his wife, observed the aircraft through a pair of six power field glasses. After the aircraft flew in what appeared to be the direction of Knoxville, Tennessee, a black object moved out of a high white cloud, directly over the area the F-86 had been flying. This object appeared to be approximately 12,000 to 15,000 feet high. The object began to travel, at a tremendous speed, in a large circle. This action on the part of the unknown object continued for at least five minutes. During the circle of this object, it appeared at times to be in the shape of a cigar and at other times round.

"This object was extremely black in color, having an appearance of a deep black metal exterior with a fine gloss. It did not leave a vapor trail or were there any lights of shine noticed. No sound was heard. The object flew east at a tremendous speed for what appeared to be approximately three miles where [illegible] objects was then joined by two more of these [illegible] tion similar to a speed [illegible] dous speed flew in an eastward direction."

CONFIDENTIAL
SECURITY INFORMATION



CONFIDENTIAL

SECURITY INFORMATION

CONFIDENTIAL

AJACT-2 319 - Oak Ridge (G2) 1st Ind
(27 July 53)
SUBJECT: Air Space Violation at Oak Ridge, Tennessee

Office of the Assistant Chief of Staff, G-2, Headquarters Third Army,
Fort McPherson, Georgia 30 JUL 1953

TO: The Adjutant General, Department of the Army, Washington 25, D. C.

HMB

CONFIDENTIAL

SECURITY INFORMATION

1D-OSI 49-0-13

18 DEC 1953

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unidentified Flying Object
in Phillipsburg, Pa. Area, 2215
hrs EST, 10 December 1953
POSITIVE INTELLIGENCE

CLASSIFICATION CANCELLED [illegible] AF INV
BY AUTHORITY OF THE [illegible]
BY KURT K. WINZE, Capt, USAF
Historian 8 DEC 1975
DATE

TO: Commander
1600th Air Base Wing
Atlantic Division, MATS
Westover AF Base, Mass.

1. Captain JAMES A. GREEN, 13754A, 56th Air Transport Squadron, Kelly AF Base, Texas, Aircraft Commander of C-97 Aircraft #48401, reported a visual sighting of an unidentified flying object at 2215 hours, EST, 0315 hours Zenal time, on 10 December 1953.

GREEN related that the object appeared at the eleven (11) o'clock position at an altitude of approximately 18,000 feet, that it passed in front of him in level flight and disappeared abruptly at one (1) o'clock after remaining visible for approximately two (2) seconds.

GREEN described the object as oblong in shape, forty (40) feet in length, and of undeterminable color. He stated that flame was emitting from the tail, was unaware of any sound, and observed that the apparent exhaust resembled that of the tail pipe after-burner flame of an F-94 aircraft.

At the time of instant sighting, GREEN was flying at an altitude of 15,000 feet, true airspeed 235 knots an hour, on a compass heading of 070°, thirty (30) miles northeast of Pittsburgh, Pennsylvania, which placed him over the general area of Phillipsburg, Pennsylvania. At the time the weather was clear, visibility unrestricted and the moon was not in sight but stars were visible.

In reply to the Phillipsburg, Pennsylvania ground radio, GREEN described what he had seen and while so doing heard a Trans-World Airline pilot, name unknown, corroborate substantially GREEN's description. The unknown TWA pilot alleged that an American Airlines pilot in the area had also seen the flying object and had furnished a similar description.

INFORMATION COPY FORWARDED TO DIR OSI

1D-OSI 49-0-13

The TWA pilot advised further that he had last seen the object proceeding straight up at an estimated speed in excess of 2,000 miles per hour. GREEN furnished the following list of personnel aboard his aircraft at the time of sighting as corroborating witnesses:

EARNEST M. AGERINE, 1st Lt, AO 1908851, pilot
CLARENCE H. WILLIAMS, Captain, AO 2080835, navigator
(FNU) MITCHELL, Captain, (SNU), passenger
LAWRENCE E. BECKER, M Sgt, AF 19179290, flight engineer

2. The above information is submitted to confirm the reported sighting of Captain GREEN, who was interviewed 11 December 1953, at the office of Captain DONALD ALLEN, Air Intelligence Officer, your command.

THOMAS J. GRANT
Colonel, USAF
District Commander

cc: Dir OSI

24-1185
UNITED STATES AIR FORCE
DEC 21 1953

Major Avner/in/AFCSI-6D
Cc 151, X-8896 8 Apr 54

SECRET

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

AFCSI-6D 24-185 APR 1954

SUBJECT: Unidentified Flying Objects

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Ohio

Request that copies of the attached information pertinent to unidentified flying objects be transmitted to Air Technical Intelligence Center.

FOR THE DIRECTOR:

LEROY HITCON
Lt Colonel, U. S. Air Force
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Dir of Special Investigations
The Inspector General

2 Incls (in dup)
1. Cy of letter fr DO #21, dtd 11 Feb 54 to Com, 405th Fighter Bomber Wing, Langley AFB
2. Extract from OSI, Hq USAFE Summary of Positive Intell Activities for Month of Jan 54, dtd 18 Feb 54

AFCSI-6D

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE CANCELLED.

OSI 12 APR 1954 MANAGEMENT DIV OSI

24-185-396

SECRET

UNCLASSIFIED

AFCSI FILE COPY

[redacted]

HEADQUARTERS
NORTHEAST AIR COMMAND
APO 862 c/o POSTMASTER
NEW YORK, NEW YORK

NACSI 1-10-00 24 March 1954

SUBJECT: Transmittal of Files

TO: Director, Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Reference is made to our letter dated 8 March 1954, subject and file number as above, and your letter AFCSI-4C 34-5-NO, subject as above, dated 19 March 1954.

2. Transmitted herewith are Reports of Investigation listed in above referenced letter as inclosures fifty-two (52), fifty-three (53), and fifty-four (54).

3. These inclosures were not included in the original shipment due to administrative oversight.

FOR THE COMMANDER:

John W. Farrell
JOHN W. FARRELL
Lt Colonel, USAF
Director, Special Investigations
Office of the Inspector General

3 Incls:
1. ROI 35-22 (Incl. 52)
2. ROI 49-19 (Incl. 53)
3. ROI 27- 4 (Incl. 54)

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 9 DEC 1975

If Inclosure(s) [illegible] (are) withdrawn or not attached, the classification of this [illegible] pondence will [illegible]
UNCLASSIFIED

24-185-397

OUT
15 APR 1954

[illegible] APR 1954

[redacted] UNCLASSIFIED

CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. NACSI 49-A
ID 49-15

DATE 6 March 1953

REPORT MADE BY
ALFRED W. FECKEFLEG, S/A

REPORT MADE AT
DO #1, Pepperrell AFB

PERIOD
3, 4, 5, 6 March 1953

OFFICE OF ORIGIN
DO #1, Pepperrell AFB, APO 862, c/o PM, NY, NY

STATUS
CLOSED

TITLE
Sighting of Unidentified Flying Object at Pepperrell AFB on 26 February 1953

CHARACTER
POSITIVE INTELLIGENCE

REFERENCE
None, this is an initial report

SYNOPSIS

Disclosure of the nature, sources, or even the existence of such investigative information [illegible] in the report [illegible] to such information [illegible] authorized [illegible] NEAC, or higher authority. [illegible] such information will be considered a violation of AFR 205-1.

Investigation requested by Director, Special Investigations, Northeast Air Command. Unidentified object observed over Pepperrell AFB on 26 February 1953 by three persons. Interviews of witnesses indicated conflicting stories as to size, time sighted and color. All agreed object was similar to a flare.

CLOSED

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

SECURITY INFORMATION

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CG, NEAC (Action)	2
Hq OSI, NEAC	1
File	2

ACTION COPY FORWARDED TO

APPROVED
JOHN C. CUMMINS
Major, USAF
Detachment Commander
District Commander.

FILE STAMP
ID 49-15-2
D. O. #1 OFFICE OF SPECIAL INVESTIGATIONS (IG)
PEPPERRELL AF BASE
APO #862, c/o PM, NY, N.Y.
MAR 6 1953
Searched | Routed | Supervisor
Refer to:

Incl #53

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

[redacted]

UNCLASSIFIED

DETAILS:

1. This investigation requested by Director of Special Investigations, NEAC, Pepperrell AFB, and predicated upon information furnished by Director of Intelligence, NEAC, that an unidentified object had been observed traveling downward at a very fast speed over the White Hills Area, Pepperrell AFB, on 26 February 1953.

AT PEPPERRELL AFB

2. On 3 March 1953, LEROY SYLVESTER, A/2C, AF 14412153, 6600th Air Police Sq., Pepperrell AFB, was interviewed and stated the following: that on 26 February 1953, he was assigned for duty as base patrol on the 1600-2400 hrs shift; that while traveling up Snelling Road towards the NCO Club in Air Police Vehicle, at approximately 2100 hours, he observed a flying object traveling downward and disappearing in back of small arms range; that this object was in his vision only a few seconds; that the weather was clear, below freezing, stars and full moon were visible; that there was no wind; that the object was similar to a flare; and that it was falling fast and left no visible smoke or vapor trails. SYLVESTER furnished the following description of object: Color - dark green in middle, turning to bright green toward circumference; Shape - round; Size - approximately size of full moon.

3. On 4 March 1953, DANIEL ORLOWSKI, A/1C, AF 13147308, 6600th Air Police Sq., Pepperrell AFB, was interviewed and stated the following: that at approximately 2100 hours, 26 February 1953, while stationed as a Sentry, Post #9, Logy Bay Gate, White Hills, Pepperrell AFB, he sighted an object traveling downwards at a slight angle which disappeared in back of hills on a line with Post #9 and slightly left of fuel dump storage area; that he had this object in view for approximately 15 seconds; that there was no noise or vapor trails visible; that the object appeared to be traveling too slow to be a falling star and appeared to be similar to a flare; and that the weather was clear and visibility good. ORLOWSKI furnished the following description: Size - similar to a flare; Color - bright bluish green; Shape - round with red flaming tail.

4. On 5 March 1953, ROBERT E. FANCHER, Major, USAF, 10507A, Commanding Officer, 6622nd Air Transport Sq., Pepperrell AFB, was interviewed and stated the following; that at approximately 1925 hours, 26 February 1953, while driving toward the main gate on The Boulevards, approximately 150 yards from the gate, he observed for approximately one half to one second a greenish round object which appeared to be a flare; that this object was traveling in a northeasterly direction and appeared to burn out, rather than disappear, in back of hill where small arms range is located on Pepperrell AFB; that it was the approximate size of a small illuminated light bulb; that the weather was clear, stars were visible, but he did not recall if the moon was out; and that there was no ground haze or overcast. FANCHER further stated that at the time of this incident, he checked his wrist watch for the correct time and that he also asked the Air Policemen on duty at the Main Gate if they observed this object but was informed by the Air Policemen that they had not observed it.

5. All logical investigative leads having been developed and reported, this case is considered closed in the files of this office.

CLOSED

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

CONFIDENTIAL

FILE NO.	SUBJECT
G2-SPS	Unidentified Aerial Object

TO AFCIS FROM G-2 DATE 3 May 1954 COMMENT NO. 1

Maj. La Jeunesse/71965/gek

Forwarded herewith for your information is a Summary of Information, Headquarters First Army, dated 24 April 1954, subject as above.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
1A SOI dtd
24 Apr 54

W. A. PERRY
Colonel, GS
Chief, Security Division

Attention is invited to Par. 43, SR 380-320-10, which prescribes that the disclosure of the nature, sources, or even the existence of counterintelligence information to persons mentioned in such reports or to other persons not normally entitled to such information may be made only when specifically authorized by the Assistant Chief of Staff, G-2, Department of the Army, or higher authority. Unauthorized disclosure of such information will be considered a violation of AR 380-5.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

REGRADED to UNCLASSIFIED

~~Downgraded from classified inclosures~~

CONFIDENTIAL

UNCLASSIFIED

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

16—64801-2 U.S. GOVERNMENT PRINTING OFFICE

~~CONFIDENTIAL~~

G2-SPS
AFCIS

Unidentified Aerial Object
G-2

3 May 1954
Maj. La Jeunesse/71985/gek

Forwarded herewith for your information is a Summary of Information, Headquarters First Army, dated 24 April 1954, subject as above.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
1A SCI dtd
24 Apr 54

W. A. PERRY
Colonel, GS
Chief, Security Division

Attention is invited to Par. 43, SR 380-320-10, which prescribes that the disclosure of the nature, sources, or even the existence of counterintelligence information to persons mentioned in such reports or to other persons not normally entitled to such information may be made only when specifically authorized by the Assistant Chief of Staff, G-2, Department of the Army, or higher authority. Unauthorized disclosure of such information will be considered a violation of AR 380-5.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
BY [illegible] Capt, USAF
Historian
8 DEC 1975
DATE

24-185-378

MAY 5 4 '54

REGRADED to UNCLASSIFIED
when separated from classified inclosures.

~~CONFIDENTIAL~~ UNCLASSIFIED

(Not Classified Unless Date Entered) [redacted]

P+S
R-54472

SUMMARY OF INFORMATION

(SR 380-320-10)

DATE 24 Apr 54

PREPARING OFFICE
AC of S, G-2 HEADQUARTERS FIRST ARMY, GOVERNORS ISLAND, NEW YORK 4, N.Y. AHFKB-P&O-DI

SUBJECT
Unidentified Aerial Object

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

A security guard at Watertown Arsenal, Massachusetts reported as follows:

"At 0231 hours, 23 April 1954, I saw an unknown object flying at a terrific rate of speed from north to south direction over the Arsenal toward Brighton, Mass. The object appeared to be flying at the same height the commercial planes do when they fly in this vicinity. It looked like a bright silver dollar and had a tail light, blue, about three feet long. It appeared to be sputtering. I was looking in the general direction of Brighton when I saw it go out of sight. In a few moments it was coming back very much slower than when it went over the Arsenal. It then took a sharp cut and went towards Watertown, Mass. I called (John Francis Catalfamo, Guard at Arsenal) who was at the South Gate and asked him if he saw anything. He said he saw something fly over the River Road (River Road is a road that is parallel to Watertown Arsenal from a northeast direction to a southwest direction). I know it was no star or meteor because once they fall they do not come back from the same direction or cut on a sharp angle as this object did when it came back. About six months ago I saw the same object flying from south to north directly over the Arsenal and called Shea (Ambrose Francis Shea, Guard at Arsenal) who at the time was at the South Gate. I told him about it but he said he did not see anything so I forgot about the matter."

(F-6)

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible], Capt, USAF
Historian
3 DEC 1975
DATE

[redacted]

DISTRIBUTION: 1-G[illegible], [illegible], [illegible], [illegible], [illegible], [illegible] 1-[illegible] Hq G2 File Copy
1-1A, Hq G2 DI Br Copy

DA AGO FORM 1 DEC 51 568 REPLACES WD AGO FORM 568, 1 JUN 47, WHICH MAY BE USED. (Not Classified Unless Date Entered) [redacted]

U.S. GOVERNMENT PRINTING OFFICE 1961 O-[illegible]

CONFIDENTIAL

5D-24-21-143

25 June 1954

SUBJECT: Unidentified Flying Objects,
Vicinity Nouasseur Air Depot,
French Morocco, 1900-2200 hours,
5 March 1954 24-185-399
SPECIAL INQUIRY

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) photostatic copy of report of investigation, of Special Agent FRANCIS J. MOUSMAN, North African District (Nouasseur Detachment), dated 15 March 1954, concerning the above subject matter. The above report was furnished this District Office by the Directorate of Special Investigations.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

1 Incl
Photo cy ROI, N. Africa
District, dtd 15 Mar 54

cc: Dir CSI w/o incl

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] USAF
3 DEC 1975
DATE

24-185-399

OUT
14 JUL 54

UNCLASSIFIED

5D-F-9636

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

24-16

DATE: MAR 15 1954/jtc

REPORT MADE BY: FRANCIS J. MOUSSEAU, S/A

REPORT MADE AT: North Africa District (Nouasseur Det)

PERIOD: 5-6, 8-9 March 1954

OFFICE OF ORIGIN: North Africa District

TITLE: Unidentified Flying Objects, Vicinity Nouasseur Air Depot, French Morocco, 1900-2200 hours, 5 March 1954

Classification cancelled and marked FOR OFFICIAL USE ONLY, effective on 31 Dec 62, under authority of the Directorate of Special Investigations, by Capt [illegible] (Name) (Grade), AFISIIC.

CLOSED

CHARACTER: SPECIAL INQUIRY

REFERENCE: Spot Report, Nouasseur Det, NAD, OSI 3-1, dtd 061238Z

SYNOPSIS

Investigation initiated by the District Commander, North Africa District OSI, APO 118, USAF. At 2230 hours, 5 March 1954, Captain THEODORE A. BORST, Hqs., 316th Air Division (Defense), advised that Radar Control Site #1 had reported unidentified aerial objects flying in vicinity of Nouasseur Air Depot. Investigation reflected that objects reported by Radar Site #1 believed to be due to "atmospheric phenomena". Targets reported by Nouasseur GCA identified to be known, permanent targets. Investigation reflected that during evening, 5 March 1954, pilots from three (3) of five (5) aircraft were flying in immediate area of Nouasseur Air Depot and reported observing one (1) or two (2) white lights approaching their flight path at approximately same altitude while flying on down-wind leg. Lights reported to be: (1) Landing light, (2) Two- (2-) ship formation--possibly jets. Light appeared "amber" to one (1) Navigator. All observations made while under GCA control, immediately prior to turning on base leg; altitude 1500-2000 feet. A fourth aircraft verified previously reported unidentified object as C-47. A fifth aircraft conducted search of area with negative results. Weather at Nouasseur during reported observations--dark, no moon; clear, no precipitation, visibility 6-7 miles, dark, moonless night. Visual search of area by Control Tower Operator during period of reported sightings made with negative results.

Attention is invited to Paragraph 11 AFR 205-6. Unauthorized disclosure of investigative information

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF DIR DIRECTOR OF SPEC [illegible]
BY [illegible], Capt, USAF
DATE 3 DEC 1975

24-185-3[illegible]

DISTRIBUTION

Comdr, SAMA (Action) 2
Chief, OSI USAFE 3
File 2

ACTION COPY FORWARDED TO: Commander, Southern Air Material Area, APO 30, US Air Force

APPROVED

[signature]
JOY A. LANGE
Lt. Colonel, USAF
District Commander

INFO COPY
HQ OSI USAF

AFHQ FORM 15 JAN 49 0-208 Replaces AFOSI Form [illegible]

UNCLASSIFIED

DETAILS:

1. This investigation was initiated by the District Commander, North Africa District OSI, APO 118, USAF, predicated upon information received from Captain THEODORE A. BORST, AO 2099505, Headquarters, 316th Air Division (Defense), APO 118, USAF, who, at 2230 hours, 5 March 1954, telephonically advised North Africa District Headquarters that Radar Control Site #1 had reported unidentified objects/aircraft flying in the vicinity of Nouasseur Air Depot.

2. Special Agents DANIEL E. WELCH, DALE W. DAWSON, and WILLIAM T. BRUNETTE assisted in this investigation.

AT NOUASSEUR AIR DEPOT, FRENCH MOROCCO, APO 30, USAF

3. At 2310 hours, 5 March 1954, 1st Lieutenant HARRY J. SAVOY, AO 1351093, Aircraft Controller, 736th AC&W Squadron, on duty at Radar Control Site #1, telephonically advised Special Agent WELCH that the Nouasseur Control Tower Operator had advised him that Air Force aircraft flying in the local area were reporting unidentified objects/aircraft in vicinity of Nouasseur Air Depot. SAVOY further advised that the high radar scope reflected a target at 10,000 feet, twelve (12) miles South of the field. However, he explained that this target which appeared to be moving very slowly and which disappeared and reappeared on the scope, could possibly be a cloud. SAVOY added that search with low scope met with negative results due to "ground clutter". SAVOY added that he had reported that information to the Duty Officer at the 316th Air Division (Defense), Captain T. A. BORST. SAVOY stated further that he would continue to monitor area.

4. At 2340 hours, 5 March 1954, S/Sgt WAYNE E. BRADSHAW, AF 38463522, 736th AC&W Squadron, on duty as Aircraft Dispatcher, Base Operations, Nouasseur Air Depot, advised S/A WELCH that the following Air Force aircraft had been flying in the local area of Nouasseur Air Depot that evening:

a. Locally based aircraft:

KC-97, #6537, Pilot: C. E. BROWN, 301st
KC-97, #6529, Pilot: R. R. ZADNIK, 301st
C-47, #2844, Pilot: T. R. MC CANN, 7210th

b. Transient aircraft:

C-54, #2684, Pilot: POND, Home Station: Kelly AFB, Texas
C-47, #5289, Pilot: MCBRIDE, Home Station: Sidi Slimane Air Base, French Morocco

BRADSHAW added that all the above listed aircraft had landed at Nouasseur prior to 2203 hours with the exception of C-47, #5289. This

aircraft, BRADSHAW continued, on a cross-country flight from Sidi Slimane Air Base, had returned to that base.

BRADSHAW obtained and furnished a copy of the Control Tower Log which reflected the following:

"DAILY REPORT OF CONTROLLER: 5 Mar 54

MATCH SUPERVISION
A/2C Geo Van Dyke VE. On: 1720

1720 On Dty, bred, eqpt ck nrml, Ben Ck R535, GCA still off air, qdt

1800 Ben Ck R535, GCA on air

1918 AF 6537 (301st ARS) reports unidentified A/C or objects making passes at him. XC 97's position was 1500 ft, 5-8 mi SW of station.

1938 AF 6529 (301st ARS) reports likewise; Unid targets were on West Heading approx 1500 ft, 6-8 mi, S of Sta. . . no incident.

1949 AF 6529 rpts again; target was 5 mi SW of station Approx 1500 ft. Appeared to be two or three a/c; one passed under and one passed over 6529; he was unable to ident type, etc. but believes them to be conventional type A/C....ATC says no A/C rprtd here, GCA nor Randall can pick up anything on scopes.

2000 Ben Ck R535

2010 Talked with pilot of AF 5289, C-47 (Sidi Slimane); says he saw targets about same locale as 97's but there was no incident; says the targets apprd to be approx 500 ft abv, to him looked like one big A/C... still nothing on scopes & RIEN FM ATC... Also...about 1945-50 an A/C AF 2844 (Nouasseur) broke traffic to look for objects but could see nothing all A/C mentioned were on GCA appr at the time.

2155 AF 2684 C-54 (MATS) on GCA rptd similar circumstance..a bright light similar to A/C lndg lt at same alt as A/C; came to within two miles of A/C and then either shut off or went behind cloud... WX carrying clear skies; came on again and started to sink to grnd then apprd up again and lit and then A/C lost sight of it.

2221 Randall Ctl says they have target at about 10,000 ft on hdng of 130 FM their station and about 25 miles out. Target appears stationary. GCA can see nothing. Checking with ATC.

2243 Randall now rpts tgts at 10,000 ft, 12-14 mi South

2305 Randall now rpts tgts at 15,000 ft, 15 mi south, brng 135 degs

[redacted]

24-16

2310 GCA rpts 3 trgts, smaller than a C-47 trgt, NW of station, 3-4 mi, alt 2,000 on track of 240 degs

2315 GCA has two more trgts now same locale on hdng of 255 degs, all moving very slowly

2324 Randall has two trgts, 2 miles apart, brng 180 degs, 22 naut miles, 10,000 ft, Trgts vary alternately in intensity, one bright and one weak, not very large

0035 Randall spotted target 25 miles North of station.

0012 (Late Entry/VE) 3 targets sighted duration 15 minutes pos. As 2324Z.

BRADSHAW could add no further information pertinent to this inquiry.

5. At 0015 hours, 6 March 1954, Captain WILLIAM M. POND, AO 452101, Aircraft Commander, C-54 #2684, advised S/A WELCH that at approximately 2150 hours while flying at 2000 feet indicated altitude under Nouasseur GCA control, on down-wind leg heading 170°, he observed a white light, which he thought to be the landing light of another aircraft, to the left of his course at approximately the same altitude and heading in a Westerly direction, that is, on a collision course. As he proceeded on the down-wind leg, POND continued, the light appeared to turn and head directly towards his aircraft. At this moment, POND went on, he called GCA and requested to know whether or not another aircraft was in the area. GCA replied that they had received similar reports during evening and that the GCA scope did not reflect other aircraft in the area. Upon completion of turn on base leg, POND stated, the light disappeared for approximately 10-15 seconds. When it was apparent again, POND continued, it appeared to be hovering and it remained "on" until completion of turn onto final approach, at which time it disappeared behind his aircraft. POND stated that he could furnish no additional identifying data other than that reflected above.

POND's co-pilot, Lieutenant I. W. GILCHRIST, AO 3022878, reiterated the same facts. The navigator, Captain JAMES F. PULLEN, AO 724070, while agreeing with POND's and GILCHRIST's statements, added that the light appeared to him to be an "amber" color. POND volunteered that he had eleven (11) years experience as pilot and that he has never had a similar experience to report.

6. At 0030 hours, 6 March 1954, BRADSHAW (previously identified) advised S/A WELCH that report from Sidi Slimane Air Operations reflected only one (1) aircraft, a C-47 #5289, on Round Robin cross-country flight to Nouasseur Air Depot. All other flights from that base during evening of 5 March 1954, were local B-26 flights which remained in the immediate area of Sidi Slimane.

[redacted]

7. On 6 March 1954, A/2C GEORGE D. VAN DYKE, AF 11235276, 1975-1 AACS Detachment, on duty at Nouasseur Control Tower from 1700 hours to 2400 hours, 5 March 1954, furnished the writer with a copy of the "Daily Report of Controller". This report is reflected in Paragraph 4 of this report.

VAN DYKE stated that while receiving the reports indicating unidentified aircraft or objects in the area of Nouasseur Air Depot, he visually searched the area in which the objects were reported to be. In each case, VAN DYKE continued, he would have the reporting aircraft in sight but all other observations were negative. VAN DYKE added that weather conditions were as follows: Dark, no moon; Clear, no precipitation; Visibility approximately six (6) to seven (7) miles. Runway in use was Number 35.

VAN DYKE further stated that USAF Air Traffic Control at Camp Cazes had reported no scheduled aircraft due in area. VAN DYKE could add no further pertinent information.

8. On 6 March 1954, 1st Lieutenant W. D. KEMMITZER, AO 2081709, 29-8 Weather Squadron, Weather Forecaster, advised the writer that at 2130 hours, 5 March 1954, the weather station released a white weather balloon. This balloon, KEMMITZER stated, had a very bright white light attached to it, which burns for approximately one (1) hour. The balloon, KEMMITZER went on, usually bursts at an altitude of ten (10) to twelve (12) thousand feet. However, he added, at night they have been known to reach an altitude of twenty (20) thousand feet, depending on atmospheric conditions.

KEMMITZER verified weather conditions during evening of 5 March 1954 as stated by VAN DYKE, reference Paragraph 7, this report.

(AGENT'S NOTE: First sighting of unidentified object was at 1915 hours, 5 March 1954.)

9. On 6 March 1954, Major THOMAS R. MC CANN, AO 798533, Wing Administrative Inspector, Southern Air Material Area, APO 30, USAF, pilot on AF C-47 #2844, advised the writer that he and Major CECIL E. FIELDER, AO 749219, Southern Air Material Area, upon hearing reports of unidentified aircraft/objects South-West of station, flew into that area and conducted a thorough visual search. MC CANN stated that this search met with negative results. Weather conditions were described by MC CANN as reported in Paragraph 7, this report.

10. On 6 March 1954, A/2C JOSEPH B. CROSSMAN, AF 12381667, 1975-1 AACS Detachment, GCA (Ground Control Approach) Controller, on duty at GCA unit from 1700 hours, 5 March to 0800 hours, 6 March 1954, interviewed by 3/A DAWSON, corroborated information reflected in Control Tower Log (Ref Par 4, this report). CROSSMAN added that the GCA ten

(10) mile search scope indicated that sightings, which were reported to be in the SouthWest area, were made at approximate time subject aircraft were preparing to turn onto base leg. CROSSMAN continued that search of area with ten (10) and thirty (30) mile scopes failed to detect reported objects. The scopes, he went on, cover from zero (0) feet to four (4) thousand feet altitude.

CROSSMAN further advised that the targets, reported by GCA as reflected on the Control Tower Log, were permanent, known targets (buildings). Weather conditions, CROSSMAN added, were as follows: Clear—no clouds or base; Visibility—6 miles. Runway utilized was Number 35. CROSSMAN could add no further pertinent information.

11. On 8 March 1954, Captain ROBERT R. ZADNIK, AO 678110; Lieutenant PAUL R. FISHER, AO 2223179; and Lieutenant GEORGE A. KERR, AO 2228400; pilots, 301st Air Refueling Squadron, 301st Bomb Wing, crew of AF KC-97 #6529, during evening of 5 March 1954, furnished the writer with the following information concerning their observations: While under GCA control, on down-wind leg, at 1500 feet, heading 130°, they observed a white light at approximately the same altitude and to the left of their course. The light appeared to be moving in a Westerly direction and crossed their flight path. As the light crossed their flight path, they stated, the one (1) light became two (2) lights. They reported the incident to GCA and completed landing. No further observations made.

The above Crew stated that they believed the lights to be jet aircraft in formation flight. However, they could not furnish any identifying data as to size, shape, speed, etc.. No aircraft running lights were noted.

AT SIDI SLIMANE AIR BASE, FRENCH MOROCCO, APO 117, USAF

12. On 8 March 1954, Captain WILLIAM T. MCBRIDE, AO 823907, 3906th Air Base Group, APO 117, USAF, Pilot of USAF C-47 #5239, 5 March 1954, advised S/A BRUNETTE that the unidentified object he had reported to Nouasseur Tower had been subsequently identified as USAF C-47 #2844. MCBRIDE stated that no other observations were made.

AT NOUASSEUR AIR DEPOT, FRENCH MOROCCO, APO 30, USAF

13. On 9 March 1954, Captain G. B. BROWN, AO 764200; 1st Lieutenant C. B. GORDON, AO 2223842; and 1st Lieutenant J. P. GLOVER, AO 3021699; Pilots, 301st Air Refueling Squadron, 301st Bomb Wing, Crew of AF KC-97, #6537, during evening of 5 March 1954, furnished the writer with the following information concerning their observations: Their first sighting of unidentified object(s) was made at approximately 1915 hours while under GCA control, on down-wind leg, altitude 1500 feet, on heading 130°.

They stated that at this time, they observed two (2) white lights to the right of their course at approximately the same altitude. Though they could only see the lights, they believed them to be two (2) aircraft in formation as one (1) light was slightly lower than the other. The above Crew further stated that they turned away from the lights due to the fact that the lights appeared to have been approaching their aircraft on a collision course. Landing was made without further incident or observation. They stayed in the traffic pattern and completed one (1) additional takeoff and landing without any other observations. However, following the subsequent takeoff, and again, while on down-wind leg, same altitude and heading, they observed two (2) white lights approaching them from 180°, and on a collision course. They immediately made a 360° turn. While in the turn, they observed one (1) aircraft with running lights approximately two (2) miles West of the station at approximately the same altitude. They completed two (2) additional landings with no further observations.

Neither BROWN nor his Crew could furnish any identifying data as to size, shape, speed, etc., of alleged aircraft/object.

14. On 9 March 1954, 1st Lieutenant HARRY J. SAVOY advised the writer that targets/objects which had been reported at "10,000 feet, twelve (12) miles South of the station" during evening of 5 March 1954, were non-existant. SAVOY explained that on 6 March 1954, the targets, as reported during the previous evening, continued to remain stationary on Radar Scope on a bearing of 185°. Visual check of area, SAVOY continued, reflected no such target. SAVOY added that occasionally an "atmospheric phenomena" is responsible for this type of target appearing on the Radar Scope. SAVOY could add no further pertinent information.

15. Major CHESTER F. KOEZON, AO11011165, Base Intelligence Officer, Southern Air Materiel Area, APO 30, USAF, was kept orally advised at all times of the above reported events as they occurred.

CLOSED

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

CONFIDENTIAL

FILE NO.	SUBJECT
G2-SPS	Unidentified Illuminated Aerial Object, Fort George G. Meade, Maryland

TO AFCIS FROM G2 DATE 19 May 1954 COMMENT NO. 1
Capt Phillips/53715/mj

Transmitted herewith, for your information and action deemed appropriate, is a copy of a letter from Headquarters, Second Army, Fort George G. Meade, Maryland, subject as above, dated 4 May 1954, with 5 inclosures.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
cy ltr 4May54
w/incls

W. A. PERRY
Colonel, GS
Chief, Security Division

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, (TITLE 18, U.S.C., SECTIONS 793 AND 794). THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIR[illegible] OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

Under existing laws this correspondence cannot be downgraded

CONFIDENTIAL

UNCLASSIFIED

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

U. S. GOVERNMENT PRINTING OFFICE

[redacted]

NR

Unidentified Illuminated Aerial Object,
Fort George G. Meade, Maryland

G2-SPS
AFCIS

G2

19 May 1954
Capt Phillips/63715/mjl

Transmitted herewith, for your information and action deemed appropriate, is a copy of a letter from Headquarters, Second Army, Fort George G. Meade, Maryland, subject as above, dated 4 May 1954, with 5 inclosures.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
cy ltr 4May54
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W. A. PERRY
Colonel, GS
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CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185 401

[illegible] AIR FORCE
[illegible] GENERAL
MAY 24 09 06 '54

Under existing laws this correspondence cannot be downgraded

[redacted]

UNCLASSIFIED

TRENT/js

AIABB-S 290441

4 May 1954

SUBJECT: Unidentified Illuminated Aerial Object,
Fort George G. Meade, Maryland

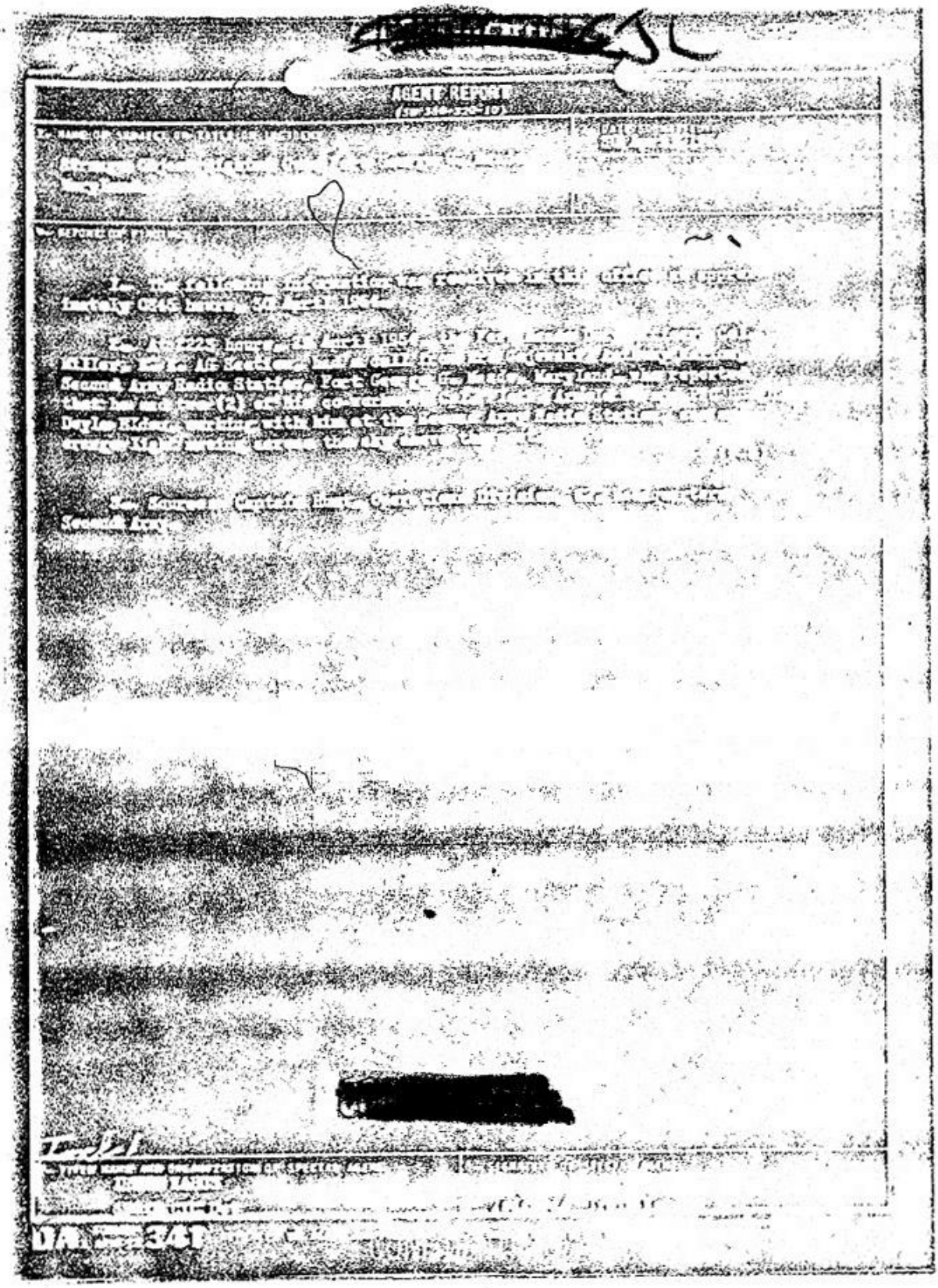
TO: Assistant Chief of Staff, G2, Intelligence
Department of the Army
Washington 25, D. C.
ATTN: Collection and Dissemination Division

The attached inclosures regarding the above Subject is forwarded for your information.

5 Incls:
1. AR dtd 30 Apr 54
2. AR dtd 30 Apr 54
3. AR dtd 30 Apr 54
4. AR dtd 3 May 54
5. Cy D/F dtd 4 May 54

H. L. LUONGO
Colonel GS
AC of S G2

AGENT'S REPORT



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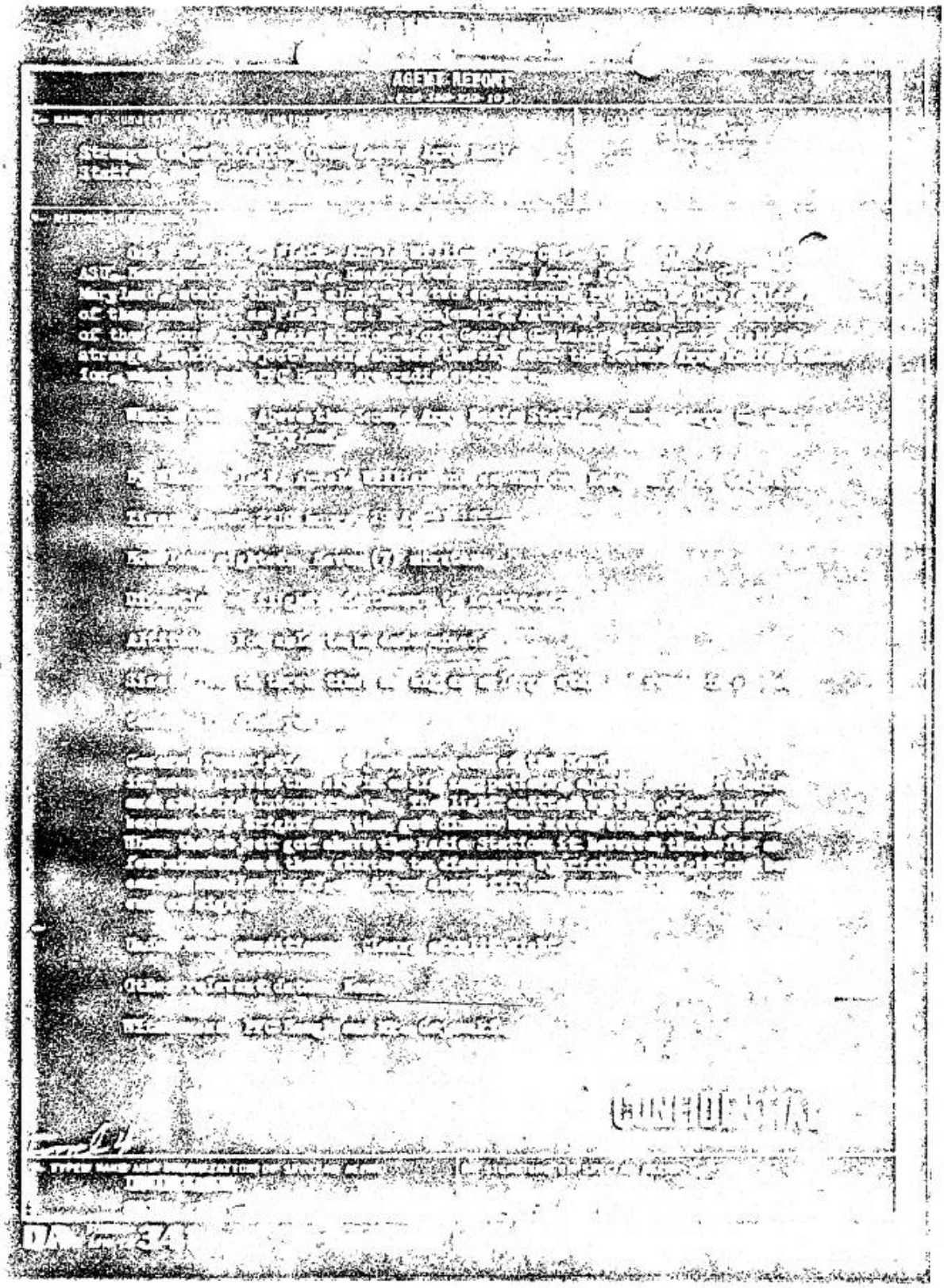
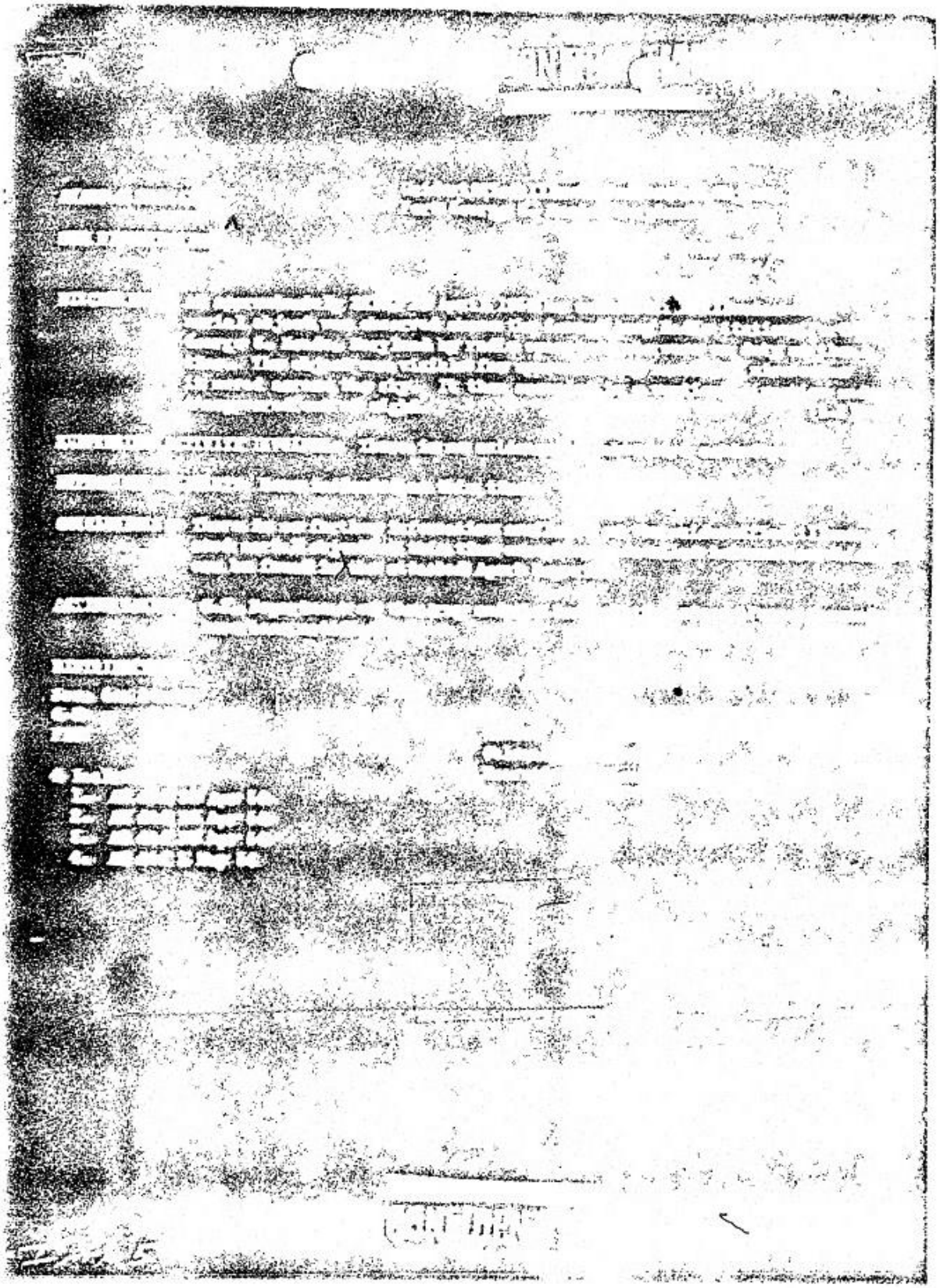
CONFIDENTIAL

CONFIDENTIAL





CONFIDENTIAL AFCSI-6D/Maj Avner/bn/C151/x8
Wrt 21 May 54

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

AFCSI-6D 24-185-23

25 MAY 1954

SUBJECT: Unidentified Flying Objects

TO: District Commander
5th OSI District, IG
Wright-Patterson AFB
Ohio

Attached for transmittal to Air Technical Intelligence Center is a photostat copy of letter from DO #23, dated 30 April 1954, concerning Unidentified Flying Objects.

FOR THE DIRECTOR:

Gene P. Moritz

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl
Ltr fr DO #23, File
24-0-163 dtd 30 Apr 54

AFCSI FILE COPY

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE Cancelled

24-185-402

IG
DIRECTOR OF
SPECIAL INVEST

CONFIDENTIAL UNCLASSIFIED

AFCSI-6D/Maj Avner/bn/C151/x8896
Wrtn 21 May 54

CONFIDENTIAL

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

AFCSI-6D 24-185-399 25 MAY 1954

SUBJECT: Unidentified Flying Objects, Vicinity, Nouasseur Air Depot, French Morocco, 1900-2200 hours, 5 March 1954
SPECIAL INQUIRY

TO: District Commander
5th OSI District, IG
Wright-Patterson AFB
Ohio

Attached for transmittal to Air Technical Intelligence Center is a photostat copy of OSI North Africa District report, dated 15 March 1954, concerning Unidentified Flying Objects.

FOR THE DIRECTOR:

Gene P. Moritz

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl
R/I fr N Africa Dist
(Nouasseur Det) 24-16
dtd 15 Mar 54

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KINNEY, Capt, USAF
Historian 19 DEC 1975
DATE

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION ON THIS CORRESPONDENCE

WILL BE Cancelled

24-185-403

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI FILE COPY

CONFIDENTIAL

UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS
UNITED STATES AIR FORCES IN EUROPE
Inspector General
Office of Special Investigations

APO 57, c/o Postmaster
New York, New York

24-0

SUBJECT: (Confidential) Unidentified Aerial Object Recovered at RAF Station Mildenhall, England, 26 April 1954 SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, United States Air Force
Washington 25, D. C.

1. The following information and attached photographs are being forwarded to your office for any action deemed necessary.

2. On 26 April 1954 Captain LAWRENCE M. THOMPSON, 18295A, Assistant Provost Marshal, 3910th Air Base Group, RAF Station Mildenhall, APO 127, US Air Force, advised United Kingdom District OSI that Special Agents WILLIAM J. SCARBOROUGH and WILLIAM E. WAERS, UK District, that a spherical object had been recovered adjacent to the Base and was being retained at Base Operations. An initial inquiry at Base Operations revealed the object to be a hollow aluminum sphere, approximately sixteen inches (16") in diameter, and weighing approximately six (6) ounces. Attached to the sphere was a coarse piece of fabric approximately five feet by five feet (5' x 5') which was suspended by pieces of binders twine to the object. Pieces of a ruptured balloon were attached to the fabric. No identifying markings were noted on the sphere other than the word "HARMLESS" printed in yellow grease pencil on the side. The trademark "Made in England" appeared on a portion of the balloon. The object was first seen at approximately 1600 hours on 26 April 1954 floating to earth. It landed in a tree close to the base in the area of Air Installations Section. Captain THOMPSON made several telephone calls throughout the United Kingdom in an attempt to have the object identified. Special Agent SCARBOROUGH made a telephone call to Special Investigations Branch, Royal Air Force, RAF Station Duxford, Cambridgeshire, at which time he spoke to the Duty Officer concerning the object. The Duty Officer assured Special Agent SCARBOROUGH that the object

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY [illegible]
DATE 3 DEC 1975

CONFIDENTIAL UNCLASSIFIED

24-0
SUBJECT: (Confidential) Unidentified Aerial Object Recovered at RAF Station Mildenhall, England, 26 April 1954
SPECIAL INQUIRY

did not come from RAF Station Duxford but that he would make further inquiries in an attempt to determine the origin of the object. The Duty Officer agreed to notify this office in the event it was determined where the object came from. Several people contacted expressed the opinion that the object had been used for tracking purposes by a radar station.

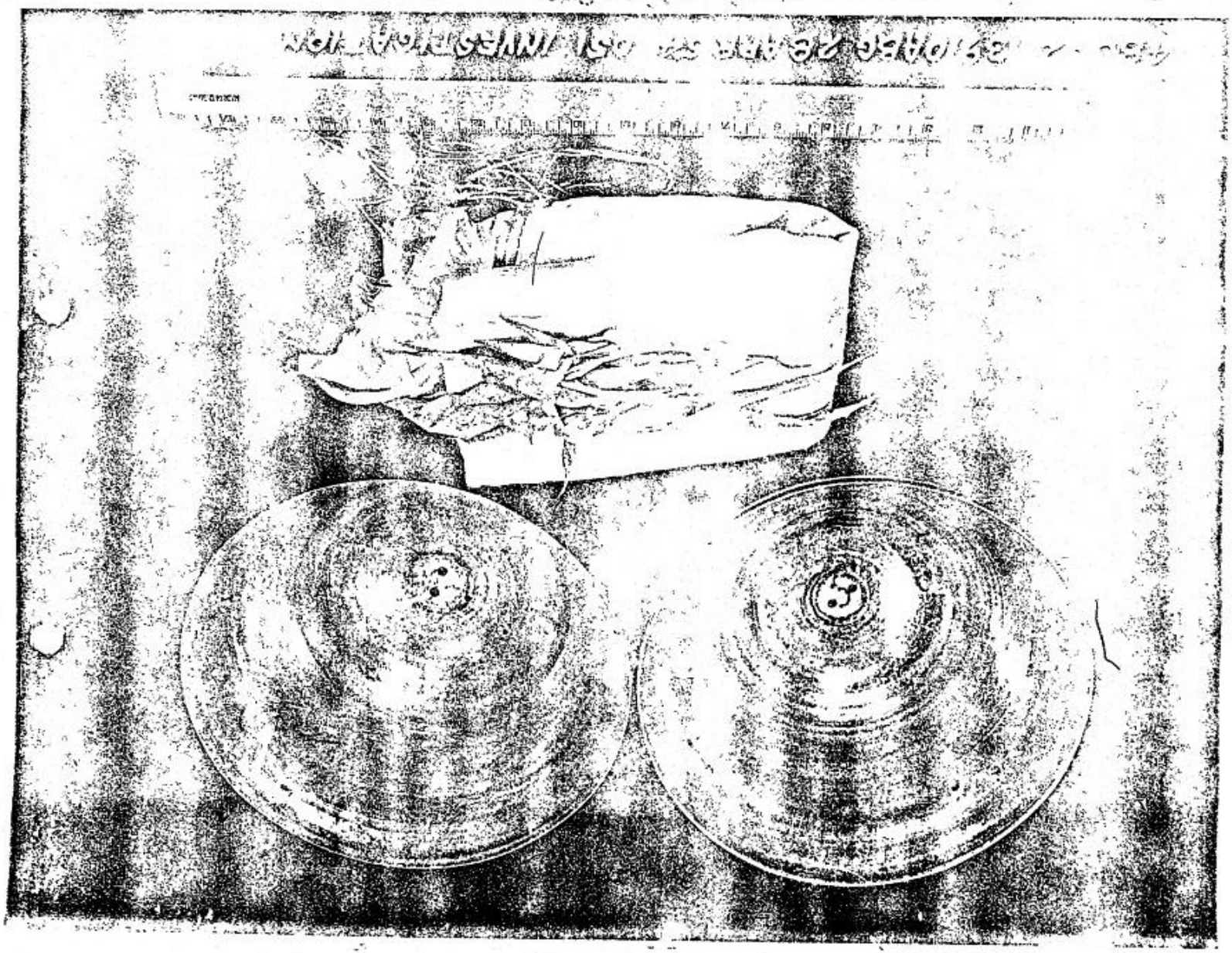
3. No investigation concerning this matter was requested by the Commander, 3910th Air Base Group, RAF Station Mildenhall.

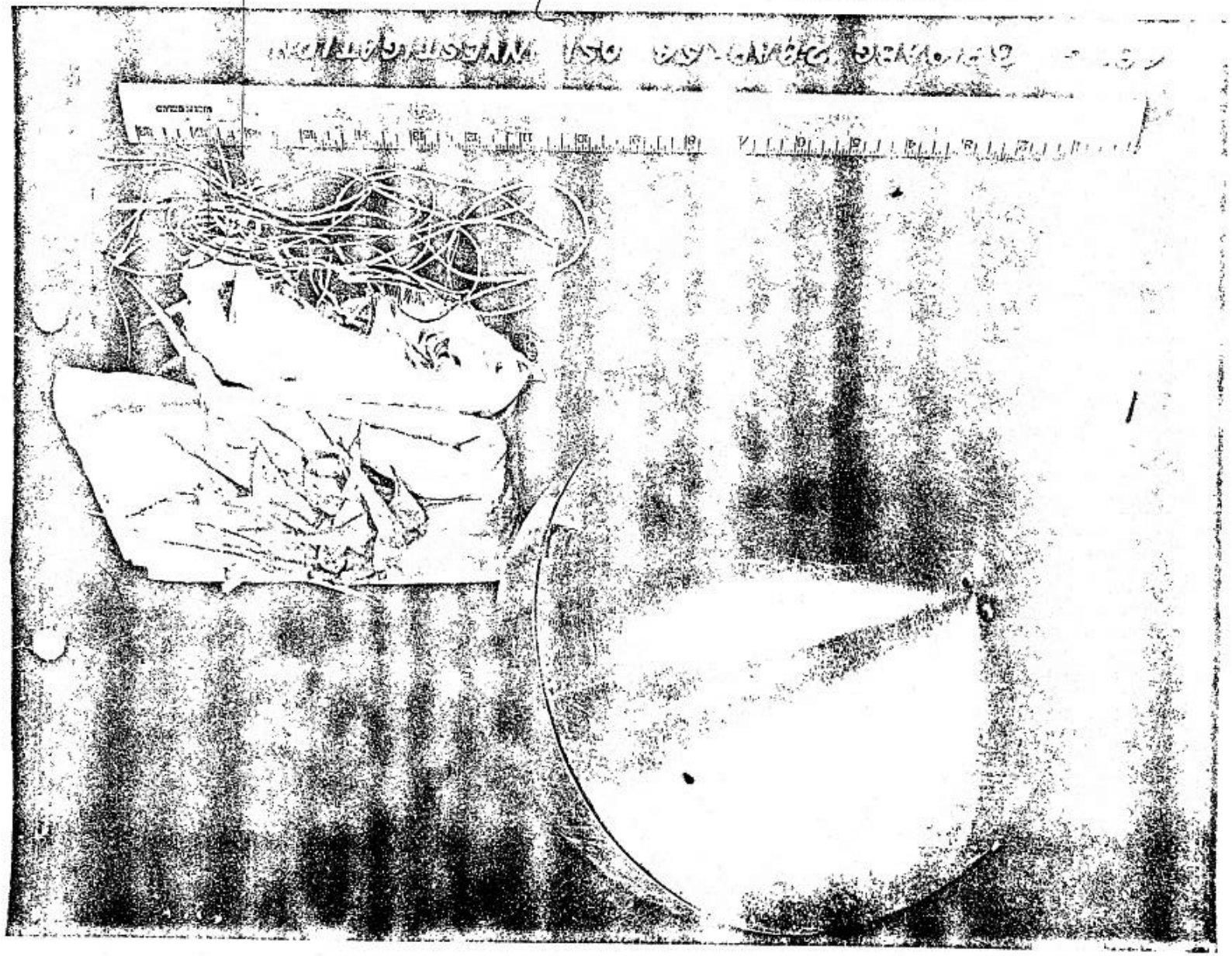
4. The above information has also been furnished the Assistant Chief of Staff, Intelligence, USAFE.

FOR THE CHIEF:

2 Incls
1. Photo of Object
2. Photo of Object

WILLIAM G. SPROUL
Major USAF
Executive, Special Investigations
Inspector General, USAFE





MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION	DATE		COORDINATION
2			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

FROM NAME OR TITLE	DATE
ORGANIZATION AND LOCATION	TELEPHONE

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

GPO 1951 O 925564

LETTER FROM [redacted], NEWARK, Ohio dtd 10 JUNE 1953 re Sighting a floating, glowing object in the sky at Buckeye Lake, Licking County, Ohio at 9:27 E.S.T on 10 June 1953

24-185-405

B-

AIR FORCE
FOR GENERAL

[illegible] 08 55 54

[illegible] 8 DEC [illegible]

[redacted]
Newark, Ohio
June 10, 1953

U. F.O. Investigators
U.S. Air Force
Pentagon Building
Washington, D.C.

Dear sirs:

On the evening of June 10, 1953 On the east side of Buckeye Lake, Licking County, Ohio, I and three others observed for approximately three minutes a floating, glowing object in the sky. When we lost track of the object, I found the time to be 9:27 E. S. T.

It seemed to be directly above the nearby trees and moving in an eliptical path at a speed of about 10 miles a n hour. However after a time, it turned towards the clouds and vanished into them proving that it must have been higher than we thought.

The light seemed to be a strong glow in the middle of the object, then no light, then a light which seemed to be in an elipse, probaly around the edge.

At the time it was hot and humid and a thunder storm was approaching. The area of view was away from any bright city lights.

Speaking for myself I can say that I had not had any intoxicants for at least 24 hours before the sighting.

Reading several of the books of U.F.O., I learned to report all sightings at once.

By the way the thing seemed to be the size of a hubcap.

Sincerely yours,

[redacted]

[redacted]

INFORMATION COPY
From 5th District OSI
Wright Patterson Air Force Base
Ohio

5D 24-21-156

14 September 1954

SUBJECT: Flying Saucers;
Mrs [redacted]
SPECIAL INQUIRY

CLASSIFICATION CANCELLED TO [illegible] ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

24-3270
24-185-408

1. Transmitted herewith for your information is carbon copy of letter from the Federal Bureau of Investigation, dated 9 August 1954, concerning subject matter.

2. No further action is contemplated by the Office of Special Investigations in this matter unless specifically requested by your command.

3. Attention is invited to paragraph 5f, AFR 205-1, dated 24 July 1953, which states that classified security information originating in an agency outside the Department of Defense will not be disseminated outside the Department of Defense without prior consent of the originating agency.

1 Incl:
Cy ltr fr FBI
dtd 9 Aug 54

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

cc: Dir OSI w/o Incl

24-185-408
408X

13932

[redacted]

UNCLASSIFIED

CONFIDENTIAL

INFORMATION COPY
From 5th District OSI
Wright Patterson Air Force Base
Ohio

5D 24-21-149 24-185 11 August 1954

SUBJECT: [redacted]
"Flying Discs"
SPECIAL INQUIRY

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information are two (2) photostatic copies of a memorandum containing information received from Mr. [redacted] by the Cincinnati Field Office of the Federal Bureau of Investigation, which was received by this District Office on 27 July 1954.

2. Your attention is particularly invited to paragraph three (3), page three (3), and paragraph three (3), page five (5), of attached inclosure in which reference is made to Air Force military personnel stationed locally.

3. Attention is invited to paragraph 5f, AFR 205-1, dated 24 July 1953, which states that classified security information originating in an agency outside the Department of Defense will not be disseminated outside the Department of Defense without prior consent of the originating agency.

1 Incl (in dup)
Photo cy memo, undated

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

cc: Dir OSI w/incl (in dup)

24-185-1409
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 16 10 34 '54

OFFICE OF
SPECIAL INVESTIGATIONS

[illegible] 9 OCT [illegible]

CONFIDENTIAL

UNCLASSIFIED

5D-F-12120

AFCSI-6D/Maj Riebman/ler/ext 8896
Wrtn 3 Sep 54

AFCSI-6D 24-185

8 SEP 1954

SUBJECT: (Unclassified) Flying Saucers
SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Ohio

1. Attached for transmission to the Air Technical Intelligence Center is a copy of an FBI letter dated 9 August 1954 concerning the above subject.

2. The files of this office contain no additional information concerning [redacted]

FOR THE DIRECTOR:

1 Incl
Cy of FBI ltr
dtd 9 Aug 54

for GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI FILE COPY

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible] OF SPEC [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT
8 SEP 1954
MANAGEMENT

24-185-410

3 SPEC[illegible] [illegible]IGATIONS

[redacted]

UNCLASSIFIED

Maj Riebman/in/AFCSI-6D
Code 151, X-8896 29 Nov 54

[redacted]

AFCSI-6D 24-185-411 1 DEC 1954

SUBJECT: Unidentified Flying Object

TO: District Commander
5th OSI District (IG)
Wright-Patterson AFB
Ohio

Attached for transmission to the Air Technical Intelligence Center is a copy of an ONI report, dated 13 October 1954, concerning the sighting of an unidentified flying object.

FOR THE DIRECTOR:

Gene P Moritz 29/11/54

1 Incl
ONI Rpt, 54-54,
dtd 13 Oct 54, w/incl

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Dir of Special Investigations
The Inspector General

FOR [illegible] INCLOSURES THE CLASSIFICATION OF THIS CORRESPONDENCE CANCELLED

WILL BE

CLASSIFICATION CANCELLED [illegible] BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Hq Sam 3 DEC 1975
DATE

MANAGEMENT DIV OSI

AFCSI-6D
Maj Riebman

[redacted]

AFCSI FILE CY
CMBK CY, AFCSI-6D

24-185-411
411

[redacted]

UNCLASSIFIED

CLASSIFICATION	INFORMATION REPORT	SERIAL NO.
CONFIDENTIAL	OFFICE OF NAVAL INTELLIGENCE	54-54
DATE OF INFORMATION: 1 September 1954	OPNAV FORM 3820-2 (REV. 6-53)	DATE OF REPORT: 13 October 1954

FROM	SOURCE	EVALUATION	REQUEST NO.
Commander Iceland Defense Force	466th CIC Detachment		

SUBJECT: Unidentified Flying Object

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

Encls 466th S/X dated 11 October 1954 concerning above listed subject

1. Enclosure (1) is forwarded herewith for information and action as deemed appropriate.

2. Due to the uncertainty as to what was actually seen and the doubt as to the present location, it is recommended that no further action be taken to locate this unidentified object.

Prepared and forwarded,

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF TH[illegible]

BY _____

DATE

J. L. [illegible]
Commander, USN

"Attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval from the Office of Special Investigations, IG."

24-185-141

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

OCT 27 1954

OFFICE OF SPECIAL INVESTIGATIONS

DISTRIBUTION BY ORIGINATOR

CNO(less enclosures) CINCLANT (with enclosures); Director ONI (less encl) G-2, DA OSI 3rd (less

C-1

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C., SECTIONS 793 AND 794. THE TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS MATERIAL IN ANY FORM, BY OTHER THAN DEFENSE ACTIVITIES IS NOT AUTHORIZED EXCEPT BY SPECIFIC APPROVAL OF THE SECRETARY OF THE NAVY.

SECURITY INFORMATION (Not Classified Unless Data Entered)

SUMMARY OF INFORMATION

IIFJ2-5410 (SR 380-320-10)

DATE: 11 Oct 1954

PREPARING OFFICE: 468th CIC Detachment, APO 81, c/o Postmaster, New York, N.Y.

SUBJECT: UNIDENTIFIED FLYING OBJECT

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

1. On 1 September 1954, information was received by this command to the effect that an unidentified flying object had been sighted at approximately 2030 hours, 24 August 1954, in the vicinity of Egilsstadir by an individual at Hjardarbol, a farm located near the junction of the Lagarfljot and Jokula Rivers, in Northeastern Iceland.

2. The eyewitness, who was located approximately 3000 feet from the line of flight of the object, described it as being approximately the length of a man's arm (2 to 2½ feet long), approximately 4 to 5 inches in diameter, cylindrical in shape and dark gray in color. The object, emitting a loud whizzing sound, reportedly crossed the sky from the Northeast and travelled a level course to the Southeast at a rapid rate of speed. The object continued its level flight for some time and then lost speed and fell into a sand-bar in the Lagarfljot River (65°04'N-14°50'W).

3. The farmer who had witnessed the unidentified object did not mark the impact area until 30 August. Between the time of the sighting and the marking, the Lagarfljot River had risen twice and washed over the sand-bar where the object reportedly landed, altering the size and shape of the sand-bar.

4. After several unsuccessful attempts to reach the location of the sighting, a Defense Force investigating team arrived at the referenced area on 11 September 1954. The reported area of impact, approximately 250 feet by 250 feet, was searched with Mine Detector Set SCR-625 but with negative results. The Detector Set is so constructed as to be effective for only a depth of from 18 to 22 inches. Much of the area was under water at the time of the search, and the soil, lava-sand, is of such consistency as to render any results obtained with the Detector Set erratic at best.

5. Investigation of the reputation of the eyewitness and those individuals reported as having heard the sound disclosed that these persons are considered to be reliable and are of good reputation in the community.

6. Among the possible identities of the reported object are a bird such as the loon, whose flight pattern resembles that described by the eyewitness, a meteor or the tip-tank of an aircraft. There were no Defense Force aircraft in the vicinity of the referenced area during the reported time of sighting.

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible] Historian
3 DEC 1975

DISTRIBUTION: C-2

DA AGO FORM 1 DEC 51 568 REPLACES WD AGO FORM 568, 1 JUN 47, WHICH MAY BE USED. DATE (Not Classified Unless Data Entered) SECURITY INFORMATION

UNCLASSIFIED

U.S. GOVERNMENT PRINTING OFFICE: 1951 O—877423

SECURITY INFORMATION ~~CONFIDENTIAL~~ (Not verified Unless Entered)

IDFJ2-5410	SUMMARY OF INFORMATION (SR 380-320-16)	DATE 11 Oct 1954

PREPARING OFFICE

468th CIC Detachment, APO 81, c/o Postmaster, New York, N.Y.

SUBJECT

UNIDENTIFIED FLYING OBJECT

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:

CONCLUSION: It is the opinion of this command that some object, nature unknown, did land in the vicinity of the referenced area. Because of the constant downstream motion of the river bottom and the condition of the impact area, shifting lava-sand and water, two possibilities present themselves. The entire area could be dug up in an effort to locate the object, but this method, after consideration, was disregarded because of the great expense involved. On the other hand, it is believed that the most practical method of determining the nature of the unidentified object is a device which can detect the presence of foreign substances 5 to 6 feet below the surface. Such a device is not available in this command, nor is there one on requisition. Due to the aforementioned condition of the impact area and the river bottom, it is recommended that such a device be furnished this command as soon as possible, if it is felt necessary to locate and identify the object.

Incls: To CINCLANT only:
1 USAF Pilotage Chart indicating area of impact
1 Blow-up of above chart
1 UFOB Beach Sector Report
1 Photograph of impact area
1 Photograph taken of impact area from house over which object was sighted
1 Photograph of Mine Detector Set SCR-625 engaged in search of impact area
1 Close-up photograph of Mine Detector Set SCR-625 and its operator

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

C-3

DISTRIBUTION

1-CINCLANT	1-J-2, Dir, C&D Section	1-Director, CSI	1-J-2, IDF
1-CHO (ZEI)	1-CIC Central Files	1-Res, IADF	1-468th CIC Files

DA AGO FORM 1 DEC 51 568 REPLACES WD AGO FORM 568, 1 JUN 47, WHICH MAY BE USED. (Not Classified Unless Data Entered) ~~CONFIDENTIAL~~ SECURITY INFORMATION

UNCLASSIFIED ☆U. S. GOVERNMENT PRINTING OFFICE: 1951 O—977423

Maj Riebman/in/AFCSI-6D
Code 151, X-8896 8 Nov 54

[redacted]

9NOV 1954

AFCSI-6D 24-185

SUBJECT: (Confidential) Unidentified Aerial Object Recovered at RAF Station Mildenhall, England, 26 April 1954
SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson AFB,
Ohio

1. Request that the attached photographs and a photostat copy of the letter from OSI USAFE, dated 27 May 1954, be transmitted to Air Materiel Command for their information.

2. The files of this office contain no additional information concerning this matter. Such additional information as may be received from USAFE will be forwarded.

FOR THE DIRECTOR:

Moritz 9/11/54

1 Incl
Ltr fr USAFE, 24-O,
dtd 27 May 54 w/2 incls

GENE P. MORITZ
Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Dir of Special Investigations
The Inspector General

24-185-412

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OUT
9 NOV 1954
MANAGEMENT
DIV
OSI

AFCSI-6D
Maj Riebman

12 NOV 1954

UNCLASSIFIED

[redacted]

AFCSI FILE CY
CMBK CY, AFCSI-6D

[redacted]

INFO[illegible]
From [illegible] OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21-157 13 January 1955

SUBJECT: (Unclassified)
CIVILIAN RESEARCH,
INTERPLANETARY FLYING OBJECTS
Leonard H. Stringfield, Director
7017 Britton Avenue
Cincinnati 27, Ohio

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Reference is made to our letter of 9 November 1954, subject and file as above.

2. Transmitted herewith for your information is one (1) photostatic copy of FBI memorandum dated 22 November 1954, with inclosure, concerning subject matter.

3. By letter dated 7 January 1955, the Directorate of Special Investigations advised that their files contained no information relative to subject individual.

4. Attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval of the Office of Special Investigations, IG.

Kenneth L. Blackstone
KENNETH L. BLACKSTONE
Lt Colonel, USAF
District Commander

1 Incl
FBI Memo dtd 22 Nov 54
w/Incl

cc: Dir OSI (AFOSI-6D 24-185-414)
w/o Incl

3 FEB 1955

UNCLASSIFIED

[redacted]

[redacted]

INFORMATION COPY
From the Director OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21-157

9 November 1954

SUBJECT: CIVILIAN RESEARCH,
INTERPLANETARY FLYING OBJECTS
Leonard H. Stringfield, Director
7017 Britton Avenue
Cincinnati 27, Ohio
SPECIAL INQUIRY

CLASSIFICATION CANCELLED [redacted] BY AUTHORITY OF THE DIRECTOR OF [redacted]
BY [redacted], Capt, USAF
Historian 3 DEC 1975

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is carbon copy of letter from the Federal Bureau of Investigation, dated 2 November 1954, concerning subject matter.

2. No further action is contemplated by the Office of Special Investigations in this matter unless specifically requested by your command.

3. Attention is invited to paragraph 5f, AFR 205-1, dated 24 July 1953, which states that classified security information originating in an agency outside the Department of Defense will not be disseminated outside the Department of Defense without prior consent of the originating agency.

1 Incl
Cy ltr fr FBI, dtd 2 Nov 54

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

cc: Dir OSI w/o incl

24-185-414

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

NOV 15 [illegible]

G1 DEC 1954

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

5D-F-12321

C.R.I.F.O. NEWSLETTER

October 1, 1954
Vol. I No. 7
Civilian Research Interplanetary Flying Objects

EXCLUSIVE: PRIVATE TALK WITH [illegible] COMMANDER: INTELLIGENCE CONFIRMS [illegible] SAUCERS' — TRUTH MAY BE BARELY SOON AS TECHNICAL DATA REACH THE AIR FORCE — AIR FORCE PLANS COOPERATION

The greatest story involving Earth and Space may soon be told [illegible] group — that official fear factions of the [illegible] keep the truth from the public has [illegible] evidence. Stimulated by recent events [illegible] Air Force will take the benighted public [illegible] matters we want to cooperate and expedite [illegible] saucers do not exist. Here is the [illegible]

Flying [illegible] tradictions were unfortunate. At this point [illegible] the Colonel [illegible] breakdowns of saucers [illegible] the interplanetary device and the secret American [illegible] sile. I was first corrected on the term [illegible] there were three breakdowns [illegible] admission, we therefore have these three breakdowns [illegible] from outer space [illegible] 2) a secret American saucer-like device and 3) interplanetary natural phenomena.

When [illegible] expected rebuffed [illegible] more data [illegible] were American devices [illegible] does exist [illegible] ing Major Keyhoe's book [illegible] to cooperate with the public [illegible] and a statement will be forthcoming from the Defense Dept. which will explain some of the [illegible] tails behind many of the sightings. When [illegible] week, he told me that this would be covered [illegible]

Col. O'Mara [illegible] the Colonel was wonderfully cooperative [illegible] in relation to official security. When [illegible] lites, and the theory indicating they were [illegible] has not received word they were "rocks." He said the scientist in White Sands "are still working very hard and have lots [illegible] about the silent Mars Committee [illegible] a report [illegible]

In my 7[illegible] minute talk with the Colonel [illegible] ous plane crashes [illegible] letter was slanted in the right direction [illegible] that if (the Newsletter) was in the right direction [illegible]

Editor's Note: Our Newsletter [illegible] minute. What was the first page is now the second [illegible]

SAUCERS HARASS EARTH: FEAR OF WORLD PANIC FORCES INTERNATIONAL CENSORSHIP: Behind the Mask of Comedy is tragedy — the tragedy of censorship; on stage is the "Flying Saucer" whose misfortune of name has held it [illegible] crously before the public eye since Ken Arnold announced "[illegible] things" flying near Mt. Rainier in 1947.

"Saucers" in their true dimension are less ludicrous to world governments. Working in cooperative secrecy they have enforced a bow [illegible] acy of censorship. A recent example is found in this writer's [illegible] with the Chilean Naval Mission in Washington, D.C. To quote [illegible] December 23, 1953:

"We are pleased to acknowledge receipt of your letter [illegible] graphs showing UFO's in formation at flight, which [illegible] Captain Orrego of the Chilean Navy near Antarctica in 1948.

"Regarding this matter we wish to inform you that recently [illegible] munication from Capt. Orrego stating that he had not [illegible] Antarctica in 1948, therefore, the photographs requested by you do not exist.

(Signed) Harold [illegible]
Chief of the [illegible]

Going back into old files I find that Capt. Augusto Orrego [illegible] antarctic night we saw flying saucers, one above the other [illegible] dous speeds. We have photographs to prove what [illegible]

And now, the proof of Chilean contradiction: thus [illegible] I refer to Major Keyhoe's recent book [illegible] from the Chilean Embassy in Washington I was told that the [illegible] Orrego's] were classified."

Editor: For the pictures to be classified they first had to exist. Why, during December, did they fail to exist? Does this tie in with the [illegible] sudden security ruling, which I learned by letter from ATIC [illegible] AFB, dated Dec. 17, 1953. They said, in part: "In reference to your letter the ATIC has been directed to make all information on Project Blue Book available to the Dept. of Defense for release from that point [illegible]

What happened in those yestermonth skies? Why [illegible] Intelligence bend over backwards to circumvent the truth about flying saucers? Why do foreign governments self-contradict themselves? Are they [illegible] saucer missiles of their own [illegible] or are they all just [illegible] ceal some great American weapon? Hardly!

The answer is in the skies today [illegible] night this [illegible] my desk daily. They come from competent and [illegible] reports are being written other vehicles are crossing [illegible] time to "violate" earth's international boundaries [illegible] lines, and with increasing frequency [illegible] hover over [illegible] cause destruction, even death. Are these the [illegible] censorship?

THE [illegible] ARE [illegible]

OR MARTIAN? [illegible]

[illegible]

[illegible]

[

LOGAN, UTAH JOLTED BY VIOLENT EXPLOSION AND [illegible] FOLLOWING MYSTERIOUS "STREAK OF LIGHT" IN SKY [illegible] meteorite, but as the evidence was [illegible] theory dissipated. Here's the [illegible] of Woodscross, Utah who probed the Salt Lake Tribune files for the early [illegible] — before SILENCE!

On May 7, 1954 the Tribune reported [illegible] conventional meteorite fall [illegible] produce the crater found west of here. Sunday [illegible] scene have been discontinued, geologists said. In a [illegible] entirely have reasons why they ended their investigation [illegible] opinion [illegible] what made the hole [illegible]

"The statement, signed by J. Stewart Williams [illegible] Agricultural College, Lincoln LaPaz [illegible] versity of New Mexico and Clyde T. Hardy, USAC [illegible]

"In the region extending from Clarkston south to Paradise [illegible] gation of numerous persons who saw or heard the explosion [illegible] midnight on May 1 has been carried out. The [illegible] evidence recovered as a result of subsurface investigation [illegible] explosion west of Logan have disclosed that the crater was not produced by a conventional meteorite fall. For these reasons operations have been [illegible]

And from the Tribune, May [illegible] Dr. Lincoln LaPaz [illegible] here, working with Dr. J. Stewart Williams and Dr. Clyde T. Hardy [illegible] arrival here Monday night, Dr. LaPaz said the hole [illegible] a "whopper" if it contains a meteorite. They decided [illegible] the crater and cover it with wire mesh [illegible] and protect with a piper. In this way they will [illegible] possible under the mesh.

"[illegible] recommendation is that we excavate until we [illegible] said Dr. LaPaz, who is credited with recovering [illegible] weighing more than one ton."

The incident occurred on May 1 bringing 500 [illegible] Police Dept. Residents reported the [illegible] their reception was disturbed. A check made later with [illegible] and Salt Lake City indicated no planes in the area [illegible] veteran described the 16 yr. wide and [illegible] crater. Sod was found scattered in all directions [illegible]

On Aug. 31, '54, I wrote Dr. Clyde T. Hardy, geologist [illegible] worked on the project, asking if any substantial evidence as to its (the [illegible]) been uncovered. Following is Dr. Hardy [illegible]

"Reference is made to your letter of Aug. 31 [illegible] of Logan. Although a fireball was reported by several [illegible] ground explosion, I am personally [illegible] pecially competent observer described a [illegible] situated to see all aspects of the occurrence."

[illegible]

G7 (Ref. File Case 20)

JET EXPLODES CHASING [illegible] UTICA [illegible]
[illegible]
[illegible]
Times) presented the facts [illegible] story [illegible]
They feared public reaction [illegible]
[illegible]
[illegible] They [illegible]

Let's review one [illegible] the [illegible] page story. A [illegible]
"scramble" to investigate [illegible] aircraft [illegible]
eleven miles southwest of Utica [illegible] 12:30 P.M. [illegible]
crashed into an auto and two [illegible]

The Air Force in Washington [illegible]
on [illegible] active [illegible] defense [illegible]
of July 3. "Air Force spokesman [illegible]
bearably [illegible]
bail out [illegible]

According to the [illegible] New York Times [illegible]
AFB) said, "that fuel in the burning plane apparently had exploded [illegible]
crashed." They said it had not been determined whether an [illegible]
while the jet was in the air.

"Later," according to A.P. [illegible] AF spokesman in Washington [illegible]
cepted plane was one that had [illegible] file [illegible]
that drifted off its [illegible]

The U.P. and A.P. [illegible]
"disaster" angle [illegible]
UFO [illegible] Ted Bloecher [illegible]
Wilkenson, listened to a broadcast [illegible] the incident
jet had successfully contacted [illegible]

But Ted Bloecher's real find [illegible]
(July 3) back pages. It reads:

"A silvery, balloon-like object floating high over the Utica [illegible]
[illegible]
stations.

"The Utica Press estimated that more than 1000 calls about the object [illegible]
its switchboard between 6 and 10:00 P.M. It was reported [illegible]
in a twenty-five mile radius [illegible]
east of Utica.

"Col. Milton F. Summerfelt [illegible]
the object appeared to be a plastic balloon about [illegible]
He theorized that it was making a gradual [illegible]
in the area tomorrow morning [illegible]

"A Mo[illegible]
He said [illegible] apparently [illegible]

(Ref. Case File - 21)

[illegible] "SILENCED" BUT NOT FORGOTTEN FRANK EDWARDS

[illegible] of letters have been received asking for [illegible] Edwards' dismissal from radio [illegible] Shirley Watson of Vienna, Va. [illegible] Mr. Meany, AFL President. CRIFO owes a lot to Frank Edwards [illegible] Frank recently and asked him for a statement. Here is Frank's reply [illegible] August 26, 1954 in part:

"The facts are that for a long time I had been fighting the [illegible] sorship imposed by Meany. The final straw came when on Aug. 2nd [illegible] sent me a memorandum imposing conditions which my attorney [illegible] violation of my contract [illegible] and conditions under which [illegible] some to produce the same type of broadcast which had built my [illegible] of the top three [illegible] according to AFL statement.

"Meany's Aug. 2 memo notified me that the AFL [illegible] MUST be carried. Still disguised as an editor [illegible] the scripts and stand by to see that I carried the material [illegible]

"Am glad that I was able to be of assistance to you in [illegible] material in which we both, along with millions of others [illegible] interested." Best wishes, (Signed) Frank Edwards

Readers will be interested to know that Frank Edwards [illegible] entitled "SPIES IN THE SKIES?" which is to appear in the [illegible] magazine. Says Frank, "It deals with some of the little known [illegible] greatest news story of our times." DON'T MISS IT!

MYSTERY METAL IGNITES ROAD. Woodside [illegible] were baffled by a [illegible] of white-hot metal pellets [illegible] was trying to [illegible] when a woman motorist saw a circle [illegible] Portola Road [illegible] firemen found scores of [illegible] burning the pavement over an area about 70 by 250 feet. The [illegible] where the metal burned into it and grass fires were started [illegible] burned along the shoulders of the highway. A resident, Ignacio Miranda, reported hearing a loud explosion about 4:15 P.M. but saw nothing [illegible]

According to U.P. release, "Metallurgists and AF officials offered no [illegible] for the white-hot pellets. San Mateo officials reported the pellets [illegible] from a dime to a 50 cent piece, and according to Woodside [illegible] Kolnaim, the metal shower burned holes in the road [illegible] in a deep. "I just can't figure it out," he said. "It has me completely [illegible] fict." Deputy Sheriff Robert Benassini said the metal scraps had [illegible] marking and appeared to have come from a "cylindrical object."

An Air Force spokesman advanced the theory the metal [illegible] exhaust pipes which reach extreme temperatures [illegible] with air bases disclosed no military jets were in the [illegible] to Perry G. Powers of Duarte and an unnamed informant who [illegible] from San Francisco Call Bulletin.)

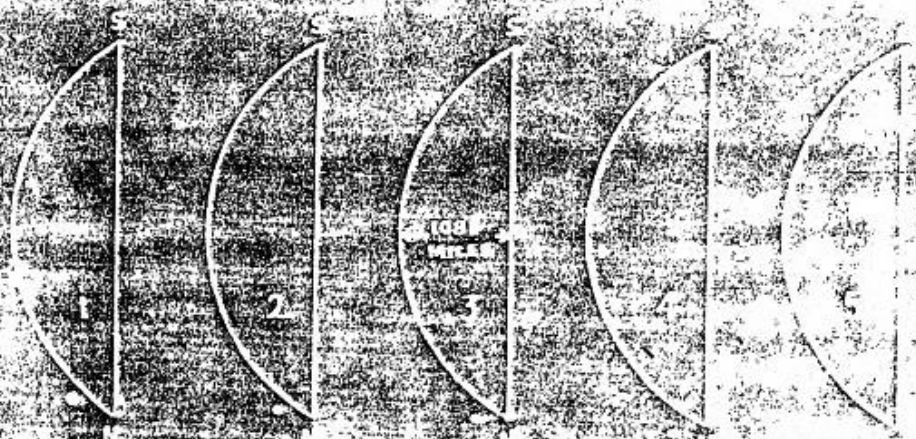
THE "SPLOTCHED PAINT MYSTERY." On the [illegible] in a community in the valley [illegible] [illegible] 100 houses in the area were affected. One [illegible] a gray house splotched, a green house came out looking [illegible] None of the residents had an explanation.

59

THE CINCINNATI PAINT INCIDENT: A PARALLEL PHENOMENON

G-10

[illegible] drawings below are Theodore [illegible]. The [illegible] and movement at 4 minute intervals in relation to the [illegible] Carlisle, estimated the object to be [illegible] in diameter.

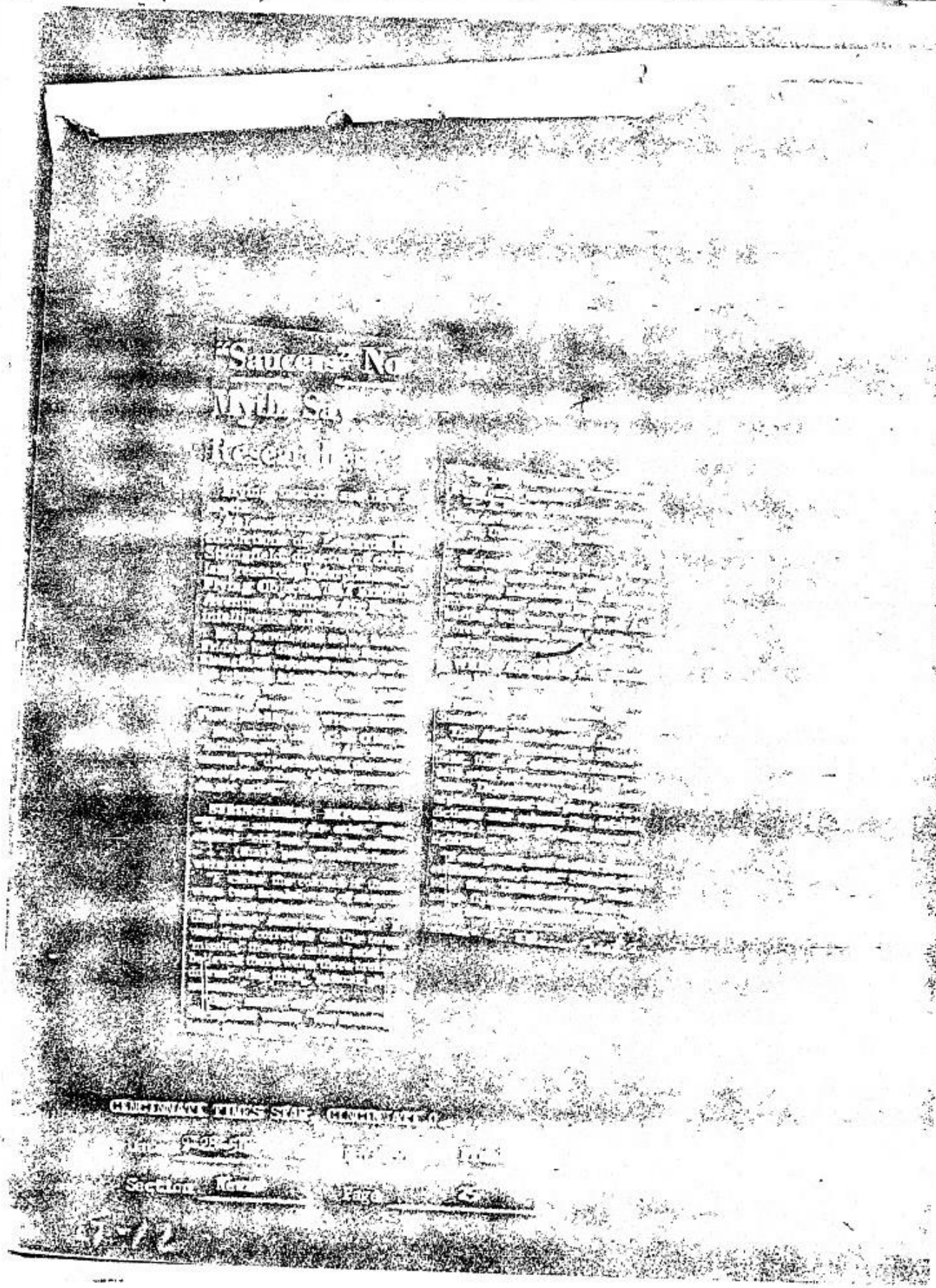


Editor's Note: This incident and Case 14 transcend [illegible] vehicles are confined to earth's atmosphere, therefore [illegible] these governments are secretly conducting [illegible] and 22 and myriads of others, and another [illegible] that "hueers" are extra-terrestrial and [illegible] point.

[illegible] Rome, Italy [illegible] 1875 [illegible] shaped object streaking over the capital flooded [illegible] called Radar operators also reported [illegible] Technicians at Ciampino Airfield described the [illegible] earth for more than 1000 ft., then [illegible] (Thanks to George Popowitch, Barberton, Ohio [illegible])

[illegible] release by eyewitness Michael [illegible] the strange sound as it [illegible] effect [illegible] series of explosions [illegible] closer. This was followed by a dead silence [illegible] height of about 6000 ft. Suddenly [illegible] trail of milky white smoke. It went straight up into the [illegible] Dept. described it as a "clipped cone" with a smaller [illegible] as two semi-circular disks, one bigger than the other [illegible] top. To me it seemed like an inverted sawed-off cone [illegible] the object's ability to "part" in mid-air for several [illegible] at Rome which picked up the "cigar" [illegible] (Thanks to Warren Morse, Palo Alto, Calif.)

Editor's Note: Significant here is the AP and INS release [illegible] us the news on the Labrador sighting in July, then silence [illegible] space man story in August, now July. [illegible]



CI

2[redacted]t
Marietta, Ohio
October 2, 1955

To: President Eisenhower and/or Vice President Nixon

J. Edgar Hoover, Chief, Federal Bureau of Investigation

Director, Office of Special Investigations, Department of the Air Force

Hugh Odishaw, Executive Secretary, National Academy of Sciences

Senator Matthew M. Neely, U. S. Senate

Senator John W. Bricker, U. S. Senate

Gentlemen:

I am sincere when I say I want to go to the Moon.

There are no thoughts of reward -- ever since I got out of 3-cornered pants, Dad counseled and taught me to appreciate astronomy and the great, big Universe.

I have common sense enough to realize that if I am to compete with such a renowned person as Dr. Von Braun, I must have backing. I'm just a prospective member for the Sons of the American Revolution and Colonial Wars, just an average citizen trying to read and keep up with the Nuclear Age.

You can depend on me keeping my big, cotton-picking mouth shut on statements to press, TV, or radio. Let me be the Garbo of Outer Space.

More power to the education of the public....nothing interests people like "people". Since I have progressed through evolution somewhat over the mice, rats, monkeys, and baboons, I can understand this -- anyhow, in a space ship I could do a little more than scratch myself and play with my tail.

Sincerely,

[redacted]

OUT
8 DEC 1955
CI DIV
CSI

24-485-415 X5

UNITED STA
DEINSPECT

OCT 5 1955

SPECIAL PROJECTS

9 DEC 1955

WHY I WANT TO BE THE FIRST SPACE MAN TO GO THE MOON

RESTRICTED FOR:

President Eisenhower and/or Vice President Nixon
J. Edgar Hoover, Chief, F. B. I.
Director, Office of Special Investigations, Dept. of the Air Force
Hugh Odishaw, Executive Secretary, National Academy of Sciences
Senator Matthew M. Neely
Senator John W. Bricker

WHY I WANT TO BE THE FIRST SPACE MAN TO AIM FOR THE MOON

LOVE FOR THE UNITED STATE OF AMERICA (ain't that enough?)

I'd guess the real test of a man's character is when he will step forward, without thought of self, false fame, or covetousness, and say to his country's officials: "Here is my life. Use it for the good of the United States of America". Even though it might be a one-way ticket straight to Hades, I am not afraid of man or beast. God so loved the world that He gave His only begotten Son. I so love the good U. S. A. that I hand over my life -- no holds barred.

THE FRONTIER

The veil is about to be drawn back. One of these days the space ship will be loaded at the dock, and the skipper will grab his charts under his arm and yell, "Anchors Aweight, Mates." Columbus could not see his distant shores, but when the 20th Century Santa Maria raises her sails, the far away land will be fully and magnificently in view.

THE REWARD

Just to plant the flag of the United States and claim the Moon in the name of my country, with a prayer of thanks to our Creator who would make all of this possible, is enough for me. We are unshackling ourselves and embarking upon the course God had in mind for us all along. Vast mineral riches no doubt existing on the Moon, minerals we need, would eventually repay the expenses. I believe tears would splash in my blasted space helmet if I could accomplish this.

THE BELIEF IN ALMIGHTY GOD AND OUR LORD, JESUS CHRIST

How much do we really know about the true interpretation of the Bible -- how far down through the ages do the predictions go? It all adds up to the Revelation of how great our God really is, and for me the Bible and the existence of Jesus Christ are enhanced. What did Nostradamus and Mother Shipton really mean? After a lifetime of study in astronomy, in which my faith was surely tested, my love for God and Christ has only multiplied.

THE IDEAL EXISTENCE

When an obscure private citizen and the officials of his country live as we do in understanding and friendship, then the ultimate has been reached. Plato and the other philosophers could have orated for day in their togas over such a situation.

THE UNITED STATES DEPARTMENT OF THE AIR FORCE

When I think of my friends, Lt. Colonel Dick Lassiter, Colonel Henry Amen, and Brig. General Tom D'Arcy, that is enough for me. What ambassadors of good will!

ATTITUDE TOWARD
PUBLIC RELATIONS

I believe that public relationship pertaining to press, radio, and TV should be left to the men who make such work their profession. Garbo left this in the hands of her studio, revealing her to be the brainiest of all stars. Silence is golden, especially when you don't know how facts can be screwed up.

MY PERSONAL OPINION
OF DR. VON BRAUN

He is remarkable, but he appears to be a self-styled prophet of Outer Space. He is in all the books, all the articles, rightly so, but lots of times there by his own interviews.

He is photogenic - Collier's article on him, with a picture of him in his skin-diving outfit, proved this. But I have two legs, also.

Legs would not appear so "sexy" in the inflated, gingerbread man outfits.

THE AGREEMENT

After public reaction last Monday when my name was injected into what would have been a cold, scientific news item about the Earth Satellite over the TV station in Huntington, W. Va., I can see what interests people -- people. Especially a bachelor with a reasonable amount of friends. Use me to "humanize" Outer Space, if you want to. People overwhelmed me with their interest -- and they are extremely well read, or getting that way.

[redacted] St.
Marietta, Ohio
October 5, 1955

To: President Eisenhower and/or Vice President Nixon
J. Edgar Hoover, Chief, Federal Bureau of Investigation
Officer In Charge, Special Investigations, Department Of The Air Force

Subject: OBJECT FROM OUTERSPACE

1. An almost oval mass of metal or metallic substance, about the size of a baseball.

2. Arrival from outer space: Night of September 17, 1955.

3. Place of contact: Near Elizabeth, Wood County, West Virginia.

4. Location of fall: Front yard of a farmer.

5. Description of contact: Left hole two and one-half feet deep, size to seven inches across. Scorched the grass near the mouth of the hole. Was dug out with post hole diggor.

6. Characteristics of metallic substance: About two inches in diameter; resisted sawing or filing; apparently would not break from the pounding of normal tools by the farmer.

7. Comments: I am on the trail of the object; the farmer brought it to a friend of mine who lives in Parkersburg, W. Va. I am making every effort to obtain the metallic substance in order to send it to the Officer in Charge, Office of Special Investigations, The Dept. Of The Air Force, for official examination and analysis.

x24-185-415x2

415

24-185-415x4

NICK RIGGS

DEC 1955

[redacted] et
Marietta, Ohio
September 28, 1955

To: President Eisenhower and/or Vice President Nixon;
J. Edgar Hoover, Chief, Federal Bureau of Investigation;
Director, Office of Special Investigations, Department of the Air Force;
Hugh Odishaw, Executive Secretary, National Academy of Sciences;
Senator Matthew M. Neely;
Senator John W. Bricker.

Subject: Analysis of First Injection of an Earthman's Name into News Release on Earth Satellite

1. Monday Noon, September 26, 1955 - TV Station, Huntington, W. Va., Announcer, [redacted], mentioned that I, and two friends, [redacted], all employees of Electro Metallurgical Company, Marietta, Ohio, had applied for the first trip to the Moon; and would not be able to be on the first Earth Satellite due ~~x~~ to its carrying only scientific instruments.

2. This particular TV station covers a good portion of the Ohio Valley. Mention of my name caught the ears of people who knew me, and their interest in the Earth Satellite grew instantly until they remembered the announcement word for word.

3. By evening, my phone at [redacted] rang until I had to leave the house -- all about the same TV announcement; plus rumors it had been repeated on radio broadcasts.

4. Interest in this plant at Electro Metallurgical Company has picked up; employees are starting to read books relating to space travel.

5. The City Library frequently advertises new book arrivals on space travel.

6. Public interest in Government officials and in Senators Neely and Bricker, among those I have talked to, shows a genuine appreciation for what is being done toward achieving space travel.

7. The General Public has found a release from their "war nerves" - this is the final impression from my analysis.

8. More power to the human side of the news; I'll keep my promise of no interviews to Press, Radio, TV; everything will emanate from official Government sources as far as I am concerned.

24-185-415X2

Nick Riggs

9 DEC 1955

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING UNCLASSIFIED MESSAGE

Maj Vrich
29 Aug 55
Kmy

REC. STF. MSG. DIV.

AUG 28 16 01 '55

HQ. USAF

SMD C021

WU-02

KA

WUE099 PD

ACTION COPY

MARIETTE OHIO AUG 28 919AME

OFFICER IN CHARGE, SPECIAL INVESTIGATIONS

DEPT OF THE AIR FORCE THE PENTAGON

SECOND PHOTOGRAPH TURNED UP THIS MORNING, POSITIVE

IDENTIFICATION. REGISTERED LETTER FOLLOWS MONDAY

24-185-415

[redacted]

1010A..

ACTION: CSI

INFO : CDS

GI

AF IN : 28449 (28 Aug 55)

R/rdl

not GI

No action necessary Dufresne

OUT
1 SEP 1955
CI DIV
OSI

DUPLICATE OF
TO EXEC

415
24-185-457 2

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 29 09 15 '55

OFFICE OF
SPECIAL INVESTIGATIONS

Dufresne

07 SEP 1955

AFHQ FORM 0-309d
19 JAN 51
PREVIOUS EDITIONS OF THIS FORM MAY BE USED

16-63733-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted] St.
Marietta, Ohio
August 28, 1955

To: President Eisenhower

J. Edgar Hoover
Chief
Federal Bureau of Investigation
U. S. Department of Justice

Director ✓
Office of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon

Gentlemen:

Reference is made to telegram dated today, August 28, relative to second photograph turning up in today's papers as identical to photograph used in published article I have in my possession.

The original photograph was published on Page 11, Vol. 1, No. 17, October 1954 issue of DARE, published monthly by Fiction Publications, Inc., 80 Fifth Avenue, New York 11, N. Y., under their policy of publishing factual articles on unusual subjects which they claim should be brought to the attention of the American public. On Page 11 is a photograph of a man wearing a space suit, with this inscription: "Above: Photo found in Martian's pocket, wearing space-suit for space travel."

Enclosed is the exact reappearance of this photograph. It is found on Page 19m, The Gazette's Magazine Section, August 28, 1955, published by the Charleston Gazette, Charleston, West Virginia. This inscription appears beneath the published photograph: "SPACE SUITS generally are expected to fall into something like this Navy high-altitude flying suit, which was designed to withstand pressures at 70,000 feet. However, some scientists insist that men out in space will have to remain inside rigid chambers and do everything by remote control."

They are positively the same man and space suit in the same mood.

This is No. 2 of reappearances I have spotted. No. 1 was the photo of William X. Tornbaum of Paris, France, reported in November 1954.

-2-August 28, 1955

This all adds up to the fact that I must have a photographic memory.

Through Senator Matthew M. Neely I offered my life to the United States to be used in the cause of scientific development in relation to the Earth satellite.

Since I may have more intelligence than the mice, rats, monkeys and babboons, I could be of some use as a volunteer into outer space when you want to send some Earthman rocketing toward the Moon.

Sincerely,

[redacted] x24-185-415

Enclosure

24-185-415 X1

IN 31 AUG 1955 CI DIV OSI

17 SEP 1955

OFFICE OF SPECIAL INVESTIGATIONS

Dufresne

Noatton

SPACE SUITS generally are expected to fall into something like this Navy high-altitude flying suit, which was designed to withstand pressures at 70,000 feet. However, some scientists insist that men out in space will have to remain inside rigid chambers and do everything by remote control.

Space Satellites

(Continued From Page 4m)

ment bolted together within a steel-girder framework.

It is likely that no more than a half-dozen men will be accommodated with equipment to conduct an initial survey of the moon, paving the way for later and more elaborately equipped and staffed expeditions.

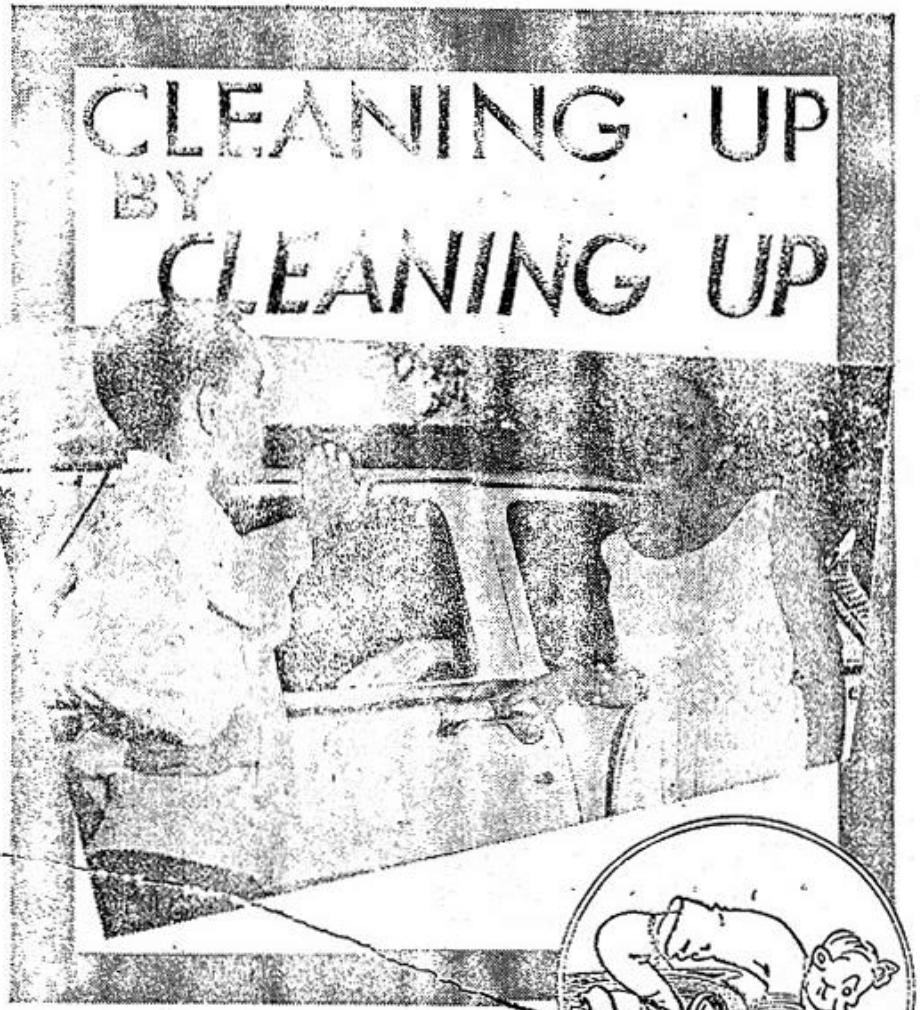
* * *

[illegible] from [illegible] to the surface of the Moon, they will be faced with two [illegible] of life as [illegible] and expected size. The chances for collision with a meteor which could wreck the space ship are as remote on the Moon as in the satellite orbit.

* * *

THE TENACIOUS popular belief that the Moon is a dead, changeless world is giving way to a new concept of conditions. Where once the best scientific opinion held that the Moon was [illegible] understanding of its surface features, today this belief is seriously questioned.

[illegible]



Tom Mayne greets a customer, Mrs. I. L. Hart of 4001 Noyes Ave., and tells her when she can expect her car.

This once-jobless teen-ager is setting a

from their space ship to the surface of the Moon, they will be faced with two weeks of life on a disheartenmagly inhospitable, strange lifeless, and even terrifying world.

To avoid the tremendous heat on the surface during the two-week Moon-day period, the space ship will probably land in the "night" half of the satellite. Even under these conditions there will be considerable illumination across the rocky world a garish green tinted light reflected from the distant earth.

Because no atmospheric dust air, or water vapor exists to refract and distort light waves the magnificent panorama of space with uncountable stars gleaming in a jet-black sky will always be visible to the spacemen.

• • •

A SEARING BALL of flame in the sky, the Sun constantly throws out flaming streamers of fire for many thousands of miles from its surface.

A layer of dust, composed of pumice covers most of the Moon surface. Present investigation supports the claim that this pumice layer is on the average a quarter of an inch deep, some scientists, however, insist that the covering may be several inches in thickness.

• • •

THERE WILL be no sound on this airless barren world no covering of heat and plant life, no streams or lakes. The endless panorama will be one of eroded walls jagged mountain peaks, hills, and rounded crevasses.

Thousands of meteorites, the majority microscopic in size, shower down incessantly upon the surface. The larger ones throw up spurts of pumice in a fine spray, an occasional shower scars the concentration of particles crossing silently across the plain.

The scientific expedition will utilize the space ship as its base of operations. Since its meteor bumper is as effective as that surrounding the satellite in space, the men are protected against all fast-moving particles of normal

opinion held that the Moon was absolutely unchanging in its surface features, today this belief is seriously questioned.

For all practical purposes, it is true, the Moon is barren and dead. But in the strictest sense of the word, as latest scientific investigation appears to reveal, there is change on the Moon surface, and even the possibility of atmosphere and plant life.

Telescopic studies conducted in recent years reveal unexplained radial bands appearing in a dozen or more craters which hint at a very low order of vegetation. It is intriguing to imagine the possibility that some form of tenacious plant life has managed to exist on the surface of a world so hostile to existence.

• • •

THEORETICALLY the Moon should be totally airless. If there were any atmosphere on the Moon, we might determine its existence not through direct observation but by watching the passage of the Moon in its orbit directly before a star. If an atmosphere existed, the star would momentarily flicker before disappearing beyond the lunar curve. Instead, it snaps out of sight instantly, indicating that the Moon is airless. The "test," unfortunately, is not a final one.

Unless the spacesuited explorers exercise constant vigilance, death can come easily and suddenly on the Moon. A spacesuit torn by a jagged piece of rock will cause an agonizing explosive decompression. Unwary passage over thin crusted deep crevasses can mean death.

Permanent research and industrial installations may follow the landing of the first expeditionary ships on the Moon.

There is reason to believe that the Moon may become the key to man's ultimate conquest of the entire solar system. It is anticipated that permanent lunar installations will undertake scientific and technological studies to accelerate that consequent.

(Next Sunday: Mercury, "the innermost world" in space.)

This once-jobless teen-ager is setting a 'shining' example of how to make money

By Lewis Abbott

(Staff Writer for The Gazette)

SUMMER jobs were hard to find this year.

Just ask any teen-ager who tried for one.

But at least one Charleston youth, Tom Mayne, 17-year-old son of Dr. and Mrs. T. W. Mayne, wouldn't let lack of regular employment stop him.

He made his own Summer job.

A member of the Charleston High School Band, Tom needed spending money for the musician's two trips to Atlantic City, N. J., not to mention "date" money for the Summer months.

• • •

THE MOUNTAIN Laer Band played at the Lions International convention at the New Jersey resort early in the Summer and was invited back to lead the Miss America Beauty Pageant parade.

Bandsmen's "expenses" for the trips—transportation, room and a $3 a day allowance for food— are paid.

But these "expenses" don't include a milkshake after a hot, dusty parade, money for souvenirs for the folks or girl back home or any of the other not so little costs of living in a resort community.

Casting about for a way to make the pin money essential to a teen-ager, Tom decided to capitalize on his "years of experience" caring for the family cars.

He already knew the best materials and most efficient methods of removing road grime and making the paint glisten.

So, he approached friends and neighbors and was quickly in business.

With the help of his brother, 13-year-old Bill, he says he can clean and wax a car in less than six hours, although he likes to take about eight hours for each job.

A licensed driver, he picks up his customers' cars and takes them to the rear of his home at 3909 Noyes Ave., then returns it sparkling bright the same day.

Tom furnishes all materials, and charges $10 for a stem to stern, inside-and-out wax job.

Ingredients of a good car shine job, Tom says, is soap, water, polish — and plenty of elbow grease.

[redacted]
Marietta, Ohio
June 10, 1955

To: President Eisenhower

J. Edgar Hoover
Chief
Federal Bureau of Investigation
U. S. Department of Justice

Director
Office of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon

Gentlemen:

The four of us can take the attached hardboiled story of the "saucers" as it actually happened to me.

All I can say is, help me to pull a "Garbo" with the press -- so far, so good -- not one chirp or hint has appeared, far as I can find out in papers and magazines.

I think a good citizen should also use what brains he has toward helping his country and particularly the Department of the Air Force. I hope I shall always remain in that category.

You gentlemen have permission to reproduce all or any part of my story where it will serve the purposes of the United States Government. I hope some of it will be useful, and that I may continue to serve my country in the future.

Sincerely yours,

[redacted]

Nick Riggs

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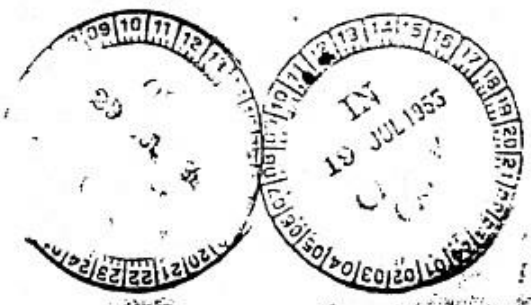
Enclosure - "The Invasion Of Planet Earth".



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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 13 08 48 '55
OFFICE OF SPECIAL INVESTIGATIONS

THE INVASION OF PLANET EARTH

By: [redacted]

Restricted for:

1. President Eisenhower

2. J. Edgar Hoover
   Chief
   Federal Bureau of Investigation
   U. S. Department of Justice

3. Director
   Office of Special Investigations
   The Inspector General
   Department of the Air Force
   The Pentagon

[redacted]

FIRST SIGHTING OF DISK

OCTOBER 1929

My father, the late [redacted], and I had just prior to this time relocated the lost Indian lead mine of folklore, legend, and pioneer tales, and I, having just passed my 18th birthday on the preceding August 31st, had begun teaching the Wells Run School, Union District, Pleasants County, West Virginia.

On this particular fall day in 1929, I left my boarding quarters at the home of [redacted] (now deceased), situated on Middle Island Creek adjoining the [redacted] Farm, belonging to my father, just as the Sun had set, intent on looking for some geology specimens and perhaps prospect a little, in an area of anticlines and synclines.

I had proceeded slowly up the creek road and had reached the Riggs Farm just below the swinging bridge crossing Middle Island Creek.

For some reason, I turned and glanced down the creek.

Out of the sky above, almost directly above Devil Tea Table Rocks, some 1/2-mile below me on the opposite side of the creek, a flaming disk descended earthward and approached the end of the hill on which Devel Tea Table Rocks are situated. Coming down midway of the height of the hill, the disk followed a perfectly horizontal course along the hill toward me, at a speed I would estimate to be 10 miles more or less per hour. Its course as it sped toward me on the opposite side of the creek was perfectly horizontal, and I marvelled at its levity over such rock- and brush-bound hillside. The disk did not touch anything on the hillside, appearing to sail through the air some 10 feet from the side of the hill.

I meanwhile backed up against the incline back of the creek road and stood there, watching the disk approach. My attire consisted of rough prospecting trousers and shoes, and sweatshirt.

The disk approached my position, and directly opposite me in a perfectly aligned horizontal position to my body it suspended in mid-air, never moving. I never took my eyes off the disk, as I stood there, defying it and studying the strange intruder.

No other human being was in sight; dusk fell; I backed further against the bank and sat down, with my hands across my knees. There was no sensible point in running from the disk, since I reasoned that I was defenseless and alone, having not even a geologist's tool to defend myself with. The disk then took on a brilliant, blue-white diamond glow. My observation of it placed the size to be somewhat that of an ordinary wash-tub, the type used

in that era of 1929.

A period of at least 30 to 45 minutes passed, during which I rose at intervals and stretched my legs, sat down again, et cetera. Never once did my eyes leave the flaming disk. I could make out its circular formation, but within it I could not discern a thing, it being of such dazzling brilliance. The flow of intense light within it never ceased, and it never moved from its suspended position in mid-air opposite me.

After 30 minutes or more had passed, I prayed to God that the disk would not approach any nearer, would not come across Middle Island Creek toward my face. I prayed so hard mentally that sweat ran from my forehead.

It had become quite dusky by now in the vicinity, and suddenly the disk began moving backward on the course in which it had approached me. Following the same horizontal course, down the creek it went, and at a speed of about 10 miles per hour. The disk approached Devil Tea Table Rocks. Then, in a tremendous burst of speed it shot skyward, and I followed it with my eyes until it disappeared from sight. It did not take a perfectly diagonal course when it shot upward, but somewhat at an angle.

I returned to the [redacted] home, saying nothing about the incident.

When I returned to St. Marys, W. Va., the following Friday evening to spend the weekend, I reported to my father in his crime identification laboratory. I asked him, what kind of remotely controlled observational disk was the United States Government using, and we agreed that my country would not take advantage of me in that manner, and that what I had seen had best be kept secret. I remembered so well what he had told me when I was a child studying astronomy with him, using our telescope: "Nick, we aren't the only peas in the pod, and they will either get to us first or we will reach them first." Dad and I shared the secret. Since he had prepared me mentally for such an occurence from childhood, acquainting me with a good background in astronomy and crime investigation, I am able to observe and report intelligently the absolutely cold facts about what has happened to me.

Dad and I discussed the remotely controlled disk many times. It was our opinion that the disk would contain a camera, which flashed my body and face on a sort of television screen in a space ship nearby. What embarrasses me even today is to conjecture whether my body was projected sans clothing in order that the invader could study the anatomy of an earthman at a proximity, and for a period of 30 to 45 minutes. I can only presume that every part of my body was photographed and the photographs enlarged, particularly the facial characteristics -- maybe the rest?? Helplessly, perhaps I became the earthman model for study of the invasion of planet Earth.

[redacted]

TELESCOPIC SIGHTING

SEPTEMBER 1948

On the particular evening, about 8:00 p. m., I was using my telescope in the backyard of my home in Ajo, Pima County, Arizona.

The telescope was trained on what took to be Venus, the evening star, because this star in questions was the brightest in the sky that night. I had enlarged the focusing on this particular star when, over to the far right a circular object entered the area between this star and planet Earth. It moved slowly in a horizontal path, and I was able to observe its movements for what I would consider approximately two minutes. Its speed never varied, and I watched it until it disappeared on the lefthand side of my sighting.

I had previously noted in newspapers that Dr. Clyde Tombaugh, the discoveror of planet Pluto was at that time visiting the observatory at Flagstaff, Arizona, so I immediately telephoned him, telling him as completely as I could what I had just sighted and the direction it was moving in, stating that the object had passed between the brightest evening star and planet Earth. He was very much interested in what I had to report, and thanked me for my interest and thoughtfulness in calling this to his attention.

I wrote to the University of Arizona, and to President Truman, telling him as best I could the details of the sighting.

[redacted]

INCIDENT ON THE TRAIN

SEPTEMBER 1949

There follows an incident that makes you wonder who the man was - was he one of us, or had some invader from another planet, with two arms, actually succeeded in landing on planet Earth!

Around the first of September 1949, I transferred to the Golden State Limited at Kansas City, Missouri, enroute to Ajo, Arizona, from St. Marys, West Virginia, where I had spent the most of a 2-week vacation with my brother, [redacted].

I went into the dining car for dinner that evening, after we had pulled out of Kansas City, and since there was a smaller table for two along the side of the diner, sat down alone. I had just had time to place my order for dinner when a gentleman entered the dining car, came up to my table, and asked if I cared if he ate with me. I informed him that I did not mind at all, and he joined me for dinner. He was 6 feet or more in height, well dressed, well groomed, with rather blondish hair, and looked to be 30 to 35 years of age. He was athletically built and appeared to be in top physical condition.

When he saw what I had ordered, he informed the waiter that he would have a duplicate of the same course. I lit a cigar when I received my coffee, but he declined to smoke one, saying that he neither smoke nor drank.

Instantly you would take him to be either a college instructor or scientist, maybe both, from his bearing and his voice, which was resonant and with a slight foreign accent, which I would judge to be Norwegian or Swedish.

He somehow brought up the discussion of unidentified flying objects, and I told him about the sighting I had made the year before, and about the many articles I had read about them, particularly the incident at Bisbee and Douglas, Arizona, where townspeople perhaps by the hundreds had watched a formation of flying objects. After dinner, during which he informed me that I was a very intelligent man, he bluntly asked me if I would like to see blueprints of the so-called flying saucers, and I told him I would be very much interested in looking at them. He invited me to his compartment, and during the course of the evening, some four or five hours, he went over a complete stack of blueprints of the flying saucer. When I say a "stack", I mean that these blueprints covered the complete construction of the object, and so complex that I exclaimed to him that I could not possibly understand them, since I hadn't even been in an ordinary air-plane! He told me that the object he was describing to me was not so complex at all, and went into complete details as to its construction. Although I tried to understand him, yet it

[illegible] THE INVADER OF PLANET EARTH!

was so overwhelming that if my life depended on it I could not touch but lightly upon the instructions he gave me that night. I do remember that the blueprints had no identification marks on them.

As he sat beside me, explaining the blueprints to me, I thought that he was possibly a flyer with the U. S. Air Force; that was the mental impression I received from him, although he did not come right out and inform me that he was with the U. S. Air Force. There was something about his hands that I thought just a little different from mine, and I seemed to notice that on his fingernails I could not notice his having the "half moon" which we have on our fingernails. This frightened me a little at the time.

During the evening, he asked me if I could guess what his actual age was. I said I thought he was around 28 or maybe a little more, and as I remember, he said he was around 49 or 50 years of age. But, I exclaimed, "How about gray hair?" He informed me that his hair was still its original shade, no dye. I asked him how he kept such a trim physique, and he stripped to the waist, showing a torso and two arms of a man in his twenties! He then instructed me in proper diet and exercise for keeping trim, which was quite understandable. He required no glasses. In other words, here was a man in top physical condition, around 50 years of age, looking like a man of 30.

In speaking of the speed of flying saucers, he said they were capable of any speed and that he could land one on a "dime". One part of his instruction stands out -- that the outer rim of the saucer moves opposite to the inner part, keeping the pilot motionless in his compartment. He told me about the "sink" part underneath the saucer, where its own power was generated when necessary. Refrigeration inside the compartment was covered; in fact, he told me about the complete construction and flying procedures. While at the time I could vaguely understand, yet the subjects were of such far advanced scope that I could never remember a fraction of his instructions. As I told him, I might be an intelligent man, which I try to be, but that what he was telling me was way, way over my poor head. But for hours he tried to explain the structure and flight of the craft.

He discussed his philosophy of clean living and religion, and then went into the construction of the atomic bomb which had been exploded in New Mexico. He told me that the one exploded in New Mexico had not been the first, that a small one about the size of a pinhead had previously been set off somewhere in the Northwest. I think he said the state of Washington, at one of the universities, and that this pinhead explosion almost burned through the glass walls, several feet thick, which enclosed the miniature atom bomb.

As for power behind the saucer, besides the self-generator, he said it drew on magnetic forces from a planet, and said something about synclines and anticlines being in the complex setup. In other words, I was a willing listener, but having all this thrown at me in one lesson was some experience!

He took my name and address, and the information that I worked at the open pit copper mine owned by Phelps Dodge Corporation at Ajo, Arizona. He jotted down my brother George's name and the St. Marys, W. Va., address, which I call "home".

About prospecting, he showed me an instrument which he said caught radiations from all the minerals in the earth, and which could be caught from the air while in flight. I asked him, for Pete's sake to come out to Arizona and help me prospect, and he said he would come out to see me, probably the following year, 1950.

At Phoenix I embarked from the train. He said he would write, and that next year he would surely be out and help me really prospect with the instrument he had. I never did hear from him, except for a mysterious Christmas card in 1950, showing a man standing underneath a statue of Jesus Christ in a bombed-out church. The card was mailed from Denver, Colorado.

When I arrived at Ajo, Arizona, I told my mother about the scientist and flyer I had met on the train, and how far advanced the flyers in the U. S. Air Force had become.

Then slowly, it began sinking in; after a year or two I wondered IF the flyers in the U. S. Air Force were flying saucers??

In the course of events, I met Colonel Henry Amen, C. O. at Luke Field; Brig. General Tom D'Arcy, C. O. at Williams Field; who visited me at Ajo, Arizona. Previously at Tucson, Arizona, my buddy had been Lt. Colonel Dick Lassiter of Davis-Monthan Field, the old "Swoosh" pilot. These three men, all good friends of mine, flew conventional aircraft. I said nothing to them. Col. Amen showed me his jet plane, and we taxied it on the runway. Three of my best friends, all highly qualified pilots, flying ordinary aircraft. Just who the hell was the guy on the train?? Talk about mystery! And I used to think Dad's murder mysteries were hard babies to deal with!!

» Frank Hines, formerly a mechanic at Desert Center Garage, claims that on the night of June 14, 1952, as he was driving a tow truck along Highway 60-70, a saucer spotted him, swooped down from the skies, and hovered over his truck for two miles before it flew off

Swooping out of the night sky, the huge disk hovered over his truck for two miles.

Bluebook

JULY, 1955 Vol. 101, No. 3

THE ARIZONA INCIDENT

SEPTEMBER 1950

As was our evening custom, my mother, Mrs. [redacted] and I started out from Ajo, Arizona, at dusk for our regular drive from Ajo out the road towards Gila Bend. It was one of those typical Arizona evenings, with clear sky and a slight, hottish breeze as we passed along the highway skirting Crater Range, a few miles out of Ajo, in my new 1950 Chevrolet Powerglide, which I had purchased in July of that year.

Just out of Crater Range, I noticed that no traffic was discernible on the highway. This was quite unusual, since I generally bumped into someone coming or going on the stretch. Suddenly, something swooped down over my car with a deep, heavy hum similar to a dynamo, and from the tremendous depth of the hum we were quite aware that whatever was hovering over us was just a few feet from the top of the car!

Since I had a seemingly noiseless motor in the car, the hum was all the more apparent, and the throbbing persisted. I continued to drive with one hand, and got down over the steering wheel and tried to listen in the direction of my own motor to see if something hellishly wrong had come over my motor. Checking in that direction, I could easily detect that the darn humming was coming from right overhead! Well, I thought to myself, I'll try to step on the gas and get away from it. As I increased my speed, so did the object overhead. When I dipped into a inclination, the deep huming desisted just a little, and then, WHAM, it met me when I leveled off again. Talk about being in the middle of a powerhouse - I had it!

Where we had previously had a breeze going through the car, be it ever so warm, there now was nothing but a vacuum of absolute stillness. I continued to drive, and looking down the far stretches of the highway there was absolutely no one, I glanced in the rear view mirror and there was nobody! Dusk fell rapidly. The deep hum was continually over the top of the car.

I tried to speak to my mother, but had no vocal chord control. I glanced at her, and our eyes held the fear that gripped our very souls, out there alone on the Arizona desert, afraid to drive off the highway to stop for fear of meeting the horrible powerhouse above us. Luckily, through will power, I was able to continue driving without crashing the car, and edged nearer and nearer to the Air Base at Gila Bend.

For an estimated 30 or 40 miles I drove with that deep, throbbing hum of a powerhouse directly over me until I reached the entrance of the Air Base, when the humming suddenly rose in the air above me and left us completely. We waited in the entrance driveway of the Air Base until the

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cars approached on their way to Ajo, and I got between them and continued that way until we reached Ajo, darn glad to have the company.

Mother had been feeling as well as could be expected when we started our evening drive. But when we reached our home, she complained of a tightness in her chest which persisted the duration of the evening. We retired, and about 1:30 a. m. I was wakened by her difficulty in breathing and rushed to her room, where I found her semi-conscious. I called Dr. Nelson at the Phelps Dodge Hospital, and when he arrived we carried her to his car and took her to the hospital. At about 3:00 a. m. she nearly died, but rallied from medication. Pneumonia followed, and apparently she was improving within a 3-week hospitalization, enough that I made plans to take her home the following week, when she suffered collapse of both kidneys the night of October 18 and died at 5:00 p. m. that day. Her medical records are in the hospital files.

As far as I can tell, fright was the only injury which Mother and I suffered from.

One wonders what would have been our fate if we had pulled off to the side of the road during the flight? The persistency of the chase gives rise to speculation whether this was an attempted kidnapping, perhaps forcing me to drive off to the side of the road through curiosity to see what was hovering so closely to the top of my car?

Anyway, there definitely was something hovering over the top of my car, and I'm darned glad we didn't stop, but everlasting sorrowful that Mother had to be a casualty.

[redacted]

SIGHTING OF REMOTELY CONTROLLED DISC

MAY 27, 1954

I had been visiting my brother, [redacted], at St. Marys, West Virginia, 18 miles up the Ohio River from Marietta, Ohio. He drove me to the Ohio side of the Ohio River at 10:15 p. m., where I waited to catch a southbound Greyhound bus for Marietta, due to arrive at the point where I was waiting at 10:40 p. m. My brother returned to St. Marys.

At 10:35 p. m. I was looking out across the Ohio River towards St. Marys, West Virginia, on the opposite side, when a brilliant object suddenly flocked on in the sky ~~direly~~ directly in front of me, immediately across the Ohio River. It appeared to be the size of a washtub at its hovering point 30 to 50 feet above a clump of trees on Middle Island, at the lower point of the island, approximately 200 feet up-river from the bridge abutment on Middle Island. It was of welding torch brightness with white, diamond-like brilliance, round in size, remaining absolutely stationary for three minutes. I lit a match, checked my wristwatch when it first appeared, and then lit another match when it blinked off just a few seconds before a southbound car on the Ohio side, Route 7, made its appearance around a bend about 1/8-mile north of my standing point.

The disk emitted a pure, radiated light exactly like I have noticed coming from the Evening Star on a summer night. I say unhesitatingly that this object was the most beautiful sight I have ever beheld...like an enormous diamond. It appeared to be approximately the same size as the disk that accosted me back in the Fall of 1929 on Middle Island Creek, Pleasants County, West Virginia.

The sky was hazy-cloudy; no moon visible; no stars discernible. There were no headlights or traffic in any form visible during the hovering period, and I could not detect any other person in the immediate vicinity.

My reaction was that of absolutely no fear.

—— COINCIDENCE?? ——

A five-place Cessna carrying pilot Peter Budavich, Dormont, Pa., and passenger, Don F. Delvernois, Mt. Lebanon, Pa., crashed in a ravine 6 miles south of Richwood, West Virginia. They were reported missing Wednesday evening, May 26, 1954, since it was reported over Pulaski, Virginia. The search was directed from Pittsburgh by Air Force Captain J. C. Miller of the 46th Air Rescue Squadron, Westover Field, Mass.

(PAGE 2, THE INVASION OF PLANET EARTH)

[redacted]

SIGHTING

MONDAY NIGHT, MAY 31, 1954

While I was walking across the bridge at St. Marys, West Virginia, to the Ohio side of the Ohio River, to catch the 10:40 p. m. bus for Marietta, Ohio, I spotted a silvery object about 100 feet above me, hovering halfway out over the Ohio River; it lit up dimly for a second or two when I glanced upward, and then disappeared.

—— COINCIDENCE?? ——

This canary squawked to the Press:

"THOSE 'SAUCERS' ARE ON THE PROWL AGAIN, TWO RESIDENTS REPORT"

"Those "saucers" seem to be on the prowl again — and not the kind the little wife tosses at her hubby during a love spat either.

"The latest report comes from [redacted], [redacted] St., and his daughter, [redacted], who has been observing the sky for a number of years, states what he saw last night was "very interesting" to say the least. He was watching the Big Dipper through binoculars about 11:20 when he first noticed the strange object. It was stationary and looked like the planet Mars in color and size.

"Then it began to move across the sky from northwest to northeast, following the direct curve of the earth in what appeared to be a "guided" path. It made the complete arc of the horizon giving off a yellowish and orchidish glow.

[redacted] reported the incident to the local Civil Aeronautics Administration office at Wood County Airport, and it had no report of a plane in the vicinity. The U. S. Air Force base at Dayton, O., had no solution either.

"Shooting star — no. They only last a few seconds. McCauley and his daughter saw this strange object for 90 seconds — by the watch."

From: The Parkersburg Sentinel,
Parkersburg, West Virginia,
June 1, 1954.

FIELD GLASS SIGHTING

JUNE 10, 1954

On this particular evening, after 10:00 p. m., I was alone on the bank of the Muskingum River at Marietta, Ohio, observing the stars with my high-powered German field artillery binoculars. I had been studying the surface of the Moon and had started to move my binoculars to the left of the darkened lefthand side of the Moon when I suddenly saw approaching me a silvery flying object with a conical tower. The object came close enough that I could see port holes in the side facing me, then it took a backward motion more in the form of a circle to the left, and disappeared from my view.

I thought, My God, I hope it comes back, and immediately focused my binoculars to the right in almost the identical spot where I first saw the object, and this same flying object or a twin reappeared, approached me until I could study its port holes — this time I really got scared — then followed the same pattern of disappearance.

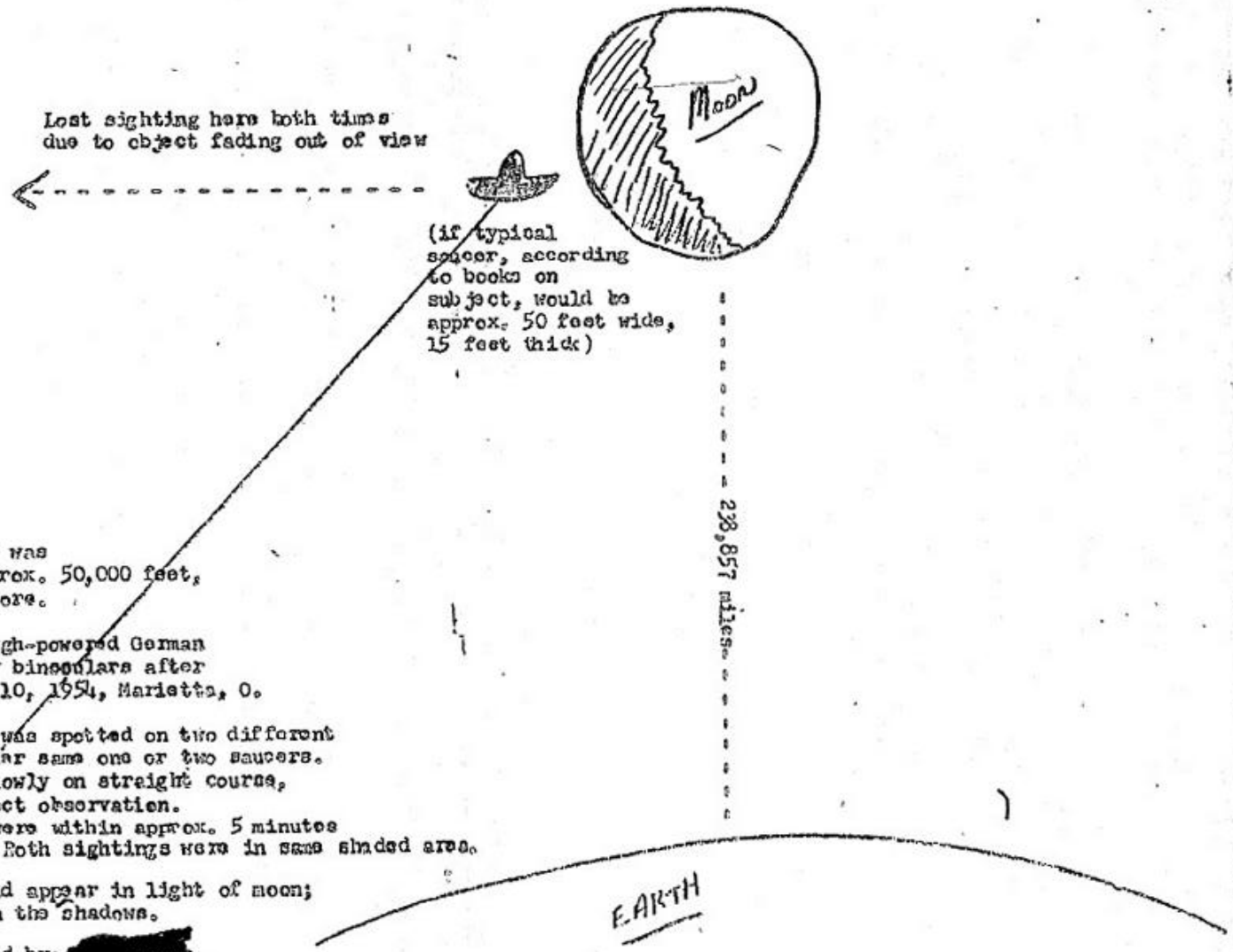
~~Flight of the flying object consumed what I would judge to be about~~ one or two minutes, as the area covered to the left of the Moon was almost across the visible sky before it disappeared from my view.

Observation was perfect; port holes were perfectly aligned. Entire flying ship appeared to be of a silvery metal.

******

This canary chirped to the Press:

Sighting which later appeared in print "They Called Me From Outer Space", by Captain James Howard, British Overseas Airways Corp., February 1955 issue of "Stag" magazine, published by Official Magazine Corp., 655 Madison Avenue, New York 21, N. Y.



Distance saucer was
from earth: approx. 50,000 feet,
possibly much more.

Spotted with high-powered German
field artillery binoculars after
10 p. m., June 10, 1954, Marietta, O.

Notes: Saucer was spotted on two different
occasions; either same one or two saucers.
Saucer moved slowly on straight course,
affording perfect observation.
Two spottings were within approx. 5 minutes
of each other. Both sightings were in same shaded area.

Saucer never did appear in light of moon;
was entirely in the shadows.

Sighted by: [redacted]
Marietta, Ohio

THE SAGA OF [redacted]

1954 STYLE

Gentlemen, this is the most interesting part to date:

There appeared on the newsstands in October 1954 a magazine containing an article by Gus Fredericks, with a photograph alleged to be that of an invador from planet Mars, so I memorized the facial characteristics. Dad years ago had instructed me in the study of faces while he was a murder investigator.

In November 1954 while looking over magazines in a rack at a drugstore in Parkersburg, West Virginia, one evening, I opened a particular magazine at an exact page on which a photograph of a man's face caught my eye -- the exact face which appeared in the October 1954 publication.

Mr. J. Edgar Hoover; President Eisenhower; and the Director, Office of Special Investigations, The Inspector General, Dept. of the Air Force, The Pentagon; all know of this incident. Mr. Hoover and the Director, Office of Special Investigations, have seen the two photographs side by side.

Don't ask me how I could turn over a magazine I had never seen before and find exactly what I had been looking for -- talk about mystery -- Dad's murder cases never approached the experiences I have recorded for you.

MALE

July, 1955 Vol. 5, No. 7
Martin Goodman, publisher

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JIM BENTLEY

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It was a good nine feet tall, and in the general shape of a man. It had a head and shoulders and a fat, bloated body below.

THE WEST VIRGINIA MONSTER

By GEORGE SNITOWSKY as told to PAUL LIEB
President, Flying Saucer Research Institute

EDITOR'S NOTE: In more than two years of checking and rechecking reports of rocket ships and fantastic beings from outer space, the Flying Saucer Research Institute has accumulated enough material to fill many volumes. Unlike many of these accounts, which collapse under scrutiny, the Sutton, West Virginia, story seems only to gather credence. For one thing, there is concrete evidence that there really was someone—or something in the hills. Second, it was reported by reliable, reputable individuals, strangers to each other, on several different occasions. Mr. George Snitowsky is one of these. His experience with the "thing" follows.

▶ About eight P.M. on the 13th of September, 1952, I was on the road with my wife and 18-month-old son, when my car suddenly went dead. We were driving back home to Queens, New York, after a three-week visit with my brother-in-law in Cincinnati, Ohio. According to the map we were in Braxton County, West Virginia—somewhere in the area around Frametown and Sutton. Since it was a long trip and we weren't in any hurry, we had been traveling off the highways, taking in some of the small towns. I hit the starter but the battery was dead. I couldn't understand it; it was a relatively new battery and there had been no indication that it was running down.

A faintly sickening odor, somewhat like a mixture of ether and burnt sulphur, trailed into the car. The baby, sleeping in the backseat crib, suddenly began wailing and coughing. My first thought was that something in the car was burning and I got out fast and raised the hood. There was nothing I could find wrong and I spent about 10 or 15 back-breaking minutes trying to get the car to start. The odor seemed to be getting stronger and I got inside the car and closed all the windows. The baby wouldn't stop crying and my wife was nervous. (*Continued on page* 78)

MEN! Do You Suffer FROM PROSTATE DISEASE?

Pains in Lower Back, Hips and Legs; Low Vitality, Nervousness, Irritability, Nightrising, Bladder Trouble, Forgetfulness, Sleeplessness; Weak, "Worn-Out" Feeling and a General Decline in Health. If so, then send for our Free "facts" booklet containing much information of value to you. Booklet is mailed together with Questionnaire Blank in plain wrapper. Don't Delay! Send for your copy Now! NO OBLIGATION.

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MILFORD, KANSAS

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ADDRESS _____

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78 ED SALE • STUDIO 8504-A • BRADLEY BEACH, N. J.

The West Virginia Monster

Continued from page 39

"Probably a sulphur plant burning off waste," I commented, trying to ease her mind. "The wind ought to carry it off."

It was fairly dark and I didn't want to leave Edith and the baby on the deserted road and walk into the nearest town, which was Frametown, about 12 miles away. I thought we could relax and either wait for another car to give us a hand or sweat it out until morning.

It was then the dazzling flash of light flooded the car with a wavering, unsteady beam. Edith and I looked out and the light seemed to be coming from the woods bordering the road. A strange thing about it was that, although the light was a soft, violet hue, kind of diffused, it was blinding to the eyes. I turned open the dust-clouded window for a clearer look and the stink pumped in at us in a nauseating wave. I wound the window back up—fast. I felt the gall rise inside my stomach, and Edith began gagging. I didn't know what the hell was going on! But it was worse for the baby. He was choking and screaming. We doubled one of Edith's fine silk hankies and tied it lightly over the child's nose and mouth.

I stepped out of the car quickly and slammed the door shut. Edith called after me, but I waved to quiet her. I had to find out what was happening. But the smell almost stopped me before I'd taken 20 steps. It turdled my insides and I doubled over against a tree and threw up all over the place.

The roadside dropped into a valley, and when I looked down between the trees, I was able to make out the outline of some kind of a luminescent spheroid. It was like a frosted street lamp a couple of hundred times enlarged. It wasn't solidly implanted upon the ground though. Instead, it seemed to float on one end, moving slightly back and forth.

I've always considered myself a very level-headed person, but the first thought that came to my mind was all the current talk and articles about flying saucers and other objects of mysterious origin. I never believed any of it—and even while I was looking at the sphere, I still felt there had to be some logical explanation. The object was 200 or 300 feet away, behind a few trees, and I started to move in closer, fighting back the nausea. About halfway to it a hot, tingling sensation struck at my body. It was the same feeling you get when your leg falls asleep, only this was all over me.

I still couldn't make out any details, mechanical or otherwise, on the surface of the object. I'd advanced about a dozen or more steps when thousands of the needle-like vibrations irritated my skin like a low-grade electric shock, and I jerked away and began stumbling back to the car.

My legs were numb and they collapsed under me several times. I staggered up to the trees bordering the road and I leaned against one to catch my breath.

Then a piercing scream from Edith made my blood run cold. I made a wild rush for the car and I saw her white face jutting out of the window.

"Edith—for God's sake—what's the matter?" I shouted.

Her lips moved and her eyes were wide and staring at something beyond me.

I turned around, and when I saw it I sagged against the car. The figure was standing immobile, on the fringe of the road about 30 feet off to my right. It was a good eight or nine feet tall and in the general shape of a man, with a head and shoulders and a bloated body. It was sharply silhouetted against the light beam from the spheroid and I couldn't make out any of its features.

I fumbled with the handle of the car door, climbed inside the car and slammed the door. There were some cooking utensils in the glove compartment and I grabbed for a knife and gripped it in my shaking hand. I slid down the seat and crouched on the floor, pulling Edith and the baby down beside me. The baby was still crying.

"Try to quiet him! Muffle his mouth—!" I said to my wife. She was whimpering in sheer terror.

We remained huddled up on the floor for several minutes. My chest was hammering like a sledge. I poked my head up slightly, and got a closeup of whatever it was out there. Reaching across the windshield from above, a long, spindly arm was forked into two soft ends. It seemed to be examining the surface of the car. If I ever prayed in my life, I was praying then.

Then, a few seconds after, without making any hostile or aggressive moves toward us, the creature started back toward the woods. It wasn't walking and I could not make out anything that might be called legs. The lower torso was a single solid mass that seemed to glide across the uneven road surface.

The smell was as sickening as before, but to tell the truth I was hardly aware of it then. I was too scared. The figure vanished among the trees and I waited another several minutes before I even dared breathe. Then I drew Edith and the baby up from the floor.

My wife became hysterical and I put the baby in the car crib and tried to calm her.

Then my eye caught sight of the ascending iridescent globe over the trees and I watched it, my eyes glued to it in terrible fascination. I almost forgot Edith.

It rose slowly and made intermittent stops, hanging in mid-air for a split second before continuing upward. And then, at about 3,000 feet I guess, it swung back and forth like a pendulum gathering momentum. Suddenly it swooped up in an elliptical arc and with a dazzling trail of light, shot completely out of sight!

I don't know what made me try to get the car started again, but when I worked the starter, it caught without any trouble. I had to steady my hand on the wheel

as we took off down the road. Edith and I didn't say a thing until we came to an all night diner on the road with several trailer trucks parked outside. We wondered how to tell the people inside; whether they'd even believe us.

Then we decided to keep quiet about the whole thing. It was something neither of us felt we could talk about then. We didn't want to be regarded as another couple of crackpots—as most of the people who had previously reported sighting saucers and mysterious floating objects are regarded. All we wanted to do was to get home quickly We were both shaken up too badly.

We stopped at a motel later that night and in the morning when we climbed into the car, I noticed something odd. Along the hood, where the creature had examined the car, a dark discoloration was browned into the paint as though the metal had been singed.

The outline was fork-shaped. ***

AUTHOR'S NOTE

The Sutton Story broke that same morning, September 14, 1952, shortly after the Snitowskys awakened, but the Snitowskys didn't break it. They still hadn't told anyone.

It was a Mrs. Kathleen May of nearby Flatwoods, West Virginia, who related the details later, on the UP and AP newswires. In the company of six boys, one a 17-year-old National Guardsman, she climbed a hill near Sutton to check the claim of her two young sons who said, "We saw a flying saucer."

According to Mrs. May and the others, they came upon a "monster 10 feet tall with a bright green body and a blood-red face." It moved toward them with a "sliding, floating" motion. On a nationwide hookup, Mrs. May told a television audience that the monster "looked worse than Frankenstein and it couldn't have been human." All of the witnesses mentioned a noxious odor on the scene that brought on violent choking spasms and vomiting

The first outsider on the scene was A. Lee Stewart, Jr., co-editor of the Braxton *Democrat*. He knelt close to the ground and smelled the sickening odor described by the others. Mr. Stewart, a former Air Force member who is familiar with chemical warfare gases, said he had never smelled that type before. He also found "skid marks" where the monster supposedly had been standing.

I found these skid marks myself when I flew to the scene three days later. Also, there were burnt and broken branches where the flying object carrying the creature had allegedly landed.

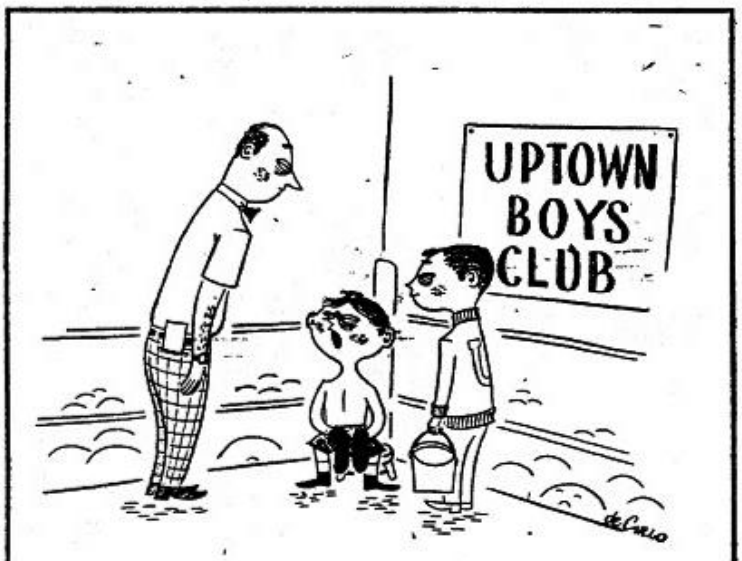
Other nearby Braxton County residents reported sighting a "bright orange object something like a big ball," and not long after, people in Ohio, Pennsylvania, Virginia and Maryland described strange objects in the sky.

Mr. Snitowsky's story came to light a little later, and is one of the many sides to this story which we have been checking since it happened, without finding any weak spots.

The Flying Saucer Research Institute has members throughout the globe. It is our interest and purpose to investigate sightings of flying saucers and any other mysterious UFOs (unidentified flying objects) to eliminate hysterical yarns of the lunatic fringe and arrive at the facts about flying saucers.

Many skeptics vehemently argue that there is no such thing as a flying saucer. They say there is a logical explanation someplace for the saucer stories. We agree, and when they find it, we hope they also find an explanation for the fork-shaped brown stain on Mr. Snitowsky's car.

—Paul Lieb



"I wanna report a bribe. My mother offered me a new bike if I didn't fight."

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UNIDENTIFIED FLYING OBJ CASE HISTORY

MARIETTA TIMES, Marietta, Ohio, 11/3/54: "STRANGE AIRCRAFT LEAVES TRAIL OF 'ANGEL'S HAIR'". MARYSVILLE, OHIO (AP). "Mysterious, long strands of fiber were picked from bushes and trees here by two teachers who said the 3-mile trail was left by a 'cigar-shaped' aircraft. They said their hands temporarily turned green after touching the strands.

"Their story about the strange aircraft, also reported seen by 60 children here, was similar to reports in California, France and New Guinea in the past two years.

"The teachers, Rodney Warrick and Mrs. George Dittmar, said the substance "looked to be like asbestos and felt like asbestos." They said it was so "tough that it could hardly be broken."

"They said the craft hovered over the Jerome Elementary School and then flashed off, leaving the trail of 'angel's hair.'

Warrick said, "No one was frightened and the children considered it quite a lark."

"They said the fiber disappeared within a minute after being touched and turned their hands green. Mrs. Dittmar said the color was rinsed off without soap. Warrick said the green disappeared without rinsing in about a half hour."

* *

[redacted]
Marysville, O.
Nov. 8, 1954

Mr. [redacted]
Marietta, Ohio

Dear Mr. [redacted]

I shall respect your request and not mention your name.

I will write you an account of what I witnessed:

On Oct. 22nd a little past three p. m. Mr. Warrick called me to the upstairs fire escape of our school building. He told me to look in the air and tell him what I thought. The air as high and as far as I could see was filled with the most beautiful soft white looking tufts (much resembling tufts of cotton) slowly floating to the ground. It was doubly beautiful and impressive since it was one of those beautiful warm Fall days, and the whole sky was clear and blue.

As I watched this spectacle, Mr. [redacted] told me how the children (who had been allowed out to play at that time as a special reward) called him to come out on the fire escape quickly.

This he did, he said just in time to see a very bright silvery cigar-shaped object, at which they were pointing. He said for what seemed to be a split second it looked as if it hung still, high above and then took off at a tremendous speed out of sight over the top of the school house. The children told us that for a second as they gazed, it seemed to blind them, just before it took off. Mr. Warrick said, almost at once as it took off, these white tufts began coming down.

(continued on page 2)

[redacted]ED - UNIDENTIF[illegible] FLYING OBJECT CASE HISTORY - [illegible]YSVILLE, OHIO

(Mrs. [redacted])

We watched this strange sight most of the time from then on until shortly before 4:00 p. m. when we began dismissing school.

While we were on the fire escape some of the children brought us pieces to look at. As it floated closer to the ground we saw most of these tufts had long fibers of different lengths, very much as if someone had pushed some of the material so that it bunched toward the center or one end, leaving a tail of fibers attached to it.

We handled this material, it was very fine and soft to touch. It did not stick to our hands, but when we held two ends and pulled, it stretched, and where it stretched it had a shiny appearance. The part we held between our fingers very quickly seemed to just go to nothing. However we could roll it between our fingers & thumb and it would roll into a very, very tiny ball.

In a short while our hands were stained a bright green. I soon washed my hands & the stain quickly rinsed off. Mr. Warrick said he was leaving it on his hands to see what might happen. A little later he said his hands became clammy and finally the color disappeared of its own accord.

When we left the school at 4:00 p. m. strands were clinging to the grass, flag pole, and cars (it had ceased coming down by this time.)

We were really impressed as we drove along the road from our school to the Columbus road, a distance of three miles. The telephone wires were completely woven shut, as if hands had carefully spread it evenly. The telephone wires were completely fastened across the road to the electric line on the other side, so that it was like a canopy across this country road for the entire three miles.

Reaching the Columbus road we saw some clinging to the wires, but it was either much scarcer here or else the sun now being behind us and no longer shining through the misty net, made it less evident.

Days later a few people admitted, very much unconcerned, they had seen some clinging to their clothes lines, but everyone I heard even speak about it in any way said it was cob-webs due to Indian Summer. I know no cob-webs could possibly cover the wires so completely in the space of less than an hour. Anyway I never saw such white cob-webs.

I really expected someone from the Jerome district to have reported this, but closely examining our local paper the next day, I couldn't find a single statement on this subject.

On Sat. evening I ventured to tell a close friend of mine and she told me she had just read an article in Pageant magazine about this same thing. After reading that article I was convinced I should report this - not knowing whom to contact - I related this experience to the editor of our paper. On Mon. Oct. [illegible] Warrick was also interviewed and that evening the article appeared in our local paper.

The editor told me if I could find any trace of the material I should bring him some.

On Mon. morning there wasn't the slightest trace of any evidence of Friday's strange experience. One of my pupils casually told me during that day that a little of that stuff had stayed on a protected screen in one of their windows. I told her if it was still there when she got home, she should get me some, by doing sticks & not touching it and seal it tightly in a jar. The next morning

RESTRICTED - UNIDENTIFIED FLYING OBJECT CASE HISTORY - MARYSVILLE, OHIO

(Mrs. [redacted]

she brought me some wound on tooth picks & tightly sealed in a glass jar. This I sent to our editor telling him I couldn't vouch this was the same material (since I couldn't handle it) but it looked like it. He said he was sending it (without opening) to the Air Force.

For about ten days nothing more seemed to be said about our experience.

Then on the evening of Nov. 2nd a lady called me and told me she had just heard the account over two Columbus news broadcasts that evening. One came later over T. V. The following day Mr. Warrick was called at intervals all forenoon and he even made a recording by phone for one of the broadcasting stations in Columbus. This he was told would eventually be sent to the Pentagon.

Since then we have both received phone calls, letters and personal interviewers, including an officer from Intelligence Dept., Wright Field, Dayton.

This concludes all the information I can give you. I hope it is not too disappointing in its limitations.

Yours sincerely,

[redacted]

Marysville, Ohio

* * * *

[redacted]

Glengarriff Co Cork
October 27, 1954

Hon. J. Edgar Hoover
Washington D.C.

Dear Sir:

I am enclosing two articles for your attention. By a strange coincidence I read these two papers at the same time and then I suddenly remembered that when I was back "Home" that the paper carried many stories of "Flying Saucers" being seen in Oregon and Washington. It suddenly entered my mind that maybe there is a connection between

Flying Saucers (?) and shattered Handshields

We do use water to wash all kinds of glass. I just couldn't ignore the thought so I'm passing it along for what its worth.

With every kind wish to you Mr Hoover, for your wonderful work.

Respectfully yours

[redacted]

2 Enc.
Rome Daily American
9-28-54
10-17-54

Po Villagers See 'Saucer' Landing

ROVIGO, Italy, Oct. 26 (UP)—A stellar, 20-foot crater and a scorched grove of popular trees in the marshlands of the Po river estuary moved the villagers of Taglio Po Di Gnocca today that they really had seen a flying saucer.

Police said several score of the villagers watched the "saucer" go through its paces. They said the silver disc approached at great speed and then landed gently in the marshes a few miles away. After a short pause it rose perpendicularly into the air and sped away towards the east, they said.

Excited villagers who rushed to the spot where the disc appeared to land found the 20-foot crater and the scorched popular trees.

The "landing" was the most sensational of a new wave of flying saucer reports which is mystifying Italy. Reports of "discs" and "cigars" came from all over the peninsula despite Air Ministry assurances that no such objects have been registered on the ministry's radar network.

ROME DAILY AMERICAN Tuesday, September 28, 1954

Windshield 'Cancer' Epidemic Moving To Northern Italy

Mysterious windshield explosions in Italy have followed a "hurricane path" of shattering glass across the land—and yesterday appeared heading north. A United Press survey shows that since its first startling appearance in north Piedmont last June, the unexplainable car-windshield explosion have moved to Rome and then started north again, with the last case being noted one week ago at Modena, on the southern edge of the Po River valley.

In its wake the mystery has left scores of stunned motorists, many cut by glass, describing the phenomenon to puzzled authorities.

They were driving along, sober folk with nothing unusual via ble before them, when suddenly—crash!

The "exploded" windshield splinters into a thousand pieces crashing into their laps and often cutting the hands and face. More than once a serious crackup has been narrowly averted.

What causes it? No one seems to know. Italians call it "cancer of the windshield." In its course across Italy, the "disease," which first appeared to strike American motorists in northwest U.S. has spread from automobiles to include streetcars and houses.

It has occurred by day and night and seems unrelated to weather, speed or age of vehicle.

Following its June appearance in the Italian Piedmont, where it struck four cars in an area of a hundred miles, the epidemic moved east and south, hit Rome a week later. The phenomenon then moved north, blasting the front glass of a big red tourist bus in Genoa.

Latest case, still further north, was the literal explosion of the windshield glass of Dr. Martino Farinetti at Modena. Dr. Farinetti, en route to a clinic, was cut in the face and momentarily lost control of the car. Attempting to brake to a stop, he spun around and nearly went over in a ditch.

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

IN REPLY REFER TO: 5D 24-21-158

29 November 1954

SUBJECT: Unidentified Aerial Object Recovered
at RAF Station Mildenhall, England
26 April 1954
SPECIAL INQUIRY

TO: Director, Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Reference is made to your letter of 9 November 1954, file AFCSI-6D 24-185, concerning subject matter.

2. Referenced letter requested that the inclosures thereto be transmitted to Air Materiel Command; however, personnel of the Provost Marshal's Office, Headquarters AMC, advised that they have no use for information of this type and would merely transmit it to the Air Technical Intelligence Center. In view of this, the inclosures to referenced letter were transmitted directly to ATIC as is customary.

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

cc: Comdr, ATIC

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
[illegible], USAF
[illegible] 8 DEC 1975
DATE

UNCLASSIFIED
[redacted]

5D F-1954

INFO COPY
From [illegible] District OSI
Wright Patterson Air Force Base
Ohio

5D 24-21-163

10 January 1955

SUBJECT: (Unclassified)
FLYING SAUCERS
Inquiry by [redacted] for Information
Regarding the Sighting of Flying Saucers

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) copy of letter from the Federal Bureau of Investigation dated 9 December 1954, concerning subject matter.

2. Your attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval of the Office of Special Investigations, IG.

1 Incl
FBI Ltr dtd 9 Dec 54

KENNETH L. BLACKSTONE
Lt Colonel, USAF
District Commander

cc: Dir OSI (AFCSI-6D 24-185-418)
w/o Incl

B

418

24-185-418 X

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

JAN 12 16 20 '55

OFFICE OF
SPECIAL INVESTIGATIONS

G 3 FEB 1955

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING UNCLASSIFIED MESSAGE

CSI

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ACTION COPY

FM 8TH DISTRICT OSI IG USAF MAXWELL AFB ALA

TO COFS HQ USAF WASH D C

CIID-112 /[illegible] DIE SPIN [illegible] AFCSI-[illegible]A/ REF TELECON THIS DATE [illegible]

MR [redacted] CHIEF CIID AND COL K L ATCHLEY CMA [illegible]TH DO PD

INVESTIGATION TEAM FR FLT 2C CMA 4602ND AISS CMA 35TH AD CMA DOBBINS AFB

CMA ARR 1400 HRS THIS DATE PD TEAM WAS BRIEFED BY FLT SVC CEN, MAXWELL

AFB CMA ON ALL PERTINENT REPT INCIDENTS AND OBTAINED COPY OF FLT SVC

CEN REPT MADE IN COMPLIANCE WITH AFR 200-2 PD 8TH DIST RELEASED ALLEGED

METEORITE TO AISS TEAM INCLUDING PHOTOGRAPHS OF OBJECT AND ALL PERTINENT

INFO CONCERNING SAME WHICH WAS AVAIL TO THIS OFC PD [illegible] TO BE [illegible]

UNUSUAL LOCAL PUBLICITY, COMDR, MAXWELL AFB TELEPHONICALLY CONTACTED

OPS OFFICER CMA 4602ND AISS CMA ENT AFB CMA AT 1500 HRS THIS DATE AND

REQUESTED THAT HQ AISS TELEPHONE MAYOR OF SYLACAUGA CMA ALA CMA IN AN

EFFORT TO SATISFACTORILY EXPLAIN NEC FOR AF EXAM OF [illegible]

CI

DUPLICATE CPY

TO EXEC

AF IN [illegible] 7237 (2 DMo 54) Page [illegible] of 2 pages

24-185-419

CLASSIFICATION CANCELLED TO FOR [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC [illegible]
BY KURT K KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DEC 2 09 22 '54
OFFICE OF SPECIAL INVESTIGATIONS

AFHQ FORM 19 JAN 51 0-309d

UNCLASSIFIED

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

16—[illegible] U. S. GOVERNMENT PRINTING OFFICE

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING UNCLASSIFIED MESSAGE

PAGE TWO JESYQ 12

ADVISES INFO REC THAT VICTIM'S HUSBAND HAS RETAINED LAWYER AT [redacted]
OF REGAINING ALLEGED METEORITE FROM AF PD [redacted] CMA
GEOLOGIST CMA ADTIC CMA RSI CMA MARWELL AFB CMA ALA CMA ADZ [redacted]
EXAM OF OBJECT AND ADVISED THAT DUE TO CIRCUMSTANCES ALLOWING [redacted]
EXAM CMA HE COULD POSITIVELY IDENTIFY THE OBJECT ONLY AS EITHER A STONY
METEORITE OR AN EARTHLY PERIDOTITE". REPT FOLLOWS PT

JESYQ

ACTION: CSI

INFO : CDS

AF IN : 7287 (2 Dec 54) Page 2 of 2 pages

AFHQ FORM 0-309d
19 JAN-51
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16-62729-1 U.S. GOVERNMENT PRINTING OFFICE

AFCSI-6D/Mr. O'Donnell/es/Code 151/x 8924/29 Dec 54

30 DEC 1954

AFCSI-6D 24-185-418

SUBJECT: FLYING SAUCERS - SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Ohio

1. Attached for transmission to the Air Technical Intelligence Center is a copy of a letter from the FBI dated 9 December 1954 concerning the above subject.

2. No information pertaining to the "Aerial Phenomena Investigator" or HAROLD MATTAN was located in the files of this office.

FOR THE DIRECTOR:

E. T. Murtha

1 Incl
Ltr fr FBI
dtd 9 Dec 54

E. T. MURTHA
Major, USAF
Asst Chief, Sabotage and Espionage Br
Counter Intelligence Division
Dir of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible] KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185-420

FOR OFFICIAL USE ONLY

AFCSI-6
Mr. [redacted] 59
Maj Murtha Murtha

AFCSI FILE CY
CMBK CY AFCSI-6D

OUT
30 DEC 54

2 FEB 1955

UNCLASSIFIED

CONFIDENTIAL AFCSI-6D/Mr. O'Donn l/es/Code 151/x 8924/29 Dec 54

30 DEC 1954

AFCSI-6D 24-185-413

SUBJECT: Report of Unidentified Object Made by the Erie Ordnance Depot, La Carne, Ohio
SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Ohio

Attached for transmittal to the Air Technical Intelligence Center is a copy of an FBI report concerning the above subject.

FOR THE DIRECTOR:

E. T. Murtha

E. T. MURTHA
Major, USAF
Asst Chief, Sabotage & Espionage Br
Counter Intelligence Division
Dir of Special Investigations
The Inspector General

1 Incl
FBI ROI fr [redacted]
62-1204, dtd 4 Nov 54

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION [illegible] CORRESPONDENCE WILL BE CANCELLED.

FOR OFFICIAL USE ONLY (AFR 190-16)

CLASSIFICATION CANCELLED [illegible] USE ONLY
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

AFCSI-6
Mr. O'Donnell O'Donnell 29 Dec 54
Maj Murtha

AFCSI FILE CY
CMBK CY AFCSI-6D

24-185-421
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12 JAN 1955

[redacted]

UNCLASSIFIED

CONFIDENTIAL

AFCSI-6D/Maj Avner/es/Code 151/x 8924/31 Dec 54

3 JAN 1955

AFCSI-6D 24-185-407

SUBJECT: FLYING SAUCERS - SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Ohio

Attached for your information and dissemination to the Air Technical Intelligence Center are two (2) copies of an undated memorandum from the FBI concerning flying saucers.

FOR THE DIRECTOR:

E. T. Murtha

E. T. MURTHA
Major, USAF
Asst Chief, Sabotage & Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl (in dup)
Memo fr FBI
undtd

OUT MANAGEMENT DIV OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE D...
KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

WILL BE CANCELLED, and

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24-185-422

AFCSI-6
Maj Avner O'Donnell 4 Jan 55
Maj Murtha

AFCSI FILE CY
CMBK CY AFCSI-6D

G 12 JAN 1955

CONFIDENTIAL

UNCLASSIFIED

[redacted]

COPY
From 6th District OSI
Wright Patterson Air Force Base
Ohio

5D 24-21-162 10 January 1955

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECTS
Report of Unidentified Object
Made by the Erie Ordnance Depot,
La Carne, Ohio

CLASSIFICATION CANCELLED [illegible]
BY [illegible] OF SPEC INV
BY [illegible], Capt, USAF
DATE 3 DEC 1975

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) photostatic copy of Report of Investigation by Special Agent RICHARD W. SHIMER, Cleveland Field Office, Federal Bureau of Investigation, file 62-1204, dated 4 November 1954, concerning subject matter.

2. Attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval of the Office of Special Investigations, IG.

1 Incl
FBI Rpt dtd 4 Nov 54
file 62-1204

KENNETH L. BLACKSTONE
Lt Colonel, USAF
District Commander

G 30 JAN 1955

cc: Dir OSI (AFCSI-6D 24-185-413)
w/o Incl

24-185-413
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JAN 12 18 [illegible] 55
OFFICE OF SPECIAL INVESTIGATIONS

[redacted]

Unclassified

CSI-6D/Mr O'Donnell/ltr/Code 1[illegible] LR ext 8896/6 Jan 55

AFCSI-6D 24-185-424 7 JAN 1955

SUBJECT: Civilian Research, Interplanetary Flying Objects, LEONARD H. STRINGFIELD, Director, 7017 Britton Avenue, Cincinnati 27, Ohio SPECIAL INQUIRY

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Ohio

1. Attached for transmittal to ATIC is a copy of an FBI memorandum dated 22 November 1954 with inclosure.

2. Files of this Directorate contain no information as to the SUBJECT.

FOR THE DIRECTOR:

E. T. Murtha

1 Incl
FBI Memo dtd 22 Nov 54
w/Incl

E. T. MURTHA
Major, USAF
Asst Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

UPON WITHDRAWAL OF THE INCLOSURES THIS CLASSIFICATION ON THIS CORRESPONDENCE

WILL BE CANCELLED AND

[redacted] ONLY (AFR 190-16)

OUT 6 JAN 55 CI DIV

24-185-424

AFCSI-6D

Mr [redacted]

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
3 DEC 1975
DATE

CNBK CY AFCSI-6D
AFCSI FILE CY

17 JAN 1955

UNCLASSIFIED

[redacted]

Wright-Patterson Air Force Base
Ohio

13 January 1955

5D 24-21-149

SUBJECT: (Unclassified)
[redacted]
"Flying Discs"

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY [illegible], Capt, USAF
Historian
DATE 3 DEC 1975

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Reference is made to our letter of 11 August 1954, subject and file as above.

2. Transmitted herewith for your information are two (2) copies of FBI Memorandum, undated, concerning above captioned individual.

3. Attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval of the Office of Special Investigations, IG.

Kenneth L. Blackstone
KENNETH L. BLACKSTONE
Lt Colonel, USAF
District Commander

1 Incl (in dup)
FBI Memo
undtd

cc: Dir OSI (AFCSI-6D 24-185-407)
w/o Incl

24-185-425
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JAN 17 09 3[illegible] '55
OFFICE OF SPECIAL INVESTIGATIONS
[illegible]
3 FEB 1955

[redacted]

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

24-185

28 JANUARY 1955

AFCSI-6D/Maj Vincent/ler/Code 151 Ext 8896

MEMORANDUM FOR MR. LEVY

SUBJECT: (Unclassified) UNIDENTIFIED FLYING OBJECTS over Alabama, Georgia and Mississippi, and particularly Sylacauga, Alabama, 30 November 1954
SPECIAL INQUIRY

1. Colonel Atchley, Commander, DO #8 telephonically briefed you regarding this matter on 1 December 1954. You will recall that during 30 November 1954 the Air Force, local officials and newspapers received numerous and varied reports of some type of explosion and/or light flashes and falling objects - believed in most cases to involve aircraft - were visible from points in Alabama, Georgia and Mississippi. Of particular interest was a stone-like object approximately 6" or 7" in diameter that, following a reported air explosion, fell through the roof of a residence at Sylacauga, Alabama, slightly injuring a Mrs. H[redacted], the occupant.

2. A report of investigation dated 8 December 1954 has been received from DO #8 reflecting in essence:

a. The object was recovered by personnel of 3800th Air Base Wing, Maxwell Field, Alabama and in compliance with AFR 200-2 turned over to a team of AISS, Dobbins AFB, Marietta, Georgia which had assigned personnel to investigate abovementioned incidents. It has been forwarded to ATIC Wright-Patterson AFB for analysis. Local information disclosed only that it was "either a stone meteorite or an earthly peridotite" (Dr. Frederick Morris, Arctic, Desert and Tropic Information Center) and as a sulphide meteorite (George Swindle, U. S. Geological Survey in local press). It is not radioactive.

b. A check with the Air Force and commercial air line facilities in area indicates aircraft were not involved in these incidents.

c. Local press reports indicate high public interest, and that injured woman's husband had instituted legal action to recover the object.

d. In view of this, the Commander, Maxwell Air Force Base requested Headquarters, 4602nd AISS at Ent AFB, Colorado to contact the Mayor of Sylacauga regarding the necessity of the Air Force examining the object.

4 FEB 1955

E. T. MURTHA
Major, USAF
Asst Chief, Sabotage and Espionage Branch

24-185-404

CLASSIFICATION CANCELLED
BY AUTH OF THE DIR OF INTEL USAF
BY [redacted]
9 DEC 1976
DATE

[redacted]

SECURITY [illegible]IFICATION (If any)

DISPOSITION FORM

FILE NO. G2-3PR

SUBJECT 24-2654-90 [redacted] (U)

TO AFCSI

FROM G-2

DATE 25 February 1955 COMMENT NO. 1

Capt Haig/53715/gek

The inclosed information is forwarded for your information and any action deemed appropriate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
(1) Ltr fm Subj dtd 22Feb55
w/envelope

J. E. STEARNS, Colonel, GS
Acting Chief, Security Division

LT Col G-S

DD FORM 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

24-2654-90

G2-SPR
AFCSI

[redacted] (U)

25 February 1955
Capt Haig/53715/gek

The inclosed information is forwarded for your information and any action deemed appropriate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
Ltr fm Subj dtd 22Feb55
w/envelope

J. E. STEARNS, Colonel, GS
Acting Chief, Security Division

24-185-427

G11 MAR 1955

Michael W. Kruvant
764 Scotland Road
South Orange, N.J.

February 22, 1955

Department Of Intellegence
Pentagon Building
Washington, D.C.

Dear Sir:

Allow me to introduce myself; I am Michael Kruvant of 764 Scotland Road, South Orange, New Jersey, and am a "Flying Saucer" privite investigator. I am doing some seriously confidential research on Unidentified Aerial Phenomena. I know you have a major hand in the research of this phenomena.

I would appreciate any assistance in this quest to find the truth in this mystery. I allready have a considerable amount of knowledge on this subject.

I hope you can give me some assistance.
Any data that you convey to me will be considered highly confidehtial.

Trusting I will hear from you in the very near future,

Very Truly Yours,

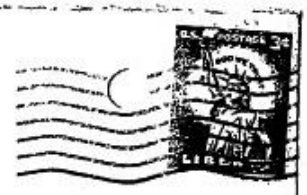
Michael W. Kruvant

MICHAEL W. KRUVANT

PS:FT

OFFICIAL BUSINESS

SOUTH ORANGE N.J. FEB 22 2-PM 1955



DEPARTMENT OF INTELLIGENCE
PENTAGON BUILDING
WASHINGTON, D.C.

AFCSI-6D/Maj Riebman/ler/Code 1 Ext 8896/29 Mar 55

CONFIDENTIAL

AFCSI-6D 24-185

30 MAR 1955

SUBJECT: Letter from [redacted] re Flying Saucers
SPECIAL INQUIRY

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Denver, Colorado

Attached for dissemination to the Commander, Air Defense Command are two (2) copies of a letter from RALPH H. SHERMAN which was referred to this office by the Federal Bureau of Investigation.

FOR THE DIRECTOR:

Gene P. Moritz 20/3

1 Incl (in dup)
Ltr fr R[redacted]
dtd 24 Feb 54

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION OF THIS CORRESPONDENCE WILL BE CANCELLED AND

30 MAR 1955
CI DIV
OSI

FOR OFFICIAL USE ONLY (AFR 190-16)

AFCSI-6D
Maj Riebman

Cmbk Cy, AFCSI-6D
Coord Cy, AFCSI

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible], Capt, USAF
Historian
DATE 3 DEC 1975

24-185-432

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

24 APR 1955

CONFIDENTIAL UNCLASSIFIED

[redacted]
Georgetown, Mass.
Feb. 24, 1954

Mr. J. Edgar Hoover
Federal Bureau of
Investigation
Washington D.C.

[redacted]
SR.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY
DATE

Dear Sir,

I know that you must certainly be one of the busiest men in our government these days, but what I am putting in this letter may have a very important bearing on the solution of one of the greatest mysteries that this world has ever known and could be quite an important factor. So if you will please bear with a little explanation of how I arrived at this angle of the mystery, you will perhaps understand why I considered it worth speaking to you about.

I have been very much interested in the U. F. O's. ever since the reports of sightings started to pour in. I also

[redacted]

CLASSIFICATION

read Frank Scully's story about them and after having written a story myself as to what I thought they could be and how they could affect us, I was loaned a story by some friends. This was written by Major Donald Keyhoe. Then last Feb. the 8th, while driving for a doctor here in town, just by chance and while waiting for him to come out of a house, I saw a group of the saucers in the north and in a clear, blue, sunlit sky. Then even more unexpectedly, about a half hour later, I saw two. These two were much nearer and I could see their shape. While finishing the story by Major Keyhoe, I started taking down notes as I read the story and wrote out remarks on different parts of the book. That is how I happened to think of the particular angle which I will

relate to you.

Also I wish that you would please send me the complete address of the saucer investigating committee which I understand, is under the air force.

This is what I wrote.

In Major Keyhoe's book, page 164 in the last two paragraphs. They would not nescessarily have to withstand the extreme limit in g forces. I feel that I think could be worked out, a type of space ship such as the saucers could because of their design, be equiped to counter g forces when sudden accelera tion or deceleration is desired.

Par. 173 beginning with middle of page.

Does not the report on this cigar shaped U. F. O. indicate that the ex aust trail, because of the color of the gases, could have been made by some aircraft using a fuel simi lar or like what our jet planes use?

D-3

[redacted]

and if so, wouldn't this fact indicate the necessity of using the oxygen of our atmosphere? If this is all so, does this not indicate too, that these cigar shaped rockets are made right here on earth by a foreign power and that they could have perfected some kind of electro-magnetically operated and radio controled saucers equiped to run our defenses or drop germs and other deadly vermine on us from time to time? Then at their chosen time they could attack us. How about the white insects smaller than mosquitos that fell with or soon after a snow storm in Canton Mass. This was in a newspaper within the last two or three weeks and stated that a farmer scoped them up by the hundreds in jars and sent them [illegible]

Getting back to the cigar shaped U. F. O.'s the scientists say that they [illegible]

[redacted]

[redacted]

no air far above the earth or in space, so how about fuel and air mixture?

Consider and analize carefully the color of the exaust flame left by these strange craft. Also I beleive that there has been a report that sometimes black smoke has been seen trailing in their wake.

Recently, I heard that a certain foreign power was braging that they were way ahead of us in guided missiles.

I hope that my effort in writing this letter has not been a waste of time.

Most Sincerely,

[redacted]

"Attention is invited to the fact that the information contained [illegible] other than the Department [illegible] of the information [illegible] Department of the [illegible] prior approval from the Office of Special Investigations, IG."

[redacted]

[redacted]
Georgetown, Mass.

GEORGETOWN, MASS.
FEB 25
10 30 AM
1955

UNITED STATES POSTAGE
3 CENTS 3

Mr. John Edgar Hoover
United States Department of Justice
Federal Bureau of Investigation
Washington 25, D.C.

~~CONFIDENTIAL~~

AFCSI-6D/Mr O'Donnell/ler/c , 151 Ext 4026/7 May 55

9 MAY 1955

AFCSI-6D 24-185-433

SUBJECT: Transmittal of Reports

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Denver, Colorado

Attached for transmittal to Commander, Air Defense Command are copies of US Army, G-2 documents concerning Unidentified Airborne Object over Holston Ordnance Works.

No further action is being taken concerning this matter.

E. T. Murtha Maj. USAF

1 Incl (in dup)
Disposition Form, G-2-SPR, dtd 7 Apr 1955, w/2 Incls

E. T. MURTHA
Asst Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

OUT 9 MAY 1955 MANAGEMENT DIV OSI

UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE CANCELLED

~~FOR OFFICIAL USE ONLY~~

(AFR 190-15)

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT 9 MAY 1955 CI DIV OSI

AFCSI-6D

Mr O'Donnell 9 May 55

Cmbk Cy, AFCSI-6D
Coord Cy, AFCSI

24-185-433

G10 MAY 1955

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

~~CONFIDENTIAL~~

UNCLASSIFIED

DISPOSITION FORM

SECURITY CLASSIFICATION (if any): [redacted]

FILE NO.: G2-SPR

SUBJECT: ~~Unidentified Airborne Object over Holston Ordnance Works (U)~~

TO: AFCSI FROM: G2 DATE: 7 April 1955 COMMENT NO. 1

Maj Heaven/53715/mjm

The inclosed is forwarded for your information and action deemed appropriate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

2 Incl
1. cy S/I 4Mar55
2. photocy Memo 10Feb55

M. A. QUINTO, Colonel, GS
Chief, Security Division

Lt Col GS

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

"Attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval from the Office of Special Investigations, IG."

Regraded UNCLASSIFIED when separated from classified inclosures.

B1

[redacted] UNCLASSIFIED

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48 WHICH MAY BE USED.

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

[redacted]

NR

Unidentified Airborne Object
over Holston Ordnance Works (U)

G2-SPR

AFCSI

G2

7 April 1955
Maj Heaven/53715/mjm

The inclosed is forwarded for your information and action deemed appropriate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

2 Incl
1. cy S/I 4Mar55
2. photocy Memo 10Feb55

M. A. QUINTO, Colonel, GS
Chief, Security Division

CLASSIFICATION C...
BY AUTHORITY OF ...
... Dept, USAF
BY ...
3 DEC 1975
DATE

19 APR 1955
CI ... OSI

24-185-1433
UNITED STATES AIR FO...
THE INSPECTOR GENER...

9 MAY 1955

Regraded UNCLASSIFIED when separated from ... inclosures.

[redacted]

B-2

SECURITY INFORMATION CONFIDENTIAL (Not Classified Unless Data Entered)

SUMMARY OF INFORMATION (SR 380-320-10)	DATE 4 Mar 55

PREPARING OFFICE
Office of the Assistant Chief of Staff, G-2, Hq Third Army, Fort McPherson, Georgia

SUBJECT

UNIDENTIFIED AIRBORNE OBJECT OVER HOLSTON ORDNANCE WORKS

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 AJACI-2.3 0008

1. On 9 February 1955, several persons observed an unidentified airborne object in the vicinity of the Igloo area. This object was first sighted at 1757 hours and was last seen at 1835 hours as it disappeared over the horizon.

2. Statements obtained from eight persons viewing the object yielded the following description:

The object was silver colored moving rapidly in a north-westerly direction and emitting a red, fire-like trail behind.

3. A map inclosed by Holston Ordnance Works reveals that the observers were located in five widely separated areas of the Ordnance depot and at varying distances from the object.

4. It is further revealed that statements obtained from the persons viewing the object were highly similar, all agreeing with the discription given in paragraph two.

5. The radar station at Holston Ordnance Works reported no unidentified aircraft or other airborne object in the vicinity.

- - - END - - -

EXHIBIT I - Map of Holston Ordnance Works showing relative positions of persons viewing airborne object.

EXHIBIT II -Memorandum containing statements by observers of airborne object.

This downgrading date for this document cannot be determined. It will be reviewed periodically for downgrading purposes by this headquarters. Addressees will be notified by the Assistant Chief of Staff, G-2, Third Army, when downgrading is to be accomplished.

B-2

DISTRIBUTION

G2, DA - 2 copies

DA AGO FORM 1 DEC 51 568 REPLACES WD AGO FORM 568, 1 JUN 47, WHICH MAY BE USED. (Not Classified Unless Data Entered) CONFIDENTIAL SECURITY INFORMATION

Incl 1

☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—877423

MEMORANDUM

[illegible]

SUBJECT: [illegible]

CONTENTS: [illegible]

An unidentified [illegible] object was observed in the vicinity of the Iglew Area by several persons on February 9, 1955. This object was first [illegible] at 5:57 p.m. and was last seen as it disappeared over the horizon at 6:35 p.m.

Upon receipt of notification of the incident, I went to Guard Headquarters to make an investigation and obtain additional information. After arriving [illegible] Guard Headquarters, [illegible] Executive Officer, [illegible] was then placed in the Nunavilla Pilot [illegible] The Ground Observer [illegible] to report the unidentified aircraft. The [illegible] at the [illegible] that he would inquire of the [illegible] at Lake City if any unidentified aircraft had been reported in this area and that if there had been such a report, he would notify [illegible] was received from the [illegible].

The Troop Lieutenant obtained signed statements from a number of persons who saw the aircraft. Following are copies of the statements:

Statement No. 1:

Trooper [illegible] Fielden and Trooper [illegible] Lindsay, [illegible] Road 1979, noticed an object in the sky over the Iglew Area. [illegible] at Building [illegible], [illegible] the object. It was, as [illegible] a silver color, disk shaped, and did linger in one place and [illegible]. All of a sudden, it drooped straight down out of sight, leaving a trail of fire behind. [illegible]

[illegible]

Statement No. 2:

[illegible] Fielden [illegible] Lindsay [illegible] the [illegible] Iglew Area [illegible] Road 1979 [illegible] Lindsay [illegible] the location and movement of the object. They stated they [illegible] watched it for several minutes to make sure they were [illegible] through 50 [illegible] in the west side, followed by [illegible] Firemen Whitmore. [illegible] the high [illegible] noticed a light silver object in the far northeast. [illegible] Fox had a pair of binoculars. [illegible] the object [illegible] the [illegible] from right slightly to left, for a period of about [illegible] that seemed to disappear over the horizon. [illegible] long.

[illegible]

HH-69[illegible]

MEMORANDUM

TO: [illegible] DATE: [illegible]

SUBJECT: Unidentified Object Observed in Vicinity of [illegible]

COPIES TO: [illegible]

Statement No. 3:

Statement by [illegible]
F[illegible] Kingsport Tennessee, Phone, [illegible]

I was at Building 204, check point at Area B, in the presence of [illegible] truck driver, and Moore, HDC guard. I heard calls over the radio [illegible] object in the sky. We located the object in a western direction [illegible] It was at a great distance, appeared to be light in color and [illegible] at a light trail, red trail like fire; disappeared over the horizon in [illegible] ten minutes.

Signed: [redacted]

Statement No. 4:

Statement by Sergeant H. R. Street and Trooper Nelson Jennings:

After I heard over the radio that Project 155 had spotted an object in the sky, I proceeded to the [illegible] Area and joined Trooper Jennings on Patrol [illegible] were at [illegible] and did spot a silver object in the far [illegible] and moving into the sunset, the sunset being [illegible] and the object [illegible] is appearance; silver colored. The object disappeared over the horizon [illegible]

Signed: [illegible]
Nelson Jennings

Statement No. 5:

Statement by Joe B. Green, HDC Safety Department:

I first saw object over east side of X-area at approximately [illegible] This object appeared to be round in shape, about 15 or 20 feet in diameter [illegible] standing still except for a vibrating motion. I was on [illegible] range when I first located object. I then lost sight of it [illegible] saw it moving at fast rate of speed in a NW direction from [illegible] appeared to be longer and slimmer with either a vapor or fire [illegible]

Signed: Joe B. Green

Attached is a map on which are plotted the locations of the persons [illegible] above statements at the time they saw the object and also the locations [illegible] they estimated the object to be at that particular time.

Joe B. Green

AFCSI-6D/Mr O'Donnell/ler/Co 151 Ext 4026/23 May 55

[redacted]

23 MAY 1955

AFCSI-6D INV-24-185-434

SUBJECT: Transmittal of Memorandum

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Denver, Colorado

Attached for transmittal to Air Defense Command for information are copies of a G-2, USArmy memorandum dated 15 April 1955.

FOR THE DIRECTOR:

E. T. Murtha

1 Incl (in dup)
G-2 Memo dtd 15 Apr 55

E. T. MURTHA
Major, USAF
Asst Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations

CLASSIFICATION CANCELLED TO [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC IN.
BY KURT A. KUNZE, Capt, USAF
DATE 3 DEC 1975
UPON WITHDRAWAL OF THE INCLOSURES THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE CANCELLED

OUTT 23 MAY 1955 MANAGER DIV

OUTT 23 MAY 1955 CI DIV OSI

AFCSI-6D

Mr O'Donnell

USAF IG OFFICE OF SPECIAL INVESTIGATIONS
Cmbk AFCSI-6D
Coord Gy, AFCSI INV-24-185-434

[redacted]

UNCLASSIFIED

26 MAY 195

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

~~CONFIDENTIAL~~

FILE NO.	SUBJECT
G2-SPR	Unidentified Aerial Phenomena (U)

TO AFCSI FROM G2 DATE 27 April 1955 COMMENT NO 1

Major Heaven/53715/gec

Forwarded for information and action deemed appropriate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
cc 4A ltr 15Apr55

M. A. QUINTO, Colonel, GS
Chief, Security Division

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

"Attention is invited to the fact that the information contained herein has been derived from sources other than the Department of the Air Force. Dissemination of the information contained herein will not be made outside Department of the Air Force channels without prior approval from the Office of Special Investigations, IG."

Attention is invited to Par. 43, SR 330-320-10, which prescribes that the disclosure of the nature, sources, or even the existence of counterintelligence information to persons mentioned in such reports or to other persons not normally entitled to such information may be made only when specifically authorized by the Assistant Chief of Staff, G-2, Department of the Army, or higher authority. Unauthorized disclosure of such information will be considered a violation of AR 380-5.

Regraded UNCLASSIFIED when separated from classified inclosures.

~~CONFIDENTIAL~~ UNCLASSIFIED

E-1

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED. 16—64801-3 U. S. GOVERNMENT PRINTING OFFICE

~~CONFIDENTIAL~~

24-185 8,317
x24-185 24 14

Pe Pa, Texas

G2-SPR
AFCSI

Unidentified Aerial Phenomena (U)
G2

27 April 1955
Major Heaven/53715/gec

Forwarded for information and action deemed appropriate.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
cc 4A ltr 15Apr55

M. A. QUINTO, Colonel, GS
Chief, Security Division

CLASSIFICATION CA[illegible]
BY AUTHORITY OF [illegible]
BY [illegible]
3 DEC 1975
DATE

OUT
23 MAY 1955
CI DIV
OSI

IN
5 MAY 1955
CI DIV
OSI

Attention [illegible] to Reg. 43, SR 380-320-10, which [illegible] of the nature, [illegible] 24-185-437 [illegible] APR 28 [illegible] disclosure [illegible] will be considered a violation of AR 380-5.

G 26 MAY 1955

SPECIAL [illegible]

UNCLASSIFIED Regraded UNCLASSIFIED when separated from classified

~~CONFIDENTIAL~~

E-2

~~CONFIDENTIAL~~

HEADQUARTERS FOURTH ARMY
Fort Sam Houston, Texas

Office of the AC of S, G2

AKAD3-C 000.9

15 APR 1955

SUBJECT: Unidentified Aerial Phenomena (U)

TO: Assistant Chief of Staff, G2
Department of the Army
Washington 25, D. C.

1. Extracts from Summary of Information, Region III, 112th CIC Detachment, El Paso, Texas, dated 9 April 1955, and the San Antonio Express, dated 7 April 1955, are forwarded herewith for your information.

2. Summary of Information, Region III, 112th CIC Detachment, dated 9 April 1955, is as follows:

"On 8 April 1955, reports indicate that the 'storm' of unknown flying objects that have rained on southern New Mexico and the El Paso, Texas, area began on 1 April 1955 and ended on 5 April 1955. One witness described the object as 'a bright streak with three red streaks behind it.' According to Army and Air Force spokesmen, none of the occurences could be attributed to artillery fire, rockets, guided missiles or other military activities.

Source: 'El Paso Herald-Post', 8 April 1955. (F-6)

(RC Comment: The office of the Assistant Chief of Staff, G2, Antiaircraft Artillery and Guided Missile Center, Fort Bliss, Texas, was unable to furnish any additional information.)"

3. The San Antonio Express, 7 April 1955, carried a United Press dispatch, datelined Albuquerque, New Mexico, 6 April 1955, reported that a "third mysterious fireball" seen in southeastern New Mexico on that date was described by a scientist of the University of New Mexico's Institute of Meteorites as probably not a meteorite. It was said that searchers could find no fragments of the object. Another "object", reportedly seen to have "apparently crashed and exploded" near Lordsburg, New Mexico, the date before, had disappeared "amid a glow of intense white heat." Still another report was of a "green fireball" allegedly seen in New Mexico on 5 April 1955, "seen as far north as Albuquerque, 200 miles away." The UP source added that there were "unconfirmed" reports of a fourth fireball noted the day before near Lordsburg. (F-6)

CLASSIFICATION CA...
BY AUTHORITY OF ...
BY ... 3 DEC 1975

~~CONFIDENTIAL~~

UNCLASSIFIED

~~CONFIDENTIAL~~

AKADB-O 000.9
SUBJECT: Unidentified Aerial Phenomena (U)

4. Any additional information relative subject matter will be forwarded your office upon receipt.

M. H. TRULY
Colonel, GS
AC of S, G2

~~[illegible] NOT BE [illegible]~~

"Attention is invited to the fact that the information contained herein has been derived from sources other [illegible] ation of [illegible] made outside Dep[illegible] Air Force [illegible] approval from the Office of Special Investigations, IG."

~~CONFIDENTIAL~~

AFCSI-6D/Mr O'Donnell/ler/Code 151 Ext 8896/13 July 55

30 JUL 1955

Mr. [redacted]
[redacted]
Arlington Heights
Illinois

Dear Mr. [redacted]:

Your letter to the Federal Bureau of Investigation, dated June 10, 1955, has been referred to this office by that Agency.

Attached in answer to your request are the newspaper clippings you furnished with your letter.

Your action in providing this information is appreciated.

Sincerely,

GEORGE T. KOCH, Jr., Major, USAF
Assistant Executive
Directorate of Special Investigations
The Inspector General

3 Incls
1. Newspaper Clipping, "Rode 8,000 M.P.H., he says"
2. Clipping from Chicago American dtd 1 Feb 55
3. Postal Card addressed to [redacted]

OUT
19 JUL 1955
CI DIV
OSI

AFCSI-6D
Lt Col Moritz

AFCSI-6A

Cmbk Cy, AFCSI-6D
Coord Cy, AFCSI INV-24-185

24-185

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
25 JUL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFCSI-6D 24-185

16 February 1955

MEMORANDUM FOR RECORD

SUBJECT: Unidentified Flying Object

1. At 0905 hours this date the undersigned was notified by Major WILLIAM MANN that he had just received a telephone call from a Captain BROCHETT, Navy, at Taylor Model Basin, Extension 158488, which reflected that BROCHETT witnessed a flying phenomenon.

2. At 0910 hours, Captain DENNIS J. DELIA, DO #4, was notified of the above and instructed to check BROCHETT's story. DELIA was contacted in the absence of Colonel HURST and Captain DEAGAN.

Gene P. Moritz

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

[redacted]

24-185-437

14 OCT

ACSI-SPR
AFCSI

HANES, Donovan L. (U)
ACSI

20 Jan 56
Maj LaJeunesse/71985/pod

The inclosed material is forwarded for your information.

FOR THE ASSISTANT CHIEF OF STAFF, INTELLIGENCE:

1 Incl
Ltr fr Subj.
dtd 9Jan56

M. A. QUINTO
Colonel, GS
Chief, Security Division

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]

BY

DATE

IN
27 JAN 1956
CI DIV
OSI

24-185-438

AIR FORCE
FCT GENERAL

23 JAN 56

12 MAR 1956

COPY

January 9, 1956
Argas, Indiana

Dear Sir:

I am writing you on an inquiry of your data on flying saucers or blimps.

Around this neighborhood I have seen strange objects that looked like these saucers or blimps. They appeared to be traveling west or in that general direction. This object looked big in the moon light, then there appeared to be two more that appeared from some place. They made no sound and have read or purple lights on them.

I have seen them at various intervals and would like to know if there is any way you can get a radar fix on them in this locality. We are located here about 30 miles from the Peru Airforce base. Thank you very much and please write me back.

Sincerely Yours,

/s/ [redacted]

COPY

COPY

January 9, 1956
Argas, Indiana

Dear Sir:

I am writing you on an inquiry of your data on flying saucers or blimps.

Around this neighborhood I have seen strange objects that looked like these saucers or blimps. They appeared to be traveling west or in that general direction. This object looked big in the moon light, then there appeared to be two more that appeared from some place. They made no sound and have read or purple lights on them.

I have seen them at various intervals and would like to know if there is any way you can get a radar fix on them in this locality. We are located here about 30 miles from the Peru Airforce base. Thank you very much and please write me back.

Sincerely Yours,

/s/ [redacted]

COPY

HEADQUARTERS
THE ARMORED COMBAT TRAINING CENTER
Camp Irwin, California

AMFAI-B

27 February 1956

SUBJECT: Unidentified Flying Objects (U)

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT X. MUNZE, Capt, USAF
8 DEC 1976
DATE

TO: Commanding General
Sixth Army
Presidio of San Francisco, California
ATTN: AC of S, G-2

1. During the dates 2 February - 21 February 1956, sightings of unidentified flying objects by members of this command were noted. Sightings were visual and in three instances by radar oscilloscope operated by the 47th AAA Detachment. The radar site is located at coordinate 444118.

2. On 2 February 1956 between the hours 1300 - 1600, Pfc Richard L. Walker, Co "C", 723rd Tank Battalion, saw a flying object moving from North to South. Pfc Walker estimated the speed of the object to be in the thousands of miles per hour and at an altitude of over 15,000 feet.

3. On 9 February 1956 at about 1300 hours, Pfc Kenneth D. Marre, and Pfc Ricard, both from Co "C", 723rd Tank Battalion, observed an unidentified flying object at grid square 3114. The object moved from the North to the above location. It stayed at the above location for one (1) minute. It moved with a tremendous burst of speed from grid square 3114 to grid square 4502. It was observed in this position for about four (4) minutes. The flying object was described as oval in shape, brilliant luminosity, and no noise.

4. The sightings were reported to the George Airforce Base Intelligence Officer. Airforce Intelligence personnel made a visit to this installation for further information. Coordination with the 47th AAA Brig. Intelligence Section has been made.

5. Radar sightings were made in three (3) different locations of aircraft or flying objects that could not be confirmed by visual observations or a confirmed report from our Air Det. Tower as to aircraft in the reservation area. Radar sightings were within the eight (8) mile limit of the Radar band.

UNCLASSIFIED

CONFIDENTIAL

27 February 1956

AMFAI-B
SUBJECT: Unidentified Flying Object (U)

6. All sources of information are considered reliable. The following maps were used:

a. 1:50,000 sheets RED PASS LAKE 2754 IV - TIEFORT MT 2654 I, AMS Series V795.

MERSHAM G. SHADDY
Captain GS
AC of S, G-2

CONFIDENTIAL

REGRADING DATE CANNOT BE PREDETERMINED

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT CHIEF OF STAFF, ~~G-2~~, INTELLIGENCE
WASHINGTON 25, D C.

ACSI-SPD-S

29 February 1956

MEMORANDUM FOR: DIRECTOR OF SPECIAL INVESTIGATIONS
Department of the Air Force

SUBJECT: Unidentified Flying Object

The attached Summary of Information pertaining to an unidentified flying object is furnished for your information and any action deemed appropriate.

M. A. QUINTO
Colonel, GS
Chief, Security Division

1 Incl
SOI dated 24 Feb 56
fr G2, First Army

ACSI-SPD-S 29 February 1956

MEMORANDUM FOR: DIRECTOR OF SPECIAL INVESTIGATIONS
Department of the Air Force

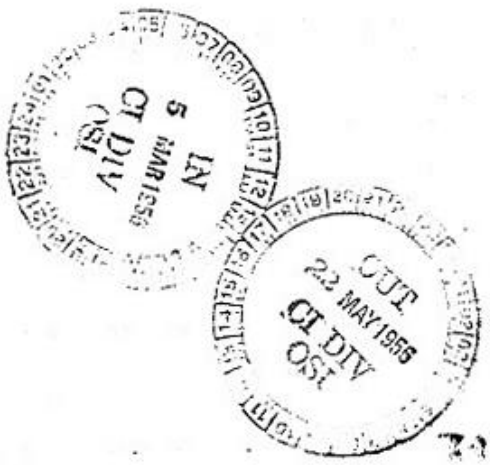
SUBJECT: Unidentified Flying Object

The attached Summary of Information pertaining to an unidentified flying object is furnished for your information and any action deemed appropriate.

THOMAS F. GUIDERA
Lt Colonel, GS

M. A. QUINTO
Colonel, GS
Chief, Security Division

1 Incl
SOI dated 24 Feb 56
fr G2, First Army



24-155 441

AIR FORCE CENTRAL

MAR 2 09 01 '56

[redacted]

SUMMARY OF INFORMATION (SR 380-320-10)	DATE 24 Feb 56

PREPARING OFFICE Office of the Assistant Chief of Staff, G-2, Intel, Hq First Army, Governors Island, New York 4, New York AHFKB-OD

SUBJECT

Unidentified Flying Object

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 report was received at 2018 hours, 23 February 56, by the First Army Staff Duty Officer, ~~by~~ from an individual identifying himself as [redacted] or [redacted] of the NY Journal American.

1. A Sgt [redacted], further identifying data unknown, but believed to be a member of the U.S.Army, was walking a dog near his mother's residence on [redacted] in Bklyn, NY at approximately 2000 hours, 23 Feb 56. Sgt [redacted] was on leave at the time.

2. Sgt [redacted] heard a noise as from an airplane in trouble and, upon looking up, saw a round, big, blue fluorescent lighted object in the sky, which went in the direction of Idlewild Airport, circled the airport, and then left in the direction of lower New York. Sgt [redacted] described this object as a flying saucer.

3. The caller described Sgt [redacted] as apparently rational and sober and added that the Sgt was due to go overseas in the near future.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY Historian [illegible] 3 DEC 1975
DATE

"Attention is invited to the fact that the information contained herein has [illegible] other than the Department of the [illegible] of the information contained [illegible] Department of the Air Force [illegible] approval from the Office of Special Investigations, IG."

DISTRIBUTION 1 - ACSI, DA 1 - EADF 1 - Sec Div 1 - DI Branch

DA FORM 1 DEC 51 568 (Formerly DA AGO) REPLACES WE[redacted] WHICH MAY BE USED [redacted] UNCLASSIFIED

☆ U. S. GOVERNMENT PRINTING OFFICE : 1953—O-247710

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
12TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
CHANUTE AIR FORCE BASE, ILLINOIS

23 FEB 1956

12D 49-0

SUBJECT: (Unclassified)
[redacted] 1887)
[redacted]
St. Johns, Missouri
Civilian

TO: Director, Special Investigations
Headquarters, United States Air Force
Washington 25, D. C.

1. On 2 February 1956, Special Agent CARL R. O'CONNOR, St. Louis Field Office, Federal Bureau of Investigation, turned over to Special Agent JOSEPH G. EXLER, this District Office, two (2) letters from SUBJECT; one (1) addressed to the FBI and one (1) to the War Department. These letters are attached as Inclosures Nr. 1 and 2.

2. Upon being contacted, [redacted] furnished photostatic copy of letter received from his niece, [redacted], Budapest XI Ker, Lasadi W 22, Hungary. This letter, according to [redacted] is freely translated in part as follows:

"The so-called flying saucer also through several weeks kept the people in nervous state. These very fast speeding flyers, kept scientific group very busy and shall keep them busy. Uncle [redacted]A), I'm sure you heard already from the papers 12000 kilometers per hour was estimated on those flyers."

3. The above information has not been evaluated.

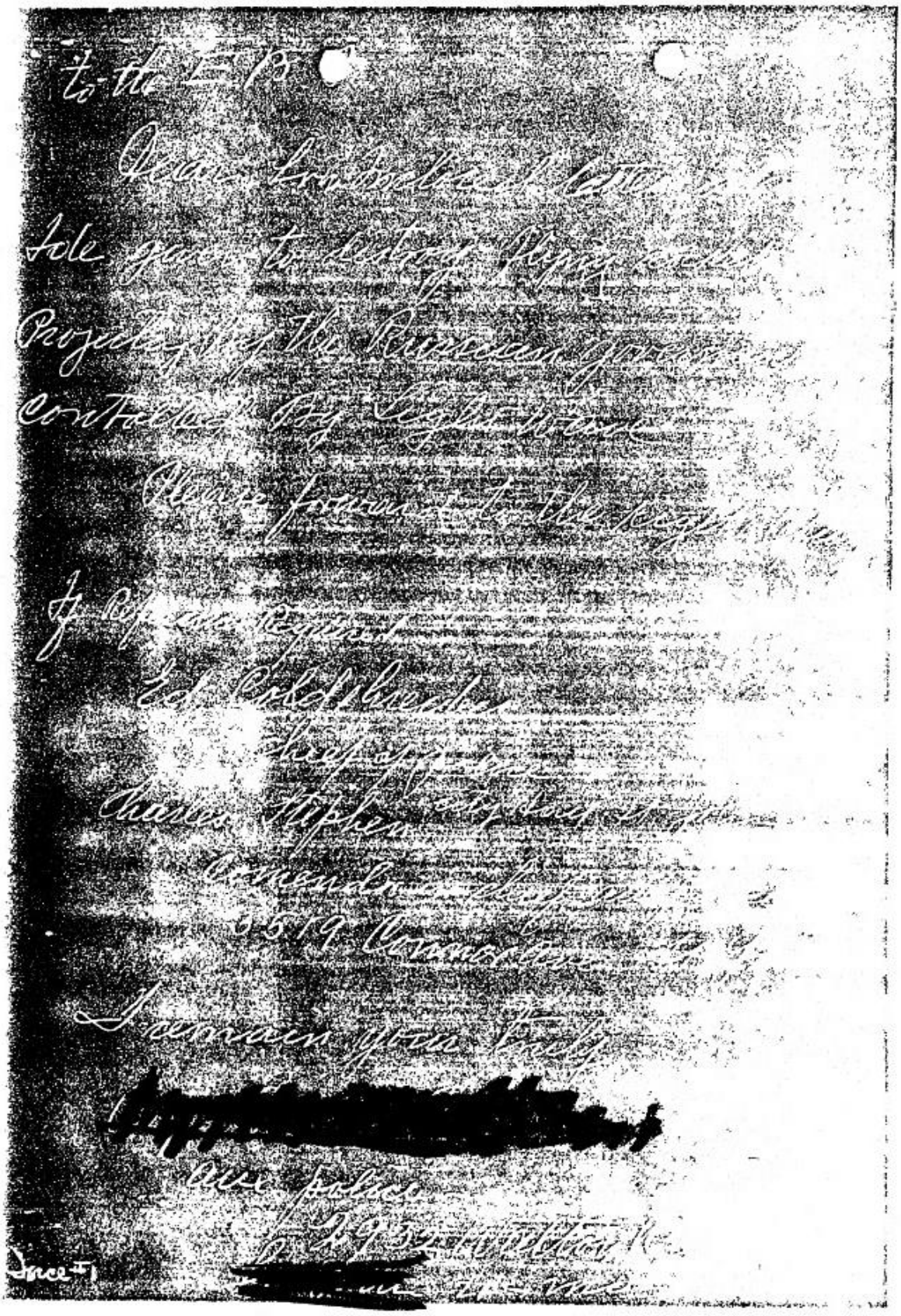
4. This letter is classified [redacted] pursuant to the authority contained in paragraph 24a, AFR 205-1.

Lloyd C. Dean
LLOYD C. DEAN
Colonel, USAF
District Commander

3 Incls
1. Ltr by [redacted] to FBI
2. Ltr by [redacted] to War Dep't
3. Photostat of ltr fr [redacted]

CLASSIFICATION CANCELLED
AUTHORITY OF [redacted] USAF
BY [redacted]
DATE

[redacted] UNCLASSIFIED



War department

Dear [illegible]

I am informed that [illegible] the [illegible]
government experimenting by [illegible] light
waves [illegible]

Please advise [illegible] that [illegible]
is true [illegible]
[illegible]
[illegible]
reported by radar [illegible] but the [illegible]
light [illegible]
where the [illegible]
light waves [illegible]
[illegible]

I am [illegible]

[illegible]

Inc #2

about our safety

I am working on theory of that

flying object could be [illegible]

to go back where they [illegible]

I remain yours truly

[redacted]

Ps.

My nice live in Hungary [illegible]

is in [illegible]

ion to me [illegible]

Budapest [illegible]

day flying [illegible]

west on that day [illegible]

was given [illegible]

[illegible]

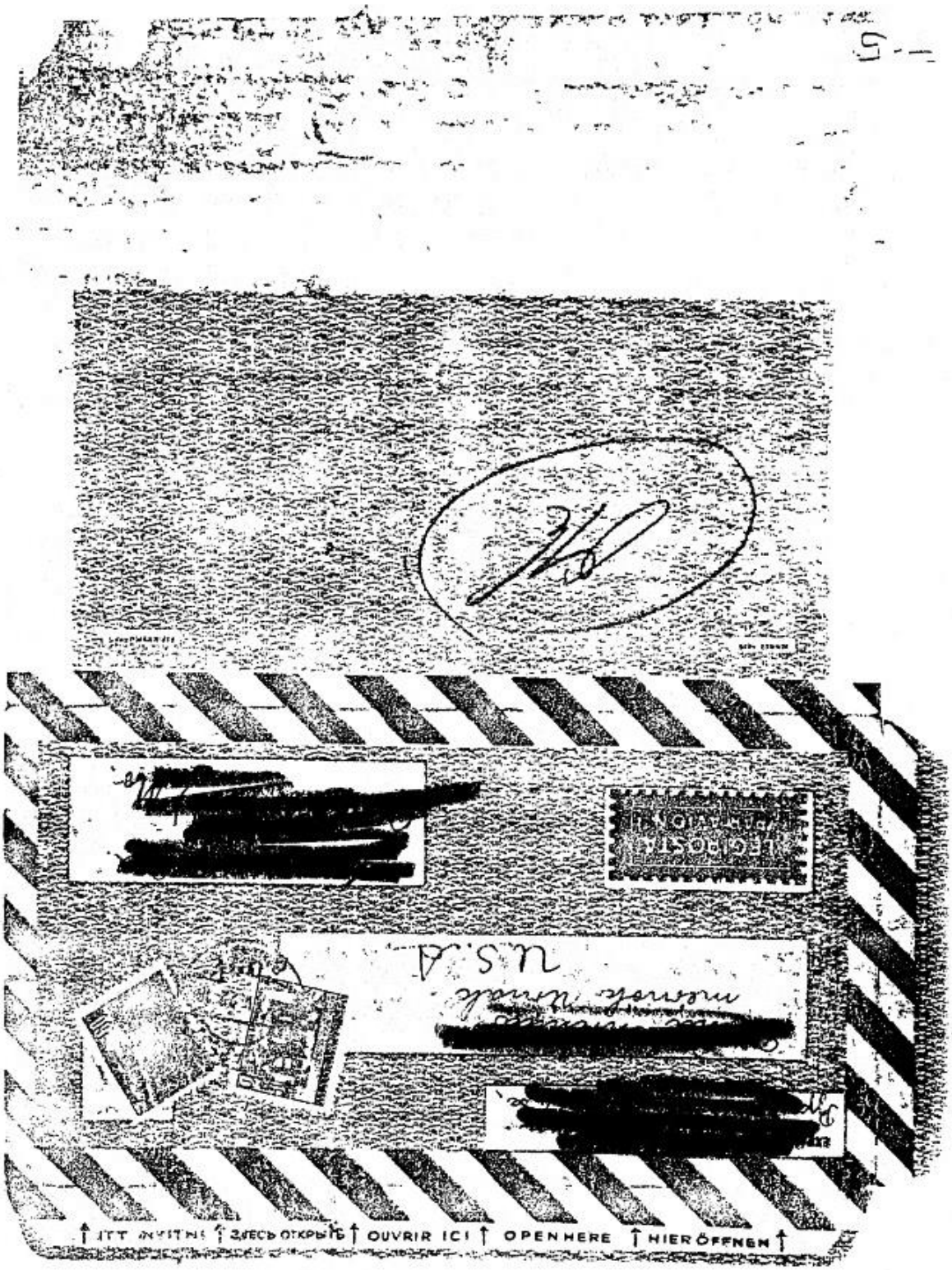
Drága jó Danibácsi és Mindnyájan!

Nem tudom előzőleg küldött levelem megérkezik-e. Kívánunk a jó Danibácsiéknak sok sok örömet a nép karácsonyi ünnepekre és boldog új esztendőt. Itt a karácsonyra most készülnek a gyermekek. Rengeteg játék van a kirakatokban és nép csinyó fenyőfák. A rengeteg nép a kirakatokat nézi, és pinyüskönek. Mi mind a hárman itt Ester Fénéd Károly [illegible]

töltjük az ünnepeket. Desember 20 tól január 17 ig szünet lesz a gyermekeknek, de nekünk beosztásunk van csak éppen a piros vetős napok a szünet napok. Halottak napján voltam lent Gádoroson, egy napra utaztam le, vittem virágot nagyapa sírjára. Danibácsi olyan kevesét ír, hogy vannak? szaporodott-e a család? Egészségesek-e Mindnyájan? Annuska sokat szenved a hátára, lacit most egy hétre vidéki munkát küldtük végezni. csak az ünnepekre 24 estére sön haza. Itt most

nyájin! Annuska tokat [illegible] katára, vagy most egy hétre vidéki munkát küldtek végezni, csak az ünnepekre 24 estére gön haza. Itt most vendégségbe van egy nagy német cirkus az „Aeron" vadállatokkal, artistákkal. Mi is megnézzük az iskolás gyermekeknel. Azt mondják nagyszerű on játszanak! Az ugynevezett „szeszeljek" és több héten át izgalomba tartottán az embereket. Ezek a gyorsan száguldó égi jelenések a tudó on egész sereget foglalkoztattán a foglalkoztatják Dambácsinak is biztosan látták vagy, ujságból olvasták 12000 km óránkénti sebességgel száguldoztak ezek a csudarepülők. Drága jó Dambácsinak és Mindnyájuknak sok jó egészséget kívánunk, kezeiket csókoljuk a Fiúkat és Mamákat, kicsiket csókoljuk nagy-nagy szerelettel és sok imadsúggal Idus Annus Lan

Incl. #3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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

22 March 1956

INV 24-185 File AFCSI-6D/Major Stahl/mh/Code 151/X-8873

MEMORANDUM FOR CHIEF, COUNTER INTELLIGENCE DIVISION

SUBJECT: Associated Press Release 21 March 1956; RE: Ten Cent Saucer Inquiry

Lt Colonel Frank Newlon, SAFIS, telephonically advised on this date that the information furnished his office by the Office of Special Investigations, along with Mrs. [redacted] letter, was sent to the Air Force Press Release Desk as an interesting tidbit for the Press. Colonel Newlon checked with the Press desk and determined that nothing in writing was given to the Press, but that the Air Force representative orally furnished the information to an AP Reporter. No mention was made to the AP Reporter of the FBI's interest or activity in the matter. The possibility exists that he was able to see the correspondence on the desk of the Air Force ~~Reporter~~, and note that the FBI initially received the letters and ~~they~~ referred it to the Department of the Air Force. SAFIS sent Mrs. [redacted] a recent unclassified release on the general subject of "Flying Saucers."

[redacted]
Chief, [redacted] Branch
Counter Intelligence Division
Assistant for Special Investigations
The Inspector General

CLASSIFIED BY [redacted]
BY [redacted]
3 DEC 1975
DATE

[redacted]

UNCLASSIFIED

THE WASHINGTON EVENING STAR
21 March 1956

'Confidential Files' Gets 10-Cent 'Saucer' Inquiry

By the Associated Press

If you want information on flying saucers, don't address your request to "Confidential Files, Washington, D. C."

Takes too long. And besides you may be investigated by the FBI.

A woman out in Los Angeles (name withheld by various Government agencies) dashed off a note on January 15. It said:

"Confidential Files
"Wash., D. C.

Dear Sirs—Please send me a bulletin of flying saucers, or the address where I can get information about them. I am inclosing 10 cents.

"Thanks."

Seemed like a simple, direct approach—except for the address.

The post office, casting about for some Federal agency that might have confidential files, sent it to the Federal Bureau of Investigation.

The FBI, never one to pass out military secrets, made discreet inquiries.

Then the FBI forwarded the letter to the Air Force, advising that nothing derogatory or indicative of subversion could be found in the woman's activities.

So the Air Force reached into its nonclassified files and plucked out the latest summary on the number of sightings of UFO's, unidentified flying objects, together with an explanation of why people think they see flying saucers—or what it is they see which the Air Force can or can't explain.

The lady's 10 cents was tapped to the summary and both were mailed to her address in Los Angeles.

5

AFCSI-6D/Capt Howell/mh/Code 151/X-8896/7 Mar 56

AFCSI-6D 24-185

19 MAR 1956

MEMORANDUM FOR CHIEF, PUBLIC INFORMATION DIVISION,
OFFICE OF INFORMATION SERVICES, SAFS

SUBJECT: Request for Bulletin on "Flying Saucers"
SPECIAL INQUIRY

1. The attached letter was received from the Federal Bureau of Investigation. No reply has been made to the writer by the Federal Bureau of Investigation or the Directorate of Special Investigations.

2. The files of the Directorate of Special Investigations contain no information pertaining to Mrs. [redacted]R.

FOR THE CHIEF OF STAFF:

1 Incl
Ltr fr Mrs. [redacted],
dtd 15 Jan 56,
w/envelope

16/3/56

GEORGE W. McCORKLE, Major, USAF
Assistant Executive
Directorate of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY [illegible] KUNZE, Capt, USAF
Historian 9 DEC 1975
DATE

OUT 19 MAR 1956 MANAGEMENT DIV OSI

OUT 15 MAR 1956 CI DIV OSI

AFCSI-6D
Lt Col Moritz
Capt Howell
for
14-3-56

AFCSI-6A
15/3/56

AFCSI FILE CY - INV 24-185
CMBK CY - AFCSI-6D

24-185-14-14
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

[redacted]
(AFR 190-16)
UNCLASSIFIED

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

7 May 1956
AFCSI-9B/Capt Brown/mcm/4907

MEMORANDUM FOR CHIEF, COUNTER INTELLIGENCE DIVISION

SUBJECT: Sighting of Unidentified Flying Object

1. At approximately 0100, 5 May 1956, a telephone call was received by the undersigned, while performing duty as Staff Duty Officer, from A. R. Jones, FBI Duty Agent, relating the following information:

The FBI had received a call from a [redacted] Oxford, Pennsylvania, to report the sighting of a bright light about 2,000 feet in the air traveling toward Baltimore. The light when sighted was above Oxford and was reported as being a solid bright yellow light visable from all directions which at one point was twice as bright and twice as big as an automobile headlight. It made no noise and traveled faster than an automobile even though an attempt to follow it was made at 80 miles per hour. He further stated that two bar room companions, a Mr. [redacted], had also observed the object.

2. Lt. Colonel Moritz, Chief, Sabotage and Espionage Branch, Counter Intelligence Division, was contacted at 0730, 5 May 1956, by the undersigned and given the above information. He instructed to retain the information and report it by memorandum 7 May 1956.

3. At approximately 1400, 5 May 1956, the undersigned was again contacted, this time by FBI Agent J. H. Glasscock, to report that the name and address of the individual reporting the incident was erroneous. This individual had called back to state that his name and address was actually [redacted] Kenneth Square, Pennsylvania. AKA [redacted]

Earl C. Brown
EARL C. BROWN, Capt, USAF
Analysis Branch, Plans & Policy Division

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF
KURT [illegible], Capt, USAF
BY [illegible]
3 DEC 1975
DATE

24-185-449
USAF [illegible]
OFFICE OF
SPECIAL INVESTIGATIONS
Arentson

Not necessary to send this to ADC.
KMA

UNCLASSIFIED

CONFIDENTIAL

[redacted]

1 JUN 1956

1LD 24-341

SUBJECT: (UNCLASSIFIED)
SIGHTING OF OBJECT RESEMBLING FLYING SAUCER ON
6 APRIL 1956 NEAR HENDERSON, NORTH CAROLINA

SPECIAL INQUIRY

TO: Commander
Air Defense Command
Ent AFB
Colorado Springs Colorado

1. Transmitted herewith for the information of your command is one (1) photostatic copy of letter report dated 17 April 1956 from the Federal Bureau of Investigation, Washington regarding the above captioned matter.

2. This letter is classified [redacted] pursuant to authority contained in paragraph 30c AFR 205-1.

3. Attention is invited to the fact that the information contained in the inclosure is derived from sources other than Department of the Air Force. Dissemination of the information contained therein will not be made outside Department of the Air Force channels without prior approval from the Office of Special Investigations, HQ.

1 Incl (As stated)

WALLACE R. SCHULTZ
Lt Colonel USAF
District Commander

RAW/dl/28May56

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE
24-341

2 incl

SPECIAL

UNCLASSIFIED

[redacted]

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

12 MAY 1956

AFCSI-6D INV 24-185

SUBJECT: (Unclassified) Sighting of Object Resembling Flying Saucer on April 6, 1956, near Henderson, North Carolina

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Colorado

1. Attached for your information and further transmittal to Headquarters Air Defense Command are two copies of a letter from the Federal Bureau of Investigation, dated 16 April 1956, subject as above.

2. This letter is classified [redacted]nt to the authority contained in paragraph 30c(2)(a), AFR 205-1.

FOR THE DIRECTOR:

Gene P. Moritz

GENE P. MORITZ, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl
Ltr fm FBI, dtd
16 Apr 56 (in dup)

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY [illegible], Capt, USAF
Historian 3 DEC 1975
DATE

UNCLASSIFIED

[redacted]

24	341	1

24 1956

[redacted]

22 MAY 1956

AFCSI-6D/Maj Arentson/z/8896/18 May 56

AFCSI-6D INV 24-185

SUBJECT: (Unclassified) Sighting of Object Resembling Flying Saucer on April 6, 1956, near Henderson, North Carolina

TO: District Commander
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FOR THE DIRECTOR:

Gene P. Moritz 21/6

GENE P. MORITZ, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl
Ltr fm FBI, dtd
16 Apr 56 (in dup)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

Arentson 21 May 56

AFCSI-6D
Maj Arentson

OUT 22 MAY 1956 CI DIV OSI

OUT 22 MAY 1956 MANAGEMENT DIV OSI

Lmbk Cy - AFCSI-6D
AFCSI File INV 24-185

See Ser #448

24-185-451
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
N 23 MAY 1956

UNCLASSIFIED
[redacted]

22 MAY 1956

AFCSI-6D/Maj Arentson/z/8896/18 May 56

AFCSI-6D INV 24-185

SUBJECT: (Unclassified) Unidentified Flying Objects

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Colorado

1. Attached for your information and further dissemination to Headquarters Air Defense Command are two reports received from the Department of the Army and a letter from the FBI concerning unidentified flying objects.

2. This letter is classified [redacted] pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

FOR THE DIRECTOR:

Gene P Moritz

GENE P MORITZ, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

3 Incls
1. Summary of Info, G-2, Hq 1st Army, dtd 24 Feb 56 (in dup)
2. Ltr, Hq Arm Combat Trng Ctr, to CG, 6th Army, dtd 27 Feb 56 (in dup)
3. Ltr fm FBI, dtd 13 Mar 56 (in dup)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY KURT K. KUHZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT 22 MAY 1956 MANAGEMENT DIV OSI

OUT 22 MAY 1956 CI DIV OSI

AFCSI-6D
Maj Arentson
21 May 56

CMBK CY - AFCSI-6D
AFCSI File INV 24-185

24-185-452
USAF IG
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

[redacted]

AFCSI-6D/Maj Arentson/a/8896/18 May 56

AFCSI-6D INV 24-185

22 MAY 1956

SUBJECT: (Unclassified) Flying Saucers

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Colorado

1. Attached for your information and further transmittal to Headquarters Air Defense Command are letters received from Mr. [redacted] (1887) [redacted], St. Johns, Missouri.

2. Mr. [redacted] was interviewed by OSI agents and he furnished a photostatic copy of a letter received from his niece, IDA KOVACS, Budapest XI Ker, Lasadi W 22, Hungary. This letter, according to [redacted], is freely translated in part as follows:

"The so-called flying saucer also through several weeks kept the people in nervous state. These very fast speeding flyers, kept scientific group very busy and shall keep them busy. [redacted], I'm sure you heard already from the papers 12000 kilometers per hour was estimated on those flyers."

3. This letter is classified C[redacted] pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

FOR THE DIRECTOR:

GENE P. MORITZ, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

3 Incls
1. Ltr by [redacted] to FBI (in dup)
2. Ltr by C[redacted] to War Dept (in dup)
3. Photostat of ltr fr I[redacted] (in dup)

CLASSIFICATION CANCELLED [illegible] BY AUTHORITY OF THE DIRECTOR OF [illegible]
KURT K. MUNZEL, Capt, USAF
Historian
DATE 1 DEC 1975

24 MAY 1956
MANAGEMENT DIV OSI

AFCSI-6D
Maj Arentson

Cable Cy - AFCSI-6D
AFCSI File INV 24-185

24-185-455

UNCLASSIFIED

[redacted]

OFFICE OF SPECIAL INVESTIGATIONS

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
19th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
TRAVIS AIR FORCE BASE, CALIFORNIA

19D OSI 24-0 12 July 1956

SUBJECT: Unidentified Flying Object, Utah General Depot, 24 June 1956

TO: Director
Special Investigations
Headquarters USAF
Washington 25, D. C.

1. The report of the Installation Intelligence Officer concerning an unidentified flying object seen in the vicinity of the Utah General Depot on 24 June 1956, is forwarded for your information.

2. This letter is classified [redacted] pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

ERNEST J. BOUCHER
Lt. Colonel, USAF
District Commander

1 Incl
a/s (dup)

cc: DO #16
w/inc a/s

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted]
3 DEC 1975
DATE

[redacted]
UNCLASSIFIED

SMAMA—Feb 56—15M lp

[redacted]

UTAH GENERAL DEPOT, U.S. ARMY
OGDEN, UTAH

IN REPLY REFER TO:

GDUTI

25 June 1956

SUBJECT: Domestic Security

TO: Assistant Chief of Staff, G-2
Headquarters Sixth Army
Presidio of San Francisco, Calif.
ATTN: AMGBI-I-3

1. Reference is made to classified letter AMGBI-I-3, 350.09, 11 May 1956, subject as above.

2. Installation Intelligence Officer received telephone call from [redacted], Utah General Depot) at 1340 hours, 24 June 1956, stating that she had seen a huge, round, silver colored object flying through the air at a very fast speed making a 45 degree turn while revolving in a circular motion. Mrs. Hudgins stated in her opinion ojbect remained in her view for a period of approximately two (2) minutes and then disappeared in the vicinity of the Promontory Mountains located to the Northwest of Utah General Depot.

3. Intelligence Officer notified the following immediately and was informed that no prior reports had been received:

a. Resident Agent, 115th CIC Detachment, Region IV.

b. Field Officer of the Day, Hill Air Force Base, Major Carl.

c. Duty Officer, Naval Supply Depot, Clearfield Utah, CWO Dittamore.

d. Officer of the Day, Captain Donahue, this depot.

FOR THE COMMANDER:

[illegible] CHAPLIN
Major, MPC
Installation Intelligence Officer

Copy furnished:
CO CIC, 115th Det. Region IV

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] USAF
Historian
3 DEC 1975
DATE

[redacted]

UNCLASSIFIED

18D 27-0 24-185-461

SUBJECT: National Investigations
Committee on Aerial Phenomena
Washington, D. C.

17 JUN 1957

TO: Air Force Plant Representative
Hughes Aircraft Company
Security Division
Florence Avenue and Teale Street
Culver City, California

1. Reference letter your office pertaining to SUBJECT above, dated 13 May 1957.

2. On 23 May 1957 the files of the FBI, Los Angeles, failed to reveal any information pertaining to SUBJECT organization.

3. Files of this office were negative pertaining to SUBJECT.

4. In view of the fact that organization's letter did not appear to solicit information of any kind from Hughes Aircraft Company and contained primarily information of an advertising nature extolling the merits of a magazine and bulletins they contemplate forwarding to possible subscribers, this office contemplates no further action and this matter is closed.

FOR THE DISTRICT COMMANDER:

FRED T. RAGSDALE
Chief, Counterintelligence Division

cc: Dir OSI w/1 Inclore
SUBJECT matter

OUT
28 JUN 1957
CI DIV
OSI

461
24-185-461X1

28 JUN 1957

NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA

WASHINGTON 6, D. C

TELEPHONE NOrth 7-8434
CABLE ADDRESS
SKYLIGHT

ADMINISTRATIVE OFFICES
1536 CONNECTICUT AVE., N. W.

BOARD OF GOVERNORS

CHAIRMAN
REAR ADMIRAL DELMER S. CRANDALL
USN (RET.)
CHARLES TOWN, PENNSYLVANIA

REV. ALBERT H. SALLER
CONGREGATIONAL CHURCH
GREENFIELD, MASSACHUSETTS

BRIG. GEN. THOMAS B. CATRON
USA (RET.)
BALTIMORE, MARYLAND

FRANK EDWARDS
RADIO-TV EDDIE HOUSE
INDIANAPOLIS, INDIANA

COL. ROBERT B. EMERSON
USA RESERVE
NUCLEAR PHYSICIST
KAISER ALUMINUM COMPANY
BATON ROUGE, LOUISIANA

LT. GEN. WILLIAM E. KEPNER
USAF (RET.)
WINTER PARK, FLORIDA

REV. LEON C. LEVAN
NEW JERUSALEM CHRISTIAN CHURCH
PITTSBURGH, PENNSYLVANIA

PROF. CHARLES A. MANEY
PHYSICS DEPT., DEFIANCE COLLEGE
DEFIANCE, OHIO

ABRAHAM M. SONNABEND
PRESIDENT HOTEL CORPORATION
OF AMERICA
BOSTON, MASSACHUSETTS

TALBOTT T. SPENCE
SPENCE FOUNDATION
BALTIMORE, MARYLAND

EVALUATION OF INFORMATION

GEN. ALBERT C. WEDEMEYER
USA (RET.)
FOOLSVILLE, MARYLAND

Dear friend:

Your interest in our investigation of Unidentified Flying Objects (flying saucers) is greatly appreciated. Since 1950 the Air Force has kept thousands of authentic UFO reports from the public. While we believe we know their reasons, we are convinced that Americans have a right to the truth. To that end, NICAP has set up a nationwide network—soon to be worldwide—for reporting UFO sightings and hidden developments.

All this information — uncensored — will be revealed to NICAP members in a monthly magazine and in confidential bulletins. The magazine will include dramatic, authentic sightings by veteran pilots and other competent witnesses; behind-the-scene stories of the Air Force secret investigation; proof of the censorship which has muzzled hundreds of pilots; the pro's and con's of the question, "Is there life on Mars?"; and special articles on the UFO problem and our own space-travel plans.

In addition, NICAP will hold public hearings on claims of contacts with spacemen—to expose hoaxes and also to ferret out the facts. All this will be covered in the monthly magazine, with many other features, such as—a serialized history of UFO's with new sidelights on famous sightings; frank answers to readers' questions; and a monthly department in which I shall reveal some "inside stories" I have learned in the last two years.

As an Associate Member of NICAP—for an annual fee of $7.50—you will receive the monthly magazine and the special bulletins. You will also be privileged to join a NICAP club in your area and become part of our large reporting network. Most important of all, you will be playing a vital role—not only in aiding to end the censorship—but in helping to find all the answers to the UFO mystery.

To become a NICAP member, merely forward your $7.50 membership fee to

NICAP
1536 Connecticut Avenue
Washington 6, D. C.

We hope you will join us in this factual yet fascinating work.

Sincerely yours,

Donald E. Keyhoe

Donald E. Keyhoe, Major USMC (Ret.)
Director of NICAP

DEK:RMC

A privately-supported fact-finding body serving the national public interest

Missile Expert Misquoted?

Adm. Fahrney Quits Saucer Probers

Rear Admiral D. S. Fahrney, retired Navy guided millile expert, has resigned as chairman of the board of a private committee set up to probe the mystery of "unidentified flying objects."

He asked the National Investigations Committee on Aerial Phenomena, of which UFO crusader Maj. Donald E. Keyhoe is director, to discontinue using his name.

Maj. Keyhoe said Admiral Fahrney was misquoted by newspapers, TV and radio last January as saying flatly that the objects were interplanetary space ships.

"Actually," Maj. Keyhoe wrote, "he said 'reliable evidence indicated . . . objects under intelligent control.' He insisted, and the Board and I fully agreed, that even the most reliable evidence had to be fully explored and evaluated."

NO REFLECTION

Admiral Fahrney wrote the committee: "Illness in my family and previous commitments on which I depend for my livelihood force me to take this step. This should not, in any way, reflect upon NICAP or its scientific purposes and investigations to the end that fact or fallacy can be established on the subject of visitors from outer space."

He is secretary of the Franklin Institute in Philadelphia and still a Navy historian on guided missiles.

He resigned Jan. 23. The announcement was to be held up until the group picked a successor, but this week Admiral Fahrney wrote the group to stop using his name, and it made the resignation public.

Maj. Keyhoe said the committee "kept getting requests" for Admiral Fahrney's UFO statement, "and this led to more misquotations."

24-185-461

National Investigations Committee on Aerial Phenomena

APR 19 1957

24-185-461 X

Washington Daily News, 10 Apr 1957

'Project Skylight'

New Group Setting Sights on Saucers

By JIM G. LUCAS Scripps-Howard Staff Writer

The brass plate at 1536 Connecticut-av nw reads "National Investigations Committee on Aerial Phenomena." Inside they refer to it as Project Skylight.

T. Townsend Brown of Leesburg, Va., who runs it, identified himself as executive vice chairman pro tempore. He formerly was a consulting physicist for the Clevite-Brush Electronics Co. of Cleveland, O.

"I wince whenever anybody refers to "flying saucers", he says. "But, actually, that's what we're after. We want to know whether they exist. If they do, we want to know what they are. And we think it's high time."

WILL ELECT BOARD

National Investigations Committee—that's how they answed the phone—is just now forming. On Nov. 1 it meets to elect a nine-man board of governors.

Mr. Brown says he is representing a group of approximately 75 "scientists, educators and church leaders" interested in saucers. He expects to be around until Nov. 15, when he goes back to London as research director for Whitehall-Rand. He's also a consulting physicist in Paris for a French aircraft company. But the saucers?

"I frankly don't know," he says. "They may or may not exist. And that seems to be the general feeling of all our people. But we want to know."

FACT-FINDING BODY

The National Investigations Committee, Mr. Brown says, will be a "privately supported fact-finding body serving the national public interest." It has applied to the Treasury for tax-exempt status.

Mr. Brown has written several hundred public figures seeking their opinion on what he terms "a subject of inevitable concern in every major phase of human welfare."

One of Mr Brown's letters went to Larry Cates, Washington representative of the Airline Pilots Association. Cates says airline pilots turn in reports of saucer sightings almost nightly.

AIRPORT OFFICIALS TOO

Mr. Brown says he's talked to officials at National Airport here in Washington—where radar sightings have been made—"and they are as interested in getting the facts as we are."

In his prospectus, he suggests a "considerable amount of effort will have to be directed toward general promotion and fund-raising." As his goal, Mr. Brown talks about the day "we'll have money in the bank —$2,000,000 or $3,000,000.

Memberships come high. A founders endowment costs $1000; a sustaining membership, $500. Delegates are admitted for $100. Regular memberships sell for $15 and associate memberships, $7.50. The committee hopes to publish a magazine to be known as "Space Flight."

—THE WASHINGTON DAILY NEWS, TUESDAY, OCTOBER 23, 1956

S

1957

24-785-467

B

DEC 19 11 49 56

SPECIA

[redacted]
Passaic, N.J.

PASSAIC
DEC 11
5:00 PM
1951
N J

GIVE TO
THE
COMMUNITY

Army Intelligence
Washington, D. C.

[24-185-462]

[redacted] Passaic, New Jersey

December 11, 1956

Army Intelligence
Washington, D.C.

[redacted]

Gentlemen:

For the past two weeks, I have noticed a very bright object in the southeast portion of the sky. To the casual observer, it would appear to be a very brilliant and large star. However, it is situated lower than the other stars and, by looking at it for a period of five minutes or more, it moves perceptibly. Its position about 9:30 p.m. is approximately SE 130, and by 10:00 p.m. it has moved to about SE 140 or 145 traveling slightly upward. It then appears to stay in that position because

in the morning it is in the same position until dawn starts to break. It then starts moving away and, from its location of SE 140 or 145, it moves to SE 150 or 155 and finally gets smaller.

I called up the Hayden Planetarium and spoke to a Dr. Rice. He told me that, from my description, it was neither a star nor a planet. He said that if it were a star it would set in the southwest.

I have also observed, at long spaced intervals, a little red and green coming from it, but most of the time it is a brilliant white. It is not an airplane. When I first saw it, I thought perhaps it might be a small light on a dirigible, but, when dawn breaks, I can see no dirigible or balloon.

(3

[redacted] Passaic, New Jersey

Since 1957 is the Geophysical Year, it may have something to do with that. However, I am reporting this matter to you in the hopes that you will be able to give me some information. I realize that secret information is withheld, but a word from you informing me that you know about it would suffice.

Respectfully,

[redacted]

To: Mail & Records Branch

for

UNIDENTIFIED FLYING OBJECTS

File

HEADQUARTERS
3-d DISTRICT OSI (IG) USAF
P.O. BOX 709
HARRISBURG, PENNSYLVANIA

3DO 24-175

SUBJECT: Unidentified Flying Objects - Reporting of
[redacted] Rural Delivery Route #1 28 FEB 1957
Columbia, Pennsylvania
SPECIAL INQUIRY

TO: Commander
2855th Air Base Wing
ATTN: BB
Olmsted Air Force Base, Pa.

1. Attached for your information is a copy of a letter dated 13 February 1957, written by [redacted], Columbia, Pennsylvania, concerning Unidentified Flying Objects.

2. With the submission of this letter, no further action is contemplated by this District Office, and this matter is considered CLOSED in the files of this District Office.

DAVID E. BALES
Lt Colonel, USAF
District Commander

1 Incl:
Cy, Ltr, dtd 13 Feb 57, written by [redacted] RD #1, Columbia Pa.

cc: Dir OSI (w/o Incl) (AFCSI-6D-INV 24-185-463)

463

[redacted]
(AFR 150-15)

Capt Yeida/hjn/8873/20 Feb 57

AFCSI-6D INV 24-185-463

25FEB 1957

SUBJECT: Unidentified Flying Objects - Reporting of [redacted], Columbia, Pennsylvania
SPECIAL INQUIRY

TO: District Commander
14th OSI District (IG)
Lowry Air Force Base
Colorado

1. Attached for information and necessary action is a letter on Unidentified Flying Object, dated 13 February 1957, by JOHN I. WITHER.

2. Request that a copy of attached letter be furnished the appropriate representative of the Commander, Air Defense Command.

3. District Office Nr 3 by carbon copy of this letter is furnished two copies of cited letter and requested to make distribution to the Air Force Base located nearest the alleged sighting.

FOR THE DIRECTOR:

E. T. Mueller Major USAF

GENE P. BIONTI, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl (in dup)
Ltr fr [redacted]
[redacted] dtd 13 Feb 57

cc: District Commander
3rd OSI District (IG)
w/1 Incl (in dup)

25 FEB 1957 MANAGEMENT DIV OSI

[redacted] (AFR 190-16)

AFCSI-6D

Capt Yeida
Yeida 25 Feb 57

OSI 21 FEB 1957 CT DIV OSI 27 FEB 1957

AFCSI File Cy - INV 24-185-463
Comeback Cy - AFCSI-6D

24-185-463
463
24-185-463X

Feb. 13, 1957
[redacted]

To U.S. Air Force

From: [redacted]

Subject: UFO Report

Dear Sirs:

I am 19 years old and live about 10 miles from the city of Lancaster in Lancaster Co., Pennsylvania. I work as a laboratory technician for the Armstrong Cork Co. at their Research and Development Center three miles from Lancaster on the Lincoln Highway West.

On the morning of Feb. 11 as I was driving along route 230, traveling east directly toward Lancaster and about six miles from the city, I saw a brightly shining object in the sky over Lancaster. I could not distinguish it's shape but immediately supposed it to be an airplane. Interested by the way the sunlight was so brilliantly reflected from the aircraft, I continued to watch it for approximately half a mile. Relative to my speed and direction of travel, 50 mph and due east, the object or aircraft did not appear to move at all, but was apparently hovering over the city. I watched the object until I had to avert by vision to make a right angle turn to the right onto the Centerville Road at Centerville. After I had made the turn I looked for the object at the point I had last seen it but it was nowhere in sight.

The time was between 7:50 and 7:55 A.M. The sky was perfectly clear, no clouds, mist, or haze whatsoever. The sun was low in the sky in an approximate E by SE direction relative to me at the time of sighting. Estimated height- 1000 to 2000 feet. The object appeared to be about the size of a normal two engine, propeller driven aircraft, but, as I said, I could not discern a distinct shape. There was no apparent motion or signs of motion such as a vapor trail or a scintillating effect of the reflected sunlight.

I am reporting this incident for two chief reasons. 1. The object's lack of motion and 2. The object's sudden disappearence, from my vision at least, when I made the right hand turn.

I am sure it was not a celestial body because of the sun's brightness. There were no intervening buildings or trees and my windshield was clean. If it was a conventional aircraft, it's disappearence might be explained by my right turn which changed the angle of reflection of the sunlight. How this 'change of angle of reflection' could have caused such an effect, I cannot know.

24-185-2163

I am taking the time to make this report only because I know the Air Force accepts such reports and is interested in sightings of UFOs. I expect no reply to this report but in case there is need for more [illegible], you have [illegible].

21 FEB 1957
CI LIV
OSI

18

Respectfully,
[redacted]

4 typed copies made: 3 DO 14 (2 ADC) + 2 DO 3

HAGAN PARRISH
SHERIFF

COUNTY OF POLK

STATE OF FLORIDA

BARTOW, FLORIDA

HAMP ROGERS, CHIEF
CRIMINAL DIVISION
PE3 WINTER HAVEN, CY 3-0052

R BRUCE ALBRITTON, CHIEF
ADMINISTRATIVE
RES. FT MEADE, AT 4-3959

PHONES:
OFFICE 3-7011 - JAIL 3-7171

REPLY REF.

February 8, 1957.

Federal Bureau of Investigation
Washington, D. C.

Gentlemen:

I am enclosing herewith a bulletin received at this office on February 5, 1957, for your evaluation.

Assuring you of our complete cooperation at all times, I am

Sincerely,

Hagan Parrish

HAGAN PARRISH, SHERIFF

HP:es
Enc.

247-185-464
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

21 FEB 57 1306

OFFICE OF SPECIAL INVESTIGATIONS

X24-185-8(1)
X24-185-21-17?

Aerial Phenomena Research Group

Seattle, Washington

Headquarters:
5108 Findlay Street

Bob Gribble
Executive Director

Dear Sir:

Several reports of unidentified flying objects seen over cities in your section of the country ~~since~~ on 12-18-56 have recently arrived at our office. We would appreciate names and addresses of witnesses reporting unidentified flying objects or other aerial phenomenon to your office during this period. All names and addresses will be held strictly confidential, to be used only when contacting the witness for information regarding their experience.

We are a national organization whose objectives are to investigate and determine the nature of unidentified flying objects and related phenomena. Any information you can give us pertaining to this matter will be greatly appreciated.

Thanking you in advance, I am

Sincerely yours

Bob Gribble
Director of Investigations

FEB 5 1957
POLK COUNTY FLORIDA
HAGAN PARRISH
Sheriff

The A.P.R.O. Bulletin

The A. P. R. O. Bulletin is the official copyrighted publication of the Aerial Phenomena Research Organization (A. P. R. O.), 1712 Van Court, Alamogordo, New Mexico, and is issued every other month to members only. The Aerial Phenomena Research Organization is a non-profit group dedicated to the eventual solution of the mystery of the unidentified objects which have been present in the skies for hundreds of years. Inquires regarding membership may be made to the above address.

ALAMOGORDO, NEW MEXICO — JULY, 1957

UAO Hovers Over Holloman AFB

On June 4 at approximately 12:30 a. m. a pale, blue-green globe-shaped light approached Holloman Air Force Base from the direction of Sierra Blanca (referred to as "Old Baldy Mountain") in the northwest. The speed of the object was not great, and the outstanding feature of this incident is what the object did when it reached the air base.

During a period of between 10 and 15 minutes astonished civilian and military observers watched the weird object swing to and fro like a pendulum. There was no discernible shape except the light, which was either large at high altitude or small at low altitude.

The light, as though bent on a specific mission, swung in even arcs over the base, then headed for White Sands Proving Ground, to the Southwest, and when over that area, again began the pendulum-like swing. It was observed by military and civilian personnel at the Proving Grounds also. After 10 or 15 minutes (we couldn't verify the *exact* time interval) of this maneuvering, the light began a swift ascension and disappeared into the sky over the Proving Ground

The Director waited several weeks, meanwhile gathering pertinent information, before calling the PIO at Holloman for confirmation. On July 10 at 7:35 a. m. she called and talked to Public Information Officer Major John W McCurdy. She identified herself, then stated that she had called to inquire about the sighting made over Holloman in June. It was apparent the Major was familiar with the Director's name, for he didn't ask for it again. Neither did he ask about what specific sighting, or the details.

Major McCurdy merely said that the PIO had no information or official release on the sighting, and that "technical people would be more concerned" with such a matter. Mrs. Lorenzen then said, "Then you will neither confirm nor deny the sighting?" The Major said that was correct. Mrs. Lorenzen then thanked him for his courtesy and time and hung up the telephone.

The whole situation is somewhat disconcerting, as it only adds to the already sound assumption that the AF is holding back information regarding UAO Major McCurdy was evidently well aware of the sighting, for he didn't seem curious about it. Usually reliable sources other than the eye witnesses who told us of the sighting, have informed us that radar confirmation was obtained, at least at Holloman if not aot White Sands, that a CIA investigator visited Holloman and the Photo Lab, and that films of the object and its maneuvers were obtained.

Holloman Air Research and Development Center is one of, if not the most, important guided missile testing range in the United States. No planes were sent up to investigate the strange, unknown aerial visitor which hovered for at least TEN MINUTES over the Base on June 4. To even theorize that the object was one of our own test vehicles is ridiculous—test missiles are not ranged over the base proper because such tactics would be too dangerous.

This observation is without a doubt one of the most important sightings ever to be made of an unconventional aerial object.

Four Objects Over Kansas City, Kansas

We are indebted to Frank Inderwiesen for the following detailed account of four UAO in flight over Kansas City Mr. Inderwiesen, an electronics engineer on business in this vicinity, had heard of us and stopped for a chat, meanwhile relating the following:

On 23 May, John Campbell, Theodore Cox, Mr. Wilson, and Mr. Barnett, all employees of the main Quindaro Power Plant, observed four round, bluish-silver objects in the sky. Campbell and Cox were getting ready to do some painting, saw the objects and called to Mr. Wilson, head custodian and Mr. Barnett, the janitor, and they also observed the objects.

As they came into view, the objects were in a "box" formation with the first two objects about one diameter of the object apart, and the second two objects, also abreast of each other, spaced the same but about 6 or 7 diameters to the rear of the leaders. The observers estimated their speed to be betwen 300 and 500 mph, based on observations of the speed of B-47s they had watched.

Suddenly the rear pair of UAO flipped on edge, made a tight turn and headed northwest. The two forward objects continued on for a space, then flipped on edge, accelerated to catch up, then resumed formation with the others and the whole formation went out of sight. The UAO to the left in the rear formation was described as red, somewhat like a red neon sign, on top and this red top was on the inside of the turn when the turn was made.

The observers said the objects appeared to be very thin when viewed on edge, as compared to the diameter There was no sound and no trail. A TWA constellation was at about 2,000 feet in the sky, and the UAO appeared to be much higher. Surface winds were mrom the north

The pairs of UAOs, after flipping on edge, made a tight turn in a formation like the two rear wheels of an automobile would make in executing a turn. Also it was noted that the objects did not completely return to a horizontal position after the turn, but remained slightly tilted as they faded into the distance. The total time the UAOs were in view was estimated at one and one-half to two minutes. The apparent size estimate is compared to a 50 cent piece at a distance of 5 feet from the eye The time: 8:30 a m.

None of the observers were flying saucer enthusiasts prior to this observation. Their supervisor, Mr. Peterson, vouched for the character of the observers, and missed seeing the UAOs by seconds, himself.

UAO Seen At Close Range By Airline Crew

Valencia, Venezuela, June 9. The crew and passengers of a Linea Aeropostal Venezolana Douglas DC-3 reported seeing a strange luminous object which passed within a few meters of the plane at tremendous speed. The plane was piloted by Captain Vivas with co-pilot Rafael Hernandez and the object was seen on the route between Puerto Cabello and Valencia. All observers agreed that the object was luminous, flat, slightly round and travelling at a fantastic rate of speed. People residing in the region of El Cambur near the highway connecting Pto Cabello and Valencia also reported seeing the object, thus confirming the plane sighting, but from the ground. (Cr: H. Gonzales, from Ultimas Noticias, also personal radio report)

A BOOK REVIEW

A veritable gold mine of facts is the new book, "The Inexplicable Sky" by Britisher Arthur Constance, which deals with meteors, fireballs, mirages, things that fall from the sky and latest facts about flying saucers. This book, in the writer's opinion, is one of those rare tomes which is not only well written but well researched Mr. Constance is a meticulous writer, and is not afraid to criticize the "experts" who have made a muddle of scieontific research. The reader will not have realized how little he knew about such commonplace things as rain, until he has read this book and we highly recommend it to any individual who is interested in pure, unadulterated truth Citadel Press, 222 Fourth Ave., New York 3, New York. Price $3.95.

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Supermatter For Spaceships

By C. F. KRAFFT

For years UAO enthusiasts have collected, filed and printed accounts of UAO sightings, gleaning bits of information about astronomy, the possibility of lift on other planets. Only recently, however, has anyone come up with a feasible solution to the mystery of the propulsion of the unconventional aerial objects.

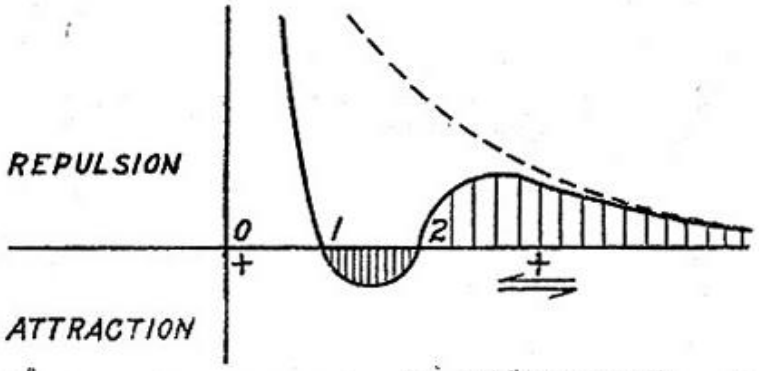
Dr. Krafft, the author of this article, has been with the U. S. Patent Office since 1913, and among his scientific accomplishments has been the successful prediction of the existence of the antiproton, which he prognosticated in 1933, and which was discovered over 20 years later. In 1931 he predicted "supergravitation" (the force of attraction between protons at close range), which was discovered experimentally by others in 1936.

Dr. Krafft is vitally interested in the UAO mystery, but has concerned himself primarily with the method of propulsion utilized by the seemingly infallible discs. To our knowledge, he is one of the very few who have entered into this phase of the UAO mystery, not only with enthusiasm, but with a tremendous background in scientific research. We feel sure our members will thoroughly appreciate the following article dealing with supermatter.

• • • •

Under the prevailing nuclear theory of atomic structure, atoms can be joined to one another only through their peripheral negative electrons acting as chemical valence bonds. A direct connection between the nuclei of adjacent atoms would be impossible under the nuclear theory because the peripheral electrons would be in the way. The nuclear theory however involves many contradictions, and is being challenged by the ether vortex theory which is free from contradictions but has never been permitted to appear in the scientific magazines. The time has now arrived, however, when the public should demand that the ether vortex be given a hearing, because our national safety may depend on it. The vortex atom does permit direct core-to-core connections between adjacent atoms which may lead to the production of a new kind of matter, namely "supermatter", which appears to be the material that makes flying saucers possible, and the first country that solves the flying saucer problem will be in a good position to have the rest of the world at its mercy.

When nucleated atoms form positive ions, the positive charges are always at the centers of the atoms, whereas positively charged vortex atoms have their positive charges in the peripheries of the atoms. It should therefore be possible to connect vortex atoms to one another by direct core-tocore connections, without the use of valence bonds, if we make use of the force of "supergravitation" which was predicted by the writer in 1931 and was discovered experimentally in 1936. The production of such supermatter would require low temperature, high pressure, and strong positive electric potential. Since these three conditions do not coexist anywhere in nature, such a material would have to be produced artificially, but since it would be obviously impossible under the nuclear theory, no attempt has ever been made here on this Earth to produce it.



The diagram shows one proton at the origin 0, and another proton at a point some distance away. The classical law of the electrostatics (Coulomb's law) is represented by the dotted curve, while the solid curve shows the actual relation of force to distance as determined experimentally, independently of any theory. Thus when two protons move sufficiently close together, the force of repulsion changes over to a force of attraction (supergravitation) in the region of the lower shaded area. The movable proton will be in equilibrium at points 1 and 2, but at 1 its equilibrium will be stable whereas at 2 its equilibrium will be unstable. Although the diagram shows two isolated protons, the same relation of force to distance would hold true where the protons are structural parts of atomic cores. For further infomation about vortex atom structures, the writer's book on "The Ether and its Vortices" should be consulted.

For use as a propellant, a supermatter made from an inert gas such as argon or from molecular nitrogen should be tried. If heated to a certain critical temperature, it should disintegrate into the same positive ions from which it was produced, and these could then serve as a propellant for a rocket motor. The positive electricity thus liberated would soon charge the rocket motor and eventually the entire spaceship electrostatically, so as to be repelled from the liberated cloud of ions. The downwardly dished circular flange that usually surrounds a flying saucer was evidently designed for being repelled from such a cloud of ions.

A continuous atomic fabric such as supermatter should also be effective to shield gravitational and inertial forces, but for this purpose it should be made from a monovalent metal such as copper or silver which is not very active chemically and is not easily melted. The polyvalent metals would not be suitable for this purpose because the multiplicity of valence bonds would prevent the atoms from being brought sufficiently close together for direct core-to-core connections. According to the ether votex theory, gravitational and inertial forces depend in some manner on pulsations sent out by the protons, and although these pulsations can pass freely through valence bonds, they would not be able to get through a continuous atomic core network such as supermatter. Upon encountering such a network, they would give up their energy to it and heat it up, sometimes to incandescence as evidenced by the frequently observed luminosity of flying saucers. It represents a partial conversion of mass into energy. Underneath such a supermatter coating three is probably a layer of glass wool to serve as heat insulation for keeping the inside of the spaceship cool

BOOMS IN 1920's

So these loud upper-atmosphere concussions are sonic booms from planes, eh? We quote from a member's recent account of what he experienced in Euboea, Greece in the mid 1920s "There were several occasions for a few days at intervals when sonic booms of unknown origin were heard sharply in the town. They resembled the peal of a hollow echo of large metallic masses crashing against one another. The literates of the town sought to explain the sounds as due to subterranean activity, for that particular region happens to be located in a seismic zone, too. No quakes accompanied or followed the sounds, however. Back in the 1920s there were no such things as supersonic aircrafts to blast their way through the sonic barrier. Nor were there any jets." (Name withheld upon request—the Ed.)

We'd like to thank the many members who contributed information and clippings on the PAA-UAO near collision which was described in the last bulletin. There were too many to list, but we did very much appreciate the efforts and contributions.

ALPO REFERS SIGHTING TO APRO

The following verbatim report was forwarded to APRO by the Association of Lunar and Planetary Observers after having made the rounds of the Scientific American "Amateur Scientist" column, Professor Wylie, meteor expert, an amateur astronomer in Southern California, and Prof. Haas of ALPO, Las Cruces, before coming to rest on the editor's desk.

It is interesting to note that someone, probably another amateur astronomer, penned a cryptic comment at the bottom of the carbon accompanying the report. It read, simply· "A very good saucer, Walter." We agree.

"REPORT OF ASTRONOMICAL OBSERVATION made February 13, 1957, at 9:40 p. m. (PST) at Placerville, El Dorado County, California.

I was walking south on a road just west of the El Dorado County Hospital at Placerville, California, about 300 feet from where a N-S street runs into Mills St. I witnessed the following:

In an easterly direction, which was to my left, I saw the ionized track of a shooting star about 20 degrees above the horizon rising on about a 70 degree angle (vertical) and off about 45 degrees to my left.

I roughly calculated in my mind that it should burn out on a line directly south of my observation point, but soon realized that my judgement was in error it would burn out further to my left. I then started watching this ionizing trail, when I noticed it was widening at about 35 degrees above the horizon. At the same time I noticed it was veering more in a westerly direction.

At about 10 degrees east of due south I noticed the ionized width was increasing and it had a round nose. At this instant the ionized trail was almost to the horizon but was still climbing on about a twenty degree angle. The trail appeared to be about one-half inch wide. Suddenly a black disc appeared in the sky directly in front of the ionized trail, the diameter of which corresponded to the width of the ionized trail at this point it was about 5 degrees east of the North-South line. Its size corresponded to the size of a 5 cent piece held at a distance of five feet. I could see that its surface was not smooth, and appeared to be roughened by cross-checked canyons.

In the southeast quadrant was an area which seemed to have a few of these "canyons" filled with a very black material. On the northwest quadrant another area was visible which had dark streaks but on a lesser scale. Of these streaks the largest was in the southeast quadrant and seemed to be about 8 times as long as it was wide.

The object stood out very clearly in the sky, not unlike the moon in eclipse, although it seemed to stand out more It continued to travel now in an east to west direction parallel to the earth's horizon and retaining its maximum diameter. When it was about five to ten degrees west of my assumed north to south line of sight (the road), it began acquiring a white dusty appearance and still its apparent maximum diameter. Its altitude at its maximum I estimate at 40 degrees (90 degrees being straight up from point of observation). As it continued its westerly course, it turned white in color

When its diameter reduced by ⅔, I witnessed the most beautiful sight I ever expect to see. I saw it take off into outer space.

In an estimated elapsed time of a half second I saw this white ball reduce its diameter from about ⅔ maximum to ⅛ maximum size and disappear. It appeared to be traveling directly away from me on a straight line about 60 degrees to my right from the north-south line. It seemed to keep the same altitude while at the same time diminishing in size Just like letting the air out of a toy balloon.

Its diameter seemed to diminish in direct proportion to its distance from the point of observation (i. e. time, diameter ratio).

At no time was I able to see any fringe shadows around its perimeter or when it went into space I did not see any shadows. I am assuming its going out into the sun's rays caused it to appear white in color but there were no signs of shadowing.

(Signed) Steve Papina
Soledad, California

Venezuelan Indian Encounters UAO, Little Men

On the night of June 5th, several Indians brought a friend to a village named Uriman in Bolivar to have a deep gash in his arm treated. An LAV Captain who was on the scene, questioned the Indians and was told that they had seen a luminous object land and little men emerged from it. They tried to catch the small creatures, one of whom slashed at an Indian and cut his arm. The Indians became frightened, let the little man go, and hurried to the village to have their comrade treated.

These details were related to an airline pilot by the LAV pilot who interviewed the Indians. The pilot, a close friend of Joseph Rolas, related the incident to him. Rolas commented that Indians in that country are very reticent and serious people, and are not known to falsify for attention. The Indians are also known as having little or no imagination, which would be required to make up such a tale, and also are not often in contact with the civilized world where they might gather information of the 1954-55 "little men" sightings and contacts in Venezuela. The general consensus of opinion in Uriman is that the Indians saw and experienced what they claim they did. (Cr: Joseph Rolas)

ODDITIES . . . .

. . . . And then there was the case of the AF courier who saw prints taken of a "monkey" which had supposedly been used in a hoax. Funny thing about it was the fact that the "monkey" had a rump and a forehead . At 11.14 a. m. a "sonic Boom" rocked Los Angeles from San Fernando Valley to Whittier. Glendale was the center of the shock where windows were shattered. Jets were blamed . . . Mrs. R. H. Thomas of Cucamonga, Calif., witnessed a rain of metal strips on Nov. 24 . . . . Tunbridge Wells, Kent, England, August 6. This towwn was blanketed by five feet of hail . . . . In Honolulu, Hawaii on Jan. 9, an 8-year-old boy was "floored" in his Pearl City home by a mystery explosion. This time, none of the military would take credit for the concussion. The noise was described variously as two loud claps and a prolonged roar. One woman said it sounded and felt as though something had fallen on the house — another housewife, a Navy man's wife said she had heard and felt sonic booms, this was not one of these. A Navy public information officer agreed with her. An AF spokesman said he was sure it was a sonic blast from a plane passing through the sound barrier, but that it was not any of the AF planes. (Ed. note· We have found that a flurry of UAO sightings follow these rashes of "sonic Booms" — the AF should try that for size. It fits better than any proferred explanation so far.) . . . . Another blast at St. Louis, Mo., on December 29 — no explanation . . . . On December 30 Keokuk, Iowa and Hamilton, Ill. felt the concussion of a sonic boom — no explanation . . . . An object described as having the apparent diameter of the moon, changing in color from red to green, orange and blue, streaked across skies over St. Louis, Mo., on January 4 at 7 p. m. It took an east-west direction, made no sound. Local regional director of the American Meteor Society referred to it as meteor, but asked for letters from observers giving in particular object's angular height above horizon at beginning and end of its flight . . . . The Aumoana, a pleasure yacht belonging to Lloyd Dorsey was found abandoned about 120 miles west of Kingston, Jamaica in December. Spoiled food found aboard, crew and passengers gone (another Marie Celeste?) . . . . (Cr: J. Sanders, G. Conway, J. Hopf, D. Lansden, J. Myers, A Vogele, P A. Hanson)

* * *

An Interplanetary Space Patrol of ham radio operators has been organized by Texan Jim Lee of Abilene. Apparently connected with a pseudo-religious cult operating nationwide, Lee claims the UAOs originate from a space station called Schare, and the commandant is named Ashtar. Van Tassel and other visionaries were mentioned in the write-up on Lee, who at the time of the writing of the article about him in the Fort Worth Star Telegram, was at Giant Rock, California attending Van Tassel's "Spacecraft" convention. (Cr: V. Meadors)

AN EDITORIAL

Bowing to the wishes of most of the members, the Director has begun work on her book which is long overdue. We feel that UAO enthusiasts have been deprived of some most vital information because she has been unable, due to pressure of APRO work, to undertake this task. We would like to request that the membership keep all correspondence to an absolute minimum, freeing the local staff to do only Bulletin work and routine inquiry correspondence The Director, who takes care of more than her share of correspondence, could then devote all of her spare time to the immense task of file research and writing.

Few of the membership at large are aware that Mrs. Lorenzen made her first UAO observation in 1934, and has sighted three unconventional objects since. Her active interest in the subject began on June 10, 1947 when she made her second observation of a UAO. From that time until she organized APRO in January of 1952, she carried out her own private research. Her files from 1934 to 1952 contain many sightings which have been hitherto unpublicized because of the space needed in the Bulletins for current developmnts and reports.

Mrs. Lorenzen recognized the rather hysterical explanations for the UAO for what they were in 1947, and, as will be enlarged upon in her forthcoming book, came to the conclusion that man was not alone in the Universe before most of the current UAO authors knew that the mystery existed. This book will appeal not only to UAO enthusiasts, but to the laymen and scientists in every field. Aid has been solicited and is expected to be forthcoming from well known and qualified scientists who, although they may not care for name credit, will be instrumental in the success of the book.

Many members are wondering why this book has not been written before, and the Director has stated that she didn't want to present merely another tome made up of old and new sightings, but rather she wanted to present some of the answers to many of the puzzling aspects of the UAO. She feels she has some of those answers now.

After the book is finshed, arrangements will be made with the publishers to offer copies to the membership and other groups at a greatly reduced price. If the sale of the book is satisfactory a part of the proceeds will be alloted to APRO's treasury

* * *

On Saturday, 22 June, Mr Lorenzen, the Director and their two children attended the movies at the Sierra Theater in Alamogordo to view the motion picture "UFO". They were somewhat surprised that it was not too well attended, and hoped that the Friday and Saturday night showings accomodated much larger crowds.

For the layman "UFO" would be an interesting picture, but he would have to be somewhat interested before attending. Many walked out of the movie during the performance, possibly due to the poor quality of "acting" We understand there was no real acting done, as most parts were played by the person being portrayed.

It would seem ,in view of Capt. Edward Ruppelt's recent book, that the AF is, slowly and ponderously, moving toward the unveiling of the truth about the UAO. It is understandable, however, that no sensational statements will be forthcoming until some way of stabalizing the stock market can be found. A stock market which fluctuates each time the President has a stomach upset, would take a nose-dive if any such tremendous announcement as the advent of space travel by extraterrestrials were made. At any rate, if the picture "UFO" should come to your vicinity, make a point of seeing it, if for no other reason than to reconvince yourself that USAF is still in there pitching.

One thing stuck out in that picture like a sore thumb: After several experts pronounced the "blips" on the Washington radar in 1952 as "definitely solid," Captain Ruppelt, hundreds of miles away in Ohio, pronounced the blips as nothing more than temperature inversions. Another example of lack of coordination which is so prevalent in a bureaucratic organization such as a military agency.

* * *

Our announcement that dues would be raised, and that those who felt the Bulletin and the information contained therein were worth more than the new $3.50 rate, could show their appreciation by paying an excess, brought immediate results. Things are looking up money-wise for APRO. However, we would like to urge members to renew on time. If your dues lapse and you renew after your file is pulled, it takes quite a little work to get you and your papers back in "current status."

It is difficult to bring up the next subject on this issue's editorial docket but it must be approached. We have become aware that in cities where there are quite a few members, there is a tendency to band together, exchange bulletins, information, etc. This is good. The thing that bothers us is that when such a local group is formed, one person subscribes to one UAO magazine, another to a different and etc. In at least 30 cities in the United States alone, APRO members have dropped out, keeping in touch with APRO news through companion members, and using this technique, at the price of subscription to one UAO periodical, have available all UAO news from 10 or 12 papers. We can easily sympathize with those who want to save money. This problem was approached in the editorial, May issue. What most of us don't realize is that local members in Alamogordo pay dues although they see the information as soon as it crosses the Director's desk. APRO is not the only organization suffering from financial malnutrition. We feel that if *any* periodical is worth reading, it is also worth supporting with subscription or membership fees. The upshot of this sort of philosophy will be the eventual bankruptcy of all research groups for lack of support. The "liberal" elements wil survive with their irrational claims because there are plenty of the crackpot element to support them. We would suggest that members get behind those papers or organizations which they feel are performing a service, and support them!

* * *

The projected business trip which Mr. Loreonzen and the Director had planned has been indefinitely delayed. Those members in Central and Southern California who invited the Lorenzens for a visit will be notified as soon as something definite about the trip is established. Many thanks to all for the kind invitations.

The South American Scene

– Venezuelan APRO representatives Horacio Gonzales and Joseph Rolas have done an excellent job of reporting the unprecedented rise in UAO activity not only in the interior of that country, but also in nearby outlying districts in Venezuela. Mr Gonzales feels that a big operation seems to be in progress, and we present here, in two parts, plus comments, the latest sightings in Venezuela.

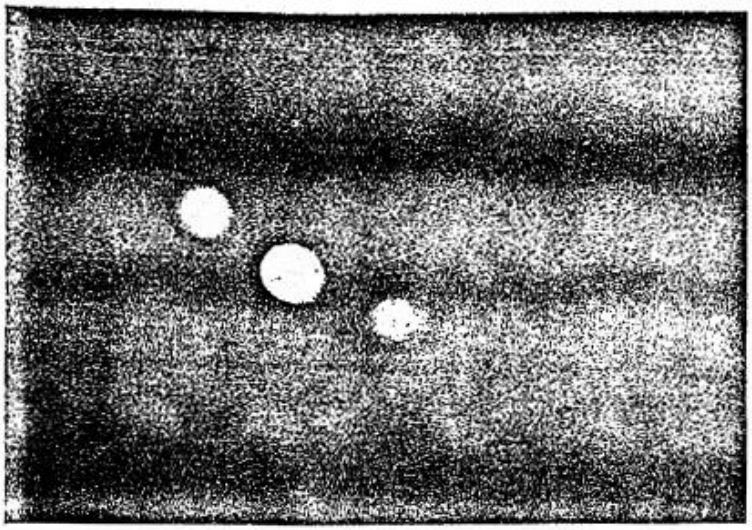
Sabana de Mendoza, June 4. Violent explosion was heard over 1,000 square kilometers at around 8:00 a. m. Witnesses said the explosion was caused by a luminous ball as big as the sun which flew over Arapuey. Residents of Arepuey fled out of their homes in panic at the sound of the explosion which was accompanied by strong earth tremors. They said that they saw the ball of intense light at a height of about 100 meters. (It must have been a tremendous thing, as the following details will demonstrate.)

Merida, June 4. A violent explosion accompanied by intense earth vibrations was felt in Merida at around 7:20 a. m. on June 4, and also in Cachapo, Ejido, Apartaderos, Lagunillas, Mendoza Fria, Trujillo, Monte Carmelo and other towns and villages nearby Many persons said that they saw a strange red object shaped like a "cigarette" which flew across the skies at fantastic speed at the same time.

Valera, Trujillo State, June 4. Persons coming from Arepuey said that a luminous object had fallen there on the morning of the 4th producing earth tremors over many square kilometers. (Note: The region affected is actually more than 1,000 square kilometers as I measured it myself from the reports of where the object was seen, heard, and the tremors felt. H. Gonzales)

Coro, Falcon State, June 4. At 7:15 a. m., various persons reported seeing a luminous object of great size cross the skies over Sierra de Coro in east-west direction. The object, with luminous lights, and leaving a slight trail, disappeared immediately, but not before giving opportunity for it to be seen perfectly by the people who were at the local airport at the time. Witnesses confirmed the fact that the object was

(Continued on Page 5)



The above photograph was obtained at 9:07 a. m., 21 February at Yokohama, Japan by Mr. A. Komaki, member of Flying Saucer Research Group in Japan. The objects were yellow-orange in color, saucer shaped, traveling rather low and at about 100 miles per hour. See May A. P R. O. Bulletin for details.

The South American Scene

(Continued from Page 4)

huge, luminous and perfectly visible at long range.

Bariquisimeto, Lara State, June 4. For the fifth time there ocurred one of the most surprising mysteries of our time: the appearance of a phenomena which was seen during the evening hours and afterwards in the night by various persons empioyed at the Cement factory of this city Witnesses said that the object they saw was round and similar to a gigantic luminous disc. All witnesses registered surprise and mentioned the fact that this was the fifth time that this type of phenomena had been observed over Barquisimeto The news report emphasized that this was the first time ALL OBSERVERS were in agreement as to the fact that they had seen some type of MANUFACURED APPARATUS which emitted one red light and another green and that the object was clearly visible and distinct.

News coming from the city of Carora, Falcon State, reveal that there was general agitation and alarm over the presence of VAROUS LUMNOUS OBJECTS which flew through the skies at tremendous speed at different times, not only in the afternoon hours of Monday, June 3, but also on the morning of Tuesday, June 4, date of the strange explosion which rocked 1,000 square kilometers between two states. Persons who have come forward to report are Mr. and Mrs. Felix Mariano Zubillaga, Messers Flavio Jose Herrera and Francisco Ramirez and others who saw the object emit flashes of blue light.

Coro, June 4 Strange luminous objects which produced sounds were seen over the town of Dabajuro in the evening. The objects were seen by night-shift workmen at the oil-pumping station of Uleamuay. The objects crossed over the region at such fantastic speed that no one could make out what they were. The noise produced was more strident than that of a plane.

Valera, Trujillo State, June 5. Some parts of the earth's surface in the region of San Jose de Palmira, mountainous zone in the State of Merida, is sinking and this is believed to have been produced or caused by the strange explosion which rocked the area on the morning of June 4, at which time hundreds of people rushed out into the streets thinking that the tremors were the results of a tremendous earthquake.

Merida, June 5. On receiving news of the strange explosion, the authorities sent out a group of the National Guard too investigate. Captain Vivas and co-pilot Lopez reported seeing "a red hot object" 10 miles off Puerto Cabello cruising at a height of 9,000 meters..

Barquisimeto, June 5, Lara State. The luminous object which was supposed to have fallen in the Andean mountains of Arapuey was seen to cross the skies of Barquisimeto going in a North-South direction and was best seen from the sectors of Central Hospital, Union, and Duaca Highway. Residents of this region, among whom are Messers Jose Elias Camarco and Roberto Gallardo, told the correspondent that they had seen the object, and ALL described it as ROUND and the outline it presented was that of a GIGANTIC LUMINOUS DISC.

Valera, Trujillo State, June 6. A group of men comprising members of the National Guard and other civilians and guides set out to investigate and search for remains of the luminous object said to have fallen in the Arapuey region Investigation instigated by Governor of the State, Doctor Vincente Talamo. Luminous objects seen in the sky of Carora, in Trujillo State, causing much astonishment. Witnesses said they saw various luminous objects crossing the sky at tremendous speed and emitting flashes of bluish light as they passed.

San Felipe, June 6. At 6:30 p. m. Mr Ramon Cordido Salom and his mother saw a luminous object of considerable size from their estate residence. "La Fundacion". Mr Cordido said the object SEEMED TO FALL between two hills although later it continued its flight through the sky. Fifteen minutes after he saw the object, seven workmen arrived breathless and related that they had just seen A HUGE RED DISC flash out of sight in a matter of seconds.

Coro, Falcon State, June 3. At about 7 15 a. m. many persons observed a luminous object cross the skies over the town of San Luis in the Sierra de Coro. Described by Dr. Juan Morales, Prefect Secretary and estate owner Mr. Luis Jimenez as being "rocketlike", going at a leisurely speed from east to west and emitting a brilliant light.

Yaritagua, June 6. A luminous giant disc-shaped object observed flying in a north-south direction over this city. Seen from center of town and also from Mataedro and Plazuela districts. Witnesses said it was lost to sight in a matter of seconds, leaving a faint trail.

Anaca, Anzoategui State, June 7 Workmen in oil perforation near banks of the Guario river observed a strange airship flying at a great height and speed toward the south. First thought to be a plane until observers realized there was no air traffic in this region at this hour. This is first time an object has been seen in this region but what was singular was that the object left a luminous trail and was sending flashes of light toward the earth.

Valera, June 6. A National Guard detachment left at dawn to investigate the region where an object supposedly fell on the morning of June 4 near Arapuey in Merida State

Barquisimeto, June 7. Commissions comprising many persons are going in search of another object which supposedly fell in the mountainous Urdaneta district on June 7. After the object was seen to fall, a strange explosion was heard. Reports coming in from this region state that residents are getting panicky because of the fact that for the last five days they have been seeing a round appaoratus crossing and re-crossing the skies in the region. Mr. Jesus Rafael Nieto, well known and respected agriculturist of the region, said that since Tuesday the matter was brought seriously to his attention by the light reflected or emitted by some sort of unknown flying apparatus which descended near La Floresta. On the night of June 6 an explosion was heard and many guides and other persons went into the bush in search of some trail or indication as to what it may have been. Mr Figueroa also states that the object passed fairly close to where he was and flew in the direction of the Aguada Grande Mountains.

Another news report coming from La

(Continued on Page 6)

We Have Visitors From Outer Space

By OLAVE FONTES

(Dr. Olavo Fontes is Chief of the Gastroenterology Section of the National Medicine School in Rio de Janeiro, and a respected and capable physician and surgeon. He became interested in UAO in 1953 when he read Donald Keyhoe's "The Flying Saucers are Real". We feel he has done a very good job of evaluation and correlation of sightings which have taken place in South America in the past three years. We present here an exclusive article written especially for th A.P.R.O. Bulletin by Dr. Fontes.)

"THE GREATEST of all causes of non-observation is preconceived opinion. This is which in all ages has made the whole race of mankind, and every section of it, for the most part unobservant of all facts, however abundant, even when passing under their own eyes, which are contradictory to any first appearance, or any received tenet" — (John Stouart Mill: A System of Logic, Vol. II, p. 332).

Yes, they are here. I don't know, of course, where or when the story actually started. I have no way of knowing what will be the end. Neither do you. Nor does anybody except God, the "visitors" themselves, and perhaps certain persons who aren't talking. But we know that already we have thousands of sightings, authenticated by thousands of witnesses of excellent reputation, indicating the existence of extra-terrestrial intelligences who are *very* interested in our affairs. I don't know why many people still imagine that the presence of these visitors from outer space will be—at last —recognized by the accumulation of sightings. The opening of this story explains why this is hopeless. We do not need a multiplicity of proofs; nor do we need statistical evidence. The answer lies in the field of logic rather than of evidence. It is a matter of "the-will-to-believe" or "the-will-not-to-believe."

Then why am I writing about the UAOs? Don't you understand? I don't blame you. I wouldn't either if I were you, there where you are now, reading what I am writing. But you will. You will understand some day and perhaps you will be worried. Did you ever hear about something called "fear-of-the-unknown"? I have. Yes, I have fear. Because I don't know WHY they are here and WHAT they want. And there are others like me. We want you on our side. We don't want to be the only ones who can't sleep well at night . . . . So, read the incidents I am going to relate to you—the most remarkable sightings from the number on record here in my country. But please, don't be frightened by my opening. We still hope they are friendly—and we haven't definite proof on the contrary. Make special note of the word HOPE, however. Because, my friend, you know and I know, everyone knows . . . . . hope is the only thing we have left.

Remember that in this field of investigation, about the things we call UAOs—one single incident is enough. A good "unknown", witnessed by reliable people. We need only one such incident to prove that we are not alone in the Universe.

Checked and rechecked, five cases out of Brazilian records are here presented in essential detail.

INCIDENT 1. At daybreak on December 18th, 1954, the Guard Commander in the Getete Palace, Rio de Janeiro (where the President of the U. S of Brazil lives), was suddenly awakened by shouts from the nearby streets. This officer—a captain of the Marine Corps — alerted the sentries all over the place and left toward the street to see what was happening. In his *Official Report*, which was later transmitted to the Air Force, he described the events he witnessed that night. Here is this Report, transcribed verbatim:

. . . . a). A 3:45 a. m., I was awakened by the alarm given by the sentries and, after ordering the garrison to assume combatposts all over the place. I contacted the sentinel stationed on Post 4. He informed me that he was observing a crowd of persons gathered at Flamengo Beach—in front of the Palace. The excitement had been caused by the

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Caracara estate reveals that residents of that region are now alarmed. Mr. Hector Montes de Oca, administrator, and Mr. Francisco Carrasco and others saw a gigantic luminous disc or umbrella-shaped device descend from the skies accompanied by strong earth tremors and a frightening noise. When they moved in the direction they saw the object fall, they were surprised to see it shoot up again at tremendous speed and disappear into space within a matter of seconds.

Coro, Falcon State, June 7. At 7:45 a. m. the strange luminous object was again seen passing over the Dabajuro district. This time it flew lower over the mountains and regions where the petroleum installations are located. Witnesses said that the luminous body left a slight trail and was oval-shaped. Some said the trail seemed to be a triple ejection of some sort. More than one hundred people saw the thing cruise over the installations at Paujisianda Tijuaje and it also emitted a very peculiar sound.

Valera, June 8. National Guard detachment sent to investigate possibility of landed UAO, returned. They could find no evidence of anything having landed. Extreme cold, mist, and impassable chasm made the going difficult. Another commission may be sent later.

(Ed. Note: The above reports were submitted by Horacio Gonzales, and it is not difficult to realize that some big operation is in progress in Venezuela. The objects seen were tremendous in size, and TRAVERSED ONE PARTICULAR AREA OF SEVERAL THOUSAND SQUARE MILES WITHIN THESE FEW DAYS. There may, however, have been only one object involved. We now continue this report with observations submitted by Joseph Rolas, our other Venezuelan member.)

La Guaira, June 12. A luminous object giving off streamers of smoke was seen by seaside residents as it fell off shore about noon. According to observers, the object was about the size of a commercial passenger plane, gave off flames and when plunging toward earth betoween Maiquetia airport and Catialamar, it trailed a wake of white smoke. Neither the Air Force nor meteorological offices reported any planes missing or strange objects in the area.

El Tigre, June 13. Movie goers returning home at 8:30 p. m. watched large illuminated object streak across sky at high speed. Their calls brought thousands to the street to view it.

Barcelona, June 14. Huge, oval-shaped object observed by many, including Maritza Gonzales and Bertha Marrero and Mr. Jesus Rodrigues. Mr. Rodrigues said, "It was something huge, which flew toward the downtown area at a great speed."

Ciudad Bolivar, June 20. A huge red cloud layer spread over the city, then moved in a north-to-south direction and was followed by a tremendous rainstorm of half-hour duration and intermittent strong showers. which lasted until 10 p. m.

Coro, June 22. At 8:30 a. m. Pilots and passengers of a commercial airliner and thousands of persons on the ground observed a noiseless, unidentified object as it rose west of the city, flew in a parallel path over the city and disappeared into the cloud layer.

Punto Fijo, June 22. Huge, red cigar-shaped object observed by fifty persons at the Antonio Smith Hospital, including several newsmen. The object gave off a broad band of whitish smoke-trail It was seen at 8:15 and 8:45 a. m. and was also observed by members of the Prevention Guard at Police Headquarters.

(Ed. Note: It certainly seems as though the 1954-55 UAO influx is repeating itself again in Venezuela ((APRO Bulletin for Nov., 1954 and Jan. 1955)). Another "little man" sighting has been made ((see feature elsewhere this issue)) and we can possibly expect more of the same.)

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coming of a "Flying Saucer"—said the soldier—textual words.

b). I stepped outside and ran toward Post 4 to investigate the phenomenon. When I still was about half my way, I saw an unknown object moving in the sky. It passed swiftly between Sugar Loaf Mountain and the buildings of the Navy School—following a N. E. course —and was coming fast in a straight line toward the Palace. Its apparent size at first sight appeared to correspond to that of an orange. It seemed to follow a steady course, flying at an unknown height across the background of stars. This round luminous object was emitting a bright yellow glow. No sharply defined outlines were visible at the time, neither were any details discernible.

c). When it came near enough to assume the apparent size of a large soccer ball, the unidentified object slowed down abruptly and stopped in mid-air It came to a stop from high speed—all in about three seconds. It remained stationary over the sea, irradiating a glaring light which spread all over—illuminating the Guanabara Bay as in a moon-lit night.

d). It hovered in that position, absolutely motionless, for a long time—about *twenty minutes*. Then, it suddenly started to move again—at tremendous speed —and climbed up sharply in an oblique direction. During this movement, two small luminous objects were detected, flowing apparently from the lower part of the object. The whole maneuver was performed at a fantastic rate of speed and it required a time of only 4 or 5 seconds (if my computation was right). As the object disappeared into the night, the luminosity observed a few moments before also disappeared and the Bay was again thrown into darkness.

e). It was a round-shaped object with a steady bright light—a glaring yellow glow, hard to describe. The outlines were regular but somewhat hazy; no details were discernible. The form remained constant, not changing during the time the object was in sight. The total absence of sound was another significant fact, more so as the night was perfectly silent.

2. The night was cool and there was no wind. The sky was perfectly clear and cloudless at the time of the sighting and many stars could be seen. But there was no moon.

3. The sighting was witnessed by (it follows the names of the witnesses.)

This sighting was kept secret by the Air Force until October, 1956. The Official Report transcribed above was then released by Colonel Adil de Oliveira, Chief of AF UFO-Research Unit. He made the following comment about the incident: "It's impossible to explain away a sighting of this kind. There are hundreds more, thousands more, which —like it—still defy any conventional explanation."

INCIDENT 2. On November 22, 1954, strange events were observed at Santa Maria Air Force Base, in the city of Santa Maria, Rio Grande de Sul. That Base has a Meteorological Station transmitting hourly a weather bulletin, to keep informed all military aircrafts in operation. That night, at 9:45 p m., a radio-operator and telegraphist named Arquimedos Fernandes, left the MS and walked toward a small building 100 feet away which had been built to protect the thermometers and other instruments. He was collecting data to prepare the next weather-bulletin. After registering the numbers for the temperature and humidity, he started to come back to the MS using a flash-light to light his way. But he had to make (in order to complete his observations about the weather) an examination of the sky, too. In doing so, he noticed what seemed to be a thin dark cloud, hovering above some small eucalyptus trees behind the building. He would have neglected that "thing" which seemed to be a cloud—if it wasn't a matter of professional duty. So, he tried to analyse its outlines. Suddenly he discovered an incredible thing . . . Here is his report, transcribed verbatim:

"The cloud was a black object, enormous in size, shaped like a reversed wash-bowl, with a length of approximately 165 feet seeming to be suspended on the trees. It wasn't motionless, exhibiting a sort of slow oscillatory motion. This served to set the object as a rigid, if not solid body. I was already almost frozen by terror. I confess to be nervous, but that was enough to scare anyone. Keeping my eyes on the object, I ran to the Station. There I controlled my nerves and continued to observe the "thing" through a window I watched it until the moment it started to move down softly—disappearing as by sorcery between the trees. But soon it climbed above them again. I could see that it showed a sharp and firm regular outline. On its upper-structure I noticed a small light which I would have called a "blackout-light". Then it dived again between the trees, almost in the same place I had seen it first. No one can convince me that the 'thing" wasn't controlled by an intelligence. I was so badly shaken that—for a time—I didn't know what to do. But the object moved again, now glowing faintly in the darkness as if it had assumed a more bright colour. I then came to life and started to call Porto Alegre (by radio). I told my story, spreading a full alarm. They told me to keep watching the object. I returned to the window The object was there . . . . Again I went to the transmitter but this time I called the AF Flight Control and the Security Service, and made a complete report—answering all the questions and asking for a substitute. At 0·15 a. m., after a long time, the personnel Agency arrived at the Station with my substitute . . . "

The startling report of Mr. Fernandes was substantiated by the appearance of other witnesses, who also sighted the UFO. At midnight, another radio-operator named Ruben Machado saw it from the window of his room, at the "Canobi Hotel" (at some distance from the Base). It was hovering over the Base — a luminous object, larger than the full moon. He called it to the attention of many other persons, who also had the opportunity to see the UFO maneuvering over the Base—before it disappeared to the North. At almost the same hour and from another place, the Varig radio operator — Mr. Juranir Ferreira — also spotted the UFO over the Base. But it was higher now, having the apparent size of a billiard ball. After some maneuvers, it headed towards the North and was gone . . . .

Next day this sighting was printed by papers all over the country and received wide publiicty. The authorities refused to make any comments about it—as was to be expected. In the F. A. B. files, the incident is still classified as "unexplained."

INCIDENT 3. On the night of December 13, 1954, just after sunset, three round, cone-shaped crafts passed across the skies of Campinas, one of the largest cities of Sao Paulo state. Moving noiselessly in a tight formation, the "unknowns" shot out of the clouds at high speed and maneuvered over the city for a few minutes—before finally disappearing toward the southwest. They were sighted by dozens of citizens all over the city. The most incredible report came from a woman who lived at Major Solon St. She refused to disclose her identity to the press because she didn't wish any kind of publicity. She reported being in the backyard washing some clothes when she saw the objects maneuvering in the sky at terrific speed. Amazed, she watched the spectacle. Suddenly one of the UAOs dived quickly in a new kind of maneuver, and came very low over her roof lighting up the surroundings for a few moments. This craft was dull-ggrey in color, round-shaped and resembled "two plates turned upside down and put together"; one of the plates was fixed, but the other was spinning like a top emitting a strong fluorescent light which illuminated the ground around her for a few seconds—like daylight. Then, in an unexpected maneuver, it abruptly rushed up into the night to join the others. But in that moment the woman witnessed an eerie spectacle . . . A liquid substance had been dropped from the craft, apparently coming from the spinning part of it — and was falling toward the ground, like a "silver rain". Part of this material fell in her backyard (the rest over the nearby houses), in a cemented area near the washing-tank. Startled, she came closer to see what was it. A brilliant, glowing stain—10 centimeters in diameter—was spread over the cement. She even tried to touch it, but stopped in time when she felt the heat it radiated The "thing" was incandescent—white-hot—and giving a boiling sound. Frightened, she called for help. A neighbor, Professor Benedite G Nascimento (retired), came to the place. He was a man of solid reputation in the town and a correspondent of the local newspaper, the "Correio Popular". By a curious coincidence, this man was

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a hard-boiled skeptic about the flying saucers and even had written some articles (published by the "Correio Popular"), trying to prove that UAOs didn't exist. And he had now before his eyes the best evidence — PHYSICAL PROOF — of the UAOs existence. If it was true, of course. But he was no fool. The 'substance clearly was some kind of molton metal," and he had to wait for it to cool off. In the meantime, he phoned some friends to come to the place at once; and reported the incident to newspapers and radio stations in the town. Before a number of witnesses the material was collected and brought to the office of the "Correio Popular". From that place, it was sent to the Young Laboratories (at 584 Francisco Deodoro St.) to be analyzed. One of the chemists told the reporters that "the sample had, at naked-eye, all the characteristics of TIN (symbol Sn) In a few hours the analyses will give the answer."

The metallic sample was analysed by the chief chemist, Dr. Visvalde Maffei, before several witnesses. Six hours later, Dr. Maffei released to the press the following report, transcribed verbatim:

"The sample analysed is a combination of *chemically pure TIN* (Sn)—88.91 per cent and oxygen (0)—11.9 per cent —as-oxide. *No other element or impurity of any kind was found* in the material in question. In other words, the analysis proved the "substance" to be really a metal, which was definitely Tin—in high concentration and exceptionally pure; and *with no impurities or trace-elements excepting oxygen*, which came from the oxidation in contact with the atmosphere.

Observation The results above refer only to the sample received, which weighed 1.30 Gm."

Next day, in a press conference Dr Maffei was asked to explain better the analyses' report, to translate it into non-technical terms. In a strained voice, he made then the following statement:

"The 'substance' analysed had 88.91½ of tin, chemically pure tin. The rest was oxygen, derived from the righ degree of oxidation of the molton metal in the atmosphere. I can afirm categorically that this is the PUREST TIN EVER FOUND ON EARTH, IN NO PLACE ON OUR PLANET CAN A CONCENTRATION AS HIGH AS THIS — WITH SO PERFECT A PURITY — BE OBTAINED. I would like to stress, on the other side, that tin manufactured for industrial use has only 75 per cent of it—the rest being constituted of other elements, like iron, antimonium, lead, arsenium, etc. Even the purest tin manufactured by special procedures, with a percentage of 99.99 per cent, presents infinitesimal quantities of these elements—which can be detected by the spectroscopic analysis.

In the material analysed, however, *the metal is absolutely pure, chemically pure, with a percentage of 100 per cent.* The oxygen can be obviously discarded. It was not in the original material.

To conclude, I consider the material in question as *COMPLETELY UNKNOWN TO THIS EARTH . . .that is, TIN OF THE MOST ABSOLUTE PURITY, IN CONCENTRATION NEVER FOUND UNTIL TODAY."*

Dr Maffei finished this startling statement before a quiet, motionless audience. He was in a state of high tension. The spectators stood silent for a time, some faces worried, some confused and perplexed, a few bewildered. Then a reporter asked for his opinion about the origin of the material. He answered he was so disturbed about the whole incident that he could offer no solution to the problem. He did add, however, that metals in so high a state of purity are usually of meteoric origin as it happens, for example, with the iron-nickel meteorites. But this hypothesis could be definitely excluded here. *A meteorite made of pure tin has never been found till now . . . .*

The incident made headlines all over the country. The report and statement transcribed above were published and discussed by Rio's newspapers on December 22-23-24, 1954.

The Air Defense Command, at Rio de Janeiro, sent immediately an emissary to get a sample of the metal at Campinas. He was the RTTE sargent Nelson Banderino da Silva. He left a receipt in the office of the "Correio Popular", where the material was deposited. The results of the analysis made by the Air Force, however, were kept secret. An official statement was promised, but never released. I was informed that exhaustive tests performed by AF chemists only confirmed the results obtained by Dr. Maffei. By an ironic coincidence, this information came the same day I read an article about the flying saucers by Major Ruppelt, USAFR, in the magazine "True" (May 1954), with the following statement (p. 134):

". . . . in the seven years there has been no physical evidence of the existence of saucers. The Air Force . . . has seen no "hardware" that it cannot explain as man-made".

Editor's Note: An analysis made of the material in the United States by. Prof. Meltz of Defiance College, Defiance, Ohio, also confirms the analysis of the material made in Brazil by Dr Maffei. Prof Nathan Meltz is Chief of the Chemistry Division at Defiance College and is well qualified to conduct such tests. Four tests in all were made: (1) The conventional test, using a silver coin and a strip of tin in a hydrochoric acid solution, (2) the rhodamin test, (3) the pyrogallol test and (4) the potassium iodide and pyradine test None of these tests showed the slightest trace of antimony, a result that amazes those who know of this incident. The density of this small sample was found to be 10.3, whereas the density of tin as given in published tables is 7.3.

An interesting theory as to the possible use of molten tin is also submitted by Dr. Fontes, and would certainly satisfactorily explain not only the tin being in the saucer in a molten state, but that condition which would possibly be responsible for the expulsion of the same by the UAO.

According to Fontes' theory, the UAO might have been equipped with an atomic reactor, which provided the power to drive the airship and the energy to run its engines. Now, assume that no moderating material is used in this reactor to slow down the neutrons, and the latter produce fission (over a highly concentrated fissile material) which still have houndreds of thousands or even millions of electron volts of kinetec energy. You will have, then, a reactor of an interesting type—the so-called FAST REACTOR. Reactors of this kind could be easily adapted to an airship— if the shielding problem was solved—because they are very much smaller than those which use natural uranium. The core of the Experimental Reactor (a fast reactor) at Arco, Idaho, for example, is said to be the size of a football. The important point, however, is that fast reactors cannot be cooled by gasses at all, since the heat generated is too intense. In the core of the Experimental Breeder Reactor, for example, about 4 kilowats of heat are produced in each cubic inch This heat can only be removed by using a liquid collant. The Breeder Reactor uses a molten metal—an alloy of sodium and potassium—which is circulated through the core and is heated up to a maximum temperature of 350 degrees Centigrade. The molten metal has its heat actually transferred outside the reactor, to a second, completely separate circuit which also contains liquid sodium and potoassium. The heat removed by this molten metal is used to produce useful power — electric power.

The material dropped from the UAO was a MOLTEN METAL. To be a liquid coolant, it needed to have a low melting point (like sodium and potassium), and had to be in a state of high purity, of course. The material in question fulfilled the two conditions. The analogy is, in Mr. Fontes' opinion, impressing enough to call attention to this theory. He considers it better than any other, because if tin could be a "by-product" commonly discarded by flying saucers, incidents of this kind would have been reported by thousands throughout the world. And it is not so. But a small leak in the coolant system of the kind described above could perfectly produce the phenomenon, in rare instances.)

INCIDENT 4. On August 6, 1954, at 5:00 p. m., a Varig DC-3 took off from Porto Alegre, Rio Grande de Sul, on a scheduled trip to Rio de Janeiro, with no intermediate stops scheduled At 7:00 p. m. the airliner passed over Florianoplis, Santa Catarina A few minutes later it was flying over the sea at 2250 meters. It was a pitch-black night; a high overcast even cut out the glow from the stars. Suddenly, Commander Nagib Ayub, the pilot, spotted a bright red light glowing at about 500 meters above

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the plane and to the left, near the coast. It glowed brightly for two seconds and vanished. TWO HUNDRED KILOMETERS AHEAD, when the plane was flying over Guaratuba Bay (in the state of Parana), the light appeared again for a few seconds. This time the co-pilot, Mr. R. Pinheiro da Silva, saw it too . . . .

At 10:00 p. m they were aproaching the Paranagua Bay (in the same state), when it happened again. But now it wasn't a mere light . . . The co-pilot was turning around to look at an engine when he saw it. From the coast (at about 90 kilometers to the left), a huge FIREBALL was closing in at a tremendous speed. He alerted the others. The strange UFO—growing in size steadily—looked like a round blob of hot metal sweeping through the night sky. It had an apparent size larger than a full moon. It came from below, *straight* for the airplane on a collision course. It approached swiftly, getting bigger and bigger . . . Frightened, the crew waited for the crash which seemed imminent. In the last moment, however, the "thing" maneuvered abruptly reversing course — and pulled away from the aircraft. It zoomed up, made another turn, closed again, and again turned out at the last instant to prevent the collision. This dangerous game was repeated again and again, for about 10 minutes. The nightmarish scene was watched by three frightened men, glued to their seats, with sweat trickling down their backs. Then Mr. R. F. Godinho, the radio operator, came to life. A frantic call was picked up by the ground operators at the airports of Porto Alegre, Sao Paulo and Rio. The incredible story was reported. Immediately a full alarm was spread. The AF Security Service and the Air Defense Command were alerted. The Varig Airlines' president arrived hurriedly at the Porto Alegre airport. Commander Ayub was reporting:

"After making several passes at the DS-3, the fireball is now following it Now it has started a crazy dance around us, changing constantly and rapidly its altitude, course, speed and brightness—always tracking the plane".

In a strained voice, Ayub described the fantastic maneuvers of the UFO around the plane. It swerved in and out, pulled into sharp left and right banks, performed swift turns and reversed course instantly. It climbed up sharply, went into high-speed dives and again leveled out. It accelerated swiftly, or abruptly slowed down. At times, it seemed to go suddenly towards the plane, or away from it.

The UFO emitted a very strong light, but this light changed too. It was steady and looked red (or orange-red) and brighter when the alien craft seemed to put on power. When it slowed abruptly, the colour changed to amber, its bright glow dimming noticeably. And when the UFO accelerated rapidly, the glow seemed to take a bluish hue.

The "fireball" left no trail. It seemed to be noiseless, but obviously any observation of this kind was made uncertain by the sound from the aircraft's engines.

After the pilot finished his report, the ground controller called back; he said:

"We have checked and it seems that the object reported is an alien, unknown craft. There is no aircraft in your area. Now, how about switching off your lights and trying to escape it? But please, do it keeping in contact with us and reporting everything that happens."

Commander Ayub turned off all the lights of his plane, and started evasive maneuvers through the dark skies. But it was hopeless. The queer and enigmatic hunter certainly knew how to play the game and continued to follow the airliner, and to dance around it—even in the dark. THE CHASE CONTINUED FOR ALMOST TWO HOURS. All the time, the pilot kept contact with the Varig's president and with the ground operators. At the end—near Santos, Sao Paulo—he asked permission to try an emergency landing at Sao Paulo city . "before anything worse could happen". He got it and altered his course. This time the UFO didn't follow the maneuver. Ayub reported its position the last time he saw it.

Another Varig airliner, traveling from Rio to Porto Alegre, was at that moment nearing the area. Commander Edu Michel, the pilot, got Ayub's report and altered course to look for the unknown craft. He sighted it a few minutes later. It was going swiftly out to sea. He was so impressed that he decided it was better to land at once at Sao Paulo airport —as Ayub had done.

Two Air Force officers—a few minutes later—saw the same UFO They were flying toward Sao Paulo in a N. A. interceptor. They saw it near Santa Cruz, between Sao Paulo and Rio. It was out over the Atlantic Ocean, moving fast. It quickly vanished into the night . .

When the first plane landed at Congonhas Airport, Sao Paulo, a badly shaken crew was interviewed for three hours by AF Intelligence officers. Half an hour later came the second airliner. The last to arrive was the N. A. fighter. From the reports, it was clear that all the observers had sighted the same object.

Commander Ayub added that he couldn't judge the size and speed of the UFO, not knowing how far away it was. However, to follow a DC-3 maneuvering ceaselessly all around it and staying close all the time takes a mighty speedy craft. It had too much of a definitely circular shape, but he coulda't tell if the "fireball" was a light on the object, or if the whole UFO had been glowing—because of its extreme brightness The outlines of the alien craft couldn't be seen behind the glare. Ayub concluded the written report of the incident, requested by the Air Force, stating the following:

"I think it impossible to mistake 'that' for any known man-made machine or device. It was not a jet plane, or aircraft. It was not a balloon. It was not a secret weapon (we have none like it). Nor was it a meteorite, a reflection or a mirage—because none of these things can fly at more than 200 Km/hour, following an airplane and maneuvering around it. I think it was an alien craft. one of the so-called 'flying saucers'."

Next day, the UFO story hit the headlines. The Air Force got a flood of queries from the press, as soon as they heard about the sighting. But the reporters were unceremoniously put off—the Air Force wasn't divulging any more information about the incident. A security lid came down tight around it. The incident had been thoroughly investigated and the conclusion still was: UNKNOWN. It seemed just too fantastic and it was better to keep silent . . .

INCIDENT 5. In the night of November 4, 1954, a resident of Pontal, Sao Paulo, was fishing in the Parde river, near the town. He was a laborer named Jose Alves. He was in a deserted place. The night was dark and silent, and a slight breeze was blowing from the east. Suddenly, he saw a strange craft glowing in the sky. It closed in quietly, the glow growing steadily in size . . . It was coming down from a westerly direction—and seemed to be "wobbling in mid-air" as it came slowly toward the ground, very near the spot he was placed.

Jose Alves froze where he was, getting the feeling he was in danger. He knew at once that the weird machine was unlike anything he ever had seen. And he wanted to run away.

Before he had a chance to run the "thing" was landing—so near he could have touched it if he had walked a few steps forward. It hovered about six feet above the ground—stopped in mid-air, motionless. It looked like something made of silvery metal and shaped like "two washbowls placed on top of each other". It appeared to be about 10 to 15 feet in size Then, he saw three little men coming out of it. They were about 3 feet tall and had a dark brown skin. They were, those strange creatures, dressed in white clothes and had tightly fitting skull-caps on their heads. They left through what seemed to be a window at the side of the airship, and jumped to the ground.

Terror struck Jose Alves, terror so paralyzing he felt he couldn't move. "DEVILS", he thought, "NO MAN LOOKS LIKE THAT". He felt dazed; his feet didn't seem to be touching the ground, but he knew they were, for finally he realized he was backing out, slowly dragging them backward, while his eyes kept on the dwarfish figures.

The little men, however didn't suspect that somebody watched them They were busy. They collected samples of grass, herbs and leaves of trees; and one of them filled a shiny metal tube with water from the nearby river. Then, they jumped back into the machine, which took off vertically As before no sound was heard as the eerie craft rose swiftly out of sight.

"When Jose Alves told us that fantas-

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tic story he was in a highly nervous state but not drunk, nor out of his mind", the residents of Pontal who had heard his report, told the press. It became apparent that he was a quiet man, living for his work and his family. He never had heard anything about flying saucers and even refused to discuss the possibility When pressed for an opinion as to what he thought about the craft and its strange little men, he said: "What it was I don't know, but I know I saw it. Everybody laughs at me but I saw what I saw." And so ended another "space-creature story" few people would believe—except those who heard it firsthand — a story that will be discounted and forgotten by all but the few who know better.

(Editor's Note: This incident took place at the same approximate time as the "little men" incidents in Venezuela in 1954.)

In general, I don't pay much attention to the reports that involve saucer crews. Most of these tales are clearly a lot of nonsense concocted up by hoaxers, screwballs and saucer cultists. Why have I included this one? For just one reason. Before 1954, there had been little similarity between any of the "space-creature" stories so far published; they were such obvious fakes that they were not worth considering. Since that year, however, a disturbing resemblance between some of the new "saucer-crew tales" became apparent. This residue showing common characteristics still is not large enough, in my opinion, to be accepted as evidence. But these reports have cropped up year after year since that year. The report of Jose Alves is a good model of the kind. Five more like it were recorded in my country in the same period (November - December, 1954). Dozens like it had been reported in Argentina, Colombia, Peru, Venezuela, Italy, France, Australia, etc. The last one has been put on the wires just now by the F. P. It happened on the night of May 10, 1957, at Beaucourt-sur-Ancre, a small village in northern France. An alien craft hovered in mid-air near the ground; four little men dressed in white clothes, a silent and swift take-off; five witnesses. And the police who examined the spot—finding two parallel marks on the ground and some black smears of a plastic substance, recently solidified. Did you hear of it ?

So that's where we stand. I have shown you three incidents dealing with aerial objects which cannot be explained by present science as natural phenomena—but solely as artificial devices, controlled and operated by an intelligence. No power plant known or projected on this planet can account for the performances of these devices, you know.

The fourth incident deals with what appears to be PHYSICAL EVIDENCE of the existence of UAOs. To realize the importance of this fact, you only need to remember what Capt. E. J. Ruppelt once said (True, 34:134 May), 1954): . . . may bring you to the possibility that the saucers are craft from outer space. As staggering as the implications may be, to my mind this is the most acceptable theory—if the saucers exist There is no other alternative"

The last incident of this series . . Well, you don't believe it. It seems just too fantastic. I agree But . who knows"

I said before I didn't know the real beginning of this UAO story—nor the end. But who knows? That's the riddle Somewhere in the skies are those who know. Answers may come to us in a generation — OR TOMORROW .

Sleep well, friend.

REPORT FROM VENEZUELA

Horacio Gonzales, one of our Venezuelan representatives, had quite a few items in a recent letter, some of which are offered here:

"An interview of Capt. Matthew Van Winkle, pilot of the PAA airliner which avoided collision with a UAO on 9 March between New York and Puerto Rico, disclosed that Van Winkle had not disclosed all information to the press, and that the object was *not* a ball of light, but rather a flattened sphere, which shed greenish white luminosity and maneuvered above the plane for a few minutes after the near collision. The fusilage of the craft was cracked and the electronic instruments were out of order after the encounter.;

On the 23rd of March Luis Petrieira, an agriculturist of Puertot Escondido in the Maracaibo district, in company with others, saw an object plunge into the lake flying low in its vicinity.; The Prefect of the Bolivar District and other functionaries were notified, and all planes accounted for; The area where the object entered the water was dragged, but nothing was found. The witnesses still maintain, however, that a flying object did dive into Lake Maracaibo.

On the 8th of April *thousands* of people saw a luminous budy which flew over the coast from Northwest to Southeast over Catia la Mar. The time was around 9 p. m. and the object travelled at a very high rate of speed. The object flew in a horizontal trajectory, had a yellowish color and afterwards DIVIDED INTO TWO PARTS, one of which turned red. Length of sightings: only a few seconds. (See Holloman AFB sighting in January issue APRO Bulletin—Page 5, Column 1.)

On the same night, reports coming from Coro state that more than five hundred people witnessed the passage of an oval, luminous object over the City. It apparently passed over Maracaibo, crossed the Paraguana Isthmus. Coro, Puerto Cabello, to reach Catia la Mar and covered the distance in less than half an hour. Witnesses said the object travelled from west to east and was first seen around 9 p. m. above Rooseveit Avenue in Coro. The audience at a drive-in theater saw the object, which flew over the dunes at great speed Simultaneously, it was reported over the Coro-La Vela highway by Mr. Jesus Zavala, Air port chief for the district. On that same night, observers in Los Teques saw luminous objects passing over the city of San Pedro de los Altos. The objects flew at great speed, were discoid in form and were entirely luminous.

News reports coming from Barquisimeto also stated that on the night of 8 April numerous individuals saw a luminous body, oval in shape, which flew over the Urdaneta District. This report receives confirmation by numerous travellers from Carora and Trujillo who reported seeing "an oval object wrapped in flame" which was playing around at incredible speed between Barquisimeto and Trujillo. Object also was seen by residents of Aguada Grande, Baragua, and Urucure. On the following day, 9 April, hundreds of students, coming out of school, congregated in the Bolivar Square to watch a luminous discoid object which maneuvered over the city. About half an hour after the passage of this object, a violent current of air was felt all over the area. It slammed windows and doors and tore off galvanized rooftops, and shredded huge trees of their leaves.

On the 12th of April, Lt. Col. Carlos Rincon Calcano, (Ret.) Consul for Venezeulea in Aruba, said that thousands observed the maneuvers of a strange object over that island. At times the object seemed to be suspended in mid-air On the same day, persons traveling from El Tigre to Puerto la Cruz, saw a strange rotating apparatus shooting rays of light towards the earth, maneuver over the highway and shoot off towards the south.

On Saturday, 13th of April, residents of Guayamural, on Ocumere del Tuy, were frightenend out of their wits when they saw a strange apparatus descending vertically from the sky. Object was described as having a width of about 10 feet and about six feet thick. It made no noise and descended to a height of about 100 feet from the ground; it also produced a terrible whirlwind of air which made trees swirl and sway. It shot back up into the sky at a fantastic speed and out of sight.

New Saucer Group In Japan

A letter from Yusuke Matsumura of the Japanese Flying Saucer Research Group requesting sample copies of the Bulletin reveals the existence of a new UFO group which is badly needed in that part of the world. Despite having members in the Orient, it is not easy to obtain sightings from that area as our members there are English speaking and reading and Japanese and Chinese local papers are printed in the native characters This new group will be in avenue to better and more detailed reports from the Orient. If the Japanese group's directors prove to be as meticulous in their investigations and reporting as they are in every other endeavor we should expect some really good reporting from that quarter.

AFCSI-6D/Capt Olsen/ler/Ext 8896/9 Aug 57

12 AUG 1957

24-185 AFCSI-6D/Capt Olsen/ler/C-151 Ext 8896

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, INTELLIGENCE
ATTN: COLONEL CHARLES HURLEY

SUBJECT: Unidentified Flying Object (UFO) Files
SPECIAL INQUIRY

1. Reference is made to your memorandum, subject as above, dated 18 July 1957.

2. This Directorate's interest in the files is to review them for information of possible counterintelligence value. The OSI has had to conduct certain limited investigations concerning UFO reports in the past and has not as yet noted any of counterintelligence value. This Directorate would be glad to transmit to the FBI any files deemed by you to be of value. Files should be mailed or delivered to this Directorate, addressed for the attention of the Chief, Counterintelligence Division. The Sabotage and Espionage Branch of the Counterintelligence Division may be contacted for future action.

3. This memorandum is classified CONFIDENTIAL in accordance with the provisions of paragraph 30c(2)(a), AFR 205-1.

GPM 9/8/57

GENE P. MOSITZ, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

OUT 12 AUG 1957 MANAGEMENT DIV OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT 9 AUG 1957 CI DIV OSI

13 AUG 1957

AFCSI-6D

Capt Olsen
Olsen
9 Aug

Cmbk Cy, AFCSI-6D
Coord Cy, AFCSI INV 24-185

24-185-467

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

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CONFIDENTIAL

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

JUL 18 1957

MEMORANDUM FOR DIRECTOR OF SPECIAL INVESTIGATIONS

SUBJECT: Unidentified Flying Object (UFO) Files

1. The Air Technical Intelligence Center (ATIC), Wright-Patterson AFB, Dayton, Ohio, has for several years conducted analysis of UFO sightings. As a result, there have been accumulated extensive files on certain individuals who have used the UFO controversy for personal financial gain. In addition, there are files that indicate certain organizations, which because of their titles, appear to be official organizations and receive reports that otherwise should be directed to the Air Force. One such organization claims to have "received a number of Confidential UFO reports, both visual and radar, from veteran pilots and other trained observers in the Armed Forces and government civil aviation agencies."

2. Federal Bureau of Investigation interest in these files was discussed informally with Mr. W. T. Whaley, FBI-USAF Liaison Officer, who advised that we transmit, through AFCSI to the FBI, files determined by AFCIN to be of interest to the Bureau.

3. It is requested that you advise this office of your interest in the subject files, their means of transmittal to AFCSI, and the name of an AFCSI individual whom this office may contact for future action.

CHARLES HURLEY
Colonel, USAF
Office, ACS/Intelligence

CLASSIFICATION CANCELLED
3 DEC 1975
DATE

UNCLASSIFIED

~~CONFIDENTIAL~~

[redacted]
Bradenton, Florida
August 23,1957

Federal Bureau of Investigation
Washington, D.C.

Gentlemen :

I have just been informed by several persons that one is supposed to report the sighting of any strange or unusual air craft to some bureau in Washington, but nobody seemed to know just what bureau! There was an announcement on television some time ago relative to this requirement.

First let me say that I am nearing sixty years of age, eyesight exfellent,many years' experience in teaching in the local high school,attitude usually very tolerant except toward the idea of FLYING SAUCERS. I have read much on this subject and have found myself extremely skeptical.

I remember quite well seeing Halley's comet in 1910. I have seen some very large meteors and countless falling stars, but I must admit that on the morning of July2, at ten minutes of four o'clock I saw in the eastern sky approaching from the south a very wide band of yellow light. It came on at terrific speed,not quite so fast as a falling star apparently,but much faster than any plane I have seen. Suddenly it stopped its northward flight and flew at right angles due east. As it made the turn, I saw DISTINCTLY THAT THE CRAFT WAS SHAPED LIKE A HUGE HALF MOON.

It never for one minute occurred to me that this craft was other than a manmade affair,and when I realized that its shape and speed were extraordinary,I had the strangest feeling that I had seen a so-called 'flying saucer'. Now I am wondering if what I certainly saw could have been an earth satellite experiment.

For whatever it is worth,that is my storyand much as I regret having to admit it,I believe it was from outer space!

26 SEP 1957

24-185-468

Very truly yours,

[redacted]

(Mrs [redacted])

24-185-496 AFCSI-6D/Capt Olsen/ems/C 151/X-8896/27 Sep 57

SUBJECT: Reports on Anomalous Luminous Phenomena

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio

230CT 1957

Attached for your information and any action deemed appropriate is a copy of a letter from Aeronutronic Systems, Inc., requesting subject reports. The requester has been advised of this referral.

FOR THE DIRECTOR:

1 Incl
Cy ltr fr Aeronutronic
Systems, Inc., dtd
18 Sep 57

F. L. WELCH
Assistant Chief
Counterintelligence Div.
Dir of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

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23 OCT 1957
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AFCSI-6D
Capt Olsen

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COORD CY, AFCSI INV 24-185-496
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OCT 24 1957

24-185-496 X1

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

24-185-469 AFCSI-6D/Capt Olsen/ems/C 151/X-8896/27 Sep 57

Aeronautronic Systems, Inc.
1234 Air Way
Glendale, California

23OCT 1957

ATTN: Mr. [redacted]
Librarian

RE: Reports on Anomalous Luminous Phenomena

Dear Sir:

Reference your letter of 18 September 1957, concerning subject matter.

Your request has been referred to the Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, for appropriate action.

Sincerely,

F. E. WELCH
Assistant Chief
Counterintelligence Div.
Dir of Special Investigations
The Inspector General

OUT 23 OCT 1957 MANAGEMENT DIV. OSAF

OCT 24 1957

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USAF - IG
OFFICE OF SPECIAL INVESTIGATIONS

CLASSIFICATION CANCELLED
AUTHORITY OF THE [illegible] USAF
BY Historian
8 DEC 1975
DATE

AFCSI-6D
Capt Olsen KURT K. [illegible], Capt, USAF

COORD CY, AFCSI INV 24-185-469
CMBK-CY, AFCSI-6D

UNCLASSIFIED

AERONUTRONIC SYSTEMS, INC.
A SUBSIDIARY OF
Ford Motor Company

1234 AIR WAY
GLENDALE, CALIFORNIA

September 18, 1957

U. S. Air Force
Inspector General
Office of Special Investigator
Washington, D. C.

Gentlemen:

We have received information that you have a file of reports on "anomalous luminous phenomena". Will you send us a copy of all of the reports you have on this subject. We need these for a study of meteoritic phenomena in relation to our Contract AF 49(638)55.

Please send the reports to Aeronutronic Systems, Inc., Library, 1234 Air Way, Glendale, California.

Very truly yours,

AERONUTRONIC SYSTEMS, INC.

John D. Gibson

John D. Gibson 43-100057
Librarian

JDG:et

OCT 23 1957

24-185-469

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13 NOV 1957

Typed 13 Nov 57

24-185-470 AFCSI-6D/Maj Bayer/mh/Code 181/X-8896

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, INTELLIGENCE
ATTN: CAPTAIN COPAS

SUBJECT: Report of Unidentified Flying Objects

1. The inclosure, received from the Assistant Chief of Staff, Intelligence, Department of the Army, is considered of interest to your office.

2. You will be advised if any additional information is received concerning this matter.

1 Incl
Ltr fr [redacted] to
General Barclay, dtd
10 Oct 57

13/11/57
GENE P. MORITZ, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE [illegible]
BY KURT H. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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13 NOV 1957
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Maj Bayer

Coord Cy - AFCSI - INV 24-185-470
CMBK CY - AFCSI-6D

~~FOR OFFICIAL USE ONLY~~

(AFR 190-16)

24-185-470X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

UNCLASSIFIED

ACSI-SNF-R 6 November 1957

MEMORANDUM FOR: DIRECTORATE OF SPECIAL INVESTIGATIONS, THE INSPECTOR GENERAL, UNITED STATES AIR FORCE

SUBJECT: Report of Unidentified Flying Objects (U)

43-6-8?

1. Attached hereto is a letter written to Brigadier General John Barclay, Redstone Arsenal, Alabama, by one Mr. [redacted] Detroit, Michigan, in which Mr. [redacted] reports sighting flying objects. Subject letter was forwarded to this office for transmittal to your agency.

2. Mr. [redacted] has been informed by the Officer in Charge, Detachment "M", Redstone, that his letter is being forwarded to Headquarters, United States Air Force, as the agency having primary interest in matters of this nature.

3. For action deemed appropriate.

Edwin D. Moore
Major, GS

1 Incl
Ltr, 10 Oct 57 fr
[redacted] to Gen Barclay

MINOR K. WILSON
Colonel, GS
Chief, Security Division

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY [illegible], Capt, USAF
Historian
3 DEC 1975

24-185 470

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

6 Nov 57 12 00

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

[redacted]

3 DEC 1957
Typed 2 Dec 57

24-185-471

AFCSI-6D/Maj Bayer/mh/Code 181/X-8896

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, INTELLIGENCE
ATTENTION 1A1

SUBJECT: TRANSMITTAL OF REPORT(S) OF INVESTIGATION

1. Transmitted are results of investigation considered of interest to your office.

2. This case is being carried in a CLOSED status in OSI files.

3. Remarks -

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY [redacted], Capt, USAF
DATE 3 DEC 1975

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1 Incl
Ltr fr FBI, dtd 8 Nov 57

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

UPON WITHDRAWAL OF THE INCLOSURES, THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE CANCELLED.

OUT 3 DEC 1957 MANAGEMENT DIV OSI

[redacted]

24-185-471

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

[redacted]

AFCSI-6D
Maj Bayer

Coord Cy - AFCSI - INV 24-185-471

UNCLASSIFIED

CONFIDENTIAL

15 November 1957

AFCSI-6D INV 24-185

MEMORANDUM

SUBJECT: Unidentified Flying Object in the Vicinity of Kearny, Nebraska

1. On 14 November a meeting was held in the office of the Assistant Chief of Staff, Intelligence, attended by Major JAMES F. BYRNE, of the Executive's office, AFCIN, Captain COPAS, AFCIN-1A1, several members of the 1006th, Mr WES WHALEY, FBI, and the writer. This meeting was held for the purpose of determining whether a violation had been committed which could be investigated by either the OSI or the FBI.

2. The officers of AFCIN stated that NICAP (National Investigative Committee for Aerial Phenomena) whose president is a Mr. KEYHOE, a former Marine Major, is creating national hysteria by their activities in the UFOB field. This organization criticizes the Air Force, saying the Air Force is not competent to investigate UFOB sightings. There are reasons to believe that members of the NICAP were in contact with Mr. [redacted], who allegedly sighted the flying object near Kearny. A Miss J. VAN DOREN, a member of NICAP, contacted [redacted] telephonically and asked if he would like advance publicity and he, of course, said he would. The activities of NICAP are based on a profit making motive. It is estimated that they have one million members, many of whom are members of the Ground Observer Corps. With dues of $7.50 each, this organization is "well heeled" financially and it is believed it exploits alleged sightings of UFOBs to increase interest in publications by this organization and, at the present time, a book which is soon to be published by Mr. KEYHOE. This organization has been the source of bad publicity for the Air Force and is costing the Air Force much time and money to run down each sighting. It was the thought of Major BYRNE and his fellow officers that possibly OSI and/or FBI could investigate this organization. Both Mr. WHALEY and the writer expressed the opinion that there was no specific allegation and thus, at the present time, no investigation could be conducted by either OSI or the FBI.

20

3. This memorandum is classified [redacted] in accordance with the provisions of paragraph 30c(2)(a), AFR 205-1.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted]
8 DEC 1975
DATE

Ralph R Bayer

RALPH R. BAYER, Major, USAF
Chief, Sabotage Section, S&E Branch
CI Div, OSI (IG)

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[redacted]

1006TH AIR INTELLIGENCE SERVICE SQUADRON
United States Air Force
Ent Air Force Base, Colorado

AISIR

SUBJECT: UFOB, Kearny Nebraska

TO: Commander
1006th Air Intelligence Service Squadron
Ent Air Force Base, Colorado

1. Mr. [redacted] who reported this UFOB was interviewed on 6 November 1957 by Lt. Alexander and M/Sgt Pangburn of this organization. The interview was conducted in the Kearny Municipal Building. Prior to the interview Mr. [redacted] had been questioned by City and County officials from approximatly 1530 on 5 November until 0900 hours, 6 November. At 0900 hours Lt. Alexander and Sgt. Pangburn began the interview with Mr. [redacted].

2. The standard ATIC UFOB form was explained to Mr. [redacted] in detail and witness completed this form at 1130 hours.

3. At 1245 accompanied by the Kearny police chief, the County Attorney, Lt. Alexander and Sgt. Pangburn, Mr. Schmidt was returned to the scene of the sighting. Mr. [redacted] reconstructed the entire sighting and pointed out where the machine had been parked and the direction it flew after take - off.

4. At 1330 Mr. [redacted] was returned to the Municipal Building and was interviewed in detail by Lt. Alexander and Sgt. Pangburn. The interview was recorded. Mr. [redacted] repeated his entire story of the incident and then was questioned on various details of the sighting by Lt. Alexander and Sgt. Pangburn. The following is a condensed version of Mr. S[redacted]'s story:

"I turned off the highway to the north to inspect a field of milo (sorghum). I tried to turn back after checking the milo but the road was too narrow. I went further north looking for a spot to turn around; when I came to a gate in the road, I stopped the car and was going to turn around. At this time I noticed a flash of light coming from the river bed in front of me. I decided to go and see what it was. When I got within 60 feet of the river bank, my motor stopped. I didn't think much of this because I had been going over rough roads and thought that perhaps some wires might have jarred loose. I tried the ignition key and stepped on the starter but it wouldn't go. I then noticed this object down in the river bed and at first, thought that it might be a balloon, that had crashed there. I got out of the car and started walking toward this object. When I got about to the bank, I saw it wasn't a balloon but a ship on stilts. At this time a flash of light came out of the ship and seemed to paralyze me and I couldn't walk.

CLASSIFICATION CHANGED
BY [illegible] K. KUNZE, Capt, USAF
[illegible]
DATE 8 DEC 1975
UNCLASSIFIED

[redacted]

It was approximately 30 feet from the object. Two men came out and asked me if I was armed and then searched me. After the search, I got to where I could move and walk again and I asked them what the ship was and what they were doing. They said they couldn't tell me. I asked if I could see it closer and they said that as long as they couldn't leave for a few minutes, I might as well look at it. We started back to the ship and as we got close a door opened on the left side. When I got into the ship, I noticed that there were four men and two women. They all spoke to me. The one man stayed with me most of the time but they told me that they couldn't tell me anything about the ship. They did tell me not to be alarmed as I wouldn't be harmed. I was in the ship about 25 or 30 minutes. I then heard onegentleman say in German that they were ready for the take-off. They told me I would have to leave; they said goodby and wished me good luck and I stepped out and the door closed and the ladder came back up into the ship. I stepped back 8 or 10 feet, but but when the machine started working I thought there would be a terrific blast, so I stepped back further, almost to the river bank. But there was no blast; it just went straight up into the air and when it got above the trees about 50 feet, it took off in a southwesterly direction. When it got up about 60 feet above the trees, it changed color, turning to a brownish color. Then it just disappeared. As to the time, it must have been shortly after two O'clock when I saw the flash, when I got out of the ship it was about 3:00. It must have taken off about 3:00."

Note: At this point Mr. [redacted] appeared to have told all he remembered of the incident and it was necessary to question him for the remainder of the interview.

Q. What language was used during your encounter with these people?

A. The two men who came out to meet me spoke rather broken English, the rest of the crew spoke in the High German language.

Q. Do you understand German?

A. Yes, my parents were from Berlin and as a child I was taught German.

Q. What type of clothing did the people wear?

A. The men wore suits, long ties, and hats. The women wore skirts and light colored blouses.

Q. Can you describe the original flash that you saw?

A. The flash was somewhat like an electrical short, quite brilliant and reddish in color.

Q. Was it bright enough to blind you?

A. No.

[redacted]

Q. How far were you from the scene of the flash when you saw it?

A. About one half mile.

Q. Why were you in the area at this time?

A. I was inspecting Milo to purchase for my company, if it was dry enough.

Q. Did you know the people that owned this field?

A. No.

Q. How large was the light source that paralyized you?

A. About as large as a quarter.

Q. What was the color of the light?

A. It appeared to be orange but I can't be sure, it was very fast.

Q. Was the light concentrated on you?

A. Yes, it seemed to be concentrated on me.

Q. Did the light blind you?

A. No.

Q. How long was the light on you?

A. About three seconds.

Q. Can you describe the men who came out to meet you?

A. They were about 5'4" tall and had hats, long ties and business suits, they were quite dark complexioned.

Q. How old were they?

A. About 45 or 50 years old.

Q. Did you hear the people talking while you were in the machine?

A. Yes, they were talking about the machine in German.

Q. Did you ask what the machine was powered by?

A. Yes, but they said they couldn't tell me.

Q. Did they prevent you from looking at the equipment?

A. No, but they tried to keep me from the end of the machine where the girls were working.

Q. Do you recall the appearance of the dials or instruments?

A. Yes, some looked like kitchen clocks only had more fingers on them. Some were like a long flourescent lights.

Q. Did you see any markings on the dials?

A. No, but they did have numbers on them - both Roman numerials and ordinary numbers.

Q. What were the occupants doing during the time you were in the machine?

A. The one man was with me all the time. The others were working on the wiring in the machine.

Q. Will you describe the conveyor belt in the machine?

A. It was the full length of the room which was about 40 feet long. They would get on this conveyor and power would seem to pull them across. They didn't have to move their feet at all. It went about the speed a man would walk and could be used in either direction. It seemed to move them by some magnetic force.

Q. What type lighting was used in the machine?

A. I couldn't see any, but it was as light as in this room.

Q. What was the floor made of?

A. It looked as if it was heavy glass or aluminum. You could look right through it from the inside out.

Q. Were the walls of the same material as the floor?

A. Yes, you could see out in all directions.

Q. Were the instruments transparant too?

A. No, they seemed to be of material similar to aluminum.

Q. Did you notice the type of support this machine had?

A. Yes, it had four hydraulic rams, I would say.

Q. How did you know they were hydraulic rams?

A. Well, where it sat on the ground it appeared to have a pad of rubber and above it was shiny metal that looked as if it might be hydraulic.

Q. How long did you estimate the rams to be?

A. About three feet.

Q. How large a diameter?

A. About three inches I would say.

Q. Was there any other support?

A. No.

Q. When the machine took off how fast do you think it rose?

A. I couldn't say but the first ten feet or so it was quite slow then picked up speed.

Q. How high was the machine when it stopped rising and took off?

A. I would say about 150 feet.

Q. Did the object hover when it got to this height?

A. No, it took right off in a southwesterly direction.

Q. What distance do you estimate the sound of the machine could be heard?

A. It seemed to me that on a quiet day it could be heard for quite a distance. There was no exhaust, just a humming sound like large fans would make.

This concludes the questioning by Lt. Alexander. Sgt. Pangburn's questions follows:

Q. Are you interested in Aircraft and do you know the principles of aerial flight?

A. I have flown as a passenger only.

Q. How do you think the machine got its lift?

A. I really don't know. I was looking for something to come out below it when it took off but nothing came out.

Q. Did you see any movable surfaces on the outside of the machine?

A. No nothing. It appeared to be a sealed unit.

Q. During your conversation with these people did they refer to this by a name.

A. No.

Q. You have mentioned that this appeared to be a sealed unit and that you could see out on all sides and the bottom. Is this correct?

A. Yes, except that you couldn't see out on the ends of the machine.

Q. While you were in the machine did you notice or hear any machinery running?

A. No I did not.

Q. For the record will you describe the configuration of the entire machine?

A. It was shaped like one half of a hot dog bun, with a flat bottom.

Q. Did you see any evidence of bolts, nuts or welds inside the ship?

A. No, it looked as if it were molded with no seams.

Q. You said there was no blast from the fans, that there was a fan in front and in back. Did you see both fans?

A. No, I only saw the front fan but the noise indicated that there was a fan in each end.

Q. Did the weeds move under the machine when it took off?

A. No.

Q. Can you tell me why the weeds under the machine were not broken by the body of the machine which must have been setting on them. It seemed most of the weeds were about four or five feet high.

A. No, I can't. The machine only had about three feet clearance from the ground.

Q. Did you see seat belts on any of the chairs in the machine?

A. No.

Q. Will you describe the forward and rear compartments of the machine?

A. Both ends appeared to have a wall that was made of some sort of metal.

Q. Could you see through this metal?

A. No, it was different than the sides and bottom of the machine.

Q. Would this be the area that housed the fans you mentioned?

A. Yes it is.

Q. How long were the end compartments that housed the fans?

A. I would say about 20 to 25 feet long.

Q. When you saw the one fan from the outside, did it look as if the fan occupied all of the space?

A. No, I don't believe so, it looked as if the fan sat in a hole that was about 12 feet around.

Q. Did the tips of the fan appear to be close to the opening. By that I mean how much clearance would you estimate the fan had from the housing?

A. It appeared to have just enough space around it to clear the sides.

Q. Did you see any method that could be used to enter the compartment that housed the fans?

A. No, I did not.

Q. You mean that the wall on the inside of the ship was solid and that there were no openings to reach this compartment from the outside?

A. Yes.

Q. You mentioned the instruments earlier, could you tell me if you noticed any part of the instrument sticking out behind the dials?

A. No, I looked and there were only wires running to the back of the instrument dials.

Q. Where did these wires go to from the instruments?

A. Well I noticed that they seemed to go into some sort of a tube and ran up toward the front of the machine.

Q. Did they actually go into the front compartment of the machine?

A. Yes, they seemed to.

Q. Did you notice a similar tube running to the back of the machine?

A. No, I didn't see any.

Q. Did you touch the machine?

A. Yes, I felt the outside of the machine.

Q. What did it feel like?

A. It felt like highly polished metal.

Q. Could you see through the machine from the outside?

A. No, it was completely blank, you could only see out from the inside.

Q. Was the machine sharply defined?

A. Yes.

This concluded the questioning of Mr. [redacted].

5. The physical evidence that was mentioned in various press releases was checked with the following results:

a. The oil spot found near the scene of the supposed landing had fresh oil on the leaves and grass. A good sample of this oil was obtained and has been sent to the University of Nebraska for analysis. One oil can was found near the scene. It was a Veedol 10-30 weight oil can that had been opened with an ordinary beer can opener. A search of Mr. [redacted]'s car revealed that another full can of Veedol 10-30 weight oil was in the trunk of the car. The opener found in the car had fresh oil on it and had a small nick on one side of the cutting edge. This nick corresponded to the hole that was found in the can at the scene of the reported landing. It would appear that the oil was poured on the ground by Mr. [redacted]. Definite proof should be available to this organization in the next several days.

b. A circular track was found at the scene of the reported landing that Mr. [redacted] felt was caused by one of the landing gears on the machine. By the time Lt. Alexander and Sgt. Pangburn arrived at the scene, all tracks had been obliterated by members of the press and visitors to the scene. The top of a tin can was found near the spot that the track supposedly had been seen. It could have been used to make an impression resembling that found by Mr. [redacted].

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c. A farmer who had been hauling beets approximately one mile from the scene at the same time Mr [redacted] had his electrical failure, also had his truck stall at the same approximate time. An investigation revealed that a mechanic had been called from Kearny to fix the farmer's truck. The mechanic was interviewed and he stated that the distributor rotor on the farmer's truck had been changed the day before this incident, and when changing the rotor one small piece of the old one had not been removed from the housing. As a result the piece wedged in between the points and caused the electrical failure.

6. The interview was concluded at approximately 1700 hours on 6 November 1957. Two qualified psychiatrists interviewed Mr. [redacted] for a period of two hours. Their findings indicated that Mr. [redacted] was definitly a mental case and possibly could have suicidal tendencies. They also stated that with his particular mental condition, he would undoubtly enjoy the publicity he was receiving from this incident. A hearing of the county health board was held at 2000 hours that evening and Mr. [redacted] was formally committed to the state hospital for the mentally ill in Hastings, Nebraska.

7. In view of the findings of the investigators and the final medical action taken on Mr. [redacted] it is believed that this sighting was strictly a hallucination of the part of the witness and feel that no further action is warranted. It is also the opinion of the investigators that Mr. [redacted] firmly believed that he had actually seen this apparatus and had visited with its occupants.

1st/Lt. Gregory Alexander
Investigator

M/Sgt William Pangburn
Investigator

NOV 21 1957

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UNITED STATES AIR FORCE
INSPECTOR GENERAL

21 Nov 57 10 09

CONFIDENTIAL

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

24-185

MEMORANDUM FOR DIRECTOR OF SPECIAL INVESTIGATIONS

SUBJECT: Unidentified Flying Objects

1. The purpose of this memorandum is to advise you of the most recent information concerning the many alleged sightings of unidentified flying objects.

2. An operational unit, under the staff supervision of AFCIN, investigating these sightings has reported on their findings to date.

a. Incidents in the vicinity of Holloman AFB, New Mexico. There may be some basis in fact to the story given to the newspapers by Mr [redacted] (published in the Washington Evening Star on 5 November 1957, copy of which is attached.) [redacted] stated that ten (10) automobiles were stopped in an isolated area near White Sands Proving Ground by a large oval object. There may be a "tie-up" between [redacted] and Mr. Keyhoe. Keyhoe, a retired Marine Corps major, who previously authored a book on "Flying Saucers," has written a new book on this subject. This may be inspired hysteria on the part of [redacted] to build up interest in Keyhoe's forthcoming second book.

b. Incident reported near Kearney, Nebraska. A Mr. [redacted] reported he talked to the six (6) occupants of a huge balloon which landed near him and then disappeared. This report is believed to be a hoax as Mr. [redacted] refused to take a polygraph examination and has a criminal background.

c. Incidents reported in the Reese AFB, Texas area. These concern the sighting of large oval objects emitting very bright light. Engines of automobiles in the vicinities of these objects were allegedly stopped. These incidents can be explained as results of weather phenomena.

2. Forty-one (41) reports concerning unidentified flying objects were received by ADC during the night of 5-6 September 1957. All reports are being screened. A majority of these reports can be explained as having been based on natural phenomena.

3. The above information has been forwarded to the Federal Bureau of Investigation.

4. ACTION: None. This is for information only.

Ralph
I know I asked for this, but it sounds so damned silly I can't see Jim Murray taking time to read it. [illegible]

24-185-474 x16
OFFICE OF
E

1 Incl
Wash Eve. Star,
art, 5 Nov 57

[redacted]

Mr Levy:
~~L/C Cappucci:~~
Mr Welch:
L/C Moritz:
Mr Sullivan:
Maj Sproull:

'Huge Mystery Object' Is Probed by Air Force

LUBBOCK, Tex., Nov. 5 (AP). —The Air Force is investigating reports of a huge, strangely lighted mystery object spotted over this and other areas of the country.

The investigation was started yesterday at about the time a missile engineer reported seeing a "brilliant colored egg-shaped object" which he said stalled autos in New Mexico.

Witnesses say a mystery object skipped about the countryside here and near scientific military bases in New Mexico over the week end. The reported sightings startled citizens, peace officers and servicemen, but apparently left no concrete trace.

Other Strange Lights

James Stokes, 45, an engineer from the Air Force Missile Development Center at Holloman Air Force Base, Alamagordo, N. Mex., told news director Terry Clark of Station KALG, Alamogordo, that 18 autos were stopped on an isolated desert highway, U. S. 54, between White Sands Proving Grounds and Alamogordo yesterday.

His description was similar to ones reporting a big ball of fire flitting about much of this West Texas area over the week end. A huge oval object "nearly as bright as the sun" was reported seen at White Sands Proving Ground Sunday, hovering near bunkers used in the first atomic bomb explosion.

Witnesses said other strange lights were seen over other parts of Texas, near Chicago and in Virginia.

Mr. Clark said the Air Force at Holloman gave him permission to use Mr. Stokes' story.

He said Mr. Stokes told him occupants of cars saw a strange, unidentified object flying toward them from the northeast. He said his auto radio faded and died, then his engine stopped. He said several other cars were also stalled.

Object Moved Rapidly

Looking up, he told Mr. Clark, "I saw a brillian colored egg-shaped object making a shallow dive across the sky to the northeast. Then it turned and made a pass at the highway and crossed it not more than 2 miles ahead. Then it moved away toward White Sands Proving Grounds to the southwest. As it passed . . . I could feel a kind of heat wave, like radiation from a giant sun lamp. But there was no sound. It had no visible portholes and there was no vapor trail."

"When I got back to my car and checked the engine, I found it intact, but the battery was steaming. But the engine started with no difficulty. I called officials at the Air Force Development Center and notified them of the sighting," he said.

He said the object moved

Continued From First Page

very rapidly and its surface looked like "glowing mother of pearl."

He said an Allan D. Baker of Las Cruces, N. Mex., shot some pictures of the object.

Mr. Clark said he was unable to get a statement from Holloman officials and was unable to reach Mr. Baker. Mr. Stokes declined to speculate on what the object was.

A spokesman at Reese Air Force Base here said yesterday a representative of the Air Defense Command had flown in from the Colorado Springs, Colo., headquarters.

Lt. Miles Penney, of White Sands said the glowing object was sighted by two different military patrols on the missile testing range 17 hours apart Sunday.

Reported 200 Feet Long

Bill Haggard, information officer, said one patrol described it as "about 200 feet long and about 75 feet in diameter."

"The object, if it was an object sighted," Mr. Haggard said, "has absolutely no connection with White Sands Proving Grounds."

Saturday, Pedro Saucedo, 30, and other witnesses in this area reported a similar object.

Three policemen and a fireman in Chicago's suburban Elmwood Park said they saw a peculiar round glowing thing in the early morning sky yesterday. They said their car lights appeared to dim as they kept the prowl car spotlight focused on the thing.

At Martinsville, Va., Mrs. Ruby Hairston said she and her family saw a strange red glare Sunday night while driving to Bassett, Va., from Philpott Lake on the Carolina border.

"It faded from bright red to a pale amber pink, then brightened again," she said.

(WASHINGTON EVENING STAR)
5 Nov 1957, PAGE A-1
CLIPPED BY OSI

HQ OSI USAF File Nr.

A&D Br

SAC NOV 1957

Incl

CONFIDENTIAL

DE RJEDBR 405

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

ACTION COPY

FM 13TH OSI DISTRICT-IG OFFUTT AFB NEBR

TO RJEPHQ/COFS USAF WASH D C

INFO RJEDWP/5TH OSI DIST IG WRIGHT PATTERSON AFB OHIO

BT

/C O N F I D E N T I A L/ 13 OSI 377. PASS TO DIRECTOR, SPECIAL INVESTIGATIONS. SUBJECT: SIGHTING OF UNIDENTIFIED FLYING OBJECT NEAR SCOTIA, NEBRASKA. THIS OFFICE IS IN RECEIPT OF A LETTER FROM FBI, OMAHA, DATED 13 NOVEMBER 57, WHICH SETS FORTH INFORAMATION TO THE EFFECT THAT AN ALLEGED BALLON IN THE VICINITY OF SCOTIA, NEBRASKA WAS SIGHTED ON 5 NOV 57 AT APPROX 1730 HOURS. THE FOLLWING INFOM WAS FURNISHED TO THE FBI RESIDENT AGENT, GRAND ISLAND, NEBR BY MR. [redacted] OF HASTING, NEBR. WINSLOW STATED THAT HE TALKED WITH A MR. [redacted] ON 5 NOVEMBER 1957 AT HASTINGS, NEBR WHO INFORMED

AC-PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO CATEGORY B ENCRYPTION PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DTG PRIOR TO DECLASS NO UNCLASSIFIED REFERENCE IF THE DTG IS QUOTED.

NOV 21 57

24-185-474x15

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

NOV 19 0800Z 5.3 '57

CAF IN: 70750 (14 Nov 57) Page 1 of 2 Pages

CONFIDENTIAL

AFHQ 22 FORM JUN 56 0-309a
PREVIOUS EDITIONS OF THIS FORM MAY BE USED. REPLACES AFHQ FORM 0 309F, 19 JAN 51, WHICH IS OBSOLETE.

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

[redacted] THAT TWO BOYS ADVISED HIM THAT ABOUT 1730 HRS, 5 NOV 57, WHILE AT WORK AT THEIR FARM, THEY HEARD A NOISE OVERHEAD WHICH SOUNDED LIKE A HELICOPTER AND INDICATED THAT THEY COULD SMELL ODOR SIMILAR TO BURNING FUEL. ACCORDING TO [redacted], THESE TWO BOYS LOOKED UP INTO THE AIR AND SAW AN OBJECT WHIC LOOKED LIKE A BALLON AND WHICH APPEARED TO BE DESCENDING AND THAT THEY APPEARED TO BE PARALYZED FOR A SHORT PERIOD OF TIME. THE OBJECT DID NOT REACH THE GROUND AND BEGAN ASCENDING INTO THE AIR AGAIN AND DISAPPEARED. [redacted] FURTHER ADVISED THAT HE WAS IN KEARNEY, NEBR ON 7 NOVEMBER 1957 AND ENTERED INTO CONVERSATION WITH A PERSON WHOSE LAST NAME IS [redacted]S, FIRST NAME UNKNOWN. MR. [redacted] TOLD [redacted] THAT HE HAD SEEN AND OBJECT RESEMBLING A BALLON IN THE KEARNEY AREA ON 5 NOVEMBER 1957. LETTER FOLLOWS.

BT

13/2252Z NOV RJEDBR

L/C monthly
Send to A2
AKE

Disseminated to CIN

ACTION: CSI

INFO : CDS

CAF IN: 70750 (14 Nov 57) Page 1 of 2 Pages F/crh

AFHQ FORM 22 JUN 56 0-309a
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ARTMENT OF J FORCE
STAFF MESSAGE DIVISION

MESSAGE

SMD B005

HQB014 YTB012 YDD001DNA006

OO RJEDWP RJEPHQ

DE RJEDDN 22

FOR OFFICIAL USE ONLY
(AFR 190-16)

FM COMDR 1006TH AISS ENT AFB COLO

TO RJEPHQ/TO ACS INTEL HEDUSAF WASH DC

RJEDWP/COMDR ATIC WPAFB OHIO

BT

/FOR OFFICIAL USE ONLY/ AISOC 212 PD PRELIMINARY REPORT ON KIRTLAND AFB NEW MEXICO INVESTIGATION PD REFERNCE MESSAGES INT 5626 AND 5627 FROM COMDR 34TH ADIV PD INVESTIGATION BY THIS ORGANIZATION YIELDS NEGATIVE RESULTS AT THIS TIME PD SIGHTING AND DESCRIPTIONS CONFORM TO NO KNOWN CRITERIA FOR IDENTIFICATION OF UFOB'S PD INVESTIGATION CONTINUES PD AF FORM 112 FOLLOWS PD END

BT

RJEDDN

ACTION: CIN

INFO : CSI

AF IN : 21130 (10 Nov 57)

V/J

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

Nov 12 08 36 '57

OFFICE OF
SPECIAL INVESTIGATIONS

ARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

SMD A121

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WUF040 NL PD

NEWSMYRNABEACH FLO NOV 7

THE AIR FORCE OF STAFF, USAF

RESPECTFULLY REFER YOU TO PREVIOUS CORRESPONDANCE WITH MAJOR GENERAL CARMICHAEL AND MAJOR TACKER INFORMATION SERVICE WE HAVE SCHEDULED CONTACT WITH VENUSIANS AND MARTIANS LEADING US TO REQUEST YOU TAKE INITATIVE WITH US AND OBTAIN KNOWLEDGE OF FLYING SAUCERS PLANS BEFORE COMVUNIST ACTIVITIES CLAIM THEM FRIGHTENING OUR PEOPLE WPO MUST KNOW THAT SPACE PEOPLE ARE UNARMED FRIENDLY AND WILL LAND SHORTLY HELPING US AVOID WAR TPIS GIVES YOU TREMENDOUS PROPAGANDA ADVANTAGE

~~BOB EWING AND MISS ENID BRADY~~ NR

7-14635-1? 322A.

ACTION: SAFIS

INFO : CIN, CSI, CDS, OOP, PTR

CI

AF IN : 19699 (8 Nov 57)

JB/ty

7-9361 - Robert Brown Ewing DOB 18 Jul '30 AF-12288413 address 139 Woodland Ave, W. Grove, Pa same serial no as above

8-2094 - " B. " DATE OF

~~7-15555~~ IS EXEC

24 | 185 | 474 X13

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

8 Nov 57 08 14

OFFICE OF
SPECIAL INVESTIGATIONS

ARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

SMD A121

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WUF040 NL PD

CI

NEWSMYRNABEACH FLO NOV 7

THE AIR FORCE OF STAFF, USAF

RESPECTFULLY REFER YOU TO PREVIOUS CORRESPONDANCE WITH MAJOR GENERAL CARMICHAEL AND MAJOR TACKER INFORMATION SERVICE WE HAVE SCHEDULED CONTACT WITH VENUSIANS AND MARTIANS LEADING US TO REQUEST YOU TAKE INITATIVE WITH US AND OBTAIN KNOWLEDGE OF FLYING SAUCERS PLANS BEFORE COMVUNIST ACTIVITIES CLAIM THEM FRIGHTENING OUR PEOPLE WPO MUST KNOW THAT SPACE PEOPLE ARE UNARMED FRIENDLY AND WILL LAND SHORTLY HELPING US AVOID WAR TPIS GIVES YOU TREMENDOUS PROPAGANDA ADVANTAGE

[redacted] AND MISS [redacted]

322A.

ACTION: SAFIS

INFO : CIN, CSI, CDS, OOP, PTR

AF IN : 19699 (8 Nov 57)

JB/ty

Mr. Levy
friends of ?
yours
Eur

UNITED STATES AIR FORCE
OFFICE OF INSPECTOR GENERAL

NOV 8 08 32 '57

OFFICE OF
SPECIAL INVESTIGATIONS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

30 October 1957

INV 24-185 AFCSI-6D/Capt Howell/ems/C 181/X 8924

MEMORANDUM FOR CHIEF, SABOTAGE AND ESPIONAGE BRANCH

SUBJECT: Spot Report

1. At 1250 hours, 30 October 1957, Captain JIM HARRIS, OSI, DO#18, telephonically advised the following:

a. An unidentified device was found by a citizen on 28 October 1957, 40 feet off the highway in the Angeles Crest Mountains, Los Angeles County and turned over to the Los Angeles police. The Los Angeles police referred it to Lt Colonel DEAN HESS, Public Information Officer, Los Angeles District. The object was 3 feet long, weighed approximately 5 to 10 pounds and equipped with vanes. There were half a dozen grammatically correct Russian words printed on it. FBI and ATIC notified. Object being held by Lt Colonel HESS for referral to ATIC, Wright-Patterson AFB. No OSI investigative action. Spot report with pictures follows. The unidentified item consists of three hollow metal rods in shape of cone with nosecone and is made of steel and aluminum. Concensus is object is a hoax.

PHILIP V. HOWELL, JR.
Captain, USAF

Gen Murray has seen
7/11

24-185-474X12
OFFICE OF
E
Nalot Bayer
12/11/57

CONFIDENTIAL

RECORD OF ACTION TAKEN

UPON RECEIPT OF INTELLIGENCE INFORMATION

DATE OF REPORT S 5 Nov 57

TIME RECEIVED 2350 hrs

INCOMING FROM Mr. Gilbert Levy

ACTION AGENCY AFCIN

AGENCY INFORMED AND WHEN	INDIVIDUAL NOTIFIED AND WHEN
FBI	S/A Mooney 0010 hrs, 6 Nov
AFCIN Indications Center	Maj. Williams, C. J. 0025, 6 Nov
USAF Command POST	Maj. Burns 0035, 6 Nov

REMARKS: Mr. LEVY stated that he had just received the following information telephonically from Col. KENNETH KING, District Commander, DO#13: "The Omaha Office of the FBI had reported to Col KING that at 1600 hrs, 5 Nov, Mr. [redacted] reported that he had seen a flash in the sky near the Platte river, in the vicinity of Kearney, Nebraska. Informant said he proceeded in his vehicle in direction of the flash and soon spotted a large plastic balloon on the ground near the river. When he approached within about 50 yards of the object the motor on his vehicle stopped for no apparent reason. Two men jumped out of the balloon and directed a ray-gun at [redacted] which paralyzed him. The men came over to him and he was able to walk when they turned off the ray.

(continued on reverse side)

Fred B. Brown
(SIGNATURE)
FRED B. BROWN
Major USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY [redacted], Capt, USAF
DATE 3 DEC 1975

Downgraded by FBIS under the provisions of AFR 205-1

24-185-474X11

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UNCLASSIFIED

[redacted] accompanied the two men to the balloon, described as 100' long, 30' wide and 12' high, and he went inside. From inside the balloon he could see outside through the walls just as though they were not there. Two women were seated at the control panel. They talked German. Two other men were inside the balloon. [redacted] was informed by the visitors that they intended him no harm and that he would hear more about them later. With that, he left the balloon and it immediately rose 100' vertically and disappeared. A tripod was used as a landing gear, according to [redacted].

According to the FBI report, a Nebraska police official had determined that [redacted] was an employee of Valu-Pac, Inc., of Brawley, Calif., a seed company. His home was listed as Bakersfield, California. The police official said he had been informed by Bakersfield police that [redacted] was a reliable individual. Oil marks, tire marks and pieces possibly from a tripod were found at the alleged scene.

NOTE: The information furnished by Mr. [redacted] was not as complete as furnished above, but additional details were obtained from Agent MOONEY, FBI, when I contacted him.

FOR OFFICIAL USE ONLY
(AFR 190-16)

(Washington Post
30 October '57

Resembles Missile Mechanism

Metal Object With Russian Lettering Found Along Road Near Los Angeles

LOS ANGELES, Oct. 29 (INS)—Experts from the Army, Navy and the Air Force gathered today in a puzzling study of a mysterious metal object bearing what was said to be Russian lettering and found along the side of a mountain highway in Los Angeles County.

A Russian-speaking city worker said the object, three feet long and weighing eight to 10 pounds, was labeled with "a half dozen grammatically correct Russian words" but he did not give a translation.

The object was found yesterday by an unidentified motorist and brought to the Van Nuys police station.

The motorist said he found the object alongside the road near Angeles Crest highway above Altadena.

Air Force officials and police were close-mouthed about the object.

Col. Dean Hess, head of the Air Force Information Office, said it resembled the triggering mechanism of a guided missile but was not of the type the Air Force uses.

He said no one in his office was able to translate the lettering.

Hess did not rule out the possibility that the object may have been the work of a prankster.

He said the object was jet black and bore no marks of impact or scorching. Iron vanes were attached to the main piece of metal.

Hess said any further information would come from the Air Force intelligence station after the object is studied.

24-185-474x10
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FCC WON'T TALK ~~ABOUT~~ NEW SIGNAL FROM SATELLITE

NEW YORK (AP).—An NBC radio newscast today reported a mysterious radio signal is being heard near the new Russian satellite's frequency and that the FCC terms information about the signal "classified."

Later, an FCC spokesman said, "It is classified. We just don't know what it is yet."

Meanwhile, a spokesman for Radio Moscow said, "We have no knowledge of any Russian rocket heading for the moon."

(WASHINGTON EVENING STAR)
5 No 1 1957, PAGE A-1
CLIPPED BY Henn

24-785-474x9

OFFICE OF ... INVESTIGATIONS

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HQ OSI USAF File Nr.

A&D Br

~~Mr Levy:~~ ✓
L/C Cappucci: JC
Mr Welch:
L/C Moritz: ✓
Mr Sullivan:
Maj Sproull:

Area Police Report Mystery Lights in Sky

There were lights in the sky over Washington last night and some remained a mystery.

A display of the aurora borealis rose above the horizon north of Washington between 8 and 8:30 p. m. with a flickering red glow.

Lynn J. Sholar, night observer for the Bureau of Standards radio warning service at Ft. Belvoir, said transatlantic radio communications were hampered by the lights and their accompanying magnetic storm.

Then in Arlington, Sgt. Truman Adams reported that he and more than a dozen other policemen watched a brilliant white light pass from directly overhead to a point on the southwest horizon between 6:40 and 7:30 p. m.

Pvt. George Turpin, of the Arlington police, said the object was "round with a rim around it like a globe." He said it moved slowly as he and the other officers watched it by Arlington Court House, first to the west and then to the southern horizon.

In Fairfax, dispatcher Alvin Funk said one of his scout car men reported seeing "two large objects in the sky" at an elevation of 2300 feet about 8:45 p. m. They gave off a red glow, and appeared to be moving west along Route 50 in the Kamp Washington area. Pvt. Funk said he notified authorities at Andrews Air Force Base.

Andrews and National airports reported no sighting of unusual objects by pilots or radar.

24-185-474 X8

(THE WASHINGTON POST AND TIMES HERALD)
7 Nov 1957, PAGE 1
CLIPPED BY Blum
HQ OSI USAF File Nr.
A&D Br

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7/11/57

'We Check 'Em All'

Saucer Sightings Making AF Weary

By CRAIG CLIFFORD Scripps-Howard Staff Writer

DAYTON, O., Nov. 7—From all over the United States flying saucer and assorted unexplained flying objects reports are pouring into Wright-Patterson Air Force Base here—which is in charge of tracking down such things.

New "sightings" are running at a rate of a score a night and business is getting better — and more expensive to the American taxpayer — since Russian Sputniks I and II took off.

So far in 1957, there have been 250 sightings reported and the way it is going lately, the year's total will exceed 1956 when 768 were reported.

COSTS

It costs approximately $10,000 for each major trackdown, including sending out investigating personnel, paying transportation and expenses, sending planes aloft to investigate intruders and taking pictures of, perhaps, Venus — plus administrative work.

"We check them all, because the next time, there may be something to it," said Spencer Whedon, chief of the air intelligence office at Wright-Patterson.

REPORTS.

But he also pointed out that of the 5700 reports received by his office since 1940, approximately 97 per cent of the objects have been identified satisfactorily.

The remaining three per cent isn't necessarily unexplainable. There just isn't sufficient data to make a proper investigation, Mr. Whedon said.

29-185-474X7

(WASHINGTON DAILY NEWS)
7 Nov 1957, PAGE 7
CLIPPED BY [illegible]

OFFICE OF SPECIAL INVESTIGATIONS

HQ OSI USAF File Nr.

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2/11/57

Space-Ship Story Raises Eyebrows

The World-Herald's News Service.

Kearney, Neb.—A grain buyer who said he saw a space ship Tuesday in a field near here and chatted amicably with its six occupants had more pleasant dealings with the visitors from outer space than with skeptical authorities.

The sensational report by R. O. Schmidt, about 50, of Bakersfield, Cal., which topped a host of reports across the nation Tuesday of seeing mysterious flying objects, had these consequences:

—State Penitentiary records showed a man of the same name served a term for embezzlement from Scotts Bluff County in the 1930's. Scotts Bluffs County Sheriff Steve Warrick said he talked to Schmidt by phone and was convinced he "saw nothing."

—He turned down a chance to take a lie-detector test.

—Schmidt was kept up most of the night for questioning. He finally asked for an attorney. Ward Minor of Kearney was named.

—Wednesday forenoon he went to the scene of the space ship's landing with investigators from the Continental Air Defense Command at Colorado Springs, Colo., Kearney Police Chief Thurston Nelson and Buffalo County Attorney Kenneth Gotobed. They said Schmidt's story "appeared to be weakening."

—Oil drippings on the ground from the space machine were being analyzed at Kearney State College. Investigators said the "mysterious green oil" closely resembled that in a partially-emptied can of commercial auto oil found in the back of Schmidt's car and a nearly-empty can found near the site of the "landing."

Schmidt's story came to light when, white-faced and shaken, he appeared in Kearney Tuesday and asked to see a minister. Taken to police, he told this story:

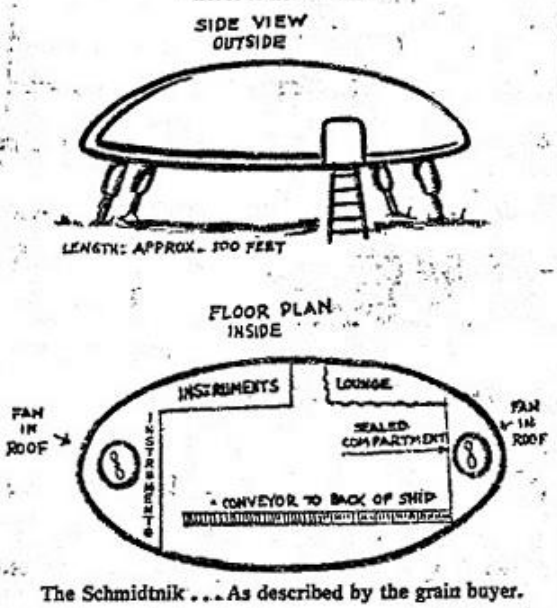
Tuesday he inspected a field of milo about two miles south and a mile east of Kearney. When ready to leave he drove down a side road seeking a place to turn around. Near the Platte River he saw what appeared to be a wrecked balloon. As he neared it Schmidt said, his car engine conked out.

Schmidt said he got out and walked toward the machine. Proximity revealed

Turn to Page 5, Column 1

—World-Herald News Service Photo.

Schmidt (left) and Kearney Police Chief Nelson . . . In "heart-to-heart" talk.



The Schmidtnik . . . As described by the grain buyer.

'Space Ship at Kearney'

Man Is Questioned on Story of Visit

Continued from Page 1.

it to be a translucent, cigar-shaped device about one hundred feet long, 30 feet wide and about 14 feet high. Schmidt said that when he was 25 or 30 feet away, two men got out and waved what looked like a flashlight.

"I couldn't move. I don't know whether I was just afraid or what, but it was like being paralyzed," he said.

'In Business Suits'

Schmidt said the men, dressed in business suits, searched him for weapons, then remarked that as long as they were going to be there for some time "you might as well come in and see things for a few minutes."

Inside the machine were two other men and two women working on wires and instruments. The device had a fan at each end.

By a strange coincidence one of the crewmen looked exactly like a hotel acquaintance with whom he has been watching television programs.

When the occupants wanted to move from place to place they would step in a certain location and be pulled to the new location without moving.

'Spoke German'

The ship occupants talked [illegible] High School [illegible]

72x99, 1.79; 81x108, 2.29; 42x36, 44c; 1.89; double, 2.09.
99 1.89 108
ELL sheet sale!

24-15474-X6
World-Herald, Omaha, Neb.
6 NOV 57

Mr Levy: [illegible]
L/C Cappucci: ✓
Mr Welch: ✓
L/C Moritz: ✓
Mr Sullivan:
Maj Sproull:

Patrols Report Sighting 'Object' at White Sands

WHITE SANDS PROVING GROUND, N. M., Nov. 4 (AP) The White Sands Proving Ground announced today that a huge, oval object "nearly as bright as the sun" was spotted Sunday hovering near bunkers used in the first atomic bomb explosion.

The sightings were made 17 hours apart by two different military police patrols on this southern New Mexico missile testing range. The first atomic bomb was touched off on the northern edge of the area July 16, 1945.

The commanding officer of the MPs said none of the men had heard radio reports or seen newspaper accounts of similar sightings in Texas.

Both sightings were in the area of abandoned bunkers used by technicians who observed the world's first atomic explosion. The bunkers are of

until it was about 50 yards above the A-bomb bunkers, when it went out.

A few minutes later "the object became real bright, like the sun, then fell in an angle to the ground and went out," the patrol reported.

Penney said he had accompanied some of the MPs to the site today but found no physical evidence of the object's visit.

Neither jeep patrol had motor trouble. Some drivers who saw similar phenomena in Texas reported engine trouble.

Officials at White Sands said the phenomena had nothing to do with any activity of the base.

NOV 21 1957

(THE WASHINGTON POST AND TIMES HERALD)
5 Nov 1957, PAGE 4
CLIPPED BY [illegible]
HQ OSI USAF File Nr. 24-185-474 X5
OFFICE OF
[illegible] INVESTIGATIONS
A&D Br

5 NOV 1957

Fiery Object Reported In Wide Area Over Texas

THE EVENING STAR A-5
Washington, D. C.
MONDAY, NOVEMBER 4, 1957

LEVELLAND, Tex., Nov. 4 (AP).—Reports of a mystery object, which one witness said flew around with a "great sound and rush of wind," had officials and the public puzzled today.

Newsmen and authorities had reports of sightings over a wide West Texas area Saturday and yesterday.

Peace officers checking areas where landings were reported were unable to find any trace.

Pedro Saucedo, 30, a farm hand and part-time barber here, told officers and newsmen, "I was driving out to a farm near the Pettit community (west of here, Saturday night) with a friend, Joe Salaz, when we first saw the thing. We first saw a flash of light in a field to our right, and we didn't think much about it at first.

Trucks Lights Go Out

"When it got near, the lights of my truck went out and the motor died. I jumped out of the truck and hit the dirt because I was afraid. I called to Joe, but he didn't get out. The thing passed directly over my truck with a great sound and a rush of wind. It sounded like thunder and my truck rocked from the blast. I felt a lot of heat. Then I got up and watched it go out of sight toward Levelland."

Mr. Saucedo, a Korean War veteran, said it was "torpedo shaped" or like "a rocket," but much larger.

Ronald Martin, 18, a Levelland truck driver, said his truck engine died and the lights went out "when a big ball of fire dropped on the highway" east of here early yesterday. Young Martin said the object changed to a bluish green color when it settled on the highway, then changed to a fireball again when it rose straight up and disappered.

About 15 Reports

Newell Wright, a Texas Tech student from here, reported a similar occurrance also east of Levelland.

Police Patrolman A. J. Fowler said Mr. Saucedo and about 14 others who called in reports of the object sounded upset and in some cases terrified.

"They seemed to agree that this something was 200 feet long, shaped like an egg and was lit up like it was on fire—but looked more like neon lights," he said.

"They said it was about 200 feet in the air, and when it got close car motors and lights would go off. Everybody that called was very excited," he said.

~~Mr Levy:~~
~~L/C Cappucci:~~
Mr Welch:
L/C Moritz: ✓
Mr Sullivan:
Maj Sproull:

NOV 21 [illegible]

24-785-474 x4

[illegible] IG
OFFICE OF
[illegible] INVESTIGATIONS

(WASHINGTON EVENING STAR)
4 Nov 1957, PAGE A-5
CLIPPED BY [illegible]

HQ OSI USAF File Nr.

A&D Br

Mr Levy:
L/C Co...
Mr Welch:
L/C Moritz: ✓
Mr Sullivan:
Maj Sproull:

Weather Expert Sees 'Objects' as 'Ball Lightning'

TAMPA, Fla., Nov. 5 (AP).—A man who has spent a lifetime forecasting the weather believes he knows the answer to the mystery of those great balls of fire in Western Texas and New Mexico.

W. W. Talbott, weather editor of the Tampa Times and for 44 years a professional with the United States Weather Bureau, went no further than his desk dictionary to find the answer.

He thinks those strange goings on are what the old books on meteorology call "ball lightning."

And his Webster's says this on the subject: "Ball lightning: An extremely rare form of lightning, consisting of highly luminous balls which move with moderate velocity and usually disappear without an explosion."

24-185-474 x3

(WASHINGTON EVENING STAR)
5 Nov 1957, PAGE A-7
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HQ OSI USAF File Nr.

A&D Br

NOV 1957

Air Force Set To Study 3 of 46 'Objects'

Associated Press

3 The North American Air Defense Command at Colorado Springs, Colo., reported yesterday it had received 46 reports of unidentified objects from throughout the Nation but only three, including one from Kearney, Neb., "deserved" further study.

Capt. Andy Beasley, public information officer, said two Air Force investigators were sent to Kearney after a Californian, R. O. Schmidt, told of sighting a cigar-shaped object on a Nebraska prairie and chatting with four men and two women in it.

Beasley said the command had not yet decided whether to assign inspectors to the two other reported sightings. He did not say where these reports came from.

Florida Sightings

A dazzling fiery object flashed across southern skies an hour before sunup yesterday and some observers reported it zoomed close to them at treetop level. Reports of sightings came from Albany, Ga., to Miami. The majority described the brilliantly lighted thing as blue or green.

At Tallahassee, a Florida State University department of meteorology professor said that from descriptions of the objects it appeared to be a meteor which came unusually close to the earth.

N. E. Lasmer, the professor, said the meteors appeared to give off a bluish green light, particularly at night.

The navigator of the Coast Guard cutter Sebago estimated that a flying object sighted over the Gulf of Mexico Tuesday had a speed of between 1000 and 13300 miles per hour.

Time Figured

Lt. (jg) Donald Shaffer of Greensburg, Pa., said he based the estimate on elapsed time and distance traveled between the first and second sightings on the cutter's radar screen.

The cutter refueled at the Pensacola Naval Air Station dock during the morning yesterday and then departed for its home port at Mobile, Ala.

Ensign Wayne Shockley of Redlands, Calif., who was officer of the deck when the object was sighted, and radarman James Moore, Carlton, Tex., left the ship to fly to New York to appear today on a national television program, Today.

Crewmen said they have not yet been questioned by Air Force investigators.

The Air Force said Tuesday its radar network of the Air Defense Command had been alerted to watch for the object.

34-185-474 x2

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(THE WASHINGTON POST AND TIMES HERALD)

7 Nov 1957, PAGE 3

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HQ CSI USAF File Nr. _____

A&D Br _____

7/10/57

Coast to Coast

Rash of 'Flying Saucer' Reports Floods U. S.

Several persons reported seeing a "red ball" hovering over the Atomic Energy Commission's Savannah River plant near Augusta, Ga., last night.

7-4416-1?
14-0-6067

There was an unofficial report that Air Force personnel at nearby Aiken, S. C., spotted the object on radar and issued an alert.

The object appeared to be a "constant red light," according to Augusta Chronicle executive editor Louis Harris, who saw the object from the downtown newspaper building. "It could have been a tiny red light a short distance away or a gigantic thing at a great distance," he said.

One witness, J. T. James, said he saw the object on two occasions from his home near Aiken. It was cigar-shaped, he said, and would alternate from bright to amber and occasionally go out altogether.

Elsewhere, strange "saucer" sightings were reported:

NEBRASKA

At Kearney, Neb., authorities held a "heart-to-heart" talk with Reinhold O. Schmidt, a salesman, later discovered to be an ex-convict, who said he talked to four men and two women in a transport space ship which had landed. He said the space people spoke in English and German.

Police roped off the area where the "whatnik" allegedly landed and examined various impressions and oil stains on the ground.

At Long Beach, Calif., three Air Force weather observers, one of them the commanding officer of the spotting unit, late yesterday reported sighting six unidentified, saucer-shaped flying objects over Long Beach Air Force base.

The Coast Guard reported picking up an unidentified flying object on radar over the Gulf of Mexico south of New Orleans. A Coast Guard commander said the object paused over the cutter Sebago in the Gulf and was on the radar scope for about 27 minutes.

WHITE SANDS

Military authorities apparently gave credence to a report by an electronics engineer who said he saw an object which made car engines stall near the White Sands proving grounds.

Col. John McCurdy, Air Force public relations officer at White Sands, said the engineer, James Stokes, 42, will be given a thoro medical examination and a radiation count test. Col. McCurdy said he was "personally satisfied" with Mr. Stokes' report.

A Civil Service worker at Lackland Air Force Base in San Antonio, Tex., said he saw an egg-shaped object land in a ravine about 200 yards from him as he drove near the city. He said his car engine and lights went off, and the object took off in a few minutes, enabling him to drive away.

At about the same time, the Ground Observer Corps at Midland, Tex., said it saw a large, red object and picked up unintelligible conversation on a sound detector. (UP)

24-185-474 x1

(WASHINGTON DAILY NEWS)
6 Nov 1957, PAGE 7
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EQ OSI USAF File Nr. _____

A&D Br _____

Investigators Using Radar Find No Evidence of Flying Objects

WASHINGTON, Nov. 5 (AP)—The Air Force said today that no radar sighting of strange had been reported by its investigatings.

It began an inquiry after having received reports of objects from several places in the country and at sea. Some of the reports spoke of an egg-shaped object several hundred feet long. Word of sightings has come recent from Texas, New Mexico and other states.

The Air Force said it had received no report yet on the sighting of a fast-moving bright object in the Gulf of Mexico by the crew of a Coast Guard.

Such reports, as well as those of sightings ashore, are referred to the Air Force for investigation. The Navy said it would make no independent investigations.

In the last ten years the Air Force has investigated 5,700 reports of strange objects, 250 of them between January and June this year. All but a small fraction have been explained as aircraft, astronomical phenomena, hoaxes or hallucinations, it said.

Attributed to Outer Space

BUFFALO, N. Y., Nov. 5 (AP)—A Bell Aircraft Corporation engineer said today that the traveling lights reported over Texas and other states had come from outer space.

"They do not fit in with any of our knowledge concerning mechanics or electronics," Edward L. Kramer declared.

He said the lights were apparently the same as a bright orange object he and others reported having seen over Buffalo early last month.

"These objects, of course, are entirely out of the conception of the earth," he added.

Called Mirages

CAMBRIDGE, Mass., Nov. 5 (UP)—Dr. Donald H. Menzel, director of the Harvard College Observatory, said tonight that the mysterious flying objects were mirages.

"It's no great surprise to me that there has been another flying saucer scare," he said, "because there are just as many now as there were in 1947 and 1948 when the first flying saucer scare started.

He said the phenomenon was caused by "heated air close to the ground which can form an image of objects fifty to 100 miles away."

"The current rash of flying saucers is tied in with the sensitization of people to the sputniks," he declared.

Falls in Alexandria

CAIRO, Nov. 5 (UP)—A flaming object bounced into the yard Alexandria today. Russian scientists who rushed to the scene from the atoms-for-peace exhibit here identified it as part of a short-range missile.

The object, thre inches long, two inches wide and less than an inch thick, was made of white rubber and equipped with three lenses.

The newspaper Al Akhbar here reported that a fireball streaked across the sky yesterday. It said several persons had seen it. However, the Helwan Observatory said it had not observed the phenomenon.

No planes were flying over Alexandria when the object struck.

24-185-474-X

(THE NEW YORK TIMES)
6 Nov 1957, PAGE C-5/21-1 (N.ed. 1A)
CLASSIFIED BY Hqrs

HQ. CSI USAF File Nr.

A&D Br

Associated Press

A brilliant mystery object was reported sighted yesterday in southern skies by a Coast Guard cutter, even as Air Force special investigators checked a flurry of earlier, similar reports.

The Coast Guard cutter Sebago, cruising in the Gulf of Mexico about 200 miles south of Louisiana, radioed that an object resembling "a brilliant planet with a high rate of speed" was seen for about three seconds at 5:21 a. m. (CST).

The Sebago's message said the object was tracked on the vessel's radar screen for 27 minutes and that, during that period, the object flitted on and off the screen several times. Crewmen caught sight of it only for a few seconds.

[The Sebago radioed New Orleans Coast Guard Headquarters that the object was traveling at an estimated 1000 miles per hour, International News Service reported. However, at one point, the object appeared to remain stationary and hover above the waters before it resumed its erratic flight.

[The cutter's captain, Cmdr. H. Waring, said the object st appeared on the ship's lar screen as a "good, strong

Reds say super fuel can wer 10-hour rocket flight moon. Page A3

at 5:10 a. m. and was lost northerly direction at 5:37

this time, the skipper ue object, which came as as two miles to the ves- s actually seen by four rs of the crew. One, Jayne D. Shockley, de- it as a "bright point of light with no definite shape, resembling the planet Venus." Shockley said there were no vapor trails or any other indications as to the object's method of propulsion. One estimate of its height placed it at 2000 feet.

[Glenn Northcutt, Willis, Okla., rancher and member of the University of Oklahoma Board of Regents, reported that on Saturday he and five others had watched "a brilliant, mysterious light that looked like the planet Venus magnified many, many times." The object, he said, was visible more than half an hour.]

Sightings of strange objects have been rted from widely scattered sections of the United States, most of them near secret military installations in the Southwest.

The Air Force said the radar network of the Air Defense

See MYSTERY, A6, Co. 1

mand was keeping watch —so far with no results—and that specially qualified investigators had been assigned to look into the reports.

For several years the Air Force has checked all reports of unidentified flying objects. Investigators work under the Air Defense Command at Colorado Springs, Colo., and report to the Air Technical Intelligence Center.

Judging from past findings, the chances are 50-1 the Air Force will offer a humdrum explanation for the current sightings.

During the first half of this year, the Air Force said, only 1.9 per cent of the 250 reported sightings of flying saucers and other fantastic aerial objects have wound up in the "unknown" category.

Air Force Skeptical

And the Air Force said firmly—though not all flying saucer buffs may agree—that it doesn't believe even the 1.9 per cent residue is made up of the things you read about in science fiction magazines.

Balloons, aircraft and such astronomical sights as meteorites and bright stars account —at least to the Air Force's official satisfaction—for almost four-fifths of the sightings.

The director of a private organization set up to investigate flying saucers and such said he couldn't evaluate at this point the current rash of reported sightings.

But retired Marine Maj. Donald E. Keyhoe, director of the National Investigations Committee on Aerial Phenomena, added that the reported objects may be something from another planet.

"Assuming they are real," he said, "they would be secret weapons made on earth or are interplanetary." Any nation with the secret, he added, would by now have abandoned conventional aircraft or missiles.

Cosmic Energy

"It looks as though they are interplanetary," Keyhoe said.

He said one source of power for such reported objects could be cosmic ray energy.

Some of the citizens, peace officers and servicemen who reported sighting mystery objects in the Southwest since the weekend said the objects stalled auto engines and caused radios to fade.

James Stokes, an engineer at the Air Force missile development center at Alamagordo, N. M., reported 10 autos were stalled Monday on a desert highway between Alamagordo and the White Sands (N. M.) Proving Grounds.

He reported seeing a soundless, "brilliant colored egg-shaped object" which flitted erratically across the countryside and left a sort of heat wave, "like radiation from a giant sun lamp," in its wake.

Device Sought

Leonard Hardlund, chief engineer for the National Inventors Council in Washington, said a device that could stall autos or other mechanical equipment was one of the things the armed forces would like to see developed.

But Hardlund said he knew of no research in this country aimed at producing such a device.

Two teen-age girls reported seeing a mysterious object in the sky over Annapolis, Md., last week.

Jean Hunt, 13, and Sylvia Fowler, 15, said they saw an egg-shaped object which glowed like a neon light. They spotted it while trick-or-treating with Jean's two younger sisters on Halloween night in Primrose Acres, a housing development on the outskirts of Annapolis.

Jean said the girls became frightened and ran home but no one would believe their story until weekend newspaper accounts told of a mystery object sighted in Texas.

Associated Press

J. G. Kirby of Dallas made this photo of a diamond shaped object flying through the sky while he and his family were driving near Amarillo, Tex., in August, 1956. The photo was turned over to the FBI and has just been released after intensive study. The Air Force described the glow as "radiation vapor."

Mr Levy: ✓
L/C Cappucci: ✓
Mr Welch: ✓
L/C Moritz: ✓
Mr Sullivan:
Maj Sproull:

(THE WASHINGTON POST AND TIMES HERALD)
6 Nov 1957, PAGE 1
CLIPPED BY

24-185-474

HQ CSI USAF File Nr.

A&D Br

5 NOV 1957

INV 24-185-480

26 September 1958
AFCSI-6D/Capt Olsen/dpc/8924

MEMORANDUM FOR ~~CHIEF, SABOTAGE AND ESPIONAGE BRANCH~~

SUBJECT: REV. [redacted] 6, Chanute, Kansas

1. The following is set forth for file and record:

a. Reverend [redacted] wrote to FBI on 13 March 1958 re Flying Saucers and Buck Nelson.

b. FBI furnished [redacted]'s letter to OSI by MRS, 11 April 1958. FBI advised that they had informed [redacted] of referral of his letter to Air Force. FBI further told [redacted] that no investigation as claimed was conducted by FBI.

c. Copies of [redacted] letter were referred by OSI to AFCIN on 30 April 1958.

d. On 22 September 1958, Major Arentson advised that Major Carels, AFCIN queried him on any suggestions we might have as to how to handle.

e. On 23 September 1958, the undersigned telephonically contacted Carels. After discussion, it was agreed that undersigned would refer matter to SAFIS.

Leo F. Olsen Jr.

LEO F. OLSEN, JR., CAPTAIN, USAF
Sabotage and Espionage Branch

D 13 OCT 1958

NO - This is matter which AFCIN should handle as cognizant Staff Div. — also matter is unimportant & elapsed time is such that no further action is indicated

30/9/58

480

24-185-480 X3

OUT 6 OCT 1958 CI DIV OSI

~~CONFIDENTIAL~~

AFCSI-6D/Capt Sellars/mh/Code 181/X-4718/18 Sep 58

24-185-483

Honorable J. Edgar Hoover
Director, Federal Bureau of Investigation
United States Department of Justice
Washington 25, D. C.

22 SEP 1958

SUBJECT: Unidentified Flying Object,
Torrington, Conn.,
5 December 1957

Dear Sir:

Inclosed is a copy of a letter from a [redacted] who identifies himself as [redacted] Electronics Service Unit 4, Roseau, Minnesota. This letter requests information concerning the reported sighting of an Unconvential Aerial Object on or about 5 December 1957 at Torrington, Connecticut.

This letter was furnished the Office of Special Investigations by the Ground Observer Corps (GOC) Coordinator for the State of Connecticut. That individual has advised that an alleged sighting of an unidentified flying object near Torrington, Connecticut, was reported on or about 5 December 1957, but that neither he nor the addressee have any knowledge of the author of the inclosed letter.

Information has been received from the U. S. Army, and Air Force Postal Service that no military units are located at Roseau, Minnesota. Therefore, this matter is being referred to your Bureau for any action you deem appropriate.

Advice if any information of interest to the Air Force is developed by your Bureau in this matter will be appreciated.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY [illegible], Capt, USAF
ASSIGNED
8 DEC 1975
DATE

Sincerely,

B 25 SEP 1958 ; 483

24-185-483 X1

1 Incl
Cy of Envelope &
Ltr fr Hq. Electronics
Service Unit 4,
Roseau, Minn.

P. L. WELCH
Assistant Chief
Counterintelligence Div.
Dir of Special Investigations
The Inspector General

LOAN TO OFFICE OF SPECIAL INVESTIGATIONS

HAND DELIVERED
BY
AGENCY'S ENVELOPE
TO
DATE
NO. OF COPIES

AFCSI-6D
Capt B. F. Sellars
Lt Col H. L. Moore

Coord Cy - INV 24-185-483
Cmbk Cy - AFCSI-6D
Rdy File Cy - AFCSI-6D

~~CONFIDENTIAL~~

UNCLASSIFIED

[redacted]

SEP 22 1958
17 Sep 58

24-185-483 AFCSI-6D/Capt Sellars/jc/C181/4718

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, INTELLIGENCE, USAF

SUBJECT: (U) Unidentified Flying Object, Torrington, Connecticut, 5 December 1957.

1. Inclosed for your information is a copy of a letter which was furnished the Office of Special Investigations by the Ground Observer Corps (GOC) Coordinator for the State of Connecticut.

2. For your additional information the GOC Coordinator advised that an alleged sighting of an unidentified flying object near Torrington, Connecticut, was reported on or about 5 December 1958. This alleged sighting was reported to Headquarters, Air Defense Command in accordance with Air Force directives. The GOC Coordinator further advised that neither he nor the addressee have any knowledge of the author of the inclosed letter.

3. Information has been received from the Army and Air Force Postal Service that no military units are located at Roseau, Minnesota. Consequently, this matter is being referred to the Federal Bureau of Investigation.

4. This letter is classified CONFIDENTIAL to protect investigative information from unauthorized disclosure.

1. Incl
Cy of Envelope &
Ltr fr Hq. Electronics
Service Unit 4,
Roseau, Minn.

HOMER L. MOORE, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI-6D
Capt B. F. Sellars 19/9/58
Maj R. M. Arentson 19/9/58

Coord Cy 24-185-483
Cmbk Cy AFCSI-6D
Read Cy AFCSI-6D

B 25 SEP 1958

483
24-185-483

CUT 22 SEP 1958 MANAGEMENT DIV OSI

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D OSI INV 24-0-400 8 Aug 58

SUBJECT: Unidentified Flying Object
Torrington, Conn., 5 December 1957

TO: Director, Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Major EUGENE J. De LORIA, GOC Coordinator for the State of Connecticut, furnished a letter from "Headquarters, Electronics Service Unit 4, Roseau, Minnesota," addressed to Mr. [redacted] of Torrington, Conn., dated 1 July 1958. This letter, signed by [redacted] as [redacted] requested certain information concerning an unidentified flying object sighted "approximately 8:05 P.M.," on or about 5 December 1957. De LORIA stated his records revealed an alleged sighting was made near Torrington, Conn., by a group of people at about the time and date stated in the letter. This alleged sighting was reported to ADC Headquarters, Ent AFB, Colo., in accordance with appropriate AF directives. Instant letter attached as inclosure.

2. Neither De LORIA's organization nor [redacted] has prior knowledge of [redacted] or the organization he supposedly represents. De LORIA and [redacted] are at a loss to determine how [redacted] obtained knowledge of either the incident or [redacted]'s name and address.

3. Efforts to identify Electronics Service Unit 4 through organizations on Westover AFB resulted in information from SAMUEL B. LEVY, Major, AO 1635022, Operations Officer, 13th Communications Squadron, that individuals who worked with similar type units advised him this is undoubtedly a military unit under the command of the Oklahoma City Air Materiel Area.

4. This information is forwarded for your information and any action deemed necessary.

5. Classified CONFIDENTIAL to protect against unauthorized disclosure of investigative information.

CLASSIFICATION CANCELLED
BY AUTHORITY [redacted] Capt USAF
BY [redacted]
8 DEC 1975

Goodman G. Griffin
GOODMAN G. GRIFFIN
Colonel, USAF
Commander

1 Incl:
Ltr, Electronics Service Unit 4, Roseau, Minn., 1 Jul 58 w/envelope

UNCLASSIFIED

Headquarters
Electronics Service Unit 4
Roseau, Minnesota

D/O

JUL 1 [illegible]

Mr [redacted]
Torrington, Connecticut

Dear Sir:

It has been reported that you did, on or about December 5, 1957, sight an Unconventional Aerial Object at or near Torrington, Connecticut, at approximately 8:05 p.m., in company with friends.

We respectfully request your assistance in this matter. Please describe the object, giving approximate alitude, color, shape, direction of flight if any, approximate position in sky, time, date, approximate size in comparison to any coin held at arms length and duration of sighting. Did you notice any infraction of flight safety? Subject material will be held strictly confidential.

Your assistance will be immensely appreciated.

Sincerely:

[redacted]

Electronics Service Unit 4
EXETOR [redacted]

Copies Reproduced 2
Disposition AFCIN - FBI
Date 19 Dec 58
Signature [illegible]
Div. CI

"Attention is invited to the fact that the information contained herein has been derived from sources other than the USAF. Information contained herein has been released to the USAF with the provision that dissemination cannot be made outside of [illegible] without the consent of the originating agency. Information contained herein will not be reproduced without prior approval from the Office of Special Investigations, IG."

Director of Operations
Electronics Service Unit 4
Route 2
Roseau, Minnesota

ROSEAU
JUL 21
730AM
1958
MINN

183 Harrington Ave

Mr. [redacted]
Torrington, Connecticut

OCT 8 1958

Typed: 6 Oct 58

24-185-486 AFCSI-6D/Capt Olsen/ryg/C181/Z8896

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, INTELLIGENCE, USAF

SUBJECT: Transmittal of Information

1. Transmitted is information considered of interest to your office. The inclosure is for your retention.

2. Remarks -

2 Incls
1. Ltr dtd 22 Sep 58 fr Donald E. Keyhoe to Mr. J. Edgar Hoover.
2. Cy ltr fr J. Edgar Hoover to Donald E. Keyhoe dtd 26 Sep 58.

HOMER L. MOORE, Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

UPON WITHDRAWAL OF THE INCLOSURES, THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE CANCELLED.

OUT 8 OCT 1958 MANAGEMENT DIV OSI

D 13 OCT 1958

AFCSI-6D
Capt L. F. Olsen
Maj H. M. Arentson
Lt Col H. L. Moore

OUT 7 OCT 1958 CI DIV OSI

File Copy -- AFCSI-6D INV 24-185-486

486
24-185-486
OFFICE OF SPECIAL INVESTIGATIONS

[redacted]

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

WASHINGTON 25, D. C.

In Reply, Please Refer to
File No. 62-103581

Date: October 2, 1958

To: Director of Special Investigations
The Inspector General
Department of the Air Force
Building Tempo E
4th and Adams Drive, S. W.
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: DONALD E. KEYHOE
MISCELLANEOUS - INFORMATION CONCERNING

For your information, there are enclosed two Photostats of a letter dated September 22, 1958, addressed to this Bureau by the subject and two copies of this Bureau's reply dated September 26, 1958.

Enclosures - 4

NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA

NICAP

MAJOR DONALD E. KEYHOE, Director

[illegible]
Washington 6, D.C.
NOrth 7-9434

[illegible]

[illegible]
Director
Federal Bureau of Investigation
Washington 25, D.C.

Dear [redacted]

Some time ago I wrote to you about the subject of unidentified flying objects. I congratulated you and the FBI [illegible] of the so-called "Venus swindle" at that time I told you that this committee is making a serious, factual investigation of UFOs—we have a mass of verified evidence which disproves suggestions that these sightings are caused by mirages, palludinations, etc.

The standing and serious aim of our committee may be judged by examining a list of our Board members and Special [illegible] [illegible] such distinguished citizens [illegible] Hillenkoetter, USN (Ret.), former director of the Central Intelligence Agency, Rear Admiral [illegible] (Ret.), [illegible] Robert Emerson, USAR; Major Dewey Fournet, USAFR, formerly on the Air Force [illegible] Project [illegible] President, Air Force [illegible] and Pilots Association, and other citizens well known in the [illegible] of education, religion, and science.

I am writing to ask what part, if any, [illegible] investigation plays in the official investigation [illegible] Air Force Intelligence [illegible] agents helped the Air Force [illegible] sions — particularly when Air Force represents [illegible] immediately available. I understand that [illegible] this has occurred in the last year or so [illegible] that the FBI has a general directive to help the Air Force in the collection of any UFO information.

These of course would be normal functions [illegible] approve [illegible] in this connection, however, [illegible] reports which may or may not be correct. We have been told that on certain occasions FBI agents ordered [illegible] [illegible] that they had been interviewed [illegible]

A PRIVATELY SUPPORTED FACT FINDING CIVILIAN COMMITTEE SERVING THE PUBLIC INTERESTS

It is possible that the agents suggested or advised [illegible] rather than giving direct orders.

So far as I know there is no authority to command [illegible] to withhold such information and I am sure the FBI [illegible] prove of such orders without legal authority.

Also, we realize that in some cases even a [illegible] agent could be misconstrued as carrying serious implications, even requiring silence.

We have been asked about this possibility several times [illegible] been questioned once or twice during lectures. [illegible] appreciate having whatever information you can give us [illegible] may answer such questions correctly.

Specifically we have been asked:

Does the FBI officially investigate UFO sightings in any way?

Have FBI agents told witnesses not to talk about UFO sightings?

Does the FBI make character investigations of UFO witnesses in some cases?

Does the FBI have any information on UFOs, which can be released?

Is the FBI bound by JANAP 146 as regards the [illegible] reports coming into its possession?

Our Committee believes that censorship of UFO information is not warranted since the Defense Department has repeatedly declared there is no danger involved and no threat to national security. We believe on the contrary, that the policy of secrecy could under certain circumstances lead to hysteria and possibly even panic. [illegible] to know whether, in the event that the UFOs prove to [illegible] trial, the FBI has any assigned part in any official plan [illegible] for possible communication with extraterrestrial [illegible] another planet.

Several of our Board members have suggested that [illegible] Federal agencies involved in this question could be of mutual benefit. If possible, I should like to have an interview with an FBI official acquainted with the facts, and with the FBI policy which may be involved. Thank you for your consideration of these [illegible].

Sincerely yours,

[illegible]

DONALD E. KEYHOE, [illegible]
Director of [illegible]

DEK:k

COPY

September 26, 1958

Major Donald E. Keyhoe, Director
National Investigations Committee
on Aerial Phenomena
1536 Connecticut Avenue
Washington 6, D. C.

Dear Sir:

In response to your letter of September 22, 1958, the following requested information is furnished:

The Federal Bureau of Investigation does not investigate sightings of unidentified flying objects. When the details of such a sighting are reported to representatives of this Bureau, the information is forwarded to the Air Force.

Representatives of this Bureau do not issue instructions to individuals who have sighted unidentified flying objects that they should not talk about such sightings.

It is not a function of this Bureau to make character investigations of individuals who have witnessed unidentified flying objects.

This Bureau does not have information on unidentified flying objects which can be released. This does not imply that this Bureau has information concerning unidentified flying objects which cannot be released.

It is understood that JANAP 146 is a Department of Defense document and is not, as such, applicable to the operations of the Federal Bureau of Investigation.

Possible communication with extraterrestrial vehicles from another planet, should the unidentified

COPY

COPY

Major Donald E. Keyhoe

flying objects prove to be extraterrestrial, is not a function of the Federal Bureau of Investigation. This Bureau is, of course, interested in any aspect of any development which would affect the internal security of the United States.

Your letter of September 22, 1958, requested an interview with an official of this Bureau concerning the matter of unidentified flying objects and this Bureau's policy in connection therewith. Since this Bureau's policy in connection with unidentified flying objects has been fully set forth above, you may feel that the requested interview is not now necessary.

Sincerely yours,

John Edgar Hoover
Director

COPY

17 September 1958
AFCSI-6C/Maj Stahl/mdh/4035

24-185

MEMORANDUM FOR CHIEF, COUNTERINTELLIGENCE DIVISION

SUBJECT: Unidentified Flying Objects (UFO)

1. At approximately 1405, this date, I was contacted by an individual wishing to remain annonymous, who supplied the following information regarding an object he had sighted the previous evening (16 September 1958):

He was driving along Temple Hills Road between Temple Hills and Camp Springs, Maryland, when he noticed off to the right, about 30 to 35° bearing from the car, two pinpoints of light, greenish blue in color, but mostly blue, surrounded by a glow of the same color, falling directly downward. He could not tell whether this object was 500 lightyears away or a mile away. It took approximately six seconds to fall from a point where it was first sighted to a point where the trees obscured it. A check of a map of the area indicated that it was pretty close ~~to~~ the vicinity of the Weather Bureau in Suitland (three miles away). The color of this object did not correspond to the wing tip lights of green; it was definitely blue. It seemed to fall at a rate which wasn't increasing or accelerating, it was a constant rate which seemed to be much faster than the velocity of a falling stone. It appeared to him to be approximately two miles away and a mile and a quarter high, and it covered that distance in approximately six seconds. He could return to the exact spot where he was when this object was sighted, because it was a place on Temple Hills Road where there are two culverts, and he stopped directly on one of them.

2. After the above information was given to me by the unidentified individual, I told him that I would like to meet with him for a more thorough discussion of this matter. He gave me his home telephone number which he said was [redacted] and added that since I had his phone number he might as well tell me his name, which he said is [redacted] Mr. [redacted] on stated that he will be available at home ~~this~~ evening after six o'clock. I agreed to call him this evening.

3. A check of the telephone directory indicates that Mr. [redacted] Thornton lives at [redacted] Camp Springs, Maryland, and his telephone number is [redacted]

D 13 OCT 1958

8 OCT 1958

4. Captain Malone checked with Captain Chester A. Peteritas, Intelligence Officer, Detachment 3, 26th Air Division (SAGE), Andrews Air Force Base, Maryland, who advised that from the story furnished

24-185

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by [redacted] that the matter would hardly be considered under the Unidentified Flying Objects regulation (AFR 200-2, dated 5 February 1958). He advised, however, that the Operations Officer, 1001st Air Base Wing, Andrews AFB, Maryland, is directly responsible for handling this matter. He requested that a letter be sent to that office for evaluation and possible consideration of contact with Thornton.

5. A letter is being prepared for the Operations Officer, covering the above material.

Action taken by S&E Branch. Letter sent. John J.

John J. Svahl Jr.
Major, U. S. Air Force
Chief, Special Activities Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

OCT 7 1958

AFCSI-6D INV 24-185 AFCSI-6D/Capt Olsen/rvg/C181/X8896/2 Oct 58

SUBJECT: [redacted]
Camp Springs, Maryland

TO: District Commander
4th OSI District (IG)
Bolling Air Force Base 25, D.C.

1. On 17 September 1958, [redacted], Camp Springs, Maryland, telephone [redacted], contacted this Directorate and furnished the following information: He was driving along Temple Hills Road between Temple Hills and Camp Springs, Maryland, when he noticed off to the right, about 30° to 35° bearing from the car, two pinpoints of light, greenish blue in color, but mostly blue, surrounded by a glow of the same color, falling directly downward. He could not tell whether this object was 500 light years away or a mile away. It took approximately six seconds to fall from a point where it was first sighted to a point where the trees obscured it. A check of a map of the area indicated that it was pretty close to the vicinity of the Weather Bureau in Suitland (three miles away). The color of this object did not correspond to the wing tip lights of green; it was definitely blue. It seemed to fall at a rate which wasn't increasing or accelerating; it was a constant rate which seemed to be much faster than the velocity of a falling stone. It appeared to him to be approximately two miles away and a mile and a quarter high, and it covered that distance in approximately six seconds. He could return to the exact spot where he was when this object was sighted, because it was a place on Temple Hills Road where there are two culverts, and he stopped directly on one of them.

2. Thornton advised that he would be at home after 1300 each evening and he would discuss the matter with an Air Force representative.

3. It is requested that the above information be furnished to the Commander, Andrews Air Force Base, in accordance with the provisions of Section IX, OSI Bulletin 51.

D 13 OCT 1958

FOR THE DIRECTOR:

HOMER L. MOORE, Lt Col, USAF
Chief, Sabotage and Espionage Branch
Counterintelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI-6D
Capt L. F. Olsen
Maj R. M. Arentson
Lt Col H. L. Moore

AFCSI File INV 24-185
Cmbk Copy — AFCSI-6D
Read Copy

24-185-488

USAF - IG
OFFICE OF
SPECIAL INVESTIGATIONS

FOR OFFICIAL USE ONLY

Mystery Object 'Visited' Nike Site, Army Told

Two Army missilemen stationed at Derwood, Md., have reported seeing a mysterious wingless object land and take off near their Nike site 17 miles from Washington last week.

An unidentified flying object was also reported by a number

Flying Saucer Reports Debunked by Air Force. Page A-4

of Maryland residents on the night of September 29 from the Eastern Shore to Frederick County. The report by the two soldiers has just come to light because it was made through channels.

Pvt. Jerome A. Scanlon, 21, of Jersey City, and Sergt. Riney Farriss, his sergeant of the guard, reported their observation to their commanding officer, Capt. William Turley of the 4th Missile Battalion at Derwood, near Rockville.

They said the thing they saw had a ball-like nose, tapering to a blunt tail without propellers or wings. Capt. Turley relayed the report to the 2d Region Army Air Defense Office at Fort Meade, which in turn sent it to Air Force headquarters here. A team of 12 Air Force investigators spent two days at Derwood questioning Pvt. Scanlon and Sergt. Farriss and several other soldiers who said they sawe the same thing.

The original reports of a "flying object" came from Maryland State Trooper M. I. Morgan who said he saw something that looked like a flaming meteor over Denton, and Early

See OBJECT, Page A-3

OBJECT

Continued From First Page

Poist of Baltimore, who said it looked like a "ball of fire coming right up the bay." Others said they heard a roaring noise like a jet plane high in the air as the blazing ball passed over.

Several Washington area residents called The Star to say they had seen similar sights. The results of the Derwood probe have not been made public. However the Air Force yesterday threw some more cold water on flying saucer reports.

The Air Force said it has investigated 1,970 such reports in the 13 months ending last July 31. Fewer than 2 per cent of the reports were classified as being of unknown origin.

Resolved as meteor + farm floodlight. AFCIN by per Col Marcyl Fdo.

Special Operations Section
Lt/Col Lee Martin
Rm MB862
Ext. 77633

Air Intelligence conducted an investigation
OSI will receive report

D 21 OCT 1958

Stamp 91

24-185-489

(WASHINGTON EVENING STAR)
7 Oct 1958, PAGE
CLIPPED BY Schipano

HQ OSI USAF File Nr.

A&D Br

OI DIV

Closed
EXP

SPACE CRAFT
Digest
FALL
ISSUE
1958
Theories of
Electrical Flight
published by the

EDITORIAL . . . . In this issue, the subject of the Unidentified Flying Object, space-life and other phenomena that are unexplained by conventional science is presented in such a manner that it seems incredible that the US Air Forces can continue any longer to permit their obtuse prevarications to further harass the over-loaded US tax-payer.

Our rocket propelled "space" program has failed! Our DEW line radar is far from adequate protection against any type of USSR Missles from the North! Our SAC planes and their costly vapor trails are a very expensive, impressive, tragic JOKE! But still, in the "battle of the budget" in our "government by press release" still greater military budgets are proposed with the awful spectre of Communism used as the whip.

It will profit "our way of life" little if we are so over-loaded with incompetent, tax hungry, military and civil bureaucracy that we spend ourselves into bankruptcy even before the dreaded Communist-inspired war breaks upon us

Let our government accept the obvious fact that force of arms never solved a political question short of "death to the enemy" and that "our system" is on trial over the world in a political arena. This is a political battle over the world, and armed force in Lebanon, Quemoy or Little-Rock will never solve a political question.

Conventional flight must one day succumb to the electrically propelled space vehicle which in itself is a complete planetoid capable of occupying its force-field-determined niche in the universe. Until this method of looking at the problem becomes our national scientific policy we can bankrupt our nation building obsolete, impractical rockets and jets

Let the Air Force publicly ADMIT that "some one" is violating the airspace over our nation at will. They have thus failed doubly in their lawful task. Let them admit failure NOW. Let them now reassess their blundering before the "dreaded Communists" actually do control the planet thru their electrical flight vehicles.

For the nation that correctly solves the "flying saucer" enigma will in that one stroke vault 10,000 years in the real space-age

OREGON'S OCTOBER SPACE-CRAFT VISITOR

Oregon, without much doubt, had a persistant space-visitor, and the AM paper in Oregon, the Oregonian, carried the "sonic-boom" ACCOUNT of the arrival in the usual manner that distorts such stories.

VOL. XCVIII— NO. 60,562

Jet Plane Suspected Of 'Boom'

Morning Blast Rattles Windows Throughout City

"A heavy blast, apparently caused by a Portland based F 102 jet airplane breaking the sound barrier, shook houses, rattled windows and dishes and startled residents all over Portland Monday.

Calls about the blast swamped the Oregonian switchboard. It was first believed to have come from construction on the Baldock Freeway. But the contractor said there was no blasting on the project Monday and City Hall reported no permits for blasting Monday had been issued.

The Portland Air Base information office reported later one of the supersonic F 102 fighter planes based there had been flying on a routine mission at some 40,000 feet some 25 miles South of Portland around 11:15 AM and had cracked the sound barrier.

The information officer said the plane, breaking beyond the speed of sound, probably had created a sonic boom, somewhat akin to thunder produced by an electrical storm.

He said however, that while the jet's flight was the PROBABLE cause of the blast, there was no absolute certainty of it. . . . . "

COMMENT---again it seems that the story is ambiguous and misleading in such cases and a "handy" explanation is used by an Air Force officer who belatedly issues a cover-up release. Let's go on and quote the news stories the rest of the month from the Salem, Oregon, Statesman and the Oregonian and see if we can at least put forth an explanation which has as much basis as did the one quoted.

Blinking Flying Object Sighted Over Salem

Here is the second headline and the story. ". . A strange unidentified flying object with red and white blinking lights was seen by some Salem residents Monday night.

Thomas Warren, Leslie Jr. High Mathematics instructor, and Beverly Shriver, 14 year old daughter of Mr. and Mrs. William Shriver 3856 Seneca Avenue, S., reported they both saw a rectangular shaped object hovering in the Western skies. . . . . .the object flying slow

THEN increased speed and flew toward Portland, Warren said. A Portlander also reported seeing the object. a radio station reported

Two Hunters See Eerie Sky Lights

BUT THE OBJECT STILL REMAINED IN OREGON in OCT.

Two Salem deer hunters were home from Eastern Oregon Tuesday with a story of sighting strange sky lights Bab and Jack Brant 450 Beck Avenue, S.E. arrived at the Pine Mt. Area near Millican about 3 a.m. Tuesday morning. For about 20 minutes, as they were hunting for a camping site, a white and red light seemed to keep pace with their car at a distance. At first they believed it was either car lights on a distant mountain or a camp fire.

Then the light, alternately bright and dim, sped toward the car, suddenly halting and nearing the ground to the right and slightly ahead of them As the ground became illuminated the lights went out.

Both men said the white light was the most brilliant with the red light beneath it

They refused to remain in the area and returned to Sisters. There, they said, a waitress reported two other groups of persons had like-wise reported sighting the same type of light recently in the same general area. Bob Brant is employed by Southern Pacific R.R. and his brother is home on leave from the AIR FORCE ! !)

Both said that they considered reporting the event to the state police, but did not because they thought that the police would not believe them....

Police Chiefs at Stayton, Mill City See 'Sky Light'

Statesman News Service

On Friday night the 24th of Oct others saw similar performances "....Strange sky objects were apparently hovering in Marion County skies Friday night, judging from reports of two valley police chiefs.

Stayton Police Chief, Everette Norfleet, Sgt. Ronald Frey and another Stayton man reported seeing an object in the Northeast sky traveling Southwest at 7 30 PM while they were on a routine police patrol.

"It looked like an evening star with a tail below it", Norfleet said. "I've watched for flying saucers ever since they were mentioned and I never saw anything like this," he added.

The object was reported to have been a light "star" color gradually changing to a ruddy glow and swinging like a pendulum. It was watched for some 15 minutes and still in view when the men resumed their police duties.

At the same time, Mill City Chief of Police Clarence Meader reported seeing an object moving East from where he was watching, North of Mill City.

I am not saying what it was, Meader said, reporting that it was a clear bright blue point of light. The object was seen later in the evening from a point west of Mill City. This time it was moving West, Meader said.

Although there were jet planes reported in the area Friday night, both men said they were familiar with jets, and that the object was something else.

****

Big Fiery Object Seen In Early Morning Sky

By The Associated Press

On the 18th of the month--- A big fiery object flashed across the sky in Eastern Washington early Friday and a weather observer at Spokane said, " it was as bright as lighting, too bright for a shooting star". It was reported to have been seen from Spokane to Pasco and Prosser (Near the secret US Plutonium works at Han ford, Wn. Ed)

Deputy sheriff William H. Miller of Spokane County said the object lit up the ground around the patrol car in the Spokane Valley for from 15 to 20 seconds and the object cast shadows from nearby objects. Spokane city police said they also saw it. Other reports came in from Othello.

****

COMMENT BY EDITOR: Now it seems that all of these people see these sky happenings. But what does the Air Force say: IN OCTOBER----- FROM UPI...

WASHINGTON---THE AIR FORCE SAYS IT HAS BEEN UNABLE TO EXPLAIN 21 REPORTS OF UNIDENTIFIED FLYING OBJECTS (UFO's) DURING THE 13 MONTHS ENDED JULY 31st.

IT LISTED 84 PER CENT OF ALL SUCH REPORTED SIGHTINGS AS BALLOONS, PLANES, BIRDS, HOAXES OR NATURAL PHENOMENA IN ITS REPORT THE AIR FORCE SAID IT HAD CHECKED 12 HUNDRED UFO REPORTS SINCE JUNE 1957.

OF THESE, IT REPORTS THAT ONLY 21 CASES OR FEWER THAN TWO PER CENT, ARE STILL REGARDED AS "UNKNOWN". AN OBJECT SIGHTED IS CONSIDERED UNKNOWN WHEN AT LEAST ONE VALID CONCLUSION CAN NOT BE DRAWN FROM THE FACTS AVAILABLE....AND WHEN THE DISCRIPTION OF IT CANNOT BE RELATED TO NATURAL PHENOMENA IN THE SKIES.

BUT THE REPORT SAYS THERE " ARE NO AIR FORCE DOCUMENTS WHICH BROVE THE EXIST ENCE OF FLYING SAUCERS OR SHOW THAT THE EARTH IS BEING OBSERVED, VISITED, OR THREATENED BY MACHINES FROM OTHER PLANETS".

THE AIR FORCE NOTED A SHARP RISE IN THE NUMBER OF UFO'S REPORTED, 928 DURING THE LAST SIX SPACE-CONSCIOUS MONTHS OF 1957.
BUT, IT REPeated A STATEMENT MADE IN 1953 BY A PANEL OF SIX SCIENTIFIC CONSULTANTS. THE STATEMENT SAID THAT " THE EVIDENCE ON UFO'S SHOWED NO INDICATION THAT THESE PHENOMENA CONSTITUTED A DIRECT THREAT TO NATIONAL SECURITY".

THE AIR FORCE SAID THAT DURING THE 13 MONTH PERIOD, REPORTS EXPLAINED INCLUDED 353 ASTRONOMICAL PHENOMENA, 290 AIRCRAFT 194 BALLOONS AND 224 OTHER OBJECTS, SUCH AS LIGHTS BIRDS AND HOAXES. ********** end if UP I story.

That wire service "routine denial" was too much for the editor in view of the following and he felt that he couldn't let the AIR FORCE "COVER-UP" continue unanswered. Following is the UNITED PRESS answer to our letter asking for a UFO photo that was taken by the Brazilian Navy:

United Press Associations
INCORPORATED IN NEW YORK
GENERAL OFFICES
NEWS BUILDING, NEW YORK CITY

Written from
UNITED PRESS NEWSPICTURES
461 EIGHTH AVENUE
NEW YORK 1, NEW YORK

July 21, 1958

Mr. W. Gordon Allen
Radio K-GAY!
Salem, Oregon

Dear Mr. Allen:

We are pleaded to acknowledge your letter of July 12 in which you inquired about United Press photos of a UFO over Trinidad.

> "Rio de Janeiro...Above is one of the photographs of a "flying saucer" taken recently aboard the Brazilian Navy survey ship Almirante Saldanha. The Brazilian Navy Ministry vouched for their authenticity Feb. 25th, in a statement which stated that the pictures were made by a photographer Almiro Baraona while the ship was cruising off Trinidade Island, 700 miles off the port of Victoria, Espirito Santo State."

In ordering our photo kindly refer to our file number:
RIO 1151512.

Yours truly,

Peter A. Sansone
UNITED PRESS INTERNATIONAL

Here is the reproduction of the United Press photo and certainly is available to the US AIR FORCE. It then appears that the AIR FORCE was not keeping faith the tax payers who foot the bill. Placing its faith in the SAC massive retaliation is a macawbre JOKE which someday may find the US at the mercy of the nation on this planet that solves the problem of ELECTRICAL FLIGHT. Certainly "some-one" already has.
HERE IS THE ANSWER TO THE AIR FORCE "COVER-UP" GIVEN TO UPI.

SALEM---LEBANON AND SALEM BROADCASTER W. GORDON ALLEN TODAY ACCUSED THE U.S. AIR FORCE --IN THESE WORDS--" OF WILL FULLY DUPING THE U-S TAX PAYER BY ITS PERIODIC DENIAL OF UNIDENTIFIED FLYING OBJECT PHENOMENA".

A REPORT FROM THE AIR FORCE (quoted above) RELEASED TODAY SAYS THERE ARE "NO AIR FORCE DOCUMENTS WHICH PROVE THE EXISTENCE OF FLYING SAUCERS OR SHOW THAT THE EARTH IS BEOBSERVED, VISITED, OR THREATENED BY MACHINES FROM OTHER PLANETS".
ALLEN--WHO IS PRESIDENT OF RADIO STATION KGAY IN SALEM AND KGAL IN LEBANON SAYS HE HAS INVITED THE AIR FORCE TO SEND REPRESENATIVES TO HIS OFFICE TO SEE WHAT HE DISCRIBED AS "SOME OF THE BEST PICTURES OF FLYING SAUCERS IN EXISTENCE."

THE AIR FORCE REPORT ADMITS THAT IT HAS BEEN UNABLE TO EXPLAIN 21 REPORTS OF UNIDENTIFIED FLYING OBJECTS DURING THE 13 MONTHS ENDED JULY 31ST.

ALLEN SAYS THAT HE HAS A RCTURE RELEASED BY THE PRESIDENT OF BRAZIL OF AN OBJECT PURPORTED TO BE A FLYING SAUCER OBS ERVED FROM THE BRAZILIAN IGY SURVEY SHIP ALMIRANTI-SALDANA WHILE IT WAS OFF THE ISLAND OF TRINIDAD.

ALLEN, AN ELECTRICAL ENGINELR, AND PUBLISHER OF A PUBLICATION CALLED " SPACE-CRAFT DIGEST" SAYS THAT --IN HIS OPINION ELECTRICAL FLIGHTS WITHOUT PROPELLORS OR JETS USING THE FREE SPACIAL ELECTRICITY THAT RUNS THE UNIVERSE IS POSSIBLE AND THAT THE MANY UFO REPORTS SHOW THAT "SOMEONE" IS NOW USING THIS METHOD OF INTERPLANETARY TRAVEL. ALLEN SAYS--"I HAVE THE PICTURES TO PROVE IT".

THESE RCTURES have been published in the past issues of the "Digest" and of cour se our subscribers are familiar with them. BUT, to demonstrate on how high a level the "cover-up" goes as the battle for the slice of the budget goes on while the tax-payer is saddled more and more under foolish military budgets--we quote further. We feel we can pretty well in this issue "prove" that the AIR TECHNICAL INTELLIGENCE COMMAND is guilty of outright lies to the public. It issues them thru such AIR FORCE releases as we quote. Here's another letter:

DEPARTMENT OF THE AIR FORCE
Washington

Office of the Secretary 30 July, 1958

Dear Mr Allen.

Your letter of 2 July 1958 addressed to the Air Technical Intelligence Center concerning unidentified flying objects has been referred to this office for reply.

From time to time we have so-called unidentified sightings on our defence radar screen but these sightings have been eventually identified as normal military training flights, commercial flights or phenomena that can cause radar returns.

For your information I am enclosing the Department of Defence Fact Sheet on unidentified flying objects dated 5 November 1957, which clearly outlines the Air Force's position regarding this subject.

Sincerely,

LAWRENCE J. THACKER
Major USAF
Executive Officer
Public Information Division
Office of Information Services

NOW IN THAT NEWS RELEASE WE QUOTE JUST A PORTION ------

NEWS RELEASE
PLEASE NOTE DATE

DEPARTMENT OF DEFENCE
Office of Public Information
Washington 25 D. C.

Fact Sheet November 5, 1957 No. 1083-58
LI 5-6700 Ext. 75131

Air Force's 10 year Study of Unidentified Flying Objects

In repsonse to queries as to results of previous investigation of Unidentified Flying Object reports, the Air Force said today that after 10 years of investigation and evaluation of UFO's no evidence has been discovered to confirm the existence of so-called "FLYING SAUCERS".

Dr. J. Allen Hynek, professor of Astrophysics and Astronomy at Ohio State University is the Chief Scientific Consultant to the Air Force on the subject of Unidentified Flying Objects.

THE REPORT CONCLUDES WITH THIS PUBLIC PROMISE:

The Air Force, assigned the responsibility for the Air Defence of the United States, will continue to investigate, through the Air Defence Command all reports of of unusual aerial objects over the US, including objects that may become unidentified flying objects. The services of qualified scientists and technicians will continue to investigate and analyze these reports, and periodic public statements will be made as warrented

----- END -----

THE SPACE-CRAFT DIGEST charges that this is outright falsehood. Such an investigation is NOT being carried on as promised. Instance after instance of UFO violation of the air-space of US has gone uninvestigated such as these we have noted on the preceding pages. But more than that---Dr. HYNEK, who is on the public payroll to do a job, doesn't even asnwer a query from our radio stations concerning the UFO problem. His secretary wrote, but from the "feather-bedding" doctor there is no reply because he apparently is one of the Ph. D's hired by the Air Force to produce a "public whitewash" of this fantastic world-wide phenomena.

As a former Naval Radar-radio officer, a graduate electrical engineer the editor realizes that these charges are serious. BUT--at the same time--the possibility that the USSR or Red China discovering the secret of electrical flight is also serious. While the giant armed forces budget fools with rockets to the bankruptcy of this nation some voice must speak out. The least the fumbling military can do is to stop ignoring those who do fly in space with the vain hope that "they might go away".

SMITHSONIAN INSTITUTION
ASTROPHYSICAL OBSERVATORY

SECTION OF UPPER ATMOSPHERE STUDIES
IGY OPTICAL SATELLITE TRACKING PROGRAM
60 GARDEN STREET
CAMBRIDGE 38, MASSACHUSETTS

August 13, 1958

Mr. W. Gordon Allen
P. O. Box 768
Salem, Oregon

Dear Mr. Allen:

In the absence of Dr. Hynek, who is in Europe until September 9, I am acknowledging your letter of the 3rd and inclosures.

I will be happy to pass on your letter to Dr. Hynek upon his return in order to answer further your inquiry regarding the UFO over Trinidad last January.

Yours truly,

(Miss) Lois T. Callahan

Lois T. Callahan
Secretary to Dr. J. Allen Hynek

/lc

WELL today is November 20th and still no answer from the Dr. of Astro-physics who is lapping at the public trough. His negligence having the effect of proving for the AIR FORCES of the U. S. that the UFO can be ignored

NOW, it just so happened that your editor was also in Europe last Summer and it seems that if Dr. Hynek was really earning his money he COULD HAVE run down some mighty interesting UFO reports. If he was REALLY interested in solving the UFO problem.

It seems that the AIR FORCES and their "fly boys" like to ride their "hot rod" obsolete bombers making spectacular vapor trails in the sky rather than doing some quiet thinking.

BUT the strangest situation of all occured in October in New Mexico. It seems that the AIR FORCE reached back to the hottest news of 1783 and dusted off a balloon ascension and publicized it under the tricky name of the "MAN HIGH PROJECT". They managed to use a balloon and hoisted a gondola some 100,000 feet into "space". The newspapers across the country dutifully gave it publicity while the tax-payers "marvelled" at what wonders they were getting for their tax dollar.

They got what they deserved, but it seems that even this project had its SPACE-CRAFT watcher from other portions of the cosmos Your editor called Mrs. Romero and KGAY has the tape recording of the interview. Certainly Mrs. Romero's husband in the lower echelons of the Air Forces hadn't been checked-out yet, for he told the truth! And so did she!

HERE'S THE WIRE SERVICE STORY: (UNITED PRESS INTERNATIONAL)

A CIGAR-SHAPED UNIDENTIFIED FLYING OBJECT HAS BEEN REPORTED SEEN LAST NIGHT NEAR THE PLACE WHERE THE "MAN HIGH" AIR FORCE SPACE BALLOON LANDED WEDNESDAY AT ALAMAGORDO, NEW MEX. THE OBJECT WAS REPORTED BY JOHN ROMERO,.....WHO WAS IDENTIFIED AS " AN ASSISTANT ENGINEER " AT HOLOMAN AIR FORCE BASE, NEAR THE WHITE SANDS PROVING GROUNDS. ROMERO SAYS IT WAS FAN-SHAPED AT THE TAIL AND FOUR PIN POINT SHOTS OF LIGHT ON THE SIDE LIKE FOUR PORTHOLES. ROMERO SAYS HE SAW THE OBJECT THROUGH BONOCULARS FOR ABOUT SIX MINUTES. IT HOVERED ABOUT 10 DEGREES ABOVE THE HORIZON AND THEN VANISHED OVER THE SAN ANRES MOUNTAINS NEAR ALAMAGORDO.

CX 940A 10/11

NOW.....someone like Senator Byrd ought to ask the AIR FORCE just what goes on and how much it costs....and how much longer are we going to put up with this military SNAFU and conceal the RAPE OF THE US TAX PAYER.

13th U.S. Satellite Shot Fails

CAPE CANAVERAL(UP) America's 13th attempt to launch a satellite ended in failure early today because of some difficulty in the upper stages of its launching vehicle. The Army disclosed it gave up hope that the Beacon Balloon satellite had orbited only two hours and 45 minutes after it Jupiter "C" launcher blasted off late Wed. nite. BRIG. GEN. JOHN A. BARCLAY, COMMANDER OF THE ARMY BALLISTIC MISSILE AGENCY AT HUNTSVILLE, ALABAMA SAID THERE WAS SOME DIFFICULTY, BUT THAT HE DIDN"T KNOW PRECISELY WHAT WAS WRONG!!!!(My God!Ed)

SAUCERS OVER PORTUGAL

by Sr. Marciano Alves

Port. Pilot Lt.

LISBON. . . In the Spring of 1958 four jet pilots of the Portuguese Air Force on a problem between Granada and Lisbon first noted four glowing saucers cavorting and called to each other on their communications gear The four brightly glowing saucers were from a cigar-shaped "mother" ship, they observed. The four excited pilots abandoned their problem and watched the mother ship and the saucers for some 45 minutes. They told of their "sighting" and Sr. Marciano Alves of Lisbon personally interviewed them. The story was covered in the papers for a couple of days and then their senior officer told them that it might "be better" if they did not talk too much about what they "saw".

Sr. Alves became interested in the UFO phenomena because of the following story reported to him by a young friend of his from the South of Portugal who is an engineering student Sr. Alves reports to the SPACE-CRAFT DIGEST. . .

"In its humble kind of popular observation, I will tell it to you as if I myself have lived it: because the testimonial of my friend F. is that of a friend never misguiding a fellow, and his experience as a student finishing a course, having already accomplished his military exceptionally cheerful and intelligent, is a guarantee that he did not mistake balloons, birds, or jets for the flying saucers.

'He was spending a day with his bride and some other friends in an estate in the country. They were walking and chatting when suddenly they heard a strange, growing noise which forced them to peer the sky in search of a plane. But they could see nothing from the site where they stood, and then the interest grew because the sound was now strong and it did not seem to him to be the proper sound of an airplane

According to his description, there were two sounds after one another--one of them like a sharp whistle and the other one like a "roar", but completely different from what his military ears were familiar with.

They both made up their minds to discover the origin and in rapid agreement they defied one another, although without the remotest idea of flying saucers, which they had read some articles about in the newspapers!

At this occasion the case of Ota base was not yet known to the public.

They ran out of the hall ground, but on their way the strange noise stopped suddenly and my friend stopped too, making in his mind the hypothesis of an aircraft accident.

Then he saw them!!!!!!----------

Shining, very shining, like a mirror reflecting the sunlight. There were four flying saucers before him at a height of about 40 degrees.

Then his bride grew frightened noticing his watchful expression, and then she discovered them also. Then they shouted, calling the familiar people of the estate: "Flying Saucers! Look up! Here are the Flying Saucers! Finally they do exist! Come and see! Quickly. . ."

About twelve people came up, and they all did see.

In a part of his report he wrote. "They seemed to be formed by two parts, though we could not distinquish them perfectly--a higher one like the upper part of a Mazzantine hat, and encircled by a narrower ring."

And deeply moved he added:

"I was like dazzled. . then I felt a pang to run and tell every body that the Flying Saucers did exist, that they are a reality, that they were in front of me going down and up and furthermore, my friend, I am sure that they did it vertically and at such a quick speed it was rather difficult to follow them with our eyes! I assure you I am not exaggerating!"

Please notice "going up and down vertically at a tremendous speed"! But there are further surprising details of these evolutions, as you are going to see.

"The regaining of speed (in opposite directions) after the falling took only a few seconds during which we could not see them on account of the natural relief of the ground there. The extraordinary acceleration they must have to be able to go down and up again at the same rate is inexplicable."

"And everything in front of my eyes!!!"

"It seemed that gravity laws did not exist, or else the direction of their force was acting crookedly, as time consumed between falling and recovery was about five seconds."

But those evolutions were not for the four of them at the same time sheer fancy. They formed a line, and only the first and the fourth were moving, while the two in between were not moving!

This see-saw movement repeated during about four minutes and at last one of them described a curve with great inclination and actually feeble speed as to show better his circular shape.

In these positions it lost the reflection of the sunlight and its color was dark, opaque.

My friend F. tells also that since it stopped at the beginning, he could hear no other noise afterwards. And now I make an addition: This fact may have been made on purpose to attract their attention, and if I had been there it might have happened that I would have gone to a lonely place in the hope of a "contact", like Adamski.

Then they disappeared in profoundness Northwards, and after three or four minutes they returned again, only to again disappear completely in a few seconds.

Sr. Marciona Alves, LISBON, PORTUGAL--Aug. 1958

EDITOR'S NOTE---- I spent some time in the Summer of 1958 with Sr. Alves and his friendly family. We took a tour to the convent of Mafra, near Lisbon, and on a delightful Sunday afternoon I had dinner with the family. During this time I satisfied myself that the reporting of Sr Alves is of the highest type of integrity in nature and that his background is such that his word is to be respected. I had the feeling that he is a gentleman of the old school that is fast disappearing in our fast moving modern society--a man of high principles.

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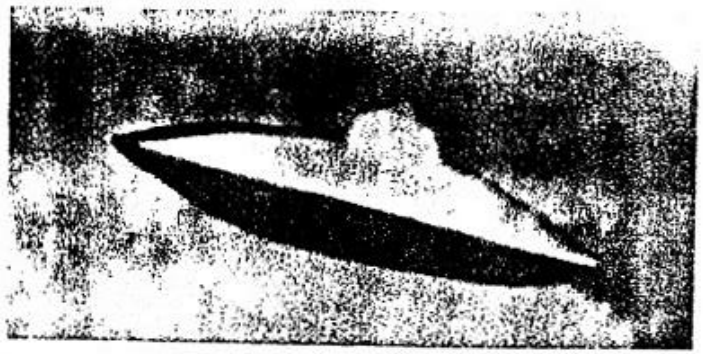

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"TRIP TO MARS"

(From Prince George, B. C. CITIZEN)

AS TOLD TO EDITOR Ron Powell-----" ..Iwas working for the U.S. occupation army in Austria on May 15th 1951. I was driving for QM Colonel Cousin. He asked me to drive a Mr. Haster from Linz to Salzburg and back where he was teaching in an Army school. It was on one of these trips that the following incident happened:

Suddenly someone came out of the bush and came close to me. I could see only an outline in the dark, but he seemed to have a helmet on. He was about my height, maybe a little shorter. He had something in his hand and pointed it to me. I thought it was his finger, but it made a click.

After the "click" he waved his hand quickly and I went to put my hand in front of my face, but I was paralyzed. I felt like falling down, but I didn't. He put a black, square plate on my chest and strapped it around my back. I could hear a dog bark in the distance, but I couldn't hear him walking. He must have walked very easily. I could see his outline as he walked around me.

COULDN'T MOVE OR WALK-After he strapped the plate on me he walked in front of me and he pointed the thing in his hand at the plate on my chest rather than at my head like before. He walked away and pulled me after him. I couldn't move or walk, but he just pulled me along after him. I wasn't actually in the air, but my full weight wasn't on the ground. It seemed as if I was light.

Behind the brush was a small field. In the field, hidden from the road was a round object about 150 feet in diameter. It was dark and I couldn't tell what it was. My first thought was that a Russian spy had captured me for some reason.

THE THING (MAN?) THAT LED ME SORT OF ROSE FROM THE GROUND THE TOOK ME AFTER HIM TO THE TOP OF THE OBJECT. HE DID SOMETHING, EITHER STEPPED ON SOMETHING OR PUSHED SOME BUTTON, AND THE DOOR OPENED AND HE PULLED ME AFTER HIM DOWN INTO THE DARK . I WAS PLENTY SCARED AND I WONDERED WHAT WOULD HAPPEN NEXT. I GOT DOWN INTO THE DARK AND FINALLY COULD FEEL A FLOOR UNDER MY FEET.

I knew that I was underneath either a plastic or glass-like canopy because the stars were shining thru above. Then, I saw the outline of what looked like a door and he pulled me through into what I later found out was a room of glass or plastic. He kept his finger or what I later found was a pencil shaped object pointd at me until I was inside the room, but he took it off me and I sank down to the floor.

I next had a sensation of rising up into the air. In a few minutes I could see half of the moon shining. I was scared, but I got a feeling that I was dreaming. Then I started to feel my hands and feet again. By the time I finally got to my feet we were in the sunlight. I looked across the ship and I could see the person that had brought me He was standing over by a wall with some levers on it Even tho he looked much like a person as we are--at the time he looked to me like the Devil!

He had no hair at all that I could see thru a sort of glass helmet. His head was a sort of sylinder form--a very high forehead with big eyes. You could see lots of little eyes in the two big eyes. It seemed to me that it looked something like the eyes of a fly. There was no nose at all, just two holes. He had a very small slit for a mouth. It seemed that his skin was very white. His very large skull had two holes for ears, with no eyebrows at all. His torso was very round like a tin can. The legs were of a proportionate length His arms seemed a little bit shorter than our arms, in proportion. His hands had three fingers. I couldn't see ny neck and he was dressed in material that seemed silvery in color, but not shiny. This material covered him except for the head part that had on the helmet.

The main part of the ship that I could see from the room seemed to be round. The walls were glass like, but I could not see through them. The floor was of glass or plastic. In the middle of the floor, under the plastic, was also a square box, a kind of bigger model of the one that was strapped to my chest From the corners of the black box or plate (about 10' square) beams ran to the walls of the craft. I could see under the black plate and there seemed to be a duplicate room on the other side of the ship. I could also see the same kind of levers to control the ship in the duplicate room.

As soon as we came into the sunlight I could feel an intense burning heat, but he pulled a control and a covering like blue water came over the transparent roof Then, the sunlight was more "normal" but I could still see the sun.

I first thought that I was dreaming and then my second thought was that I was dead and that my soul was rising up. The ship was not rotating or going sideways, but was rising straight up. I could see the sun like a ball of fire and the moon like a silver ball, but the rest of the "sky" was quite dark. As I looked up the moon was large and seemed to be setting right down on us. Suddenly we appeared to be standing on the roof about a quarter of a mile above the moon. I could clearly see the many craters on the surface of the moon. The "ground" seemed to be grayish in color and I could see large rocks and hills. We were first in the sunny part of the moon but then the ship glided to the darker part of the moon. As the driver stopped the ship the sun still seemed to shine into the ship and we seemed to be "waiting" for something. I saw him take one of the pencil-like "things" that he pointed at me and point it downward. Then, I thought that he might be from the moon and might be signaling to "some-one" on the moon However, there was no noise from the ship or from the signal instrument. After a time we moved again to the right. I then had the thought that we might be moving back to earth. But I looked above me and could see the big ball that was the earth and I could see the outline of the North and South American continents. I could also see clouds and part of the outline of Asia.

THEN THE EARTH AND THE MOON STARTED TO MOVE AWAY FROM ME VERY FAST AND IT WAS THEN THAT I BEGAN TO FEEL THAT WE WERE GOING TO ANOTHER PLANET !

Suddenly, the other planet began to loom up so fast that I thought we were going to crash into it. The driver stopped in time with no jerk, but then I could see we were still quite a ways away and we then glided sideways into a landing on the "ground". THIS LAND LOOKED LIKE PARADISE TO ME!!!!!!

AS WE WENT DOWN I LOOKED AT THE LAND ON ONE SIDE AND COULD SEE THE RED FIELDS. I COULD SEE STRAIGHT RIVERS WITH BLUE WATERS IN THEM ON THE OTHER SIDE THERE WAS WHAT LOOKED LIKE GRAY-GREEN FIELDS------SOME PLACES IN THE FIELDS I COULD SEE CHIMNEYS RISING FROM THE "GROUND". It was a bright day and the sun was shining with no clouds in the sky.

We were approaching the red fields and I could see much more plainly the straight rivers with the blue water and at intervals there were bridges across these rivers The bridges were just like our bridges. From as high as we were I could see no definite sign of life.

Then we glided up to a field that was filled with saucers just like the one I was in. There appeared to be hundreds of them. They were of many many colors, but no black or red ones---gray, gold and silver etc.

The driver stopped the ship about a quarter of a mile above them by just pulling one of the control levers. Then we went straight down until we were about 20 or 30 feet above the ground and the ship was PARKED ON A HIGH PLATFORM! (Ed. this might have great significance as it might have been an insulated platform)

When we got stopped on the platform the driver slid back the "glass"and then he stepped outside. Then he put the pencil-like "thing" to his chest and he floated down like a falling leaf. He then started to walk very fast along to a third or fourth saucer. He again pointed the "pencil" to his chest and jumped up into the ship. He stayed in that ship for about ten minutes and I then had a chance to look around. I could see that the "man--or--thing" in the other ship was a little smaller than the man from "my" ship.

Quite a ways away around other saucers I could see the same type of people. I also saw two ships further away that had some earth people aboard. One ship, kind of dirty looking, had two kids and one man and woman in it. In another that was kind of golden I saw an earthman and earth woman in it. I was too scared to wave to them and they did not wave to me. After I had seen them I thought that I would have to stay there with them now. I then looked off in the distance at a river where I could see things moving They were dark and I could see really what they were, but I thought they might be a herd of beef. On the ground I could see big red flowers growing that looked like our sunflowers. There was some earth between them, but the flowers grew as far as eye could see. The earth could be seen in patches and it looked about the same as our earth. It was then that I got to thinking that I must be on Mars. I remembered having learned in school that it was red and had canals, but I wasn't sure because I had kind of lost my directions since we had left the moon

The driver then came back, hopped into our ship, and we took off again in the direction of the moon. ("A"moon? ed.) The moon that we went by looked like a tin ball, was not very big, and had no craters on it. I didn't know where we were then going and I thought we were going on to another planet. AFTER 10 MINUTES I COULD SEE THAT WE WERE APPROACHING THE SUNNY SIDE OF A HALF BALL, "OUR"MOON, AND THEN I COULD SEE "OUR" EARTH. I WAS GLAD TO SEE THAT IT WAS "OUR" EARTH, BUT THE TERRIBLE SPEED WAS SO GREAT THAT AGAIN I THOUGHT WE WOULD CRASH!

The driver stopped the ship when we came close enough to near our atmosphere and again glided gently through it without a sound. I then seemed to feel that he was going to take me back to where he had found me.

I did have the impression that he was going to kill me just to keep my trip a secret. We went into the darkness and came down to the ground and I knew that it was the exact. same place at which he had picked me up.

NOW, I was really afraid that he was going to kill me. He took the pen cil "thing" out and pointed it at me and then took me out the door back to the road where he had found me. At that time I could walk, but was very light and he was pulling me along. HE THEN TOOK THE PENCIL FROM MY CHEST AND POINTED IT AT MY HEAD

AT THAT MOMENT A DOG BEGAN TO BARK!

It must have startled him because the "click" came, but nothing happened to me. I knew that I should "pretend" to be paralyzed and I acted so and he took the black plate off my chest. He returned to his ship

I waited until I saw the ship rise into the sky and then I returned home. My wife saw I was quite upset and I just told her that I was "sick". I was home at 12 20 and that the whole trip had taken an hour!

I feel that the "thing" pointed at my head was to make me forget--- because if he were to kill me he could have just as easily done that at any moment on the trip.

I HAVE KEPT STILL FOR THESE YEARS BECAUSE I KNEW THAT NO ONE WOULD BELIEVE ME. BUT NOW THAT MY HEART IS ACTING UP I AM NOT AFRAID THAT PEOPLE WILL THINK ME CRAZY WHEN I TELL THEM WHAT IS REALLY HAPPENING IS SPACE.

From this experience it is easy to see how far ahead their scientific knowledge is and that they don't need satellites to travel in space. With our two satellites now circling the globe I feel that now some-one will believe me.

--------30----------

COMMENT BY ED. This was a story told to the editor of this Canadian newspaper The banner story was four inches high across the front page and set in bold type in the inner pages. AT NO TIME was the informants name used. HE CERTAINLY DID NOT DO IT FOR PERSONAL PUBLICITY..... matter of fact, THE SPACE-CRAFT DIGEST could not make the newspaper divulge the name of the man who gave them this story. Further, we feel that Canadian journalism is quite conservative and that the editor must have been impressed by the sincerity of the man enough to risk his position and the good name of his paper. Technically---from our understanding of "how the saucers fly" this is certain within the realm of reason.

Big Green Flash Lights Channel

November 1, PLYMOUTH, England, (AP) A bluegreen light blazed over the Western end of the English channel Saturday night. The brilliant light lasted about 5 seconds and was sited by dozens of ships and coast guard units. It set off a flurring activity of Royal Air Force sea rescue units and authorities reported that no plane was reported missing. A meteorological office spokesman in London said "..IT IS UNLIKELY THAT IT WAS CAUSED BY A LIGHTING BOLT OR SOMETHING ELSE OF METEOROLOGICAL ORIGIN..." A coast guardsman in S W Cornwall said . "for a few minutes the whole sky was lit up with a great big blue glare that was nothing like a rocket or anything else I know...."

--- ----------

WELL, WHAT IS THE ANSWER OF OUR DOGMATIC SCIENTISTS TO THIS?

INTELLIGENCE DIGEST

BULLETIN-----Just about the most serious intelligence report that we have received is from a former intelligence officer of the South Korea (ROK) who reports that the USSR already has electrical flight operational!!!!!---------- KILSOO HAAN reports that the USSR has flown a space ship to the heighth of 1 4 0 miles and that it stayed aloft for three weeks. Members of the ROK underground in Red China have provided information in definite quanitites which can be definitely assessed to be reliable, he added. At least one Red Chinese General witnessed the space ship in action in MARCH 1 956! He called it the world's first air platform It can take off vertically, hover anywhere over the earth indefinitely.

Mr. HAAN stated that he had other information that showed that Red Chinese participated in the experimental flights and told of the event on their return to Pekin in 1957. The speed of the ship was reported to be incredibly fast and that it had missle launching equipment The missile platform was said to be equipped with an "anti-missile missile" destroyer.

MR. HAAN further revealed that his informants in Red China state that the USSR also has four atomic powered space ships. Mr. Haan, said that in 1954 the US atomic energy commission was informed of the USSR work on a space sattelite (Sputnik) nearly a YEAR before the soviets made public announcement of the project. At that time he forewarded a resume of a SECRET September 1956 meeting between First Deputy Premier A. Mikoyan and the "Powerful Standing Comittee of the Chinese Peoples Republic" in which Mikoyan concluded that war between the East and the West "was inevitable" and that more atomic weapons would be provided for the peoples armies

THE USSR is helping China to build a string of rocket and missile bases which are scattered along the Chinese Coast facing Korea and Formosa The Red Chinese Armies already have four atomic equipped divisions and in the next four years 3 6 MORE will be equipped Mr Haan told the SPACE-CRAFT DIGEST that this information was forewarded to the defence department in 1957.

TIE-IN EXCLUSIVE.... The Editor is reliably informed that a "CONDITION RED" alerted ALL CARRIER BASED AIR in Formosan waters in October and that planes with atomic weapons were "ready" and that only a last minute order from the Pentagon stopped this atomic attack on the Chinese MAINLAND by minutes!

HELSINKI FINLAND (EXCLUSIVE) .... A Finn who sells to Russia writes of the USSR "secret" of how Sputnik was launched so successfully and with a 1200 pound payload A MAGNETIC CANNON OR C. "APAULT was used which launched the rocket some 100, 000 feet into the air doing away with the necessity of a "monster" first stage which we use . and still have fail at Cape Canaveral

NEW GUN. . by Bofors. . A radically new type of artillery gun is being developed by the AB BOFORS armament concern (Swedish). It will fire shells which are constructed in a form resembling that of ARROWS. Prototype experiments have eliminated rifling. The arrow form gives the smooth bore projectile a precise trajectory. (From an English member)

INTELLIGENCE DIGEST, cont'd

FROM ENGLAND.....A statement by a British Scientist that the British are now working on a magnetic catapault!

****

FROM PORTLAND OREGON .... The release that a Portland electronics Company has been invited to bid on sub-contracts for THE MOLE...an atomic disintegration of solid matter device that will burrow THROUGH THE EARTH TO ITS TARGET.

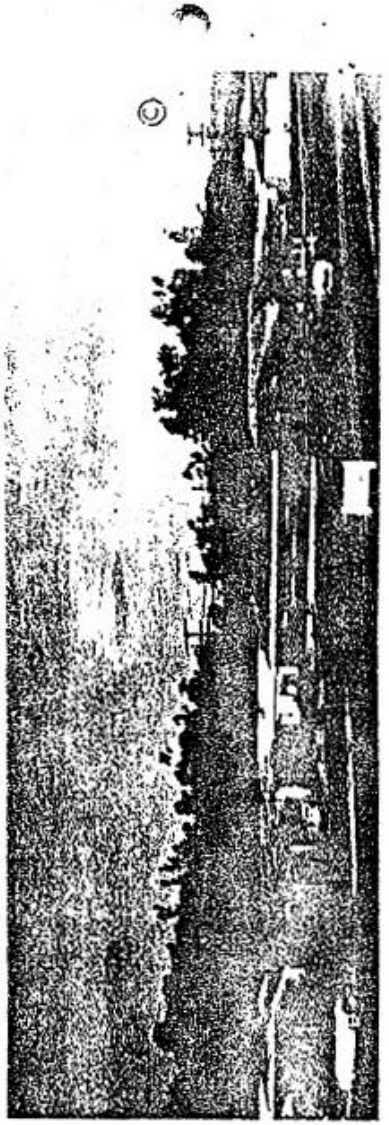
****

This last device is rather interesting from its connection with an occult standpoint as occultists who have investigated the civilization of the lost continent of ATLANTIS have told of the ATLANTEAN MOLE which burrowed tunnels under the ocean to carry Atlantean commerce and communicating groups of colonists. One termination is supposed to be near the great pyramid of Cheops

NOW ABOUT OCCULTISM AND OUR POLIC Y. .. even tho the editor has a scientific background he feels that the occult must not be ignored because science cannot explain it. Which brings us to our next bulletin which is a rumor that has not been checked out yet. However it is so reasonable that we feel it might well be based on fact.

THE US HAS A SECRET OCCULT project off the coast of Maine that was brought into being because the US Intelligence Agencies found out that "the enemy" knew the contents of secret scientific and other meetings whose proceedings had not even been written down. The only explanation was that the USSR or some other group selling information to the USSR was using a form of ASTRAL PROJECTION to obtain infformation So the US searched the world to obtain adepts at this type of intelligence projection that is not held back by time or distance. These "adepts" are now gathered on the unknown or un-named island and being checked out with our intelligence demands .. .THIS IS AN UNCONFIRMED RUMOR..... ..BUT to those who know the story of the Polish Count Korzypski, who later taught semantics at Penn State and who is an authority it is NOT fantastic, but probably true! Count Korzypski used this method to stall the Germans on the Russian front in the first world war--when he had nothing to fight with But he always knew the German movements in advance and could roll with their blows effectively ASTRAL TRAVEL is well known in occult circles and there must be many adepts in the world. THERE ARE NO SECRETS as those with other clairvoyant abilities are used by police forces of the world to seek out criminals and altho the information in court is inadmissible---still the French Surete The Royal Mounted and Scotland Yard have solved many many crimes by use of those with ESP abilities

It is well known that peoples of peasant stock who live close to nature have these abilities to see manifestations beyond science's ability to explain In Northern Russia and Finland these unknown "magic" arts which have been "lost" for a hundred generations are still known. It is from these groups that the adepts could be gathered, trained, and launched into their Astral Spy network. TOO FANTASTIC?.....well, if you think it is too fantastic to try---your type of thinking will lose this vital conflict to come.



UFO OVER PHOENIX, ARIZONA!!!!..... taken IN COLOR on Sunday March 24th 1957 by Agnes Sanborn. You can get a copy of this copyrighted picture for $1.00 for the 3x4 1/2 size or $3.50 for the 5x7 color picture in a folder Certainly one of the best examples of how the highly charged, whirling, fields of a UFO will cause the cloud to form around the outside of a UFO The space-craft is shown hovering about 30 feet above the housetops of a housing development on the outskirts of Phoenix Arizona, USA. The COLOR pictures of this saucer are the most beautiful that we have seen and we certainly recommend this "buy" and you can get them by writing AGNES SAND BORN at 1516 HOOD AVENUE in PHOENIX ARIZONA--USA. Meteorologists will confirm that this cannot possibly be JUST A CLOUD FORMATION and certainly even the lowest clouds do not come within 30 feet of the ground Further, such a phenomena does not occurr when there are no other clouds in a desert sky--such as on this day. AGNES SANDBORN is to be congratulated on being at the right place at the right time and with a loaded camera

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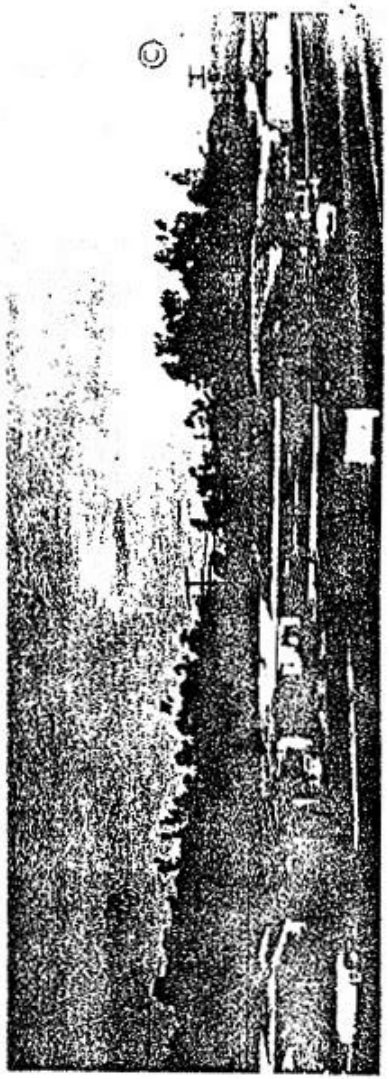
NOW ABOUT OCCULTISM AND OUR POLICY .... even tho the editor has a scientific background he feels that the occult must not be ignored because science cannot explain it. Which brings us to our next bulletin which is a rumor that has not been checked out yet. However it is so reasonable that we feel it might well be based on fact.

THE US HAS A SECRET OCCULT project off the coast of Maine that was brought into being because the US Intelligence Agencies found out that "the enemy" knew the contents of secret scientific and other meetings whose proceedings had not even been written down The only explanation was that the USSR or some other group selling information to the USSR was using a form of ASTRAL PROJECTION to obtain information So the US searched the world to obtain adepts at this type of intelligence projection that is not held back by time or distance These "adepts" are now gathered on the unknown or un-named island and being checked out with our intelligence demands.. .... THIS IS AN UNCONFIRMED RUMOR.....BUT to those who know the story of the Polish Count Korzypski, who later taught semantics at Penn State and who is an authority it is NOT fantastic, but probably true! Count Korzypski used this method to stall the Germans on the Russian front in the first world war--when he had nothing to fight with. But he always knew the German movements in advance and could roll with their blows effectively. ASTRAL TRAVEL is well known in occult circles and there must be many adepts in the world THERE ARE NO SECRETS as those with other clairvoyant abilities are used by police forces of the world to seek out criminals and altho the information in court is inadmissible---still the French Surete The Royal Mounted and Scotland Yard have solved many many crimes by use of those with ESP abilities.

It is well known that peoples of peasant stock who live close to nature have these abilities to see manifestations beyond science's ability to explain. In Northern Russia and Finland these unknown "magic" arts which have been "lost" for a hundred generations are still known. It is from these groups that the adepts could be gathered, trained, and launched into their Astral Spy network. TOO FANTASTIC?.....well, if you think it is too fantastic to try---your type of thinking will lose this vital conflict to come.



UFO OVER PHOENIX, ARIZONA!!!!..... taken IN COLOR on Sunday March 24th 1957 by Agnes Sanborn. You can get a copy of this copyrighted picture for $1.00 for the 3x4 1/2 size or $3.50 for the 5x7 color picture in a folder. Certainly one of the best examples of how the highly charged, whirling, fields of a UFO will cause the cloud to form around the outside of a UFO The space-craft is shown hovering about 30 feet above the housetops of a housing development on the outskirts of Phoenix Arizona, USA The COLOR pictures of this saucer are the most beautiful that we have seen and we certainly recommend this "buy" and you can get them by writing AGNES SAND BORN at 1516 HOOD AVENUE in PHOENIX ARIZONA--USA. Meteorologists will confirm that this cannot possibly be JUST A CLOUD FORMATION and certainly even the lowest clouds do not come within 30 feet of the ground Further, such a phenomena does not occurr when there are no other clouds in a desert sky--such as on this day AGNES SANDBORN is to be congratulated on being at the right place at the right time and with a loaded camera

REFERENCE OUR EDITORIAL "CHARGE" THAT THE U.S. Strategic Air Command is a "JOKE" and that elsewhere we mention that it is a "Macabre Joke" because it is obsolete, expensive, a military "toy" giving the public a false sense of security while the fantastic budget of the would-be military dictatorship grinds us under the millstone of national bankruptcy. WE ARE NOT alone....dispite our "proof" of the exitence of electrical flight in the universe by other than earth entities it seems that there are other reasons why SAC is an obsolete military "toy" to enable them to play "world fighter director games"..... Political columnist Joe Alsop says:

RED CHIEFS MAY FEEL THEY CAN STRIKE THE FIRST BLOW BY 1962. .....

".....When President Eisenhower took office, the American Strategic Air Command still had the power to strike the first blow, but soviet nuclear striking power was already growing fast, and the Eisenhower administration decided not to make the great effort to maintain the American lead. Hence SAC lost its true offensive capability rather shortly there-after. The Dulles doctrine of "massive retaliation" became MASSIVE NONSENSE not long after it was proclaimed .... "

As if this emphatic statement by the nation's foremost political columnist is not enough we have elsewhere in this issue THE ADMISSION from a Pentagon Public Information major that the DEW Radar is NOT effective!!!! i.e. it responds to other PHENOMENA THAT CAN CAUSE RADAR RETURNS.. .like UFO's'

ERUPTION ON MOON SEEN BY SOVIET ASTRONOMER

MOSCOW(AP) A Soviet scientist Wednesday reported there was an eruption in the mountains of the moon November 3rd. He said it prooved that the moon was not a dead celestial body

Dr N.A. Kozyrev told the Tass News agency the Crimean Astrophysics Laboratory witnessed the nearly double light intensity for 30 minutes in the center of the moon crater Alphonse. He said it began shortly after 3 AM.

Dr A.A Mikhailov of the Soviet Academy of Sciences commented that Kozyrev's findings rule out the present views of the origin of the moon "and demonstrates the similarity of the moon and the earth processes"

Kozyrev, who is attached to Linengrad's Uulkovo Observatory said brilliant fields of carbon and carbon compounds appeared simultaneously in the spectrum. after the phenomena ceased.....that is they appeared and then after the "eruption ceased" the spectrum was "normal"..the crater was as usual The story became a little uncertain here as is the usual newspaper reporting of scientific phenomena.. ..20 photos were taken of the crater spectrum in three weeks ....end.....THE SPACE-CRAFT DIGEST has repeatedly pointed out that these and other moon phenomena indicate that the "dead planetoid" theory is not practical. BUT still journalism seems amazed each time something NEW is observed on the moon and then springs back into its cave of dogmatism to forget the many many lights, moving spots, domes that seem to come and go, and other phenomena that indicates that there isplenty of activity on the "dead" moon.

DANISH AIR FORCE CAPTAIN ASKS PERMISSION TO QUOTE------

From: Captain H.C. Peterson
Pastegaardsvej
Vojens, DENMARK

Dear Sir:

"....first I would like to tell you a few things myself that I have seen about the UFO. Since 15 December 1957 I am the leader of an organization called SUFOI which has 19 groups with over 200 members. In the last few months we have handled some 1 2 0 reports on the UFO.

I have read a few copies of the SPACE-CRAFT DIGEST and I would ask your permission to quote from them. Many people feel that Denmark needs a magazine about UFO's and are asking me to get one started. So 1 November we will publish a magazine called UFO news in Danish and that is why I write you.

Sincerely yours,
H.C. Petersen

COMMENT.....of course we are happy to have Danish Air Force Captain Petersen join the fold. But we point out that in this single issue of the SPACE-CRAFT DIGEST that we have reports from The Portuguese Air Force, The Brazilian Navy, The Danish Air Force, and many other groups but still it seems that the US Air Force that controls a goodly portion of the World's air space and has a budget of some 30 billion dollars more or less can't seem to SEE ANY UFO's...but to quote a Pentagon major .they do SEE PHENOMENA THAT CAUSE RADAR RETURNS!

****

ANOTHER REPORT of a sighting from people we are personally acquainted with is from Lebanon, Oregon. Mr. and Mrs. Jack Lemon (business people of the community) sighted a most amazing UFO toward the end of August of 1958 at 2:30 in the morning while they were up with their youngest child. The "fiery ball "about a size smaller than a full moon hung between them and a nearby butte near Lebanon, Oregon. They watched this strange sky phenomena for about 20 minutes. It was orange to green-yellow in color and "seemed to be just a large ball of fire". We certainly wager that this highly charged body would be of the type that "would cause radar returns" but it is these same "balls of fire" that seem to move under intelligent control and to appear everywhere in the world.

****

A BRIGHT SILVERY UFO hovering over Uraguay on May 5, 1958 created such an intense heat in the cabin of a plane that the pilot was forced to open the windows and door and remove his jacket.

Carlos Alejo Rodriguez flying his Piper aircraft from San Carlos to Montevideo, saw the brilliant object approach on an Easterly course and then stop and wobble slightly. He flew to within 800 yards to see the metallic appearing, "top shaped" object both its top and bottom symmetrical. The object then took off at fantastic speed toward the sea.

LET'S TALK ABOUT GRAVITY.....

THE UNIVERSE in which we live is organized according to principles of measure, number and balanced harmonious relation. NATURAL LAWS follow a pattern that can be RE-discovered by human science of the NEW AGE. HUMAN intelligence and reasoning can again discern the rules and principles according to which the cosmos is built.

FASCINATED during recent decades by the intricate relationships inherent in the physical structure of matter, scientists have neglected the study and recognition of those forces which arrange matter into the SHAPE and FORM of living things-----THE FORCE FIELDS OF FORM!

Goethe's organic concept and Rudolph Steiner's imaginative idea of the FORMATIVE forces have inspired the workers at the GOETHEAN SCIENCE FOUNDATION at Clent, Stourbridge, in Worcestershire, ENG LAND to produce one of the World's great new thoughts. The plant is studied as to its form and its propensity for LEVITY. The title of this work is THE PLANT BETWEEN EARTH AND SUN The price is 20 shillings.

The reader finds himself on the threshold of a new world, he begins to see the organizing principles in nature as an expression of reality which here-to-for were acknowledged only by artistic and aesthetic sense. These now become accessible to science.

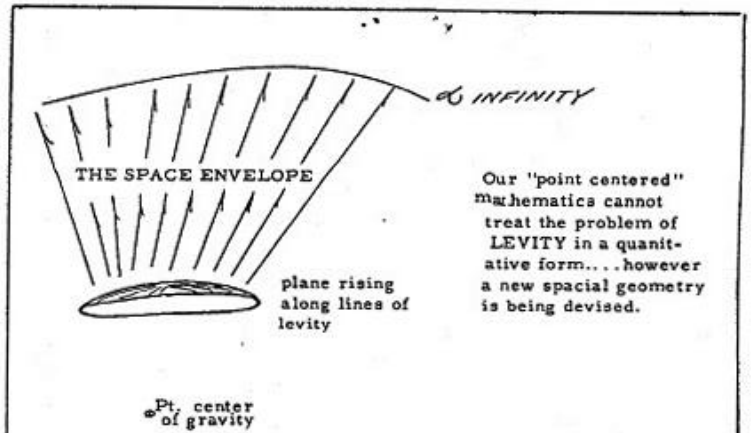
The very concept of SPACE is enlarged, for the organic form is shown to contain more than mere outward three dimensional space!

NEGATIVE GRAVITY OR LEVITY The most elementary kind of ethereal force---a force of MUTAL ATTRACTION from plane to plane in polar analogy to the gravitational attraction of material particles of one for another---will naturally be discribed as NEGATIVE GRAVITY OR--LEVITY This term is again justified by the expansive forms and movements which arise if one imagines what will happen, say to a sphere Which is enveloped and permiated by planar entities between which such a levitational force is working TO EACH planar entity, in such a case, a certain intensity must be given---analogous to the mass of a material particle IT IS CALLED LEVITATIONAL INTENSITY. According to their intensities and geometrical distribution in the ethereal space to which they belong, a number of planar entities have have a resultant PLANE OF LEVITY, analogous to the center of gravity of a material system.

The hypothesis that the negative Euclidean spaces and planar forces play a real part in LIVING NATURE, imply that vast reaches of the spacial cosmos will have quite another function in this respect than in the merely point-wise mechanical aspect of the world. LEVITY then has a planar and NOT a "POINT WISE" focus.

We will not attempt to develop the whole theory of LEVITY as based upon Goethean Science. BUT, we will have to say that again there are examples around us that do levitate Might we just point out that a plant grows UPWARD--IT LEVITATES, does it not?

To understand the new mechanics of this phenomena or phenomenom is to understand that man need not be forever earthbound. There are schools of thought in the world that are now making this attempt.



A "plane" moving in a LEVITY force field ...(all of its components or particles moving outward..i.e. not point centered as in a gravity field)

WHAT IS GOETHEAN SCIENCE?.... Goethe's method of approach to scientific phenomena was to array his manifold observations and experiments so that Nature might reveal to him at least some of the letters of the alphabet of her language. His scientific work, largely neglected by the main trend of 19th century science, was edited by Dr. Rudolph Steiner, who took Goethe as the starting point of much of his own work and showed that a truly modern philosophy of science will be confronted with the very same principles which Goethe was discovering through his imaginative perception The most important of these is that the "unifying idea" behind whole groups of related phenomena in Nature is objective reality, accessible to human intelligence by direct observation .. provided our faculties are fully used and developed.

THUS a modern GOETHEAN SCIENCE must learn to perceive QUALITIES in the same objective way in which science has hitherto has learned to measure quanities. It must be able to lead from the realm of number, measure and weight into the realm of the supersensible forces from which life itself develops...all life proceeds.

It is interesting to note that the Encyclopedia Brittanica in its biography of Goethe lists him as a great German poet. It does mention his long arguements with Isaac Newton on the nature of light. But it does not mention his 140 volumes of scientfic works. It says that Goethe thought that this was his most important work...in a grudging two lines but in no manner was the nature of these 140 volumes examined to impart the nature of the work that this great German mind thought most imortant. It is the dogmatic nature of the reference books of "our system" that must be attacked at every possible turn by those who can conceive new thought

GOETHEAN SCIENCE FOUNDATION
Home Farm, Clent, Stourbridge
Worcestershire
ENGLAND

Dear Mr. Allen:

".....Mr. Wilson and myself are at present working on a new book to replace "What is Colour?" but on more comprehensive lines; we hope to be ready in about a year or so. On the other hand we are expecting very soon to have copies of GOETHES COLOUR EXPERIMENTS reprinted from the Physical Society Yearbook (1958 London) which contains an account of a discourse given by Mr. Wilson at the Physical Society's annual exhibition of instruments and apparatus held in London last March. This contains a modern elaboration of parts of Goethes FARBENLEHRE(colour-study) and you shall have your copy in due course.

Mr. Adams and Miss Whicher who have been working on this problem many years have recently visited the Goetheneum in Dornach Switzerland where they staged large exhibitions of pictures entitled RAUM UND GEGENRAUM (space and counter space) --or physical and ethereal space..... ."

THUS ENDS OUR QUOTE FROM THE LETTER

We thought that the concept of "space and counter-space" is so important to an understanding of the UFO that it had to be included in this issue. CERTAINLY all admit that we must get away from our conventional concept of an all-inhibiting gravity if we are to travel in space as we can if we apply our abilities to observe nature.

There is also one other reason that we feel that this line of study is most important. This group in England is a small private research group that has labored for years on this and similar concepts They are not bound by dogmatic military requirements Their minds know no boundaries defined by the dogma that governs "our system" today. Their work then has a chance to be new and original.

In the United States with its fantastic military budget that dominates all industrial and educational research there is little chance for developments like the thoughts above. This is the tragic truism which binds our efforts in the US. At the moment with failure after failure at Cape Canaveral and at other places in our expensive program--we are certainly in a rat race. Our only hope is that our "ENEMY" is in the same "rat race" of dogmatism. If he is not--then it appears that we are destined to lose the race for space.

THE REASONS appear to be simple when outlined as we have noted in this issue of this publication An amazing visitor is IGNORED with the hope that it "will go away" because our thinking at this time, when analyzed by the postulates of our dogmatic science, cannot explain the UFO!

by W. GORDON ALLEN

BULLETIN from the FLYING SAUCER REVIEW.....
excerpts from a letter from the Hon. Brinsley Le Poer Trench
64 Pont Street
LONDON S.W. 1, England

Dear Gordon:

The story and pictures were sent to me by Miss Lou Zinstag, UFO researcher of Basle, Switzerland. The pictures are small in size, but are the only copy I have left and I hope you can get them enlarged.

You have probably heard that George Hunt Williamson has been over here lecturing. Actually his visit has been a great success and he was well received everywhere. I introduced him from the platform at a big London meeting of about 500 persons. He had some interesting colored slides with him....his talk was excellent. In the course of his lecture and repeatedly in private conversation he said that the UFO's were not only appearing over atomic bases but were also appearing over spots that they had come to thousands of years before! He said that saucers were appearing frequently over places on South America and other parts of the world where there were very ancient rock sculptures. The theory is that these rock sculptures, usually of animal or human heads are some points of reference for reservoirs of energy over the earth. The saucers occupants know this and are over these areas to "refuel" from the earth. The amazing thing is that people in these ancient times should have carved these figures for the saucers (probably done in Atlantean or Lemurian times) and it means that there were saucers in the sky then who were in contact with inhabitants of the earth. That is roughly what Williamson said in this connection. He produced very interesting slides pointing this out.

Now some time after Williamson left England, I was looking at the Monguzzi photos again and recalled what Williamson said. I wondered what would come of studying the saucer photos from all angles...then I saw it!

I bet that even Monguzzi Himself, does not know this. Look to the right of the antenna or mast sticking out of the saucer and you will see a cherubic human face looking toward the sky. What do you think of that!

I am greatly looking foreward to reading your book and know that it will be a sizzler.

We must watch out for a spate of sightings again because Mars will soon be in opposition.

Meanwhile my best personal regards,
/s/ Brinsley le Poer Trench

COMMENT.....first a rather tragic thing happened to Geo. Hunt Williamson while on tour. His wife contact a mortal fever while he was absent and died in the interior of Peru. Friends had to care for his young son.

****

THE SPRING ISSUE OF THE SPACE-CRAFT DIGEST points out how the markings in the Andes were made to be seen ONLY from the sky Further, it is the feeling of the editor that mountain ranges are not "raised from within" but are due to "FORCE FIELD FAULTS" which hold the planet in its orbit in the solar system. These are the very force field concentrations that are used to form the "space hi-way" between the planets of the system by the UFO's. Many many sightings are around the high mountains that have been "pulled up" by these fields.

THE CONTROVERSIAL MONGUZZI UFO PICTURES-----

Following the letter from Editor TRENCH of the FLYING SAUCER REVIEW we are reproducing the pictures with the following comment FIRST.. From the mimeographed TEES SIDE UFO RESEARCH GROUP 96 Russell Street Middlesbrough, Yorkshire, ENGLAND.....quote-------

"...In the Sept/October issue of FSR there is an article by a Mr. Lou Zinstag called the FLYING SAUCER PHOTOGRAPHS OF THE CENTURY. .which show a saucer on the ground with a figure standing next to it and also a saucer taking off. It is claimed that a Sr. Giampiero Monguzzi of Milan took these pictures while on holiday in the Bernina Mts. with his wife. Yet back in 1952 when the incident was recorded Sr. Monguzzi sold a copy of this photograph to a French magazine. It was discovered that the saucer was made of painted cardboard and the spaceman modeled of clay. In the background some pebbles had been placed to represent mts....."

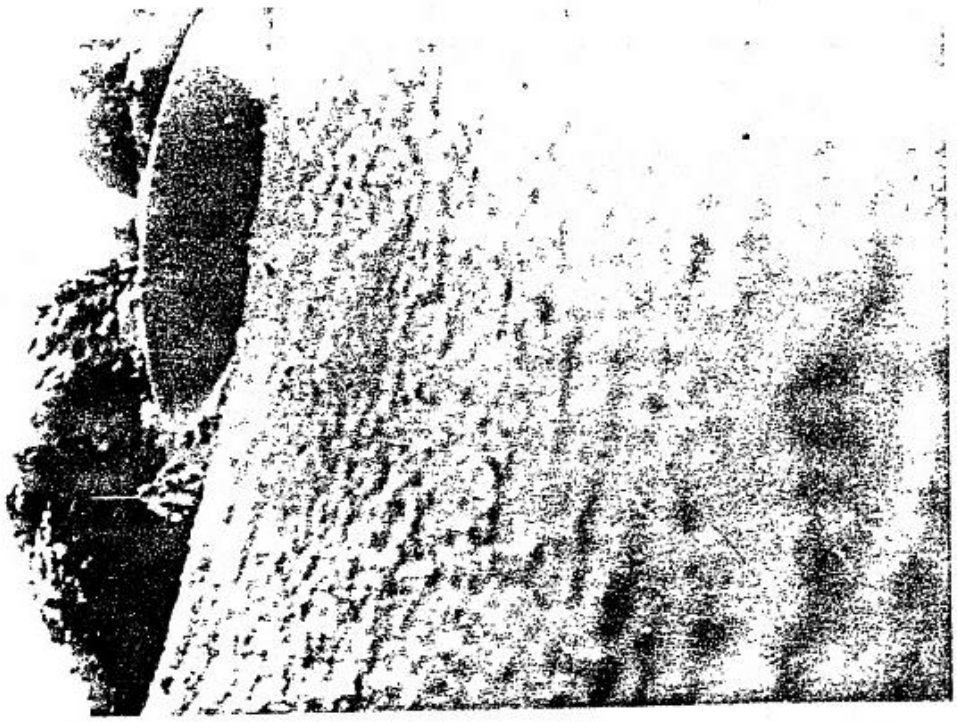
It is very regretable that an "impartial" circular on UFO's should print this kind of material. We ask THE NAME of the French magazine and the editor. We have examined the pictures very carefully and find that the background is NOT pebbles. It appears to be either a lava formation or a very close approx.-imation.....so close...that if these are fake the Italian Gentleman is to be complimented on his excellent modeling job. Certainly with the data available it is just as easy to believe the pictures as it is the undocumented "out of the blue" accusation we quoted.

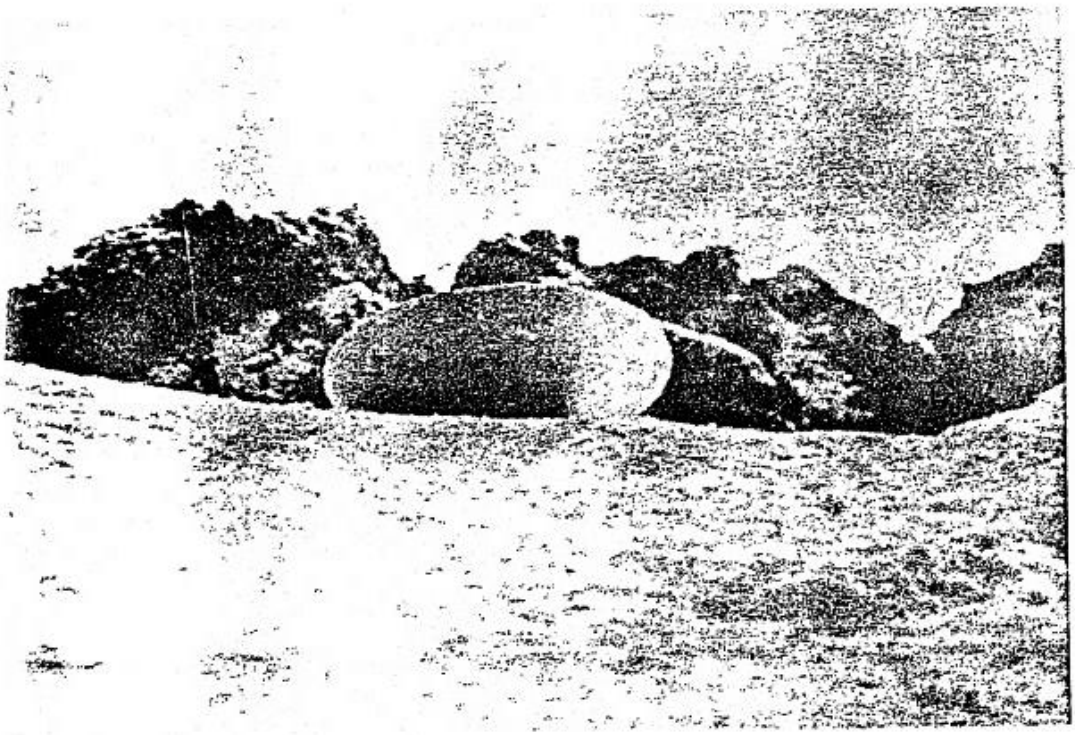
We would invite the SPACE CRAFT DIGEST readers to compare these UFO pictures with UFO pictures for sale elsewhere in the magazine Certainly it is almost exactly the same type of saucer that appears in the work of the editor SPACE CRAFT FROM BEYOND THREE DIMENSIONS . (see back cover) which was taken by a Marine Air Group photographer over Korea.

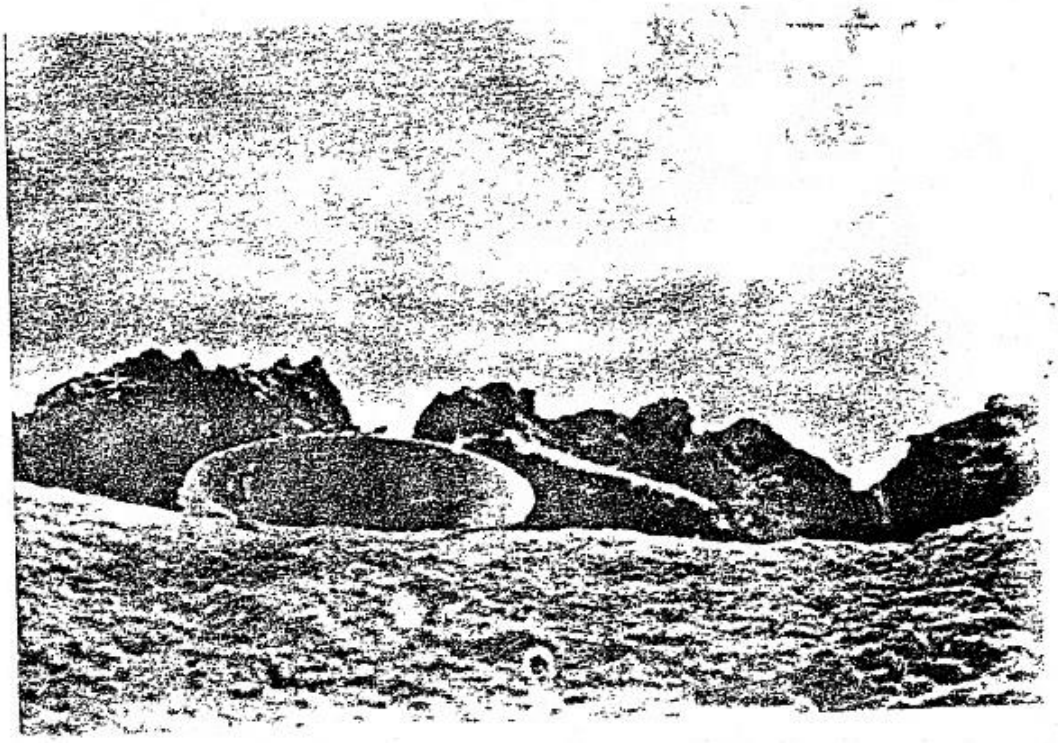
There has been little in UFO literature about spacemen in space suits BUT " THE USSR ACADEMY OF SCIENCE and Space Research indicates that UFO's are INTERLANETARY and have gone so far as to say that the planet VENUS is the originating point of 90% of the UFO's. They conclude that some UFO's have crashed in earth and that the pilots have been killed...."

OTHER UFO OBSERVERS.. Dr. Clyde Tombaugh (discoveror of Pluto) Professor Hall of the Lowell observatory in Mass. Dr. Seymour B. Huess of the U. of Florida, Dr. G. Duncan Fletcher of the Astronomical society of Kenya, South Africa

It is our belief that this issue of the SPACE CRAFT DIGEST covers about every good photo in the field of "saucerdom". The next issue will bring to public eye some very interesting ififormation on RAUM und GEGENRAUM (SPACE AND COUNTER SPACE) which we believe, is the FIRST, attempt to provide a theory of LEVITY which some day might possibly be quanitized in the manner that even the mathematicians can handle. There will also be a further development of the editor's FOUR FIELD conception of the ENTIRETY which could account for life and intelligence ANYWHERE in the cosmos.







THE FIELD OF ELEMENTALS----indicating that there is SPACE-LIFE from "Beyond Three Dimensions" which "lives" nearly beyond our powers to detect it is not on that should be neglected by any scientific investigation with an open mind "THEY LIVE IN THE SKY" gives us the Amoeba as shown, but ever since there has been photography there have been pictures of Fairies These have been suppressed in the last decades, but there are those that believe in "the little people"----to the Irish, descendants of ATLANTIS--they are REAL!

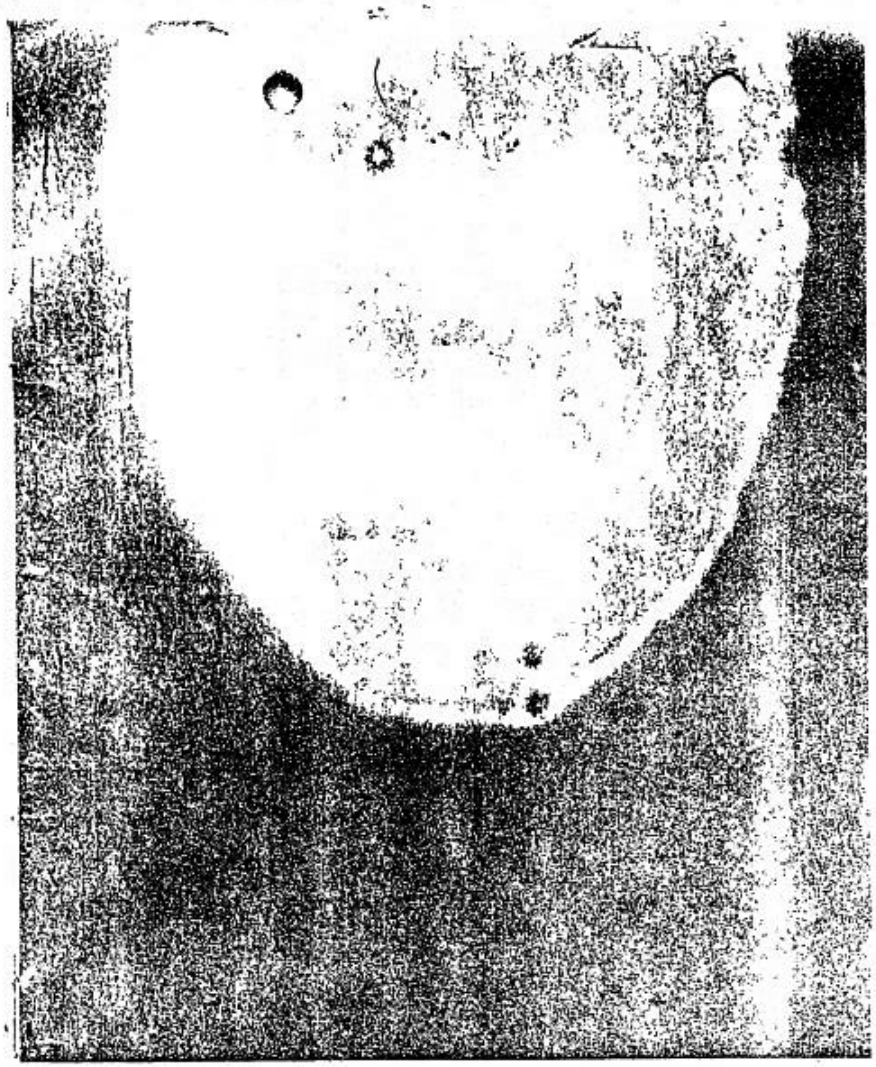
LIMERICK Ireland, (AP) The Fairies of Ireland are airtable people as is well known, but not when they get their Irish up

And since that is where their Irish is now, goodness knows what is to be done about extending Shannon's Int l Airport runway Ambrose McInerney who has the contract to do a bit of earth-moving for the extension told about his troubles Saturday

The Irish Government sent him orders NOT to disturb the fairy fort on top of Trade's Hill Troubles is that the Fairies have their fort where the airport people want to extend the runway. Quite a useless order, he observed, because his Irish workmen never would molest a fairy fort anyway. As soon as play patty-cake with the Devil, himself, they would. A Fairy Fort is a sort of a headquarters and community Hall. That's where the fairies give their parties and kick the Fairy gong around Farmer Frank Fahy said that many a midnight the Fairies can be heard 'champing and chattering at the 'fort'." A farmer was known to die when he took stones from a fairy fort to make a wall. "His hands swelled and he never lived to finish the wall " Fahey said People wouldn't even cut brush off a fairy fort So, how is the airport authority ever to extend the big jet runway?

Darned if McInerney knows even if he did ignor the Government orders and tried to level the hill with the fort on it, his workers would strike. The airport engineers have decided to leave the hill as a minor obstruction and light it.

SUPERSTITION? ..Well, behind many superstitions of this psychic type there is a basis of truth WHAT is the story behind the elementals known as Fairies Do THEY REALLY EXIST beyond our senses? Shown above is a "thought-camera" picture of a Fairy who has told Lord Dowding that his name is NORMUS He inhabits the garden of Lord Dowding (former Air Marshall of England) and asked to have his picture taken. ABOVE is the little ecto plasmic entity NORMUS was a bit unhappy with his picture, but stated that certainly they could do better. NEVER-THE-LESS very real things do happen to people in certain parts of the world. The psychic backgrounds of "superstitions" that are laughed off by less sensitive three-dimensional scientists are not to be so easily discounted



THE AMOEBA is the name given to this invisible flying animal photographed with infra-red film by Trevor James, author of the book **"They Live in the Sky".** Using infra-red film and an e.s.p. method, James took six successive photos of this strange and invisible airborne animal, which has its own light source James, who has also photographed four of these creatures in a flock, states that their presence in our atmosphere, hitherto unknown to science, undoubtedly accounts for many reports of UFO's (unidentified flying objects).

"Space-Craft From Beyond Three Dimensions"

by W. Gordon Allen. (ILLUSTRATED)

FROM THE JACKET

In this challenging and provocative work, W. Gordon Allen, owner of several radio stations, a graduate electrical engineer and a former U. S. Naval radio-radar officer — seeks to prove conclusively the existence of Unidentified Flying Objects and offers an UNPRECEDENTED number of pictures to substantiate his claims.

The author's investigations over the last seven years indicate that "extra-terrestial" entities using electrical spece-craft propulsion "are all around us".

The mystery, Mr. Allen continues, is why this attention seems to be paid to earth at this time—unless this space traffic has always been with us. If it has—and certainly there are indications that the UFO has always been with us—then the ruling powers-that-be who have oppressed the mind of man over the last few thousand years on this planet have been guilty of the universes' MOST INCREDIBLE CRIME AGAINST HUMANITY!

BEYOND THREE DIMENSIONS constitutes a challenge to conventional 20th century physical science to re-consider its "proved" conclusions and to re-evaluate the atomic theory. As the FIRST comprehensive attempt to reconcile Western scientific knowledge with the fantastic phenomena of the UFO, it is a scholary and important work; as an exploration of flying saucers and their mysterious brethern, it is a true to life adventure story—as timely as tomorrow!

CHAPTER HEADINGS . . . TOWARD NEW DIMENSIONS OF THOUGHT . . . COSMIC-MIND RECEIVERS AFTER NEWTON . . . ATOMIC THEORIES AND PRE-HISTORIC CATASTROPHY . . . FROM COLD-WATCH to MOON-WATCH . . . (Space craft in our skies) . . . FIRST PRACTICAL THOUGHT RESONATOR? . . . THE POST-WAR PHANTASMA OF THE UFO . . .LUNAR CHANGES AND THE EARTH'S HALO . . . SOME EXTRA-TERRESTIAL VISITATIONS . . . A NEW VISTA OF THE ENTIRETY . . . and four essays on the space-vortex atom by C. F. Krafft. (Many UFO photos)

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FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

Date March 5, 1959

The attached is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Brigadier General John M. Breit
Director of Special Investigations
The Inspector General
Department of the Air Force
Building Tempo E
4th and Adams Drive, Southwest
Washington, D. C.

Remarks:

Federal Bureau of Investigation

Copies Reproduced 2

Disposition C/N

Date 1 Apr 59

Signature & Dir.

Strasburg Va July 27th 1959

Honorable J. Edgar Hoover,

Dear Sir,

My reason for this communication is to report a phenonenon in the sky at 2:30 A.M. today when I went out on the lawn with my dog (a nightly occurence). The moon was very bright and no stars or clouds were visible in the sky, but in the sky east of here apparently over Front Royal there was a very large yellow-light, stationary, height approximately 3 times as high as Signal Knob Mountain & it was probably much higher.

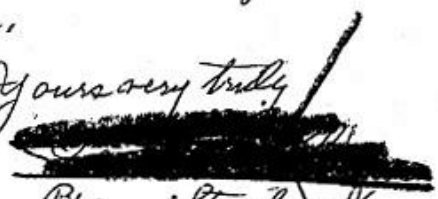
M-1

My only reason for writing is that if the information has any merit, it can be used. No airplanes are ever seen in this position in the atmosphere. There was no movement in the object, nor sound. As stars usually have a different color and very much smaller made me wonder.

~~As~~ I ~~have~~ do not know of anyone else in Washington, which is my reason for writing you.

Yours very truly

[redacted]



Rt. 2 Strasburg Va

Am not superstitious nor do I believe in the occult. If the above has any merit it can be forwarded to any one interested. It might have been a Statelite.

M-2 W

[redacted] Strasburg Va.

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Washington
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AFCSI-6D/Capt Sellars/ga/8924/2 Jul.59

24-185-0

MEMORANDUM FOR CHIEF, PUBLIC INFORMATION DIVISION, OFFICE OF INFORMATION SERVICES, OFFICE OF THE SECRETARY OF THE AIR FORCE

SUBJECT: Transmittal of Letter Containing Information Concerning Flying Saucers

1. The inclosed letter, forwarded to this Headquarters by the Federal Bureau of Investigation (FBI) is furnished your office for any action deemed appropriate.

2. For your additional information, the FBI has advised the writer of the inclosed letter of its referral to this Headquarters.

FOR THE CHIEF OF STAFF:

2/7

R. L. WELCH
Assistant Chief
Counterintelligence [illegible]
Dir of Special Investigations
The Inspector General

1 Incl
Ltr fr B[redacted]
19 May 1959

OUT 6 JUL 1959 CI DIV OSI

6 JUL 1959 MANAGEMENT DIV OSI

6 JUL 1959

24-185-498

AFCSI-6D
Capt B. F. Sellars (previous coordination applies)
L/C E. L. Moore
7/7/59

Coord Cy AFCSI 24-185-0
Cmbk Cy AFCSI-6D
Read Cy AFCSI-6D

CSI

MEMO ROUTING SLIP	...ER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS		
1 NAME OR TITLE Director of Special Investigations	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION Attn: Major Olsen, AFCSI	DATE C1		COORDINATION
2 4th & Adams St S.E.			FILE
Washington 25, D. C.		x	INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

Note: This should not change our procedures if unstated in AFCIN matter
TFO

F 31 AUG 1959

24-185-499

~~24-185-6~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

Dec 8 16 11 '58

FROM NAME OR TITLE	DATE
Capt Copas	Dec 58
ORGANIZATION AND LOCATION AFCIN-1A1	TELEPHONE

OFFICE OF SPECIAL INVT

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

DEC 9 1958

MEMORANDUM FOR AFCIN DUTY OFFICER

SUBJECT: Unidentified Flying Object (UFO) Reports

1. The AFCIN Duty Officer will classify all telephonic or other verbal reports of UFO sightings received during non-duty hours in one of the following three (3) categories, and will take the action indicated for the appropriate category:

a. REPORT BY AN INDIVIDUAL OF KNOW HIGH MILITARY, GOVERNMENTAL OR CIVILIAN STANDING (e. g. HIGH RANKING MILITARY OFFICER, CIVILIAN OFFICIAL IN DEPARTMENT OF DEFENSE, SCIENTIST, ETC.) OR A REPORT BY ANY PERSON WHICH IS DEEMED BY THE AFCIN DUTY OFFICER TO BE OF IMMEDIATE POSSIBLE IMPORTANCE TO NATIONAL DEFENSE OR AIR INTELLIGENCE (e. g. OBJECT APPEARING TO BE A DESCENDED SATELLITE). (Considerable discretion must be exercised by the AFCIN Duty Officer in placing a report in this category for the latter reason.) ACTION: One of following:

(1) Request the reporting individual to report the sighting to the Air Technical Intelligence Center (Wright-Patterson AF Base, Dayton, Ohio) Duty Officer by telephoning (collect) CLearwater 3-7111 (Dayton), Ext. 7-1222. In requesting this action, the AFCIN Duty Officer should give a brief explanation of the ATIC role in UFO investigation/evaluation etc as prescribed by AFR 200-2.

(2) If the reporting individual indicates any reluctance or unwillingness to phone his report to the ATIC Duty Officer, then the AFCIN Duty Officer will obtain full details and pass the report to the ATIC Duty Officer.

b. ALL REPORTS, OTHER THAN TYPE INDICATED IN PARAGRAPH 1a, OF UFO SIGHTINGS IN THE WASHINGTON-BALTIMORE AREA.

ACTION: Refer all persons making such reports to the Operations Duty Officer, Andrews AF Base, Maryland, Telephone REdwood 5-6900, Ext. 6274. (The Commander, Andrews AF Base is considered "Commander of nearest AF Base" for purposes of investigating UFO reports in the Washington-Baltimore area IAW AFR paragraph 4a and 4b, AFR 200-2).

c. ALL REPORTS, OTHER THAN TYPE INDICATED IN PARAGRAPH 1a, OF UFO SIGHTINGS OUTSIDE OF THE WASHINGTON-BALTIMORE AREA.

Memo for AFCIN Duty Officer (con't)

ACTION: Refer all persons making such reports to Commander or Duty Officer of the Air Force Base nearest them. If possible, the AFCIN Duty Officer will assist persons making this type of report by informing them of the Air Force Base nearest them.

2. In all instances of telephonic UFO reports, the AFCIN Duty Officer will obtain the basic facts and submit a brief written report on it at the beginning of the next duty day to AFCIN-1A1, ATTN: Captain Gupan, and AFCIN-3, ATTN: Major Tacker.

1 Encl
AFR No. 200-2, 5 Feb 58

[redacted]
Colonel, USAF

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

WASHINGTON 25, D. C.

Date: July 1, 1960

To: Office of Special Investigations
Air Force

Attention: Chief, Counterintelligence
Division

From: John Edgar Hoover, Director

Subject: UNIDENTIFIED FLYING OBJECTS
[redacted] - COMPLAINANT
MISCELLANEOUS - INFORMATION CONCERNING

There are enclosed for your information and whatever action you desire to take a copy of a letter dated June 27, 1960, from [redacted] Bronx, New York, and a copy of our reply thereto.

We are taking no further action in this matter. The files of this Bureau contain no references concerning [redacted]

Enclosures - 2

COPY

[redacted]
Bronx 55, N. Y.
June 27, 1960

Federal Bureau of Investigation
Washington, D. C.

To Whom It May Concern; Dear Sir;

It has come to my attention lately, that Russia may be sending the so-called "flying saucers," the magnetic image given off by these saucers is in many ways similar as that of the moon. The moon is now possessed by the Russians and they understand about it, similating the magnetic pull of the moon is not hard for them as they know about it. Somewhat of a flying saucer has been observed by me several years ago at a beach together with some other people who were also watching. We all looked at it so long, it is almost unbelievable that none of us would phone some bureau or agency of investigation. Yet we all just sat there and stared (I did not have a dime on me, nor did my gentleman friend). These objects give off a magnetic perception and they look as they are looking at us. To understand the moon and to copy it is not hard if one can also get there. People are magnetized and somewhat immobilized by looking at them.

A doctor and I had been studying the moon and I know much about it. An article was published on the moon several years ago by us, the psychological aspects of it.

They probably similate it with a strong platinum composition, four to six inches thick frame. The perceptual lighting that they give forth in the air like a slight mercury quivering back and forth, moving like gliding, the perceptual lighting is helped somewhat when in the air by the atmosphere (or environment), and is not on the ship when it moves, as if shooting slowly straight forward, encompassed now in a dull platinum finished body.

Some years ago I wrote to you about this, but it was not detailed.

Hoping you will take my suggestion, I remain.

Respectfully yours,

/s/ [redacted]

COPY

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

WASHINGTON 25, D. C.

July 1, 1960

Miss [redacted]
[redacted]
Bronx 55, New York

Dear Miss [redacted]:

I am in receipt of your letter dated June 27, 1960, and I do appreciate your motives in furnishing the data contained therein.

Since information pertaining to unidentified flying objects is a matter of interest to the Department of the Air Force, I am taking the liberty of furnishing a copy of your letter to the Office of Special Investigations, Department of the Air Force, Washington 25, D. C.

[redacted]

Sincerely yours,

J. Edgar Hoover

John Edgar Hoover
Director

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
111 EAST 16TH STREET
NEW YORK 3, NEW YORK

2D 24-0-434 24-185-502
24-185

SUBJECT: Mrs. [redacted] 24-185
Miss [redacted] 24-185-502
Both of [redacted], Pottstown, Penna.

1 AUG 1960

TO: Dir OSI (USAF) (AFCSI-6D)

1. Reference paragraph 5, letter DO #3, file 24-0-198, dated 25 July 1960.

2. Due to the apparent lack of objectivity on the part of observers, this matter is not being referred to Commander, McGuire AFB, New Jersey, but is being placed in the zero files of this District.

WILLIAM J. NOSOFF
Lt. Colonel, USAF
Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE D[illegible]
BY [illegible], Capt, USAF
8 DEC 1975
DATE

24-185
AUG 8 - 1960

OK

OUT
AUG 1960
AFCSI-6

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 3 [illegible] 20 '60
OFFICE OF
SPECIAL INVESTIGATIONS

FOR [redacted]

UNCLASSIFIED

HEADQUARTERS
3rd DISTRICT OSI (IG) USAF
P.O. Box [redacted]
[redacted], PENNSYLVANIA

3DO INV 24-0-198

25 JUL 1960

SUBJECT: Mrs. [redacted]
[redacted] Pottstown, Penna.

TO: 2 District OSI (IG) USAF

1. On 15 July 1960, at approximately 1100 hours, the writer received a telephone call from Mrs. [redacted], Chestnut Hill, Pa. Mrs. [redacted] stated that she has two sisters living at [redacted] Pottstown, Pa., and that these individuals and the fourteen year old daughter of one of them were on their way to Detachment #304, this District Office, Philadelphia, Pa., to report that flying saucers had landed at their homes in Pottstown, and that they were afraid that a bomb was going to be exploded. She added that they have been discussing this for six months, and that the last two days they have been hearing clicking noises on the roof. Mrs. [redacted] advised that her sisters had first announced that they were going to Washington, and that she and her husband had disuaded them from going there, and suggested that they come to the OSI office instead. Mrs. [redacted] asked that there be no publicity; that they be told that the matter would be looked into, and that they be told to go home.

2. At approximately 1130 hours, 15 July 1960, Mrs. [redacted] and daughter, [redacted] and Miss [redacted], all of [redacted], Pottstown, Pa., arrived at Detachment #304. They were interviewed by Major THOMAS H. CONWAY, Commander, Detachment #304, and Special Agent ROBERT N. DENNIS, in the presence of Miss [redacted], OSI Stenographer. They gave a disconnected account of the following incidents:

W24-185-502

a. Mrs. [redacted] related that she lives with her husband and daughter on Route 100, four and one-half miles south of Pottstown, one-half mile north of Bucktown. She related that she first saw strange objects when her daughter was approximately five years old — that while out in the yard one day, a little blue man went running past her. The blue man, according to Mrs. [redacted], was approximately three feet tall, and portrayed features similar to human features, except that he wore a space suit.

OSI 2 AUG 1960 CI DIV OSIN 26 JUL 60 11 49

C) [redacted]

She further related that the reason she called him a little blue man was because his space suit was blue. Mrs. [redacted] stated that from that time forward, she has seen other little blue men and big yellow men, also wearing space suits; heard clicking noises on her roof and porch, and heavy footsteps on the porch which sounded as if at each step they were pulling the nails up as they walked. In addition, she asserted that these men were able to project themselves on a light beam into her TV set, on the wall, and they looked in the windows; further, that on occasion, they used the light beams to paralyze her when she was doing something that they apparently disliked.

Mrs. [redacted] indicated that the yellow men apparently did not like the color blue, since on one occasion while in Pottstown, Pa., when she was in the process of purchasing a blue dress, a light beam was flashed in her eyes to let her know that she was not to buy blue, since they did not like blue. However, according to Mrs. [redacted], she purchased the blue dress against their will, and upon her arrival at home, she found that the dress had been burned, supposedly by their light beams. Questioning of Mrs. [redacted] in an attempt to ascertain the location and name of the store was unsuccessful. She could not recall the name of the store, nor could she recall the name of the clerk from whom she had purchased the dress. Mrs. [redacted] indicated that the little blue men and the large yellow men gave off a strong smell of perfume that also paralyzed her.

Mrs. [redacted] stated that on 14 July 1960, there were numerous little blue men and big yellow men at her home flashing light beams in her house, down her chimney, on her TV set, interrupting her telephone conversations, and making various unexplained noises outside. These men referred to the "Mojo Workout" Saturday night when they came and tested it, and they are supposed to set it off real soon. Mrs. [redacted] indicated that she called the Pennsylvania State Police, Thorndale Troop, and requested that they come out to her home and investigate for prowlers. Mrs. [redacted] advised that she did not inform the State Police of the truth. She only indicated that there was someone prowling around.

Mrs. [redacted] stated that her husband is retired; that he does not hear too well; and that he does not see these things.

b. Miss [redacted] stated substantially the same as Mrs. [redacted] concerning the foregoing information. [redacted] indicated that she lived in an entirely different house than Mrs. [redacted], and that these creatures had, on occasion, visited her home and exhibited the same type of display. [redacted] related that a Mrs. [redacted] from Fruitfield owned a home in the immediate area and had, on occasion, witnessed footprints, supposedly left by the little blue men during one of their visits. [redacted]

[redacted]

Letter, 3DO INV 24-0-198, Subj: Mrs. [redacted]CK, Miss [redacted]R, Both of [redacted] Pottstown, Penna.

stated that at first Mrs. [redacted] was doubtful, but after seeing the footprints, she was convinced.

[redacted] insisted that someone with a Geiger Counter be sent to examine their homes, and repeatedly asked that they be examined by Army doctors to determine the extent of radioactivity and other related materials that they had contacted.

[redacted] consistently repeated that we (CSI) did not believe their story and were laughing at them; thereby, she insisted that she and Mrs. [redacted] were considering going to Washington.

c. Miss [redacted]K, who resides in the home of Mrs. [redacted], related that on at least one occasion she had seen the little blue men, had repeatedly overheard the clicking noises on the roof and footsteps on the porch; however, she denied ever having been paralyzed by the light, nor had not seen the light.

3. The foregoing information was furnished in an incoherent manner by both Mrs. [redacted] and Miss [redacted]. In accordance with the request of Mrs. [redacted]S, Mrs. [redacted], Miss [redacted]K and Miss [redacted] were asked to return to their home area.

4. Immediately after the departure of instant individuals, Mrs. [redacted] entered the office in an attempt to ascertain if Mrs. [redacted]K, Miss [redacted] and Miss [redacted] were persuaded to return to their home area. Major [redacted] informed her that he had requested they return to their home; however, he was not able to state whether they would follow the recommendation.

5. The above is furnished for your information and further transmittal to the Commander, McGuire AFB, N.J.

FOR AND IN THE ABSENCE OF
GEORGE G. SPENCE
Lt Col, USAF
Commander

COMMIES INTEL DIA

1980 [illegible] to: JP AFCSI-6D

[redacted]

4027

SECRET

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING MESSAGE

[redacted]

Z/rvp

ACTION: OOP-3

INFO : XPD-4, XDC-1, CIN-14, MLP-1, CSI-2, CDS-1 (27)

OF RJHPKM 190B

CLASSIFICATION CANCELLED TO FOR [illegible] ONLY
BY AUTHORITY OF THE [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

FM HQ PACAF HICKAM AFB HAWAII
TO COFS USAF WASH DC
BT
[redacted]OOC 755-J. APEX PACAF HQ NEWS
REPORT NUMBBER 63. THE FOLLOWING MESSAGE FROM 39 ADIV
IS QUOTED FOR YOUR INFORMATION. QUOTE
[redacted] COMOC-113 REPORT FOLLOWS.
FOLLWING INCIDENT REPORTED THROUGH JAPANESE MILITARY CHANNELS TO INTELLIGENCE THIS HEADQUARTERS ON 30 SEPTEMBER 60. AN UNIDENTIFIED OBJECT, SHAPE AND SIZE UNDETERMINED, WAS FIRST SIGHTED AT AN ESTIMATED ALTITUDE OF 3000 FEET BY JAPANSE FISHERMEN IN THE VILLAGE OF OTARU, HOKKAIDO. OBJECT STRUCK WATER APPROXIMATELY 700 FEET OFF-SHORE OF OTARU. UPON IMPACT A LOUD NOISE WAS HEARD, AND A GEYSER OF WATER APPROXIMATELY 300 FEET HIGH WAS OBSERVED. FISHING BOATS FROM THE VILLAGE OF OTARU SEARCHED THE VICINITY OF THE OBJECTS WATER ENTRY BUT NO DEBRIS WAS DISCOVERED. A RAPID CHECK WAS MADE OF POSSIBLE SOURCES FOR THE UNDIENTIFIED UBJECT BUT NEGATIVE ANSWERS WERE RECIEVED FROM UNITS THIS BASE, 3RD BOMB WG, 67TH TACRECONWG AND JASDF UNITS. A QUERY TO OSI ELICITED THE FOLLOWING REPORT FROM SPECIAL AGENT, CHITOSE DETACHMENT, OSI REPORT QUOTED AS FOLLOWS.

OCT 7 1960

B4-185-593

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 30 11 45 60

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OFFICE OF SPECIAL INVESTIGATIONS
COPY NO.

AFHQ FORM MAY 59 0-309b
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

UNCLASSIFIED

SECRET

SECRET

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING MESSAGE

[redacted]

AT 1615 HOURS 29 SEPT 60, ONE WITNESS OBSERVED A FLAMING OBJECT WITH TRAILING SMOKE DESCENT AND STRIKE THE WATER APPROXIMATELY 200 METERS OFF SHORE AT ASARICHO, WHICH IS 2 MILES EAST OF OTARU. THERE WAS A REPORTED SOUND OF AN EXPLOSION EITHER UPON CONTACT WITH THE WATER OR IMMEDIATELY PRIOR TO CONTACT. THE LOCAL POLICE AND MSB ARRIVED AT THE SCENE SHORTLY AFTER THE ABOVE TIME; HOWEVER DID NOT FIND ANY DEBRIS OR OTHER MATTER FLOATING ON THE WATER. THIS OBJECT REPORTEDLY CAUSED A 20 TO 30 METER GEYSER AS IT STRUCK THE WATER. JASDF HAS BEEN QUERIED AND HAS ADVISED THAT TTHERE WERE NO AMERICAN OR JAPANESE AIRCRAFT IN THE VICINITY AT THE ABOVE TIME AND DATE. IT HAS BEEN DETERMINED TTHAT THE DEPTH OF WATER WHERE THE OBJECT FELL IS APPROXIMATELY 10 METERS. MRD WAS REQUESTED JAPANSE AUTHORITIES TO EITHER DIVE OR DRAG THE AREA FOR THE PURPOSE OF IDENTIFYING THAS UKNOWN OBJECT. MRD HAS ADVISED THAT THEY ARE QUERYING ONE ADDITIONAL SOURECE REGARDING THIS MATTER AND WILL FURNISHE THE RESULTS OF THIS QUERY TO OSI IMMEDIATELY UPON RECEIPT. UNQUOTE.

BT

Col Patterson's office advised of this msg & requested to call to his attn when he returns as possibly of related interest to 28 Sept Sheppard AFB incident
[illegible] 30/9

NOTE : Advance copy delivered to OCP-CP & CIN

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AFHQ FORM MAY 59 0-309b
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

SECRET

COPY NO.

SI-1d (SEC 1-60) 8 March 1960

MEMORANDUM FOR RECORD

1. At 0820 hours, 7 March 1960, S/A HUNTER, CI Chief, District Office 02, telephonically related the following information which he had received from DON McKAY, U. S. Marshal at Nome, Alaska:

McKAY stated that at approximately 2016 hours, local Nome time, on 6 March 1960, a large number of people at Nome reported seeing a brilliant flash of light located in the sky in the vicinity of Sledge Island, which is located approximately 25 miles southwest of Nome. This light was described by three teenage eye-witnesses as a brilliant blue-white light which appeared brighter than the light of an arc welding torch. It was further described as tubular and moving through the sky and appeared to flash brilliantly for about two seconds, then the light went off for about one second, followed by another two-second flash. It was further described as separating into two pieces, one of which disappeared; the other piece appeared to be heading in a northwesterly direction. The same witnesses also described a shushing sound accompanying the light. McKAY did not personally see the flash in the sky, but described its magnitude and brilliance as such that it lit up the room he was occupying in his home.

2. [redacted] a FAA pilot who was flying enroute from Nome to Anchorage at the time, also reported seeing a tremendous flash of light in the sky. It was further reported by the FAA that there appeared to be an increase in the amount of radio activity from Russia during that day.

3. S/A HUNTER also received a telephone call reporting the incident from [redacted] at Nome, Alaska, who did not witness the incident himself.

4. S/A HUNTER further stated that on a very recent trip to the Nome area, he received the impression from the population there that there was a general dissatisfaction with the way that recent unusual sightings have been handled by USAF. This was probably exemplified by the variety of versions of the incident given to the press by USAF spokesmen. HUNTER advised that he maintains excellent contacts with reliable individuals at Nome and may be able to furnish additional information in the future on similar incidents.

5. HUNTER further advised that he and the 11th Air Division Intelligence Officer work together very closely on incidents of this nature and that the Alaskan Air Command had been duly notified of this incident through Intelligence channels.

NORMAN KARAS
Special Agent
Chief, Counterintelligence Division

[redacted] Atch 2

25 2-0

BRIEF

UNIDENTIFIED OBJECT SIGHTINGS IN THE NOME, ALASKA AREA, 14 FEB 60

7 March 1960

JESS D. HUNTER, Special Agent
Chief, Counterintelligence Division
82nd District Office of Special Investigations
Ladd Air Force Base, Alaska

The writer first became aware of the 14 February Nome sighting through an article that appeared on 15 February in the Fairbanks, Alaska News-Miner (newspaper). The article reflected that [redacted], resident manager of [redacted] Mines and several other Nome residents had sighted an unidentified flying object at approximately 1630 hours (Nome time) on 14 February. At the time of the reading of the News-Miner article, the writer was in the company of Major MILTON KARELL, Intelligence Officer, 11th Air Division in the latter's home. After reading the article, Major KARELL called the 11th Air Division COC and found that visual sightings of an unidentified flying object had been reported from Nome and Unalakleet.

On 16 February the writer contacted Major KARELL and asked if any OSI assistance was needed in making a determination as to the nature of the object sighted. Major KARELL advised he had all needed reports.

On 18 February the writer attended an inter-departmental intelligence conference at Elmendorf AFB, Alaska. During the course of this conference a senior Naval Officer advised that the 14 February Nome sighting had been determined to be a meteor and the investigation was closed.

On 26 February Major KARELL contacted the writer and requested a personality briefing concerning [redacted] who had made the 14 February sighting at Nome. The writer briefed Major KARELL as to his knowledge concerning [redacted]. Major KARELL advised that [redacted] was generating newspaper publicity concerning his ([redacted]) disbelief of the Air Force's identification of the 14 February sighting as a meteor. Major KARELL expressed a desire to find out what [redacted]'s motives might be in keeping publicity alive on the 14 February sighting. The writer advised Major KARELL that he would be in Nome on 3-4 March and would make discreet inquiries concerning the 14 February sighting. In answer to the writer's question Major KARELL advised that the individuals questioned concerning the 14 February sighting were interviewed by a Captain STEELE of the Nome National Guard and not by Air Force personnel.

On 3 March the writer and Special Agent BILLY COX arrived at Nome via [redacted]. During the flight from Fairbanks to Nome the writer discussed the 14 February sighting with Miss [redacted], Chief Stewardess and [redacted], Captain, both of Wein Alaska Airlines. Both of these individuals are well acquainted with [redacted] is married to [redacted] sister. Both [redacted] expressed skepticism of the determination of the 14 February sighting as a meteor. Both [redacted] and [redacted] expressed the opinion that [redacted] is a stable, honest, trustworthy

individual. PETERSON added that [redacted] is the President of the Nome Chamber of Commerce and, like most Nome citizens, is desirous of having military personnel stationed in the Nome area for both economic and defensive reasons.

On arrival in Nome the writer and S/A COX contacted LA PCI 80-103. This informant, of known reliability and character, advised he believed [redacted] to be basically honest; however, thought [redacted] might embellish the 14 February sighting as incentive for obtaining military installations for the Nome area. Source further advised that he was disappointed and that he had heard comments of similar disappointment from other Nome citizens concerning the manner in which the 14 February sighting was investigated. Source elaborated on this point by stating that the Air Force did not evidence enough interest in the sighting to send personnel to Nome to conduct the investigation but relied on untrained local people to conduct the interrogations. Source stated he personally believed the 14 February sighting to be some explainable natural phenomenon, however, he believed the Air Force had rather "aluffed" off the investigation by requesting a University of Alaska Geophysicist to state the sighting to be a meteor.

The writer and S/A COX contacted deputy U.S. Marshal DONALD G. McKAY and requested his knowledge of the 14 February sighting. [redacted] advised that a Nome pilot, [redacted] had conducted a survey of the people who had allegedly seen the object. [redacted] contacted [redacted] and obtained the names of these individuals. In addition to [redacted] the other individuals involved in the sighting were [redacted] brother), [redacted] wife) and [redacted], a local couple who conduct an insurance business in Nome. [redacted] substantially confirmed the information obtained from LA PCI 80-103.

The writer and S/A COX contacted [redacted] at their insurance office in Nome. Mrs. [redacted] advised she and her husband were visiting PETE WALSH's home at the time of the sighting and witnessed the object in the company of [redacted]. Mrs. [redacted] advised the sighting was made from a window in the [redacted] living room between 1630 and 1730 hours on 14 February. According to Mrs. [redacted] called attention to the object and she stood up and watched the object pass the window. Mrs. [redacted] advised the object appeared to be traveling in a northwest to southeast direction at great speed. Mrs. [redacted] stated she viewed the object for approximately 3 seconds and described the object as being an intense yellow-white light, spherical in configuration. Mrs. [redacted] stated that the day was bright and sunny and that the sun had not yet begun it's descent. Mrs. [redacted] advised she was approximately eight feet from the window and did not approach the [redacted] during the time the object was in sight. (See attached drawing) [redacted] advised he was sitting at a desk in the [redacted] living room and approached the window just in time to glimpse the object prior to it's disappearance behind the eave of an adjoining building. Neither [redacted] nor [redacted] saw any object preceding the intense light.

On 4 March the writer and S/A COX interviewed [redacted] in the Wien Airlines Office. [redacted] advised the sighting occurred at 1650 on 14 February from his living room. He corroborated the [redacted] statements as to the

individuals present at the time of the sighting. [redacted] stated his brother [redacted] saw the object first and called everyone's attention to it. [redacted] advised everyone present approached the window and viewed the object until it disappeared behind an adjoining structure. (This point disagrees with Mrs. [redacted]'s statement that she did not approach the window until the object was out of sight). [redacted] stated the object was in view for approximately 15 seconds. (This estimate is believed to be exaggerated in view of the [redacted]'s statements and the subsequent statement of [redacted] corroborated the [redacted]'s statements as to the existing weather conditions and the path and position of the object relative to the window. WALSH emphatically stated that a "shiny silver cylinderic object preceded a cone shaped intense light having an orange tinge". [redacted] further advised that subsequent to the sighting the persons present discussed the object and [redacted] called the local PAA office and reported the sighting. [redacted] said he called a Colonel ISBELL (phonetic) AAC Chief of Staff on the day following the sighting and described the object to the Colonel. [redacted] alleged the Colonel told him that Unalakleet and another station had also reported the object. [redacted] further advised that a [redacted] of Teller, Alaska, had been driving a cat-train along the beach, approximately 10 miles northwest of Nome and had seen the object at approximately 1645. [redacted] concluded that some school children in King Island Village (an Eskimo settlement just south of the city limits of Nome) had also observed the object in question.

Mrs. [redacted] was not available for interview.

The writer and S/A COX contacted [redacted] at the Nome Air Terminal where he works as a mechanic for Wein Airlines. [redacted] corroborated his brother's statements concerning the sighting, however, seemed less emphatic concerning the object preceding the intense light. [redacted] differed with PAFF concerning the time the object was visible. [redacted] estimated 3 seconds.

No contact could be made with any of the school children who allegedly viewed the object in question.

In several contacts not outlined above the writer attempted to obtain an impression of the feeling of the people in Nome concerning the situation in question. Most of the individuals (5) contacted agreed on the following points: the economic situation in Nome is tenuous; the citizens of Nome feel left out because the military does not have personnel at Nome; the Air Force should have evidenced a greater interest in the sighting in question regardless of the outcome; there was no great interest or panic in this sighting as such.

On 7 March 1960, at approximately 1000 hours, [redacted] telephonically contacted the writer and informed him that another unidentified flying object sighting had been made at Nome. [redacted] stated that he had not personally seen the object but [redacted] had been an eye witness. [redacted] further advised that a great number of people in the Nome area had seen the object; that FAA had received several calls reporting the sighting.

Immediately upon termination of this call, the writer personally contacted Major [redacted] and notified him of [redacted] information. Major KARELL advised that he also had received calls on sightings from Nome and Unalakleet.

On 7 March 1960, the writer telephonically contacted [redacted] and elicited substantially the following information: [redacted] was at his residence in Nome, watching television, at approximately 2016 hours, Nome time, when suddenly the room in which he was sitting became vividly illuminated. The illumination seemed to emanate from a small window on the North side of the [redacted] residence. The illumination existed for approximately 2 seconds, disappeared for approximately 1 second and then reappeared for another approximately 2 second interval. [redacted] advised that he questioned [redacted], age 14; [redacted]UK, age 12; and C[redacted] age 10, who were playing in their yard at the time of the instant incident. [redacted] advised [redacted] that a bright object had come across the sky and divided into two pieces. [redacted] said one piece continued in a North, Northwest direction and the other piece disintegrated. [redacted] described the magnitude of the light involved as "lit up the whole town." [redacted] advised this corroborated his impression of the light which he likened to the breaking of high tension electrical current lines. [redacted] advised that [redacted] and [redacted] thought the object made a "ahh" sound. [redacted]'s attempt at altitude determination of the object was "up in the stars." [redacted] concluded by stating he was going to interrogate all the people in Nome who had seen the object and would keep the writer informed.

At approximately 1630 hours [redacted] telephonically contacted the writer and advised he had a report from a Mrs. [redacted] in Teller, Alaska, who works for the Alaska Communications System. [redacted] stated Mrs. [redacted] advised him that a [redacted] and [redacted] of Teller had observed the object on the previous evening and were positive that the object had gone to the ground a little South and East between Nome and Teller. [redacted] advised that LEB and [redacted] had viewed the object from seperate positions. In addition to the information above, [redacted] stated that several of the persons he had interviewed that afternoon had advised that approximately 1 minute to 1½ minutes subsequent to the sighting of the object they had heard a sound that they likened to thunder. Immediately subsequent to the termination of the telephone conversation, the writer contacted Major KARELL and related the information.

On 8 March 1960, the writer contacted Dr. ELVEY, Head of the Geophysical Institute, University of Alaska. The 14 February and 6 March sightings were discussed at length and Dr. ELVEY offered the opinion that all available evidence points to the 14 February sighting as being of meteoric origin. Dr. ELVEY advised the 6 March sighting might well have been a meteor; however, certain other objects would produce the same visual effects as witnesses described in this sighting. After extensive (4½ hours) research concerning the position of all known earth orbiting objects, Dr. ELVEY advised that there was only one object in the proximity of the Nome area at the time of the 6 March sighting. Dr. ELVEY concluded by stating he would continue to research the subjects and would keep the writer informed.

On 9 March 1960, the writer was contacted by [redacted] who advised that he had received notification that a number of native villagers at Unalakleet had witnessed the 6 March phenomenon. According to [redacted] these witnesses alleged the object to be East of Beebora and West of the mainland. They had no concept of altitude or distance. [redacted] concluded the conversation by advising that he had tailed a number of interrogatories concerning the 6 March sightings to the writer.

On 9 March 1960 at 1235 hours, the writer was listening to a news broadcast on KFRB and noted that Senator BARLETT had requested military authorities to investigate the circumstances surrounding the Nome sightings. The commentator further reported that Senator BARTLETT had gained his information concerning the sightings from [redacted]

In a discussion with 82D OSI personnel, the writer gained information that extensive news coverage (television, radio and newspaper) had been afforded the latest Nome sighting.

On 9 March 1960, the writer received four affidavits via registered mail from U.S. Deputy Marshal D[redacted], Nome, Alaska. These affidavits were taken by [redacted] on 7 March 1960 from four Nome residents who had witnessed the phenomenon. The main points established by these affidavits are as follows:

1. The object was observed to the North of Nome.

2. The object appeared to be very close to Nome.

3. The object appeared approximately the size of a basket ball or volley ball.

4. The object was an intense white light.

5. After the flash, the object appeared to float slowly down leaving a trail behind.

6. A noise likened to thunder was heard approximately 90 seconds subsequent to the flash.

On 10 March 1960, the writer received five reports of various news media reporting that Senator BARTLETT had requested the Department of Defense to conduct an investigation of the Nome sightings.

On 10 March 1960, a short (2 inch) article appeared in the Fairbanks, Alaska Daily News Miner, which reflected that Senator Gruening had requested an investigation by the Department of Defense into the sightings in the Nome area.

On 11 March 1960, the writer was contacted by Major HUGHES, Directorate of Special Investigations, AAC, who requested a briefing concerning the results of the writer's inquiry concerning the instant sightings. The writer briefed Major HUGHES on the information contained in this report. Major HUGHES cautioned the writer not to become over active in collecting data concerning this matter; however, stated that the Director was interested in the results of the inquiry.

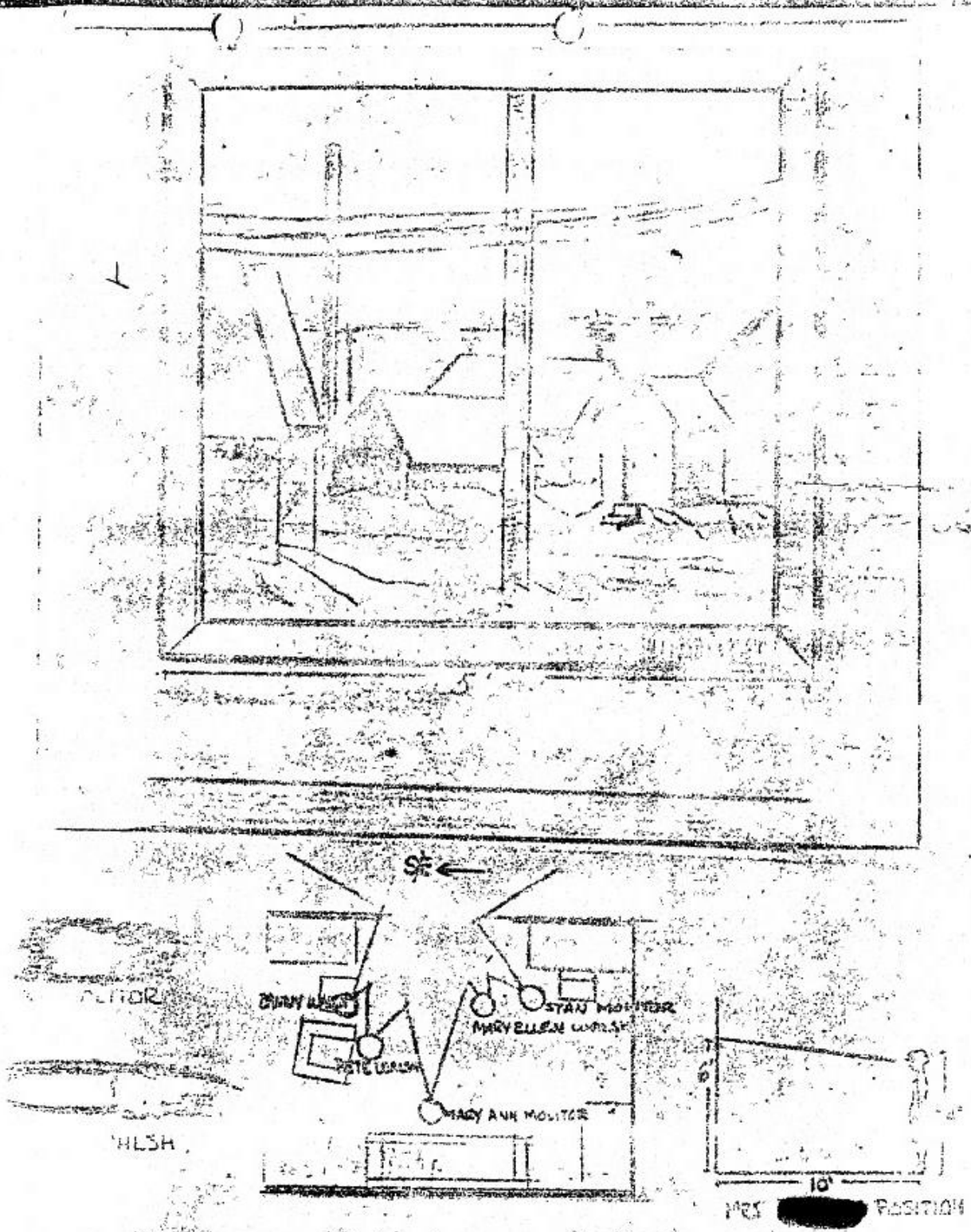
On 11-15 March 1960, the writer and members of the Counterintelligence Division closely monitored news media for evidence of continued public interest in the sightings. Two radio broadcasts mentioned the sightings on 12 March 1960, one television newscaster and one radio newscaster mentioned the sightings on 13 March 1960 and one radio newscaster mentioned the sightings on 14 March 1960.

On 15 March 1960, the writer reviewed the information contained herein for Major KARREL. KARREL advised he had not received any further reports on the matter in question and believed that public sentiment for an investigation was dying out. Major KARREL further advised that AAC did not evidence any desire for further investigation of the sightings. The writer informed Major KARREL that any further information received from OSI sources would be relayed to him.

If any further inquiry is requested in this matter, the following named individuals would be cogent sources of information:

1. [redacted], Nome, Alaska
2. [redacted], Pilot, Nome, Alaska
3. [redacted] Station Manager, Nome, Alaska
4. [redacted] Communications System, Teller, Alaska

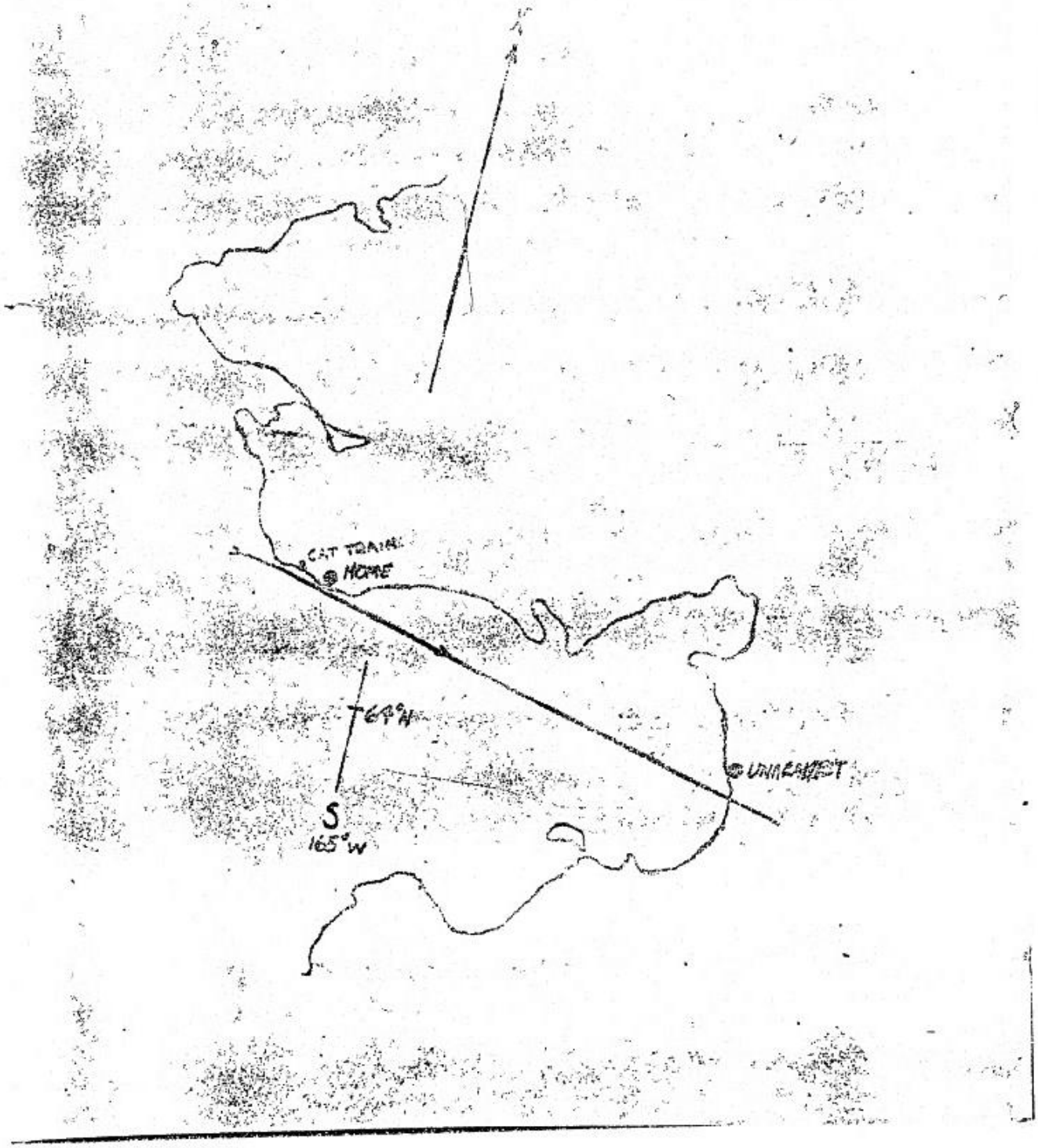
END

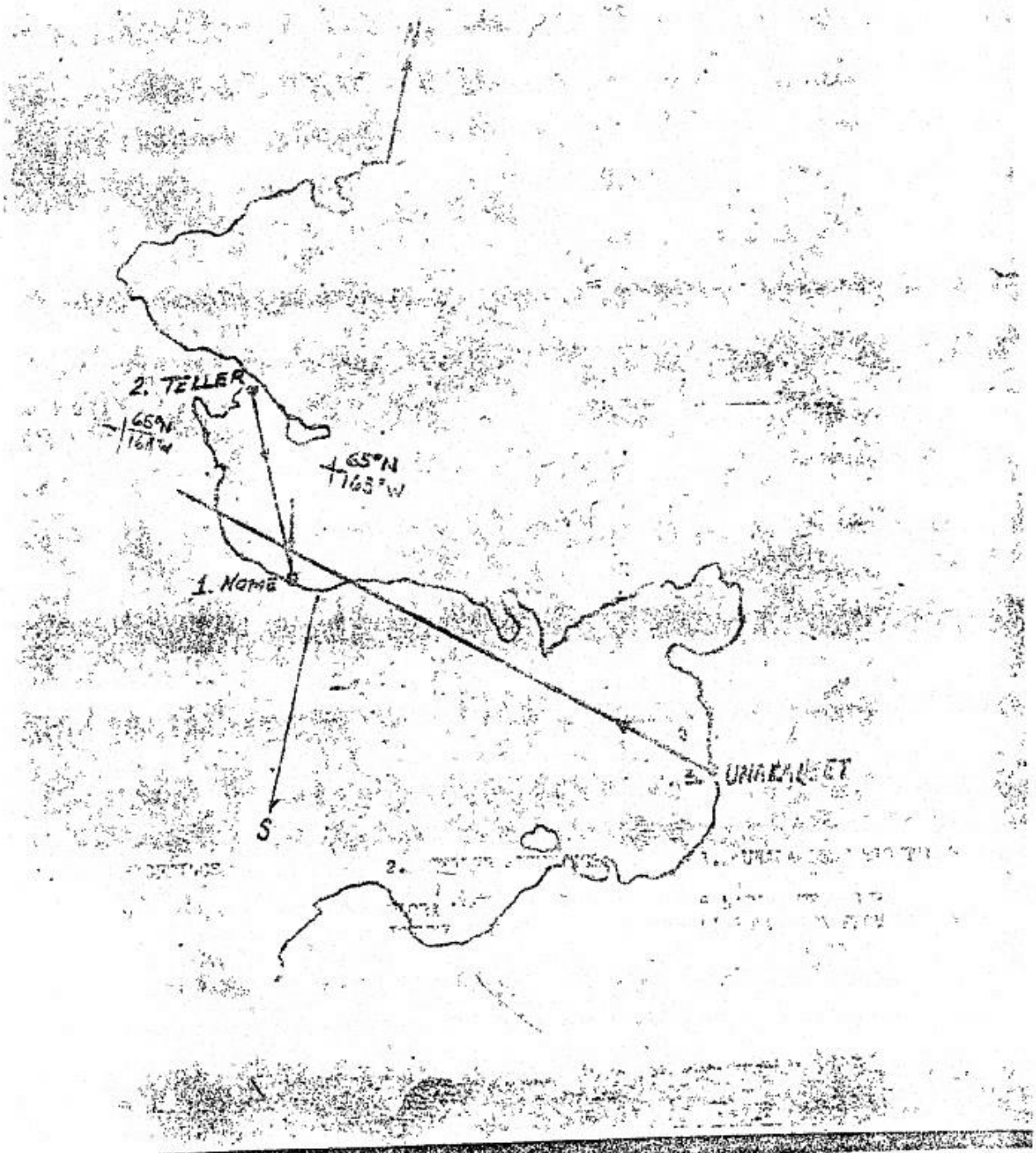


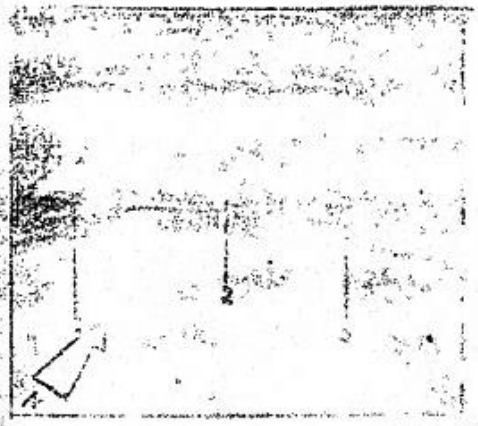
14 February UFO sightings
NOME, ALASKA

DIRECTION. 14 FEBRUARY 1960

NOME UFO SIGHTING

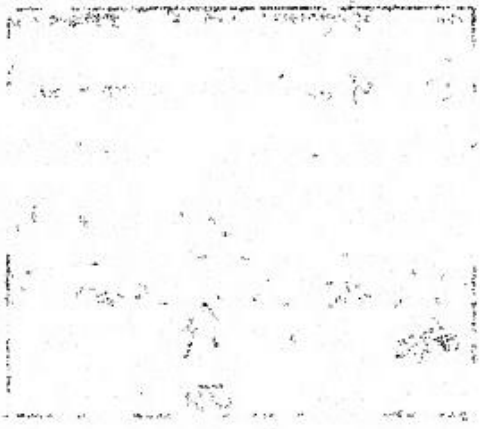



2. TELLER
65°N
168°W
65°N
168°W
1. NOME
UNALAKLEET
S



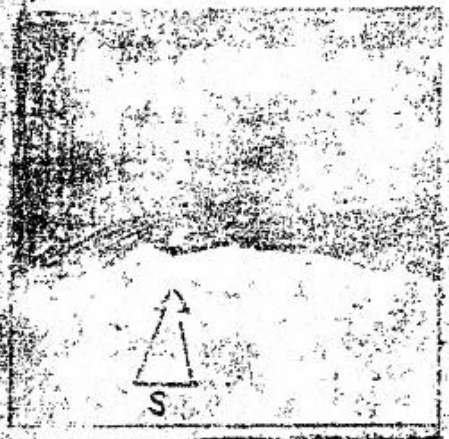
NAME: [redacted]
POSITION: Teller, Alaska
DIRECTION: South and a little East
ALTITUDE: Descended to the ground
SIZE: Basketball
TIME DATE: 2016, 6 March 1960
OTHER: Quarter coin at arms length
DIRECTION OF TRAVEL: North/Northwest

2.



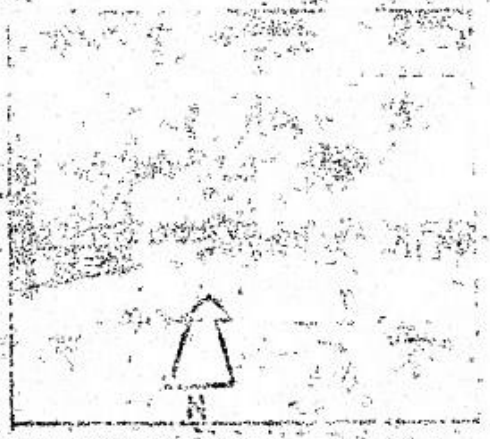
NAME: [redacted]
POSITION: Nome, Alaska
DIRECTION: North
ALTITUDE: Less than 1000 ft
SIZE: Basketball
DIRECTION OF TRAVEL: Descending

3.



NAME: [redacted]
POSITION: Teller, Alaska
DIRECTION: South and a little East
ALTITUDE: Descended to the ground
SIZE: Basketball
TIME DATE: 2016, 6 March 1960
OTHER: Quarter coin at arms length
DIRECTION OF TRAVEL: Descending

4.



NAME: [redacted]
POSITION: Nome, Alaska
DIRECTION: North
ALTITUDE: Less than 1000 ft
SIZE: Basketball
DIRECTION OF TRAVEL: Descending

8-5 (Rev. 7-17-59)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

Date 4-25-61

The attached is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Remarks:

Office of Special Investigations
Air Force

Federal Bureau of Investigation

TRUE COPY

Devils Lake N. Dak.
April 17, 1961

Federal Bureau of Investigation
Washington D. C.

Dear Sirs,

I recieved this letter in the mail some time ago and was at a loss what to do with it. As there are so many subversive organizations around I do not want to give any information that may have a bad affect on our government. I am not a Communist by any means and have no desire to give information to them. I would like to know if this is a legal organization or what. Also the unidentified flying objects we saw I will be glad to give the information to your office if you want it but I dont think it could have any value now.

Yours truly

/s/ [redacted]
Devils Lake N. Dak.

AUG 14 1961

THE INSPECTOR GENERAL
UNITED STATES AIR FORCE

34-185-505

B 10 MAY 61 14 00

OFFICE OF SPECIAL INVESTIGATIONS

[redacted]
La Porte, Indiana
March 24, 1961

Mr. [redacted]
Devils Lake
North Dakota

24-6537
24 185-461, 21

Mr. [redacted]

Permit me to introduce myself. I am Orvil R. Hartle, chairman of Indiana Unit #2, NICAP. NICAP is the abbreviation for National Investigation Committee on Aerial Phenomena. This is a scientific investigative organization which has been established for several years. The purpose of this organization is to obtain factual information to be used in the cracking of censorship on the matter of UFO's (unidentified flying objects).

On March 20, 1961, I interviewed your brother [redacted] is a personal friend of one of the members of our organization, Mr. George Linnell, who assisted in the interview.

During the course of the interview, [redacted] volunteered information concerning a sighting (of a UFO) that you had had close in early November, 1928. At that time you were driving cattle near Wilton, North Dakota.

We would like to say, Mr. [redacted], any addition l information you might add to the report and testimony that [redacted] has already given would be greatly appreciated. The information that you give may be the link in solving the great UFO mystery.

Enclosed you will find an official NICAP report form; which we of Indiana Unit #2 would appreciate having you fill out for the national headquarters of NICAP. If you decide to fill out the form (and we sincerely hope that you do) will you please return it to me by return mail. I believe that the questions are self-explanatory. If you need aid in filling out the form, feel free to consult a near friend.

I took the liberty of asking [redacted] for your name and address. Also I asked him if he thought that you could add to the details of the aforementioned UFO sighting. He said that he was certain that you would be glad to comply with our request if you possibly could.

If at all possible, please fill out the enclosed form, and return it to me as soon as possible. At the present we are evaluating [redacted]'s report, and we cannot conclude before hearing from you.

I might also add that your sighting of this UFO may prove a point which could affect not only our present generation, but also the generations to come. Please, Sir, be as factual as possible in filling out this report. Any detail you may consider unimportant and inconsequential may be the very link which our national group is looking for. However, I realize that thirty-three years is a very long time to remember.

Thank you for your time and cooperation.

Sincerely yours

Orvil R Hartle

Orvil R Hartle
Chairman: Indiana Unit #2
NICAP

rer/

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA
1536 Connecticut Avenue N. W.
Washington 6, D. C.

NOrth 7-0424

REPORT ON UNIDENTIFIED FLYING OBJECT(S)

This form includes questions asked by the United States Air Force and by other Armed Forces' investigating agencies, and additional questions to which answers are needed for full evaluation by NICAP.

After all the information has been fully studied, the conclusion of our Evaluation Panel will be published by NICAP in its regularly issued magazine or in another publication. Please try to answer as many questions as possible. Should you need additional room, please use another sheet of paper. Please print or typewrite. Your assistance is of great value and is genuinely appreciated. Thank you.

1. Name — Place of Employment

   Address — Occupation

   Education
   Special Training
   Telephone — Military Service

2. Date of Observation — Time — AM — PM — Time Zone

3. Locality of Observation

4. How long did you see the object? — Hours — Minutes — Seconds

5. Please describe weather conditions and the type of sky; i.e., bright daylight, nighttime, dusk, etc.

6. Position of the Sun or Moon in relation to the object and to you.

7. If seen at night, twilight, or dawn, were the stars or moon visible?

8. Were there more than one object? If so, please tell how many, and drew a sketch of what you saw, indicating direction of movement, if any.

9. Please describe the object(s) in detail. For instance, did it (they) appear solid, or only as a source of light; was it revolving, etc? Please use additional sheets of paper, if necessary.

10. Was the object(s) brighter than the background of the sky?

11. If so, compare the brightness with the Sun, Moon, headlights, etc.

12. Did the object(s) — (Please elaborate, if you can give details.)

    a. Appear to stand still at any time?
    b. Suddenly speed up and rush away at any time?
    c. Break up into parts or explode?
    d. Give off smoke?
    e. Leave any visible trail?
    f. Drop anything?
    g. Change brightness?
    h. Change shape?
    i. Change color?

13. Did the object(s) at any time pass in front of, or behind of, anything? If so, please elaborate giving distance, size, etc, if possible.

14. Was there any wind? If so, please give direction and speed.

15. Did you observe the object(s) through an optical instrument or other aid, windshield, windowpane, storm window, screening, etc? What?

16. Did the object(s) have any sound? What kind? How loud?

17. Please tell if the object(s) was (were) —

    a. Fuzzy or blurred.
    b. Like a bright star.
    c. Sharply outlined.

18. Was the object —

a. Self-luminous?
b. Dull finish?
c. Reflecting?
d. Transparent?

19. Did the object(s) rise or fall while in motion?

20. Tell the apparent size of the object(s) when compared with the following held at arm's length:

a.	Pinhead	d.	Nickel	g.	Orange
b.	Pea	e.	Half dollar	h.	Grapefruit
c.	Dime	f.	Silver dollar	i.	Larger

Or, if easier, give apparent size in inches on a ruler held at arm's length.

21. How did you happen to notice the object(s)?

22. Where were you and what were you doing at the time?

23. How did the object(s) disappear from view?

24. Compare the speed of the object(s) with a piston or jet aircraft at the same apparent altitude.

25. Were there any conventional aircraft in the location at the time or immediately afterwards? If so, please elaborate.

26. Please estimate the distance of the object(s).

27. What was the elevation of the object(s) in the sky? Please mark on this hemisphere sketch:

28. Names and addresses of other witnesses, if any.

29. Please draw a map of the locality of the observation showing North; your position; the direction from which the object(s) appeared and disappeared from view; the direction of its course over the area; roads, towns, villages, railroads, and other landmarks within a mile.

30. Is there an airport, military, governmental, or research installation in the area?

31. Have you seen other objects of an unidentified nature? If so, please describe these observations, using a separate sheet of paper.

32. Please enclose photographs, motion pictures, news clippings, notes of radio or television programs (include time, station and date, if possible) regarding this or similar observations, or any other background material. We will return the material to you.

33. Were you interrogated by Air Force investigators? By any other federal, state, county, or local officials? If so, please state the name and rank or title of the agent, his office, and details as to where and when the questioning took place.

Were you asked or told not to reveal or discuss the incident? If so, were any reasons or official orders mentioned? Please elaborate carefully.

34. We would like permission to quote your name in connection with this report. This action will encourage other responsible citizens to report similar observations to NICAP. However, if you prefer, we will keep your name confidential. Please note your choice by checking the proper statement below. In any case, please fill in all blanks on the form, for our own confidential files. Thank you for your cooperation.

You may use my name. ( ) Please keep my name confidential. ( )

35. Date of filling out this report: Signature:

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

WASHINGTON 25, D. C.

In Reply, Please Refer to File No.

Date: August 15, 1961

To: Office of Special Investigations
Air Force

Attention: Chief, Counterintelligence Division

From: John Edgar Hoover, Director

Subject: REPORT OF UNIDENTIFIED FLYING OBJECT
CARLISLE, PENNSYLVANIA, AUGUST 8, 1961
MISCELLANEOUS - INFORMATION CONCERNING

There is enclosed a copy of a letter received by this Bureau from Mr. [redacted] Jr., Carlisle, Pennsylvania, dated August 10, 1961, which is self-explanatory.

By letter dated August 15, 1961, Mr. [redacted] was advised by this Bureau that the matter discussed in his letter was within the jurisdiction of the Department of the Air Force. Mr. [redacted] was also advised that a copy of his letter was being furnished the Department of the Air Force.

We are taking no further action in this matter.

Enclosure

30 AUG 1961

AFISI-6D 24-185-506/Capt Edelman/ils/22269/x 28 Aug 61

TRANSMITTAL OF INFORMATION

AFCIN-4

1. Transmitted is information considered of interest to your office.

2. Remarks: Attached is a copy of a letter furnished this Directorate by the Federal Bureau of Investigation (FBI). In its letter of referral, the FBI stated that the writer of the attached letter had been advised that a copy of his letter was being furnished to the Department of the Air Force as being a matter within the jurisdiction of the Air Force.

1 Atch
Ltr fr [redacted] nd, dtd Aug 10, 1961

HESTON C. COLE, LTCOL, USAF
Directorate of Special Investigations (IG)

AFISI-6D
Capt W. B. Edelman 28/8/61
Maj L.R. Johnson 29 Aug. 61

FILE: AFISI INV 24-185-506

UPON WITHDRAWAL OF THE ATTACHMENTS
THE CLASSIFICATION OF THIS CORRESPONDENCE
WILL BE CANCELLED

24-185-506
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

Copy

F. E. Masland, Jr.

Carlisle, Pennsylvania

August 10, 1961

Mr. William C. Sullivan
Chief Inspector
Federal Bureau of Investigation
Washington, D. C.

Dear Mr. Sullivan:

Our company possesses a guest house on a mountain top Southwest of Carlisle.

A number of us were holding a meeting Tuesday Evening, August 8. It was warm and we were sitting on an uncovered veranda.

At two minutes of ten we noted a bright light overhead longitudinally but a few degrees Northwest latitudinally. It moved in an East by North direction. At five minutes after ten it disappeared behind the tree tops.

The night was clear, stars were plainly visible. The North star provided a sense of direction. The light was brighter than any star.

As we followed the course of the light it seemed to move a bit erratically from side to side and on a few occasions seemed to jump ahead. Though all of us observed these variable movements, I recognize they could be attributed to atmospheric conditions or eye concentration.

I have been at a loss as to whether to report this and, if so, to whom.

I would like to assure you that the light observed was not an airplane. With the sky so full of "exotic objects" one hesitates to report any observation today.

Sincerely yours,

/s/ [redacted]

D

Copy

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

REPLY TO ATTN OF: 5D-24C-21-

7 September 1962

SUBJECT: Unidentified Flying Object (UFO)
Mount Clemens, Michigan
Sighted by [redacted]

46-1451 ? NI

TO: HQ USAF (AFISI-6D)

Attached letter dated 22 August 1962 concerning SUBJECT is forwarded in accordance with OSI Bulletin 51, Section IX, Paragraph 904.

R. G. Stutzman

R. G. STUTZMAN
Lt Colonel, USAF
Commander

1 Atch
Ltr dtd 22 Aug 62

18 SEP 1962

THE INSPECTOR GENERAL
UNITED STATES AIR FORCE
24185-D 512
10 SEP 62 12 43
SPECIAL INVESTIGATIONS

[redacted]

507th OSI Detachment, Selfridge AFB, Michigan 22 August 1962

Unidentified Flying Objects (UFO)

Commander, Selfridge AFB, Michigan
Commander, OSI District 5, Wright-Patterson AFB, Ohio

1. Reference AFR 200-2, dated 20 July 1962, Subject as above.

2. At 1925 hours, 19 August 1962, the reporting agent and his wife, and daughters, initially observed a single object located directly overhead in the sky at an altitude of such great height that the object approximated the size and appearance of a star of the first magnitude. The object traveled in a straight line from East to West, a distance of about ten degrees, when with the aid of binoculars, the writer observed the object release or was joined by four other flying objects. All of the five objects suddenly assumed a single file formation and flew in a southerly direction for about five seconds then at great speed assumed an upward course and at 1930 hours, 19 August 1962, disappeared from sight. The writer's wife substantiated, that without the aid of binoculars, she observed the above described phenomena up to the point when a second object appeared adjacent to the initially viewed object.
The daylight conditions at the time of the viewing were good although the sun was beginning to set. The objects were too distant to permit determination of shape or size and the only color noted was bright or silvery. When the object appeared to resolve itself into five units the size of each unit was smaller than the original single unit. No exhaust trails, sounds or other unusual features were evident. The writer's attention was first called to the

object by his daughter, [redacted] age 10. During the entire sighting, the writer and his family were seated outdoors at their residence, [redacted] Mt Clemens, Michigan, which is located five miles North of Selfridge AFB, 42° 36' N and 82° 50' W. The aforementioned binoculars used by the writer are opera type and of low power.

The weather conditions were favorable and winds were of low velocity. The cloud cover was scant and very high. The temperature was about 70 degrees fahrenheit. Approximately five minutes after the aforementioned UFO's disappeared seven large aircraft approached Selfridge AFB for landings thereat. Until the unit or object became a formation of five objects, the writer and his family members assumed the object was a satellite in orbit based on its similarity of travel to a satellite viewed by the writer and his family in 1958 or 1959. However, the satellite viewed in about 1959 had a blinking action due to tumbling, whereas the UFO reflected a steady even light, and was at a lower elevation, and discernable in daylight. The writer remained outdoors until nightfall, 2030 hours, to ascertain whether a star might be located in the area of the UFO sighting; however, no star similar to the UFO was noted. The writer has never previously observed anything similar to the above described phenomena.

3. On 20 August 1962, the reporting agent telephonically apprised Major F.L. BROKAW, Base Operations Office, Selfridge AFB, concerning the UFO sighting reported herein.

[redacted]
Special Agent
OSI Detachment 507
Selfridge AFB, Michigan

23 OCT 1962

AFISI-6D 24-185-514 /Capt Bonsac/feh/22061/19 Oct 62

[redacted] Civilian

SAFOI

1. The attached correspondence from Subject was received from the FBI and is forwarded to your office for any action deemed proper under the provisions of paragraph 6, AFR 200-2.

2. Files of this Directorate contain no record of Subject.

3. This Directorate contemplates no further action in this matter.

F. L. WELCH 23/10/62
Asst Chief, Counterintelligence Division
Directorate of Special Investigations
The Inspector General

1 Atch
Memo fm FBI dtd 11 Oct 62
fwd ltr fm Subject

File Cy -- AFISI 24-185-514

AFISI-6D
Capt J. W. Bonsac B 19/10/62

M[illegible] 2/10/62

LDO
23 OCT 1962
MANAGEMENT
OSI

23 OCT 1962

514

24-185-514 X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

[redacted] USE ONLY

8-5 (Rev. 2-17-59)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

Date October 11, 1962

The attached is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Director of Special Investigations
Department of the Air Force
Building Tempo E
4th and Adams Drive, Southwest
Washington, D. C.

Remarks:

12 OCT 62 14 05

Federal Bureau of Investigation

FIGHT COMMUNISM

[redacted]
Chinook, Montana
5 October 1962

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

Dear Mr. Hoover:

The attached newspaper clipping was taken from the Great Falls Montana Tribune of October 4, 1962. This was of interest to me and is one of the hoaxes which has the people baffled.

During this past summer while entoute to Chinook from my farm, which is located 25 miles north of Chinook, I picked up a object or flying object such as this one described in the nespaper article and which appears similar to other reportings.

My discovery can be described as a tear shaped object. It was a small parachute made of light blue colored rubber or plastic material with a small battery attached. Attached to the battery was a small flashlight bulb.

I carried this flying object or flare in my pickup for several days, and when I went to remove it, I found that it was missing.

Flying objects or flares, such as these, could be released from flying aircraft, and when carried by the wind could very well appear to be flying objects or flares.

Informed people know that Rabbi Wise's statement is true - "Some call it Communism, I call it Judaism." Our airforce, like other institutions, and government, is under Zionist control. These flying objects could very well be realeased from air craft in order to keep the people guessing, as other planned happenings are doing.

With best regards, I am

Sincerely

[redacted]

ENCLOSURE

Copies Reproduced Originals

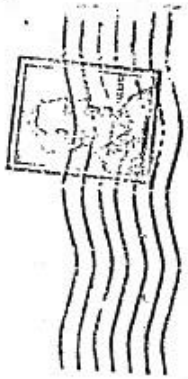
Disposition SAFOI

Date 19 Oct 62

Signature Capt Bonner Fellers

Div. CI-6

[illegible]



CHIN. MONT.
OCT 6
11 - AM
1962

Federal Bureau Investigation
Washington
D.C.

Flying Objects Sighted in State Skies

HELENA (AP) — Unidentified flying objects were reported in two widely separated areas of Montana Tuesday night and were linked with a sighting reported near Larson Air Force Base Moses Lake Wash

The Fergus County sheriff quoted an unidentified Bacon Co. security guard of a Manitoman [illegible] site near Moore [illegible] a [illegible] blue top and red bottom

Helena police reported a Rosebud County officer at Avon, southwest of Helena spotted two distinct objects in the [illegible] looked like Pares

Flying Objects Sighted in 4 State Skies

HELENA (AP) — Unidentified flying objects were reported in the skies of Montana Tuesday as well as two widely separated areas of [illegible] sighted within an hour were [illegible] near Lavina Air Force Base, Glasgow, Lake Wash

The Fergus County sheriff quot[illegible] an unidentified Basin Co se[illegible] guard at a [illegible] near Lavina. He said [illegible] a [illegible] blue top and red bottom [illegible]

Fergus police reported [illegible] Judith County officer at Moore [illegible] of Lavina spotted [illegible] flying objects in the [illegible]

Mr. J. Edgar Hoover
Washington D.C.

MONT. GMTS OCT 6 11 - AM 1962

INSPECTOR GENERAL, USAF
OFFICE OF SPECIAL INVESTIGATIONS

OSI DISTRICT FILES, 1949-67

OSI FILE DESIGNATION	DISTRICT NO.	LOCATION
24-185-1	1	WESTOVER AFB, MASS.
24-185-2	2	NEW YORK, N.Y.
24-185-3	3	HARRISBURG, PA.
24-185-4	4	BOLLING AFB, WASH., D.C.
24-185-5	5	WRIGHT-PATTERSON AFB, DAYTON, OHIO
24-185-6	6	ROBINS AFB, ROBINS FIELD, GA.
24-185-7	7	MacDILL AFB, TAMPA, FLA.
24-185-8	8	MAXWELL AFB, ALA.
24-185-9	9	BARKSDALE AFB, LA.
24-185-10	10	KELLY AFB, KELLY FIELD, TEX.
24-185-11	11	TINKER AFB, OKLAHOMA CITY, OKLA.
24-185-12	12	SCOTT AFB, ILL.
24-185-13	13	OFFUTT AFB, OMAHA, NEB.
24-185-14	14	LOWRY AFB, DENVER, COLO.
24-185-15	15	GREAT FALLS AFB, MONT.
24-185-16	16	HILL AFB, HILL FIELD, UTAH
24-185-17	17	KIRTLAND AFB, NEW MEX.
24-185-18	18	USAF SPECIALIZED DEPOT, MAYWOOD, CALIF.
24-185-19	19	FAIRFIELD-SUISUN AFB, CALIF.
24-185-20	20	McCHORD AFB, WASH.
24-185-21	21	LANGLEY AFB, LANGLEY FIELD, VA.
24-185-22	22	GRIFFISS AFB, ROME, N.Y.
24-185-23	23	CARSWELL AFB, FT. WORTH, TEX.
24-185-24	24	CHICAGO, ILL.
24-185-25	25	SELFRIDGE AFB, MICH.
24-185-27*	27	RAMEY AFB, PUERTO RICO

*No records for 26th District Office of Special Investigations.

INSPECTOR GENERAL, USAF
OFFICE OF SPECIAL INVESTIGATIONS

OSI DISTRICT FILES
1st DISTRICT: WESTOVER AFB, MASS.
OSI FILE DESIGNATION 24-185-1

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-42	DATE 7 October 1949
REPORT MADE BY GERALD R. MARSHALL	
REPORT MADE AT DO #1, Westover AFB	
PERIOD 29-30 September, 1 October 1949	
OFFICE OF ORIGIN DO #1, Westover AFB	
STATUS CLOSED	

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT
20 Sep 49
Hocksett, New Hampshire, by
WILLIAM E. ARCHBOLD, 1st Lt, USAF 16020A

CHARACTER

SPECIAL INQUIRY

REFERENCE

SYNOPSIS

Unidentified object sighted by WILLIAM E. ARCHBOLD, 1st Lt., 16020A, 32d Air Base Group, Greenier AFB at 1000 hrs., 20 September 1949 in area twenty (20) miles west of Hocksett, (Hocksett located 9 miles North Manchester, N.H.) New Hampshire. Object appeared to be in a forty five (45) to sixty (60) degree dive; was sighted at approximately 3500 feet; object viewed for approximately one second; shiny metallic appearance, conformed to approximate size and shape of fighter aircraft fuselage, orange flame trailed object; speed appeared to exceed that of jet aircraft; observer is pilot and reputed to be reliable.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

DISTRIBUTION

CG AMC, Wright-Patterson AFB Attn: MCIAD-3 2
Hq, CSI 2
CO, Greenier AFB 2
File 2

ACTION COPY FORWARDED TO

APPROVED
HARRY J. JENKINS
Major, USAF
District Commander

FILE STAMP
24-162-2
UNITED STATES AIR FORCE
THE INSPECTOR GEN
OCT 8 8:55 AM '49
OFFICE OF
SPECIAL INVESTIGATIONS
19 OCT 1949

UNCLASSIFIED

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 Jun 48, which may be [illegible]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

DETAILS:

1. This investigation was requested by District Commander, 1st CSI District.

AT MANCHESTER, NEW HAMPSHIRE

2. This is a joint investigation of Special Agent ROGER E. MACDONALD and the writer.

3. On 20 September 1949, at approximately 1000 hours, an unidentified unconventional aircraft was sighted by WILLIAM E. ARCHBOLD, 1st Lt., 16020A, while flying a C-47 Aircraft (Serial No. 43-49255), based at Grenier Air Force Base, New Hampshire. Only one unconventional aircraft was observed; no celestial phenomena or planets were known to be in the area at that time. Object was sighted in area 20 miles west of Hooksett, New Hampshire.

4. ARCHBOLD estimated 10 miles as the point to point distance from his point of observation to the object. The missile was observed to be in a 45 to 60 degree dive, at an altitude of 3500 feet (at the time of initial sighting). ARCHBOLD was able to observe object for duration of approximately one second.

5. ARCHBOLD described the object as being similar in size and shape to a fighter aircraft fuselage, silver in color, of an undetermined material. He believes there was no propellor; he observed no identifiable protrusions on the body. A steady orange flame was seen trailing from the tail of the object for a distance approximately the same length as the body. No smoke or exhaust, other than above-mentioned flame, was visible.

NOTE: Lt. ARCHBOLD stated that duration of observation was so brief that a sketch is impossible.

6. The aircraft was observed by ARCHBOLD to be coming from the north and heading in a southerly direction. Its flight appeared to be steady and smooth. The dive path was along a straight line angle with no evidence of change of course or attitude. ARCHBOLD observed no lights, heard no sound and detected no odor. He saw no lift or control surfaces on the body of the missile. It could not be determined whether its velocity resulted from the propulsion of the trailing flame or from a free gravitational fall. ARCHBOLD hesitated to estimate its speed in

miles per hour, but stated that it exceeded the speed of any jet aircraft he has observed. (This comparison is made to the 650 mile speed of an F-86 type jet aircraft). The object disappeared from ARCHBOLD's vision as the result of its entering shadows cast on the ground by clouds.

7. WILLIAM E. ARCHBOLD, 1st Lt., 16020A, is currently assigned as Adjutant, 82d Air Base Group, Grenier Air Force Base, N.H. ARCHBOLD has been a rated pilot in USAF for over five years and has approximately 1600 hours flying time. Although ARCHBOLD was recently assigned to this base from the Alaskan Air Command, he is regarded by his fellow workers, and the writer, as being matured, stable, discriminating, intelligent and reliable. Lt. ARCHBOLD had been airborne approximately 55 minutes at the time of the sighting, when his attention was attracted to the missile by the light of the flame issuing from the tail. He stated that he was not fatigued, had rested well the night before, and had done no drinking within a 36 hour period prior to the sighting.

8. Captain DEANE C. EASKER, AO-439672, the other pilot on the C-47 which ARCHBOLD was flying, did not observe the object because at the time he was engaged in the adjustment of radio controls, and his attention was directed to lower rear section of the pilot's compartment. The flight engineer, T/Sgt THOMAS J. STERLE, AF-13006113, was in the rear of the aircraft at that time and did not observe the object.

9. The search and early warning radar set of the 647th Aircraft Control and Warning Squadron, was out of commission for repairs during the morning hours 20 September 1949. No radar data available on unidentified aircraft in Hooksett area on that date.

10. Extensive inquiry has been made among the residents in the area where the object was last observed in an effort to locate other witnesses. To date none have been found, nor has the point of contact, if any, of the object with the earth, been located.

11. Interviews were conducted with representatives of the following airports and flying services in the vicinity of Manchester, New Hampshire: W.E. Martin Flying Service, Concord, New Hampshire; Airport Manager, Concord Municipal Airport, Concord, New Hampshire; Bayside Flying Service, Suncook, New Hampshire; None of these interviewees had seen or received reports of unconventional aircraft in Concord, Hooksett, Manchester area.

ENCLOSURES

One (1) copy signed statement, 1st Lt. WILLIAM B. ARCHBOLD dated 4 October 1949 at Grenier AFB, N.H.

FOR CG AMC

One (1) copy statement, as above, and map of area in question west of Hooksett, N.H.

CONFIDENTIAL

[redacted]

4 October 1949

S T A T E M E N T

"I, WILLIAM E. ARCHBOLD, 1st Lt, 16020A, Adjutant, 82d Air Base Group, Grenier Air Force Base, New Hampshire, prior to making the statement contained in the following paragraphs have had explained to me the 24th Article of War by GERALD R. MARSHALL, who has identified himself to me as a Special Agent of the Office of Special Investigations, USAF. I understand that I cannot be compelled to incriminate myself or to answer any question, the answer to which may tend to incriminate me, or to answer any question not material to the issue when such answer may tend to degrade me. With such understanding, I make the following statement of my own free will and accord, without threat or fear of punishment and without inducement or promise of immunity or reward.

On 20 September 1949, at approximately 1000 hours, while flying a C-47 Aircraft (Serial No. 43-49255), at an altitude of 3500 feet, I observed an unidentifiable object which appeared to be in a 45 to 60 degree dive. I observed the object for a duration of approximately one second. It appeared similar in size and shape to a fighter aircraft fuselage, silver in color, and of an undetermined material. There was no propellor or other identifiable protrusions on the body. A steady orange flame was trailing from the tail of the object for a distance approximately equal to the length of the body. No smoke or exhaust, other than the above mentioned flame, was visible. The duration of observation was so brief that a sketch is impossible. Only one object was observed. It was coming from the north, relative to my position, on a southerly heading. Its flight appeared to be steady and smooth. The dive appeared to be on a straight line angle with no evidence of change of course or attitude. I observed no lights, heard no sound, and detected no odor. I saw no lift or control surfaces on the body of the missile. I couldn't determine whether its velocity resulted from the propulsion of the trailing flame or from a free gravitational fall. It is difficult to estimate its speed in miles per hour, but it exceeded the speed of any jet aircraft I have seen. The object disappeared from my vision as the result of its entering shadows cast on the ground by clouds. This probably occurred because my eye could not follow the missile.

I had been airborne approximately 55 minutes when my attention was attracted to the missile by the light of the flame issuing from the tail. I was not fatigued; I had rested sufficiently and well the night before, and had done no drinking within a 36 hour period.

W. E. Archbold

[redacted]

Captain DUANE C. TASKER, the other pilot, did not observe the object because, at the time, he was engaged in adjusting the radio controls and his gaze was directed to the lower rear section of the pilot's compartment. The flight engineer, T/Sgt STEELE, was in the rear of the aircraft at the time, and did not observe the object.

I have read this statement consisting of two pages and it has been read to me. I have signed and initialled all preceding pages and all corrections. This statement is the truth to the best of my knowledge and belief and I have given it freely and voluntarily.

William E. Archibald

1st Lt, USAF 16 026 A

CONFIDENTIAL

AFCSI
Col Carpenter/rmw-
74351
rewrtn 21 Dec 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

DEC 1949

SUBJECT: Sightings of Unconventional Aircraft
20 October 1949, Hooksett, New Hampshire
SPECIAL INQUIRY (Confidential)

TO: District Commander, 1st OSI District, IG
Westover Air Force Base, Chicopee Falls, Mass.

1. Perusal of report of investigation, your file number 24-49, dated 9 November 1949, subject same as above, submitted by Special Agent [redacted], disclosed that on 2 November 1949 a Mr. [redacted] was interviewed by [redacted]

2. Attached as an inclosure to the above-mentioned report of investigation is a copy of a signed statement made by [redacted] In this connection it is desired that this office be advised of the reasons why Mr. [redacted] was placed under oath and warned of his constitutional rights when interviewed in connection with his observation of aerial phenomena. It is understandable that a suspect in a criminal or subversive case would be warned of his constitutional rights prior to, and at the conclusion of, an interview or the taking of a statement, however, this office cannot conceive of the necessity for taking a sworn statement, particularly from an ordinary citizen, in this type of non-criminal case.

3. The only conclusion that can be drawn by this headquarters is that the agents concerned either lacked or failed to use mature judgement in this particular case; therefore, it is directed that this matter be immediately brought to the attention of all concerned in order that such a procedure may be precluded in the future.

Wm. E. CARPENTER
Colonel, USAF
Deputy Director, Special Investigations
The Inspector General, USAF

AFOSI FILES

OUT
DEC 1949

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC. INV.
BY [redacted] USAF
9 DEC 1975
DATE

UNCLASSIFIED
DEC 29

[redacted]

[4 November 1949]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24- 49

DATE 9 Nov

REPORT MADE BY [redacted]

REPORT MADE AT DO #1, Westover AFB

PERIOD 21,22,24,25 Oct; 1,2,3,7,8 Nov 49

OFFICE OF ORIGIN DO #1, Westover AFB

STATUS CLOSED

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT
20 October 1949
Hooksett, New Hampshire by
[redacted], Box 93,
Manchester, New Hampshire

CHARACTER
SPECIAL INQUIRY

REFERENCE
None, this is an initial report.

SYNOPSIS

Unidentified object sighted by [redacted], [redacted], Box 93, Manchester, N.H., at 1750 hours, 20 Oct 49, over an area approximately fifteen (15) miles west of Hooksett, N. H. Object first sighted when it had burst into flames. Color of flames was white, and it seemed to fall straight down. Object estimated to be about 3500 to 4000 feet when it exploded and was in sight about 15 or 20 seconds. [redacted] could not tell what shape the object had as it was about 15 to 20 miles distance from him, but he believed it to be falling at a speed equal to or exceeding a jet aircraft. [redacted] is a normal, intelligent person, who was a radar technician during the war in the Air Force.

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
[illegible] DEC 1978

DISTRIBUTION

CO, Grenier AFB (1 Incl) (Action Copy) 2
CG, AMC (1 Incl) 2
Hq CSI (1 Incl) 2
File (1 Incl) 2

ACTION COPY FORWARDED TO
Commanding Officer
2263rd Standby Base Squadron
Grenier Air Force Base,
New Hampshire

FILE STAMP 24-185-1-2

APPROVED
[signature]
[illegible] J. JENKINS
[illegible] USAF
Acting District Commander

UNCLASSIFIED

1978

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form [redacted]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

DETAILS:

1. This investigation was requested by District Commander, 1st OSI District.

AT MANCHESTER, NEW HAMPSHIRE

2. This is a joint investigation of Special Agent ROGER E. MACDONALD and the writer.

3. On 20 October 1949, at approximately 1750 hours, an unidentified, unconventional aircraft was sighted by [redacted] RFD #1, Box 93, Manchester, N. H., while sitting in an automobile at the intersection of Taggart Street and Goffstown Road, Manchester, N. H. Only one unidentified object was observed, and no celestial phenomena were known to have taken place at that time. Object was sighted over an area about 15 miles west of Hooksett, New Hampshire according to [redacted]. His attention was first drawn to the object by an apparent explosion and a visible ball of flame.

4. [redacted] stated that the object was approximately 15 to 20 miles northwest from his point of observation. At the time he noticed it, the missile had just burst into flames of a white color and was at an altitude of about 3500 to 4000 feet. The object seemed to be diving straight down and was in [redacted]' sight for about 15 or 20 seconds.

5. [redacted] could not describe the shape or color of the object since it was in flames when he first saw it. There were no identifiable protrusions, and nothing else was visible except the above mentioned flames.

6. [redacted] stated that he would estimate the speed of the diving object to be equal or in excess of that of a jet aircraft.

7. [redacted] could give no information as to sound, stating that because of his distance from the object he did not believe he could have heard it. The object disappeared out of view behind a hill, but a bright red glow could be seen from the approximate location where the object landed. The red glow seemed to come from a localized area and expanded upward into a large vee.

8. [redacted] Box 93, Manchester, New Hampshire, is at present employed as [redacted] electric motor winder, working for his father at Flanders Electric[redacted] Street, Manchester. [redacted] likes to work on scientific problems. During the [redacted] was assigned to a radar outfit in the Pacific as a radar technician.

[redacted]

9. [redacted] Box 93, Manchester, New Hampshire, [redacted] father, who was inside a house when the object fell but came out when called, noticed a bright red glow about 15 or 20 miles in a northwest direction from where he was standing.

10. The search and early warning radar set of the 647th Aircraft Control and Warning Squadron, Grenier Air Force Base, N. H., was inoperative at the time the object was sighted. No radar information was available on 20 October 1949.

11. Captain RUSSELL S. BROWN, 14466A, Base Operations Officer, Grenier Air Force Base, was contacted by FLANDERS and advised of the incident. BROWN informed the New Hampshire State Police and then led a crash crew to the area in an effort to locate the scene where the object had fallen but the search was unsuccessful.

12. Captain AMOS L. SAULSBURY JR, AO-761625, Grenier Air Force Base, N. H., was alerted and he searched in a C-47 aircraft the area where the object was sighted. He did locate something burning on the ground, but it was later found that he had spotted a burning refuse dump.

13. Extensive inquiry has been made among the residents in the area where the object was last observed in an effort to locate other witnesses, but to date none have been found nor has evidence or remains of the object been located.

14. Interviews were conducted with representatives of the Civil Aeronautics Administration and the New Hampshire State Aeronautics Commission, both of Concord, New Hampshire Airport. The following airports and flying services were also contacted:

[redacted] Service and [redacted] Service, both of Concord, N. H. Airport; and Bayside Flying Service, Hooksett, N. H.

None of these interviewees had seen or received reports of any unconventional aircraft in the vicinity. There were no flights of scheduled airlines, private or military aircraft in the air at the time of the incident.

15. Upon request of this office, Captain J. E. WILLIAMSON, AO-667619, 6th Rescue Squadron, Westover Air Force Base, Massachusetts, made a reconnaissance of the vicinity but was unable to locate any evidence of a burned out area.

16. It will be noted that the area over which the object was believed to have exploded is in the same general area of the incident reported by Special Agent GERALD P. MARSHALL, File No. 24-42, dated 7 October 1949. It will also be noted that in both cases these objects were sighted on the twentieth day of the month by persons not connected in any way.

[redacted]

[redacted]

ENCLOSURES

FOR HQ OSI

Signed statement of [redacted] dated at Manchester, New Hampshire, 2 November 1949.

FOR COMMANDING GENERAL, AMC

Signed statement of [redacted] dated at Manchester, New Hampshire, 2 November 1949

FOR COMMANDING OFFICER, GRENIER AIR FORCE BASE

Signed statement of [redacted] dated at Manchester, New Hampshire, 2 November 1949

FOR DISTRICT OFFICE NO. 1

Signed statement of [redacted] dated at Manchester, New Hampshire, 2 November 1949.

- CLOSED -

[redacted]

2 November 1949

STATEMENT

I, [redacted] Box [redacted] Manchester, N. H., prior to making the statement contained in the following paragraphs have been told by HAROLD H. EGBERT, who has identified himself to me as a Special Agent of the Office of Special Investigations, USAF, that I do not have to make any statement, and that any statement I may make may be used against me in a court of law. I have also been informed of my right to have an attorney. With such understanding, I make the following statement of my own free will and accord, without threat or fear of punishment and without inducement or promises of immunity or reward.

On 20 October 1949, at approximately 1750 hours, while sitting in an automobile at the intersection of Taggart Street and Goffstown Road, Manchester, New Hampshire, I happened to look in a Northwest direction and saw an object explode in flames. The color of the flames was white. I did not know what direction the object had been going in until I saw this ball of flame. It then appeared to be falling straight down, although at the distance that I was from it, which was about 15 to 20 miles, it could have been falling at an angle. I have seen jet aircraft from time to time and this object seemed to be falling at about the same speed or a little faster than a jet plane would go. I could not distinguish any smoke or exhaust about the object when it was falling. When the object hit the ground, which was out of my vision, I noticed a bright red flame come from the area where it had fallen. This flame burned for about 20 to 25 minutes. I did not notice any protrusions on the object nor did I see any lights, or smell any odor or hear any noise from it.

I had been working about eight hours on this day but was not tired or felt any undue fatigue. I had a full night's sleep the night before and I do not drink intoxicating liquors.

My father, [redacted] Manchester, N. H., did not see the object burst into flames but when I called him out of the house he did see the bright red glow of the object burning on the ground.

I have read this statement consisting of one page and it has been read to me. I have signed and initialled all corrections. This statement is the truth to the best of my knowledge and belief and I have given it freely and voluntarily.

[redacted]

Witnessed by:

Harold H. Egbert

S/A OSI

ID-OSI 24-00-2 (21 Dec 49) 1st Ind. LLM/hmd
SUBJECT: Sightings of Unconventional Aircraft
20 October 1949, Hooksett, New Hampshire
Special Inquiry (Confidential)

HQ., FIRST DISTRICT OSI (IG), USAF, Westover AF Base, Mass., 3 January 1950.

TO: Director of Special Investigations, Headquarters USAF, Washington 25, D.C. ATTN: Deputy Director.

1. Reference is made to Paragraph 2, basic communication. S/A [redacted], the offender in this matter, was recently transferred to the 4th District, OSI, and is believed to be attending the current class at the OSI Training School. The poor operational technique, employed in this instance, has been previously called to [redacted] attention. It is believed that inexperience was primarily responsible for the displayed poor judgment.

2. Pursuant to the instructions contained in Paragraph 3., basic communication, all agent personnel of 1st District OSI have been advised of the proper procedures to be hereafter employed in the taking of statements (See Inclosure #1).

L. L. MARTIN
Colonel, USAF
District Commander

1 Incl:
SOP - Statements

cc: Regional Director

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC [illegible]
KURT K. RUNZE, Capt, USAF
BY Historian 9 DEC 1975
DATE

UNCLASSIFIED

ID-OSI 24-00-2 (21 Dec 49) 1st Ind. LLM/hmd

SUBJECT: Sightings of Unconventional Aircraft
20 October 1949, Hooksett, New Hampshire
Special Inquiry (Confidential)

NO., FIRST DISTRICT OSI (IG), USAF, Westover AF Base, Mass., 3 January 1950.

TO: Director of Special Investigations, Headquarters USAF, Washington 25, D.C. ATTN: Deputy Director.

1. Reference is made to Paragraph 2, basic communication. S/A H. H. Egbert, the offender in this matter, was recently transferred to the 4th District, OSI, and is believed to be attending the current class at the OSI Training School. The poor operational technique, employed in this instance, has been previously called to Egbert's attention. It is believed that inexperience was primarily responsible for the displayed poor judgment.

2. Pursuant to the instructions contained in Paragraph 3., basic communication, all agent personnel of 1st District OSI have been advised of the proper procedures to be hereafter employed in the taking of statements (See Inclosure #1).

L. L. MARTIN
Colonel, USAF
District Commander

1 Incl:
SOP - Statements

cc: Regional Director

CLASSIFICATION CANCELLED
BY AUTHORITY KURT K. KUNZE, Capt, USAF
Historian
BY
13 Oct 1975
DATE

UNCLASSIFIED

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.
OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

21 DEC 1949

24-185

SUBJECT: Sightings of Unconventional Aircraft
20 October 1949, Hooksett, New Hampshire
SPECIAL INQUIRY (Confidential)

TO: District Commander, 1st OSI District, IG
Westover Air Force Base, Chicopee Falls, Mass.

1. Perusal of report of investigation, your file number 24-49, dated 9 November 1949, subject same as above, submitted by Special Agent [redacted], disclosed that on 2 November 1949 a M[redacted] was interviewed by [redacted]

2. Attached as an inclosure to the above-mentioned report of investigation is a copy of a signed statement made by Mr [redacted] In this connection it is desired that this office be advised of the reasons why Mr [redacted] was placed under oath and warned of his constitutional rights when interviewed in connection with his observation of aerial phenomena. It is understandable that a suspect in a criminal or subversive case would be warned of his constitutional rights prior to, and at the conclusion of, an interview or the taking of a statement, however, this office cannot conceive of the necessity for taking a sworn statement, particularly from an ordinary citizen, in this type of non-criminal case.

3. The only conclusion that can be drawn by this headquarters is that the agents concerned either lacked or failed to use mature judgement in this particular case; therefore, it is directed that this matter be immediately brought to the attention of all concerned in order that such a procedure may be precluded in the future.

24	00	2
UNITED STATES AIR FORCE THE INSPECTOR GENERAL 23 DEC 1949 OFFICE OF SPECIAL INVESTIGATIONS		
0001		

[signature]
[illegible] B. CARPENTER
Colonel, USAF
Deputy Director, Special Investigations
The Inspector General, USAF

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975

~~CONFIDENTIAL~~

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

LIM/WGD/ams

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 1-1-00-1D

26 December 1949

SUBJECT: Statements - Standard Operational Practice

TO: All Special Agents
1st OSI District (IG)

1. Recent correspondence from Hq OSI indicates that previous instructions concerning written statements have not been followed. In view of this fact, the following instructions are to be followed, in the future, by all personnel of 1st District in obtaining signed or sworn statements.

A. Written statements are needed only:

(1) When testimony of the witness is vital to the issue and is of such nature that to exclude it from the report would render the report incomplete.

(2) When information received is in the nature of an allegation, or of such nature that it may be changed or denied at a subsequent time because of fear, coercion, influence, etc.

(3) When availability of a potential witness at a subsequent trial is impossible or uncertain.

(4) When a confession is made.

2. When the situation requires that a written statement be obtained, the statement should be sworn whenever possible. Statements made under oath are more readily admissible into evidence and are generally more effective than unsworn statements.

3. Written statements must be set forth verbatim in reports, if they are not too lengthy. If the statement is very long, it should be summarized in the DETAILS of Report and copies of the statement attached as an "Inclosure." Statements received from SUBJECTS of an investigation must always be included in the "DETAILS" regardless of their length.

4. Ordinarily, statements should not be handwritten by the Agent receiving same. They should be either typewritten, or handwritten by the person making the statement. (Portable typewriters are available for use of all agent personnel.)

1D-OSI 1-1-00-1D 28 December 1949
SUBJECT: Statements - Standard Operational Practice

5. All corrections and erasures must bear the handwritten initials of the person making the statement or corrections.

6. Military personnel and civilians need be advised of their rights under the 24th Article of War and/or Fifth Amendment to the Constitution, respectively, prior to making a statement only when the individual concerned is, or may become, an accused or a suspect, or is, or may become, an accessory before or after the fact.

7. Proper evaluation of the situation and the exercise of sound judgment and technique are prerequisites to the desired standard of conduct and reporting of investigations.

8. Each Agent, 1st District OSI, will receive a copy of this letter. After careful study, explanation by Detachment Commander, and complete understanding of letter contents, each Agent will execute attached certificate which will be returned to this District Headquarters where it will become part of the Agent's personal file.

9. Each Detachment Commander will include his copy of this letter in his policy guide for future reference.

1 Incl:
Certificate

L.L. MARTIN
Colonel, USAF
District Commander

C E R T I F I C A T E

Date_____

This is to certify that on this date, I have read, have had explained to me by my Detachment Commander, and do fully understand the contents of letter, Hq. 1st District OSI, Westover AFB, Subject: Statements - Standard Operational Practice, dated 28 December 1949.

_____

SPECIAL AGENT, OSI.

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-45	DATE 18 November 1949
REPORT MADE BY HARRY J. JENKINS, S/A	
REPORT MADE AT DO #1, Westover AFB	
PERIOD 23,29,30 Oct & 4,9,10 Nov 1949	
OFFICE OF ORIGIN DO #1, Westover AFB	
STATUS CLOSED	

TITLE

Sighting Airborne Object
Winchendon, Mass., 26 Sep 49
by [redacted]

CHARACTER

SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE

None. This is an original report.

SYNOPSIS

Investigation in accordance with AFCSI Letter #85. At approximately 1015, 26 September 1949, a box-like object, without appendages, rectangular, metallic and silver in appearance, and the size of an airplane fuselage, was observed falling or diving slowly from considerable altitude over Winchendon, Mass. Decent was vertical, arcing to horizontal. Travel was from approximately Northwest to Southeast. Grey smoke trailed behind in rapid puffs. Object reportedly disappeared just above horizon in large puff of smoke, approximately ten (10) to fifteen (15) minutes after it was first observed in vicinity of Ashburnham, Mass., six (6) miles distant. No report or evidence of contact with earth obtained.

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF [illegible] OF SPEC INV
KURT K. KUHZEL, Capt, USAF
BY Historian
3 DEC 1975
DATE

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
ZG AMC	2	Commanding General Air Materiel Command Wright-Patterson AF Base Dayton, Ohio ATTN: MCIAXO-3	185-1-3 2175
HQ OSI	2		
FILE	2		

APPROVED UNCLASSIFIED
Harry J. Jenkins
HARRY J. JENKINS
Major, USAF
Acting District Commander.

AFHQ FORM 15 JAN 49

3 Replaces AFCSI Form [redacted]

16—87744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

DETAILS:

1. This investigation is in accordance with the requirements of AFCSI Letter #85, dated 12 August 1949, subject:"Unconventional Aircraft, SPECIAL INQUIRY." Report was made to Acting District Commander personally by [redacted] both of Winchendon, Massachusetts on 23 October 1949.

AT WINCHENDON, MASSACHUSETTS

2. This is an investigation by Special Agent HARRY J. JENKINS.

3. Above-named agent interviewed Mrs. [redacted] and Mrs. [redacted] at [redacted], Winchendon, Mass. at 1600, 23 October 1949, as a result of information volunteered by Mrs. [redacted] Mrs. [redacted] stated that at approximately 1015, Monday, 26 September 1949, while standing on the sidewalk on Central Street, Winchendon, Mass., her attention was attracted to some smoke in the sky. On looking, she observed an object in the sky which appeared to be diving or falling slowly, emitting puffs of grey smoke in rapid succession. No celestial phenomenon or planets, other than the sun were discernable. The day was bright with approximately 3/10 broken clouds. [redacted] could not positively state the distance of the object from her position vertically, but stated that at first it was directly overhead. The object remained in sight for approximately fifteen (15) minutes, traveling from Northwest to Southeast and changed course from vertical descent gradually to that of horizontal flight. No sound was noticeable, nor was there any effect on the few clouds in the sky. The object did not have any wings or other appendages. It was described by [redacted] as: " A silver, shiny airplane body, yet more box-like in appearance." Object disappeared approximately six (6) miles distant from the observer after a big puff of smoke had emitted.

4. The observer, Mrs. [redacted] Street, Winchendon, Massachusetts, is a housewife and store-clerk, employed at [redacted] Shop, Central St., Winchendon, Mass., has flown as a passenger in aircraft occasionally, is interested slightly in aviation, and has knowledge of aircraft types, including lighter-than-air. Attention was drawn to the object upon glancing at the sky and observing the gray smoke trail. Observer has average intelligence, is of good character and is usually reliable. Observer known to this agent for sixteen (16) years.

[redacted]

5. Mrs. [redacted] when interviewed by this agent, made substantially the same statement, but differed on two (2) points. [redacted] stated that the gray smoke was trailing behind the object in a steady stream and that when the object disappeared, no large puff of smoke was observed. [redacted] stated: "When the object reached the horizon, it seemed to disappear. It just disappeared strangely." [redacted] stated that the smoke trail remained in the sky for some time after the object disappeared. The observer is positive that what she observed was not sky-writing, by conventional aircraft, as she has witnessed this procedure before.

6. MRS. C[redacted], [redacted] St., Winchendon, Mass., is a middle-aged housewife, slightly cognizant of aircraft types and able to determine unusual appearance of aircraft. Her attention was drawn to the object by Mrs. [redacted] Observer is of average intelligence, has been known to this agent for sixteen (16) years and is usually reliable.

7. On 29 October 1949, this agent interrogated Mr. [redacted] proprietor of [redacted] Shop, Central St., Winchendon, Mass. [redacted] stated that he had observed the object, knew it was not an aircraft of the usual type; but could not recall anything of its appearance. [redacted] positively stated that the object was unusual and definitely not a conventional aircraft. This observer has knowledge of aircraft types. His attention was first drawn to the sky by others looking up at the sky. [redacted] is of above average intelligence and is deemed a reputable businessman of usual reliability.

AT WESTOVER AIR FORCE BASE, MASSACHUSETTS

8. The weather sequence for 26 October 1949 was obtained from Westover Air Force Base Weather Station and is as follows:

Date: 26 October 1949
Time: 1025 EST
Ceiling: Estimated 3,000 ft.
Sky Conditions: Broken, Broken
Visibility: 8 miles
Sea Level Pressure: 1014.2 MBS
Temperature: 55 deg. F.
Dew Point: 52 deg. F.
Wind Direction: WSW
Wind Speed: 13 MPH
Altimeter: 29.95 inches
Remarks: second broken layer of clouds is Estimated 21.000 ft.

[redacted]

9. Military aircraft schedules from Westover Air Force Base were checked and no scheduled flights would have passed in the vicinity of Winchendon on the date and hour of the sighting of unknown object.

AT BARNES AIRPORT, WESTFIELD, MASSACHUSETTS

10. On 9 November 1949, Commercial Airlines and Air National Guard flight schedules were checked and no scheduled flights were reported to have been in the vicinity of Winchendon, Mass. at the hour and date of the sighting of unknown object.

AT BOSTON, MASSACHUSETTS

11. On 4 November 1949, Cosmic Ray research at the Mass. Institute of Technology was checked for information on flights of high altitude balloons, on 26 September 1949, in their research, with negative results.

12. A check with Air National Guard, Bedford, Mass. and Commercial Airlines in this vicinity relative to scheduled flights in the vicinity of Winchendon, Mass. on 26 September 1949 resulted negatively.

AT FITCHBURG, MASSACHUSETTS

13. A check of the Fitchburg-Leominster Airport revealed no scheduled flights from that field in the vicinity of Winchendon, Massachusetts on 26 September 1949.

AT ASHBURNHAM, MASSACHUSETTS

14. On 30 October 1949, Special Agent JENKINS made a ground reconnaissance of back-woods roads between Ashburnham, Gardner and Winchendon, Massachusetts for possible additional witnesses, living in farms in this area. Results were negative. Contact with the ground by object was not established.

AT WESTOVER AIR FORCE BASE, MASSACHUSETTS

15. All possible leads have been followed. No additional information, which might aid in identification of the object sighted, could be obtained.

CLOSED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-50

DATE 14 November 1949

REPORT MADE BY GERALD R. MARSHALL

REPORT MADE AT DO #1, Westover AFB

PERIOD 3, 4 November 1949

OFFICE OF ORIGIN DO #1, Westover AFB

STATUS CLOSED

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT
2 November 1949
West Unity, New Hampshire, by
[redacted]

CHARACTER SPECIAL INQUIRY

REFERENCE None. This is an initial report.

SYNOPSIS

At 1945 hours, 2 November 1949, [redacted] and [redacted] West Unity, New Hampshire, observed an object in the sky to the west. It was similar to a star in shape, yellow becoming more reddish as it neared the horizon, the color being more intense at the periphery. The object was seen at an elevation angle of 2 to 10 degrees, and it was observed to disappear and reappear on the night of 2 Nov 49. It was reported to have moved through one (1) degree of azimuth during a 15 minute period in a slow, steady, arcing motion. No exhaust or flame was seen, and the means of control, lift, construction, and propulsion were indescernible. No sound was heard. No other reports have been received from surrounding towns; no other witnesses could be located. No radar information available. Information given by [redacted] Professor of Astronomy, [redacted] H., indicated that the object may have been too large, bright stars, the normal appearance was distorted by atmospheric conditions.

DISTRIBUTION

CG, AMC Wright-Patterson AFB Attn: MCIAXO-3 2
Hq, OSI 2
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File 2

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

ATTN: MCIAXO-3

APPROVED

HARRY J. JENKINS
Major, USAF
Acting District Commander

FILE STAMP

UNITED STATES AIR FORCE
INSPECTOR GENERAL
DEC 15 AM 49
OFFICE OF SPECIAL INVESTIGATIONS

2449

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI [redacted]

UNCLASSIFIED

U. S. GOVERNMENT PRINTING OFFICE

[redacted]

DETAILS:

1. This investigation was requested by District Commander, 1st OSI District.

AT MANCHESTER, NEW HAMPSHIRE

2. On 2 November 1949, at 2330 hours, telephonic notice was received by the writer from Agent ROBERT S. MCLEOD, Federal Bureau of Investigation, Concord, New Hampshire, that an unidentified, airborne object had been sighted at 1945 hours and again at 2110 hours, 2 November 1949, at West Unity, N. H., by Mrs. [redacted] West Unity, New Hampshire.

3. On 3 November 1949, an interview was conducted with Mrs. [redacted] who gave the following information: Her attention was directed to the object by a telephone call from her neighbor, Mrs. [redacted] West Unity, N. H., who had observed it several times in the last three (3) weeks. Mrs. [redacted] first saw the object at 1945 hours on 2 November 1949 for a period of about 15 minutes, and again at 2110 hourse, same date, for a period of 10 minutes. Her point of observation was her home in West Unity (elevation of house, 1140 feet mean sea level) and it appeared to be at an altitude of about 1200 feet in a west-southwesterly direction at an elevation of approximately two to five degrees. On the second sighting it was at about ten degrees elevation and farther to the North. Mrs. [redacted] described the object as being the same general shape as a star, and it appeared to pulse or fluctuate in outline. When examined through binoculars (inexpensive, low power), the object looked to be about twice the size of a full moon when viewed with the naked eye. Its color was more brilliant and intense toward the periphery, with the center appearing almost shadowy. Around the perimeter, several (estimated at 6 to 10) points of bright, evenly spaced, white light were seen. These were not visible on the later sighting. Motion of the object was stated to be very slow, steady, and in a southerly direction, its speed being estimated at 25 miles per hour or less (movement was reported by the witness as being through one (1) degree of azimuth measured by a compass during the 15 minute period of observation). Witness further stated that there were no visible exhaust or trailing flame, and that the means of lift and directional control, the method of propulsion, and the construction and material were not perceivable. She heard no sound attributable to the object, and was able to observe no ducts or openings on its surface. Mrs. [redacted] last saw it when it disappeared behind a mountain to the south of the point where it had first been seen. On the second sighting the object descended steeply to the ground just at the time an aircraft was heard overhead. Attached as Exhibit I is Mrs. [redacted] statement.

4. Mrs. [redacted] is a housewife and mother. Her age is estimated at 60 years; she was noted to be wearing bi-focal glasses. She appeared to the writer to be intelligent, well spoken, and moderately well educated. However, a definite impression was formed that Mrs. [redacted] is excitable and impetuous. She avowed an interest in astronomy and natural life forms. Attached as Exhibit IV is Mrs. [redacted] impression of the object.

[redacted]

5. The information in paragraph 3, above was confirmed by Mrs. [redacted] son, [redacted], Claremont, New Hampshire, (See Exhibit II), who was with Mrs. [redacted] at the time she observed the object. Attached as Exhibit V is [redacted] sketch of his impression of the object.

6. [redacted] is presently employed by the Claremont Eagle as [redacted]. His age is estimated to be 38 years. [redacted] was formerly employed by Pratt & Whitney Aircraft Corporation, Hartford, Connecticut, as a stock clerk and inspector, and later by Lockheed Aircraft Corporation, as a salvage superintendent. He was described by the Chief of Police, Claremont, as being an honest man but inclined to verbosity. [redacted] impressed the writer as being of average intelligence, moderately broad in experience, and anxious to furnish information.

7. The weather in the area of Claremont, N. H., was determined to have been clear on the night of 2 November 1949.

8. An interview was conducted with Mrs. [redacted] West Unity, N. H. Mrs. [redacted] reported that she had seen a star-like object several times in the last three (3) weeks. Until recently she had paid it little attention, because of its strong resemblance to a star. On the night of 2 November 1949, it seemed to disappear and then reappear in a manner not normally associated with the orbit of a star. On all occasions, she saw the object at dusk or in the early evening dark. It appeared to be about twice the size of a large star, was yellow when it was higher in the sky and became more reddish as it approached the horizon. Usually, Mrs. [redacted] was able to observe the object for about 30 minutes, having first seen it at an elevation angle of 10 to 15 degrees at an undetermined altitude and distance. On each sighting, it was seen in the west. Its motion was very slow and steady, and sometimes it seemed to hover; its path described as a gradually curving arc to the horizon. Mrs. [redacted] further stated: that no flame, exhaust, wings, control surfaces, or attached lights were discernable; and that no sound was audible. She could not recall whether she has seen the object on a cloudy night. Mrs. [redacted] statement is attached as Exhibit III.

9. Mrs. [redacted] is a housewife, married to a retired physician. She made frequent flights in her husband's personal aircraft, and has a long-standing, amateur interest in astronomy. She impressed the writer as being a stable, well adjusted individual. Several times Mrs. [redacted] stated to the writer that she was not certain the object was not a star, that only its large size and disappearance and reappearance in the same evening seemed to refute the possibility that it was a star.

10. Inquiries were made of [redacted] Claremont Municipal Airport, and of [redacted] Lebanon Municipal Airport, Lebanon, N. H., and of the Flight Clerk, Northeast Airlines, Lebanon Municipal Airport, Lebanon, N. H. No information was obtained leading to additional witnesses.

11. A watch was maintained by the writer, accompanied by New Hampshire State Trooper KENNETH SMITH, in the vicinity of the residences of [redacted]; during the period of the previous sightings. The object was not observed. The sky condition was overcast, thin stratus clouds with bases at 5000 feet, estimated.

12. Inquiries were made at the Police Departments of Charlestown, New Hampshire and Springfield, Vermont. No similar reports had been received.

13. The Search and Early Warning Radar set of the 647th Aircraft Control and Warning Squadron, Grenier Air Force Base, New Hampshire, was inoperative at the time of the sightings. No radar information is available.

14. An interview was conducted with [redacted], Professor of Astronomy, [redacted] Hanover, New Hampshire. [redacted] stated that no record exists of meteors or comets on 1 or 2 November 1949, and that the possibility does exist that the object observed by the witness could have been a star (or stars). He advanced the following explanation:

a. The object was described as resembling a star in shape and appearance.

b. The stars Arcturus and Antares are in the Southwest and Northwest, respectively; they will first appear quite near the horizon at this time of the year and will proceed to disappear beyond the horizon. (See Exhibit VI, Constellation Chart, cylindrical projection).

c. The stars will appear to be a pale yellow, becoming red as they approach the horizon. This is due to an increasing concentration of haze nearer the earth.

d. When viewed through haze, the stars will seem much larger since the light that reaches the observer's eye is not directly from the star, but is the refracted light from the star penetrating the haze layer. Thus, the observer actually sees a patch of illuminated haze rather than the star itself.

e. A variation in the velocity of the winds aloft will cause a relative shifting of the haze layers, resulting in an apparent pulsing or undulating motion.

f. The two stars Arcturus and Antares will "set" approximately 1 1/2 to 2 hours apart.

g. That [redacted] observed the object further to the North on the second sighting (2110 hours) could indicate that she was looking at Antares, which will appear in the West-northwest.

h. That the object was seen to "hover" and move in a steady, arcing path would further indicate that a star had been observed.

Professor [redacted] stated that should additional reports of this nature be received, he would recommend tha[redacted] approve a continuous, photographic patrol to be conducted by the college observatory.

[redacted] added that a similar report had been received by him from one of his personal friends. He positively identified the object as a star, the normal appearance of which had been altered by atmospheric conditions.

15. Actual sight lines of the witnesses were drawn on a topographical map of the Claremont area (See Exhibit VII). It is to be noted that the two sight lines do not intersect.

NOTE: It is the opinion of the writer that the witnesses did, in fact, observe two stars. This conclusion is based upon:

a. The information furnished by Professor[redacted]

b. The half crystalized belief of one of the witnesses ([redacted] the one considered to be the more reliable) that the object was a star.

c. The absence of additional witnesses, which could indicate that the reports of [redacted] and [redacted] were based on false impressions.

d. The lines of sight of the witnesses do not intersect but point to the location of the two stars mentioned by Professor[redacted]. It is to be noted that [redacted] volunteered the information relative to this case without knowing the details of the witnesses observations. It is therefore believed that [redacted] explanation was not intended to lessen the importance of this situation by explaining away the reported airborne object as a star.

ENCLOSURES FOR CG, AMC Wright Patterson AFB, ATTN: MCIAXC-3.

Exhibit I, one (1) signed statement o[redacted] dated at West Unity, N. H., 3 November 1949.

Exhibit II, one (1) signed statement o[redacted] dated at West Unity, N. H., 3 November 1949. (Erroneously dated on statement 3 October 1949.

Exhibit III, one (1) signed statement of [redacted] dated at Claremont, N. H., 4 November 1949.

Exhibit IV, sketch of M[redacted]S impression of the object.

Exhibit V, sketch of [redacted] impression of the object.

INCLOSURES Continued

Exhibit VI, Constellation Chart, cylindrical projection.

Exhibit VII, Topographical Map of the Claremont area.

CLOSED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

LLM/GRB/vbk

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-97

23 January 1950

SUBJECT: Report of Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Inclosed for your information and any action deemed appropriate is a personal letter addressed to Captain FRANK J. BUSH, Provost Marshal, 3160th Electronics Station, Cambridge, Mass., dated 23 December 1949. On 9 January 1950, BUSH turned the letter over to OSI for appropriate disposition.

2. Attention is invited to fact that Captain BUSH advised that he did not know the writer of the letter, but that his home was approximately 20 or 30 miles from the home of the sender.

L. L. MARTIN
Colonel, USAF
District Commander

Incl:
Cited above

UNCLASSIFIED

24-185-1-8
UNITED STATES AIR FORCE
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INVESTIGATIONS

Social Phenomena 180

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

LLM/WGD/ams

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-104

3 February 1950

SUBJECT: [redacted]
Hazardville, Conn.
Unconventional Aircraft

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D.C.

1. Forwarded for your information and possible future reference is a newspaper article pertaining to the intended construction, by [redacted] of a model "flying saucer" which would fly on the helicopter principle.

2. This article appeared in the Springfield Daily News, Springfield, Mass., on Thursday, 2 February 1950.

1 Incl:
Newspaper Article

L.L. MARTIN
Colonel, USAF
District Commander

24-185-V-9
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

FEB 7 11 37 AM '50

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

FEB 13 1950

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Springfield Daily News
Springfield, Mass.
2 February 1950

Flying Saucers May Become The Real Article After All

Hazardville Man, Intrigued by Aerial Disc Stories, Is Trying to Build One Himself

Taking exception to a claim by a leading scientist that the so-called "flying saucers" are nothing but fragments of rockets exploded in the stratosphere by the Air Force, Robert Breen, Hazardville (Conn.) saucer "expert," disclosed today that he is working on a model saucer, which will fly "on the helicopter principle."

Breen, who recently declared that the flying discs are probably visitors from other planets or Russian spies, said today the rocket fragment theory was "silly."

"It is about time," he declared, "that the government or leading scientists of the country tell the American public the truth about the saucers. If they are not from Russia or outer space, why are the government officials and scientists always trying to cover up by offering silly explanations for their existence?"

If the rocket fragments were in the atmosphere, they would burn up, and anyway, would be too small to be seen, according to the Hazardville man. If they are above the atmosphere, he pointed out, they would be even less visible, since they would circle the earth at a height of over 200 miles.

"Why doesn't the government close its office, known as 'project saucer,' if the solution is so simple?" Breen demanded. "Why does the government keep its saucer files secret?".

The Hazardville man said that if the discs are sent here by the Soviets, as he suspects, the theory is born out by the fact that saucers have been reported over "secret air fields", and at one time "near Fort Knox."

"A saucer from another planet," he added thoughtfully, "would not know of our gold reserve there. The Russians, however, would be interested in our gold which is the basis of our capitalistic system."

Returning to his previously-expressed belief that the saucers may be visitors from another plant, the Hazardville man said that if this is so, they may have been attracted to earth by radar signals sent to the moon and going on from there to Venus or Mars (whence come the visitors). Or it may be, he said, that battleship radar, used during the war, and headed upward, traveled through interstellar space and excited the curiosity of Wellesian creatures on one of the other planets.

Anyway, Breen says, he's building a saucer himself, having already had "limited success" in that direction.

Maybe Breen, who makes hand cream, will be peddling the stuff on Mars, next.

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE

STAFF MESSAGE DIVISION

INCOMING CLEAR MESSAGE

FROM: CO 33RD FTR INTCP WG, OTIS AFB, FALMOUTH, MASS.

TO : HQ, USAF, WASHINGTON, D.C.

INFO: CG CONAC MITCHEL AFB, N.Y.
CG AMC WRIGHT PATTERSON, AFB, OHIO.
CG 1ST AF MITCHEL AFB, N.Y.

ATTN : PIO C&S-P 8 February 1950

The following story which appeared in the Cape Cod Standard Typhen Times, 6 Feb 50, is forwarded for your information: "2 airmen with thousands of hours of aerial background and experience yesterday afternoon intently watched the western sky from the Falmouth airport in Teaticket and observed what they described as 2 illuminated cylindrical objects in the sky that neither of them could identify from their knowledge of conventional aircraft. [redacted] of the Falmouth Airport and former Navy fighter pilot and Lt Philip Foushee of Otis AFB were among the group of 4 at the airport at 5:10. Yesterday when Mr. [redacted] glanced through the office picture window and saw 2 odd-looking bright lights about 25 degrees above the western horizon. Others in the group were [redacted] and [redacted] Institution of Falmouth, an employee of the [redacted] and a student pilot at the airport. At just about 5:10 I glanced through the window of the airport office and saw 2 lights in the sky, far away and very bright, Mr. [redacted] said. I could make out long cylindrical bodies that weren't attached, but were apparently maneuvering. We went outside the office to get a better view and as we watched we saw a sort of fireball drop from the body of the left light. The western sky was clear at the time with clouds directly overhead.

The 2 lights at times converged then drifted apart. At 5:15 P.M. They climbed high in the western sky at great speed then lost to our view. We called [redacted] and [redacted] who were at our home. They came out the door and saw the same queer lights.

I've never seen anything like these things, [redacted] a Cape Cod Standard-Times reporter. I've flown regular aircraft and jets, and I'm familiar with weather ballons and that [redacted] but I've never seen anything like these objects. They appeared to me to be cigar-shaped and although the operated as a pair.

UNITED STATES AIR FORCE
OFFICE OF SPECIAL INVESTIGATION
OFFICE OF SPECIAL INVESTIGATIONS

AP IN : 5095 8 February 1950

AFHQ FORM 0-309D 15 APR 49 UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE

NR : PIO 145-P 8 February 1950

weren't attached in any way as they differed in their distance apart. Something dropped from the body of the left object as we looked at it was dropped was ablaze-a sort of fireball with no smoke. There were no clouds in the westerly horizon at the time and after a while they climbed rapidly and just disappeared.

[redacted] contacted at his home last night, corroborated the stories of Mr [redacted] and Lt [redacted]

Whatever they were, they appeared to me to be a long way off, he said. They were entirely different from any type of aircraft I've ever seen or heard of. They just don't resemble anything The lights were so bright at first that we saw reflections inside the airport ready room. Then we went out to investigate. For years I've pooh-poohed this flying saucer stuff, Mr [redacted] said. Now I've seen something that's beginning to make me wonder.

ACTION: DCS/C DIRECTOR OF INTELLIGENCE

INFO : DIRECTOR OF SPECIAL INVESTIGATIONS, INSPECTOR GENERAL
DCS/O OPERATIONS DIVISION
DCS/O DIRECTOR OF PLANS AND OPERATIONS
CHIEF OF STAFF'S LOG.

AF IN : 5095 (8 February 1950) JWC/grw

AFHQ FORM 15 APR 49 0-309D UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

15 March 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: "Flying Saucers" reported seen in South Windsor, Connecticut on 10 March 1950. (Evaluation F-6)

2. DETAILS: The Hartford Courant carried an article, on 12 March 1950, in which it was reported that one [redacted] of Rye Street, South Windsor, Conn. stated he saw several strange-looking discs in the sky on the afternoon of 10 March. [redacted] estimated the discs to be at an altitude of several thousand feet inasmuch as they appeared to be above a passing airplane. According to [redacted], the discs were visible for only a few minutes and suddenly disappeared.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

L.L. MARTIN
Colonel, USAF
District Commander

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USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

15 March 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: "Flying Saucers" reported seen in South Windsor, Connecticut on 10 March 1950. (Evaluation F-6)

2. DETAILS: The Hartford Courant carried an article, on 12 March 1950, in which it was reported that on [redacted] of Rye Street, South Windsor, Conn. stated he saw several strange-looking discs in the sky on the afternoon of 10 March. [redacted] estimated the discs to be at an altitude of several thousand feet inasmuch as they appeared to be above a passing airplane. According to DELBERT, the discs were visible for only a few minutes and suddenly disappeared.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

L.L. MARTIN
Colonel, USAF
District Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-126 3 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D.C.

1. SYNOPSIS: Unidentified object, apparently motionless, reported seen in sky over Bar Mills, Maine by Mr. CHARLES SEWARD. Sighted at approximately 1150 hours, 22 March 1950. (F-6)

2. DETAILS: Mr. [redacted], Maine, reported to Captain ISRAIL D. SIEGEL, Commanding Officer, 654th AC & W Detachment, Ft. Williams, South Portland, Maine, to the effect that he had seen an unidentified object apparently standing motionless in the sky. It was so high, the size and shape could not be determined. Occasionally, a silver glint would reflect from the object. After remaining motionless approximately ten (10) minutes, the object proceeded in a southwesterly direction leaving a long vapor trail behind. Captain SIEGEL, in reporting incident to OSI Agent, stated his radar equipment was in full operation and did not register any unidentified objects at time of alleged sighting. Special Agent ROGER E. MACDONALD, Detachment "D", 1st District OSI, reported that he saw a vapor trail approximately ten (10) miles long proceeding in a westerly direction over Grenier AFB, Manchester, N.H. at 1430 hrs., 22 March 1950. No object could be seen or heard due to high altitude. S/A MACDONALD believed vapor trail made by B-36 type aircraft flying at great altitude and was the same object as seen by Mr. [redacted]

3. ACTION: None.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
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L.L. MARTIN
Colonel, USAF
District Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-128 15 April, 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D.C.

1. SYNOPSIS: "Flying Saucers" reported seen in Springfield, Mass. on 6 April, 1950 by two individuals. (Evaluation F-6)

2. DETAILS: The Springfield Union carried an article in the 14 April edition, in which it was reported that a "Flying Saucer" was reported seen over Springfield, Mass. between 1645 and 1700 hours on 6 April by [redacted] of [redacted] Agawam, Mass. and [redacted] of [redacted] Street Springfield, who is a fighter pilot in the 131st Mass. Air National Guard. The aircraft, silver in color, was reported to be at a high altitude and was estimated by Lt. [redacted] to be travelling due west at a slow rate of speed, between fifty and one hundred miles per hour. [redacted] stated that he watched the object for five or six minutes.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February, 1950.

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DATE _____

L.L. MARTIN
Colonel, USAF
District Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1st DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

17 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: "Flying Disk" reported seen by [redacted] at Ludlow, Massachusetts, on 16 April 1950.

2. DETAILS: The Springfield Union carried an article on 17 April 1950 in which it was reported that one [redacted] Ludlow, Mass., advised that while on duty at the [redacted] atop Minnechaug Mountain, in Ludlow, at 1030 hours, 16 April, he saw a large silvery disk with a gaseous tail, flying very slowly about eight to ten thousand feet above him, pursuing an easterly course. Mr. Grant stated that he watched the object for seven minutes before it disappeared from view and that it was definitely not an airplane, balloon, helicopter, or anything that he had ever seen before. He said that it appeared to be comparable in size to a large airplane, perfectly round and was emitting a long tail of burning gases which made it look like a meteor. It started to climb before it disappeared from his view, but did not appear to be climbing at an exceptionally rapid rate.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

L. L. Martin
L. L. MARTIN
Colonel, USAF
District Commander

24-185-1-15
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1st DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

18 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: "Flying Saucers" reported seen by two high school students in Springfield, Massachusetts, on 17 April 1950. (Evaluation F-6)

2. DETAILS: The Springfield Union carried an article on 18 April 1950 in which it was reported that two Springfield, Massachusetts, Technical High School students, [redacted] St., Springfield, and [redacted] of [redacted] Avenue, Springfield, saw a "Flying Saucer" above Breckwood Blvd., at approximately 2015 hours on 17 April 1950. [redacted] described the incident to the Springfield Union as follows:

[redacted] and [redacted] were travelling on Breckwood Blvd., in the former's car when they spotted a red object approaching it. The object appeared to be two discs not visibly connected but with a reddish hue between them. It appeared that one disc was following the other. The discs were described as having a bottom section 'the shape of a slice of baloney', approximately six feet in diameter and a convex top approximately four feet in diameter. The object was moving up and down through a distance of approximately twenty feet, and although not aflame appeared to be aglow. DUMAS stated that it was emitting what he thought to be sparks and was making a weird whistling noise. He stated that he pulled his car to the side of the road to avoid a collision. [redacted] stated that the object approached to within one hundred feet of his car. After several 'hops' in the air, the object ascended rapidly, vertically, and disappeared."

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
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L. L. MARTIN
Colonel, USAF
District Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

20 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: "Flying Saucer" reported seen by residents of Ware, Massachusetts, on 19 April 1950. (Evaluation F-6)

2. DETAILS: The Springfield Union carried an article on 20 April 1950 in which it was reported that two residents of Ware, Massachusetts, Mr. [redacted], a farmer of [redacted], and [redacted], stated that they saw a "fast travelling" object described as "round at the bottom and with no tail" travelling at an estimated altitude of 10,000 feet.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

L. L. MARTIN
Colonel, USAF
District Commander

24-185-1-17

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
KURT H. KUNZ, Capt, USAF
BY Historian 3 DEC 1975
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Wrtn 12 May 50

24-135

(Unclassified) Unconventional Aircraft
SPECIAL INQUIRY

Collection Branch, Directorate of Intelligence,
Deputy Chief of Staff, Operations

15 MAY 1950

1

Maj Nold/bjn/3623
AFCSI

Counter Intelligence Div, Office of Special
Investigations, The Inspector General

Attached for your information is a copy of spot intelligence report, subject as above, dated 2 May 1950.

1 Incl
Spot Intell Rpt dtd
2 May 50 fr DO #1

JOSEPH J. CAPPUCCI
Major, USAF
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

When Incl No. 1 is (are) withdrawn or not attached, the classification of Conf on this correspondence will be cancelled in accordance with par 25e, AFR 205-1.

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USAF IG
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SPECIAL INVESTIGATIONS

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BY AUTHORITY OF THE INSPECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

2 May 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D.C.

1. Synopsis: 2nd Lt. FREDERICK A. BEEBE, AF-1908876, 60th Ftr-Intcp. Sq., Otis AFB, Falmouth, Mass., reported sighting unconventional aircraft flying at approximately 17,000 feet, 10-12 miles north of Plymouth, Mass., at approximately 0930, 27 April 1950. Object not detected by radar scopes. No radio interference noted from 0800 - 1200, 27 April. (Evaluation C-3).

2. Details: At 1100 hrs., 27 April 1950, Lt. BEEBE reported following information to Special Agent RAYMOND I. MAC KINNON, Det. "G" 1st District OSI: On 27 April 1950, at approximately 0900 hours EST, BEEBE, flying an F-86 Sabre Aircraft solo on a routine 1-1/2 hour GCI mission out of OAFB, Falmouth, Mass., at approximately 21,000 feet altitude, was heading approximately 345 degrees over Plymouth, Mass., when he sighted a light brown object, altitude approximately 17,000 feet heading of approximately 80 degrees, flying at a terrific speed about ten (10) miles ahead at 10:00 o'clock, to left of his ship. The object flew laterally eastward until it reached a position of 2 o'clock from BEEBE, then climbed at an angle of 50 degrees until attaining an altitude of approximately 28,000 feet, then turned to an approximate heading of 0 degrees and disappeared approximately 15 seconds after BEEBE first sighted it over land. BEEBE's approximate indicated air speed was around 500 MPH at the time and he did not attempt pursuit because of the terrific speed of the object. BEEBE described the object's shape as a flat oval, no signs of support or propulsion, contrails or exhaust and he did not get close enough to observe any other particular details. Weather conditions at the time were CAVU (contrails were produced by other F-86 aircraft at altitudes of 35,000 feet or above).

a. Captain RAY E. CLARK, 16166A, Detach. CO, 654th AC & W Squadron and Controller on Duty advised S/A MAC KINNON: No indications

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BY
KURT K. KUNZE, Capt, USAF
Historian
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were received on Ground Radar scopes from 0430 - 1200 hours, 27 April 1950, of any unusual aircraft or excessive speeds in any area within the range of their apparatus. No unusual incidents were noted in the AC & W Squadron during these hours.

b. Major JACK C. WEST, 4859A, Mobile Control Tower Officer on duty from 0800 - 1200 hours advised S/A MAC KINNON: No radio interference was noted during his tour of duty and he was not aware of the reported unconventional aircraft until interrogated about radio reception. He did remember some radio squeals of 5 - 10 seconds duration at approximately 1000 hours which he concluded were repairmen testing equipment and thought no more of this common interference.

c. BEEBE, who presently resides at Cleveland Way, Indian Mound Beach, Buzzards Bay, Mass. graduated from Advanced Flying School in Class 49B, June 1949; was assigned to the 60th Fighter-Interceptor Squadron on 31 December 1949, and has an excellent efficiency index; his total flying time is approximately 450 hours of which approximately 200 hours is Jet time. Lt. Col. GLENN T. EAGLESTON, Commanding Officer of the 60th Fighter-Interceptor Squadron advised that he has every confidence in BEEBE's reliability, honesty and integrity, and believes that BEEBE is being completely sincere and honest in the reporting of this incident.

3. Action: No investigative action has been taken by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

L.L. MARTIN
Colonel, USAF
District Commander

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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SPECIAL INVESTIGATIONS

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY Historian
DATE 5 DEC 1975

1D-OSI 24-0-249 29 APR 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft, Vicinity Westover AFB

24-185

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

24-185-1-19

SYNOPSIS:

On 17 April 1952 [redacted], Mass., [redacted] reported that they had observed one (1) unconventional aircraft at approximately 2030 hours on 17 April 1952. No activity or condition developed that accounts for sighting.

DETAILS:

At 2100 hours, 17 April 1952, [redacted] and [redacted], reported to Base Operations, Westover Air Force Base, that they had sighted one (1) unconventional object. [redacted] was interviewed on 22 April 1952, by Special Agents PAUL A. DE FORREST and GEORGE F. THURER, and [redacted] interviewed on 24 April 1952 by Special Agent GEORGE F. THURER, and they furnished the following information:

a. Description of Object: Both [redacted] described the object as round and deep orange in color. [redacted] described the object as occasionally emitting a shaft of light to the rear and to the underpart of the object, and traveling at a speed estimated at well over 600 miles an hour. [redacted] did not estimate the size, but described it in brilliance as approximately four (4) times greater than any known star; it traveled in an erratic course at a speed of well over 1000 miles per hour. Each man stated there was no exhaust and no sound was heard. [redacted] stated the object continually maneuvered during the observation and described

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[redacted]

ID-OSI 24-0-249 (Cont'd)

the movement as rapid climbs and descents. [redacted] stated that at times the object became elongated, but commented that he did not believe elongation was an exhaust, but opined that the object was evidently coming toward the observer, and when executing a turn and traveling at right angle of the observer, the true length of the object was seen. [redacted], also, described the movement as erratic, with ascent and descent at a very rapid speed. [redacted] definitely stated that the object was not a star or a meteor, and was in continual motion throughout the observation. [redacted] also said that he had never observed an object similar to this in the heavens.

b. Object was sighted at approximately 2030 hours on the night of 17 April 1952, by [redacted], who in turn called his neighbor, [redacted], to observe the object. Object was observed for approximately forty (40) minutes.

c. Manner of Observation: Visual observation, with no type of optical or electronic equipment employed.

d. [redacted] stated he was standing in front of his home on [redacted] Avenue, Longmeadow, Mass., facing toward the east at the time of sighting. Object continued to maneuver in the area east of [redacted] at a height estimated to be 15 to 20 thousand feet. [redacted] could not estimate the size of object, but commented that it must be larger than any known conventional aircraft, and it was in brilliance three to four times greater than any known star. [redacted] stated that he was standing in front of his home [redacted], facing toward the east throughout the observation. He could not estimate the altitude of the object, but stated that the azimuth from point of observation was approximately 200; he further estimated the object to be in the vicinity of Boston.

e. Identifying information on observers:

(1) [redacted] Nevins Avenue, Longmeadow, Mass., age 33, graduate of Massachusetts Institute of Technology, with a degree in Chemical Engineering, is employed as a Material Handling Engineer, American Bosch Corporation, Springfield, Mass. He has had no flying experience, nor does he possess any technical training in aerodynamics or astronomy. [redacted] first observed the object at approximately 2030 hours and called a neighbor, one [redacted] to verify his observation. [redacted] stated that he had recently read an article on unconventional aircraft in Life Magazine, but stated that this in no way affected his observation.

(2) [redacted] Longmeadow, Mass., Executive, United States Envelope Company, Springfield, Mass., has had no flight experience and stated he is not versed in technical knowledge

[redacted]

1D-OSI 24-0-249 (Cont'd)

in regard to aircraft or astronomy. [redacted] stated the object was originally sighted by a neighbor; [redacted] Longmeadow, Mass., who in turn, called [redacted] to observe the object. Both men continued observation of the object for approximately forty (40) minutes, and during that time, [redacted] notified Base Operations, Westover Air Force Base, of their observations. The object was still in the sky at the time they both discontinued observation. [redacted] commented that he has recently read an article in Life Magazine in regard to unconventional aircraft, and stated that he had always been somewhat skeptical as to the existence of any such objects. [redacted] further added that his observation was not affected in any way by the material which he had read earlier in Life Magazine.

f. Weather was clear in cloudless sky at time of sighting, with very moderate wind.

g. Any activity or condition that might account for this sighting: None known.

h. There is no existence of any physical evidence.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Attention: MCIS. No further action taken by this District.

ROBERT B. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

5 May 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D.C.

1. SYNOPSIS: Unconventional aircraft reported seen by policemen in Ansonia, Connecticut, on 24 and 25 April 1950.

2. DETAILS: The "Hartford Times", Hartford, Conn., carried an article on 25 April 1950, in which it was reported that an odd-shaped luminous amber object was seen moving through the sky at 00:30 hours, 24 April, by three (3) policemen: Patrolmen JOHN FOLEY, JOHN CONNORS, and WILLIAM O'BRIEN, and again at 0130 hours, 25 April, by Patrolman FOLEY and [redacted] proprietor of the [redacted] Ansonia. The object was further described as being similar in shape to a half moon, but square on one end, and much larger than an airplane. Patrolman CONNORS stated that it appeared to him to be more pointed than crescent in shape. [redacted] described the object as resembling a gravy boat. The object was seen in the western horizon, travelling in a northerly direction, and was visible from two (2) to four (4) minutes.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFCSI Letter No. 85, dated 8 February 1950.

L. L. MARTIN
Colonel, USAF
District Commander

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UNITED STATES AIR FORCE
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1st DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

5 May 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: "Flying Saucers" reported seen in Rocky Hill, Connecticut 25 April 1950.

2. DETAILS: The Hartford Times carried an article on 26 April 1950 in which it was reported that a Mrs. [redacted] and son [redacted], age 8, of [redacted] Road, Rocky Hill, Connecticut, at 1945 hours, 25 April 1950, saw a flying saucer described as oval in shape, having what seemed to be lighted windows around the outside. It was flying at a low altitude erratically at a high rate of speed.

3. ACTION: No investigative action has been initiated by this office, in accordance with AFOSI Letter No. 85, dated 8 February 1950.

L. L. MARTIN
Colonel, USAF
District Commander

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UNITED STATES AIR FORCE
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UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

Documents & Dissemination Br, Directorate of Intelligence, DCS/O

9 OCT 1950

Counter Intelligence Div, Office of Special Investigations, The Inspector General

Lt Col Nold/bjm/53623
AFCSI

Attached for your information is a Spot Intelligence Report concerning captioned subject, dated 25 September 1950.

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DO #1, dtd 25 Sep 50

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

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~~KURT K. KUNZE, Capt, USAF,~~
~~Historian~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE RST/RMJ/jeb
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

ID-OSI 24-0-174

25 September 1950

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. SYNOPSIS: Civilian pilot reported seing an unconventional aircraft in area of Brockton, Mass., on 27 August 1950.

2. DETAILS: On 22 September 1950, the Asst. Chief of Staff, G-2, New England area, Boston Army Base, furnished 1st District Office with a copy of a letter dated 13 September 1950, from one [redacted] (it is not known what this number signifies), [redacted] Road, Lime Rock, RFD Saylesville, Rhode Island. [redacted] is employed as a radio mechanic at Quonset Naval Air Station, Rhode Island. Letter from [redacted] contained a report of unconventional aircraft sighted by [redacted] near Brockton, Mass. At 1830 hours, 27 August 1950, [redacted], a private-licensed pilot (since 1947), was flying at 1300 feet in the Brockton area and spotted a shiny white spherical object which he estimated was approximately twenty (20) feet in diameter, proceeding at a high rate of speed in an easterly direction at least one thousand (1,000) feet beneath [redacted]s aircraft. [redacted] stated that he could see no projections or irregularities on the surface of the object and could not estimate the speed of the object although he believes it was going as fast as jet planes he has seen at low altitude at Quonset Naval Air Station. As to propulsion of the object, [redacted] stated that the object could not have been windblown inasmuch as it was proceeding in an easterly direction on a steady course and the wind direction was south, yet no exhaust smoke could be seen and no unusual noise was heard by [redacted]. [redacted] had as a passenger at the time he reportedly sighted the object, one [redacted] a youngster of approximately twelve (12) years from Barkley, Rhode Island. [redacted] stated that he pointed out the object to the boy at the time of sighting and after the object had disappeared from sight, asked [redacted] to describe it. Description by [redacted] according to [redacted] tallied with his own.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE
SPECIAL INVESTIG

1D-OSI 2440-174
SUBJECT: Unconventional Aircraft

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3. ACTION: In accordance with AFOSI Letter No. 85, dated 8 February 1950, no investigative action has been initiated by this District Office.

R. S. BOWER
Colonel, USAF
District Commander

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Wrtn 17 Oct 50

24-185/1

(Unclassified) Unconventional Aircraft - SPECIAL INQUIRY

Documents & Dissemination Br, Directorate of Intelligence, DCS/O

17 OCT 1950

Counter Intelligence Div, Office of Special Investigations, The Inspector General

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Maj Detwiler/bjm/71776
AFCSI

Attached for your information is a Spot Intelligence Report concerning captioned subject, dated 5 October 1950. No further action is contemplated unless so requested by your Directorate.

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GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

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KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON RSB/RMJ/dm

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-175 5 October 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. SYNOPSIS: Unconventional aircraft reported sighted by Mass. Institute of Technology radar observer on 21 September 1950 between Provincetown, Mass., and The Isle of Shoals. (Evaluation F-2)

2. DETAILS: On 29 September 1950, Mr. [redacted], Research Associate, "Weather Radar Project" (U.S. Signal Corps Contract), Mass. Institute of Technology, advised this District that while tracking F-86 aircraft by means of radar, that an unidentified object was also tracked on the radar screen at approximately 0945 hours, 21 September 1950. In view of the apparent qualifications of [redacted] as an observer, it was deemed advisable to interview [redacted] and two other witnesses to obtain firsthand information as to the sighting. Report of interview conducted on 3 October 1950 by S/A THOMAS R. YANDOH is attached as inclosure #1. Inclosure #2 was provided by LIGDA to S/A YANDOH. It was delivered to YANDOH by [redacted] by whom written. In view of technical detail contained in inclosures #1 and #2, it is not considered necessary to summarize such information in this paragraph.

3. ACTION: In accordance with AFCSI Letter #95, dated 8 Feb 50, no further investigation is being conducted by this District Office.

UNCLASSIFIED
24-165-1-23

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt. USAF
3 DEC 1975
DATE

R. S. BOWER
Colonel, USAF
District Commander

OCT 24 [illegible] File [illegible]

[redacted]

Ltr, DO #1, File No. 1D-0SI 24-0, dated 5 Oct 50, Spot Intelligence Rpt, subj: Unconventional Aircraft

2 Incls:
AMC Routing and Rcd Sheet
subj: Sighting of Unidentified Airborne Object
(1 cy)
Rpt of Sighting of Unidentified Airborne Object
by [redacted]
(1 cy)

Copy
not attached
for FILE

[redacted]

Wrtn 17 Oct 50

24-185/1

Unconventional Aircraft - SPECIAL INQUIRY

Documents & Dissemination Br, Directorate of Intelligence, DCS/O

17 OCT 1950 1

Maj Detwiler/bjm/71776
APCSI

Counter Intelligence Div, Office of Special Investigations, The Inspector General

Attached for your information is a Spot Intelligence Report concerning captioned subject, dated 12 October 1950. No further action is contemplated unless so requested by your Directorate.

1 Incl
R/I dtd 12 Oct 50
fr DO #1 re abv subj

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

AFCSI FILE COPY

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT 17 OCT 1950 MANAGEMENT OSI

24-185-1-24X
USAF
OCT

APCSI

UNCLASSIFIED

1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE RSB/RMJ/jeb
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-178

12 October 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. SYNOPSIS: Strange appearing objects have been reported in newspaper article as having been seen in the sky in the area of Barre, Vermont on 9 October 1950. (Evaluation F-6).

2. DETAILS: The Burlington Free Press, Burlington, Vermont, carried an article in the 10 October edition in which it was reported that strange appearing objects were sighted in the sky between 1915 and 2145 hours, 9 October 1950 by residents of six (6) towns in Barre, Vermont area. Description of the objects varied. A Mrs. [redacted] of Graniteville, described one of the objects as "green and surrounded by a ring - it looked like a picture of a planet you see in a child's book." The object, according to Mrs. [redacted] and several other individuals present, then changed to cylindrical form, hovering about the horizon, disappearing and re-appearing. Another individual in a nearby area reported two (2) cylindrical objects, hazy and bluish in color, and disappearing in a vertical ascent while he watched. The newspaper article indicated that no noises were heard by the individuals.

3. ACTION: In accordance with AFOSI Letter No. 85, dated 8 February 1950, no investigative action has been initiated by this District Office.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

for E. S. [illegible]
Colonel, USAF
District Commander

UNCLASSIFIED

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[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON PSB/HAJ/hbm

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-193 8 January 1951

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Information was received by 1st District, OSI, from Headquarters, New England SUBAREA, Army Base, Boston 10, Massachusetts, on 5 January 1951, that an unconventional aircraft had been sighted on or about 13 December 1950 over Lake Champlain, Vermont.

2. Information obtained is set forth as follows:

a. Description: Cigar-shaped object, possibly a rocket, 4 to 5 yards in length. Object emitted a large fiery trail. No sound was heard. During sighting object executed a very sharp "L" pattern over Lake Champlain.

b. Time: Object was sighted at 2100 hours about 13 December 1950. Length of time of sighting not indicated.

c. Sighting of object was by visual means.

d. Observers apparently were in city of Winooski, Vermont, at time of sighting and noticed the unconventional object come into view in a southward course from Canada thence turn west over Lake Champlain opposite Burlington to a westerly direction toward White Face Mountain. Altitude estimated at 5,000 feet. Distance of object from observers not indicated.

e. Witnesses listed are as follows:

[redacted] all of West Spring Street, Winooski, Vermont, telephone Burlington [redacted] and Mr. [redacted] Hickock Station, Vermont.

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY: [illegible] K. KUNZE, Capt, USAF
Historian
DATE

[redacted]

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[redacted]

1D-CSI 24-0-193

Reliability of witnesses is unknown. Information regarding the unconventional object was related by these witnesses to M/Sgt JOSEPH W. FLYNN, Vermont National Guard, Fort Ethan Allen, Winooski, Vermont.

f. Weather - Light haze, stars and moon could be seen clearly.

g. No unusual meteorological activity reported.

h. No photographs available.

3. This report submitted in compliance with AFCSI Letter #85 dated 23 October 1950. Above information transmitted in letter form. More expeditious means deemed unnecessary in view of time elapse since sighting was first reported.

R S Bower

R. S. BOWER
Colonel, USAF
District Commander

cc: AMC, ATTN: MCIS
(dup)

COUNTER INTELL.

24 [illegible]

JAN 13 [illegible]

JAN 1 2 [illegible]

SPEC. [illegible]

File Details

5351

[redacted]

5D 24-0

24 August 1951

SUBJECT: UNCONVENTIONAL AIRCRAFT SIGHTED
AT PORTSMOUTH, NEW HAMPSHIRE
24 July 1951
SPECIAL INQUIRY

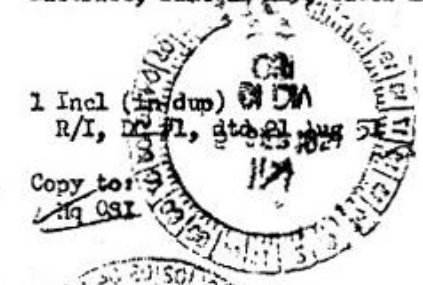
TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: ATI

Attached hereto for your information are two copies of the report of investigation by Special Agent EDWARD A. ERAY, 1st CSI District, file 24-119, dated 21 August 1951.

1 Incl (in dup)
R/I, Dtd 21 Aug 51

REAGAN A. SCURLOCK
Major, USAF
Acting District Commander

Copy to:
1cy OSI



64-116-1-27

AUG 27 1951

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BY AUTHORITY OF THE DIRECTOR OF SECURITY

KURT K. KUNZE, Capt, USAF
Historian

3 DEC 1975
DATE

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-119

DATE 21 August 1951

REPORT MADE BY S/A EDWARD A. BRAY hbm

REPORT MADE AT DO #1, Westover AFB, Mass.

PERIOD 13, 14 August 1951

OFFICE OF ORIGIN DO #1, Westover AFB, Mass.

STATUS CLOSED

TITLE UNCONVENTIONAL AIRCRAFT SIGHTED AT PORTSMOUTH, NEW HAMPSHIRE 24 July 1951

CHARACTER SPECIAL INQUIRY

REFERENCE None, this is an initial report.

SYNOPSIS

Investigation predicated upon reported sighting of unusual unconventional aircraft over area of Portsmouth, N. H., by Captain CHARLES COBB, USAF, Hanscom AFB. COBB presently preparing standard AF Form 112 for AMC regarding the sighting. Investigation closed.

CLOSED

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
DO #5	2		
CG AMC	2		
Hq OSI	2		
File			

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF Historian
DATE 3 DEC 1975

ROBERT S. JONES
Lt Colonel, USAF
District Commander.

24 AUG 1951
UNITED STATES AIR FORCE
AUG 23 1951
SPEC

Q FORM JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

UNCLASSIFIED

1D-OSI 24-119

DETAILS:

1. Investigation predicated upon verbal report of CHARLES L. COBB, Captain, AO-430786, 4675th Air Base Squadron, Hanscom AF Base, Bedford, Mass., who advised that on 24 July 1951 he had observed an unconventional aircraft in flight over the area of Portsmouth, New Hampshire.

AT BEDFORD, MASSACHUSETTS

2. On 14 August 1951, the writer interviewed Captain COBB, Base Operations Officer, Hanscom AF Base. It was disclosed that on 24 July 1951, COBB was driving north on main U. S. Highway No. 1 towards the toll bridge at Portsmouth, New Hampshire. He was accompanied by Cpl SHERMAN FEIN, also of Hanscom AF Base. At approximately 1910 hours, EST, he observed an object pass over the toll bridge leading into Portsmouth. The object was traveling from east to west at an estimated elevation of 1,000 to 2,000 feet, and at a speed of 800 to 1,000 mph. The description given by COBB is as follows:

> A long tube with a fin construction on one end, 100 to 200 feet long, with a thickness of 1/5 the length. The object resembled fused glass, being grayish to invisible in color. The entire surface was covered with black polka dotted spots. There was no exhaust or vapor trail, excepting a swath resembling a very weak rainbow. There was no sound emanating from the object. The sighted object was in view for approximately 20 seconds, at which point it disappeared very quickly, as though it had gone into a cloud bank.

COBB advised that he is familiar with the contents of AFOIC-CC-1 Letter, dated 8 September 1950, dealing with the reporting of sighting of unconventional aircraft through military channels through Air Materiel Command. Steps have been taken to procure a telstyped sequence of weather conditions over Portsmouth, New Hampshire, at the time of the alleged sighting, and COBB will prepare the standard AF Form 112, in accordance with cited AFOIC Letter.

3. Cpl SHERMAN FEIN, AF-22860354, 4675th Air Base Squadron, Hanscom AF Base, was interviewed with regard to his observations surrounding SUBJECT aircraft. Informant stated that he was with Capt COBB on the evening of 24 July 1951 and that he saw a long tubelike object such as the one described by Capt COBB. FEIN further stated that he could supply no more information than the Captain and that he was relying on COBB's judgment as to the height and speed of the object in question. Informant's knowledge and experience with military aircraft is negligible and there is nothing in his background that would lend credence to his ability to estimate height and speed of an exceptionally fast moving object.

AT BOSTON, MASSACHUSETTS

4. In view of COBB's statement declaring his intention to prepare a standard Form AF 112 regarding this matter, the case is considered CLOSED in the files of this office.

- CLOSED -

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-247. 23 APR 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 18 April 1952, [redacted] Street, Winthrop, Mass., advised he had seen an unconventional aircraft at approximately 1600 hours, 16 April 1952. [redacted] described the aircraft as a silvery ball traveling at about 600 miles per hour, which disappeared into cirrus clouds. Inquiry at Logan International Airport, Boston, Mass., located approximately one mile southeast of [redacted]'s place of sighting, revealed that at 1600 hours, 16 April 1952, a weather balloon was released. It appears that the weather balloon may have been the unconventional aircraft sighted by [redacted].

DETAILS:

1. At 1400 hours, 17 April 1952, Mrs. LORETTA NEAL, Secretary to Chief of Staff, New England Sub-Area, U. S. Army, Boston Army Base, Boston, Mass., telephonically reported that a Mrs. [redacted] of the Winthrop Transcript, Winthrop, Mass., a weekly newspaper, had reported that a man told her he had seen an unconventional aircraft. The man was identified by Mrs. [redacted] Street, Winthrop, Mass.

2. On 18 April 1952, [redacted] was interviewed by Special Agent JOSEPH D. CLANCY, and furnished the following information:

a. Description of Object: One silvery ball-like object, traveling true north, at an altitude of approximately 8 miles and a speed of 600 miles per hour. TURNBULL stated the object had all of the indications of being guided, in that its course was positive and direct, unlike a balloon, although

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BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
KURT K. KUNZE, Capt, USAF
Historian
BY [redacted]
3 DEC 1975
D. [redacted]

UNCLASSIFIED

SECURITY INFORMATION

he could not ascertain the means of propulsion. Because of the extreme altitude of the object when sighted, he could give no estimate of its size, other than his belief that it must have been very large to be observed at that altitude. [redacted] emphasized that his estimate of altitude was based on his belief that cirrus clouds form at an altitude of 10 miles, and he used the clouds to determine the altitude of the object. His statement that the object was traveling true north was based on his knowledge of the location of the North Star in relation to his house.

b. Object was sighted at approximately 1600 hours, 16 April 1952, and was observed for not more than three seconds.

c. Manner of observation: Visual observation with no type of optical or electronic equipment employed, other than eyeglasses normally worn by [redacted]

d. Location of observer during sighting: Standing in his backyard with two neighbors (Mr. and Mrs. [redacted] Strect, Winthrop, Mass.). Object was north of observer.

e. Identifying information on observer: 70 years of age, and an engineer, retired since 1932, because of ill health, namely, severe headaches. [redacted] stated his eyes were 20/20 with glasses, and that he was wearing glasses at time of sighting. [redacted] does not possess technical knowledge of aircraft and their means of propulsion. Mr. and Mrs. [redacted] stated that at the time Mr. [redacted] claimed to have sighted the object, they were all standing in his backyard, and although [redacted] called their attention to the object, they failed to observe it. Both stated that Mr. [redacted] was a reliable, stable person, well thought of in the neighborhood.

f. Weather and flying conditions at time of sighting were, according to the U. S. Weather Bureau, Logan International Airport, Boston, Mass., clear with cirrus clouds formed at an altitude of 25,000 feet and winds 10 - 15 miles per hour from the south.

g. ALFRED SPATOLA, Observer, U. S. Weather Bureau, Logan International Airport, Boston, Mass., stated that at 1600 hours, 16 April 1952, his station released a white weather balloon, 4 feet in diameter, which rose to an altitude of 35,000 feet, at a rate of 1,000 feet per minute, and remained in the air 39 minutes.

AGENT's NOTE: [redacted]s house is north of the airport, and winds from the south would carry the balloon past and north of [redacted] observation point. The weather balloon may account for the sighting by [redacted]

[redacted]

[redacted]

1D-OSI 24-0-247

h. There is no existence of any physical evidence of the sighting, and no interception or identification action was taken.

ACTION:

1. Two (2) copies of this report forwarded to the Commanding General, Air Materiel Command, Attention: MCIS.

2. This report is submitted for the information of your Headquarters, and no further action is contemplated by this District Office.

for ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)

[redacted]

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, MASSACHUSETTS

1D-OSI 24-0-248

23 APR 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 19 April 1952, J[redacted] Street, Medford, Mass., reported he had observed one unconventional aircraft between 2323 and 2325 hours, 9 April 1952. No activity or condition developed that accounts for sighting.

DETAILS:

At 1255 hours, 19 April 1952, [redacted] Medford, Mass., reported he had sighted an unconventional aircraft on 9 April 1952. On 19 April 1952, [redacted] was interviewed by Special Agent [redacted] and furnished the following information:

a. Description of Object: One (1) cigar-shaped object, bluish-white in color, 150 to 200 feet in length, appeared to be no more than 10 feet wide, traveled in a straight course at a speed upwards of 1,000 miles per hour. No trail or exhaust, no sound heard. Object had a blunt nose and slightly defused end. Object white at front becoming bluish-white towards the back end. Disappeared over the horizon. Object did not waver in flight or appear to accelerate in speed.

b. Object was sighted at between 2323 and 2325 hours on the night of 9 April 1952, and was observed for one and one-half to two minutes.

c. Manner of observation: Visual observation with no type of optical or electronic equipment employed.

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BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

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SECURITY INFORMATION

d. Observer was standing on the roof of the Chemistry Building, Tufts College, Medford, Mass., at the time of sighting. Object appeared on the horizon in the east and traveled straight up toward Zenith and crossed the sky, disappearing on the horizon in the southwest. Object estimated at altitude of about 30,000 feet.

e. Identifying information on observer: [redacted], Medford, Mass., born 1 September 1932, at Boston, Mass. Observer is part-time employee of the Maintenance Department of Tufts College, Medford, Mass. He has had no flight experience, and this is the first sighting of this type he has made. Interviewee states his hobby is astronomy, and that on the night of the sighting, he was observing stars (Mars) from the roof of the Chemistry Building, which also houses the Tufts College Observatory equipment. [redacted] stated that his description of the object relative to height and speed are only guesses, and that he has had no experience in judging height, distance, or speed of objects. He definitely stated that the object he saw was not a meteor or comet, because he has observed upwards of twenty of these objects while engaged in his hobby. No other persons were with [redacted] at the time of sighting. [redacted] advised he has an interest in these unknown objects, and has read most all material written regarding flying saucers. Interviewee stated that his description of the unknown object sighted on 9 April 1952 was not affected by any matter he has read on the subject, and he explained that he did not report the matter earlier, as he did not know to whom he should report the incident, and further he became ill with German measles, which caused additional delay in reporting.

f. Weather was clear in cloudless sky at time of sighting, with very moderate wind.

g. Any activity or condition that might account for the sighting: none known.

h. There is no existence of any physical evidence, and no interception or identification action was taken.

ACTION:

1. Two (2) copies of this report forwarded to the Commanding General, Air Materiel Command, Attention: MCIS.

2. This report is submitted for the information of your Headquarters, and no further action is contemplated by this District Office.

Robert H. Lacy Cand Jr
for ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)

[redacted]

[redacted]

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV

BY KURT K. KUNZE, Capt, USAF 5 DEC 1975
Historian
DATE 5 DEC 1975

ID-OSI 24-0-249

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft

UNCLASSIFIED

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 17 April 1952, [redacted] Avenue, Longmeadow, Mass., and [redacted], [redacted] Avenue, Longmeadow, Mass., reported that they had observed one (1) unconventional aircraft at approximately 2030 hours on 17 April 1952. No activity or condition developed that accounts for sighting.

DETAILS:

At 2100 hours, 17 April 1952, [redacted], [redacted] Avenue, Longmeadow, Mass., and [redacted], [redacted] Avenue, Longmeadow, Mass., reported to Base Operations, Westover Air Force Base, that they had sighted one (1) unconventional object. [redacted] was interviewed on 22 April 1952, by Special Agents [illegible] and [illegible], and [redacted] was interviewed on 2[illegible] April 1952 by Special Agent [illegible] and they furnished the following information:

a. Description of Object: Both [redacted] and [redacted] described the object as round and deep orange in color. [redacted] described the object as occasionally emitting a shaft of light to the rear and to the underpart of the object, and traveling at a speed estimated at well over 600 miles an hour. [redacted] did not estimate the size, but described it in brilliance as approximately four (4) times greater than any known star; it traveled in an erratic course at a speed of well over 1000 miles per hour. Each man stated there was no exhaust and no sound was heard. [redacted] stated the object continually maneuvered during the observation and described

[redacted] [redacted]

[redacted] -240 (Cont'd)

the movement as rapid climbs and descents. [redacted] stated that at times the object became elongated, but commented that he did not believe elongation was an element, but opined that the object was evidently coming toward the observer, and then executing a turn and traveling at right angle of the observer, the true length of the object was seen. [redacted] also, described the movement as erratic, with upward and downward at a very rapid speed. [redacted] definitely stated that the object was not a star or a meteor, and was in continual motion throughout the observation. [redacted] also said that he had never observed an object similar to this in the heavens.

b. Object was sighted at approximately 2030 hours on the night of 17 April 1952, by [redacted], who in turn called her neighbor, [redacted], to observe the object. Object was observed for approximately forty (40) minutes.

c. Manner of Observation: Visual observation, with no type of optical or electronic equipment employed.

d. [redacted] stated he was standing in front of his home on [redacted] Avenue, Longmeadow, Mass., facing toward the east at the time of sighting. Object continued to maneuver in the area east of Longmeadow, at a height estimated to be 15 to 20 thousand feet. [redacted] could not estimate the size of object, but commented that it must be larger than any known conventional aircraft, and it was in brilliance three to four times greater than any known star. [redacted] stated that he was standing in front of his home at [redacted] Road, Longmeadow, Mass., facing toward the east throughout the observation. He could not estimate the altitude of the object, but stated that the azimuth from point of observation was approximately 200; he further estimated the object to be in the vicinity of Boston.

e. Identifying information on observers.

(1) Mr. [redacted], [redacted] Longmeadow, Mass., age 23, graduate of Massachusetts Institute of Technology, with a degree in Electrical Engineering, is employed as a [redacted], [redacted] Bosch Corporation, Springfield, Mass. He has had no flying experience, nor does he possess any technical training in aeronautics or astronomy. [redacted] first observed the object at approximately 2030 hours and called a neighbor, one Mr. [redacted], to verify his observation. [redacted] stated that he had recently read an article on unconventional aircraft in Life Magazine, but stated that this in no way affected his observation.

(2) Mr. [redacted], [redacted] Avenue, Longmeadow, Mass., [redacted], United States Envelope Company, Springfield, Mass., has had no flight experience and stated he is not versed in technical knowledge

[redacted]

[redacted]

[illegible] 4-C-245 (Cont'd)

in regard to aircraft or astronomy. [redacted] stated the object was originally sighted by a neighbor, Mr. [redacted] venue, Longmeadow, Mass., who in turn, called [redacted] to observe the object. Both was continued observation of the object for approximately forty (40) minutes, and during that time, [redacted] notified Base operations, Westover Air Force Base, of their observations. The object was still in the sky at the time they both discontinued observation. [redacted] commented that he was recently read an article in Life Magazine in regard to unconventional aircraft, and stated that he had always been somewhat sceptical as to the existence of any such objects. [redacted] further added that his observation was not affected in any way by the material which he had read earlier in Life Magazine.

f. Weather was clear in cloudless sky at time of sighting, with very moderate wind.

g. Any activity or condition that might account for this sighting: None known.

h. There is no existence of any physical evidence.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Attention: MCIS. No further action taken by this District.

FOR ATTS. JONES
Lt Colonel, USAF
District Commander

cc: [illegible], [illegible] (dup)

CI 24-185-1-30

MAY 1 08 40 '52

[redacted]

AFCSI/Lt Col Free/fjm/wrtn 21 May 52 PM

24-185

(Unclassified) Reporting of Information on Unconventional Aircraft (Great Blue Hill, Milton, Massachusetts, 24 April 1952) SPECIAL INQUIRY

Documents & Dissemination Branch, Collection Division
Directorate of Intelligence, DCS/O

Lt Col Free/fjm/AFCSI-6
Code 192/X-140

Counter Intelligence Division
Directorate of Special Investigations, IG

1. Forwarded herewith for your information is a Spot Intelligence Report prepared by 1st District, Office of Special Investigations, Westover Air Force Base, Massachusetts, concerning the above subject.

2. Your Directorate will be kept advised of further developments in this matter.

1 Incl
Spot Intell Rpt 1st Dist 13 May 52

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

LEROY H. BARNARD
Lt. Colonel, U. S. Air Force
Chief, Sabotage & Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI-6
Lt Col Free

Free
Barnard

Confidential S. I.

24-185-X-31
U. S. AIR FORCE
THE INSPECTOR GENERAL

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian
3 DEC 1975
DATE

UNCLASSIFIED

13 MAY 1952

1B-0SI 24-0-250

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft (Great Blue Hill, Milton, Massachusetts, 24 April 1952)

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 28 April 1952, ALFRED P. FURNISH, HERBERT J. BRUN, and JOSEPH PAGE, USAF civilian employees assigned to Radar Systems Laborstory, Electronics Research Division, AF Cambridge Research Center, 230 Albany Street, Cambridge, Mass., reported to Captain JAMES R. LOCKE, Air Provost Marshal, that installation, that they had observed two unidentified airborne objects between 1430 and 1445 hours, 24 April 1952. No activity or condition developed that accounts for sighting.

DETAILS:

On 28 April 1952, ALFRED P. FURNISH, HERBERT J. BRUN, and JOSEPH PAGE, USAF civilian employees assigned to the Radar System Laboratory, Electronics Research Division, AF Cambridge Research Center, 230 Albany Street, Cambridge, Mass., reported to Captain JAMES R. LOCKE, Air Provost Marshal, that installation, that they had observed two unidentified airborne objects between 1430 and 1445 hours, 24 April 1952.

a. On 29 April 1952, JOSEPH PAGE was interviewed by Special Agent JARED C. HENDES, and furnished the following information:

(1) Description of Objects: Two (2) flat, flaxible, square-like objects with greatest dimension approximately ten (10) feet, and of undetermined [illegible] observed in color, having no aerodynamic [illegible] having no trail or exhaust, traveled with a

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wobbly, undulating motion for about four (4) to six (6) miles in about one and one-half (1½) minutes. The course was at first a rapid ascent from approximately a 1500 to a 2000 foot elevation, then an unsteady horizontal plane for about four (4) to six (6) miles, and then another ascent at an undetermined angle. PAGE did not see the objects disappear and did not notice that there were two (2) objects until the first had nearly completed its initial ascent. No propulsion system noted.

(2) Objects were sighted at about 1430 hours in the afternoon of 24 April 1952, and were observed for approximately one and one-half to two minutes.

(3) Manner of observation: Visual observation followed by tracking through a "Telescope B. C. M 65" - a standard U. S. Army Battery Commander's telescope, which was mounted on a unit equipped with hand-wheels and other controls.

(4) Observer was standing on the top of the USAF observation platform at the summit of the Great Blue Hill, Milton, Mass. Observer's elevation above sea-level: 785 feet. Object first appeared in a northwest direction from the observer at a distance of about two (2) miles and was rising rapidly in a wobbly manner from altitude of approximately 1500 feet. After rising for about 400 feet, another object, identical in appearance with the first, was noticed. Both rose a few feet further in an easterly direction for from four (4) to six (6) miles with speed estimated at 150 miles per hour. The objects then started to rise again at an angle and were not observed at time of disappearance.

(5) Identifying information on observer: JOSEPH PAGE is an electronics scientist, assigned to the Radar Systems Laboratory, Electronics Research Division, AF Cambridge Research Center, and for a period of about one and one-half years has been regularly engaged in tracking aircraft by using a Battery Commander's telescope and/or radar devices. PAGE stated he was engaged in practice tracking of transient aircraft with ALFRED P. FURNISH and HERBERT J. BRUM, also employed at the Radar Systems Laboratory, when the objects were sighted, and that all three attempted, with negative results, to identify the objects with any known things. PAGE stated definitely the objects were not kites, birds, large pieces of paper, or resembled in any detail aircraft known to him. PAGE stated that the radar system on the tower was inoperative at the time of the incident. Interviewee stated that his description of the object was not influenced by any material which he has read on the subject of unknown objects, and that he reported the matter to the Air Provost Marshal for whatever intelligence value that might be derived.

1D-OSI 24-0-250 Cont'd.

b. On 29 April 1952, ALFRED P. FURNISH was interviewed by Special Agent JAMES G. HENDRYS, and furnished the following information:

(1) Description of Objects: The objects were very thin, from ten (10) to fifteen (15) feet across at their widest point, had a lip around the outer edges, and were a dull reddish orange color. No corners were visible, and they looked like "ovals pulled in at the waist." Objects consistently undulated with a wobbling, swooping motion, first in a perpendicular course, then along a horizontal plane, and then, a second, but angular, rise of about fifteen (15) degrees at approximately 240 miles per hour. No trail or exhaust, no sound heard. Objects at about 2000 feet elevation when first observed, and at unestimated height when last seen. Objects grew smaller and smaller traveling away from observer and became invisible.

(2) Objects were sighted at about 1430 hours on the afternoon of 24 April 1952, and were observed from one and one-half (1½) to a two (2) minute maximum.

(3) Manner of observation: By use of Battery Commander's telescope only. Instrument is a 6-power type, nomenclature: "Telescope B. C. M65".

(4) Observer was standing on top of tower on the Great Blue Hill, Milton, Mass. Reference is made to paragraph a (4) of this report. Objects first appeared rising straight up in a northwest direction from observer, and had elevation of about 2000 feet when first noticed. Peak elevation not estimated. They then traveled in horizontal plane for six (6) miles, and started a second rise at angle of from 12 to 15 degrees. General course was from northwest to northeast, and they finally disappeared in the distance.

(5) Identifying information on observer: ALFRED P. FURNISH is an electronics technician, assigned to the Radar Systems Laboratory, Electronics Research Division, AF Cambridge Research Center, and since July 1951 has been regularly tracking aircraft with a Battery Commander's telescope and/or radar systems. FURNISH was in the company of JOSEPH PAGE and HERBERT J. BROWN, fellow employees, when the objects were sighted and tracked. FURNISH is well acquainted with civilian and military aircraft of the United States and cannot identify the objects seen with any aircraft known to him. He does not believe the undulating and swooping motion of the objects could cause their propulsion. FURNISH stated definitely that the objects were not birds, large pieces of paper, kites, nor did they resemble any object known to him.

c. On 29 April 1952, HERBERT J. BRUN was interviewed by Special Agent JAMES C. HENDRIX, and furnished the following information:

(1) Description of objects: Two (2) objects having definite diamond to oval shape and flat surface. Objects appeared more diamond shaped when rising, and more oval shaped after changing their direction to travel on an azimuth. Color was brick orange, dull. Both identical with greatest dimension twenty (20) feet and not more than three (3) feet thick. Objects continuously undulated like conventional portrayal of flying carpet, traveled with no particular relation to each other in a perpendicular ascent. Estimated speed 200 miles per hour. No trail or exhaust, no sound heard. When first seen had elevation of about 1000 feet, and when disappearing in the distance, about 2000 feet. Traversed an angle of about 62 to 65 degrees along horizontal path. No propulsion system was evident.

(2) Objects were sighted at about 1445 hours in the afternoon of 24 April 1952, and were observed for not more than two minutes.

(3) Manner of observation: Through 6-power elbow type telescope mounted on movable base.

(4) Observer was standing on top of tower on the Great Blue Hill, Milton, Mass. Objects were first seen undulating side by side for about twenty (20) seconds, and then began rapid perpendicular rise estimated at 500 feet. Objects leveled off and traversed angle of from 62 to 65 degrees, or 8 miles, and then went into angular climb to about 2000 feet. Just before observer last saw objects, they stopped and undulated without progressing. General movement was from northwest by north to east.

(5) Identifying information on observer: HERBERT J. BRUN is a cooperative employee at AF Cambridge Research Center and a senior at Massachusetts Institute of Technology, Cambridge, Mass., majoring in Electrical Engineering. He has been assigned to the Radar Systems Laboratory as an aircraft observer since 4 February 1952, and has used the Battery Commander's and elbow type telescopes and radar equipment in tracking aircraft. He has made a study of United States commercial and military aircraft silhouettes. BRUN was in the company of JOSEPH PAGZ and ALFRED P. FURNISH, fellow employees, when the objects were sighted and tracked. BRUN stated positively that the objects were not birds, large pieces of paper, kites, nor did they resemble any object known to him.

d. Weather clear, visibility estimated at 20 miles in quadrant where objects were sighted. Sun hidden behind high overcast in opposite quadrant of sky from that in which objects were sighted. Blue Hills weather station reported wind was from random directions at four (4) miles per hour at time of sighting.

1D-OSI 24-0-250 Cont'd.

e. Any activity or condition that might account for the sighting: none known.

f. There is no physical evidence, no interception was made, no identification action was taken.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Attention: MCIS. No further action taken by this District.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-0-256

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 1 July 1952, [redacted] Lynn, Massachusetts, reported that he, his wife, and a third person observed two (2) unidentified airborne objects between 0731 and 0734 hours EDT on 1 July 1952. No activity or condition developed that accounts for sighting.

DETAILS:

At 0850 hours, 1 July 1952, a telephone call was received from a person identifying himself [redacted] employee of General Electric Company, [redacted] Boston, Massachusetts, reporting the observation of two (2) unidentified airborne objects between 0731 and 0734 hours, this date. On 1 July 1952, [redacted] was interviewed by Special Agent JULIUS B. POPPINGA, and furnished the following information:

a. Description of objects: Two (2) cigar-shaped objects, white in color, about 200 to 300 feet in length, six times as long as thick, having no aerodynamic features, producing no sound, leaving no trail or exhaust, proceeding on a straight course in a southwesterly direction at an unvarying altitude, and at a speed estimated by the observer as 500 miles per hour, or "slightly faster than conventional aircraft." The second object consistently remained about one (1) mile to the rear and slightly higher than the first. [redacted] could not judge the altitude of the objects but estimated the angle of sight to be approximately 40 degrees above the horizontal, and advised they were at a distance of three (3) or four (4) miles. Objects were lost from sight behind a tower structure on hill bordering the point of observation.

[redacted]

KURT A. KENZEL, Capt, USAF
Historian

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b. Objects were sighted by [redacted] 0731 hours EDT, 1 July 1952, and were observed by him for three (3) minutes.

c. Sighting was by visual observation only, with no optical or electronic aids.

d. Observer sighted objects from open porch of house located on a hillside [redacted] Massachusetts. View to the east and south is unimpaired, but trees and buildings on the uphill side of house almost completely obstruct the view to the north and west.

e. Identifying information on observer: [redacted] of age, served two years as an administrative clerk in the Air Force during the War, and is presently employed as Assistant Buyer of jet engine parts for General Electric Company, [redacted] Boston, Massachusetts. He claims no special technical knowledge or experience relative to the performance or identification of aircraft, but stated that he has often observed commercial airliners and jet-propelled military aircraft in the area, and believed the object described to be distinctly different. [redacted] vised that he reported the incident "for what it is worth", and did not desire any "publicity or notoriety" because of it.

f. Weather conditions: [redacted] scribed the sky to be clear toward the south and west with scattered clouds toward the northeast. He advised that he first noticed the objects described because they were moving in the opposite direction from that of clouds blowing out to sea. Weather conditions at 0730 hours EDT 1 July 1952 were reported by the U. S. Weather Department, Logan International Airport, Boston, Massachusetts, for the Boston area as follows: "Thin scattered clouds at 26,000 feet, northwest wind at 6 miles per hour, visibility 12 miles, temperature 60 degrees."

g. No activity or condition is known that might account for the sightings. It will be noted, however, th[redacted] orted the appearance of what he believed to be two (2) jet aircraft shortly after the sighting of the unknown objects [redacted] id that he could not see these aircraft because of their high altitude, but noted that they left a clear vapor trail and were accompanied by the noise peculiar to jets. Their path was described as a southwesterly arc, above, behind, and moving toward the objects described. [redacted] elieves the jets were flying faster than the unidentified objects, but lost sight of both before they converged.

h. No physical evidence exists, and no interception or identification action was taken.

[redacted] urther advised that upon sighting the objects he called them to the attention of his wife, [redacted] and [redacted] o

[redacted]

1D-OSI 24-0-256

also resides at 21 High Rock Terrace, Lynn, Massachusetts. On 1 July 1952, these individuals were separately interviewed by Special Agent JULIUS B. POPPINGA. Descriptions offered by [redacted] were identical to that given by [redacted] relative to objects' number, shape, size, speed, color, absence of exhaust trail and sound, manner of flight, angle of elevation, and distance. Methods of observation and point of observation were also the same. However, the following differences were noted:

i. Formation: [redacted] described the objects as flying "parallel" or side by side and about one (1) mile apart. [redacted] observed the objects to be very close together with the second slightly behind and just above the first.

j. Period of observation: [redacted] estimated the duration of the time during which she observed the objects to be approximately fifteen (15) minutes. [redacted] stated that when her attention first was called to the objects by [redacted] at 0730 hours, they were proceeding in a southwesterly direction. After two or three minutes, they were lost to her sight behind trees and buildings on the adjacent hill, but at approximately 0800 hours, after [redacted] had left for work, she again sighted the two (2) objects proceeding in the opposite direction, or northeast. [redacted] stated she watched them for four or five minutes until they went out of sight in that direction. She did not see the objects change their direction or maneuver in any way. [redacted] advised that she called the attention of [redacted] to the objects again at 0800, but Mrs. [redacted] did not verify this during the interview with her.

k. Identifying information on [redacted] is a housewife, approximately 35 years of age, and advised that she has observed both jet and piston-driven aircraft in the area, but believed the objects sighted to be distinctly different. [redacted] 18 years of age, is a high-school graduate and presently employed as a saleagirl. She stated that her knowledge of, or interest in, aircraft is only "average", but that she knew of no aircraft to which the objects sighted could be compared.

l. Activity of other aircraft in the vicinity: Neither [redacted] nor [redacted] had the impression that the jet aircraft, also observed by them, had pursued the objects, but that they maneuvered in the area for approximately one (1) hour at a very great altitude.

NOTE:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Attention: MCIB. No further action taken by this District.

[redacted]
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)

[redacted]

1D-OSI 24-0-257 SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft
SPECIAL INQUIRY
Westover AFB

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 2 July 1952, [redacted] Avenue, Lexington, Massachusetts, reported that he and two other persons observed one unidentified airborne object between 0730 and 0740 hours, EDT, on 1 July 1952. No activity or condition developed that accounts for sighting.

DETAILS:

At approximately 2000 hours, 2 July 1952, [redacted], Lexington, Massachusetts, reported the observation of one unidentified airborne object between 0730 and 0740 hours on 1 July 1952 to Special Agent LESLIE S. HUBBARD. On 3 July 1952, Captain [redacted] interviewed by Special Agent JULIUS B. POPPINGA, and furnished the following information:

a. Description of object: One (1) milky white object, shaped like an "elongated oval" but "fatter than a cigar", about 100 feet in length or slightly larger than a four-engine airliner, having indistinct outlines at the rear resembling either a very short exhaust or a blurred tail section, with a narrow ridge along the top side, but without wings or any clear aerodynamic features. Object produced no sound, and left no vapor trail or exhaust other than described above. Speed was estimated to be approximately that of jet aircraft, but observer believed the object "hung" in mid-air for a few seconds on two occasions and then proceeded.

BY AUTHORITY OF THE DIRECTOR OF SPECIAL ...
BY KURT K. KUNZE, Capt, USAF
Historian
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The course of the object was otherwise without variation in altitude or direction, proceeding at an estimated 40,000 feet toward the southwest.

b. Object was sighted by [redacted] at 0730 hours EDT, 1 July 1952, and was observed by him for ten (10) minutes.

c. Sighting was by visual observation through smoked glasses, with no optical or electronic aids.

d. Observer sighted object while standing in the vicinity of Hangar "B" at Laurence G. Hanscom Field, Bedford, Massachusetts.

e. Identifying information on observer: [redacted], Petroleum Officer, 6520th Supply Squadron, 6520th Test Support Wing, [redacted] Bedford, Massachusetts, is 33 years of age, and has served six years of active duty and five years of reserve duty with the USAF [redacted] is not rated, but appeared thoroughly familiar with all types of aircraft and advised that he has never seen a comparable object.

f. Weather conditions: [redacted] advised that at the time of the sighting the sky was perfectly clear, and a slight northeast wind was blowing. Weather conditions at 0730 hours EDT 1 July 1952 were reported by the U. S. Weather Department, Logan International Airport, Boston, Massachusetts, for the Boston area as follows: "Thin scattered clouds at 25,000 feet, northwest wind at 6 miles per hour, visibility 12 miles, temperature 60 degrees."

g. No activity or condition is known that might account for the sightings. However [redacted] stated that his attention was first drawn to the object while he watched the vapor trails of what appeared to be two (2) jet aircraft proceeding in a southeast direction. The object described intersected the jet vapor trails and continued to the southwest.

h. No physical evidence exists, and no interception action was taken. [redacted] advised however, that he proceeded to the base operations tower after having observed the object for a few minutes, and that attempts to locate the object with a pair of 7x50 Navy-type binoculars from that vantage point resulted negatively.

i. Manner of disappearance: [redacted] advised that he again saw the object while on the way to the tower, but that its distance had increased considerably, and that from the tower it was no longer visible, with or without binoculars.

[redacted] further advised that upon sighting the object he called it to the attention of [redacted], both of 6520th Air Police Squadron, Hanscom Field. On

[redacted]

[redacted]

1D-OSI 24-0-257

3 July 1952, [redacted] were separately interviewed by Special Agent JULIUS B. POPPINGA. Time, location, method of sighting, weather conditions, direction of flight, and disappearance were identical to that reported by [redacted]. Several differences will be noted, however, relative to the description of the object.

j. [redacted] described the object as resembling a small blimp, having a blunt front, cigar-shaped, and similar to an "airplane without wings or tail assembly." [redacted] noticed no exhaust or noise, and no changes of altitude or course. Length of the object was estimated as two to three hundred feet, and no tail features, wings, or aerodynamic features of any kind were observed. [redacted] estimated the altitude of the object to be about 20,000 feet. He described its forward motion to be irregular, first barely moving, and then proceeding at "about the speed of a C-47."

k. [redacted] advised that he could not estimate the size of the object, but described it as oval-shaped, and believed that it was trailed by two distinct vapor trails, similar to that associated with conventional aircraft at very great altitudes. [redacted] noticed no variation in the speed, altitude, or line of flight, and estimated the speed to be about 130 miles per hour and the altitude to be "over 30,000 feet." [redacted] noticed no noise, and stated that he could distinguish no wing or tail surfaces. He added that while both [redacted] and [redacted] used sun glasses while observing the objects, he did not, and that his vision was impaired by the brightness of the sky and the sun.

l. Identifying information on [redacted] and [redacted] is 50 years of age, and has served 19 years with the ground forces and 4 years with the Air Force. He has never been on an air crew, and claims no special knowledge pertaining to aircraft, but advised that he has never observed an airplane in flight, at any angle, resembling the object described, and was aware of no known object which might account for it. [redacted] 32 years of age, and has served 11 years with the Air Force, primarily in inspection and investigation work. [redacted] advised he has done considerable reading in relation to unconventional aircraft, but could not account for the object described in any way.

m. This sighting appears to be a verification and one and the same as sighting observed by [redacted] between 0731 and 0734 hours EDT on 1 July 1952 and reported in 1st District OSI file 24-0-256 on 3 July 1952.

[redacted]

[redacted]

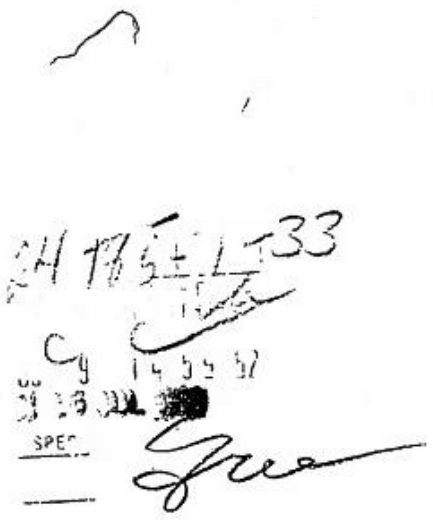
1D-OSI 24-0-257

ACTION:

No further action is contemplated by this District Office. Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Attention: MCIS.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)



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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-0-258

19 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft (New Braintree, Massachusetts, on 13 July 1952) SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

[redacted]ew Braintree, Massachusetts, reported that she observed a deep red, rectangular object in a vertical position at 2235 hours EDT on 13 July 1952. No activity or condition developed that accounts for the sighting.

DETAILS:

1. On 17 July 1952, Captain JOSEPH EIGHER, Wing Intelligence Officer, 1600th Air Transport Wing, Westover AF Base, Massachusetts, furnished to Special Agent RAWORTH D. TILSON, 1st District OSI, Westover AF Base, Massachusetts, information to the effect that a [redacted] Massachusetts, observed an unidentified airborne object on 13 July 1952.

2. On 17 July 1952, [redacted] was interviewed by Special Agent TILSON, and furnished the following information:

a. Description of object: One (1) triangular shaped, deep red, glowing object, which seemed to hang or float in the sky about 20° above the horizon for approximately one (1) to two (2) minutes, then abruptly moving in a northerly direction without any gradual increase of speed. The triangular object was in a vertical position at all times that it was in view. No sound was heard, no aerodynamic features, tail or exhaust, or propulsion system observed. The speed of the object could not be

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estimated as there was nothing within sight by which the speed of the object could be compared. [redacted] when asked for an estimation of the approximate size of the object, advised that to her the object seemed to be as long as the diameter of a full moon and one-fourth as wide. The object disappeared from view shortly after it moved in the northerly direction behind a large tree which was approximately fifty (50) yards from the point of sighting. It is an estimated 20° between the point in the sky where the object was first observed and the tree behind which the object disappeared.

b. The object was sighted at approximately 2235 hours EDT, 13 July 1952, and was observed from one (1) to two (2) minutes.

c. Sighting was by visual observation only, with no optical or electronic aids.

d. [redacted] was in her home which is located approximately one and one-half miles northwest of the Hamlet of New Braintree, longitude 42° 30', latitude 72° 30'. At the time [redacted] observed the object, she was installing a screen in her upstairs bedroom window which faces the east. While installing the window screen, she noticed a vertical, deep red light. After observing the object for a few seconds through the glass of the window, [redacted] looked out through the screen thinking perhaps, that the object was a reflection on the glass or a result of an imperfection in the glass. However, the object could still be observed in the sky while viewing through the screen. After the object disappeared from view behind the large tree, [redacted] went outside to the other side of the tree, but did not see the object again.

e. Identifying information on observer: [redacted] age fifty (50) to fifty-five (55) years, is the President of the Associated Women of the Farm Bureau in Massachusetts. She claims no special knowledge of aircraft identification, but has observed aircraft from Westover AF Base, commercial aircraft, and private planes from the small airfield at New Braintree. [redacted] advised that the object she saw was like nothing she had ever seen before.

f. Weather conditions for 2230 hours EDT, 13 July 1952, as reported by the Weather Forecaster, Westover AF Base, Massachusetts, indicated the sky to be clear, visibility, twelve (12) miles, temperature, 75°F., and very light winds blowing in a north, north-westerly direction at 20,000 ft to 25,000 ft.

g. There were no activities or conditions, meteorological or otherwise, which might account for the sighting, known or reported.

[redacted]

1D-OSI 24-0-258

h. There exists no physical evidence and no interception or identification action taken.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action taken by this District.

ROBERT H. WAYLAND, Jr.
Major, USAF
District Commander

cc: CG, AMC (dup)
CO, 1600th ATW

[redacted]

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-0-258

21 JUL 1952

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft (New Braintree, Massachusetts, on 13 July 1952) SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Reference is made to Spot Intelligence Report, this District Office, dated 19 July 1952, Subject and file as above.

2. Paragraph 2 a of cited report is hereby amended to read as follows:

"Description of object: One (1) rectangular shaped, deep red, glowing object, which seemed to hang or float in the sky about 20° above the horizon for approximately one (1) to two (2) minutes, then abruptly moving in a northerly direction without any gradual increase of speed. The rectangular object was in a vertical position at all times that it was in view. No sound was heard, no aerodynamic features, tail or exhaust, or propulsion system observed. The speed of the object could not be estimated as there was nothing within sight by which the speed of the object could be compared. [redacted] when asked for an estimation of the approximate size of the object, advised that to her the object seemed to be as long as the diameter of a full moon and one-fourth as wide. The object disappeared from view shortly after it moved in the northerly direction behind a large tree which was approximately fifty (50) yards from the point of sighting. It is an estimated 20° between the point in the sky where the object was first observed and the tree behind which the object disappeared."

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AUTHORITY OF THE [illegible]
KURT K. KUNZ, Capt, USAF
Historian
3 DEC 1975

ROBERT H. WAYLAND, Jr.
Major, USAF
District Commander

cc: C[illegible]

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CONFIDENTIAL SECURITY INFORMATION

[redacted] SECURITY INFORMATION

AFCSI/Lt Col Free/fjm/wrtn 25 July 52 PM

24-185

(Unclassified) Reporting of Information on Unconventional Aircraft (Salem, Massachusetts) - SPECIAL INQUIRY

31 JUL 1952

Documents & Dissemination Branch, Collection Division
Directorate of Intelligence, DCS/O

1

Lt Col Free/fjm/wrtn at AFCSI-6

Counter Intelligence Division
Directorate of Special Investigations, IG

1. There is transmitted herewith for your information a copy, with inclosure, of a Spot Intelligence Report by Office of Special Investigations District No. 1, Westover Air Force Base, Massachusetts, relative to the above subject.

2. This report may be retained for your use.

1 Incl
Spt Intell Rpt dtd 21 Jul 52 w/Incl

LUCIUS L. FREE
Lt. Colonel, U. S. Air Force
Actg Chief, Sabotage & Espionage Branch

AFCSI FILE COPY

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KURT K. KUNZE, Capt, USAF
BY Historian
3 DEC 1975
DATE

When Incl. No. 1 is (are) withdrawn or not attached, the classification of Secret Security Info on this correspondence is cancelled in accordance with par 25e, AF 205-1.

24-185-1-35

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

OUT 31 JUL 52 MANAGEMENT DIV. OSI

CSI-1188

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6 AUG 1952

SECRET [redacted] SECURITY INFORMATION

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

21 JUL 1952

1D-OSI 24-0-259

THIS DOCUMENT CLASSIFIED
[redacted]
BY AUTHORITY OF CHIEF OF STAFF, USAF
R.H. Wayland Maj 21 Jul 52
NAME RANK DATE

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft (Salem, Massachusetts) SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 16 July 1952, at approximately 0935 hours, [redacted] 292-624 SN, USCG Station Photographer, U. S. Coast Guard Air Station, Salem, Mass., observed four (4) unidentified airborne objects west of the station. A photograph of the objects was taken. No activity or condition developed that accounts for sighting.

DETAILS:

At 1145 hours, 16 July 1952, a telephone call was received from J. F. MC CUE, Commander, USCG, Commanding Officer, U. S. Coast Guard Air Station, Salem, Mass., reporting that two of his men had observed unusual airborne objects at approximately 0935 hours, 16 July 1952, and that one of the men had taken a photograph of the objects. On 16 July 1952, Commander MC CUE was contacted by Special Agent RICHARD W. RANDALL, and the following information obtained:

a. [redacted] 292-624 SN, USCG, Station Photographer, U.S. Coast Guard Air Station, Salem, Mass., noticed a very brilliant light in the sky west of the station. [redacted] grabbed his camera and took a photograph of the brilliant light. [redacted] called a [redacted] who was in the same building and also saw a bright light in the sky. [redacted] furnished the following information.

CLASSIFICATION CANCELLED TO [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [redacted] KUNZE, Capt. USAF
[redacted] 0 DEC 1975
[redacted] DATE [redacted]

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1D-OSI 24-0-259

b. Three (3) objects glowing bright and then light and disappeared like a light being dimmed with a rheostat. Objects appeared to waver slightly and glow as a light source. [redacted] could not determine the shape nor formation, aerodynamic features, or propulsion system. [redacted] did not see any trail, exhaust, or maneuvers. [redacted] did not hear any sound and could not tell if the objects were moving. After [redacted] developed the photograph, he noted that there was a difference in numbers than what he had observed.

c. Objects sighted by [redacted] approximately 0935 hours, 16 July 1952 and were observed for approximately 25 - 30 seconds.

d. Observed by [redacted] through a fine mesh screen window. Photograph was taken through the same window with a 4 x 5 Busch Pressman, with an f 4.7 raptar lens, 135 mm, with settings of f 4.7 at 1/50th of a second, on Kodak Super XX film.

f. [redacted] has been a member of the U. S. Coast Guard for one and one-half years, and previously attended the Art Center School, Los Angeles, California. [redacted] was a member of the U. S. Navy for two years, seven months, and U. S. Coast Guard for five years, four months. Commander MC CUE advised that [redacted] is an excellent photographer, and that both [redacted] and [redacted] are very stable and reliable.

g. Weather conditions, as reported by U. S. Coast Guard Station Aerology Office for 0928 hours, 16 July 1952, are as follows: thin, broken clouds at 28,000 ft., visibility six (6) miles, wind southwest eight (8) knots, altimeter setting 3.05, temperature 84° F.

h. No activity or condition is known that might account for the sighting.

i. Photograph taken of the objects is attached as an inclosure.

j. No interceptor or identification action taken. Sighting of objects was not reported to Commander MC CUE until approximately fifteen to thirty minutes after they were observed.

[redacted] confirmed time and place of sighting and stated he was of the opinion that the light in the sky was a reflection of a plane or light reflected off an automobile windshield. [redacted] could give no further account of the sighting.

SECRET

1D-OSI 24-0-259

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action taken by this District.

Robert H. Wayland, Jr.
ROBERT H. WAYLAND, Jr.
Major, USAF
District Commander

1 Incl:
Photo of objects (trip)

cc: CG, AMC, w/Incl (dup)

SECRET

AFCSI/Lt Col Free/fjm, wrtn 30 July 52 AM

RESTRICTED - SECURITY INFORMATION

24-185

Unidentified Flying Objects NORTH CALAIS, VERMONT 18 JUL 52

Documents & Dissemination Branch, Collection Division
Directorate of Intelligence, DCS/O

31 JUL 1952

Counter Intelligence Division
Directorate of Special Investigations, IG

1
Lt Col Free/fjm/AFCSI-6
Code 192/X-140

1. The following is submitted as a matter of information and as being of primary interest to your office:

On 21 July 1952 [redacted], American Automobile Association, telephonically advised an officer of this Directorate to report the receipt of a telegram from a [redacted] North Calais, Vermont. According to [redacted] stated in his telegram: "Have witnesses to observation to flying saucer at North Calais, Vermont, Friday, July 18." [redacted] advised that the telegram further indicated that [redacted] furnishing the information as a friend of AAA in case that organization desired some publicity.

[redacted] further advised that [redacted] living in his summer home at North Calais and that in the wintertime he was occupied as a school teacher at Brockton, Mass. [redacted] stated he believed Mr. [redacted] be of sound judgment - a man not easily disposed to excitement.

2. No inquiry into this matter is contemplated by this office.

INCL
MRS

LEROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage & Espionage Branch

AFCSI-6
Free
Barnard

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185-X-35

OFFICE OF SPECIAL INVESTIGATIONS

OUT 31 JUL 1952 MANAGEMENT DN OSI

RESTRICTED - SECURITY INFORMATION

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AFCSI FILE COPY

MEMO ROUTING SLIP | *NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS*

	INITIALS		CIRCULATE
1 NAME OR TITLE MR. KENNETH COLLINS, CHIEF			
ORGANIZATION AND LOCATION ANALYSIS & DISSEMINATION BRANCH	DATE		COORDINATION
2 COUNTER-INTELLIGENCE DIV., T-8			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

Re our telephone conversation, the following information is forwarded for such action as you deem necessary.

At 1515 hours, Monday, 21 July, [redacted] American Automobile Association, telephoned me to report the receipt of a telegram from a [redacted] North Calais, Vermont. According to Mr. [redacted] stated in his telegram: "Have witnesses to observation to flying saucer at North Calais, Vermont, Friday, July 18. [redacted] advised that the telegram further indicated that [redacted] was furnishing the information as a friend of AAA in case that organization desired some publicity.

[redacted] further advised that [redacted] living in his summer home at North Calais and that in the wintertime he was occupied as a school teacher at Brockton, Mass. [redacted] stated he believed Mr. [redacted] to be of sound judgment -- a man not easily disposed to excitement.

FROM NAME OR TITLE	DATE
H. A. DECK, Major, USAF	21 July
ORGANIZATION AND LOCATION Ass't Executive, OSI, IG	TELEPHONE 7347

DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used. 16—48487-4 GPO

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-149 SPOT INTELLIGENCE REPORT 29 JUL 1952

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unconventional Aircraft, 2315-2400 hours, 22 July 1952, Boston, Massachusetts

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 23 July 1952, reports of sightings of unidentified phenomena between 2315 and 2400 hours, 22 July 1952, were received from five (5) separate sources. No activity or condition developed that accounts for sightings.

DETAILS:

1. At 0800 hours, 23 July 1952, a telephone call was received at Detachment "B", Headquarters, 1st District OSI, from the duty officer, 108th CIC Detachment, Boston Army Base, relaying a report from Lt Commander W. J. ADAMS, Squantum Naval Air Station, Quincy, Massachusetts, to the effect that he and several others had observed unidentified phenomena during the night of 22 July 1952. At 1400 hours, 23 July 1952, GUY M. BAILEY, weather observer, U. S. Weather Bureau, Logan Airport, Boston, Massachusetts, advised that he observed strange lights between 2315 and 2326 hours, 22 July 1952. Additional calls reporting similar phenomena were received fr[redacted] Roxbury; all in Massachusetts. Results of personal interviews wit[redacted] and [redacted] by Special Agent [redacted] B. POPPINGA on 23 July 1952 are set forth. This District Office does not contemplate interview of [redacted] and [redacted] less your Headquarters directs otherwise.

2. Information provided by Lt Commander ADAMS:

CLASSIFICATION CANCELLED TO UNCLASSIFIED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 5 DEC 1975

UNCLASSIFIED

1D-OSI 24-149

(a) Description: Two (2) round, bluish-green lights, much more brilliant than a first magnitude star, having no aerodynamic features, and moving without sound or exhaust trail. Observer could not estimate size, speed, or altitude of lights.

(b) Formation: One directly behind the other and at the same level. [redacted] could not estimate the actual distance between the lights, but stated that when looking at them over his outstretched arm, a handsbreadth covered the space between them. This formation did not change.

(c) Maneuvers: The lights were sighted at an angle of 45 degrees above the horizon in the southeastern sky. They moved northwest until directly over the point of observation, then reversed their direction without apparent turning, moved southeast 45 degrees, again reversed their direction, passed over the observer, and began a wide arc toward the northeast. All maneuvers were on the same plane, without any noticeable change of altitude.

(d) Manner of disappearance: Lights were not dimmed by distance, but the disappearance was abrupt, as if the objects had been switched off suddenly. The lead light disappeared first, while the second one continued until reaching the approximate point at which the first disappeared and then went out.

(e) Time sighted: [redacted], who was on duty as Officer of the Day, received a call from East Weymouth, Massachusetts, advising that two very bright lights were moving in the direction of the Naval Air Station. He immediately went outside and sighted the phenomena. The time was 2345 EDT. The maneuvers described lasted about three (3) minutes, or until 2348 EDT.

(f) Manner and location of observation: No optical or mechanical aids were employed. [redacted] stood just north of the administration building at Squantum Naval Air Station, Quincy, Massachusetts.

(g) Identifying information on observer: Lt Commander [redacted] has served twelve (12) years active duty in the U. S. Navy, primarily as a pilot. He is presently performing duties of assistant personnel officer at Squantum. He stated that falling stars, jet exhaust trails, search light reflections, and navigational lights on conventional aircraft are all very familiar to him and that the phenomena described was distinctly different from any of these.

(h) Existing condition that might account for sighting: None. No physical evidence exists, and no interception action was taken.

1D-OSI 24-149

(i) Weather conditions: [redacted] described the sky as perfectly clear, affording exceptional visibility. Weather conditions at 2330 hours EDT, 22 July 1952 were reported by the U. S. Weather Department, Logan Airport, Boston, Massachusetts, as follows: "Clear; west wind 11 mph; visibility 15 plus miles; temperature 83; humidity 58%."

(j) [redacted] advised that S Sgt ANTHONY DI NALLO, Marine Air Detachment, Squantum, observed the phenomena with him, and that Sman 1/C ROLF HELLUM, also of Squantum, observed it from a point one (1) mile south of the station but at the same time. On 23 July 1952, DI NALLO and HELLUM were separately interviewed by Special Agent JULIUS B. POPPINGA. Descriptions received from them did not differ from that given [redacted] and provided no additional information.

(k) During his tour of duty, [redacted] received a total of six (6) telephone calls from the following persons, who, according to [redacted], reported substantially the same thing: [redacted] South Weymouth; [redacted] East Weymouth; [redacted] Roslindale; [redacted] Landing; [redacted] Cambridge (who observed the lights from Wollaston Beach near Weymouth); and [redacted] Roxbury. Interviews with these persons are not contemplated, unless your Headquarters directs otherwise.

3. Information provided by [redacted]

(a) Description: Four small lights, red and green, at times completely enveloped by a single, bluish-white light much brighter than a star of first magnitude. Shape, sound, exhaust, altitude, and speed were not determinable.

(b) Formation: None. Appeared as one (1) body only.

(c) Maneuvers: Appeared to make three complete elliptical circles at constant altitude within an arc of 22 degrees. Apparently slowed to almost a stop before changing direction.

(d) Time sighted: From 2315 to 2326 hours, 22 July 1952. Observer had to abandon the light to prepare weather report, and was prevented from making further observation because of other duties.

(e) Manner of observation: Object was <u>not visible</u> to the naked eye, but was observed through a Weather Bureau <u>Theodolite</u>, a telescopic instrument used for tracking weather balloons. Make and lens power could not be determined from markings or from observatory personnel. However, they advised that balloons 18 feet in diameter could be seen through the instrument at a distance of 50 miles.

1D-OSI 24-149

(f) Location of observer and position of light(s): [redacted] was standing on the observation platform at the Weather Bureau observatory at Logan Airport, Boston, Massachusetts. He first located the light while tracking a balloon at an azimuth of 130 degrees or southeast, at a vertical angle of 22 degrees from the horizontal. He advised that the light did not change altitude, and remained within an arc of 22 degrees, from an azimuth of 118 degrees to 140 degrees.

(g) Information on Observer: [redacted] has been a weather observer for eight (8) years. The airport location of the observatory gives evidence to his familiarity with all types of aircraft. He advised that if the lights were caused by jet aircraft, he could not account for their slow speed during changes of direction. [redacted] could think of nothing else such as search light reflections or shooting stars that could account for the sightings.

(h) Existing condition that might account for sighting: None. No physical evidence exists, and no interception action was taken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dmp)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-150

29 Jul 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unconventional Aircraft,
Nahant, Mass., 0215-0218 hours, 23 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

On 24 July 1952 a report was received at Detachment "B", 1st District OSI (IG) USAF, Boston, Mass., relative to a sighting of two (2) unidentified objects by a Seaman on watch at Nahant Coast Guard Station, Nahant, Mass. Details of interview with observer set forth. No activity or condition developed that accounts for sighting.

DETAILS:

On 24 July 1952 a report was received at Detachment "B", 1st District OSI (IG) USAF, Boston, Mass., to the effect that two (2) unidentified objects had appeared over the Nahant Coast Guard Station at approximately 0215 hours, EDT, on 23 July 1952. On 25 July 1952, Seaman HENRY ARNFRIESTER, Coast Guard Station, was interviewed by Special Agent JULIUS B. POPPINGA and offered the following information:

a. Description: Two (2) bluish lights approximately 5 feet in diameter, appearing as flat, disc-shaped objects having no aerodynamic features and moving without sound or exhaust trail at a speed faster than a four-engine airliner at an altitude of 1,100 to 2,000 feet.

CLASSIFIED BY AUTHORITY OF
KURT K. KUNZE, Capt, USAF
BY Historian
9 DEC 1975

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b. Formation: Objects appeared to be side-by-side. Observer could not estimate the actual distance between the lights but advised that from the ground they appeared to be about 5 yards apart. This formation did not change during the maneuvers described below.

c. Maneuvers: [redacted] first sighted the lights in the Southeast sky at an angle of approximately 45 degrees above the horizon. Objects were descending gradually toward the point of observation in a northwesterly direction. When they were at a distance of approximately 1 1/2 miles from the point of observation, they executed an extremely sharp turn, described by observer to be similar to the path of a ball bouncing off a wall. Objects returned in the exact direction from which they had come and were gradually gaining altitude until they disappeared. Observer noticed no change in the speed of the objects during the entire period of observation.

d. Manner of Disappearance: Disappearance was gradual as distance increased. Observer stated that both objects went out of sight at the same time.

e. Time sighted: [redacted] first sighted the objects at 0215 hours, and they remained in view until 0218 hours, or a total of 3 minutes.

f. Manner and Location of Observation: No optical or mechanical aids were employed. [redacted] on watch duty and at time of sighting was standing just east of the Coast Guard Station on Nahant Island.

g. Identifying Information on Observer [redacted] is 22 years of age and has served in the Coast Guard for 21 months. He advised that the sight of falling stars, searchlight beacons, and navigational lights on conventional aircraft is distinctly different from the objects described. He stated that the objects were close enough so that if they had been conventional aircraft, he would have been able to see wings and tail surfaces and would definitely have heard engine noise. He also believed that the maneuvers executed by the objects could not be duplicated by conventional aircraft. [redacted]ther stated that he was "mystified" by the sighting and was in doubt as to whether he should report them at all. He did so, however, in accordance with the established procedure. [redacted] added that, when he first saw the lights, he called to Seaman [redacted] who had just gone off watch. [redacted] returned and, according to [redacted], sighted the same objects. [redacted]s presently on leave and could not be interviewed.

h. Weather Conditions: [redacted] described the sky as clear with a few scattered clouds and excellent visibility. Weather conditions at 0200 hours, EDT, 23 July 1952, were reported by the U.S. Weather Bureau, Logan International Airport, East Boston, Mass., as follows: "Clear, northwest wind, 10 miles per hour, visibility 12 miles, temperature 77 degrees".

[redacted]

1D-OSI 24-150

i. Existing Conditions that might Account for Sighting: None. No physical evidence exists, and no interception action was taken at the Coast Guard Station. However, the incident was reported b[redacted] to the 654 AC&W Radar Station, Brunswick, Maine on 23 July 1952.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-151

29 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unconventional Aircraft,
Norfolk, Mass., 2105 hours, 23 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

On 24 July 1952, an unconventional aircraft was sighted by three (3) employees, Norfolk Prison Colony, Norfolk, Massachusetts. No activity or condition developed that accounts for sighting. No interception or identification action taken.

DETAILS:

At 0845 hours, 24 July 1952, [redacted] Secretary, Chief of Staff's Office, Hq. 1124th ASU, Boston Army Base, Boston, Mass., telephonically advised that a guard at Norfolk Prison Colony, Norfolk, Mass., had observed an unconventional aircraft at approximately 2105 hours, 23 July 1952. On 24 July 1952, Special Agent [redacted] obtained the names of [redacted], Assistant Deputy, [redacted], Correction Officer, and [redacted], Correction Officer, from the information desk, Norfolk Prison Colony, as the persons who had sighted the unconventional aircraft. The observers were interviewed at their respective homes, which are [redacted], Foxboro, Mass., and [redacted], Walpole, Mass., respectively. Interviewees furnished the following information:

a. Description of object: One (1) round, tilted object, 3 to 5 ft. in diameter, black in color, drifting along slowly, and which disappeared behind one of the buildings at the colony. No aerodynamic features, trail or exhaust, propulsion system, or sound were noted.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY KURT H. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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1D-OSI 24-151

b. Object was sighted at approximately 2105 hours, EDT, 23 July 1952, for approximately two to five seconds.

c. Object was sighted visually, no visual aids utilized.

d. Observers were at the Norfolk Prison Colony, Norfolk, Massachusetts at the time of the sighting. The object was flying north to south, approximately 60 to 225 feet away from the observers at an approximate altitude of 50 to 100 ft.

e. [redacted] has been employed at the Norfolk Prison Colony for 21 years as a guard. [redacted] has been employed at the Norfolk Prison Colony for approximately 2½ years, worked previously at Lawrence, Mass. in a woolen mill and served with the U. S. Coast Guard for three years. [redacted] has been employed at the Norfolk Prison Colony for approximately 2½ years, and served in the U. S. Navy for four years as a painter on a 40-man gun crew.

f. Light wind from the south, dark night with no moon, but the stars were out.

g. No activity or condition, meteorological or otherwise, which might account for the sighting.

h. No physical evidence obtained.

i. No interception or identification action was taken. Boston Army Base notified at approximately 2120 hours, 23 July 1952.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD (Info)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-152

29 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unconventional Aircraft,
West Newfield, Me., 1925 hours, 22 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

[redacted] skywatcher, telephonically reported sighting an unusual object in the sky at West Newfield, Maine, at 1925 hours, 22 July 1952. Description of object set forth. No activity or condition developed that accounts for sighting.

DETAILS:

1. Major HAROLD J. HULBERT, AO 912215, Commander of the Manchester (N.H.) USAF Filter Center, advised on 23 July 1952 that at approximately 1950 hours, 22 July 1952, [redacted] skywatcher at the Newfield, Me., observer post, telephonically reported to the Filter Center that he had observed an unusual object in the sky at West Newfield, Me. The Duty Officer at the Filter Center, Captain CHESTER McGRATH, AO 827886, called [redacted] 05 hours for further information and at 2110 telephonically communicated the report to "KIDSKIN" (a radar station at Brunswick, Me).

2. On 24 July 1952, [redacted] was interviewed at his home in West Newfield, Me. He stated that at approximately 1925 hours, 22 July 1952, he was in his home when his son [redacted] who was playing outside, called out that there was a parachute in the sky. [redacted] went outside and observed a silver-colored sphere high in the sky almost overhead.

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CLASSIFICATION CANCELLED PER EXECUTIVE ORDER 11652
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUHZE, Capt, USAF
Historian
9 DEC 1975
DATE

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[redacted] SECURITY INFORMATION

1D-OSI 24-152

There was a smaller sphere attached underneath the larger sphere, and a smaller undefinable object attached under the smaller sphere. The size and altitude of the object could not be estimated, but [redacted] stated that from his position the large sphere approximated the size of a tennis ball and the small sphere a golf ball. There was no sound emanating from the object and no exhaust or trail could be seen. The object appeared to have no propulsion and was just slowly drifting along with the slight wind, with no appreciable vertical or horizontal deviation from course. The object moved towards the southeast and remained in sight approximately thirty (30) minutes before disappearing from view in the distance. (NOTE: Records of USAF weather station at Grenier AFB indicate that a slight wind from the west to the east was prevailing at Newfield at 1930 hours, 22 July 1952.) BUCK observed the object without the use of optical instruments. [redacted] home is located in the vicinity of the junction of Maine highways 110 and 153 (43° 40' N, 71° 15' W). The weather was clear, with a few white fluffy clouds at high altitude. The sun was low in the sky - a normal good-weather sunset. There were no aircraft in the vicinity at the time. [redacted] twelve (12) year old son, [redacted] was interviewed. He gave substantially the same account as his father.

3. [redacted] appears to be approximately forty (40) years of age, apparently in good physical condition, and of average intelligence. He is the Sunday School superintendent of Newfield and is regarded as a respectable, quiet-living individual. [redacted] has been a voluntary skywatcher at Newfield since inauguration of the plan in April 1952. The Chief of the Newfield observer post, [redacted] has known [redacted] for approximately five (5) years and regards him as a thoroughly reliable person of unimpeachable character.

4. No physical evidence exists which might account for sighting and no interception action was undertaken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-153

31 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unconventional Aircraft, Waltham, Mass., 0300-0500 hours, 23 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

On 24 July 1952 a sighting was reported of one (1) unidentified object, described as a light, between 0300 and 0500 hours, EDT, 23 July 1952 by resident of Waltham, Mass. Description of object set out. No activities or condition developed which would account for sighting.

DETAILS:

On 24 July 1952 Lt Comdr ROBERT FISK, First Naval District Hq, Fargo Building, Boston, Mass., relayed a message received fro[redacted] Waltham, Mass., reporting the sighting of one (1) unidentified object from 0300 to 0500 hours, EDT, 23 July 1952. On 26 July 1952 OWENS was interviewed by Special Agent JULIUS B. POPPINGA and provided the following information:

a. Description: One (1) orange-yellow light, about the size of but brighter than a star, with no particular shape. Observer stated that the light appeared to flicker but did not go completely out at any time. Object moved without sound or exhaust trail and appeared to move

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY [illegible]
KURT R. [illegible]
Historian
9 DEC 1975
DATE

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[redacted] INFORMATION

much faster than a 4-engine airliner. [redacted]ould describe the altitude only as "very great", but was of the opinion that the object was close enough for him to have heard a sound had it been a jet or piston-driven aircraft.

b. Maneuvers: [redacted]irst sighted the light in the eastern sky at an angle of 45 degrees above the horizon. The object turned to the south and began a circular path toward the west, passed directly overhead to the northern quadrant, turned eastward and then to the south, thus completing a clockwise circle. [redacted] advised that the object repeated this circle a total of five (5) times and that each one took approximately 5 minutes. The object moved with a steady motion until completing the fifth circle, at which time it abruptly reversed its direction and moved at an increased speed toward the east in the same direction from which it had originally come. [redacted] believed that the turn made by the object in reversing its direction was much too tight to be duplicated by conventional aircraft. He further stated that he lost sight of the object as its distance increased but did not know whether it had faded from view or disappeared behind a cloud. [redacted]at that point went into the house and, upon looking out of the window, again saw a light of the same color which appeared to be moving upward at an angle of 80 degrees from the horizontal from approximately the point at which the object previously described had disappeared. He stated that this light remained in sight at progressively higher altitudes until 0500 hours, at which time he lost sight of the object because of daylight.

c. Time Sighted: [redacted]irst sighted the object at 0300 hours and stated that the maneuvers described above lasted until 0325 hours. The vertical ascent of the object described above lasted from 0330 hours until approximately 0500 hours.

d. Manner & Location of Observation: No optical or mechanical aids were employed. [redacted]observed the object from his residence at 14 Shade Street, Waltham, Mass.

e. Identifying Information on Observer: [redacted] 26 years of age and is presently enrolled as a student at Boston College, Newton, Mass. He has served two (2) years in the U. S. Army. He claims no special knowledge of aircraft but advised that he has seen falling stars and is thoroughly familiar with the appearance of aircraft nagivational lights and was of the opinion that the object described was distinctly different from either of these. [redacted] advised that he has not observed jet exhaust flames at night but did not believe that the light described came from jet aircraft because of the absence of noise and the extremely sharp turn described above.

f. Weather Conditions: [redacted] described the sky as clear with excellent visibility. Weather conditions for the Boston area at 0330 hours,

1D-OSI 24-153

EDT, 23 July 1952, were recorded by the U. S. Weather Bureau, Logan International Airport, East Boston, Mass., as follows: "Clear; northwest wind 10 miles per hour; visibility 12 miles; temperature 76 degrees".

g. Existing Conditions that Might Account for Sighting: JOHN COHEN, Supervisor, U. S. Weather Bureau Observatory, Logan International Airport, East Boston, Mass., advised that weather balloons equipped with lights are visible to the unaided eye for not more than 10 minutes under ideal conditions. No other condition or activity is known that would account for sighting. No physical evidence exists, and no interception action was taken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-154

31 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unidentified Object, 2300-2400 hours, 21 Jul 52, Holyoke, Mass.

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

Three (3) persons in Holyoke, Mass., observed a round, orange-yellow object flash downward in the sky after 2400 hours on 21-22 July 1952. One (1) person observed practically a recurrence at approximately 2300 hours, 22 July 1952. Fireworks display set off at Mountain Park, Holyoke, Mass., 22 July 1952 at 2230 hours could account for sighting.

DETAILS:

1. On 24 July 1952, the Public Information Officer, Westover Air Force Base, Mass., notified the Office of Special Investigations that [redacted] Holyoke, Mass., [redacted] Holyoke, Mass., and one (1) other person had reported the sighting of an unusual airborne object during the evening of 22 July 1952.

2. On 24 July 1952 [redacted] and [redacted], Mass., were interviewed by Special Agent RAWORTH D. TILSON.

[redacted]
CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY [redacted]
8 DEC 1975
DATE

UNCLASSIFIED [redacted] SECURITY INFORMATION

1D-OSI 24-154

a. [redacted] advised that she observed an object in the sky during the night of 21-22 July 1952 shortly after 2400 hours EDT and again during the evening of 22 July 1952 at approximately 2300 hours, EDT. The object seen during the night of 21-22 July 1952 was described as round, about the size of a tea cup held at arms length, orange-yellow, no sound was heard and no aerodynamic features observed. The object flashed downward at an angle from west to northwest and disappeared from sight behind buildings. The object sighted at approximately 2300 hours on 22 July 1952 by [redacted] was given the same description as the one seen the night before except for the downward flash which was at a more perpendicular angle and the color more orange.

b. [redacted] and [redacted] advised that they observed an object in the sky to the northwest after 2400 hours on the night of 21-22 July 1952. Both described the object substantially the same. It was described as seeming like a burst of light with no fire trail, orange-yellow, no sound, flashed downward to the northwest for an instant and disappeared from view behind buildings.

c. [redacted] and [redacted] were all three (3) sitting together in the yard at the north end of the apartment building when the object was first noticed to the northwest by [redacted] who called the other ladies' attention to it. The object was in view only long enough for the other persons' attention to be brought to the object before it disappeared from view.

3. [redacted], age 31, [redacted], age 29, and [redacted], age 29, are housewives and have observed the usual aircraft flying about. All three (3) advised that the object they saw was no aircraft as they knew them.

4. Weather conditions as reported by Westover Weather Station, for 0020 hours, EDT, 22 July 1952, were as follows: eight tenths cloud coverage with base at 1500 feet, five mile visibility with haze, wind at surface to 1000 feet, south by southeast at ten miles per hour, temperature 75°F. For 2323 hours, EDT, 22 July 1952: sky clear, eight miles visibility, wind from north at three miles per hour, temperature 75°.

5. On 24 July 1952 [redacted], Holyoke, Mass., advised that fireworks set off every Tuesday during July at 2230 hours. The fireworks usually lasted about twenty (20) minutes and are over not later than 2300 hours. [redacted] advised that among the fireworks there are aerial bombs and displays which sometimes reach as high as Little Mt. Tom (altitude 540 feet). The aerial displays, according to [redacted], are composed of rocket fireworks in the shape of a wheel, and when set off in the air, go through unpredictable motions. [redacted] further

1D-OSI 24-154

advised that from the top of Little Mt. Tom, one could see Holyoke (approximately 2 miles distance) and that Mountain Park is in a northwesterly direction from that city.

6. No physical evidence exists and no interception or identification action taken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-155

31 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unidentified Object,
Springfield, Mass., 2130 hours,
22 July 1952

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

At 2130 hours, 22 July 1952, [redacted], Springfield, Mass., observed a pale orange, round object which slowly moved up and down while moving in a southerly direction. Firework displays set off at 2230 hours at Mountain Park, Holyoke, Mass. could possibly account for sighting.

DETAILS:

1. On 23 July 1952, the Public Information Officer, Westover Air Force Base, Mass., notified Headquarters, 1st District OSI that Mrs. [redacted] Springfield, Mass., had reported the sighting of an unusual airborne object during the evening of 22 July 1952.

2. On 24 July 1952, Mr[redacted] furnished the following information to Special Agent RAWORTH D. TILSON.

a. The object appeared to be round, half as large as the moon appears, a very pale orange color, with no aerodynamic features observed; speed of object was very slow and no sound was heard. The object was first observed about 10° above the horizon in the northwest and was slowly moving in a southerly direction while slowly moving up and down about one-half (½) its own diameter. As the object moved in a southerly direction, the view was obstructed by the house next door.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT A. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

UNCLASSIFIED

~~SECURITY INFORMATION~~

1D-OSI 24-155

b. The object was sighted at approximately 2130 hours, EDT, on 22 July 1952 and was observed for seven (7) or eight (8) minutes.

c. Sighting was by visual observation only.

d. Mrs. [redacted] was sitting on her front porch, which faces north, when she observed the object to her left. The distance could not be estimated, however, the object appeared to be over the Connecticut River, and seemed to be following the course of the river, southward. Mrs. [redacted] called her daughter, [redacted], and both observed the object from the front porch until its disappearance. Mrs. [redacted] and [redacted] then ran through the house to the back yard and observed it from there for about two (2) minutes until it disappeared behind trees in the yard next door.

3. [redacted], age 52, housewife, and [redacted], age 15, high school student, have both observed various aircraft which fly over often; however, the object seen could not be associated with any type of aircraft they had ever observed before.

4. Weather conditions as reported by Westover AFB Weather Station for 2125 hours, EDT, 22 July 1952 are as follows: sky clear, twelve miles visibility, temperature 83°F, wind west by northwest at seven (7) miles per hour.

5. On 24 July 1952, [redacted], Manager of Mountain Park Amusement Center, Holyoke, Mass., advised that fireworks are set off every Tuesday during July at 2230 hours. The fireworks usually last about twenty (20) minutes and are over not later than 2300 hours. [redacted] advised that amoung the fireworks there are aerial bombs and displays which sometimes reach as high as Little Mt. Tom (altitude 540 feet). The aerial displays, according to [redacted], are composed of rocket fireworks in the shape of a wheel, and when set off in the air, go through unpredictable motions. Mr. [redacted] further stated that from the top of Little [redacted], one could see both Springfield (approximately 10 miles distance) and Holyoke (approximately 2 miles distance) and that Mountain Park is in a northwesterly direction from both cities.

6. No physical evidence exists and no interception or identification action taken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-156

31 JUL 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unidentified Object,
Springfield, Mass., 0020 hours,
23 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

Mr. and Mrs. [redacted] Springfield, Mass., advised that they saw an unidentified airborne object at 0020 hours on 23 July 1952. Object described as oval, orange glow, speed, distance, or size could not be estimated. Object was observed for approximately 40 minutes. Maneuvers of object formed a "T". Fireworks display occurred approximately 12 miles away.

DETAILS:

1. On 23 July 1952 the Public Information Officer, Westover Air Force Base, Mass., notified the Office of Special Investigations that [redacted] Springfield, Mass., had reported the sighting of an unidentified airborne object during the evening of 22 July 1952.

2. On 24 July 1952, [redacted] furnished the following information to Special Agent RAWORTH D. TILSON.

a. The object was oval shaped, size is estimated to be about ½ the size as the moon appears, orange glow, no aerodynamic features

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BY AUTHORITY OF [redacted]
BY KURT K. KURZE, Capt, USAF
Historian
16 DEC 1975
DATE

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[redacted] SECURITY INFORMATION

observed, speed could not be estimated, and no sound was heard. The object was first seen in a northwesterly direction, distance unknown. The movement of the object was described as follows, using a starting point as near as possible to the center of its movements. The object remained in a stationary position for approximately one (1) minute, from this point it moved to the right, very fast, for an estimated 10°. When the object reached the extreme right hand movement, twinkling of its lights could be seen, then it would reverse its direction and return, very fast, to its original stationary point, remain there for only a moment then move an equal distance to the left. When the object reached its extreme left hand movement, twinkling could be seen, then the object would return very fast to its original stationary position, remain there for only a moment, then dropping very fast toward the earth for approximately 10° from the original stationary point, never going out of sight of the observer. When the object reached its lowest point, it would immediately rise to its original stationary point and remain there for about one (1) minute, after which it moves over the above described course. The object disappeared by growing smaller and smaller until it could no longer be seen.

b. The object was first sighted 0020 hours, EDT, 23 July 1952 and was observed for approximately forty (40) minutes before it disappeared.

c. The sighting was by visual observation only.

d. Mr. [redacted] advised that he was sitting in the living room of his apartment which is on the third floor and while looking out the window which is located in the corner and facing northwest, he saw the object and observed the object from that position the whole forty (40) minutes. [redacted] advised that soon after he first observed the object, he called his wife's attention to it. [redacted] agreed in every detail to the description given by [redacted] There is a clear view of the city of Springfield and sky line due west from the window as the apartment building which is situated on a hill overlooking Springfield. To the northwest there is a five story apartment building which is higher than the apartment in which the [redacted] reside; however, this does not obstruct the observation of the object as described by [redacted]

3. [redacted] is 63 years of age, occupation, undertaker. [redacted] is 54 years of age and is a housewife. Both have observed various types of aircraft, but that they have never seen an airborne object such as the described one before.

4. Weather conditions as reported by Westover AFB Weather Station for 0026 hours, EDT, 23 July 1952 are as follows: sky clear, ten miles visibility, temperature 60°F, calm wind.

1D-OSI 24-156

5. On 24 July 1952, [redacted], Manager of Mountain Park Amusement Center, Holyoke, Mass., advised that every Tuesday during July at 2230 hours fireworks are set off. The fireworks usually last about twenty (20) minutes and are over not later than 2300 hours. [redacted] advised that among the fireworks there are aerial bombs and displays which sometimes reach as high as Little Mt. Tom (altitude 540 feet). The aerial displays, according to [redacted] are composed of rocket fireworks in the shape of a wheel, and when set off in the air, goes through unpredictable motions. [redacted] further advised that from the top of Little Mt. Tom, one could see both Springfield (approximately 10 miles distance) and Holyoke (approximately 2 miles distance) and that Mountain Park is in a northwesterly direction from both cities.

6. No physical evidence exists and no identification or interception action taken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-157

1 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unconventional Aircraft, Somerville, Mass., 1530 hours, 24 Jul 52

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

SYNOPSIS:

On 24 July 1952 [redacted] Somerville, Mass., sighted an unconventional object at approximately 1530 hours, DST. No activities or conditions developed which would account for sighting. No interception or identification action taken.

DETAILS:

At 1500 hours, 26 July 1952, [redacted] Sommerville, Mass., telephonically reported that he had observed an unconventional aircraft at approximately 1530 hours, DST, 24 July 1952, from Lowell Street, Somerville, Mass. On 28 July 1952, ROSS was interviewed by Special Agent RICHARD N. RANDALL, and provided the following information:

a. Description: One (1) round silver-red object, approximately three (3) times the size of a nose of a conventional airliner, with speed slightly faster than an airliner. No aerodynamic features, exhaust-trail, propulsion system, maneuvers, or sound were noted. Object disappeared from view of [redacted] behind a building. Color was sliver, then red, and object changed from one color to another four or five times, with equal intervals for each color. [redacted] could not state whether the colors observed appeared to be a light source or reflection.

b. Object sighted at approximately 1530 hours, EDT, 24 July 1952, and observed for approximately one (1) minute.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT H. KUNZ, Capt, USAF
Historian
3 DEC 1975
DATE

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1D-OSI 24-157

c. Object observation was visual, no optical or electronic equipment was used.

d. Observer at the time of the sighting was on Lowell Street, Somerville, Mass., which is located between Highland Avenue and Medford Avenue. Object appeared to be over the city of Medford, Mass., at an altitude higher than an airliner and in flight from east to northwest.

e. [redacted] is a printer with the Record American, newspaper, Boston, Mass., and has not had any experience as an observer.

f. Weather conditions obtained from the U. S. Weather Bureau Observatory, Logan Airport, East Boston, Mass., for 1530 hours, DST, 24 July 1952, were clear sky, temperature 85°F., wind west northwest, with gusts to 28 knots.

g. No activity or condition, meteorological or otherwise, accounted for the sighting.

h. No physical evidence obtained.

i. No interception or identification action was taken.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action is contemplated by this District Office.

ROBERT S. JONES,
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (Info)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-158 6 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S)
Reporting of Information on Unconventional Aircraft,
Thomaston, Connecticut, 0830 hours, 25 July 1952
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

Two (2) employees of Technicraft Laboratories, Incorporated, Thomaston, Connecticut, reported that they observed a bright, silver, cigar-shaped object which appeared to have a black gondola attached on the underside. No activity or condition exists that accounts for the sighting.

DETAILS:

1. On 29 July 1952, Captain JOSEPH EICHER, Wing Intelligence Officer, 1600th Air Transport Wing, Westover Air Force Base, Massachusetts, telephonically advised Headquarters, 1st District OSI that a [redacted] Union City, Connecticut, and [redacted], Waterbury, Connecticut, employees at Technicraft Laboratories, Incorporated, Thomaston, Connecticut, had sighted an unidentified airborne object on 25 July 1952.

2. On 30 July 1952, [redacted] were interviewed by Special Agent CLIFFORD E. EGELAND and furnished the following information:

a. The object appeared similar to a cigar in shape and appeared to be exceptionally high. Witnesses were unable to give any estimate as to its altitude. Both believed it to be a rather large object, bright silver in color, but with no glow or sheen to it. [redacted] advised that

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BY AUTHORITY OF
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 1973

1D-CSI 24-158

the lower edge toward the front appeared very black. [redacted] stated it appeared to her to have a gondola, similar to a blimp in that respect, and this was very black. Only one such object was sighted and both advised that it tapered off to a cigar shape effect and that it did not have any propeller or tail. No trail or exhaust was observed, and object was motionless when first sighted. When object started to move, it tilted downward at a shallow angle. Witnesses' view was obscured for four or five seconds by trees. Upon being in the clear again, they stopped their vehicle, got out and scanned the skies, but were unable to see it. [redacted] advised that when object first started to move it appeared to her to be going at the approximate speed of a regular passenger plane. Both witnesses advised that although they listened, they were unable to hear any sound.

b. [redacted] advised that she saw the object through the right windshield of the automobile at about 0830 hours EDT. She advised that for approximately a minute she studied it, trying to determine what it could be. [redacted] then asked [redacted] if she saw an object and [redacted] replied affirmatively. [redacted] stated she saw the object for approximately five minutes while [redacted] had observed it for about four minutes.

c. Manner of observation was visual while traveling in an automobile at a speed of approximately 20 to 25 MPH. Mi[redacted]ears eyeglasses, which she advised, corrected her vision to 20/20. [redacted]s not wear eyeglasses and advised that she has excellent eyesight.

d. Witnesses stated that they were near the Solvent Recovery Service, Incorporated, on the Thomaston-Waterbury Road when object was first sighted. [redacted] advised that she saw the object about two or three inches from the top of the right windshield. Both stated the angle of sight was less than 45°, and were unable to state the altitude, other than that it appeared exceptionally high.

e. [redacted]esident and Security Officer, and [redacted] Vice President and Technical Director, Technicraft Laboratories, Incorporated, Thomaston, Connecticut, advised that both witnesses are reliable and believed competent observers, and have never reported sighting objects prior to this incident. [redacted] advised he has know[redacted] about nine years and that he is her immediate supervisor. [redacted] is a laboratory technician having direct supervision over five other employees. [redacted] advised further that she is very reliable, not gifted with imagination, not prone to jump to conclusions, and believes that because of the type of work she does and her experience she would be above average in observation.

f. [redacted] and [redacted] advised that at the time of sighting the weather was extremely clear, with no clouds or wind. Both stated the visilibity was perfect.

1D-OSI 24-158

g. Records, United States Weather Bureau, Brainard Field, Hartford, Connecticut, were checked with the assistance of [redacted], Meteorologist. Records reflect that at the time of sighting, weather was as follows: Clear skies, visibility, 15 plus miles, temperature 67°, dewpoint 56°, wind, surface NNE 7 miles per hour. [redacted] advised that this weather extended throughout the major part of the State of Connecticut.

h. There were no activities or conditions, meteorological or otherwise, which might account for the sighting.

i. There exists no physical evidence and no interception or identification action was taken.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy forwarded to the Commander, Atlantic Division, MATS, Westover Air Force Base, Mass. No further action taken by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (info)

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 49-5

12 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S)
Reporting of Information on Unconventional Aircraft,
1830 hours, 6 August 1952, Belfast, Maine
POSITIVE INTELLIGENCE

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

Radio Station WABI, Bangor, Maine, reported on 6 August 1952 that a "flying saucer" had been observed by on[redacted]n Belfast, Maine, on 6 August 1952. [redacted]was interviewed on 7 August 1952, and described the flight of two (2) round shaped, dark colored objects in the sky over Belfast, Maine. [redacted] generally regarded by Civilian Authorities, Belfast, Maine, as being unreliable, and habitually under the influence of alcohol. (OSI, D-4, Confidential)

DETAILS:

[redacted]5, occupation, painter and paperhanger, who resides with his family on Patterson Hill, Belfast, Maine, was interviewed on 7 August 1952, by Special Agent DAVID J. WALSH. [redacted] stated in substance that at approximately 1830 hours on 6 August 1952, he was standing on the front porch of his home facing in a southeasterly direction. A dark colored object, round in shape, resembling a scaled pie plate, appeared in the sky over the City of Belfast at an altitude of approximately 1,000 feet, and was traveling at a high rate of speed from the southeast in a northerly direction. While in flight, the object ceased all forward motion and appeared to stand on end. After remaining in that position for approximately thirty (30) seconds, the object returned to a horizontal position, proceeded in a northerly direction at a high rate of speed and disappeared. [redacted]rther advised that a few minutes after the disappearance of the first object a second object appeared, identical

CLASSIFICATION CANCELLED
BY AUTH: KURT H. KENZ, Capt, USAF
BY: Historian
DATE: [redacted]

1D-OSI 49-5

in physical appearance with that of the first object, followed the same course of advance, ceased forward motion for approximately the same length of time, and disappeared as did the first object. [redacted] stated that the time lapse between the sighting of the first object and the disappearance of the second object was approximately three (3) minutes.

a. [redacted] residence is located approximately one (1) mile northwest of the center of Belfast, Maine, and is separated from the City of Belfast, Maine, by a bay of water approximately 500 yards wide.

b. At 1830 hours on 6 August 1952, the sky was overcast, and visibility was limited somewhat by a slight haze that was forming over the harbor just north of the City of Belfast, Maine.

c. During the evening hours, many marine vessels of all types are docked and anchored in the harbor just north of the City of Belfast, Maine, and it is not unusual for searchlights and/or spotlights to be reflected against the clouds.

d. JUDSON W. PALMER, Police Officer, Belfast, Maine, advised that [redacted] was a person who habitually consumed excessive amounts of alcohol, was not gainfully employed and was generally regarded by the townspeople as unreliable. PALMER stated that no reports of other persons having observed unusual objects in the sky had been received.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy forwarded to the Commander, Atlantic Division, MATS, Westover Air Force Base, Mass. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (info)

wrtn. 4 Nov 52

24-185

(Unclassified) UNKNOWN SUBJECT(S); Reporting of Information on Unconventional Aircraft Gloucester and Provincetown, Mass., at 2000 to 2100 hrs, 14 Oct 52

Topical Intelligence Division, Deputy for Estimates
Director of Intelligence, DCS/O

5 NOV 1952
1

Counter Intelligence Division
Directorate of Special Investigations, IG

Capt Brown/fjm/AFCSI-6
Code 192/X-140

1. Forwarded herewith for your information is a copy of a Spot Intelligence Report prepared by the 1st OSI District, Westover Air Force Base, Massachusetts, dated 28 October 1952, concerning the above subject.

2. No further action is contemplated by the Office of Special Investigations in this matter.

1 Incl:
Spt Intell Rpt 28 Oct 52

LUCIUS L. FREE
Lt. Colonel, USAF
Chief, Sabotage & Espionage Br.

AFCSI FILE COPY

AFCSI-6
Brown
jmc

When Indr. No. 1 is (are) withdrawn or not attached, the classification of Confidential on this correspondence will be cancelled in accordance with AFR 205-1.

CLASSIFICATION CANCELLED
BY AUTHORITY OF KURT K. KUNZE, Capt, USAF
Historian
DATE 3-DEC6-1975

UNCLASSIFIED

UNITED STATES AIR FORCE
OFFICE OF SPECIAL INVESTIGATIONS
7 NOV 1952

[redacted]

1D-OSI 49-6

28 OCT 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S)
Reporting of Information on Unconventional Aircraft
Gloucester and Provincetown, Mass., at 2000 to 2100
hours, 14 October 1952
POSITIVE INTELLIGENCE

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 14 October 1952, Captain ROBERT E. METCALF, O. D., 1620th Air Test Support Wing, Laurence G. Hanscom Field, Bedford, Mass., relayed a report from the Boston Coast Guard Station, that the Straitsmouth Life Boat Station, Rockport, Mass., at approximately 2013 hours, 14 October 1952, reported a sighting of one (1) unidentified airborne object; and that within an hour similar reports were received by the Coast Guard from Coast Guard Stations in Gloucester and Provincetown, Mass., from the Coast Guard Cutter "Yankton," from a fishing boat off Gloucester, and from a yacht off Nantucket. Five (5) Coast Guardsmen who witnessed a reported phenomena were interviewed. No activity or condition developed that accounts for sighting. (OSI, B-2, Confidential)

DETAILS:

1. At 2130 hours, 14 October 1952, Captain ROBERT E. METCALF, O. D., Air Test Support Wing, reported that the Coast Guard Station in Boston, Mass., had received reports of sighting of unidentified airborne objects from the Coast Guard Life Boat Station at Rockport, Mass., Gloucester, Mass., and Provincetown, Mass.; from the Coast Guard Cutter "Yankton" which was en route from Portland, Maine, to Provincetown, Mass.; from a fishing boat off Gloucester, Mass.; and from a private yacht off Nantucket Island, Mass. According to METCALF, the first report was received at 2013 hours, 14 October 1952, and the additional messages were received by the Coast Guard within the hour. On 15 October 1952, Mr. R. G. EASTMAN, Coast

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF [illegible]
BY [illegible] Historian
[illegible] DEC 1975
[redacted]

UNCLASSIFIED

ID-OSI 49-6

Guard Intelligence Division, U. S. Coast Guard Station, Boston, Mass., was interviewed by Special Agent JULIUS B. POPPINGA and identified the witnesses as follows:

a. Gloucester Life Boat Station, EN 2/C FOLEY

b. Straitsmouth Life Boat Station, Rockport, Mass., Seaman LAWRENCE FLYNN and ET 2/C KENNETH SMITH

c. Race Point Coast Guard Station, Provincetown, Mass., Seaman AUBREY T. GRIGGS

d. Coast Guard Cutter "Yankton," CWO EDWARD L. MASTERS

EASTMAN stated that no record was made of the report from the fishing craft off Gloucester, and that the yacht off Nantucket Island was identified only as "Charles S. Ashley." EASTMAN stated that the Coast Guard Motor Boat Registry lists one craft named the "Charles S. Ashley," which is further identified only as a fishing boat with home port at New Bedford, Mass.

2. On 15 October 1952, Smn ET 2/C KENNETH SMITH was interviewed by Special Agent JULIUS B. POPPINGA, and on 16 October 1952, EN 2/C GEORGE J. FOLEY, JR., and Smn 1/C LAWRENCE J. FLYNN, JR., were interviewed by Special Agent DANIEL E. LYONS. On 16 October 1952, Smn AUBREY T. GRIGGS and CWO EDWARD L. MASTERS were contacted telephonically by Special Agent JULIUS B. POPPINGA. Interviewees furnished the following information:

a. Description of object: SMITH described the object sighted by him as a bright image, lighted with either a short exhaust or an indistinct tail section, giving the overall impression of a cigar shape.

FOLEY believed the object sighted by him to be disc-shaped, with a flat bottom and top having a brilliant red glow. FOLEY also observed a trail which was similar in color and intensity to the object. FOLEY believed this trail to be following the object with a distinguishable space between. FOLEY saw no exhaust trail but stated that the light did appear to be extending slightly to the rear of the object.

FLYNN described the object sighted by him as spherical in shape like a baseball, or a "small image of the sun" and bright orange in color.

GRIGGS compared the object sighted by him to be a football with a short trail to the rear. He added that after the object passed, and as he looked at it from the stern, the trail was not distinct, but seemed to be part of the object itself. The overall impression received by GRIGGS was that of a bright yellowish light.

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BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY [illegible] K. KUNZE, Capt, USAF
Historian
[illegible]
DATE

MASTERS stated that the object sighted by him looked like a long cigar with a brilliant whitish light in front and bluish rear trail, which departed to the rear, giving the impression of a gun with the whitish end toward the front.

Interviewees could not give clear estimates of the size of the object they sighted. All stated that they heard absolutely no sound, that they could distinguish no wings or any clear aerodynamic features, and that they observed no vapor trail or exhaust other than described above. The speed of the object was uniformly described by interviewees as "tremendously fast" or "much faster than a jet aircraft."

SMITH, FOLEY, FLYNN and GRIGGS described the path of the object north to south, no variation in altitude or directions, and with no maneuvers of any kind. MASTERS stated that the object sighted by him was moving south to north and seemed to gain altitude just before it disappeared.

b. SMITH sighted the object at 2020 hours EST by his own watch, 14 October 1952, from the Watch Tower at the Straitsmouth Life Boat Station, Rockport, Mass., and observed it for an estimated eight (8) seconds.

FLYNN was at the same location and stated that he sighted the object at 2025 hours according to the tower clock on 14 October 1952. He estimated the duration of sighting as six (6) seconds.

FOLEY sighted the object from the Watch Tower Coast Guard Life Boat Station at Gloucester at 2025 hours according to the Tower clock. He estimated the duration of the sighting as from two (2) to four (4) seconds.

GRIGGS sighted the object from the Coast Guard Station at Race Point, near Provincetown, Mass., at 2013 hours, according to his own watch, on 14 October 1952, and estimated the duration of sighting as one (1) minute.

MASTERS sighted the object described by him at 1940 hours according to his own watch from the bridge of the Coast Guard Cutter "Yankton", which at the time of sighting, was approximately 22 miles east of Portsmouth, New Hampshire. MASTERS estimated the duration of sighting as three (3) seconds.

c. Sighting was by visual observation with no optical or electronic aids, except in the case of GRIGGS, who sighted the object through a No. 7.50 Navy type pair of binoculars.

d. Identifying information on observers: ET 2/C KENNETH SMITH, No. 285 667, U. S. Coast Guard, Boston, Mass., is 22 years of age, and has served in the Coast Guard for three (3) years as an Electronics Technician. SMITH advised that he has done considerable private flying and considers himself familiar with all types of aircraft. He stated that although he has seen falling stars, he has never observed anything similar to the object described.

EM 2/C GEORGE J. FOLEY, JR., No. 285 497, U. S. Coast Guard, is 21 years of age and has been in the Coast Guard for approximately three (3) years. FOLEY considers himself very familiar with both jet and conventional aircraft and stated that he has often seen shooting stars, but that he has never seen anything comparable to the object described.

Sman 1/C LAWRENCE J. FLYNN, No. 285 931, Straitsmouth Life Boat Station, Rockport, Mass., is 20 years of age, and advised that he has been in the Coast Guard approximately fifteen (15) months and stated that he has some knowledge of aircraft identification, that he has seen jet aircraft in flight, and that he has seen shooting stars. FLYNN believed the object described by him to be distinctly different from anything he has observed before.

Sman AUBREY T. CRIGGS, No. 283 745, U. S. Coast Guard Station, Race Point, Provincetown, Mass., is 21 years of age and has been in the Coast Guard for two (2) years. CRIGGS advised that he has often observed aircraft in flight and meteorological phenomena, but that the object is distinctly different from anything seen before.

CWO EDWARD L. MASTERS, No. 25598, Captain of the "Yankton", stated that the object described by him was different from anything he has seen before. He advised that he was convinced it was not a shooting star or a comet; because while he observed it, it seemed to gain altitude. MASTERS stated that he first believed the object to be a rocket or flare from submarines in the area, but discounted that thought because of the object's tremendous speed and intensity. MASTERS made the additional comment that at approximately 2020 hours he saw what looked like the reflection of lights over a city appearing in the eastern sky parallel with the horizon and that this illumination lasted for a "few seconds." MASTERS did not describe this phenomena as a distinguishable object, but only as a broad glow.

e. Weather conditions: Interviewees all agreed that the sky was perfectly clear at the time of the sighting, temperature moderate, visibility was excellent, and ceiling unlimited. Weather conditions at 2000 hours and 2030 hours, 14 October 1952, for the Boston area were reported by the U. S. Weather Bureau, Logan International Airport, Boston, Mass., as follows: "Clear, with west wind at 10 miles per hour, visibility 15 miles, temperature 55 degrees."

1D-03I 49-6

f. No activity or condition is known that might account for the sightings.

g. No physical evidence exists, and no interception action was taken.

h. Manner of disappearance: FOLEY stated that he lost sight of the object behind some trees nearby the point of observation. SMITH, FLYNN, GRIGGS and MASTERS advised that the object gradually faded out in the distance before reaching the horizon.

ACTION:

One (1) copy of this report will be forwarded to the Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: ATIC. No further action is contemplated by this District Office.

ROBERT H. WAYLAND, JR.
Major, USAF
District Commander

cc: CG, AMC
Attn: ATIC

Carbon Copy(s) withdrawn
4 NOV 1952
Capt Brown
24-65-1-47
OCT 29 15 53 '52

~~CONFIDENTIAL~~

29 NOV 1952

ID-OSI 49-7

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unconventional Aircraft at West Barrington, Rhode Island, at 2205, 26 October 1952 POSITIVE INTELLIGENCE

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 26 October 1952, at approximately 2205 hours, [redacted], West Barrington, Rhode Island, observed two (2) unidentified airborne objects. No activities or conditions developed to account for sightings. [redacted] appears to be a reliable, mature individual who considers it his duty to report such incidents. [redacted] made notes of the observation shortly after the sighting, which he referred to in relating the information. (OSI, B-2, Confidential)

DETAILS:

1. At approximately 2205 hours, 26 October 1952, [redacted], West Barrington, Rhode Island, sighted two (2) unidentified airborne objects and reported these sightings to the Commanding Officer, 152d Fighter Squadron, Air National Guard (RI), Hillsgrove Airport, Warwick, Rhode Island. On 25 November, [redacted] interviewed by Special Agent FRANCIS E. BARRETT and gave the following information:

a. Description of objects: Two (2) egg-shaped objects, from a distance of from eight to ten miles appeared to be the size of a small coin. Objects appeared smooth with no ports or tail assembly and did not leave a vapor trail. Objects appeared to move in formation at

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BY AUTHORITY OF THE DIRECTOR OF SECURITY, USAF
BY [redacted]
DATE [redacted]

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ID-OSI 49-7

a speed much greater than the fastest jet aircraft and covered approximately fifteen degrees in an estimated one-tenth of a second. The course of the objects was estimated to be due south when first sighted by [redacted] who was facing a northwesterly direction. Objects were estimated to be two to five degrees above the horizontal and maintained that elevation during the entire time sighted. [redacted] described the color of the objects as "silvery light", unlike any star or meteor. [redacted] stated the objects appeared to be over Providence, Rhode Island, which is a distance of eight to ten miles in a northwesterly direction. The objects produced no audible noise or vibrations.

b. Objects were sighted by [redacted] at about 2205 hours EST, 26 October 1952 and were clearly observed for an estimated one-tenth of a second in the clear and for a fraction of a second through trees which obscured the line of vision.

c. Sighting was by visual observation only.

d. Observer sighted the objects from the yard of his residence at [redacted], West Barrington, Rhode Island.

e. Identifying information on observer [redacted] twenty-four years of age, has recently completed five years of active service with the U. S. Navy and is at present a student in a local radio school. [redacted] advised that while in the Navy, he underwent extensive training in radar and served as a radar man for about three years. [redacted] appeared to be familiar with various types of aircraft and stated that he has never observed a comparable object. [redacted] advised that due to the unusual sighting he did not report it immediately because he was afraid of the unfavorable publicity that such a report might create. However, [redacted] stated, he reported the sighting within two days to the 152d Air National Guard (ANG), Hillsgrove Airport, Warwick, Rhode Island. [redacted] advised that he inquired of persons in the neighborhood, but that no one had observed the objects. [redacted] advised that shortly after sighting these objects, he wrote down all he could recall and he used this information in relating the details of his observance.

f. Weather Conditions: [redacted] stated that at the time of sighting, the weather was clear with very little wind and visibility was excellent. The U. S. Weather Bureau, Providence, Rhode Island, advised that weather conditions at 2205 hours, 26 October 1952, were high, broken clouds, no precipitation, visibility excellent, with very little wind.

g. No activity or condition is known that might account for the sighting. [redacted] advised that at the time of the sighting, he was casually observing the stars and lights of Providence because of the excellent visibility.

~~CONFIDENTIAL~~

1D-OSI 49-7

h. No physical evidence exists and no interception action was taken.

i. Manner of disappearance: Objects moved behind trees located nearby and were observed for a fraction of a second through openings in the trees.

ACTION:

One (1) copy of this report will be forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: ATIC. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC
Attn: AYIC

~~CONFIDENTIAL~~

1D-OSI 24-0-351 31 AUG 1956

SUBJECT: (Unclassified) Sighting of Unidentified Flying Object Boston, Mass. Aug '56
SPECIAL INQUIRY

More Typing →

TO: Commander
Detachment #3
4602d Air Intelligence Service Squadron
Stewart AF Base, New York

1. In accordance with AFR 200-2, the attached letter, which was furnished to this District by the Boston Federal Bureau of Investigation, is forwarded for your information and any action deemed appropriate.

2. The Federal Bureau of Investigation has acknowledged Mrs. [redacted]etter and advised her that the matter was referred to the Air Force.

3. No investigation has been conducted by the Federal Bureau of Investigation or the Office of Special Investigations.

Goodman G. Griffin
GOODMAN G. GRIFFIN
Colonel, USAF
District Commander

1 Incl:
Ltr fr [redacted],

cc: Dir, OSI,
w/cy of Incl

INFORMATION COPY FOR DIA, OSI

24-185-1-

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

7 SEP 56 08 09

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC. INV.
BY KURT K. KUNZE, Capt, USAF
Waterman
DATE

UNCLASSIFIED

COPY

[redacted]
Boston, Mass.
August 19, 1956

Dear Sirs:

At the risk of being considered "unbalanced" I wish to report that on the evening of August 14 (Tues.) my so[redacted] (Age 5½) and I were gazing out of our 6th floor apartment window watching the afterglow on the horizon after the sun had set when we observed a wingless aircraft approaching from a west-south-westerly direction. Nothing obstructed our view. It was, I believe, what has been referred to as a "flying saucer."

When first I realised that I could see no wings, I thought it was merely too distant. It approached straight towards us and although I still expected to identify wings momentarily. I realised that if it were to have wings then it would have to be flying sideways - an impossibility. Soon after first seeing it I could identify on it a blue light on the (my) left side and a red light on the right which seemed to be directly opposite each other.

I said nothing to my son all during this from the time we first sighted it simultaneously. Unconciously, I probably desired to see if he was seeing what I saw and the object was so different I was sure he would make a comment. Shortly after sighting it he said, (approximately these words), "Where are the wings? It's funny. (pause) Maybe it is an autogyro. (pause) But where are the big things on top? Isn't it funny it doesn't have wings. What is it, Mother?" I told him I didn't know and didn't discuss it with him at all.

It made no noise such as you can hear an airplane at a distance but at the time it was closest to me I could hear a faint noise which I can only describe in housewifely vernacular as the motor of a mixer running without the beaters inserted. There was a slight glowing light about the upper portion. It was silver grey in color.

I now fully realise what Mr. Einstein's theory of relativity means for not knowing its size I could not judge its distance and visa versa. However, it was not too high above the 6th story building from which we watched. Nor could I judge its speed. But it must have been very great for it took 1½ to 2 min. (a guess, of course) to cover the distance from the horizon. And just as I thought that any second I would have the opportunity for a close view of it, it had gone right past. I had not perceived any change in the rate of speed so can only assume that it had been moving exceedingly rapidly the whole time.

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Our stay in Boston is temporary. I did not mention the above episode to anyone. My husband visited us for the weekend arriving Sat [redacted] told Daddy of the funny plane. "Daddy" was a Navigator with rank of Capt. in Air Force and flew tour of bombing missions out of Italy. After Mike had retired, I told my husband the above story. I was not going to write you or tell anyone but he reminded me that as a citizen witnessing something of possible value I had no choice but to inform the proper authorities. I watched the newspapers for the next few days (after Tues.) but saw no mention of anyone reporting a similar story.

My son and I will probably be returning home within a week. Home is [redacted] Painted Post, New York. It is next to the city of Corning, New York where my husband is employed as a Senior Sales Engineer for Corning Glass Works. If you desire to contact me or test my sanity I will be at the above address.

Sincerely,

s/ [redacted] JR

X

V

COPY

[redacted]

1D OSI 24-0-383 22 October 1957

SUBJECT: Unidentified Flying Object Reported by
Jonufer, M.R.

TO: Commander
AF Cambridge Research Center
L. G. Hanscom Field
Bedford, Mass.

1. Reference AFR 200-2, 14 August 1954.

2. This is to confirm verbal report provided your headquarters on 21 October 1957 [redacted], 1st District OSI Detachment 102 Commander. At 1430 hours, 17 October 1957, Mr. REGINALD M. SAVAGE, ONI, Hq First Naval District, Boston, Mass., reported telephonically to Detachment 102 that a speed letter had just been received from the District Intelligence Officer, 6th Naval District, Charleston, S. C., to the effect that [redacted], had just reported the following incident:

"Five (5) citizens, among others, were in a fishing vessel two miles off shore from Martha's Vineyard, Mass., and at 1535 EST, 12 October 1957, sighted an object in the air for ten to fifteen seconds which, at first looked like a lead pencil. It then descended to about 30,000 feet, 15 degrees over the northwest horizon, enlarging to the shape and size of a beer can, with antenna or fins, aluminum like and reflecting sunlight and surrounded by slight haze and traveling at tremendous speed. The object was not revolving. It disappeared to rise again to the southward, but not before being viewed through binoculars by at least two of the people."

3. No further information available this District.

4. This letter classified CONFIDENTIAL pursuant to paragraph 30c, AFR 205-1.

24-185-1-50

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

In Reference of
GOODMAN G. GRIFFIN
Colonel, USAF
District Commander

Dir, OSI

UNCLASSIFIED [redacted]

1D-OSI 24-0-385 6 November 1957

SUBJECT: Unidentified Flying Object

TO: Commander
AF Cambridge Research Center
L. G. Hanscom Field
Bedford, Massachusetts

1. This is to confirm verbal notification provided your headquarters this date by the Commander, OSI Detachment 102, Cambridge, Massachusetts.

2. At 1030 hours, 6 November 1957, an individual identifying himself as [redacted], Topsfield, Massachusetts, Telephone: [redacted], occupation: Engineer, Jet Engine, [redacted], Lynn, Massachusetts, telephonically furnished the Cambridge OSI Detachment the following information:

On 2 October 1957, while aboard TWA aircraft #159 enroute from Boston, Massachusetts to Pittsburgh, Pennsylvania, he sighted two unidentified objects due west of the aircraft. He estimated the time to be approximately 6:30 p.m., and the aircraft's position to be approximately over Williamsport, Pennsylvania. The aircraft was flying at 20,000 feet just above a haze layer. The sun was just below the horizon, it was still fairly light, and he noticed no stars. He described the objects as looking like cigars, standing on end, glowing like a star, and having no color. The objects appeared to be stationary, and both at the same elevation, which was about at eye level or 0° elevation. He estimated the size to be approximately 1" at arms length. The object to the left appeared brighter than the other and he was able to observe it continuously for approximately twenty minutes. The fainter object to the right seemed to disappear and reappear intermittently. Both objects faded away.

M24-185-4-51

Best advised he thought nothing of the sighting at the time, but in view of recent newspaper items, decided to make a report.

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BY AUTHORITY OF KURT K. KUNZE, Capt, USAF
BY Historian
3 DEC 1973
DATE

[redacted]

UNCLASSIFIED

[redacted]

Ltr, 1D-OSI 24-0-385, to Comdr, AFCRC, SUBJ: Unidentified Flying Object

3. No further information available this District.

4. This letter classified CONFIDENTIAL pursuant to paragraph 30 c, AFR 205-1.

Goodman G. Griffin
GOODMAN G. GRIFFIN
Colonel, USAF
District Commander

cc: Dir, OSI

[redacted]

Detachment 102
L. G. Hanscom Field, Bedford, Massachusetts

IDB-OSI INV 24-0

Unidentified Flying Objects — 30 June 1960

WILMINGTON, MASS

Commander, 3245th Air Base Wing, LG Hanscom Field, Bedford, Mass.

1. Confirming verbal notification of 29 June 1960, to Colonel George R. Hundt, DCS/Intelligence, Air Force Command and Control Development Division, and in accordance with Paragraph 4, AFR 200-2, as amended, be advised that at 1635 hours, 29 June 1960, [redacted], Wilmington, Massachusetts, who is self-employed in the plumbing and heating business, telephonically reported that he had sighted what he believed was an unidentified flying object, or a "flying saucer."

2. [redacted] explained that at approximately 1625 hours, 29 June 1960, while seated in the yard of his property and looking skyward, he observed a dark, ball-shaped object flying at an extremely high altitude. At the time he did not consider it unusual, but observed it as it flew into a cloud. He kept watch for the object anticipating its exit from the cloud from the direction from which it had entered and was not disappointed when it did so after approximately thirty seconds. [redacted] pointed out that since he resides near a USAF installation and has certain expectations regarding aircraft in flight, he continued to observe the object expecting to detect sunlight reflection from its surface which would normally occur from flying aircraft. However, after watching the object for a full five minutes, he observed no reflection from its surfaces and was surprised to find that the object just disappeared. Although he was unable to estimate its altitude or rate of speed, [redacted] advised that in the past he has seen USAF bombers flying in the area and estimated that this particular object flew three times faster than a bomber and insisted that it was clearly distinguishable although he was unable to furnish any additional descriptive information. [redacted] concluded with the information that immediately after the object vanished, two swept-winged jets, one red and one blue, flew past at a much lower altitude. He added that the sighting occurred directly over his home in Wilmington, Massachusetts, and the weather was clear with high, scattered clouds.

CLASSIFICATION CANCELLED
BY AUTHORITY OF AFR 205-1
KURT K. KUNZ, Capt, USAF
BY — Historian — 3 DEC 1975
DATE

13 JUL 1960
CC OI DIV
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UNCLASSIFIED

3. On 30 June 1960, Colonel Hundt requested that the information reported herein be referred to Commander, or Executive Officer, 3245th Air Base Wing.

WILLIAM B. O'DONNELL
For: MARK H. STUART
Major, USAF
Commander

cc: Dir OSI
OSI Dist 1

1D-OSI 24-0-441

SEP - 6 1960

(U) Unidentified Flying Object
Andover, Massachusetts
1930 hours, 26 August 1960

TO: Commander, AFCCDD

1. The following confirms information telephonically furnished the Office of the Provost Marshal, L. G. Hanscom Field, on 30 August 1960, concerning Subject incident:

On 30 August 1960, Special Agent RICHARD A. HOLMES, Detachment 102, OSI District Nr. 1, L. G. Hanscom Field, was contacted telephonically by [redacted], Personnel Manager, [redacted], Everett, Mass. [redacted] advised that on 26 August 1960, at approximately 1930 hours, he, his wife, and three children sighted an unidentified flying object from the yard of their home in Andover, Mass.

[redacted] stated as they were facing southeast they observed a twin-engine and two "piper cub" type aircraft flying close together from East to West at 3,000 to 4,000 feet. While watching these airplanes, another object appeared and seemed to follow the three aircraft. This object was silver, flat and square with a short cigar-shaped nose, had a dome or "half globe" on the bottom of the fuselage which glowed with an orange or orange-yellow color, and was approximately the size of a "pursuit type airplane."

[redacted] watched the object travel across the sky from East to West for approximately three minutes, at which time it descended at about a thirty degree angle from the original altitude of 35,000 feet to approximately 15,000 feet. [redacted] lost sight of the object at the latter altitude when it became obscured from view by a group of large trees thirty feet away.

SEP 14 1960

[redacted] estimated the speed of the unidentified flying object as approximately 300 miles per hour, or "the speed of a commercial passenger airplane." The object did not leave a vapor trail, did not make any sound, and did not have any markings which would identify it as a familiar object.

[redacted] stated the sky was clear and bright although the sighting was made during the hour of sunset.

24-185-1-53

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BY AUTHORITY OF THE DIRECTOR OF SPEC. INV.
BY KURT K. KUNZE, Dept, USAF
Historian
3 DEC 1975
DATE

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[redacted]

INFORMATION

[redacted] stated he had discussed this with his wife and children and they were all in agreement regarding the details of this sighting. Interviewee stated he is thirty-four years of age and has 20/20 vision; his wife is thirty-one years old and has 20/20 corrected vision.

2. [redacted] provided this information in a positive, clear manner; however, no estimate can be made regarding his reputation for reliability or accuracy.

Elmer M. Neville

ELMER M. NEVILLE
Colonel, USAF
Commander

Copy to: Dir, OSI

COPY TO FILE DIA

1980 SEP 12 13 00

[redacted] ONLY

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING MESSAGE

AF IN : 16207 (7 Oct 60) Z/ab

ACTION: CIN-14

INFO : OOP-3, DSD-4, SAFS-3, CSI-2, CDS-1 (28)

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P 071900Z
FM DISCOMOSI 1 WESTOVER AFB MASS
TO COFS USAF WASH D C
BT
C O N F I D E N T I A L 1D-OSI J-1. PASS TO DIRECTOR, SPECIAL INVESTIGATIONS. POSSIBLE MOONDUST. OSI DETACHMENT 106, LORING AFB, MAINE, TELEPHONICALLY ADVISED THIS OFFICE ON 7 OCT 60 THAT MAINE FORESTRY SERVICE REPORTED UFO FELL FROM SKY AT ASHLAND, MAINE ABOUT 1045 HOURS, 5 OCT 60. OBJECT ALLEGEDLY FELL FROM GREAT HEIGHT AND NO AIRCRAFT OBSERVED IN AREA AT TIME. OBJECT EMBEDDED IN GROUND MAKING HOLE ABOUT FOURTEEN INCHES IN DIAMETER. COMDR LORING AFB NOTIFIED AND BASE TEAM DISPATCHED TO SCENE. DIR OF INTELLIGENCE, EIGHTH AF BRIEFED. NO FURTHER INFO AVAILABLE. ADDITIONAL DETAILS WILL BE PROMPTLY TRANSMITTED. DISTRICT 1 FILE 24-360.

BT

OCT 23 1960

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR
KURT K. KUNZE, Capt, USAF
Historian
BY
DATE 8 DEC 1975

17 OCT 1960

UNCLASSIFIED 7 Oct 60 22 36

CONFIDENTIAL

AFHQ FORM NOV 59 0-309a
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

CONFIDENTIAL

9628

DEC - 6 1960

1D-OSI 24-0-444

(U) Possible MOONDUST

TO: Commander, 8th Air Force
Attn: DIO

1. This will confirm oral information furnished to MSgt MILTON SHEARER, Directorate of Intelligence, Headquarters, 8th Air Force, on 6 Dec 60 by Major A. T. WAGNER, this office.

2. By letter dated 5 Dec 60, the FBI Field Office, New Haven, Connecticut, advised as follows:

"[redacted]., Bristol, Connecticut, who described himself as a Lieutenant Colonel in the Reserves, telephoned this office on December 5, 1960. He advised that at approximately 4:30 pm on Friday, December 2, 1960, an object believed to be possibly a portion of a space satellite, had apparently fallen in Bristol, Connecticut. [redacted] advised that as the object neared the ground, there was sufficient smoke to cause a delay in automobile traffic. He advised that this occurred in the neighborhood of Preston Road, Bristol. According to [redacted] the smoke pattern was such as to indicate that the object descended at 'a 240 degree angle.' [redacted] advised that he had no first hand information since he was not present and did not observe this incident. He said that an article in a Bristol newspaper had reported this incident and indicated that a number of persons in that area had observed it."

3. Any further information developed concerning this matter will be promptly furnished your Headquarters.

4. This letter is classified CONFIDENTIAL to preclude unauthorized disclosure of information considered classified in nature.

DEC 16 1960

Elmer M. Neville

ELMER M. NEVILLE
Colonel, USAF
Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPACE
KURT K. KUNZE, Capt, USAF
Historian
BY Copy to 3 DEC 1975 13 24
Dir, OSI
DATE

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CONFIDENTIAL

~~CONFIDENTIAL~~

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

REPLY TO
ATTN OF: 1D-OSI INV 24-360

OCT 14 1960

SUBJECT: (U) Possible ~~MOONDUST~~

TO: Director, Special Investigations

1. Reference is our TWX, 1D-OSI J-1, Subject as above, dated 7 Oct 60.

2. This office was telephonically advised by Detachment 106 on 14 Oct 60 that an Ordnance Disposal Team from Loring AF Base, Maine had thoroughly investigated the scene where an unidentified object allegedly struck and found nothing. Considerable digging at the scene failed to uncover any foreign object and recovery operations have been terminated.

3. No further action is contemplated and this matter is considered Closed in the files of this office.

4. This letter is classified CONFIDENTIAL to preclude unauthorized disclosure of information which is considered classified in nature.

ELMER M. NEVILLE
Colonel, USAF
Commander

OCT 27 1960

24-185-1-55

19 Oct 60 00 6 45

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

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~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

9908

9 DEC 1960

1D-OSI 24-365

(U) Unidentified Flying Object Allegedly Sighted in the Vicinity of Preston Road, Terryville, Connecticut, 2 Dec 60

TO: Commander, 8th Air Force
Attn: DIO

24-185-1-55

1. Reference is made to letter, this office, file 24-0-444, SUBJECT: (U) Possible MOONDUST, dated 6 Dec 60.

2. Information received on 8 Dec 60 from our OSI Detachment in Hartford, Connecticut, indicates that Subject UFO was observed by [redacted], Preston Road, Terryville, Connecticut, who subsequently furnished the information t[redacted]

3. On 6 December 1960, [redacted] advised a Special Agent of this office that at approximately 1630 hours, 2 Dec 60, when it was dusk, almost dark, her son called her outside where in a due easterly direction, he pointed out an object in the air. [redacted] described the object as fire orange in color, shaped and about the size of a carriage lantern, or old-fashioned post lamp. From the point of observation to the East, the horizon is formed by a line of trees approximately ¼ mile away. The field of vision from due East to North is limited to about 20 degrees because of a wooded area. From the description furnished b[redacted] the UFO at time of first sighting appeared to be less than 200 feet in the air and about 200 yards away, over a pond located in a hollow running from North to South.

DEC 16 196

54-185-1-56

After noting the UFO, [redacted] turned inside the house. About five minutes later she was again called outside by her son. This time the object had moved North to a position almost out of sight. It had also enlarged to about twice its size in width and seven times its size in length and changed color from fire orange to yellow. Although generally rectangular in shape, its edges were irregular rather than straight and square. [redacted] again went inside the house, but a few minutes later was again called by her son. Outside she could no longer see the object, but observed a heavy, black smoke in the air and noted a smell similar to that of a burning auto tire. Although the children had said that the object was going down, [redacted] did not feel that it had because from her two sightings, the object had not changed altitude.

UNITED STATES AIR FORCE GENERAL

DEC 19 '60

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KURT K. KUNZE, Capt, USAF
BY Historian
9 DEC 1975
DATE

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INFORMATION COPY FOR DIR, OSI

[redacted]

4. Two other residents in the immediate area were interviewed, but denied sighting the object. The Terryville Police Department advised that no sightings of an unidentified flying object had been reported to them.

5. For your additional information, the Waterbury Sunday Republican, dated 4 December 1960, carried a short article entitled "City People Spot Russian Space Ship." The body of this article is set forth verbatim as follows:

> [redacted], said he and about 10 other people were leaving work about 4:30 p. m. yesterday at Alcorts, Inc., when they saw an object in the sky, believed to be the Russian space ship which burned in the atmosphere.
>
> "He described it as very high, looking as if the sun were reflecting on it as well as being engulfed in a smoke screen."

6. No further action is contemplated by this office.

7. This letter is classified CONFIDENTIAL to preclude unauthorized disclosure of investigative information which is considered classified in nature.

Elmer M. Neville

ELMER M. NEVILLE
Colonel, USAF
Commander

Copy to
Dir, OSI
DIO, 99th BW

COPIES MADE BY

[redacted]

INSPECTOR GENERAL, USAF
OFFICE OF SPECIAL INVESTIGATIONS

OSI DISTRICT FILES
2d DISTRICT: NEW YORK, N.Y.
OSI FILE DESIGNATION 24-185-2

[redacted] : 12 Jul 50

24-185

(Unclassified) Unconventional Aircraft
SPECIAL INQUIRY

18 JUL 1950

Documents & Dissemination Br, Collection Div,
Deputy Chief of Staff, Operations

Counter Intelligence Div, Office of Special
Investigations, The Inspector General

1
Maj Nold/bjm/53623
AFCSI

Attached for your information is copy of report concerning captioned subject, dated 29 June 1950.

1 Incl
Rpt fr DO #2 dtd 29 Jun
50, re abv subj

DAVID B. BORDEN, JR.
Lt. Colonel, USAF
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted] INV
BY KURT K. KUHZE, Capt, USAF
Historian 4 DEC 1975
DATE

AFCSI FILE COPY

UNCLASSIFIED

13 JUL 1950
MANAGEMENT DIV. OSI

UNCLASSIFIED [redacted]

24-1/X5-25
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY REFER TO: 24-0

29 June 1950

SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF AIR FORCE
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D.C.

1. On interview, 26 June 1950, Mr. [redacted], Bronx 52, New York, reported that during the night of 25 - 26 June 1950, he observed what he described as flying jet black disks approximately thirty (30) to forty (40) feet in diameter.

2. Mr. [redacted], white, described himself as thirty-three (33) years of age, single, a veteran of World War II and a former employee of the U.S. Army Signal Corps, Long Island City, New York, from which he was separated in [redacted] for failing to report for duty. Mr. [redacted], who is presently unemployed, is receiving a ninety (90) per cent disability pension from the Veterans Administration because of a service connected arthritic condition and a related ailment. His VA Claim # [redacted]

3. Mr. [redacted] advised that premises [redacted] are owned by Miss [redacted] and described the same as a two-story frame dwelling located on the east side of the Avenue between [redacted] Street to the south and [redacted] Street to the north. He described the neighborhood as residential and quiet.

UNCLASSIFIED

[redacted]

24-7352-1

JUL 5 12 23 PM '50

OFFICE OF SPECIAL INVESTIGATIONS

(NOLD)

[redacted]

4. Mr. [redacted] pointed out that he occupies a room on the upper floor of [redacted], the windows of which face the Avenue looking toward the west.

5. Mr. [redacted] stated that at some time during the night of Friday, 23 June 1950, while in bed, but not asleep, he heard the windows of his room vibrate and at the same time overheard a loud whirring noise which he compared to that made by a rotating circular saw. Despite the fact that he considered the sound extremely unusual, he did not arise from bed to investigate the cause of the sound.

6. Mr. [redacted] further stated that at approximately 2350 hours, Sunday, 25 June 1950, while in bed, but not asleep, he again noticed the vibration of the windows and again overheard the loud whirring noise. He arose from bed, went to the window and upon looking out observed a jet black disk, from which a few sparks were issuing, flying from west to east.

7. At approximately 0155 hours, 26 June 1950, on going to the window after hearing the same vibration and again overhearing the loud whirring noise, he observed another jet black disk flying this time from north to south.

8. Mr. [redacted] stated that on each occasion only one disk was observed and that both were approximately thirty (30) to forty (40) feet in diameter. The weather was clear with stars in the sky. He was unable to estimate the height at which the objects were flying nor the speed of the same in miles per hour. Mr. [redacted] stated that the objects were flying at a speed faster than that of a jet plane, were travelling on a level course and rotating all the time. He explained that he kept the first object in sight approximately one and one-half (1-1/2) minutes and the second object approximately two (2) or three (3) minutes, and that each eventually passed out of sight just as an airplane disappears from view.

9. Mr. [redacted] added that each of the objects observed by him was jet black in color, circular in shape and rotated continuously, with a loud whirring noise. Neither possessed any visible projections or extensions, exhaust, openings of any kind, or lights, with the exception of a few sparks.

[redacted]

[redacted]

10. Mr. [redacted] stated that he did not discuss what he saw with any of his neighbors and did not hear any reports from other persons indicating that they may have observed the same or objects similar to those seen by him.

11. Attention is directed to the fact that Mr. [redacted] described [redacted] as being located between [redacted] and [redacted] Street whereas such address is physically located between [redacted] Street on the South and [redacted] Street on the north.

Charles Sommers

CHARLES SOMMERS
Colonel, USAF
District Commander

[redacted]

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 34-0

20 July 1950

SUBJECT: Captain STARRETT
Alleged USAF Reserve Officer

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Reference is made to letter, this office, Subject as above, file number 34-0, dated 14 July 1950 and particularly to the second paragraph thereof which was partially in error.

2. Examination of Reserve Records at Headquarters First Air Force, Mitchel Air Force Base, Hempstead, N.Y. disclosed two officers whose names correspond with that of the SUBJECT. They are (1) ALBERT L. STARRETT, AO-2096009, 1st Lt. discharged from Reserve Corps on 28 December 1949 and (2) DOUGLAS RAYMOND STARRETT, O-827750, 1st Lt., last active duty 28 September 1945.

CHARLES SOMMERS
Colonel, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT K. KUMZE, Capt, USAF
Historian
DATE 4 DEC 1975

no record of any OSI investigation of STARRETT under duty of the above

94-485-2-0

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 24 3 39 PM '50
OFFICE OF SPECIAL INVESTIGATIONS

(HOLD)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 34-0

14 July 1950

CLASSIFICATION CANCELLED
AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

SUBJECT: Captain STARRETT,
Alleged USAF Reserve Officer

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. A report of investigation prepared by the U.S. Naval Intelligence Service, dated 12 June 1950 is forwarded for your information.

2. Examination of Reserve records at Headquarters Continental Air Command and at Headquarters First Air Force, Mitchel Air Force Base, Hempstead, N.Y. disclosed no record of the SUBJECT.

CHARLES SOMMERS
Colonel, USAF
District Commander

1 Incl:
Cy DIO, 3ND,
Investigation Rpt,
James L. KRAKER, Lt.,
dtd 12 June 1950.

26 July '50
Apparently the Capt Starrett mentioned, may be Capt. Charles A. Starrett, AO 564380. Formerly with OSI DO #19 & recently relieved from active duty. Copy of this inclosure placed in #46 file.

34-185-2-2

CIA

UNCLASSIFIED
AUG 4 1951

CONFIDENTIAL

3ND-DIO-5

3NOP&PO-3455-17 JUNE 49-10M, 1750M-01

UNITED STATES NAVAL INTELLIGENCE SERVICE

Third Naval District, New York, N. Y.

[redacted]

INVESTIGATION REPORT

Subject: KRAKER, James L., Lt., A-3 L USNR #263541
Gouverneur, New York

Report Made at: 3ND — New York, N. Y.	Date: 12 June 1950
Report Made by: LCDR E.N. Laurence, USNR & Agent H.C. Durand	km
Period Covered: 14 April 1950 - 9 June 1950	Status of Case: Closed - 3ND
Origin of Case: Newspaper item appearing in 7 April 1950 issue of Watertown (N.Y.) Times.	

Character of Investigation: INTERVIEW JAMES L. KRAKER 117

Enclosures: (1) Watertown (N.Y.) Times item of 7 April 1950.	Copies to: ONI (2) 3ND (2) USAF(OSI) (1)
Source File No.:	ONI File No.: 3ND-1-5(a)

SYNOPSIS: An item in Watertown (N.Y.) Times of 7 April 1950 captioned "AIR FORCE KNOWS IDENTITY OF FLYING DISCS, EX-FLIER SAYS" described subject's observation of a "flying disc" near Naval Air Station Alameda, California, in February 1950 and quoted excerpts from an interview of subject by Captain Starrett, Air Corps Intelligence, re: "flying discs," Russian espionage and American counter-espionage, to wit: "'He asked all sorts of questions,' said KRAKER, 'and said it substantiated what the corps already knew. He said he knew what it was. It was not a flying saucer.'" KRAKER: "'Are we in as bad shape as news reports would have us believe?'" STARRETT: "'The situation is worse than you can even imagine.'" KRAKER: "'Is Russian espionage very hot in this country?'" STARRETT: "'Spies here are thicker than flies. We let them go as long as they keep out of trouble, since we think we know where most of them are.'" KRAKER: "'Is our counter-espionage in Russia just as good?'" STARRETT: "'Yes, it is.'"

Interviewed 26 April 1950, subject stated he had observed an inverted-cone shaped, solid-based object about 200 feet long, traveling in a southerly direction at an estimated altitude of 10,000 feet, approximately twenty miles south of Naval Air Station, Almeda, at 1730, 7 February 1950. He claimed a Lt Commander, Public Information Office, 12ND, authorized release of his story to Columbia Broadcasting System, then preparing recorded interviews; that he did not give the interview to Columbia, but a story of the phenomena did appear in "San Francisco Chronicle." Subject admitted that the "Watertown Times" had quoted him fairly accurately, but that he was unaware the disclosure was of classified material inasmuch as Public Information Office, 12ND, had previously authorized release of his visual observations and the West Coast paper had carried same story. He also described his observations to the radio announcer of WWMY, Watertown, N.Y., who reported subject's experience in subsequent broadcasts.

DEDUCTIONS:

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
JOHN KURT K. KUNZE, Capt, USAF
Historian
BY
4 DEC 1975 K-1
DATE

UNCLASSIFIED

D. C. HAMBERGER
Captain, U.S.N.
District Intelligence Officer

KRAKER, James L., Lt, A-3 L USNR #263541 [redacted]

1. The investigation reported herein was predicated upon newspaper item (enclosure (1)) appearing in the Watertown (N.Y.) Times of 7 April 1950, wherein subject reportedly described his observation of "flying discs" at Naval Air Station, Alameda, California, and quoted excerpts of his interview with an Air Corps Intelligence officer subsequent to his observations.

2. The New York State Police at Gouverneur, New York, (Cpl. Larkin) report that LOIS C. VAN ARSDEL, local correspondent for the Watertown (N.Y.) Times, continually exaggerates news items and was transferred from Carthage, New York, her previous bailiwick, because of overly enthusiastic reporting. However, it has been determined that in addition to the information subject furnished to Miss VAN ARSDEL, he also described his observations of the "flying disc" to LYMAN MANSER, announcer for radio station WWNY, Watertown, New York, who shortly thereafter referred to subject's experience in his radio broadcasts. Subject admitted that Miss VAN ARSDEL's item in the Watertown (N.Y.) Times quoted him with reasonable accuracy.

3. Interviewed on 26 April 1950, subject stated that he was an instructor at Pensacola, Florida, and later at Alameda, California, during World War II; that he was on his third annual tour of training duty at Naval Air Station, Alameda, California, when his observation of the "flying disc" occurred. He was attached to the MARS squadron at the time and indicated that he was the only Reserve officer so attached. He attributed the special orders he received for that tour of duty to requests made by Admiral RADFORD and Admiral SHERMAN that he receive such duty orders.

4. He reported for duty at Naval Air Station, Alameda, California, on or about 4 February 1950 and observed the "flying disc" while returning to the Bachelor Officers' Quarters, Naval Air Station, Alameda, California, on the following Tuesday (7 February 1950). Subject's description of what he observed and of what occurred subsequent to his observation is almost identical with the item carried in the Watertown (N.Y.) Times of 7 April 1950 (enclosure (1)), with the exception of a few minor inaccuracies. The newspaper item's indication that the "flying disc" was seen by three other officers is not quite correct. Subject stated that a mate at the Bachelor Officers' Quarters informed him there had been three other such reports of the "flying disc," but that he understood such reports were made by civilians.

5. Subject stated that the newspaper "San Francisco Chronicle" published an item indicating the presence of the "flying disc" in that area. He claimed he did not know how that newspaper obtained such information. He had previously discussed it with some superior in his activity.

6. On either 9 February or 10 February 1950, subject returned to his Bachelor Officers' Quarters and received a message to telephone the Public Information Office of 12ND. The telephone number given him was a Navy extension and he made the call. A Lt Commander in said office, whose name is not recalled by subject, advised him that the Columbia Broadcasting System was recording interviews regarding the phenomena for broadcasting purposes; that subject could get in touch with, and give the information to the Columbia Broadcasting System as the information had been "cleared" through that office. Subject did not do so. He does not know how the Public Information Office obtained his name, unless it was through his report to his superiors at Naval Air Station, Alameda. He did not contact the Columbia Broadcasting System inasmuch as he was about to fly to Hawaii as part of his duty with the MARS squadron.

7. Upon his return to Naval Air Station, Alameda, California, from Hawaii, about six (6) days later, he reported to the executive or operations officer to pick up his change of duty orders. There he was told that Air Force Intelligence desired to interview him and was given a telephone number at the Presidio. Subject telephoned and was informed by an Air Force Lieutenant (name not recalled) that Captain STARRETT, then in Oakland, might contact him.

8. While subject was awaiting a flight to Olathe, Kansas, on 16 February 1950, Captain STARRETT arrived at subject's Bachelor Officers' Quarters. Captain STARRETT seems to have been a graduate of Boston College, a former lawyer, a Reserve Lieutenant Colonel in the U.S. Army and a Captain in Air Force Intelligence. Captain STARRETT presented appropriate credentials, whereupon subject described his observations of the "flying disc" and answered the Captain's questions. While Captain STARRETT indicated that he knew what the object in question was, he refused to answer several questions about it. The Captain indicated that he was very busy in his investigations and that other Air Force officers were working on similar matters in the Seattle and Los Angeles area. Captain STARRETT told subject that things were much worse than he (subject) could imagine; that there were believed to be many Russian spies in this country; that our counter-intelligence was equal to Russian intelligence.

KRAKER, James L., Lt, A-3 L USNR #263541 [redacted]

9. Subject inquired whether the object he had observed might be inter-planetary. Captain STARRETT refused to express an opinion. Subject stated that he had been impressed by the unlikelihood that the world was the only inhabited planet.

10. Subject stated he was not aware that what he had disclosed was classified information. He regards his statement to the press and radio station WMAY as proper in view of the attitude expressed by the Public Information Office, 12ND, and because the entire story had been previously carried in the "San Francisco Chronicle."

COPY

FRIDAY AFTERNOON, APRIL 7, 1950. WATERTOWN TIMES

AIR FORCE KNOWS IDENTITY OF FLYING DISCS, EX-FLIER SAYS

By LOIS C. VAN ARSDEL

Gouverneur, April 7. — The ubiquitous flying saucer and its counterpart, the jet-propelled cloud, are not figments of anyone's imagination, and the U.S. air corps has very clear ideas of what and whose they are, according to ex-Lieut. James L. Kraker, son-in-law of G. Wilson Dodds.

Two months ago when Lieutenant Kraker was waiting for his discharge at the naval air station in Alameda, Calif., he had an opportunity to see the air corps' intelligence officers in action, investigating all reports of such phenomena. It happened when he himself saw one of the cloudlike missiles, and an intelligence officer named Captain Starrett, tried persistently to get in touch with him, almost caused him to miss his train back East, and questioned him extensively on what he had seen.

The officer told him that the air corps had intelligence officers over the nation, whose only duty was to track down reports of these strange aircraft, and he said the assignment kept him very busy. He did not tell Kraker what the objects were, only laughed when Kraker asked if they were Russian, or if they were something from another planet. At one point Kraker asked him: "Are we in as bad shape as news reports would have us believe?"

Captain Starrett answered: "The situation is worse than you can even imagine."

The story began on a sunny afternoon in February at the air station. Kraker said it was about 5:30 p.m., and the sun was beginning to fade. He was at the post that day, and he said he happened to look up and see what appeared to be a comet, but it was not moving. On closer inspection, he noted that the object was not a cloud, nor any gaseous matter. He said it was shaped like an inverted ice-cream cone, solid at its base. He guessed it to be about 20 miles south of him, and traveling slowly southward at an elevation of approximately 10,000 feet. It looked about 200 feet long, he said.

Kraker went into the officers' quarters where he was staying and asked the mate if anyone else had reported seeing the object. The sky that day, he said was absolutely clear, not a cloud anywhere in sight. No one else had mentioned it, said the mate. "Look out the window and see for yourself," said Kraker, but nothing could be seen. Kraker said he found out later that the cloud had suddenly turned eastward and disappeared at a much increased rate of speed.

After dinner that night Kraker heard three other officers report seeing the same phenomenon. He said he felt vindicated by this evidence that he had suffered no hallucination. He went to the movies, returning at about 10 p.m. The operations officer called him and said that air intelligence had been trying to reach him. Kraker told the officer his story and then forgot all about it.

COPY

AIR FORCE KNOWS IDENTITY OF FLYING DISCS, EX-FLIER SAYS, Cont'd:

Two days later, he said, he took a flight to Honolulu and was away from San Francisco for a week. He checked in with his squad's executive officer and told him he was leaving the next morning to come home. The executive officer, said Kraker, told him he had better reconsider. "Air intelligence has been looking all over for you and you may not be going any place," Kraker was told.

Kraker said he was slightly up-set by this turn of events, and he telephoned air intelligence headquarters. He was told that Captain Starrett wanted to speak to him. It was very important, and intelligence thought Kraker should cancel his train reservation.

Kraker said he did not want to do this, and it was finally arranged for intelligence to contact its office in Rome, so that when Kraker got home he could see one of the corp's representatives in this area.

This arranged, Kraker set about his final packing, and just as he was finishing it that night, Captain Starrett appeared at his quarters to talk to him. Kraker reported that the captain was a young man, wearing civilian clothes. He showed his credentials, showing him to be a member of the U.S. air corps secret intelligence.

"He asked all sorts of questions," said Kraker, "and said it substantiated what the corps already knew. He said he knew what it was. It was not a flying saucer."

Their conversation continued in part as follows:

"Is it definitely something else?" asked Kraker.

"Yes."

"Is it from this world, or is it interplanetary?"

Captain Starrett only chuckled.

"But it is possible, isn't it, that it is something from another planet?" Another chuckle from Captain Starrett.

Kraker then asked him: "Is this your job?"

"Yes. All I have to do is check on these reports. And I'm way behind in my work. We have a man for this same job in Seattle, and one in Los Angeles. All of us are very busy."

Kraker then interrupted his account of the conversation to say that he does not think President Truman's denial of the secret weapon possibility is true. "It is certainly not the nonsense he would have the country think it is," said Kraker.

COPY

COPY

AIR FORCE KNOWS IDENTITY OF FLYING DISCS, EX-FLIER SAYS, Cont'd

"Are we in as bad shape as the news would have us believe?" Kraker said he asked Captain Starrett.

"Things are much worse than you can even imagine," the captain replied.

"Is Russian espionage very hot in this country?"

"Spies here are thicker than flies. We let them go as long as they keep out of trouble, since we think we know where most of them are."

"Is our counter-espionage in Russia just as good?"

"Yes, it is."

Kraker said he concluded from this conversation that the mass-hysteria theory argued by many officials is "just bunk." He said he was convinced these objects exist and he was convinced that the air corps knows what they are. He said, however, that he was at a loss to know whether they were developed by the air corps itself, or by Russia, or by another planet.

The one thing he said he was sure of was that he saw the thing. He said he knows enough about aviation to realize that this was not a cloud, and it was not a vapor trail from a jet plane.

Kraker's description of what he saw coincides almost exactly with the report of a "cloudy streak" seen in the sky over Pope Mills last January by Morton Gallaher of this village and three men who were with him. They called it a horse-shoe shaped cloud that moved very slowly, and straightened itself out before it disappeared.

COPY

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-178

8 December 1950

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE INSPECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

SUBJECT: [redacted]
[redacted] York 7, New York
SPECIAL INQUIRY

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. On 2 December 1950, this office received a letter from [redacted], photographers, [redacted], New York 7, N. Y., which contained an inquiry concerning the identity of an object discovered on a photographic print. The letter, signed by [redacted], advised that the picture had been taken 20 May 1950 (later determined to be 20 March 1950), but that the negative had just recently been printed.

2. On 4 December 1950, Special Agent JOHN H. SMITH, this office, interviewed Mr. [redacted] and Mr. [redacted], owner of the Underhill Studio. In a joint interview, the following information was obtained:

The photograph, a night view of Manhattan, was taken on 20 March 1950 (not on 20 May 1950 as stated in letter from [redacted] dated 1 December 1950) at some time between 1730 and 1800 hours. Photograph was taken by [redacted] looking southwest from a pedestrian walk near the Queens side of the Queensboro Bridge. The Queensboro Bridge extends across the East River and Welfare Island, from East 59th Street in Manhattan Borough of New York City, to Queens Boulevard in Queens Borough of New York City. Photograph was taken with an 8x10 view camera with medium lens, but [redacted] was not sure if he used an Instantaneous Shutter or a Cap (Time) Exposure. Another photograph taken immediately prior to the one in question did not reveal any object such as shown on the print in question. The photograph titled "Night Lights from Queensboro Bridge" was taken for use as a postcard view, requested by and delivered to Mr. [redacted] of the [redacted] Company, [redacted], New York, N. Y. [redacted]

UNCLASSIFIED
KURT K. KUNZE, Capt, USAF
Historian

[redacted]

CO[redacted]

Ltr. 2D OSI, file 24-178, Subj: [redacted], to Hq OSI, dtd 8 Dec 50.

advised he believed that the object on the photograph was brushed out prior to delivery to Mr. [redacted]

[redacted] stated that he did not notice any object in the air whatsoever prior to or after taking the questioned photograph, but that he does not believe that the object is a film or lens defect.

[redacted] stated that he intended to send the photograph to the Air Force some months ago, but became so busy that he had forgotten about it until a recent date.

3. Inclosed for your information are copies, in duplicate, of the letter from [redacted], a reprint of the original photograph and an enlargement of a portion thereof. No further investigative activity is contemplated by this office unless requested by your Headquarters.

Roger Dickson, Lt Col
CHARLES SOMMERS
Colonel, USAF
District Commander

3 Incls: (in dup)
1. As indicated above.

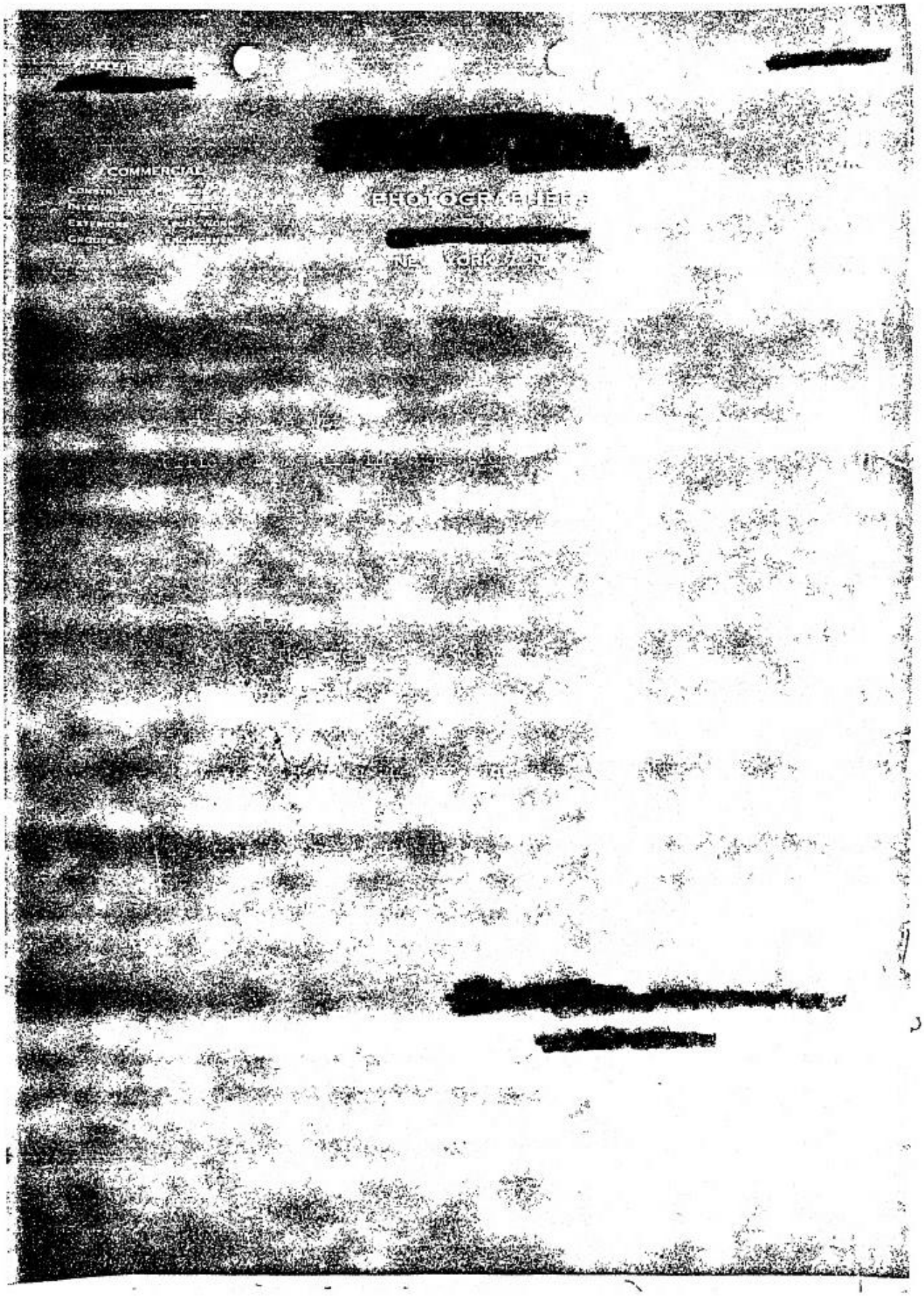
cc: CG, AMC, Wright-Patterson AFB, Dayton, Ohio (MCIS) w/3 Incls (in dup).

-2-

[redacted]

DEC 19 1950

File Postwiler
2769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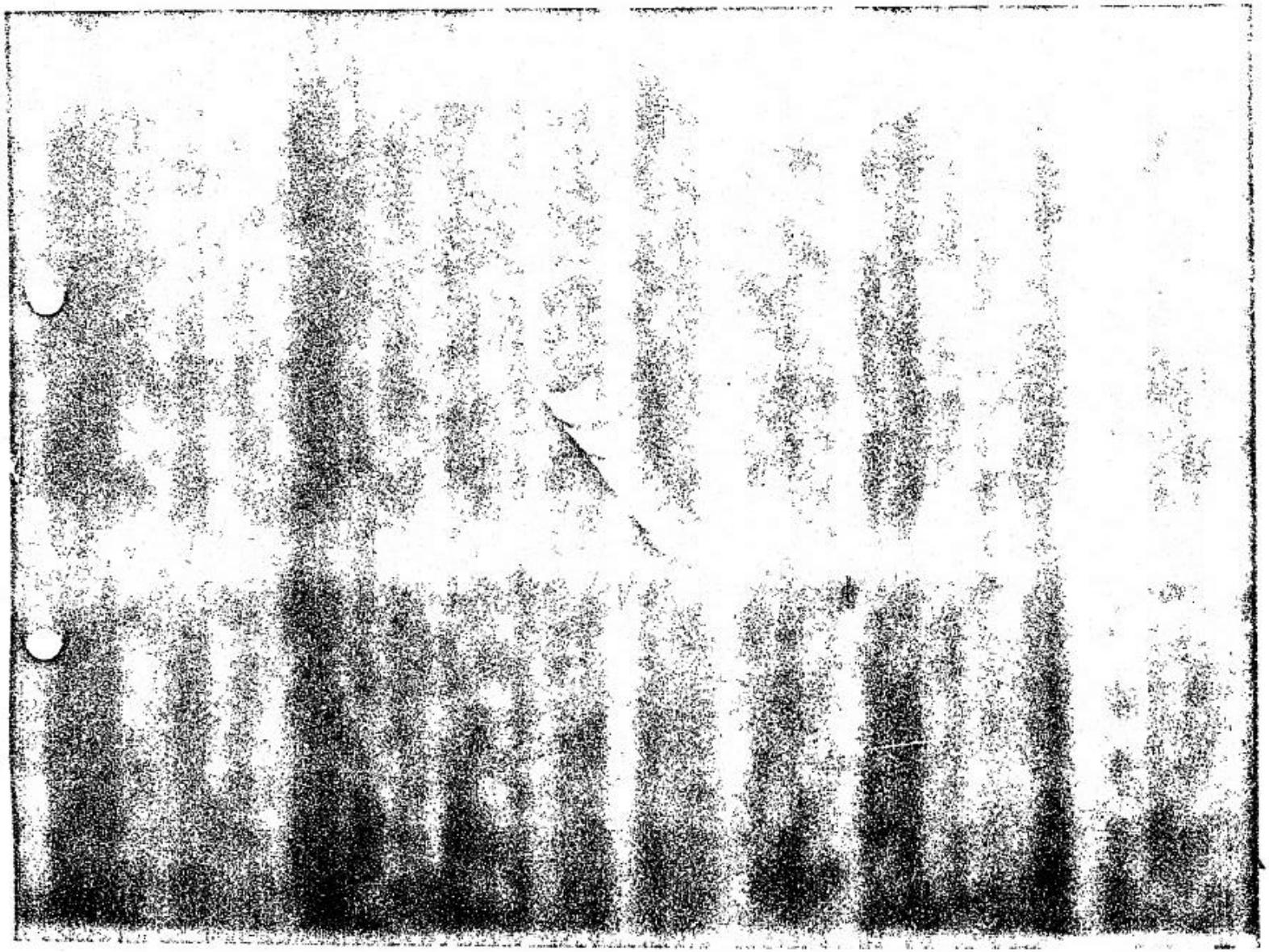
PHOTOGRAPHER



CI
CSI

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

Details

[redacted]

PARAPHRASE NOT REQUIRED

PRIORITY

FROM: OSI GRIFFISS AFB ROME NY

TO : OSI WRIGHT PATTERSON OHIO

INFO: CSAF WASH DC
FOR: DIR OF SPEC INVES

NR : EGOSI-11-13E 27 Nov 50

Refer your TWX 6[illegible]. No investigation made this district re flash from possible meteor on 2 Nov 50 in view of par 3, AFCSI Ltr 85, 23 Oct 50. 2 flying officers, apparently reliable, reported blue white flash North of Rome, NY, at 1935 hrs built up for 2 or 3 seconds and suddenly disappeared. No object, sound, exceptional radio static or crater noted as result of flash. No probable cause determined. Other witnesses transferred PCS. Believe date is late to start formal investigation. If formal investigation deemed necessary, please advise.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY KURT K KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

DUPLICATE COPY
TO EXECUTIVE

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

INFO : OSI CIC

[illegible]

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

Nov 28 0 8 06 '50

[redacted]

SPECIAL INVESTIGATIONS
COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56092-2

Wrtr, 17 Oct. 51

SECRET

24-185

(Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning Unidentified Flying Object, 11 September 1951 - SPECIAL INQUIRY

Directorate of Intelligence, Deputy Chief of Staff Operations

19 OCT 1951
1

Counter Intelligence Division, Dir. of Special Investigations, The Inspector General

Lt. Colonel Free/in/53623
AFCSI-6

1. Reference is made to R&H, this Directorate, subject as above, dated 1 October 1951.

2. For your additional information, there is attached a copy of a report by Special Agent Paul L. McCoy, dated 3 October 1951.

3. No further investigation of this matter by OSI is contemplated unless so requested by your Directorate.

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir. of Special Investigations
The Inspector General

1 Incl
R/I fr DO #2,
dtd 3 Oct 51

AFCSI FILE COPY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
14 DEC 1975
DATE

When Incl No. 1 is (are) withdrawn or not attached, the classification of Secret on this correspondence will be changed to Restricted in accordance with par 25 e, AFR 205-1.

OUT
19 OCT 1951
MANAGEMENT
DIV.
OSI

CSI-2193

24-185-1-5
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

B 26 OCT 1951

Arnold for Levy

AFCSI-6

UNCLASSIFIED

SECRET

~~SECRET~~

~~CONFIDENTIAL~~

5D 24-0

11 October 1951

SUBJECT: NEWSPAPER RELEASE CONCERNING UNCONVENTIONAL FLYING OBJECT - 11 Sep 1951 SPECIAL INQUIRY

CLASSIFICATION CANCELLED TO ~~CONFIDENTIAL~~ BY AUTHORITY OF THE DIRECTOR OF SAFE INV
KURT K. KUNZE, Capt, USAF
BY Historian
DEC 1975
DATE

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: API

1. Attached hereto for your information and any action deemed appropriate are two copies of the report of investigation by Special Agent PAUL L. MC COY, 2nd OSI District, file 24-273, dated 3 October 1951, subject as above.

2. Investigation was predicated upon a TWX from Fort Monmouth, New Jersey, by Lt Colonel ROSENGARTEN, AFOIN-ATLAA-2, to investigate circumstances of release of information to the press by Public Information Officer, Mitchel Air Force Base, New York, on 10 September 1951.

3. Public Information Officer, First Air Force, does not feel there has been a security violation.

4. With the submission of this report, all logical investigative leads have been covered and reported, and the files of the Office of Special Investigations are considered closed in instant case. In order that [illegible] complete, it is requested that this office be advised of any action taken in this matter.

5. Attention is invited to paragraph 7, AFR 205-1, dated 14 March 1951, which prohibits the disclosure of classified information to unauthorized personnel.

1 Incl
R/I, DD #2, dtd 3 Oct 51

BRAGAN, A. SCHLOCK
Lt Colonel, USAF
Acting District Commander

Copy to:
Hq OSI w/o abv incl

UNCLASSIFIED

When Inclosure No. 1 is withdrawn or not attached, the classification of this correspondence will be downgraded to ~~CONFIDENTIAL~~ in accordance with par 23e, AFR 205-1.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-273

16 October 1951

SUBJECT: Newspaper Release Concerning Unconventional Flying Object
SPECIAL INQUIRY

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to letter, this district, subject and file as above, dated 5 October 1951.

2. On 12 October 1951, the Stewart Air Force Base Detachment, this district, was telephonically advised by Major ELI, First Army, Governors Island, New York, that during the month of October, there will be two (2) to three (3) balloons released during daylight hours Monday through Friday, and at night between 1800 and 2300 hours. In addition, twenty (20) captive balloons will be released between 0900 and 1900 hours during October. The source of these balloons is the meteorological branch, Evans Signal Laboratory, Fort Monmouth, New Jersey. CAA, FBI, and EADF have been notified. EADF has notified ADC and the 26th and 32nd Air Divisions.

3. Inclosed is photograph which appeared in the New York Herald Tribune on 13 October 1951.

4. The foregoing is furnished for your information and any action deemed necessary.

5. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950. Information furnished herewith has been derived from sources other than the Department of the Air Force and, in accordance with paragraph 9b, AFR 205-1, dissemination must not be made outside USAF channels.

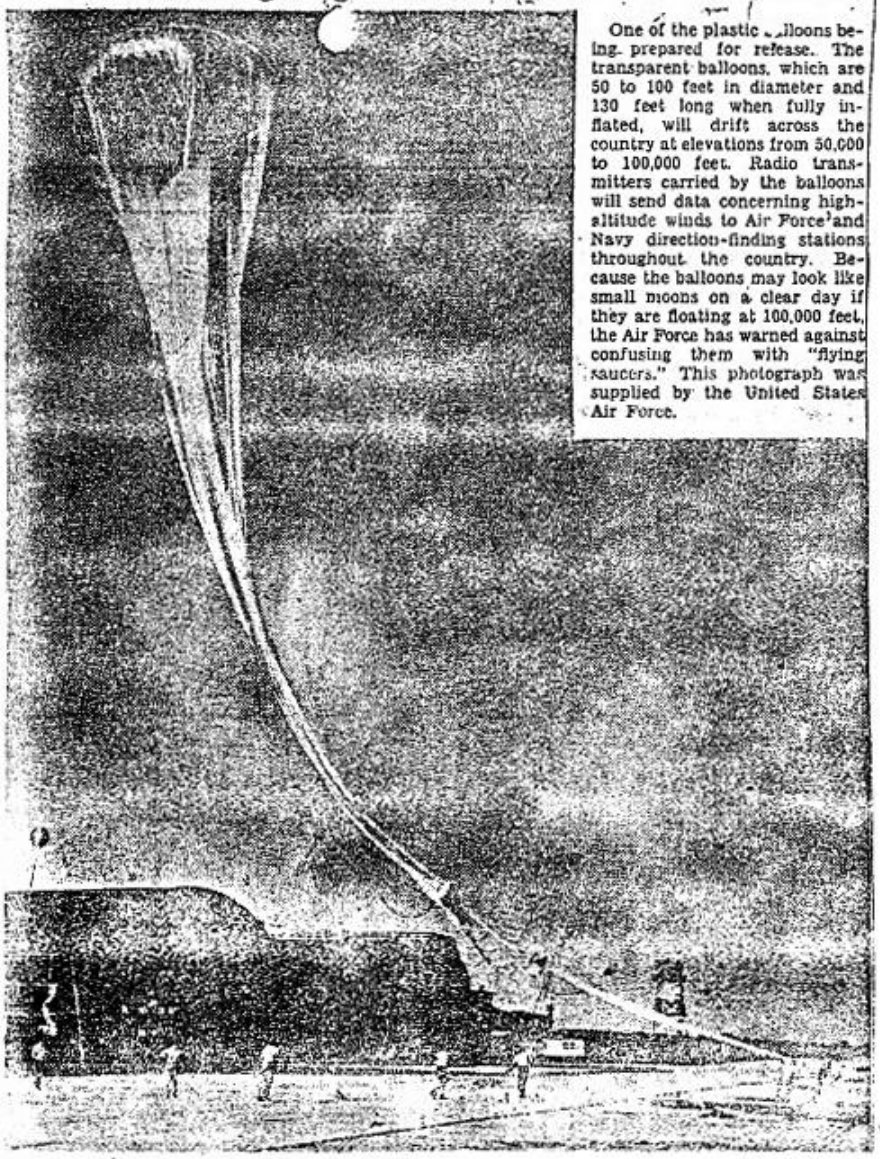
CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975

1 Incl:
As indicated above.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

RFD-1265

Air Force Sending Huge Balloons Aloft for Wind Studies



One of the plastic balloons being prepared for release. The transparent balloons, which are 50 to 100 feet in diameter and 130 feet long when fully inflated, will drift across the country at elevations from 50,000 to 100,000 feet. Radio transmitters carried by the balloons will send data concerning high-altitude winds to Air Force and Navy direction-finding stations throughout the country. Because the balloons may look like small moons on a clear day if they are floating at 100,000 feet, the Air Force has warned against confusing them with "flying saucers." This photograph was supplied by the United States Air Force.

SECRET

SECRET
Auth CS, USAF

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-273

5 October 1951

SUBJECT: Newspaper Release Concerning Unconventional Flying Object - 11 September 1951

TO : Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Inclosed, in duplicate, is report of investigation made by Special Agent PAUL L. MC COY, this district, dated 3 October 1951, subject and file as above.

2. Investigation was initiated by this district in compliance with request from Lt Colonel NATHAN ROBERT ROSENGARTEN, AO-386874, AFOIN-AT1AA-2, Wright-Patterson Air Force Base, Ohio, contained in TWX, dated 1 October 1951, a copy attached hereto as inclosure number 2.

3. In compliance with request of Lt.Colonel ROSENGARTEN contained in last sentence of TWX, summary of information developed during course of investigation was telephonically reported to the Counter Intelligence Division of your Headquarters at 1405 hours, 1 October 1951.

4. A review of the file indicates that this matter might more properly be classified as a Special Inquiry rather than a Violation of AFR 205-1. Accordingly, the DO#2 file reference in this case has been changed from 34-106 to 24-273.

5. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

2 Incls:
1.Rpt of S/A McCoy,
DO#2, file 24-273 (in dup)
2.Cy of TWX dtd 1 Oct 51

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

UNCLASSIFIED

R # D-1381

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-273

DATE 3 October 1951

REPORT MADE BY PAUL L. MC COY

REPORT MADE AT DO #2, 67 BROAD ST., N.Y., N.Y.

PERIOD 1, 2 October 1951

OFFICE OF ORIGIN DO #2, 67 BROAD ST., N.Y., N.Y.

STATUS CLOSED

TITLE

NEWSPAPER RELEASE
CONCERNING UNCONVENTIONAL
FLYING OBJECT - 11 Sep 1951

CHARACTER SPECIAL INQUIRY

REFERENCE TWX, FMC 0422, FT MONMOUTH, DTD 1 Oct 1951

SYNOPSIS

Investigation requested by Lt Colonel ROSENGARTEN, AFOIN-AT1AA-2, by TWX, FMC 0422. Reporter on NEWSDAY overheard two airmen discussing sighting of strange object in the air off SANDY HOOK, NEW JERSEY, by transient pilots, 10 September 1951. Permission granted reporter to interview pilot by PIO, Mitchel AFB. Story appeared 11 September 1951 in NEWSDAY and released to AP and UP wire service same day. Major BARRON, PIO, Mitchel AFB, stated that permission granted reporter to interview pilots in accordance with Public Relations policy and did not consider information classified. Public Information Officer of 1AF, Assistant Public Information Officer, ConAC, Public Information Officer AMC, and Field Liaison Officer, Public Relations, Hq USAF were advised that story would appear. Reporter AURELIO directed by his editor to obtain interview with pilot. PIO, 1AF does not feel there has been a security violation. Investigation closed.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

Unauthorized disclosure of information contained in this report is prohibited and will be considered a violation of AFR [illegible] and AFR [illegible], paragraph [illegible]

DISTRIBUTION

CO, AFOIN-AT1AA-2	2
Hq OSI	2
DO #5	2
CG, ConAC (Info)	1
CG, 1AF (Info)	1
CO, Mitchel AFB (Info)	1
File	3

ACTION COPY FORWARDED TO
Commanding Officer
AFOIN-AT1AA-2
Wright-Patterson AFB
Dayton, Ohio

APPROVED
F. P. Dunnington
FRANK P. DUNNINGTON
Colonel, USAF

UNCLASSIFIED

[redacted]
District Commander.

FILE STAMP

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

SECRET

DETAILS:

1. Investigation predicated upon a TWX, NMC 0422, from Ft Monmouth, New Jersey, by Lt Colonel ROSENGARTEN, AFOIR-4T1AA-2, to investigate circumstances of release of information to the press by Public Information Officer, Mitchel Air Force Base, New York, 10 September 1951.

AT MITCHEL AIR FORCE BASE, NEW YORK

2. This investigation conducted by Special Agent PAUL L. MC COY.

3. On 1 October 1951, the Public Information Officer, Mitchel Air Force Base, Major JOHN B. BARRON, AO-1001292, was interviewed relative to any press release on 10 September 1951 which may have constituted a violation of security.

4. Major BARRON informed the writer that the only release out of the ordinary was one concerning an unknown object which had been sighted over Sandy Hook, New Jersey, by two pilots flying into Mitchel Air Force Base.

5. Major BARRON was requested to furnish the writer any information which he might have concerning the appearance of a newspaper article which appeared in the 11 September 1951 edition of NEWSDAY, a Long Island daily paper.

6. Major BARRON dictated the following statement concerning the article, in the presence of the writer, to the CSI stenographer:

"1 October 1951

"At 1430 hours, on 10 September 1951, I received a telephone call from Mr. [redacted], a reporter for NEWSDAY. Mr. [redacted] asked me to check into a report which his newspaper had received, that a strange object had been seen by two pilots from Dover Air Force Base over Sandy Hook, New Jersey.

"I called Base Operations and talked to a Sergeant on duty. He told me that he had no knowledge of such a report.

"I called Mr. [redacted] to tell him we knew nothing about such a report.

"At 1500 hours, Mr. [redacted] again called me and said that he had positive information that two pilots had seen a strange object in the sky. I again called Base Operations. Lt PEARSON, whom I believe to be Assistant Base Operations Officer, confirmed the report that two transient pilots from Dover Air Force Base had seen a strange object in the sky over Sandy Hook.

"I called Mr. [redacted] and informed him that the report of an unknown object being sighted was apparently accurate. He requested that he be permitted to interview the two pilots. In accordance with established Public Information policy, such permission was granted. Mr. [redacted] came to the

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Base Operations building, where he talked to Lt ROGERS, one of the two pilots, about the incident. The story appeared in HERALD TRIBUNE over his by-line on 11 September.

"To the best of my recollection, I then took the following steps: 1) At 0800 hours, 11 September, I initiated a series of telephone calls to apprise my higher headquarters of the fact that a newspaper story would appear about what was called by the reporter to be a "flying saucer" story. I called the Public Information Officer of Hq First Air Force, Major THOMAS GILDRETH. I then called the Assistant Public Information Officer of Hq Continental Air Command, Captain FRED MIDDLETON. I also called Colonel CARTER of the Field Liaison Section, Directorate of Public Relations, Hq USAF. Colonel CARTER suggested that I call the Public Information Officer of Air Material Command, since that Command was officially monitoring information on news stories about flying saucers. Colonel TAYLOR, Public Information Officer, Air Material Command, made a recording of my telephone report. On the same morning, Major STANDISH called me from Washington for further details, which I gave him. Also, on the suggestion of Colonel CARTER, I telephoned the Base Operations Officer, Dover Air Force Base, and requested that he have the pilot submit an immediate report to Hq USAF, attention Public Information Office, and to the Public Information Officer of the Air Material Command.

"Throughout the 11th of September, I received telephone calls from practically every newspaper and news agency in New York City. My answer to their queries was to this effect, "Yes, two pilots reported that they saw a strange moving object in the sky over Sandy Hook, New Jersey. They reported it as moving rapidly and as describing an arc in its movements." In several cases I was asked for official comment. I declined to comment in view of the Air Force Public Information Office policy. Also, on the morning of the 11th of September, I briefed Base Commander LOUIS M. MERRICK, as to what had happened and my answers to queries.

"At no time did I, or any of my staff, make a release on this story. Our procedure was to answer telephone inquiries in the normal fashion. Since this was not a classified matter, the news was treated in the normal fashion. Facts at our disposal were placed at the disposal of any media representative who called. I also requested the Base Operations Officer to investigate any possible regulation which necessitated a report by his office. The entire story was treated as an unclassified matter. The Public Information Officer felt that since the press had expressed a desire to get the story, and since there was nothing classified about the information, it then became his obligation to present the facts as to what had been reported to him.

"On 11 September, the media representative who queried me on this story were the following:

[redacted], Aviation Editor for Journal-American
New York Times
Herald Tribune
Daily News
Associated Press
United Press

I received other calls which are not clear in my memory.

SECRET

"The following representation was given to all press inquiries, to the best of my recollection: "Two pilots from Dover Air Force Base have reported that they saw a strange moving object in the sky over Sandy Hook, New Jersey. It was moving at an extremely rapid rate which was estimated in excess of 500 miles an hour. They had the object in their field of vision for approximately two minutes. They reported that it moved with an arc-like motion. They are not able to say exactly what they saw, at the same time they are quite sure that they saw something". At no time did I suggest that the pilots saw a flying saucer. I am fully aware of the Air Force attitude toward flying saucers and would, under no circumstances, suggest to any member of the press that an Air Force pilot saw an object fully identified as a flying saucer."

AT HEMPSTEAD, NEW YORK

7. On 1 October 1951, Mr. [redacted], reporter for NEWSDAY who writes under the by-line of [redacted], was interviewed at his residence, [redacted], Hempstead, New York. In substance, [redacted] stated that he first heard about the unusual flying object 10 September 1951 while in a diner near Mitchel Air Force Base. Two airmen were discussing the landing of a jet at Mitchel, the pilot of which reported seeing an unidentifiable flying object off Sandy Hook, New Jersey. [redacted] stated that he returned to his office and called Major BARRON, Public Information Officer at Mitchel Air Force Base, to verify the information he had overheard. BARRON called him back shortly to inform him that Operations had no information concerning the report of flying saucers or unconventional aircraft.

8. [redacted] then asked BARRON to have the call switched to Operations and he talked to Lt PEARSON. [redacted] stated PEARSON would not answer questions and was reluctant to talk, which led him to believe that PEARSON was withholding information concerning the information which he ([redacted]) had overheard. [redacted] called BARRON again and told him to call PEARSON, that he believed PEARSON had knowledge of what the two pilots had seen. BARRON called back shortly and confirmed the report that two transient pilots had seen a strange object in the sky over Sandy Hook, New Jersey.

9. [redacted] stated that he then requested permission to interview the pilots, which was granted by BARRON. [redacted] then advised his editor of the possibility of a story and was directed to interview the pilots and, if possible, obtain pictures. [redacted] contacted 1st Lt WILBERT B. ROGERS, pilot, a member of the 148th Fighter Interceptor Wing located at Dover, Delaware, who gave him the information which was carried as a story the following day, 11 September 1951. Captain EDWARD BALLARD, Jr., passenger in the aircraft piloted by ROGERS, was not available for interview. [redacted] then returned to his office and wrote up the interview.

10. The following morning the story was released over the wires of the United Press and the Associated Press. [redacted] stated that this made the story available to all newspapers affiliated with the United Press and Associated Press. The information was not released until the morning of 11 September, in order that NEWSDAY would be the first paper to carry the story.

11. [redacted] stated that he would be unable to identify the airmen whom he had overheard in the diner. He was unable to recall their ranks and could only hazard a guess as to where they might work on the Base. His impression was that they were mechanics and were discussing information which they had overheard.

AT MITCHEL AIR FORCE BASE, NEW YORK

12. On 2 October 1951, Major THOMAS M. ELLINGTON, AO-660791, Public Information Officer, Hq First Air Force, was interviewed concerning the news article in question. ELLINGTON stated that he had knowledge of the story in question and that, in his opinion, there had not been a violation of security, since he knew of no regulation or policy which prohibited reporters from writing stories concerning Air Force activities which were unclassified.

13. ELLINGTON was of the opinion that since no regulation or policy existed which set forth instructions of releasing information to the press, unless classified, the instant matter was handled in accordance with AFR 190-6, dated 27 April 1951, titled AIR FORCE PUBLIC INFORMATION PROGRAM.

14. Paragraphs 2b and c of AFR 190-6 are set forth below:

> Par 2b: "Air Information: Consisting of the collection, correlation, analysis and dissemination to the public of unclassified information pertaining to the Air Force. This aspect of the program is based on the policy that the full record of the Air Force is available to the American people, subject only to security restrictions and the dictates of good taste."
>
> Par 2c: "Civil Liaison: Consisting of full cooperation with civilian individuals and organizations in matters of mutual interest and responsibility. This aspect of the program is based on the policy that harmonious relations with the civilian population will be maintained."

15. On 2 October 1951, [redacted] called the writer to inform him that a statement which he had stated he would prepare would not be made, since his editor had advised him that any information concerning news items or activities of reporters of NEWSDAY would have to be cleared through the editor of NEWSDAY. No attempt was made to interview the editor.

16. Since all logical leads have been developed, based upon initial request for investigation, the case is considered CLOSED by this office.

-CLOSED-

SECRET

COPY

HEADQUARTERS FORT JAY

GOVERNORS ISLAND, N. Y.

To insure compliance with security measures MSG. No. FJR 3810 must be shown above address when replying to this message.

DAS

Classified Message

FROM: FT MONMOUTH

TO: 2ND OSI DIST IG USAF 67 BROAD ST NY 4 NY

CITE FMC 0422. FROM NR ROSENGARTEN LT COL AFOIN-ATIAA-2 WRIGHT-PATERSON AFB AUTH BY CG FT MONMOUTH NJ. INFORMATION RECEIVED INDICATES THAT MAJOR BARRON, PIO AT MITCHELL AIR FORCE RELEASED CERTAIN INFORMATION TO THE PRESS ON 10 SEPT 1951. IT IS REQUESTED THAT OSI CONDUCT A DETAIL CHECK IMMEDIATELY AS TO HOW MAJOR BARRON RECEIVED INFORMATION, UNDER WHAT CIRCUMSTANCES 2 MEMBERS OF THE PRESS WERE GIVEN THIS INFORMATION AND UNDER WHAT AUTHORITY. DID THE PRESS HAVE ANY INFORMATION OF THE INCIDENT PRIOR TO CONTACTING BARRON. OSI IS REQUESTED TO CONDUCT INTERROGATION OF BOTH MEMBERS OF PRESS NAMES OF THESE INDIVIDUALS CAN BE OBTAINED FROM BARRON. DESIRE NAMES AND TIME OF OTHER MEMBERS OF PRESS INFORMED OF INCIDENT. IT IS DESIRABLE THAT EXACT TIME OF EACH CONVERSATION BE VERIFIED, WHERE APPROXIMATE, INDICATE. THIS INFORMATION IS URGENT AS PER COMMAND OF GENERAL CABELL AIR TECH INT WASHDC AND IS REQUIRED PRIOR TO 0800 1 OCT AT FORT MONMOUTH FOR LT COL NR ROSENGARTEN, AIR TECH INTELLIGENCE HQ USAF OR BY 1200 1 OCT AT AFOIN-TC TO BE HELD FOR LT COL ROSENGARTEN.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THIS [illegible]

[redacted]

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DIRECTORATE OF SPECIAL INVESTIGATIONS
WASHINGTON 25, D. C.

24-185 5 October 1951

MEMORANDUM FOR MR. LEVI

SUBJECT: (Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning an Unidentified Flying Object, 11 September 1951 - SPECIAL INQUIRY.

1. With further reference to the above matter the Director of Intelligence has made available copies of various radnotes which were dispatched by OIN, Hq USAF to AMC directing AMC Intelligence to conduct a full field investigation of reports that unidentified flying objects had been cited in New Jersey 10 and 11 September 1951. The report and conclusions were to be in the Director of Intelligence's office not later than 1 October 1951. The information contained in these radnotes is summarized as follows:

> On 10 and 11 September 1951 several unidentified flying objects were sited by radar at Fort Monmouth, New Jersey. These objects varied in speed up to 700 miles per hour and were observed at altitudes up to 90,000 feet. On the same date an unidentified object was sited by pilots of a T-33 Aircraft over Sandy Hook, New Jersey. This object disappeared at sea and was flying at a speed estimated at 1,000 miles per hour. Sighting time and location as given by the T-33 pilots coincided with radar sitings. All radar contacts were described as unusually strong. At times the objects moved at such a rate of speed that aided azimuth tracking which normally is fast enough to track jet aircraft had to be abandoned, and the radar manually operated.
>
> OIN, Hq USAF felt the possibility existed that the object was an experimental aircraft belonging to Gruman, Republic or Fairchild Aviation Corporations. This possibility has not as yet been resolved.

2. Lt. Col. Milton D. Willis, Technical Capabilities Branch, telephonically advised on 2 October 1951 that Air Intelligence is

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BY AUTHORITY OF
ROBERT K. KUNZE, Capt, USAF
Historian 4 Dec 1975
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24-185-2 EX
UNITED STATES AIR FORCE
OFFICE OF SPECIAL INVESTIGATIONS

highly interested in these latest reports concerning these objects. He will furnish OSI with a copy of the OIN evaluated report when completed. With regard to a possible Security Violation in releasing the story to the press, Col. Willis indicated that General Cabell felt no such violation had occurred. He said that the classification of Secret as indicated by the wire of Lt. Col. Rosengarten was erroneous and that full details of the matter including the radar sitings were classified no higher than Confidential which after evaluation of all reports would probably be changed to Restricted.

3. With your concurrance, I propose to advise DO #2 to close their 34 case in the matter.

LUCIUS L. FREE
Lt. Colonel, USAF

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DIRECTORATE OF SPECIAL INVESTIGATIONS
WASHINGTON 25, D. C.

2 October 1951

MEMORANDUM FOR MR. LEVY:

SUBJECT: (Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning an Unidentified Flying Object, 11 September 1951 ~~VIOLATION OF AFR 205-1~~ SPECIAL INQUIRY

1. The information contained in the attached R&R was received telephonically from Special Agent K. C. BACHOOK, District Office #2 at approximately 1430 hours, 1 October 1951.

2. Lt. Colonel Rosengarten, AFOIN-ATIAA-2, is assigned to the Director of Intelligence, Headquarters USAF, with duty at Wright-Patterson AFB, in Technical Intelligence. He dispatched the wire referred to in the R&R from Ft. Monmouth, New Jersey, indicating that the information released carried the classification of Secret. He also stated in the wire that the inquiry had been personally and urgently requested by Major General Cabell, Director of Intelligence, Headquarters USAF, and that it was mandatory, if at all possible, to have the results of the interview available at AFOIN-TC, 1 October 1951, during which Rosengarten would be in conference with General Cabell and other personnel of the Technical Capabilities Branch, of OIN.

3. The significance, if any, of this activity is unknown to OSI. Full information has been requested and has been promised by Major Parker, OIN, for 2 October 1951. I also pointed out verbally to OIN the irregular manner in which the request was made to OSI.

LUCIUS L. FREE, Lt. Col., USAF
Sabotage and Espionage Branch

B 26 NOV 1951

CLASSIFICATION CANCELLED
KURT K. KUNZE, Capt, USAF
Historian
14 DEC 1975
DATE

24-X85-2+ 5X
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

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Wrtn. 1 Oct 51

CONFIDENTIAL

Newsday

34

(Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning an Unidentified Flying Object, 11 Sep 1951 - VIOLATION OF AFR 205-1

1 OCT 1951

Director of Intelligence
Deputy Chief of Staff, Operations

1

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/ln/53623
AFCSI-6

1. At approximately 0330 hours on 1 October 1951, a TWX was received by OSI, District #2, 67 Broad Street, New York 4, N. Y., from Lt. Colonel Nathan Robert Rosengarten, AFOIN-ATIAA-2, Wright-Patterson AFB, which requested an investigation as to the circumstances surrounding a press release on 11 September 1951 concerning an aerial object observed over Sandy Hook, New Jersey. The article, as released, was substantially as follows:

> Two pilots from Dover AFB, Delaware, reported they saw a strange moving object in the sky over Sandy Hook, New Jersey. The speed of the object was estimated to be in excess of nine hundred (900) miles an hour. The object was in their field of vision for approximately two minutes, and appeared to be moving in an arc like motion. They were unable to state exactly what they saw but certainly saw something. The officers were flying a T-33 and are assigned to the 148th Fighter Interceptor Wing, Dover AFB.

2. Pursuant to the request of Lt. Colonel Rosengarten, Major Bernard Barron, USAF AO-1001292, PIO, 2500th Air Base Group, Mitchell AFB, N. Y. was interviewed on 1 October 1951 by agents of OSI District #2. He stated that [redacted], a reporter for Newsday, a daily newspaper published at Hempstead, Long Island, N. Y., telephoned at various times on 10 September 1951 in an effort to obtain the story. Major Barron, at first, told [redacted] that nothing had occurred, but [redacted] called back and stated that he was positive that the two officers had sited a mysterious object, at which time [redacted] requested permission to interview 1st Lt. Wilbert F. Rogers, the pilot of the aircraft. Inasmuch as flying objects are not classified information, [redacted] was given permission to interview Rogers. The article, resulting from this interview, appeared in Newsday on 11 September 1951, and apparently was sent to both the Associated Press and United Press because on the morning of 11 September, Barron received telephone calls from various newspapers concerning the incident. The following PIO's were advised of the contents of the interview with Lt. Rogers: 1st Air Force, Continental Air Command, both of Mitchell AFB; Air Materiel Command, Wright-Patterson AFB and Colonel Carter, Field Liaison Section, Director of Public Relations, Headquarters USAF, Washington. The Base Commander at Mitchell Field was also informed of the incident. No one mentioned anything about a possible violation of AFR 205-1. The PIO did not release the story. Major Barron stated that his instructions are to cooperate with

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BY AUTHORITY OF THE DIRECTOR OF INTELLIGENCE
KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
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UNCLASSIFIED CONFIDENTIAL

(Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning an Unidentified Flying Object, 11 Sep 1951 - VIOLATION OF AFR 205-1

Director of Intelligence
Deputy Chief of Staff, Operations (continued)

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/53623
AFCSI-6

the Press and, accordingly, when he was requested by [redacted] for permission to interview Lt. Rogers, the request was granted.

3. Mr. [redacted] was interviewed on 1 October 1951, and his story is as follows:

> At about 1400 hours 10 September 1951, he overheard a couple of airmen, rank unknown, talking about a report of an unusual object cited by two pilots who had landed at Mitchell AFB. This conversation was overheard in a diner located at Hempstead, New York. At 1430 hours, 10 September, [redacted] called Major Barron and asked him about a report of an unusual object cited by a Jet aircraft. Barron said he had heard no report but would check and let [redacted] know. Barron checked with Operations and called [redacted] back and told him that he had no information on a Jet landing at Mitchell AFB. [redacted], apparently, was not satisfied and thought there was some basis for the report he had overheard and conducted a check of his own and called Major Barron back. [redacted] stated that he had spoken to a Lt. Pearson at Base Operations, Mitchell AFB and when Pearson was reluctant to talk, [redacted] thought that something had occurred. Barron checked further and discovered an incident was, in fact, reported by Lt. Rogers and his passenger, who was a Captain Edward Ballard, Jr. At that time [redacted] asked for permission to interview Lt. Rogers, which was granted. [redacted] was accompanied by a photographer who took a picture of Lt. Rogers.

4. An initial report of investigation is being prepared by OSI District #2, which sets forth developments in this matter to date, which will be furnished your Directorate and AMC upon receipt by this office.

Hand Comm
Bt Lt. Col. Free

28 Nov 1951

WILLIAM M. TURNER
Colonel, U. S. Air Force
Exec, Dir. of Special Investigations
The Inspector General

AFCSI-6
Free
Barnard

24-185-2-b

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
C[redacted]
SPECIAL INVESTIGATIONS

24/185/2

ROY A. LANGE
LT COL, USAF
EXECUTIVE, SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

SECRET

SIGNAL CORPS

U.S. ARMY

HEADQUARTERS FORT JAY

GOVERNORS ISLAND, N. Y.

TO INSURE COMPLIANCE WITH SECURITY MEASURES MSG. NO. FJR 3810 MUST BE SHOWN ABOVE ADDRESSEE WHEN REPLYING TO THIS MESSAGE

DAS

CLASSIFIED MESSAGE

FROM: FT MONMOUTH

TO: 2ND OSI DIST IG USAF, 67 BROAD ST. NY 4, NY

SECRETED IN SECRET CODE

OPERATIONAL IMMEDIATE

CITE FMC 0422. FROM NR ROSENGARTEN LT COL AFOIN-ATIAA-2 WRIGHT-PATTERSON AFB AUTH BY CG FT MONMOUTH NJ. INFORMATION RECEIVED INDICATES THAT MAJOR BARRON, PIO AT MITCHELL AIR FORCE RELEASED CERTAIN INFORMATION TO THE PRESS ON 10 SEPT 1951. IT IS REQUESTED THAT OSI CONDUCT A DETAIL CHECK IMMEDIATELY AS TO HOW MAJ BARRON RECEIVED INFORMATION, UNDER WHAT CIRCUMSTANCES 2 MEMBERS OF THE PRESS WERE GIVEN THIS INFORMATION AND UNDER WHAT AUTHORITY. DID THE PRESS HAVE ANY INFORMATION OF THE INCIDENT PRIOR TO CONTACTING BARRON. OSI IS REQUESTED TO CONDUCT INTERROGATION OF BOTH MEMBERS OF PRESS NAMES OF THESE INDIVIDUALS CAN BE OBTAINED FROM BARRON. DESIRE NAMES AND TIME OF OTHER MEMBERS OF PRESS INFORMED OF INCIDENT. IT IS DESIRABLE THAT EXACT TIME OF EACH CONVERSATION BE VERIFIED, WHERE APPROXIMATE, INDICATE. THIS INFORMATION IS URGENT AS PER COMMAND OF GENERAL CABELL AIR TECH INT WASHDC AND IS REQUIRED PRIOR TO 0800 1 OCT AT FORT MONMOUTH FOR LT COL NR ROSENGARTEN, AIR TECH INTELLIGENCE HQ USAF OR BY 1200 1 OCT AT AFOIN-TC TO BE HELD FOR LT COL ROSENGARTEN.

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BY KURT K. KÜNZE, Capt, USAF

4 Historian

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John Bernard

major USAF AO-100 1292

Release of Cabell and Cambo - 10 Sept 51

SECRET

JAY FORM 70 NOV 50

Army Ho. Fort Jay, N.Y.

SE[redacted]

(COPY)

HEADQUARTERS FORT JAY

GOVERNORS ISLAND, N. Y.

CLASSIFIED MESSAGE

FROM: FT MONMOUTH 010242Z

TO: 2ND OSI DIST IG USAF, 67 BROAD ST. NY 4, NY

CITE FMC 0422. FROM NR ROSENGARTEN LT COL AFOIN-AT1AA-2 WRIGHT-PATTERSON AFB AUTH BY CG FT MONMOUTH NJ. INFORMATION RECEIVED INDICATES THAT MAJOR BARRON, PIO AT MITCHELL AIR FORCE RELEASED CERTAIN INFORMATION TO THE PRESS ON 10 SEPT 1951. IT IS REQUESTED THAT OSI CONDUCT A DETAIL CHECK IMMEDIATELY AS TO HOW MAJ BARRON RECEIVED INFORMATION, UNDER WHAT CIRCUMSTANCES 2 MEMBERS OF THE PRESS WERE GIVEN THIS INFORMATION AND UNDER WHAT AUTHORITY. DID THE PRESS HAVE ANY INFORMATION OF THE INCIDENT PRIOR TO CONTACTING BARRON. OSI IS REQUESTED TO CONDUCT INTERROGATION OF BOTH MEMBERS OF PRESS NAMES OF THESE INDIVIDUALS CAN BE OBTAINED FROM BARRON. DESIRE NAMES AND TIME OF OTHER MEMBERS OF PRESS INFORMED OF INCIDENT. IT IS DESIRABLE THAT EXACT TIME OF EACH CONVERSATION BE VERIFIED, WHERE APPROXIMATE, INDICATE. THIS INFORMATION IS URGENT AS PER COMMAND OF GENERAL CABELL AIR TECH INT WASHDC AND IS REQUIRED PRIOR TO 0800 1 OCT AT FORT MONMOUTH FOR LT COL NR ROSENGARTEN, AIR TECH INTELLIGENCE HQ USAF OR BY 1200 1 OCT AT AFOIN-TC TO BE HELD FOR LT COL ROSENGARTEN.

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[redacted]

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Mitchell AFB

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BY [illegible] KUNZE, Capt, USAF
Historian
4 DEC 1975

[redacted]

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AUTHORITY OF THE ...
BY ...RT K. KUNZE, Capt, USAF
Historian
4 DEC 1975

REPORT OF TELEPHONE CONVERSATION

TIME 2105 DATE 30 September 1951 CODE NO. _____

A telephone call was received from Lt. Col. NATHAN ROBERT ROSENGARTEN, (Name)

AO 386874 references; _____

Synopsis: Col. ROSENGARTEN identified himself as being from AFOIN-ATIAA-2 Wright-Patterson AFB. He infomed the undersigned that he was now at Fort Monmouth and that he had a job for the OSI. Additional information was being sent by TWX immediately. He stated that he desired the information outlined on the TWX by 0000 hours on October 1951 (sent to him at Fort Monmouth) or, if that were impossible, by 1200 hours on October 1951 (sent to AFOIN-TC, marked hold for Col. ROSENGARTEN). He stated that the matter was urgent and classified secret. He was reluctant to volunteer information and was evasive when questioned as to particulars. He said that the matter involved "Air Technical Intelligence." It was suggested that a letter be sent to this District in addition to the TWX.

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Michael O. Pettee
(Signature)
MICHAEL O. PETTEE
Duty Agent

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BY AUTHORITY OF THE
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975

REPORT OF TELEPHONE CONVERSATION

TIME 0330 DATE 1 October 1951 CODE NO. _____

A telephone call was received from / made to Lt. Col Rosengarten (Name)

_____ references; _____

Synopsis: A call was placed through long distance operator #2471 (regular #) to Col ROSENGARTEN AT Fort Monmouth. He was questioned by the indersigned as to additional particulars. He stated that he could give no other information about Maj. 'B' other than he was a Maor and the PIO at MAFB. He believed that tge release of information was not done with the "intent to aid anyone," but rather was done as a "friendly gesture." The information released was harmful and was given out in violation of regulations. When he was questioned by the undersigned as to what regulations, he stated that 205-1 would apply; however, he implied that other directives were involved. The information has appeared in the press. When questioned more specifically as to the type of information, Col. ROSENGARTEN stated that reports have been received concerning this same information from other sources and from other locations. Since it was being

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by Eero Raig 1/Lt USAF

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_____ (Signature)

[redacted]

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REPORT OF TELEPHONE CONVERSATION

TITLE _____ DATE _____ CODE NO. _____

A telephone call was received from _____ (Name)
made to _____

_____ references; _____

Synopsis: (con't) circulated by other agencies, he would like to know whether or not it started with Maj. B and then picked up by others who may have read it (eg. AP, etc.). The information is being spread and is harmful. They would like to discoved if it came from one source, or are there other leaks. He was reluctant to give the undersigned any more particulars about the type of information. If it was impossible to get the facts to him by 0800 1 October 1951, he desired to have it by 1200-1400 at the Washington address. He would be located at Fort Monmouth until 1000 hours 1 October 1951.

34-106
[illegible]

(Signature)
MICHAEL O. PETTEE
Duty Agent

Initialed KCB

[redacted]

[redacted]

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BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE: 4 DEC 1975

REPORT OF TELEPHONE CONVERSATION

TIME 1100 hours DATE 1 October 1951 CODE NO. _____

A telephone call was received from Major PAUL L. McCOY, Detachment Commander, (Name)

Mitchel Detachment references; _____

Synopsis: "Two pilots from Dover AFB, have reported that they saw a strange moving object in the sky over Sandy Hook, New Jersey. It was moving at an extremely rapid rate which was estimated in excess of 900 miles an hour. They had the object in their field of vision for approximately 2 minutes. They reported that it moved with an arc like motion. They are not able to say exactly what they saw, at the same time they are quite sure that they saw something."

The 2 officers are 1st Lt. WILBERT F. ROGERS, and the passenger was Capt. EDWARD BALLARD, Jr. They were flying a T-33 and both officers are assigned to the 148th Fighter-Interceptor Wing, Dover AFB, Delaware.

Major BARRON stated that [redacted], a reporter for Newsday, a Hempstead newspaper, telephoned at various times on 10 September 1951 in an effort to obtain the above story. Major BARRON at first told [redacted] that nothing had occurred, but [redacted] called back and stated that he was positive (Signature) that these officers had sighted a mysterious object at which time [redacted] requested permission to interview Lt. ROGERS. Inasmuch as flying objects are not classified information, [redacted] was given permission to interview ROGERS. An article appeared in Newsday on 11 September 1951, and apparently

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by Geo Kang 1/Lt USAF

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[redacted]

[redacted]

was sent over both the AP and UP wire, because on the morning of the 11th, Major BARRON received calls from various newspapers concerning the incident. Apparently, someone in Base Operations tipped off [redacted] and he was thus able to obtain the information. The following PIO's were advised of the contents of the interview with ROGERS: First Air Force, Continental Air Command, Air Materiel Command, Wright-Patterson AFB and Colonel CARTER who was in the Field License Section, Director of Public Relations, Headquarters USAF, Washington, D. C. No one mentioned anything about a possible violation of AFR 205-1 and Major BARRON is of the opinion that AFR 100-6 applies in this case. Colonel MERRICK, the Base Commander, was also informed of the incident and no indication was made at that time that there was a violation of 205-1.

STATEMENT

The following statement was given this date by Major JOHN B. BARRON, AO-1001292, Hq Squadron, 2500th ABG, Mitchel AFB, New York

At 1430 hours on 10 September 1951, I received a telephone call from Mr. [redacted], a reporter for Newsday. Mr. [redacted] asked me to check into a report which his newspaper had received that a strange object had been seen by 2 pilots from Dover AFB over Sandy Hook, N. J.

I called Base Operations and talked to a Sgt. on duty. He told me that he had no knowledge of such a report.

I called Mr. [redacted] to tell him we knew nothing about such a report.

At 1520 hours Mr. [redacted] again called me and said that he had positive information that 2 pilots had seen a strange object in the sky. I again called Base Operations. Lt. PEARSON, whom I believe to be Assistant Base

[redacted]

Operations Officer confirmed the report that 2 transient pilots from Dover AFB had seen a strange object in the sky over Sandy Hook.

I called Mr. [redacted] and informed him that the report of an unknown object being sighted was apparently accurate. He requested that he be permitted to interview the 2 pilots . In accordance with established public information policy, such permission was granted. Mr. [redacted] came to the Base Operations Building where he talked to Lt. ROGERS, one of the 2 pilots, about the incident. The story appeared in Newsday over his by line on 11 September.

To the best of my recollection, I then took the following steps:

1. At 0800 hours, 11 September, I initiated a series of telephone calls to apprise my higher headquarters of the fact that a newspaper story would appear about what was called by the reporter to be a "flying saucer story". I called the Public Information Officer at Hqs First Air Force, Major THOMAS ELLINGTON. I then called the Assistant Public Information Officer of Headquarters ConAC, Capt. FRED KIRSTOWSKI. I also called Col. CARTER of the Field Liaison Section, Directorate of Public Relations, Headquarters USAF. Col. CARTER suggested that I call the Public Information Officer of AMC, since that command was officially monitoring information on news stories about flying saucers. Col. TAYLOR, Public Information Officer, AMC, made a record of my telephone report. On the same morning, Major STANDISH called me from Washington for further details which I gave him. Also I suggested to Col. CARTER that he telephone the Base Operations Officer, Dover AFB, and requested that he have the pilots submit an immediate report to Headquarters USAF, ATTN: Public Information Office and to the Public Information Officer of AMC.

[redacted]

Throughout the 11th of September, I received telephone calls from practically every newspaper and news agency in New York City. My answer to their queries was to this effect: "Yes, 2 pilots reported that they saw a strange moving object in the sky over Sandy Hook, N. J. They reported it as moving rapidly and as describing an arc in its movement." In several cases I was asked for official comment. I declined to comment in view of the AF Public Information Office policy. Also on the morning of the 11th of September, I briefed Base Commander LOUIS M. MERRICK, as to what had happened and my answer to queries.

At no time did I or any of my staff make a release on this story. Our procedure was to answer telephone inquiries in a normal fashion. Since this was not a classified matter, the news was treated in the normal fashion. Facts at our disposal were placed at the disposal of any media representative who called. I also requested that Base Operations Officers investigate any possible regulation which necessitated a report by his office. The entire story was treated as an unclassified matter. The Public Information Officer felt that since the press had expressed a desire to get the story, and since there was nothing classified about the information, it then became his obligation to present the fact as to what had been reported to him.

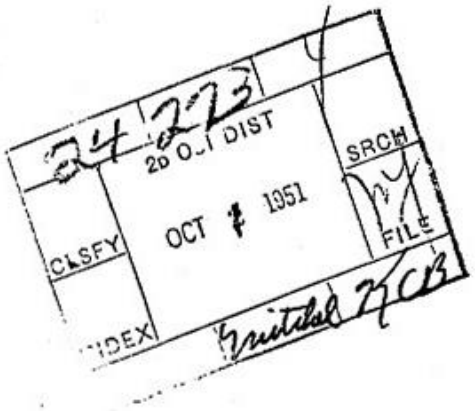
On 11 September the media representative who queried me on the story were the following: Mr. [redacted], Aviation Editor for Journal American, New York Times, Herald Tribune, Daily News, Associated Press, United Press. I received other calls which are not clear in my memory.

The following representation was given to all press inquiries to the best of my recollection:

[redacted]

"Two pilots from Dover AFB, have reported that they saw a strange moving object in the sky over Sandy Hook, New Jersey. It was moving at an extremely rapid rate which was estimated in excess of 900 miles an hour. They had the object in their field of vision for approximately 2 minutes. They reported that it moved with an arc like motion. They are not able to say exactly what they saw, at the same time they are quite sure that they saw something.

At no time did I suggest that the pilot was a flying saucer. I am fully aware of the AF attitude toward flying saucers and would, under no circumstances, suggest to any member of the press that an AF pilot xxx saw an object identified as a flying saucer.



KERMIT C. BASHOOK
Chief, Counter Intelligence Div.

S[redacted]

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BY KURT K. KUNZE, Capt, USAF
DATE 1975

REPORT OF TELEPHONE CONVERSATION

TIME 1145 hours DATE 1 October 1951 CODE NO.

A telephone call was ~~xxxxxxxxxx~~ received from ~~made to~~ Lt. Col. NATHAN ROBERT ROSENGARTEN, AO-386874
(Name)

references; 34-106
UNKNOWN SUBJECT(S)
JOHN BERNARD BARRON
Major USAF, AO-1001292
RELEASE OF CLASSIFIED INFORMATION
10 September 1951
VIOLATIONS OF AFR 205-1

Synopsis: RICHARD AURELIO
Reporter, Newsday

Colonel ROSENGARTEN was informed of the results of the interview with Major BARRON and was also advised that this office would conduct an interview with [redacted], a newspaper reporter for Newsday, who was the individual who obtained the story from 1st Lt. WILBERT ROGERS. Lt. Col. ROSENGARTEN requested that a report be forwarded to him, AFOIN - TC, Headquarters USAF, not later than 1500 hours, 1 October. He also requested that the reports of investigation be forwarded to him at AFOIN - ATIAA-2, Wright-Patterson AFB. He described the matter involved in this investigation as Confidential and "those who need know basis".

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by Eero Raig 1/Lt USAF

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Mitchel KCB
[redacted]

Kermit C. Bashook
(Signature)
KERMIT C. BASHOOK
Chief, Counter Intelligence Div.

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BY AUTHORITY OF
BY KURT K. KUNZE, Capt, USAF
Historian
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REPORT OF TELEPHONE CONVERSATION

TIME 1230 hours DATE 1 October 1951 CODE NO. Mitchel HLS

A telephone call was received from Major McCoy, Mitchel Det.
(Name)

references; 34-106 UNKNOWN SUBJECT(S) JOHN BERNARD BARRON, MAJOR USAF, AO-1001292 RELEASE OF CLASSIFIED INFORMATION 10 Sepm 51 RICHARD AURELIO, Reporter, Newday VIOLATIONS OF AFR 205-1

Synopsis:

Major McCOY advised that [redacted] had overheard a couple of airmen, name and rank unknown, who were talking about a report of an unusual object sighted by 2 pilots and which landed at Mitchel. This conversation was overheard in a diner on Hempstead Turnpike, 1400 hours, 10 September. [redacted] telephoned Major BARRON and asked him about a report involving jet planes. BARRON stated he had heard nothing, but would check and let [redacted] know. BARRON telephoned [redacted] and said Operations had no information on a jet landing at Mitchel. [redacted] thought there must be some basis for what he had overheard and inquired from Base Operations for a Cat and Boyd whom he knew. BOYD was not there but a Lt. PEARSON who was reluctant to talk. [redacted] called BARRON and told the latter he was certain that something had happened and got BARRON to check with Operations. At that time Major BARRON learned about the report of Lt. ROGERS and since BARRON stated that he was supposed to cooperate with the press inasmuch as under AFR 100-6 he was required to permit the press to have access to unclassified information he permitted [redacted] to interview Lt. ROGERS. According to [redacted], BARRON stated that this accident was of no importance, just another flying saucer. [redacted] and the photographer went and interviewed ROGERS.

(Signature)

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[illegible] the authority of Viz OSI
by Geo Raig 1/Lt USAF

[redacted]

Kermit C. Bashook
KERMIT C. BASHOOK
Chief, Counter Intelligence Div.

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Lt. Mitchel Det 4/c
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BY AUTHORITY OF THE DIRECTOR OF SPEC
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 1975

REPORT OF TELEPHONE CONVERSATION

TIME 1405 hours DATE 1 October 1951 CODE NO. _____

A telephone call was ~~xxxxxxxxxxxx~~ made to Counter Intelligence Div., Headquarters OSI, (Name)

Lt. Col. FRIESE references; 34-106 UNKNOWN SUBJECT(S) JOHN BERNARD BARRON, Major USAF, AO-1001292 RELEASE OF CLASSIFIED INFORMATION 10 Sep 51 RICHARD AURELIO, Reporter, Newsday VIOLATIONS OF AFR 205-1

Synopsis:

Lt. Col. FRIESE was informed by the undersigned of the details concerning the release of the report concerning the sighting of a strange moving object over Sandy Hook, N. J. He was furnished the details of the interview with BARRON and [redacted] and was requested to forward this information not later than 1500 hours, 1 October 1951, AFOIN - TC, to be held for Lt. Col. ROSENGARTEN.

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by Gero Raig 1/Lt USAF

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Mitchel KCB

Kermit C. Bashook
(Signature)
KERMIT C. BASHOOK
Chief, Counter Intelligence Div.

UNCLASSIFIED

[redacted]

KURT K. KUNZE, Capt, USAF
Historian

[redacted]

cy H/c by cne [illegible]
[illegible] 10/2

APPROVED 1 JUNE 1948 (CLASSIFICATION)

Auth: CG NEAC
Initials:
Date: 11 Oct 51

COUNTRY	REPORT NO.	(LEAVE BLANK)
Canada	IR-13-51	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Objects

AF 368677

AREA REPORTED ON	FROM (Agency)
Goose Air Base, Labrador	Dir/Int Hq NEAC

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
11 October 1951	10 September 1951	B-2

PREPARED BY (Officer)	SOURCE
CAPT. T.V. CANTRELL, Ch, Air Int Div	Intelligence Officer, Goose AB, Labrador

REFERENCES (Control number, directive, previous report, etc., as applicable)

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. On 14 September 1951 two (2) GCA operators observed what appeared to be three (3) targets on the PPI scope at Goose Air Base, Labrador.

2. The Control Tower operator stated that there were no aircraft in the immediate area at the time.

3. C-54 No. 5527 entered GCA pattern and landed without incident.

4. Three (3) "Blips" were seen and identified as Target "A", "B" and "C".

APPROVED:

DANIEL H. PAULSEN
Major, USAF
Director of Intelligence

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian
4 Dec 1975
DATE

Field Plot

24-185

UNCLASSIFIED

File [illegible]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Dir/Int Hq NEAC	IR-18-51	

On the night of 14 September 1951, T/Sgt Warner B. Maupin, AF 18 064 944, and Cpl John W. Green, AF 15 279 571, both assigned to 1932nd AACS Squadron, Goose AB, were on duty at the local GCA trailer at the request of the pilot of a C-54, No. 5527, inbound from Westover AFB, Massachusetts. They arrived at the GCA trailer and turned the equipment on and were awaiting further instructions from the pilot of C-54 No. 5527 or the tower when the following sequence of events took place: (Refer to attached photo.)

1. At 0100Z, 14 September 1951, a radar return, Target "A" on photograph, appeared on the PPI scope approximately six (6) miles east of Goose Air Base and travelled in a westerly direction passing south of the base, made a left turn of about 160° to a point opposite "X" on the photograph. Its behavior at this point is explained in 3 below.

2. Approximately three (3) minutes after Target "A" appeared on the scope, another radar return, Target "B", appeared approximately two (2) miles south of Goose Air Base and proceeded on a course of approximately 230° true heading.

3. Both targets were approaching the point "X" on the photography when the Control Tower was notified by T/Sgt Maupin to instruct both aircraft over the field to execute right turns immediately because they were flying a collision course. Immediately Target "A" made a forty-five (45) degree turn to the right and Target "B" proceeded on its course. Both targets disappeared at the points indicated by the arrows at the end of their respective tracks.

4. The Control Tower stated that there were no aircraft in the immediate area. During the ensuing conversation and action following, the information below was furnished the GCA operators by the tower:

a. No visual contact could be made with either target.

b. There were no sounds or other noises to indicate the presence of an airborne craft of any type.

5. At approximately 0115Z another radar return, Target "C", appeared approximately two (2) miles east southeast of Goose Air Base and travelled a course of approximately 080 degrees true to the point "XX" on the photograph.

6. At this time the pilot of C-54 No. 5527 contacted the GCA operators and requested landing instructions. T/Sgt Maupin gave his attention to the C-54 which was identified by normal procedure and requested the pilot to look for any other aircraft in the area. Nonewere sighted by the pilot. Until the pilot of the C-54 arrived in the area both GCA operators had observed the actions of Targets "A", "B" and "C".

7. Cpl Green continued to observe Target "C" from point "XX" and watched it turn right and travel in a westerly direction until it disappeared at the point indicated by the arrow at the end of its track on the photograph.

8. The C-54 aircraft remained in good radar contact from the time it entered the GCA pattern until it landed.

9. Radar return characteristics:

a. Target "A" - was a strong and steady target similar to that of an aircraft at approximately 4000 feet altitude. Its speed was estimated by the GCA

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Dir/Int Hq NEAC	IR-18-51	

operators to be 150 MPH. However, from the plotted points and times given, (7 miles in 3 minutes) the speed is 140 MPH.

b. Targets "B" and "C" were weak intermittent targets similar to aircraft flying above 5000 feet altitude. No speeds were estimated for Targets "B" and "C" but all targets appeared to be travelling at about the same speed according to the operators.

COMMENTS of Information Source:

1. Information above is considered completely reliable and the GCA operators actually observed the radar returns.

2. The fact that the PPI scope was in the "warm up" stage and the possibility of erratic electrical currents caused by heating and expansion during this period must be considered due to the fact that all targets appeared near the center of the scope and disappeared in the same area while one known target, the C-54, continued to cause a clear and steady return.

COMMENTS of the Preparing Officer:

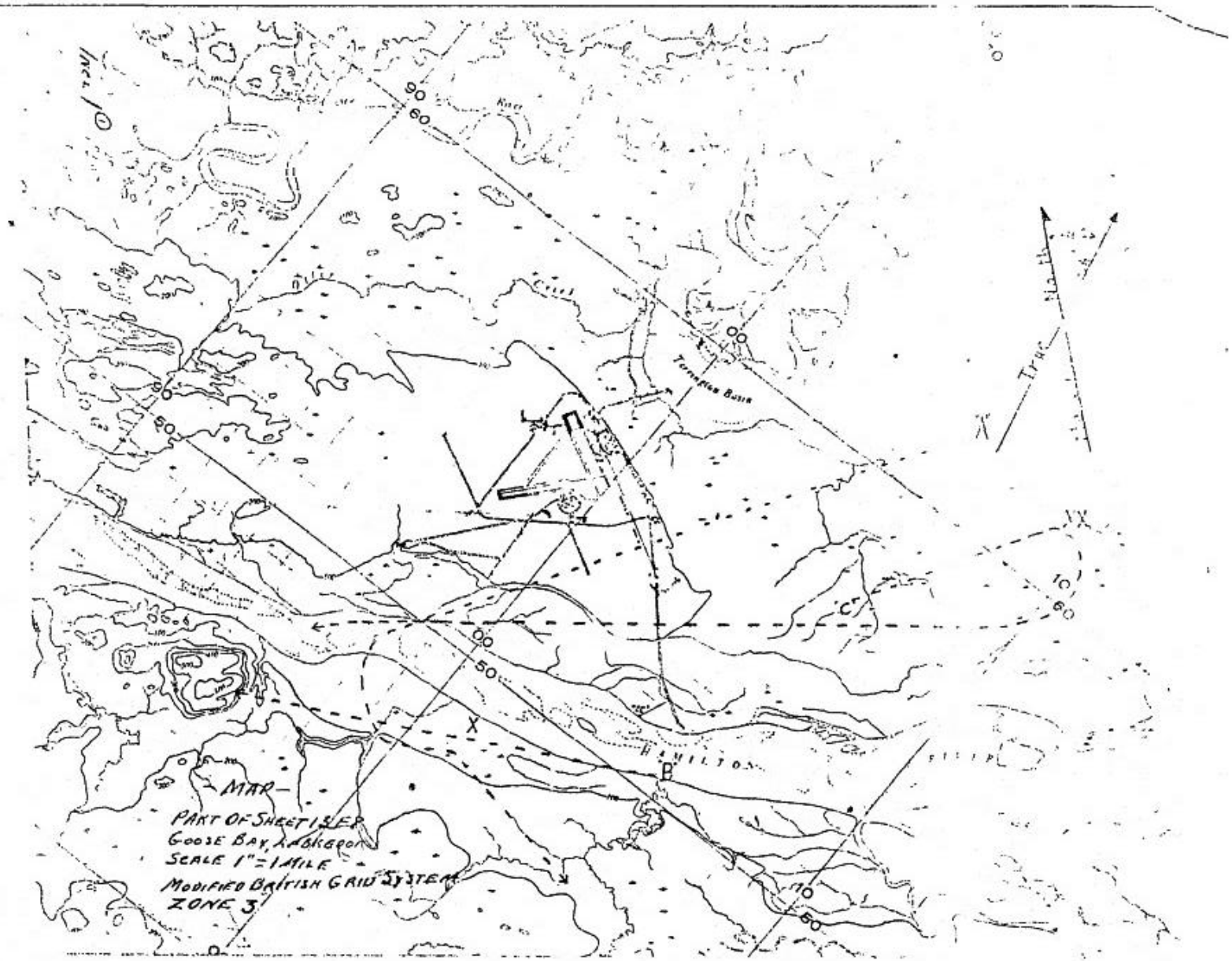
1. The Directorate of Communications this Headquarters offered the following comments after studying the above information:

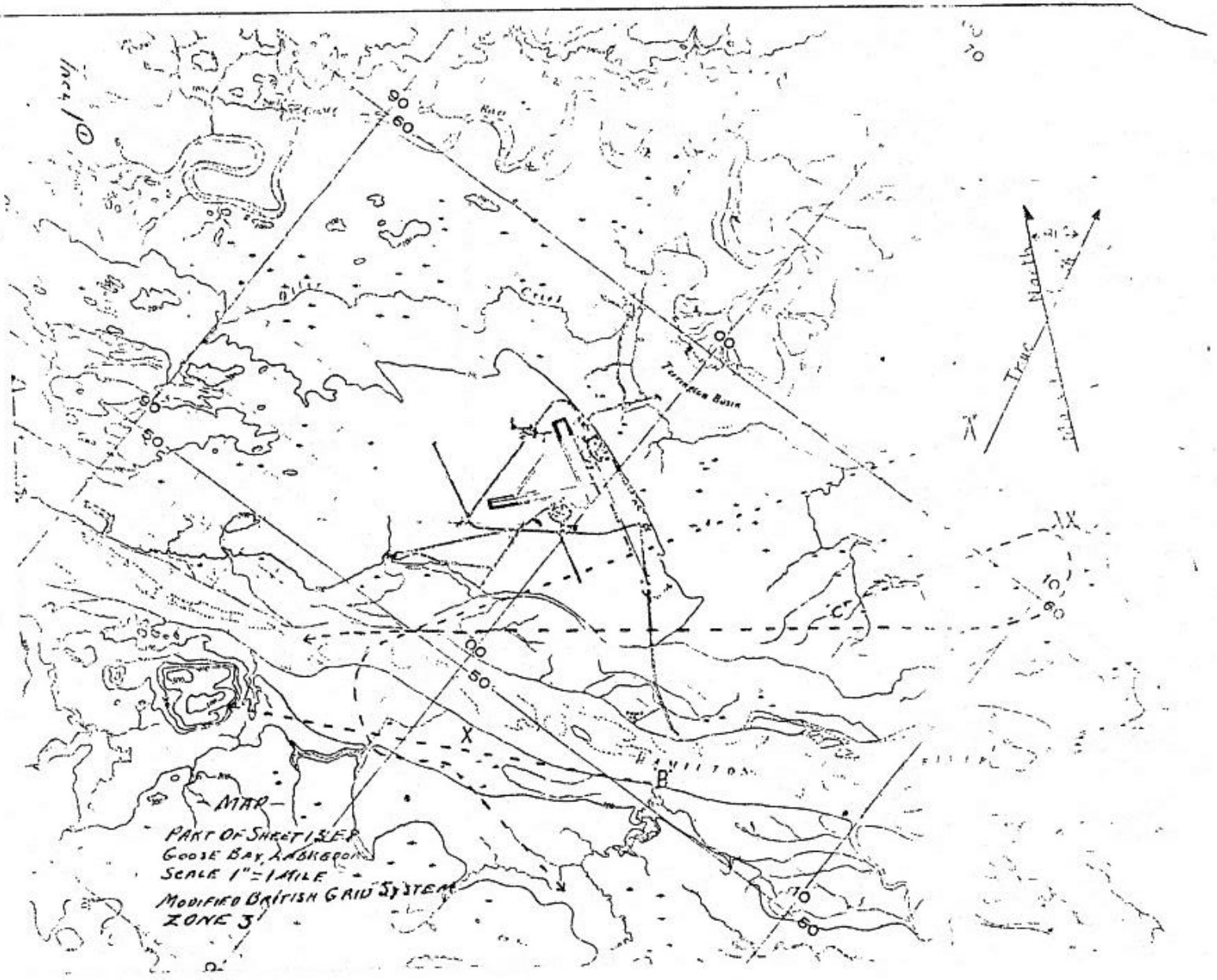
a. It is apparent that the targets observed on the scope were true targets. Both observers are experienced radar operators and should immediately recognize "Blips" caused by warm up procedures.

b. It is believed that if the "Blips" were caused by the warm up of the GCA unit, they would not have followed such a definite course.

2. As the Control Tower at Goose Air Base is controlled by Canadians, they would have knowledge of all Canadian or USAF scheduled aircraft.

Truett V. Cantrell
TRUETT V. CANTRELL
Captain, USAF
Chief, Air Int Div


MAP
PART OF SHEET 13 E 8
GOOSE BAY, LABRADOR
SCALE 1" = 1 MILE
MODIFIED BRITISH GRID SYSTEM
ZONE 3
Inch 1
Terrington Basin
HAMILTON
River
Creek
True North
90
60
00
50
10
X
B
C


MAP
PART OF SHEET 13 E/8
GOOSE BAY, LABRADOR
SCALE 1" = 1 MILE
MODIFIED BRITISH GRID SYSTEM
ZONE 3
Terrington Basin
True North

FORM 112—PART I
APPROVED JUNE 1948

[redacted] (CLASSIFICATION)

RC-5-7

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	FR-3-51E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECT

AREA REPORTED ON	FROM (Agency)
USA	HQ EADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 SEPTEMBER 1951	10 SEPTEMBER 1951	B-6

PREPARED BY (Officer)	SOURCE
LT COL BRUCE K. BAUMGARDNER	EADF

REFERENCES (Control number, directive, previous report, etc., as applicable)

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.)

On 10 September, Major Ballard and Lt. Rogers were participating in a training flight from Dover AFB, Delaware to Mitchel AFB, New York (Direct), when they spotted an unidentified object over Sandy Hook, New Jersey.

The time was 1135 EDT, and the weather was CAVU. When spotted, the object was at an estimated altitude of 8,000 feet. Flying at 20,000 feet, the pilot immediately made a diving turn in his T-33 and followed and timed the object until it disappeared two minutes later.

Both pilots observed the strange object, which appeared to be the size of an F-86 but much faster (900+ mph), disc-shaped, steady in flight with no visible means of propulsion, and shiny silver in color.

At 1110 EDT a radar station at Ft. Monmouth plotted an unidentified, high speed (above 700 mph) object in approximately the same location.

This headquarters has no information regarding natural phenomena, experimental aircraft or guided missiles that could have caused the observations.

Request USAF evaluation of incident be furnished this headquarters.

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

24 185-2-6

INCLS.
1. Rpt. - 1st Lt. W.S. Rogers
2. Rpt. - Maj. T. Ballard
3. [illegible]
4. Rpt. - Ft. Monmouth

UNCLASSIFIED

24-185

DISTRIBUTION BY ORIGINATOR

[illegible] - [illegible], Ent AFB, Colorado Springs, Colo.
[illegible] - [illegible] Wright-Patterson [illegible] Dayton, Ohio ATTN: [illegible]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

~~Confidential~~
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
HQ EADF	IR-3-51E	

On 10 September, Major Ballard and Lt. Rogers of the 148th Fighter Interceptor Squadron, spotted an unidentified object over Sandy Hook, New Jersey. Their T-33 was at 20,000 feet, the object was well below, heading southwest. Lt. Rogers was first to sight the object (1135 EDT) since Major Ballard was making a position report.

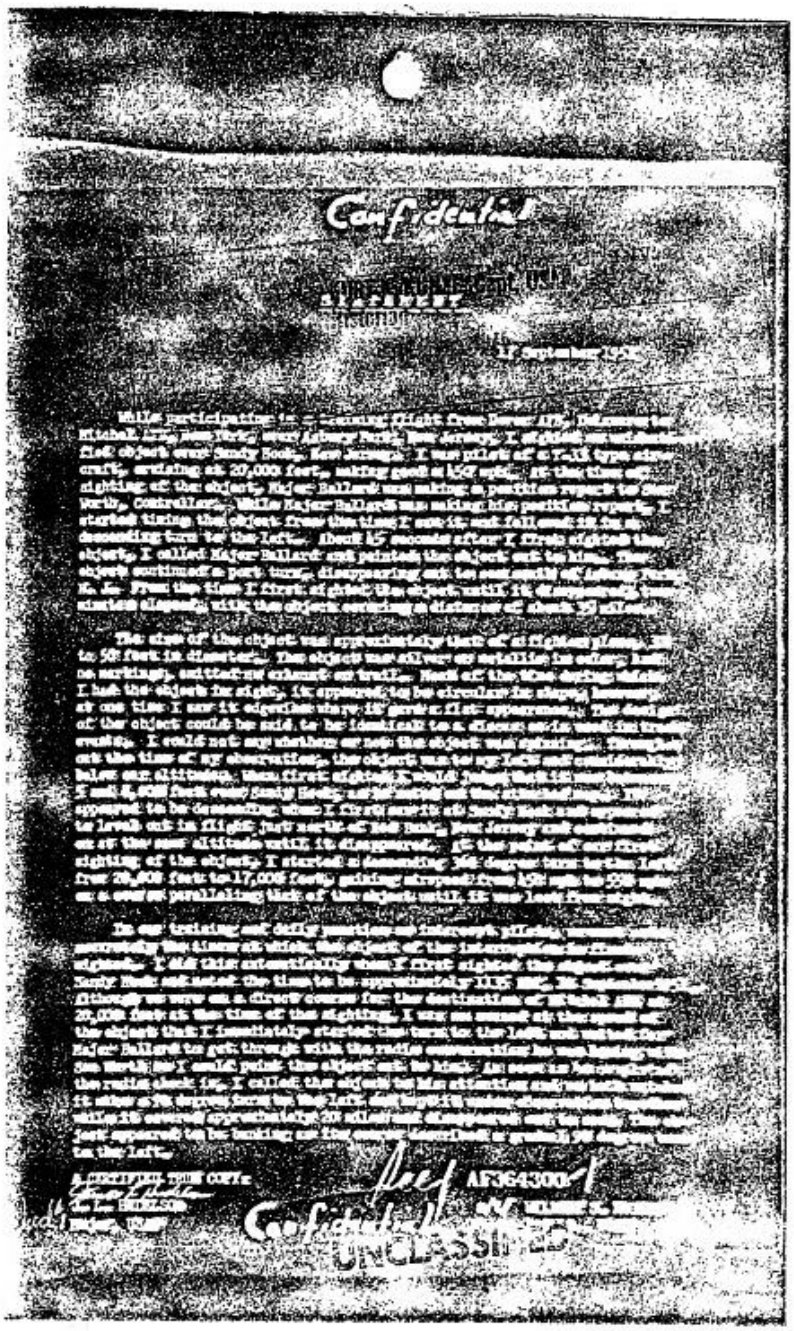
Lt. Rogers followed the object in a diving turn to the left descending to an altitude of about 16,000 feet with the object about 8,000 feet below and to the right of the aircraft. Thereafter he tried to keep a course paralleling, but above, that of the object.

As soon as Major Ballard completed his radio check-in he was notified of the strange object. Both watched it make a 90 degree turn to the left and kept it under observation together while it covered approximately 20 miles before it disappeared out to sea. (Refer to statements of pilots and map.)

Lt. Rogers, in control of the T-33, had the object in sight for about two minutes with the object covering a distance of about 35 miles; Major Ballard had the object in sight for less than a minute. As to the weather and description of the object see attached statements.

On the same date a radar station at Ft. Monmouth reported two targets that were unidentified, traveling over 700 mph, and giving returns that could not be explained as being equipment malfunction, anomalous propagation, or anything but an actual target as described in the attached report. However, the possibility exists that the news item reporting the observation by the fighter pilots could have caused the imaginations of the radar observers to run wild. This is considered remote in viewof the number of observers witnessing the scope returns and the fact that four such incidents are reported in two days. However, the possibility is being investigated and results will be submitted upon receipt.

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence



Confidential

[illegible] Capt. USAF

[illegible]

[illegible] September [illegible]

While participating in a training flight from [illegible] to Mitchel Air Force Base, New York, over Asbury Park, New Jersey, I sighted and [illegible] flied object over Sandy Hook, New Jersey. I was pilot of a T-33 type aircraft, cruising at 20,000 feet, making good a [illegible]. At the time of sighting of the object, Major Ballard was making a position report to [illegible] Warthy, Controller. While Major Ballard was making his position report, I started timing the object from the time I [illegible] first [illegible] descending from the left. About 15 seconds after I first sighted the object, I called Major Ballard and pointed the object out to him. The object continued a port turn, disappearing out to our south of [illegible], N. J. From the time I first sighted the object until it disappeared [illegible] minutes elapsed, with the object covering a distance of about 30 miles.

The size of the object was approximately that of a fighter plane, [illegible] to 50 feet in diameter. The object was silver or metallic in color, [illegible] no markings, without any exhaust or trail. Much of the time during which I had the object in sight, it appeared to be circular in shape, however at one time I saw it edgewise where it gave a flat appearance. The [illegible] of the object could be said to be identical to a [illegible] [illegible]. I could not say whether or not the object was spinning. [illegible] at the time of my observation, the object was [illegible] below our altitude. When first sighted I was [illegible] 5 and 6,000 feet [illegible]. The object appeared to be descending [illegible] to level out in flight just north of Sandy Hook, New Jersey and [illegible] at the same altitude until it disappeared. At the point of our first sighting of the object, I started a descending 360 degree turn to the left from 20,000 feet to 17,000 feet, gaining airspeed from 150 mph to 350 mph on a course paralleling that of the object until it was lost from sight.

In my training and daily [illegible] as instructor pilot, [illegible] observed [illegible] in the air [illegible] object [illegible] alignment. I did this automatically when I first sighted the [illegible] Sandy Hook and noted the time to be approximately 1115 [illegible]. [illegible] Although [illegible] were not set to the time to be approximately [illegible] 20,000 feet at the time of the sighting. I was [illegible] of altitude [illegible] the object that I immediately started the turn to the left and [illegible] Major Ballard to get through with the radio conversation [illegible] Sandy Hook so I could point the object out to him. [illegible] the radio check is [illegible] I called the object to his attention and [illegible] it [illegible] from the left [illegible] 20 miles [illegible] The object appeared to be heading [illegible] and [illegible] to the left.

A CERTIFICATION COPY:

[illegible]

[illegible]

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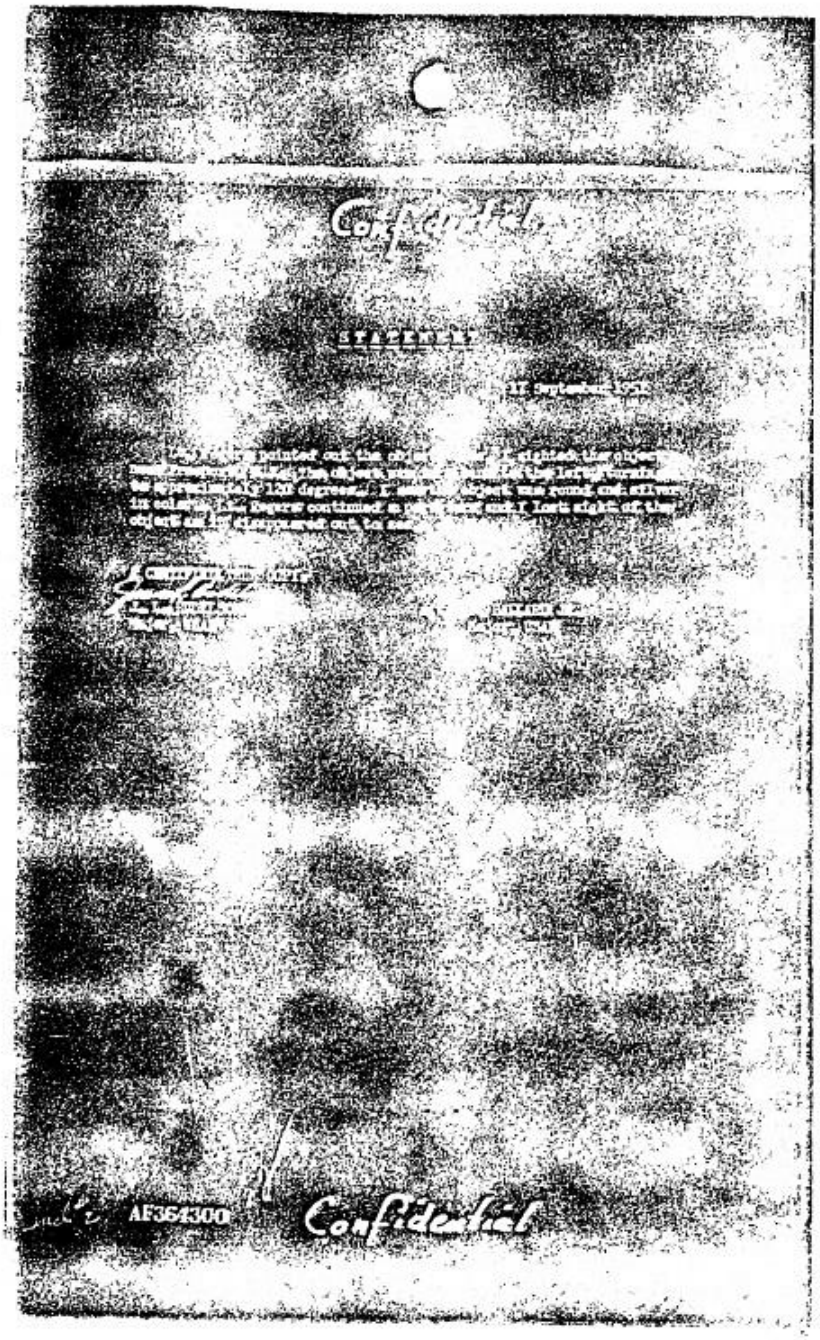
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AF364300
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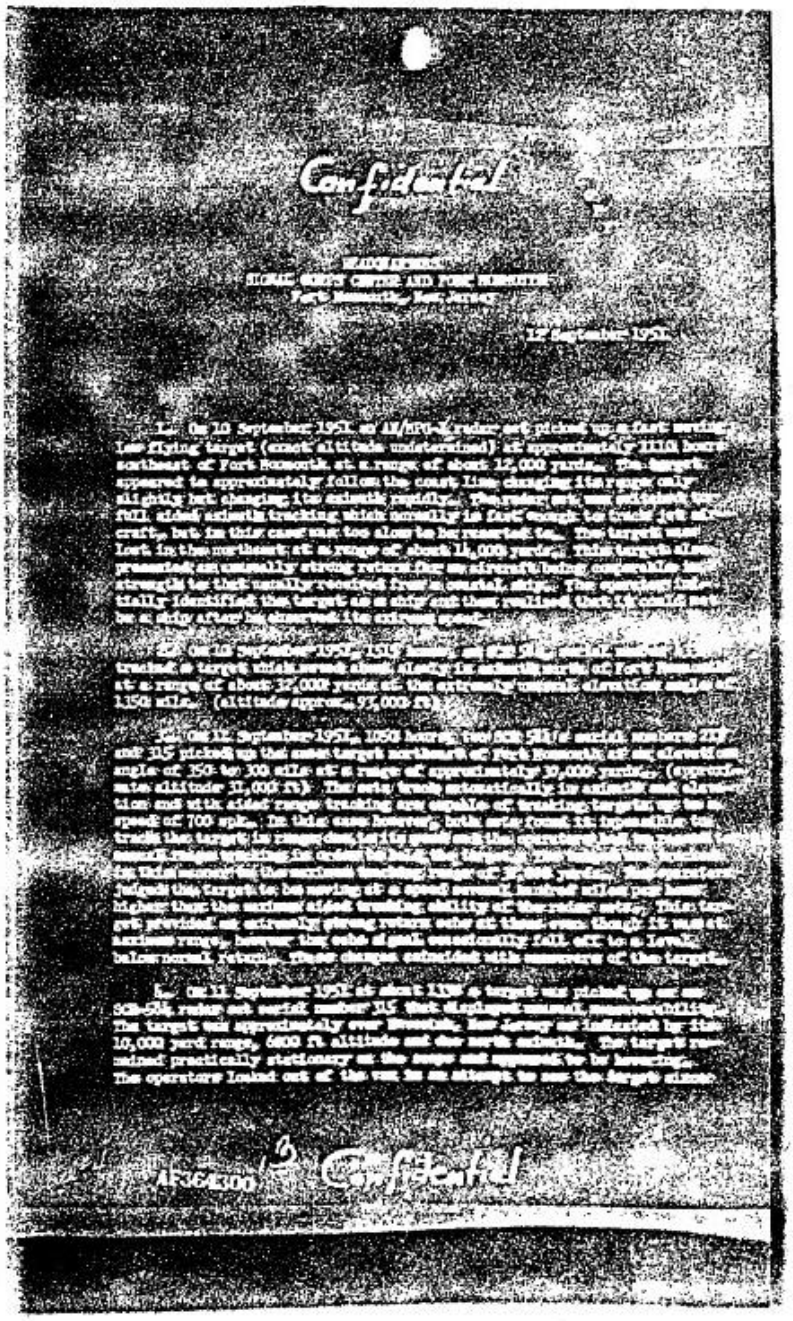

Confidential

HEADQUARTERS
SIGNAL SUPPLY CENTER AND FORT MONMOUTH
Fort Monmouth, New Jersey

12 September 1951

1. On 10 September 1951 an AN/MPG-1 radar set picked up a fast moving low flying target (exact altitude undetermined) at approximately 1110 hours southeast of Fort Monmouth at a range of about 12,000 yards. The target appeared to approximately follow the coast line changing its range only slightly but changing its azimuth rapidly. The radar set was adjusted to full sided azimuth tracking which normally is fast enough to track jet aircraft, but in this case was too slow to be reported ie. The target was lost in the northeast at a range of about 11,000 yards. This target also presented an unusually strong return for an aircraft being considerably stronger to that usually received from a small ship, and the operator initially identified the target as a ship out then realized that it could not be a ship after he observed its extreme speed.

2. On 10 September 1951, 1315 hours, an SCR 584 [illegible] tracked a target which moved about slowly in azimuth north of Fort Monmouth at a range of about 32,000 yards at the extremely unusual elevation scale of 1350 mils. (altitude approx. 93,000 ft)

3. On 11 September 1951, 1050 hours, two SCR 584's serial numbers 2[illegible] and 315 picked up the same target northeast of Fort Monmouth at an elevation angle of 350 to 300 mils at a range of approximately 30,000 yards. (approximate altitude 31,000 ft). The axis tracks automatically in azimuth and elevation and with sided range tracking and angle of tracking target was in speed of 700 mph. In this case however, both sets found it impossible to track the target in range due to its speed and the [illegible] in this manner to the maximum tracking range of [illegible] yards. The operators judged the target to be moving at a speed normal [illegible] miles per hour higher than the maximum sided tracking ability of the radar sets. This target provided an extremely strong return echo at these ranges though it was at maximum range, however the echo signal occasionally fell off to a level below normal return. These changes coincided with [illegible] of the target.

4. On 11 September 1951 at about 1130 a target was picked up on an SCR-584 radar set serial number 315 that displayed unusual [illegible]. The target was approximately over Monmouth, New Jersey as indicated by its 10,000 yard range, 6000 ft altitude and due north azimuth. The target remained practically stationary at the range and [illegible] to be [illegible]. The operators looked out of the van in an attempt to see the target since

AF364300

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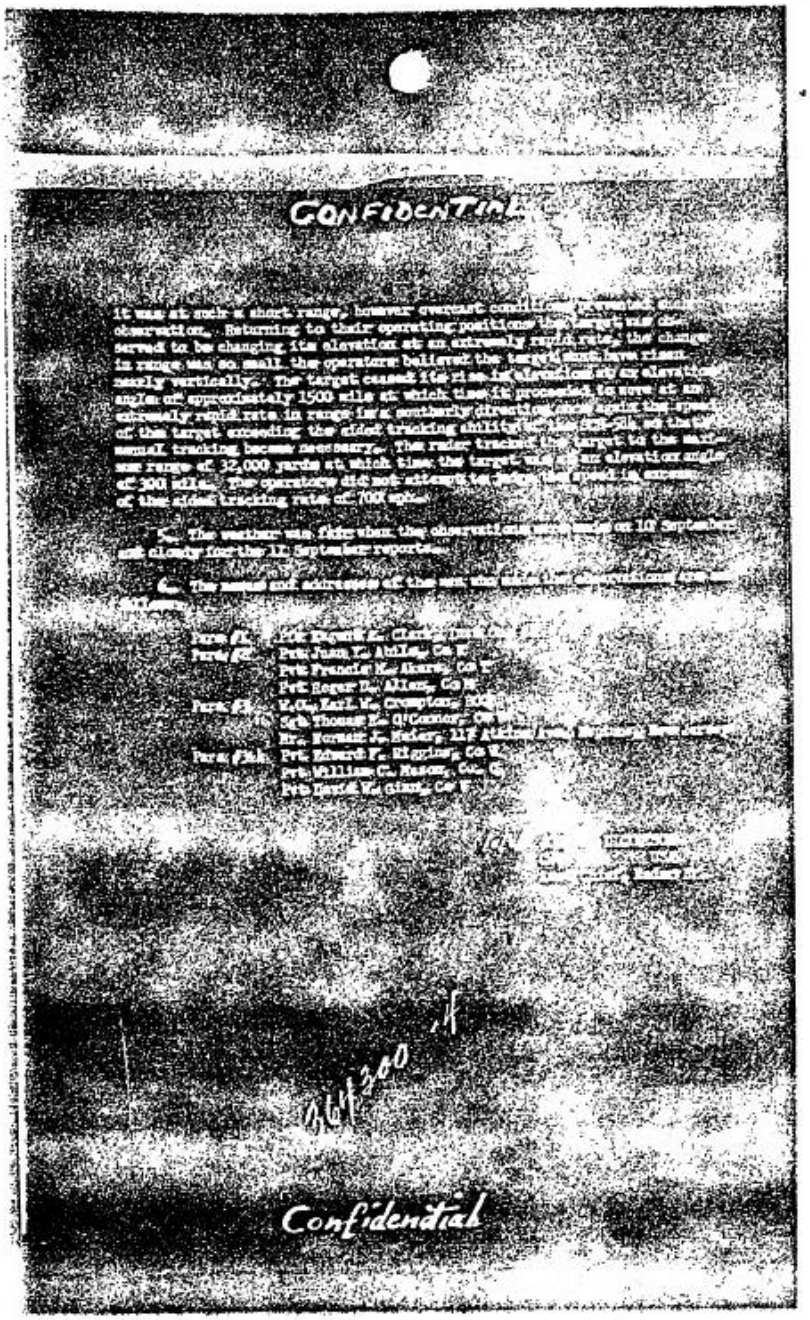


CONFIDENTIAL

it was at such a short range, however overcast [illegible] observation. Returning to their operating positions, [illegible] served to be changing its elevation at an extremely rapid rate, the change in range was so small the operators believed the target [illegible] merely vertically. The target ceased [illegible] angle of approximately 1500 mils at which time it [illegible] extremely rapid rate in range [illegible] of the target exceeding the eight tracking [illegible] manual tracking became necessary. The radar tracker [illegible] was range of 32,000 yards at which time the target [illegible] of 300 mils. The operators did not attempt [illegible] of the eight tracking rate of 700 mils.

5. The weather was fine when the observation [illegible] and cloudy for the 12 September report.

6. The names and addresses of the men who [illegible]

Para #1. [illegible]

Para #2. Pvt. Juan R. Abilez, Co F
Pvt. Francis M. Akers, Co F
Pvt. Roger D. Akins, Co H

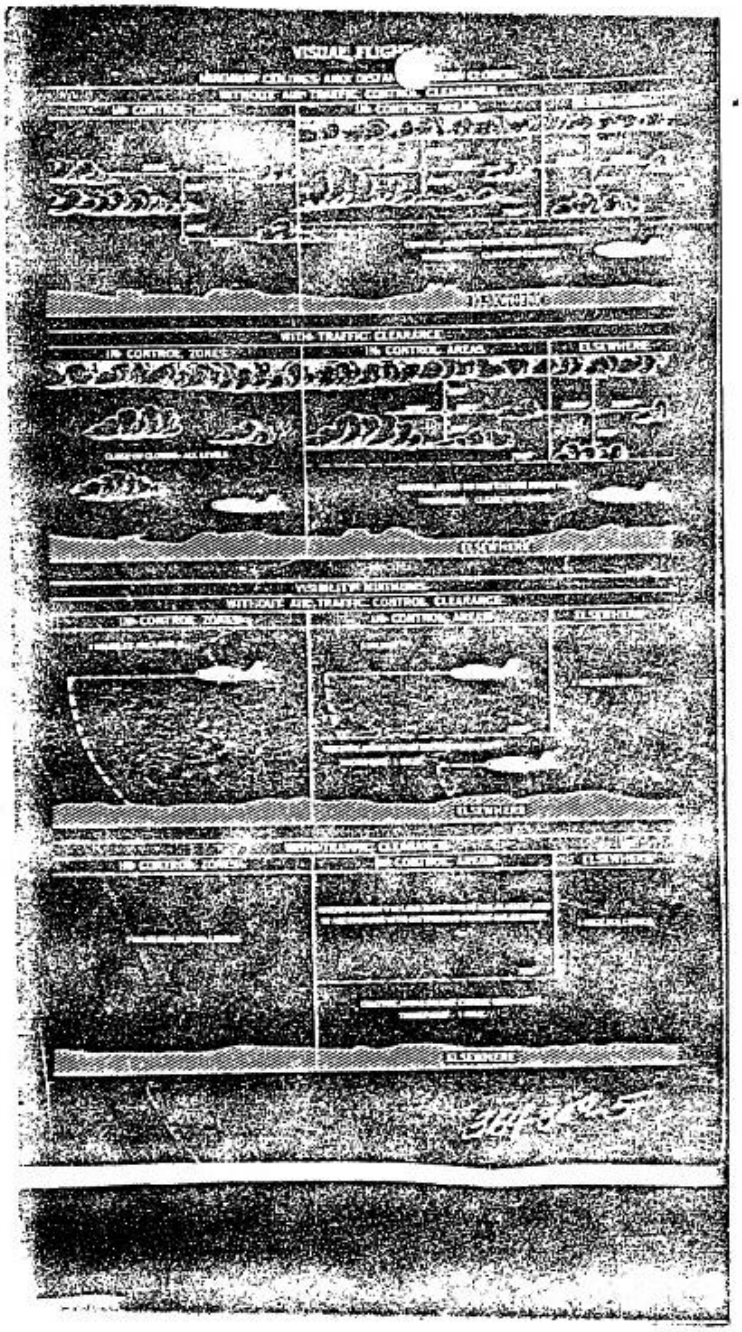
Para #3. W.O. Earl W. Crumpton, [illegible]
Sgt. Thomas E. O'Connor, Co [illegible]
Mr. Norman F. Meiers, 117 Adams [illegible]

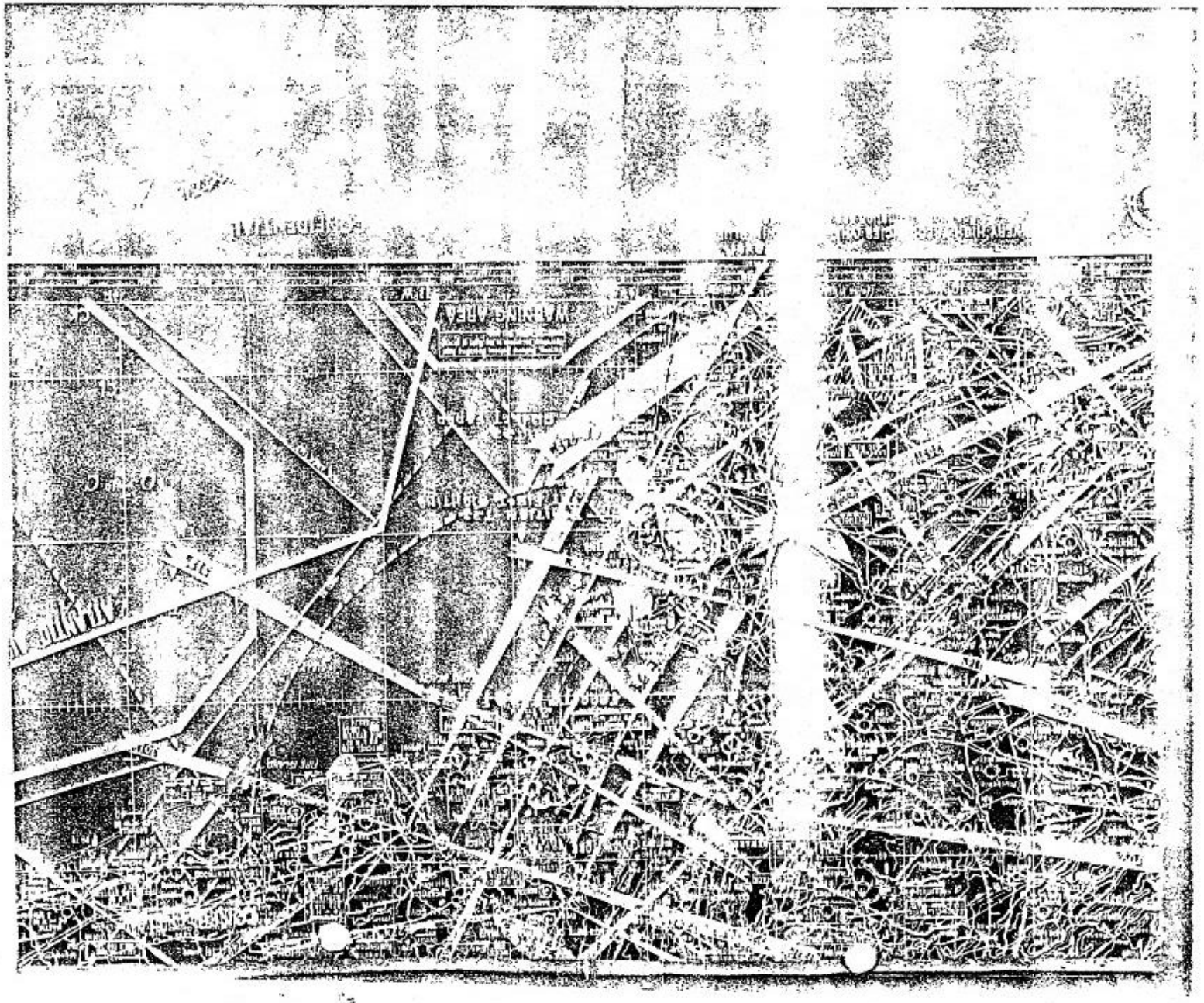
Para #3a. Pvt. Edward F. Higgins, Co E
Pvt. William C. Mason, Co C
Pvt. David W. Stout, Co [illegible]

[illegible]

[illegible]

[





CRUISING ALTITUDES

CRUISING ALTITUDES WITHIN CONTROL AREAS AND ZONES—Aircraft at or more than [illegible] feet above the [illegible] and/or control zones must be flown at odd or even 1000-foot levels appropriate to the direction of flight. "Odd and even" indicators are shown on Canot and Geodetic Survey Radio Facility Charts.

The [illegible] covers the altitude at which aircraft shall fly when making flights along civil airways.

Cross and Rail Airways

[illegible]

CRUISING ALTITUDES WITHIN CONTROL AREAS AND ZONES—[illegible]

VISUAL FLIGHT PLANS

[illegible]

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION) CONFIDENTIAL

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	IR-4-51E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECT

AREA REPORTED ON	FROM (Agency)
USA	HQ EADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
26 SEPTEMBER 1951	25 SEPTEMBER 1951	B-6

PREPARED BY (Officer)	SOURCE
LT COL BRUCE K. BAUMGARTNER	EADF

REFERENCES (Control number, directive, previous report, etc., as applicable)

HQ EADF IR-3-51E, 21 SEPTEMBER 1951, INCL #4, RPT FT. MONMOUTH

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.)

Further investigation of sighting report from Ft. Monmouth reveals that although the observing personnel state that they had no information of an unidentified flying object being sighted by two fighter pilots of this command on 10 September 1951, they were alerted to the possibility of unusual sightings occurring on their radar scopes.

The fact remains that one experienced observer was present and saw an object travelling more than 700 mph on 11 September in the New York area.

BRUCE K. BAUMGARTNER
Lt. Colonel, USAF
Director of Intelligence

_____ INCLS.

CLASSIFICATION CANCELLED
BY AUTH [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

UNCLASSIFIED

DISTRIBUTION BY ORIGINATOR

2 cy - CG ADC, Ent AFB, Colorado Springs, Colo.
1 cy - CG AMC, Wright-Patterson AFB, Dayton, Ohio, ATTN: MCIS

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

7

AIR INTELLIGENCE INFORMATION REPORT

(Issuing Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
HQ EADF	IR-4-51S	

1. All personnel listed in initial report from Ft. Monmouth were students, with the exception of Mr. Norman Meier. Mr. Meier has been a qualified radar observer since 1942 and states he had no knowledge of a "flying saucer" report prior to observation. Further states observed target was not similar to any observation ever made by him.

2. Item listed in paragraph 2, initial Ft. Monmouth report, was later identified as a balloon.

3. Radar sets at Ft. Monmouth were in first class mechanical condition. However, tests will be conducted during hours that sightings were made on 10 and 11 September in order to check possibility of recurrence of targets and/or explanation for same.

4. At variance with paragraph 1, above, is fact that the Ft. Monmouth PIO called the radar section on the morning of 10 September asking "if they had seen anything unusual". A negative reply was received by the PIO, but word spread throughout the student body that something unusual was going on.

Bruce K Baumgardner

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

[redacted] SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-0-113

30 October 1951

SUBJECT: UNIDENTIFIED FLYING OBJECT,
Holman Municipal Airport,
Terre Haute, Indiana
10 October 1951
SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

TO : District Commander
12th CSI District (IG) USAF
Chanute Air Force Base
Rantoul, Illinois

1. On 29 October 1951, this district was advised by the Commanding General, Eastern Air Defense Force, Stewart AFB, Newburgh, New York, that a United Press release appeared in a local newspaper in the vicinity of Stewart AFB on 10 October 1951 concerning a statement made by a Mr. ROY KESSMORE, CAA official at Holman Municipal Airport, Terre Haute, Indiana, regarding a "huge metallic object speeding across the field".

2. Hqs Eastern Air Defense Force was requested to investigate the incident. Inquiry conducted by that Headquarters disclosed that District Office No. 12 was interested in this matter.

3. It is requested that sufficient copies of reports of investigation conducted by your office in this matter be transmitted this district for forwarding to Hqs Eastern Air Defense Force. It is further requested that this district be advised if no investigation is contemplated.

4. Information contained herein comes within the purview of paragraph 4c, AR 205-8, 20 January 1950.

24-185-21-7
NOTE
THE INSPECTOR GENERAL
AIR FORCE

DANK P. DUNNINGTON

NOV 1 1 4 56 51

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UNCLASSIFIED

cc: Hq CSI

SECURITY INFORMATION

[redacted]

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
[illegible]		[illegible]

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Report of Unconventional aircraft

AREA REPORTED ON	FROM (Agency)
Near Mitchel Air Force Base, N.Y.	Headquarters, Mitchel Air Force Base, N.Y.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
30 January 1952	21 January 1952	

PREPARED BY (Officer)	SOURCE
Major Francis E. Dubisher	

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFOIN C/CC-2 Dept of the Air Force, Hq USAF Washington D. C.

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.)

At 0950 EST, Lt J. R. Zeitvogel flying a Navy TBM at 6000 feet, approximately three (3) miles southeast of Mitchel Field noted an unconventional object between his aircraft and Mitchel Field at an altitude appearing to be considerably lower than his. When the object appeared to turn, Lt Zeitvobel gave chase but it seemed to elude him at a high rate of speed and climb, outdistancing him until it disappeared approximately two and one half minutes later.

Significance: The object was in a limited measure comparable to a balloon, a balloon was released at approximately this time, and the motion apparent between two airborne objects is extremely deceptive. In lieu of more precise information, the report remains a mystery.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible]
KURT K. KUNZE, Capt, USAF
Historian 4 DEC 1975
DATE

UNCLASSIFIED

5 INCLS.
Exhibit A - Map
Exhibit B - Weather Statement
Exhibit C - [illegible]
Exhibit D - [illegible] Lt. Zeitvogel
Exhibit E - Control Tower Report

24-183-2-58

DISTRIBUTION BY ORIGINATOR
Director of Intelligence, DCS/O, Headquarters USAF, ATTN: AFOIN-C/CC
[illegible] Patterson AFB - Air Technical Intelligence Center [illegible]
[illegible] Mitchel AFB, N.Y.

AF FORM 112—PART II
APPROVED JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

2

[illegible]	REPORT NO. 4.	PAGE 1 OF 1 PAGES
[illegible] Air Force Base, [illegible]		

1. Description:

a. Shape: [illegible] shaped or [illegible], [illegible] shape in the form of a [illegible].

c. Size: Estimated to be [illegible] feet in diameter, [illegible] of the diameter of the horizontal plane.

c. Color: Very light, as a silk or nylon parachute as seen on the upper surface. Due to the relative relationship between object and observer unable to see the underside very well. However, had the impression of light [illegible] as a darker color.

d. Number: One - no formation.

e. No apparent aerodynamic features such as wings, tail or [illegible] means of control.

f. Trail or exhaust - none apparent.

g. Propulsion system: [illegible] apparent.

h. Exhaust: None apparent.

i. Speed: The first estimate, estimated at 600 knots, was [illegible] based on the speed at which object was closing in at least 600 knots. [illegible] object was able to [illegible] climb on a [illegible]. It was doing 180 knots and after comparing the speed to its own, the estimated 600 knots seemed reasonable to him.

j. Sound: None.

k. Maneuvers: Same as [illegible] as the pilot to Mitchel.

l. Manner of disappearance: The object was [illegible] seven miles away and after [illegible], an altitude greater than the pilot, at an [illegible] feet.

m. Other remarks pertinent to the sighting: While flying level, observer noticed a [illegible] altitude, the object seemed to emit a flashing or oscillating motion.

2. a. Time observed: Approximately 0330 EST.

b. Length of time observed: Two [illegible] minutes (approx).

3. Manner of observation: Visual from the [illegible] at 10,000 feet, altitude 6,000 ft. Type of aircraft: Two [illegible] AT-8 [illegible] Texas.

4. [illegible]

5. Information on observer. 1Lt (AC) Roger [illegible], AO 830[illegible], [illegible], assigned to [illegible] Service Squadron, [illegible], [illegible]. Flying time [illegible] hours flying in the [illegible]. Total [illegible] hours. [illegible] [illegible] [illegible].

6. Weather and [illegible]: 5/10 [illegible] - visibility [illegible] - [illegible] level pass 237 - temp 23 - dew point 10 - [illegible] - [illegible] 26 [illegible] alt 3022 - remarks HCO 2. (See Exhibit "B").

AF FORM 112--PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

3

FROM (Agency)	REPORT NO.	
Headquarters Mitchel Air Force Base, N. Y.		PAGE 2 OF 2 PAGES

7. Exact time of balloon launching at Mitchel [illegible] AF [illegible]. ([illegible]) A T-11 aircraft took off from Mitchel [illegible] for [illegible]-Cack Airport at 0948 pilot major [illegible] C. Dunbar, AO-[illegible], [illegible] Group, Mitchel Air Force Base New York. No other transient or local aircraft in area.

8. No physical evidence available.

9. Interception action taken: Pilot attempted to overtake and further identity object (see exhibit "D" - Pilot's statement and exhibit "A" where paths of aircraft and object are drawn.)

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, [redacted], OHIO

IN REPLY REFER TO: 5D 24-21

15 August 1952

SUBJECT: Photographs of Unidentified Aerial Object
Passaic, New Jersey Area
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. Attached hereto for your information is a copy of letter forwarded to the 2nd OSI District (IG), 67 Broad Street, New York, New York, from this district office.

2. It was not deemed feasible to reproduce the photographs listed as Inclosure No. 3 on the Disposition Form dated 12 August 1952; therefore, copies of same were not available for transmittal to your headquarters.

James H. Gunn

1 Incl
Cy ltr to DO #2 dtd 15 Aug 52
w/D/F dtd 12 Aug 52 w/2 incls

JAMES H. GUNN
Lt Colonel, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted] INV
KURT K. KUNZE, Capt, USAF
Historian
DATE [redacted]

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~~CONFIDENTIAL~~

AIR FORCE-WPAFB-L-18 FEB 52 15M

~~CONFIDENTIAL~~

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21

15 August 1952

SUBJECT: Photographs of Unidentified Aerial Object
Passaic, New Jersey Area
SPECIAL INQUIRY

TO: District Commander
2d OSI District (IG)
67 Broad Street
New York 4, New York

The attached Disposition Form and inclosures thereto are forwarded for your information and necessary action as a matter falling under the jurisdiction of your district office.

1 Incl
D/F dtd 12 Aug 52 w/3 incls

JAMES V. QUINN
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI w/D/F w/2 incls

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
4 DEC 1975
DATE

UNCLASSIFIED
SECURITY INFORMATION

~~CONFIDENTIAL~~

DISPOSITION FORM

FILE NO.	SUBJECT
	(Incl.) Investigation of Unidentified Aerial Object Photos

TO: SDOSIT FROM: ATTN: [illegible] DATE: [illegible] COMMENTS:

[illegible]
[illegible]

1. Attached are several photographs taken by Mr. [redacted] of [redacted], River Edge, N. J. He claims that these are authentic photos of an unidentified aerial object and is apparently [illegible] to sell [illegible] papers.

2. [illegible] newspaper which forwarded the photos, the [illegible] very cooperative, and it is requested that the fact that they [illegible] ATIC not be mentioned.

3. ATIC does not believe these photos are authentic [illegible]

a. They were apparently taken in a populated area [illegible] object was supposedly visible for seven minutes. Yet no [illegible] it.

b. The relative sizes of the objects in the foreground [illegible] object would be about the size of a lady's sun hat at 30 ft. [illegible] object were farther away, it would be extremely large and again it should have been observed by other people.

4. It is requested that the background of the observer [illegible] investigated in an attempt to determine their reliability [illegible] questioned as to the circumstances under which he took the [illegible] be made to locate other sources in the area and that any other data be [illegible] that OSI believes to be pertinent in determining the authenticity of the photos.

3 Incls
1. Ltr fm Herald-News dtd 8/2/52
2. Rpt fm Herald-News
3. Photos (7)

DONALD L. BOWER, Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

ENTERED SIGNED
THE INSPECTOR
13 AUG 1952

SECURITY INFORMATION

DD FORM 96

PRescott 7-6000 EXT. 126

THE HERALD-NEWS
PASSAIC, N. J.

CHARLES GREGG
STAFF WRITER

HU 7-5731

HERALD-NEWS
PROSPECT STREET
PASSAIC, NEW JERSEY

UNITED PRESS AND
INTERNATIONAL NEWS
WIRE SERVICES
DIRECT AP WIREPHOTO

August 2, 1952

ATIC
Wright Patterson AFB
Dayton, O.
Attention: ATIAA-5

Gentlemen: As per our telephone conversation yesterday, I am enclosing seven photographs of flying objects, pertinent data and a clipping of article we ran recently outlining the saucer situation in Passaic and Bergen Counties during the past several weeks.

Hoping I have been of some service to you, I am

Sincerely,

Charles Gregg

Charles Gregg
Staff Writer

TO: A.T.I.C., WRIG(PATTERSON AFB, DAYTON, O( ) ATT: ATIAA-5

DATA ON SAUCER PHOTOGRAPHED JULY 31, 1952 IN PASSAIC, N.J.

Photographer: [redacted], 28, [redacted], Paterson, N.J.
occupation: photographer.

Known witness: [redacted], [redacted], Passaic, N.J.

Date: 31 Jul 52

Time: 10:15 a.m.

Place: 200 block, Brooks Avenue, Passaic, N.J.

Weather: Clear, in mid 80's

Color of saucer: greyish

Altitude: 200 feet at lowest point

[redacted] says he was visiting [redacted], his friend, and talked to him in front of [redacted]'s home. [redacted] first saw it. [redacted] says it travelled southeast at a "leisurely" speed. "As it drew nearer it came to a complete stop and hovered overhead for several moments about 200 feet from the ground."

"It was near enough to shoot at with a rifle." o He described the disk as about 30 feet in diameter and greyish in clor with a large dome jutting from its center. The saucer made no sound when hovering and moving. Before taking off again in a southwest direction, it tilted "as though tomobserve the ground. "An antenna--or something like it--darted out of the dome's top for a moment and then was withdrawn." He snapped several pictures with [redacted]'s camera. Saucer was in sight about seven minutes. Disappeared very rapidly to the southeast.

No "fixed" negatives but [redacted] will not part with them. Could not have thrown object in air because one foto shows object very high.

[redacted] took his negatives and was away (probably trying to sell them in NYC) today so no data available on camera, its speed etc. Three other witnesses reported but unable to canvass neighborhood today for names etc..

Residence:

[redacted]
River Edge, N.J.

Charles Gregg
Staff Writer
The Herald-News
Passaic, N.J.

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[illegible]

Mr Dixon - Night City Editor
Newark Star Ledger
Newark, N.J.

Wrtn. 11 Sept. 52

24-185

~~CONFIDENTIAL~~ ~~SECURITY~~ INFORMATION

(Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY

Topical Intelligence Division, Deputy
Director for Estimates, Dir. of Intelligence, DCS/O
ATTN: Major Fournet
Counter Intelligence Div, Dir. of
Special Investigations, The Inspector General

11 SEP 1952 1

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

Attached herewith for your information are three (3) copies of a memorandum submitted by the Second District, Office of Special Investigations, New York, N. Y., in connection with the above subject.

1 Incl.
Memo from 2d Dist
Office (in trip)

LUCIUS L. FREE
Lt. Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.

When Incl No. 1 is (are) withdrawn or not attached, the classification of Confidential on this correspondence will be cancelled in accordance with par 25 e, AFR 205-1.

11 SEP 1952
MANAGEMENT
OSI

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

AFCSI FILE COPY

AFCSI-6

24-185-2-11

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~~CONFIDENTIAL~~ ~~SECURITY~~ INFORMATION

~~SECURITY INFORMATION CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-O

SUBJECT: Unidentified Flying Objects
SPECIAL INQUIRY

19 SEP 1952

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, and to inclosure thereto from Headquarters, United States Air Force, dated 8 September 1950, subject, Reporting Of Information On Unconventional Aircraft, and reference is also made to Air Force Letter No. 200-5, dated 29 April 1952.

2. Transmitted herewith, in sextuplicate, is summary of reports of unidentified flying objects received by this office during the period 25 July 1952 to 25 August 1952. Copies are provided for transmittal to the Director of Intelligence, Headquarters USAF, Washington 25, D. C., and to the Chief, Air Technical Intelligence Center, Attention: ATIAA-2c, Wright-Patterson Air Force Base, Ohio, if deemed appropriate by your headquarters.

3. Information contained herein comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

1 Incl (in sext)
As indicated above

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible], Capt, USAF
BY Historian
4 DEC 1975
DATE

UNCLASSIFIED

~~SECURITY INFORMATION CONFIDENTIAL~~

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 2h-0

SUBJECT: UNIDENTIFIED FLYING OBJECTS

1. The following is a summary of information concerning unidentified flying objects which have come to the attention of this office during the period 25 July 1952 to 25 August 1952.

2. A letter from Headquarters, 2233rd Air Force Reserve Combat Training Center, Mitchel Air Force Base, New York, dated 29 July 1952, was received with a 1st Indorsement to this office. Attached thereto were reports of luminous phenomena as observed by two (2) airmen of that organization. The statement of Master Sergeant SAMUEL CHASINOV follows:

On the 16th of July 1952, at about 2315 hours, he was sitting with his wife on the rear steps of his residence at 36 Mitchel Avenue, East Meadow, New York, facing north. At that time a neighbor, Mrs. [redacted], of [redacted], called their attention to the sky by pointing upward to the western part of the sky and remarking, in an excited tone of voice, "Look, there's a flying saucer." They looked in the direction that was pointed out to them and saw the light immediately. It was about two or three times the size of a star of the first magnitude, and a yellowish white in color. The angle of vision was 60° West. It moved south for a while, then turned in an arc and headed almost due east. When it was at its brightest, it appeared to have a flurorescent streamer jutting out at an angle from each side and to the rear, giving it the appearance of an arrowhead. As it gained altitude it passed overhead in an easterly direction with the light growing fainter and fainter. While directly overhead, it had the same brightness as a star of the second magnitude. A short time after it had passed overhead, when the angle of vision was about 80° East, it seemed to rise rapidly with a resultant dimming covering little space in the horizontal plane. It continued east, decreasing in brightness. At that time Master Sergeant CHASINOV entered his apartment and called Base Operations to notify them of this phenomenon. When he returned outside he could not see it again, although Mrs. [redacted] stated that it was still perceptible for a minute or two longer. There was no sound of engines or of a jet in flight, except once when a plane passed by with its landing light on, presumably to land at the field. The light was in view for

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BY THE DIRECTOR OF [redacted]
KURT K. KUNZE, Capt, USAF
Historian
DEC 1975
DATE

UNCLASSIFIED

[redacted]

about twenty minutes. The rate of speed it traveled appeared to be about the same rate or slower than that of a dirigible traveling at regular cruising altitude. Other persons present who saw the light are staff Sergeant ALBERT BEAM, Mrs. [redacted], Mrs. [redacted], Mrs. [redacted].

A statement by Staff Sergeant WALTER M. GOLDSTEIN follows:

On the evening of 23 July 1952 at 2228 hours EDT, he was sitting on the patio behind the house at 348 Cedar Lane, East Meadow, New York. When he looked up in a westerly direction he noticed a large luminous object, bright orange in color. He called the attention of the other people sitting with him to the object. It was motionless for about three (3) minutes, then it appeared to shrink in size and its color changed to a cherry red. After its color changed it started moving in a southerly direction at a continuously increasing speed until it abruptly disappeared. He estimated the distance between himself and the object at about four (4) miles when first sighted. The line of sight was ten (10) to twelve (12) degrees above the horizontal, and the diameter of the object was three (3) times the width of his thumb with arm extended. They were able to see the object move through an arc of five (5) degrees. The weather conditions at the time were visibility unlimited, partly broken clouds at five thousand feet. Other witnesses to this were [redacted] and Mr. and Mrs. [redacted] and Dr. and Mrs. [redacted] living respectively at [redacted] and [redacted], East Meadow, New York.

3. On 27 July 1952 at 2145 hours a Mr. [redacted] of [redacted], NewYork City, New York, telephoned this office and gave the following information:

At 2120 hours, while at home, he observed a bright light in the sky which appeared to be traveling in a westerly direction at a 30 degree angle. After approximately 10 or 15 seconds the light went out and a few seconds later it reappeared traveling in a north westerly direction at about a 15 degree angle. This remained in view only a few seconds after which Mr. [redacted]'s view was obscured due to several tall buildings located in that area.

4. On 28 July the following report was telephonically received from [redacted] of [redacted], New York City. [redacted]

On the 16th of July 1952, he was coming from Putnam Valley near Poughkeepsie at approximately 1930 to 2000 hours. It was still light with the moon fairly visible. Driving over a hill he saw an object shaped like a moon about 5,000 feet high. It was dome-shaped in the upper part, bulging in the middle with no tail. He could see it very clearly. It had a discus shape, yellowish in color with fringes

luminous and whitish, emitting a blnish light similar to a luminous clock. He realized it could not be the moon since it tilted and he saw only the edge, then saw it rise 1,000 or 1,500 feet, straighten out, and parallel to the earth, it moved back and forth and suddenly zoomed off in a 45° angle and disappeared at incredible speed. There were no clouds at all and no sound.

5. On 29 July 1952, a telephone call from [redacted] follows:

He volunteered an explanation of recent luminous phenomena by explaining that they were interplanetary meteors with an orbit around the earth. That they become luminous through air friction. Tracking them down is an astronomical problem. His theory was that they would break up and appear in formation. The time of observance is important because of space rotation.

6. Three newspaper reports follow:

In a special to the New York Times under dateline Tarrytown, New York, July 28 - Streaks of light, reportedly similar to those spotted over Washington twice within the last week, were sighted in the sky above the Hudson River village shortly before midnight last night. Eastern Air Defense Force officials are investigating. The flashes were reported to the Defense Force Filter Center in White Plains by JOSEPH PULSONI, post supervisor, and two ground force observers at a spotters' post atop an apartment house there. The report was relayed to an area radar station, according to Major F. B. JOHNSON, commanding the filter center.

In a report to the Journal-American of 29 July 1952, a flying saucer was spotted over midtown Manhattan by three air defense observers from atop the 6th precinct police station building at Central Avenue and Hutton Street, Jersey City. It was an orange color object seen at 2:10 a.m. This was the second sighting of a saucer-like object over mid-Manhattan by watchers at the 6th Precinct post in a little more than 24 hours. AUGUST ROBERTS, 32, of 443 Ogden Avenue, Jersey City, a clothes presser, who was on observer duty at the time photographed an object at 12:11 a.m. the day before. He described it as a disk shaped object about 30 feet in diameter. It was eerie, something out of this world. It appeared to be controlled. The objects sighted by the three observers did not appear large but was described by the watchers as taller than it was wide. The orange saucer moved leisurely from north to south during the early morning rainfall. The observers, working a three-hour watch, were GEORGE CORNER of 444 Bergen Avenue, JAMES LEIDEN of 405 Armstrong Avenue, and MATTHEW MCLLETT of 160 Thorne Street, all of Jersey City.

This flying saucer was also reported in the New York Daily News

of 30 July 1952, with a picture illustration of a flying saucer made by AUGUST ROBERTS. At the time he made the picture, ROBERTS was on observation duty in Jersey City with GEORGE CONDER and JAMES LEVEN. When, 24 hours later, he sighted the same object a second time he decided to develop his film. He promptly released it for publication.

In a special to the New York Times, White Plains, New York, 29 July 1952, the Air Raid Filter Center there reported an increase today in the discovery of unidentified airborne objects since the 139 posts of the area had gone on round-the-clock duty 14 July. Headquarters of the Eastern Air Defense Force near Newburgh, in command of this center and others, replied that strange objects in the air had been reported in the last twenty-four hours in southwestern Indiana, Jersey City, Plainfield, New Jersey and Tarrytown. The Headquarters said it sends fighter interceptor aircraft aloft whenever unknown aerial objects are detected in its area with sufficient definiteness to warrant attempted interception.

In a special to the World Telegram and Sun, New Brunswick, New Jersey, 30 July 1952, [redacted] who spent the war watching things from a heavy cruiser, said that he spotted the shining device hanging in the sky about 60 miles southwest of New York City. The first sighting occurred at 4:15 a.m. and was, Mr. [redacted] said, maintained on a north-northeast bearing and at an altitude angle of 45 degrees from his vantage point. It was plainly visible for more than 20 minutes, Mr. [redacted] said. He got back in his car and drove on for another ten minutes, at which time he checked and found the object visible with the same brightness. This time, he said, another object approached it. This one appeared to be a white light, shooting upward and leaving a vapor trail behind it. It appeared only briefly and the original device remained in its observed position, still jiggling and dancing for another 20 minutes. Then it disappeared. Mr. [redacted] is a public opinion specialist who had said he has spent many hours observing stars and airplanes and other objects during his tours of sea duty.

7. Commander LENHART, District Intelligence Officer, 3rd Naval District, telephoned this office and gave the following report:

[redacted] former Naval Intelligence Officer living at Mt. Sinai Beach, Long Island, 60 miles East of New York City on 31 July 1952 at 2145 hours on the porch of his summer home saw a very bright light over Long Island Sound. He estimated it to be about 2/3 of the height of an airlines plane on route. It remained stationary approximately 10 seconds. It was bright and left a trail of light across the sound, then it dimmed. It started to move in a wide arc to East and South and disappeared from view in about 2 minutes. The whole family saw the oval-like egg shape. There was no sound at all and it

[redacted]

followed in the normal path of an airliner. No planes were seen at the time. Two planes were going East on normal course 15 minutes later. The light was about the size of a DC-3, much bigger than the moon would appear at that distance.

8. On 1 August 1952, a telephone call was received from a Mrs. [redacted], Manhattan. She stated that she was calling because she had been watching a television show on WNBT, Channel 4, which suggested that anyone having information about flying saucers should inform the authorities. The information volunteered was as follows:

She stated that about 4 years ago she was in Czechoslovakia and at that time flying saucers had been observed by the population. She also remarked that the Czechs had told her that Russian propaganda said these saucers came from America. However, the Czechs didn't believe this and instead thought they were coming from Russia. She remarked that she had never observed any of these saucers herself.

9. In a letter from Headquarters, First Air Reserve District, 100 North Cameron Street, Harrisburg, Pennsylvania, dated 30 July 1952, Subject: Unidentified Flying Objects Reporting (FLYOBRPT), to the Commanding General, First Air Force, Mitchel Air Force Base, New York, a report was submitted on an unidentified flying object seen over Camp Hill, Pennsylvania on 25 July 1952. The report follows:

"Camp Hill, Pennsylvania
29 July 1952

STATEMENT

The following is a complete transcript of my statement to 1st Lt. Thomas T. Darlington and 2d Lt. William T. Lunsford, Jr. given to them at my home, [redacted], Camp Hill, Pennsylvania on 29 July 1952.

Lt. Lunsford: Mrs. [redacted] will you please tell us just what you saw?

Mrs. [redacted] I was sitting out in the backyard between 3:30 and 4:00 PM when I saw a propeller like object coming from the East. The propeller was revolving at a terrific rate of speed but the object itself did not seem to move through the air very fast. It was silver blue in color. It was very high in the sky. The sun reflecting on the propeller glittered. At first I thought nothing of it thinking it was an airplane, as there seems to be a direct air route right over our house and we are used to low flying planes coming in for landings at the Harrisburg airport but the longer I looked at it I could see no body or wings. I listened very carefully

but heard no drone like an airplane. I then called my daughter to come out and when I again looked up at the sky it had veered straight off to the north and although I ran out in the field next to our house, I could not see it any longer.

Lt. Lunsford: How high was this object flying?

Mrs. [redacted]: Judging from when we flew in from Florida, it was about 7,000 feet, as we were flying about that altitude and yet you could still see the ground.

Lt. Lunsford: Could you give us the approximate time when you saw this object?

Mrs. [redacted]: It was between 3:30 and 4:00 PM on Friday, July 25th.

Lt. Lunsford: What is exactly what you saw?

Mrs. [redacted]: I saw a huge like fan revolving at a terrific rate of speed, but theobject itself was not moving through the air very fast - just the propeller or fans.

Lt Lunsford: How large would you say the fans or propellers were?

Mrs. [redacted]: From where I sat it looked like it was the size of a propeller of a plane. I would say at the distance of 7,000 to 10,000 feet it was about five (5) feet across.

Lt Lunsford: Then there was only one (1) propeller?

Mrs. [redacted]: Yes.

Lt Lunsford: Mrs. [redacted], have you ever seen a jet flying? Did you see any vapor trails behind this object? Trails, I mean, similar to those a jet would leave?

Mrs. [redacted]: Yes, I have seen jets flying and am familiar with vapor trails. There were no vapor trails.

Lt Lunsford: Was it flying horizontal or vertical?

Mrs. [redacted]: It was flying vertical.

Lt. Lunsford: What were the air conditions when you saw this object?

Mrs. [redacted]: It was absolutely clear. One of the clearest days we have had this summer. Beautiful day - not a cloud in the sky. If you check with the Weather Station I am sure they would verify this.

SECRET

Lt. Lunsford: From what direction did the object come?

Mrs. [redacted] It came from the East.

Lt. Lunsford: In what direction did it disappear?

Mrs. [redacted] It veered straight North.

Lt. Lunsford: Did it go at an angle?

Mrs. [redacted] It seemed to go in a straight line.

Lt. Lunsford: How long would you say you saw this object before it disappeared?

Mrs. [redacted] About four minutes.

Lt. Lunsford: Do you remember which way the wind was blowing at that time?

Mrs. [redacted] I can't remember. We have a breeze all the time out here. I can't remember which direction it was blowing.

Lt. Lunsford: What color did you say it was?

Mrs. [redacted] I would say a silver blue.

Lt. Lunsford: In what direction was the sun?

Mrs. [redacted] The sun was in the southwest.

Lt. Lunsford: Mrs. [redacted], would you like to make anymore comments on this object?

Mrs. [redacted] People are afraid to report these things because they are afraid the public will say they are hysterical or crazy. I do not believe this is right or patriotic. I believe we should report all such things we see and try to find out about these 'flying saucers'. I had my little grandson here with me and haven't read the paper much lately outside of reading Dick Tracy to him. So I hadn't any thoughts lately of flying saucers. After I saw this object I told my neighbor about it the next day and she showed me the paper of the evening before where these objects had been reported at 12:00 noon at Titusville and then later at Pottsville, Pa. It also stated in the paper that it could be hysteria, planetary or atmospheric. I definitely say it is

mechanical. If there was anything I was ever sure of, it is that the object definitely was real.

/s/ [redacted]
Mrs. [redacted]

WITNESSES:

/s/ Thomas T. Darlington
Thomas T. Darlington, 1st Lt., USAF

/s/ William T. Lunsford
William T. Lunsford, Jr., 2d Lt, USAF

/s/ Hazel B. Dillahunt
Hazel B. Dillahunt

10. On 21 August 1952, three statements were taken at the Office of Special Investigations Detachment Office at Mitchel Air Force Base, New York by a Special Agent of District Office No. 2:

DALLAS BENNING, A/1C, USAF, stated that at approximately 2115 hours, he, Airman BERMENDER and Airman SHOVELTON were lying on Beach No. 5 at Jones Beach. Their attention was drawn at this time to three transport planes, which they thought to be C-47's or 46's, flying at a very low altitude and at a fairly fast rate. As they passed their direct line of vision, they saw a twinkle of light to the right and to the rear of the transports. Then they saw the following: Approaching from the right and rear of the transports were five white objects, flying in a flanking movement. The objects appeared oval, giving off a white, blurred light, such as looking at a light bulb in the rain. The objects were tremendously higher than the three aircraft, but flying at a much faster rate and in the matter of around 10 seconds from the time they saw them, they had overtaken the transports. This gave them their basis for judging they were going at a terrific speed, as a fast flying object that high, such as a jet, usually appears to be flying very slowly. These objects were definitely flying at a tremendous speed. Up until then they had been flying in an unbroken flanking movement, but, as they passed their direct line of vision they broke up and started a turbulent movement. The objects moved at 90 degree angles from the outside to the inside horizontally with one another. This gave them their criterion for judging they were not aircraft such as jets because of their accordion-like movement. As they moved in line with the transports, they made a motion up and to the right and gradually faded away.

The statement of MILTON SHOVELTON, Jr., A/3C, follows: At about 2000 hours, on 20 August 1952, Airmen BENNING, BERMENDER, SCHULTZ, YOUNG and SHOVELTON went swimming down at Jones Beach. They were on beach

five right in front of the tower. At about 2115 hours SCHULTZ and YOUNG went for a walk leaving airmen BINNING, BERMENDER and SHOVELTON on the beach. They were looking up at the sky and talking when they noticed three planes flying in formation. When they were right overhead, Airman BINNING noticed moving objects in the southwest. He looked up and saw five objects moving from southwest to northeast. They were in a straight line parallel to each other. They were very high in the air and moving very fast. They could tell that the planes were moving fast because the planes were low and moving pretty fast but the objects were high and came up from behind and overtook them. The size was about the size of a dime held at arms length. Another way they could tell they weren't planes was that when the objects got overhead they started moving back and forth sideways as well as moving forward. They were oval in shape and looked like a blurred light. After they got past us they veered to the right and up and faded away. From the time they first noticed them until they went out of sight was approximately fifteen to twenty seconds.

The statement of STERLING W. BERMENDER, Jr., A/1C, was substantially the same as the statement of MILTON SHOVELTON, Jr.

11. In the New York Daily News, dated 22 August 1952, in the column BROADWAY by Danton Walker was a story on flying saucers, or reasonable facsimiles thereof, sighted twice on 15 August in the evening soaring high over Rockland County about 40 miles north of New York City, apparently heading south. The first one, which was viewed before sundown, gave off a dazzling silvery sheen, tallying almost exactly with the report of a mystery object sighted in 1948 by the late Air Force Captain THOMAS MANTELL. The second one, seen around midnight, had a fiery orange glow. Neither object revealed the familiar blinking red and green lights of a plane nor was there any sound of motors. As attested by at least two responsible citizens, the speed was slower than that of a jet, but faster than either a helicopter of a balloon could travel.

12. On 24 August 1952, at 1755 hours, a telephone call was received from a Mr. [redacted], Long Island City, New York. Mr. [redacted] stated that he, his wife and two neighbors saw an object in the sky over Manhattan at approximately 1750 hours this date. He described the object as being round like a balloon, orange in color and traveling very fast in a horizontal direction from North to South and then West to East. Mr. [redacted] further stated that they observed the object, which none of them thought was a balloon, for about two minutes and that none of them could give any approximation as to its altitude or speed. At 1835 hours, Mr. [redacted] called again and stated that he, his wife, and the same two neighbors saw another object at about 1830 hours. All particulars were the same as for the first object, except that this second object was white.

13. On 25 August 1952, a letter dated 4 September 1952, from the Federal Bureau of Investigation, New Haven, Connecticut, reported that a

UNIDENTIFIED FLYING OBJECTS 24-0

Mr. [redacted] of [redacted], Bridgeport, Connecticut, contacted their office by telephone and advised that he and his wife had seen what they considered to be a flying saucer during the evening hours of that date. Mr. [redacted] further stated that he and his wife observed this object for approximately one minute and that it appeared to be flying at an altitude of approximately 3,000 feet and at a speed of over 200 miles an hour. He could furnish no additional descriptive information relative to this object.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
UNITED STATES	24-0-164	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT		
FLYOBRPT		
AREA REPORTED ON	FROM (Agency)	
PENNSYLVANIA	DO #2, OSI (IG), 67 Broad St., N.Y.C., N.Y.	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
9 OCT 1952	13 September 1952	
PREPARED BY (Officer)	SOURCE	
SPECIAL AGENT, NEWTON HAMFELDT	WELLS A. HOHLER	

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFL NO. 200-5, dated 29 APRIL 1952.

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 119—Part II.)

1. WELLS A. HOHLER, AO-439098, Captain Air Force Reserve (Inactive), presently employed by Benton and Bowles, Inc., 444 Madison Avenue, New York 22, New York, submitted a letter to Commanding General, Headquarters First Air Force, Mitchel Air Force Base, New York, dated 23 September 1952, which is verbatim as follows:

"Dear Sir:

If I had not seen the enclosed clipping, I probably would not make the following report. However, since other people in the vicinity where I recently saw an unusual phenomenon saw the same thing, I thought perhaps I should describe my experience.

"On 13 September 1952 at about 1940 EDT I was flying alone at 10,000 feet from Allentown, Pennsylvania, to the Caldwell-Wright Omni Station in a Beechcraft Bonanza. Visibility at that altitude was about 12 miles. There were no clouds of any kind although there was some haze...from the ground to more than 12,000 feet.

"I was approximately 15 to 20 miles NE of Allentown when suddenly a bright object which appeared to be shaped like a fat football and three feet in diameter, flaming orange-red in color, appeared at a distance of 150 to 200 yards ahead of me at eleven o'clock high. It was descending at about a 30° angle..My first impression was that it was a"falling star" and that I was on a collision course with it. I immediately pulled up into a steep climb to avoid hitting it; but the object, instead of continuing on it's downward course, very suddenly pulled up into about a 65° climb and went directly over my windshield. I quickly made a 180 to the right but could no longer see the ball of fire. If the object was at the distance and was of the size that it appeared to me to be, I would estimate it was traveling at better than 700 miles an hour. If what I saw was actually a physical object, the rapidity with which it altered it's course was astonishing.

"Since I was able to see it for not more than two seconds, I hesitated to report what I saw. After the object went by, I resumed my course and for the next 20 minutes tried

0 INCLS.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT W. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975 185-2

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Hq OSI - 4
File - 2

- 2

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
DO #2, OSI (IG) 67 Broad St., New York 4, N. Y.	24-0-164	PAGE 2 OF 2 PAGES

to be sure that what I had seen had not been a light reflection on the windshield. I feel reasonably sure it was not.
"I regret now that I did not make this report immediately but the experience was so brief that I hesitated to report it until I saw the enclosed newspaper report."

2. The newspaper report referred to by HOBLER, was obtained from the newspaper, Newark Evening News, Newark, New Jersey, dated 18 September 1952, titled "Flying Saucer Seen in Morris" which is set forth verbatim below:

"CHESTER - A flaming object, larger than an airplane, was reported hovering over this community last night by six persons, each of whom termed it a "flying saucer".
"One of those who saw it, an artist, will put her impression of the object on canvas.
"Mr. and Mrs. Wallace Ward of Hillside Avenue described the object as a "flaming red ball with a tail". The tail's density changed, they said. The object hung motionless at an estimated altitude of 4,000 feet for 20 minutes before moving slowly westward in the direction of Hackettstown, they declared".

3. The original copy of WELLS A. HOBLER's letter remains on file at the District Office.

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	24-0-164	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT

AREA REPORTED ON: NORWALK, CONNECTICUT

FROM (Agency): DO #2, OSI (IC) 67 Broad St., New York, N.Y.

DATE OF REPORT: 15 OCT 1952

DATE OF INFORMATION: 22 January 1952

EVALUATION:

PREPARED BY (Officer): NEWTON HAMFELDT

SOURCE: [redacted]

REFERENCES (Control number, directive, previous report, etc., as applicable): AFL 200-5, Hqs, Dept. of A.F., dated 29 April 1952

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. On 25 August 1952, the 1st OSI District Detachment at Hartford, Connecticut, was contacted by the New Haven Field Office, Federal Bureau of Investigation, concerning a phone call from Mrs. [redacted], [redacted], Norwalk, Connecticut. Mrs. [redacted] advised that she possessed information concerning the sighting of an unconventional aircraft which she would divulge only to the proper authorities.

2. Mrs. [redacted] was contacted telephonically on 25 August 1952, and advised that on 22 January 1952, she had sighted some unidentified object which she desired to report at this time to USAF authorities. When queried as to the reason for the delay in reporting this information, [redacted] disclosed that she felt she would be ridiculed if she had reported the sighting at the time of occurrence.

DETAILS:

AT NORWALK, CONNECTICUT, UNCONVENTIONAL A/C SIGHTED

3. On 8 September 1952, Patrolman WILLIAM CARPENTER, Clerk of Records, Norwalk Police Department, Norwalk, Connecticut, advised a search of their files failed to reveal any record pertaining to Mrs. [redacted].

4. On 8 September 1952, a review of the Norwalk City Directory indicated that [redacted] and [redacted] reside at [redacted], Norwalk, Connecticut. [redacted] is listed as a Postal Clerk, Norwalk Post Office.

5. On 8 September 1952, Mr. ROBERT G. TOOME, Postal Clerk, Norwalk Post Office, residing at 159 Main Street, Norwalk, Conn., advised on interview that he has known [redacted] and his wife, [redacted], for about ten (10) years, and regards them as honest, trustworthy, loyal, and dependable people.

6. On 8 September 1952, Mr. SHERWOOD QUIGLEY, Postman, who has delivered mail to the [redacted]s residence at [redacted], stated that he regards the [redacted] as honest, reliable people. QUIGLEY stated that [redacted] is a local girl who is considered "high hat", but is otherwise all right in every way.

2 (in quad)

2. Drawing

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BY AUTHORITY OF
XURT K. KUNZE, Capt, USAF
Historian
9 DEC 1975
DATE

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UNITED STATES AIR FORCE
OFFICE OF THE INSPECTOR GENERAL

OCT 17 10 2-0-52

7. On 8 September 1952, Mr. [redacted], [redacted], Norwalk, Connecticut, stated on interview in the absence of his wife, Mrs. [redacted], that he could offer no details of the sighting which his wife reported to him on the night of 22 January 1952, but stated that he has every reason to place credence in her report.

8. On 8 September 1952, Mr. [redacted], Assistant Personnel Manager, [redacted], Norwalk, Connecticut, advised that records reflect that Mrs. [redacted], born 3 April 1925, place not indicated, residing at [redacted], Norwalk, Conn., has been employed with this concern since [redacted] doing "simple assembly of electrical and mechanical devices." Mr. [redacted] stated that Mrs. [redacted]'s employment is satisfactory, that she has been rated "good" by two (2) former supervisors, that she normally gets along well with others. Mr. [redacted] stated that he has known Mrs. [redacted] since her employment, and has learned that when she was a youngster she either had a brain tumor or an injury to her brain which necessitated an operation. After the operation there was a "decided change in her for the better." As a result of this history, under emotional stress or strain she "flies off the handle", and becomes "difficult to talk to." Under normal conditions Mrs. [redacted] was described as a "very pleasant girl, good worker, intelligent"; when provoked she is "loud, belligerent, strongly opinionated. Mr. [redacted] stated that he knew of no reason to question Mrs. [redacted]'s veracity. Also contained in [redacted]'s personnel file is the following information concerning her background: six (6) years Elementary School; two (2) years Junior High School; four (4) years High School; one (1) year [redacted] Business College; Art Courses for three (3) summers; studied at [redacted] (Art School). The Plant Medical Examiner, Dr. [redacted], noted that he "believes she is a hypochondriac." Nothing further was learned.

9. On 8 September 1952, Mr. SALEM S. SHAPIRO, Director of Planning, City Planning Commission, Norwalk, Connecticut, provided the 1952 edition of the Map of the City of Norwalk, Connecticut, and the geodetic coordinates of the Norwalk Hospital area, appended to this report as an inclosure. The geodetic longitude is approximately 73° 25' 30" and the latitude 41° 06' 30".

10. On 8 September 1952, Mrs. [redacted] residing at [redacted], Norwalk, Connecticut, stated on interview that she was born and brought up in Norwalk, Connecticut. Mrs. [redacted] has a five (5) year old daughter and a two (2) year old son, and lives at this address with her husband and her mother. Mrs. [redacted] related, in substance, the following information concerning what she had observed: At about 1730 hours, 22 January 1952, she left her home at [redacted], Norwalk, Conn., and drove alone in the family car, a light gray two (2) door, 1940, Oldsmobile Sedan, to buy milk at the [redacted] Market on the [redacted]. (Mrs. [redacted] told the remainder of this account from the driver's seat of her car, returning to the location of the sighting). She stated that she was in the store for ten (10) or fifteen (15) minutes, after which she got back into her car and proceeded east along Stevens Avenue. She said the night was "dark, clear, and dry", "a lovely crisp night." She stated that she did not believe there was a moon; that the sky was very black and the streets lonely; that there was not much traffic because most people were probably eating." The informant stated that as she arrived at a point west of Woodbury Avenue on Stevens Avenue, which is at the top of the Stevens Avenue Hill, she saw "lights" for the first time. There were no other vehicles, no bicycles, no busses, on the street. There was one (1) street light burning on the south side of Stevens Avenue. Interviewee stated that she looked through the rear view mirror, checked for reflections on the vent-pane, and was unable to determine the origin of the light. Mrs. [redacted] stated that she saw

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

AIR INTELLIGENCE INFORMATION REPORT

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reflections on her windshield and then what appeared to be a "pair of headlights", "like a pair of headlights, only it was faint." She stated that they were just "clear enough to be distinguished." The observer stated she stopped her car and kept "staring at the lights." At that time of year, it was pointed out, there was no foliage, and she could see through the barren branches of the trees. The lights were located at about ten (10) o'clock on the windshield and were coming from a point on the horizon "as far as the eye can see." "They were approaching me in a straight line from the left of the gas tank." (The gas tank is a storage tank for the Connecticut Light and Power Gas Company on Harbor Avenue and Chapel Street, Norwalk, Conn.). Mrs. [redacted] stated that in January the new hospital wing was not yet constructed, and that the lights were visible just to the right of the hospital. The lights were allegedly "as large as traffic lights look at a distance of fifteen (15) or twenty (20) feet, only these were white." Mrs. [redacted] stated that she was "amazed at the rapidity of its motion." She stated that she permitted the car to roll down hill, inching along at three (3) to five (5) miles per hour, until she arrived at the Brush Street triangle in line with the sign post, where she stopped the car in the middle of the road. Mrs. [redacted] advised that she had moved in order to keep the "thing" in view. Mrs. [redacted] stated that she normally does not wear glasses, but that she happened to be wearing her "reading glasses" which she requires for "close work at [redacted]." She stated that, at this juncture, she slid the glasses down her nose and peered over them, following the "thing" with her eyes. "It had come to a gradual stop", and, until it had slowed down, the interviewee stated that she had seen nothing but the two (2) headlights. The headlights were further described as emitting great brilliance, "like searchlights, only there was no diffusion." Mrs. [redacted] stated that the lights which had come from the East, flying in a straight course West, changed their direction and turned toward the South. She added that the "ship" flew at a slow speed from just North of Stevens Avenue, and then travelled across Stevens Avenue, and "hung in mid-air over the Armory building" located at the Southwest corner of Connecticut and Stevens Avenues, or between one (1) and two (2) o'clock on her automobile windshield. The informant stated "it's big---terribly big", and that she could see the "top of the ship" as it travelled across her path. In answer to questions posed in an attempt to establish altitude, Mrs. [redacted] stated the object was low enough to be seen with the "aid of the reflection from the light from Norwalk and South Norwalk business districts." She stated that she was only able to judge the height at approximately that of "four (4) telegraph posts." At this altitude she remarked, "It's the most beautiful piece of mechanism I have ever seen---it's out of this world." "I would not call it a Flying Saucer--- I would call it a 'Ship'." She continued by stating that it is "dome-shaped, perfectly smooth, flat on the bottom, perfectly round on top"; "it is the color of dull stainless steel"; its height is that of a two (2) family house"; "as far as its circumference is concerned, it was about eighty (80) or ninety (90) feet wide." Mrs. [redacted] stated she saw the "center of the top of the ship" as it travelled across her path, and that altogether, from the time she first sighted the ship, about eight (8) or nine (9) minutes elapsed. She said that she "watched for five (5) or six (6) minutes" while she was stopped in the middle of the road. From the "side view", Mrs. [redacted] stated there was a "beautiful band of white light." The band of light was about ten (10) feet high and extended from one end of the ship to the other, and was horizontal and circumferential. The band was located about ten (10) feet above the base of the ship, and above the band there was about another twenty (20) feet of metal to the top of the dome. Mrs. [redacted] stated that the band was transparent, and that she could see "a vast amount of machinery inside." The machinery was in the center of the ship, and "reached the very top of the dome." The interviewee stated "I would say that about six(6) men could walk shoulder-to-shoulder around the ship between the machinery in the center and the glass encasement on the outer edge." The machinery was described as being of the same metallic substance as the fuselage,

"dull finished stainless steel." Mrs. [redacted] advised that she "saw nothing in it move" and "saw no one in it", but that she had the "feeling of being watched." She stated that she "had a peculiar sensation of no fear"; that she was "boundlessly fearless"; that had it landed she would have approached it. The observer further described the light from the inside of the ship as "indirect", that it was "soft"; and that she could not tell its source. There was only one red tail light visible from "inside the ship." Mrs. [redacted] stated the red tail light was one-fourth (1/4) the size of the headlights. The tail light was located a "few feet" below the top of the band of light, and was "inside the ship." The headlights, on the other hand, were located in the middle of the band of light, and were "flush" with the outer shell. Mrs. [redacted] stated that "at no time did any of these lights blink"; "it did not make a sound at any time." The informant had this to say about the bottom of the ship: "That is a work of art." The bottom had no lights. It was composed of a flat surface completely covered with a "very definite pattern of lines too highly intricate to accurately describe." These lines were "angular"; "not all aliks"; "differently shaped"; "all the same size"; "all very evenly spaced." These pieces of angled metal were also made of the same "dull stainless steel." Mrs. [redacted] stated that she was unable to see any bolts, joints, doors, or landing gear. After hanging in mid-air, motionless, for about five (5) or six (6) minutes, it moved slowly at the same altitude, travelling parallel to Connecticut Avenue toward Long Island Sound. The observer stated that it went out of sight over the hill which rises up and completely obstructs visibility. The object allegedly flew at an altitude so as to be on a level with the middle of the trees on top of the Elmcrest and Connecticut Avenues Hill. Mrs. [redacted] stated that she did not see it any more that night. Mrs. [redacted] stated that the ship left no vapor trail, and apparently had no exhaust system. The ship had no propellers, no holes, and travelled "faster than anything I have ever seen." Mrs. [redacted] stated that she had observed the foregoing through the windshield of her automobile, at all times; that the motor was running, and the lights of her vehicle were burning. No optical or electronic equipment was used, and she did not get out of the car. Mrs. [redacted] stated that she possessed no physical evidence of this sighting; that, to her knowledge, no photographs were taken; and that, to her knowledge, there were no witnesses. After the object departed, Mrs. [redacted] stated that she went home immediately to check on the time; it was 1805 hours, Eastern Standard Time on her arrival at [redacted], Norwalk, Connecticut. Mrs. [redacted] estimated that the ship was observed by her from approximately 1750 to 1800 hours, 22 January 1952. The informant stated that she told her mother about her experience immediately and, later that evening when her husband came home from work, she told him. The next day she repeated the story to her supervisor at [redacted], and subsequently to the company engineers. Mrs. [redacted] stated she could see that the account was not being well received, and did not give them too many details. A week later, at about 1500 hours, Eastern Standard Time, 29 January 1952, Mrs. [redacted] saw the "thing" again, travelling at a "terrific rate of speed", while she was sitting on the couch in [redacted] Rest Room, [redacted], second floor, at [redacted], in Norwalk, Connecticut. The object was allegedly seen through the window, which has an Easterne xposure, and was flying a course the "shape of an arc." Mrs. COOK stated that having seen it before, she recognized it immediately, and that it went by so fast that she "didn't dare mention it to anyone in the Rest Room." The informant stated that it was flying at a distance to appear to be the size of a "nickel" coin, and was flying at the altitude of conventional aircraft. Mrs. [redacted] stated that she is familiar with the silhouettes of "helicopters, dirigibles, seaplanes, transports, fighters, and flying advertisements", but that this was entirely different, and that she was "quite able to distinguish one from the other."

11. On 8 September 1952, Mrs. [redacted], [redacted], Norwalk,

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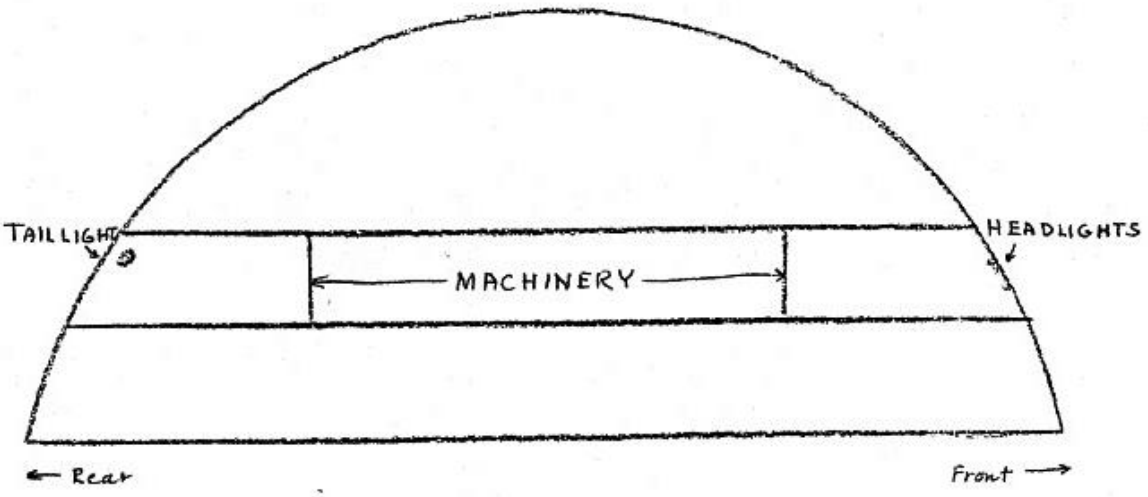
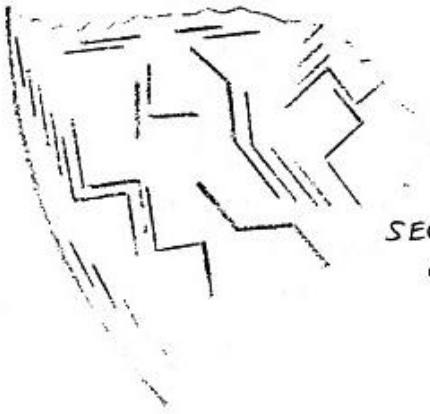
Connecticut, mother of Mrs. [redacted] stated that about three (3) days after her daughter had seen the object at close range, that she saw from the kitchen window, due west of [redacted], a streak of light "about a foot long" and "two (2) inches wide." This line blended into the darkness and was not a distinct, sharply defined light. Mrs. [redacted] stated that it was "going so fast that it disappeared as though someone had drawn a curtain." The informant stated that she was not able to see anything but the light, that was "like a big cigar, only thicker" or "like a large neon tube travelling across in the dark." The light was allegedly travelling from north to south "a little above the horizon", at a great distance. Mrs. [redacted] stated she heard no sound, and saw no vapor trail. Mrs. [redacted] advised that the night was clear and the stars were shining. After observing that the light did not blink as do conventional aircraft lights, Mrs. [redacted] called her daughter's attention to the object, which was gone before she could get to the window. Mrs. [redacted] affirmed that she was certain it was not a "falling star", because she is familiar with them. Neither Mrs. [redacted] nor Mrs. [redacted] have seen anything unusual or related to the incidents since the January, 1952, sightings.

12. Attached as inclosures are a drawing of object, prepared by Special Agent of this office, as described by Mrs. [redacted], and a map of the City of Norwalk, Connecticut, showing course of unknown object.

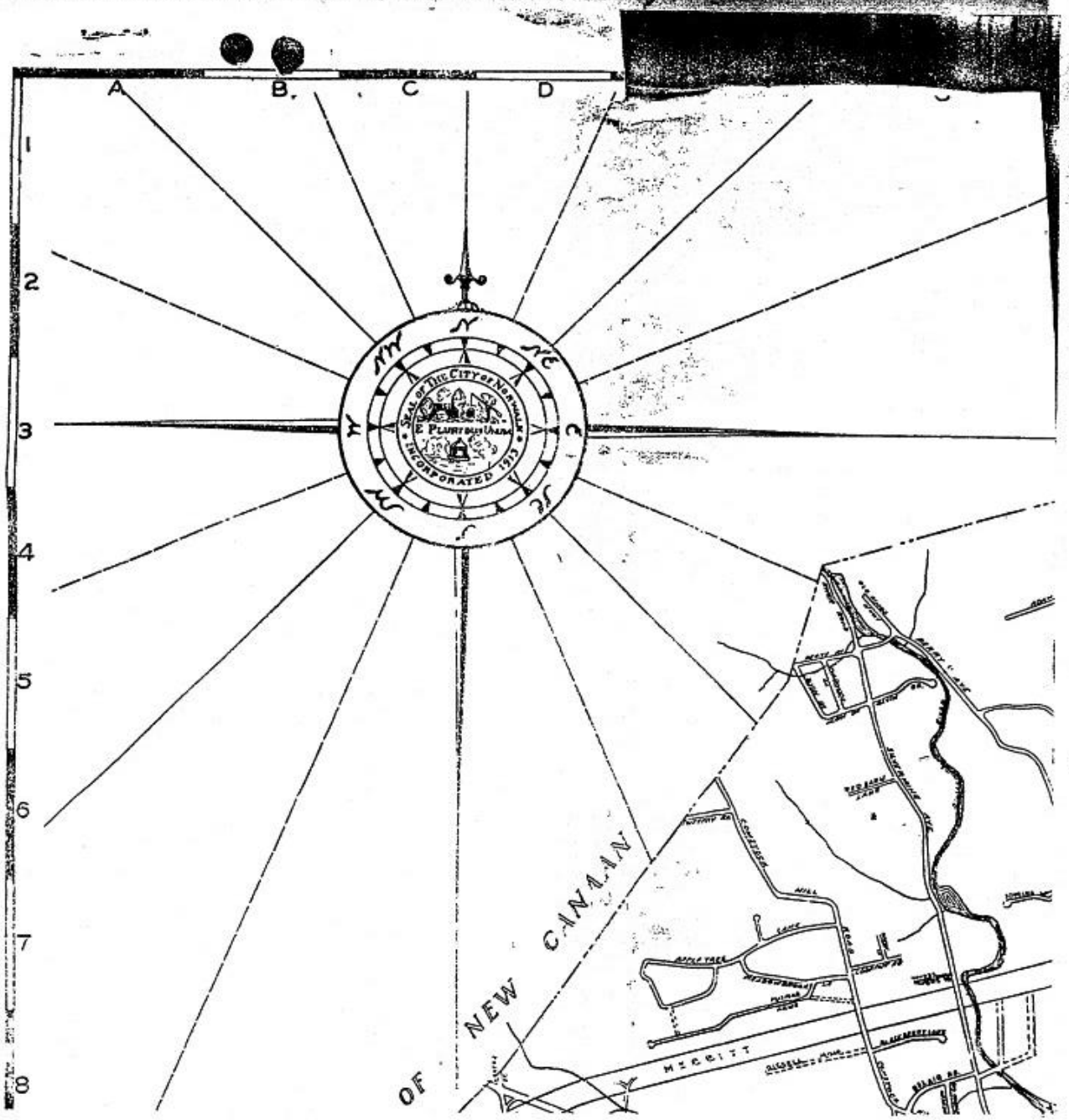


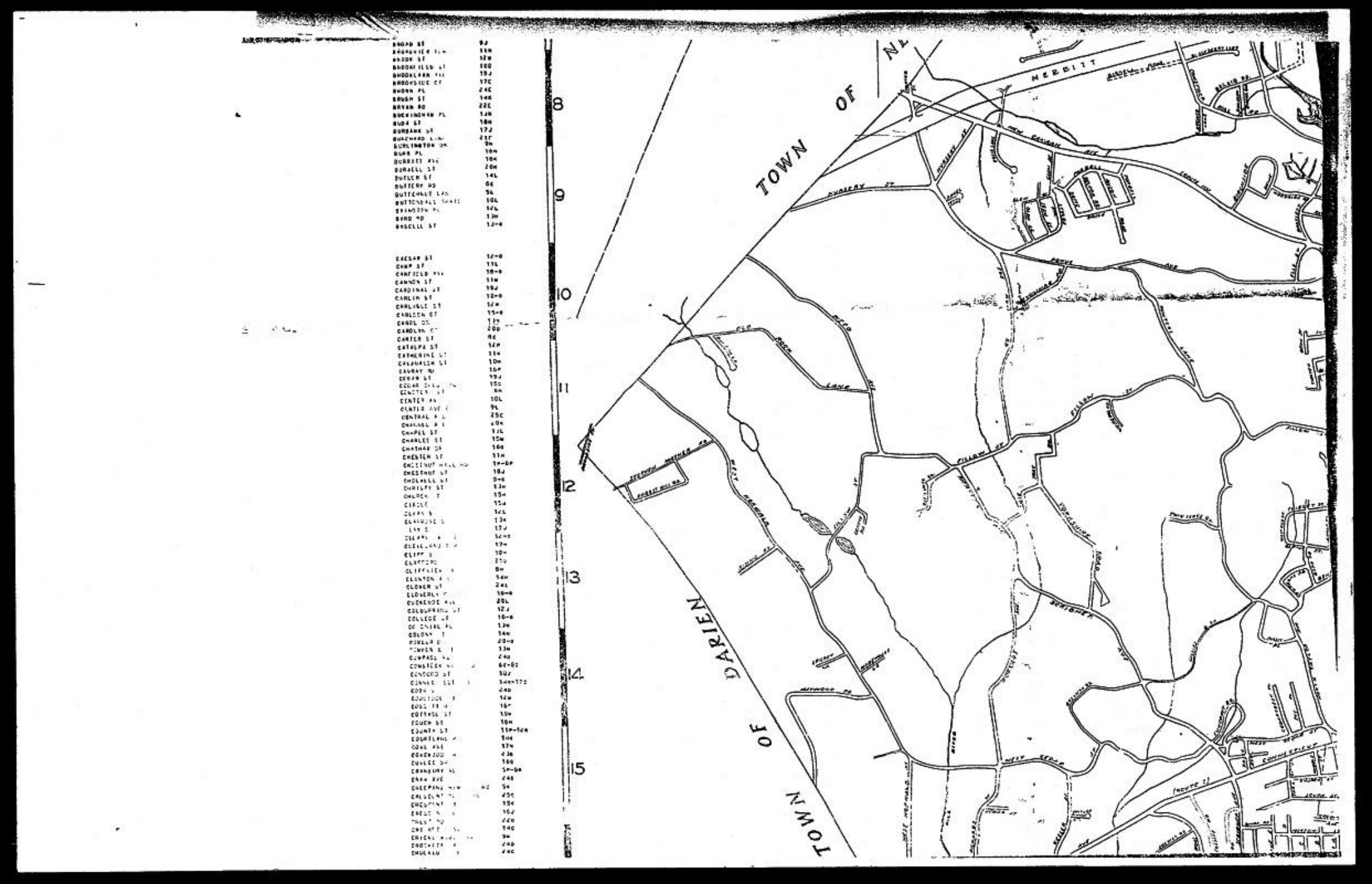


SEGMENT OF BOTTOM
OF SHIP INDICATING
VARIOUS DIRECTIONS
OF "LINES" REFERRED
TO BY Mrs [redacted]

Incl #1

ACACIA	15P
ACADEMY ST	13L
ACORN LANE N	26F
ADAMS AVE	11H
ADAMS LANE	4H
ADAMSON A L	20H
ADAMS ST	9H
ALBRECHT ST	16-8
ALDEN AVE	18H
ALLEN R	8H-9H
ALLWOOD A L	15H
ALMOND G	12P
ALVIN DR	5F
AMBLER DR	12H
AMBLER ST	15P
ANCHOR RD	25D
ANDERSON RD	7-8
ANGELL LANE	10D
ANN ST	16K
ANSON RD	9K
APPLE ST	11-8
APPLE TREE L	7K
ARCH ST	13K
ARLINGTON ST	10H
ARNOLD LANE	20D
ASSISI AVE	9P
AUBURN ST	19H
AUSTIN ST	11H
AUTUMN ST	16H
AVENUE A	16H
AVENUE B	16D
AVENUE C	16D
AVENUE D	16D
AVENUE E	16D
AVIATION L	12P
AVON ST	8Q
BALDWIN RD	20H
BANKS CT	10J
BANKS ST	12D
BARBARA DR	23D
BARCLAY CT	7L
BARJONE RD	11D
BARNUM AVE	9K
BARTLETT AVE	10K
BARTLETT PARK	17J
BATES CT	19K
BAXTER DR	7H
BAYBERRY LANE	4H-4L
BAYNE ST	16J
BAYVIEW AVE	16D
BEACH AVE	14H
BEACON ST	11H
BEAL ST	17D
BEAUFORD PL	13K
BEDFORD AVE	8G
BELAIR RD	12K
BELDEN AVE	12L
BELDEN PL	9E
BELFOR RD	18J
BELLE AVE	24D
BELMONT PL	17H
BENEDICT ST	13L
BERKELEY	17H
BETHEL ST	12D
BETHPAGE RD	16H
BETTS PL	12H
BETTSWOOD H	11J
BEVERLY PL	12H
BIRCH ST	9D
BIRCHSIDE DR	10D
BISHOP ST	8F
BISSELL AL	22E
BITTERSWEET TR	
BLACKBERRY L	8D
BLACKSTONE DR	19H
BLAKE ST	10H
BLUE MOUNTAIN RD	9H
BLUFF AVE	23E-24E
BOND ST	15P
BOSSING PL	9L
BOUTON L	18H-20D
BRANFORD ST	16H
BRIAR ST	19E
BRIDGE ST	15HD
BRIERWOOD RD	6H
BROAD ST	9J
BROADVIEW TER	11H
BROOK ST	12H
BROOKFIELD T	10D
BROOKLAWN AVE	15J
BROOKSIDE CT	17C
BROWN PL	24E
BRUSH ST	14K
BRYAN RD	22E
BUCKINGHAM L	13H
BUCK ST	18H




TOWN OF DARIEN
MERRITT
8
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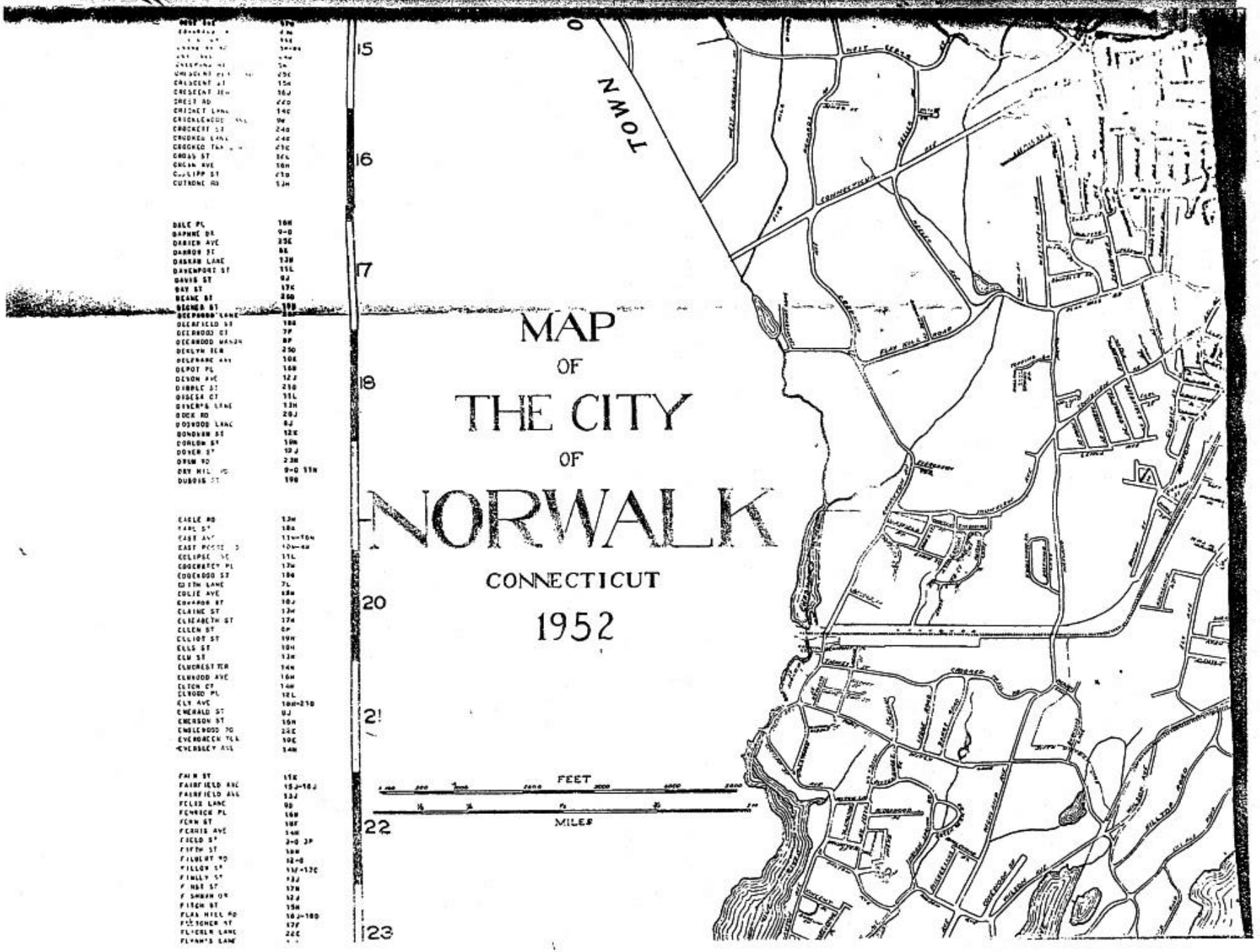
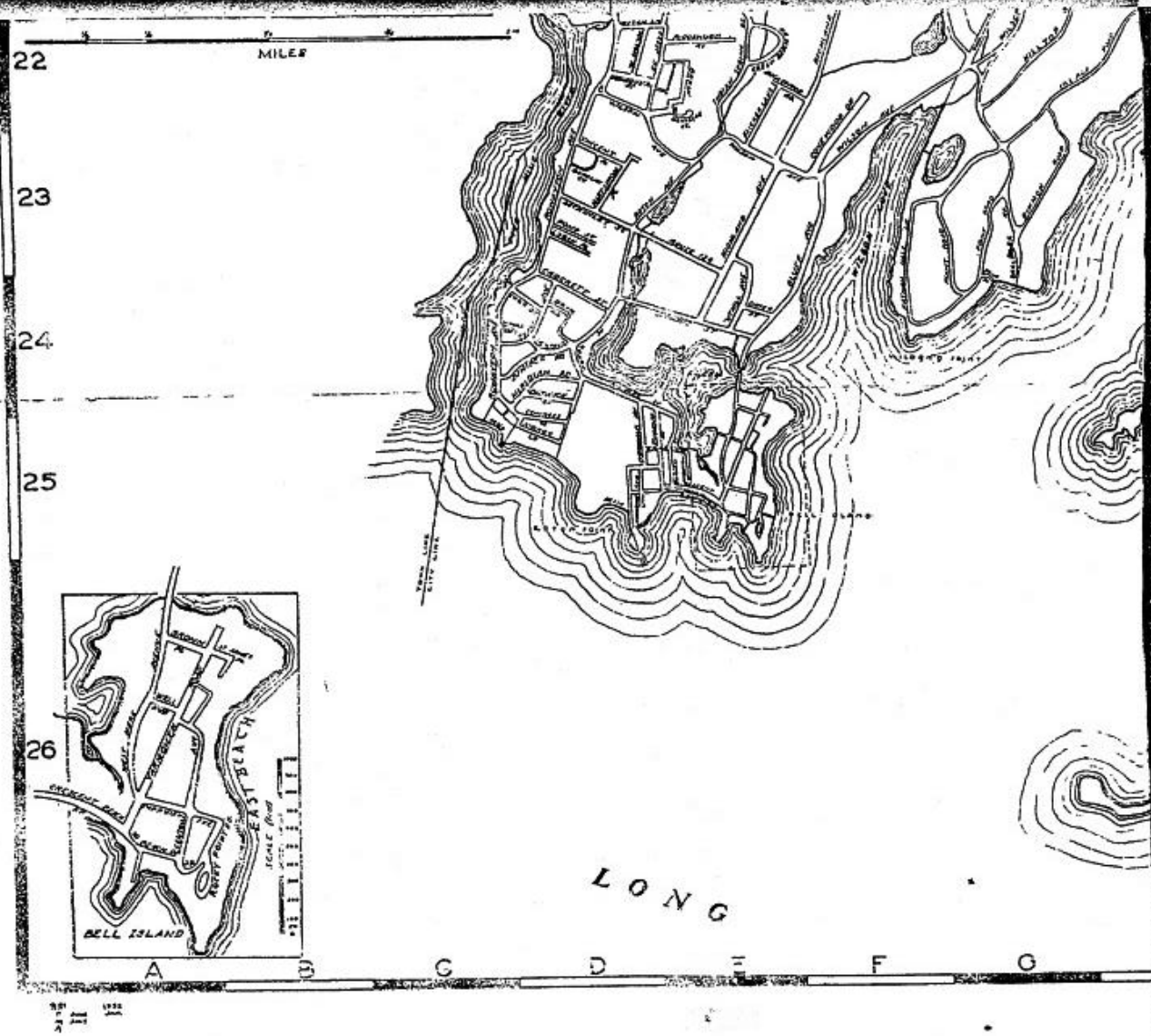
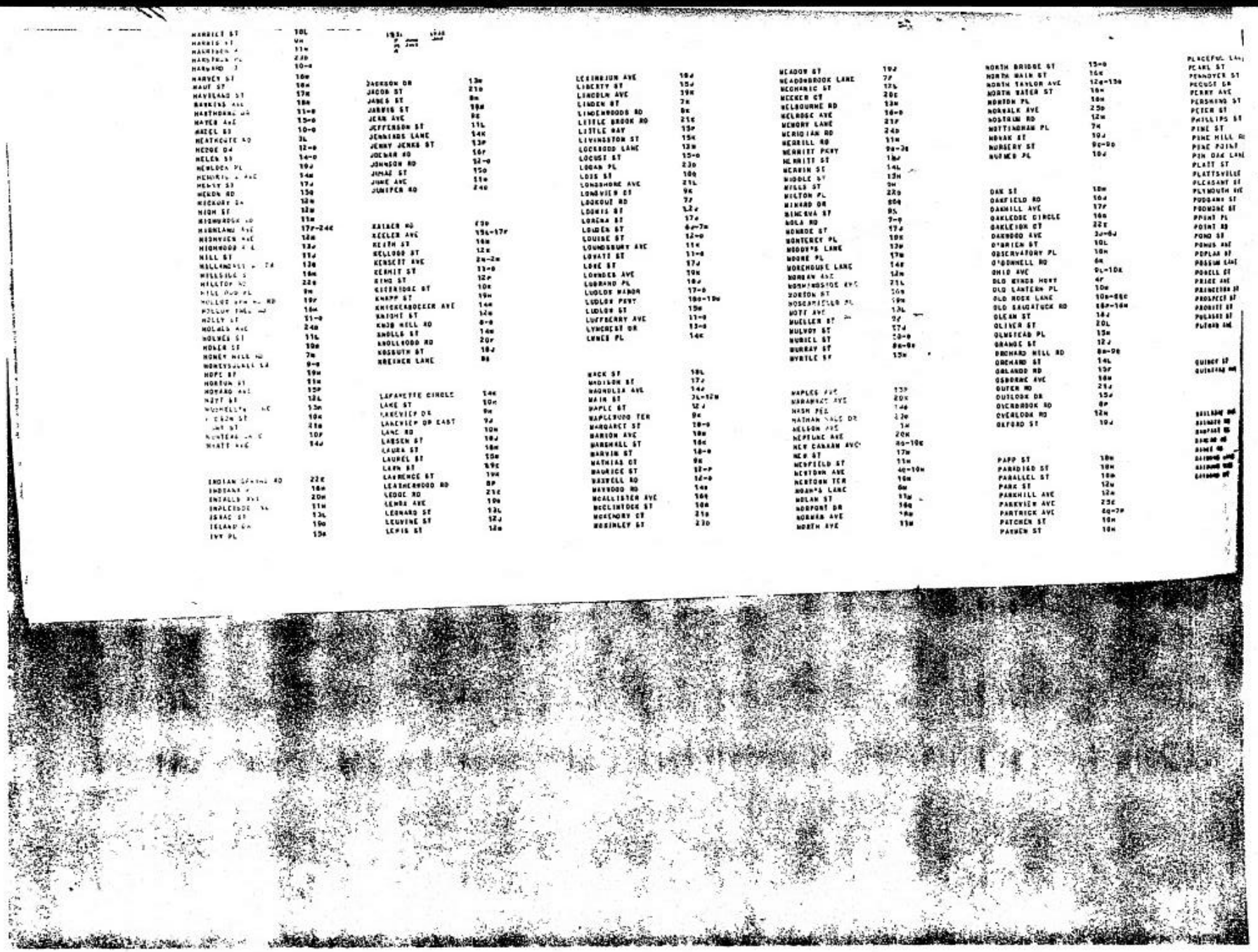
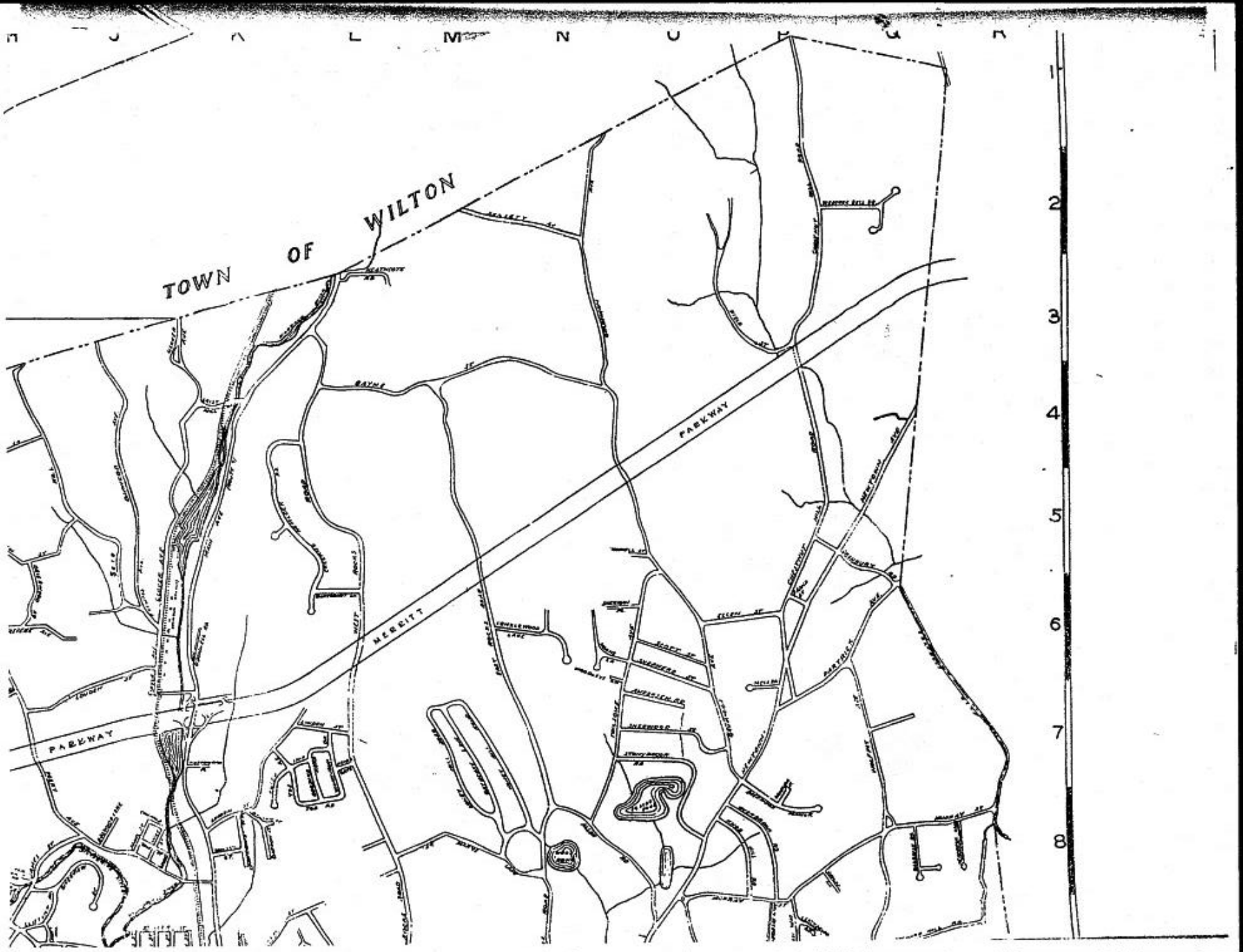

MAP
OF
THE CITY
OF
NORWALK
CONNECTICUT
1952
TOWN
FEET
MILES
15
16
17
18
20
21
22
23



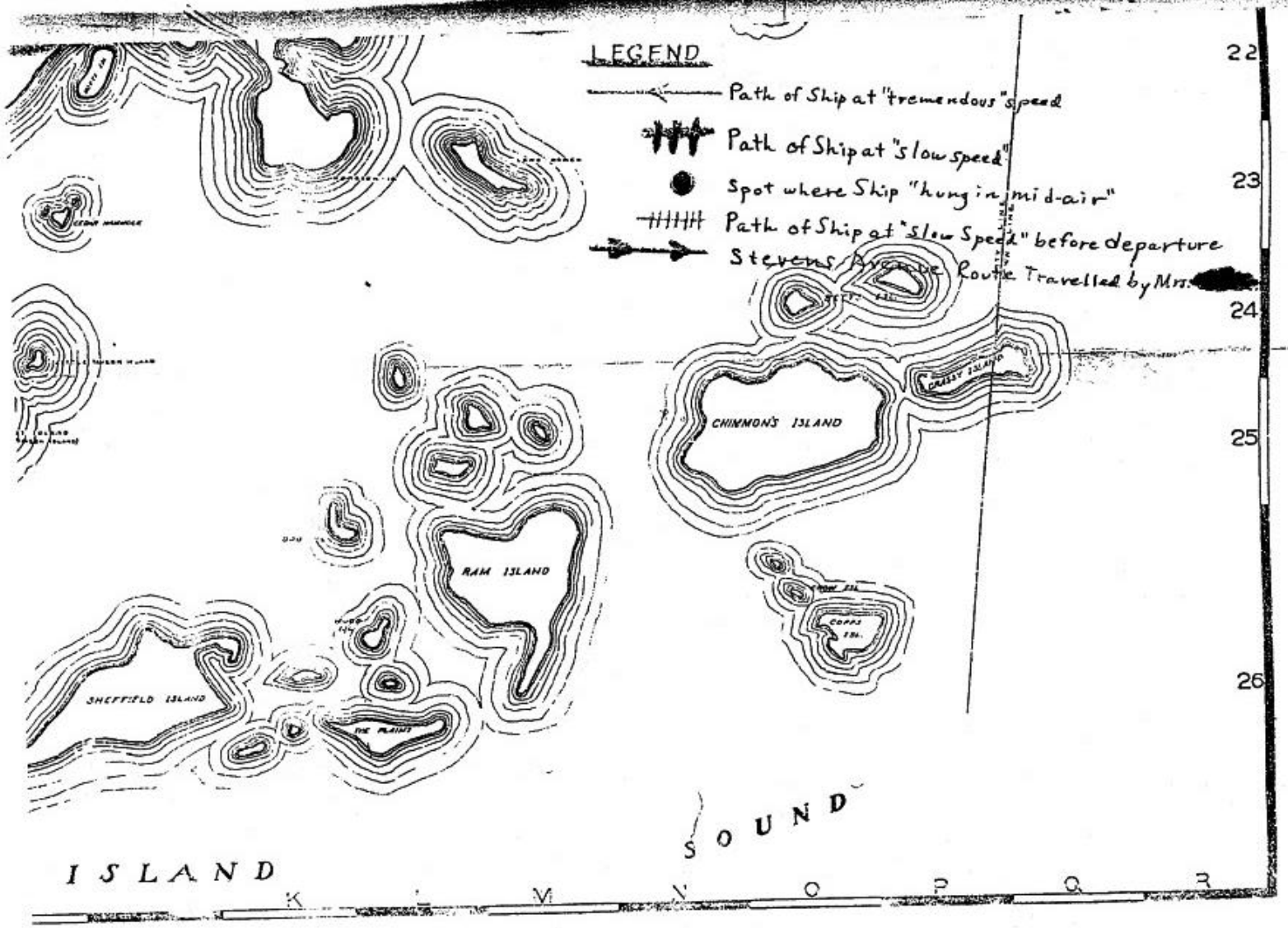
FELIX LANE	9D
FENWICK PL	16B
FERN ST	10F
FERNIS AVE	14H
FIELD ST	3-0 3P
FIFTH ST	18N
FILBERT RD	12-0
FILLOW ST	11F-13C
FINLEY ST	13J
FINST ST	17N
FISHMAN DR	12J
FITEN ST	15N
FLAX HILL RD	16J-18D
FLETCHER ST	17F
FLICKER LANE	22E
FLYNN'S LANE	14L
FOLWELL RD	12-0
FORBELL DR	9E
FORDHAM DR	14P
FOREST ST	12 E
FOREST HILL RD	12A
FORT POINT ST	16N
FOURSONS CT	18-0
FOURTH ST	17N
FOX RUN RD	10E-12E
FRANCE ST	11E
FRANCIS AVE	10E
FRANK ST	8Q
FRANKLIN ST	17J
FREMONT PL	10L
FRIENDLY RD	0-0
FROST ST	14J
FULLSAW LANE	7F
GARDEN PL	16-0
GARFIELD ST	15J
GARNER ST	15J
GENEVA RD	12G
GENOA ST	12P
GEORGE AVE	11N-13D
GIBSON CT	13J
GILBERT ST	10N
GILBERT ST	21D
GILLIES LANE	15F
GIRARD ST	12J
GLASSER ST	10G
GLEN AVE	9E
GLENDEAN RD ST	10N
GLENWOOD AVE	14H
GLOVER AVE	4K-6L
GODFREY ST	11L
GOLD ST	8J
GOLDEN HILL ST	16H
GOLDSTEIN PL	16L
GOODRICH ST	10N
GORDON ST	10N
GOULD'S LANE	8P
GRAND S	11K
GRANDVIEW AVE	12J
GRAYROCK RD	20N
GREASCHAW AVE	11-0
GREEN BLECH DR	22E
GREENFIELD RD	14-0
GREEN LANE	7F
GREENWOOD PL	20L
GREGORY BLVD	16H-17H
GREGORY ST	19W
GRIST HILL RD	4K
GROVE ST	18J
GRUMMAN AVE	2N-7P
GWENDELYN ST	12P
GYPSY ST	13P
HAGIN PKWY	18G
HAMILTON AVE	17J
HANFORD PL	17K
HARBOR AVE	14L
HARBOR VIEW AVE	20S
HARDING R	16H
HARRILL S	10L
HARRIS ST	9H
HARRISON AVE	11N
HARSTROP PL	23D
HARWARD ST	19-0
HARVEY ST	18N
HAUT ST	18H
HAVILAND ST	17K
HAWKINS AVE	14H
HAWTHORNE DR	11-0
HAYES AVE	15-0
HAZEL ST	10-0
HEATHCOTE RD	3L
HEDGE DR	12-0
HELEN ST	14-0
HEMLOCK PL	19J
HENDRICKS AVE	14N
HENRY ST	17J
HENON RD	15G
HICKORY DR	17H
JACKSON DR	13H
JACOB ST	21D
JAMES ST	8H
JARVIS ST	18H
JEAN AVE	9E
JEFFERSON ST	11L
JENNINGS LANE	14K
JENNY JENKS ST	12P
JOCHAM RD	10F
JOHNSON RD	12-0
JUNAC ST	15G
JUNE AVE	11H
JUNIPER RD	24K
LEXINGTON AVE	18J
LIBERTY ST	15J
LINCOLN AVE	19K
LINDEN ST	7K
LINDENWOODS RD	8K
LITTLE BROOK RD	21E
LITTLE WAY	15P
LIVINGSTON ST	15H
LOCKWOOD LANE	12H
LOCUST ST	15-0
LODAN PL	23D
LO S ST	10E
LONGSHORE AVE	21L
MEADOW ST	19J
MEADOWBROOK LANE	7F
MECHANIC ST	12L
MECKER CT	29E
MELBOURNE RD	13H
MELROSE AVE	16-0
MEMORY LANE	21F
MERIDIAN RD	24D
MERRILL RD	11H
MERRITT PKWY	9H-2D
MERRITT ST	15J
MERRIM ST	14L
MIDDLE ST	15H
NORTH BRIDGE ST	15-0
NORTH MAIN ST	16H
NORTH TAYLOR AVE	12G-15G
NORTH WATER ST	16H
NORTON PL	16H
NORWALK AVE	25D
NOSTRUM RD	14H
NOTTINGHAM PL	7H
NOVAK ST	19J
NURSERY ST	9E-9D
NUTMEG PL	16J
PEACEFUL LANE	
PEARL ST	
PENNOYER ST	
PEQUOT DR	
PERRY AVE	
PERSHING ST	
PETER ST	
PHILLIPS ST	
PINE ST	
PINE HILL RD	
PINE POINT RD	
PIN OAK LANE	
PLATT ST	




TOWN OF WILTON
PARKWAY
MERRITT
PARKWAY
1
2
3
4
5
6
7
8

TOWN OF WESTPORT
41°-06'-15"
16
15
14
13
12
11
10
9
8

41°-06'-15"
15
16
17
18
19
20
21
22
23
HARBOR
NORWALK
LEGEND
Path of Ship at "tremendous" speed
Path of Ship at "slow speed"
Spot where Ship "hung in mid-air"



84	ALG BYRN LANE	5F	ST. JOHN ST	15H	BOSSE CT	15W	TINDALL AVE	10K	WEATHER BELL DR	29
83	HEIL ST	14K	ST. MARY'S LANE	8H	BOUNDVIEW AVE	17H-19E	ELTA CT	19H	WEBSTER S	19J
220	GHANT ST	15 J	ST PAUL'S PL	12H	SOUTH ST	15H	*GO RD	7L	WEED AVE	*0H-12K
154	BEN HILL RD	11A	SALVATO CT	11H-0	SOUTH BEACH DR	25E	TOILSOME AVE	6H-5H	WELL AVE	25E
5F-5H	HEIL IOR AVE	1K	SHANIS ST	24K	SOUTH MAIN ST	17H-18H	TOLLES ST	12J	*ENDS GATE	7L
16H	ELA HT AVE	6H	SAN VINCENZO PL	19J	SOUTH SMITH ST	16W	TUNETTA CIRCLE	15H	PLAT AVE	13L-16H
1K 0	REYNOLDS ST	5J	SARANAC ST	11J	SOVANSON ST	8A	TOPPING LANE	15H	*LL* CEDAR ST	15H
14H	ARGUNDELL PK	7A	SARATOGA RD	14H	SPAR ROAD	16H-9	TRACEY ST	17H	WEST COUCH ST	16H
18K	RICHARDS AVE	3F	SASQUA RD	16H	SPICEWOOD RD	17G	TRIANGLE ST	15F	WEST DORCH ST	13J
13-0	RI HARDS LANE	4	SASQUA POND RD	15B	SPIZZERI CT	19C	*RINITY PL	16J	WESTEND RD	10H
85D	RI JE ICU AVE	16K	SANDELL RD	11H	SPLITROCK RD	20J	TRIMAN ST	14J	WEST MAIN ST	11L
11B	RICHMND HILL RD	15A	SARON PL	15H	SPRING ST	17J	*rrON RD	12H	WES*NEHE AVE	43E
13H	RI HMOND RD	24L	SCHOOL ST	14L	SPRINGDALE CT	21H	TUTHILL AVE	2H	WEST WOODLAND AVE	22-24K
18J										

8B
8J
22D
15G
5F-5G
10H
12-2
14H
18K
17-D
25B
11B
15H
18J
18H
10K
18B
19H
23H
23H
23D
10H-2H
15-D
20F
14K
15G
10-D
12K
15H
9J
15H

14C
10K

19G
16F
10L
4K
12-D
22H
17K

OLD BARN LANE
OLIP ST
OLIVE ST
OLIVER ST
OLIVIA PL
ONEIDA RD
ONEKUNDRED PK
ONTARIO AVE
ONTARIO LANE
ORCHARD HILL RD
ORCHARD RD
ORIOLE ST
OSBORNWOOD AVE
OSMOND ST
OSPREY RD
OTIS ST
OTTAWA ST
OVERLOOK RD
OWENOKE RD
OWL HILL RD
OWLSNEST DR
OYSTERPOINT RD
OZNER SQUARE
PALAND AVE
PARK ST
ROOSEVELT ST
RASCOBE ST
RAVE TREE RD
PEARL AVE
PEARL ST
PEARSON AVE
PECONIC RD
PELL ST
PENN ST
PENNINGTON RD
PERRY ST
PETTIT PL
PHILLIPS AVE
PHILLIPS HILL RD
PHILLIPS MILL LA
PHILLIPS MILL ST
PHILLIPS PL
PHILLIPS POND RD
PHILLIPS RIDGE RD
PHILLIPS ROAD
PHILLIPS ROAD EXT
PHILLIPS ROAD WEST
PHILLIPS STREET
PHILLIPS TERRACE
PHILLIPS TRAIL
PHILLIPS WAY
PHILLIPS WOODS RD
PHILLIPS WOODS RD EXT
PHILLIPS WOODS RD WEST
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PHILLIPS WOODS RD WEST EXT
PHILLIPS WOODS RD WEST EXT

[redacted]

~~RESTRICTED~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-0-164

CLASSIFICATION CANCELLED BY AUTHORITY OF [illegible] 16 OCT 1952
BY KURT K. KUNZE, Capt. USAF
Historian 4 DEC 1956
DATE

SUBJECT: [illegible]
SPECIAL INQUIRY

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to AF Letter 200-5, Headquarters, Department of the Air Force, dated 29 April 1952.

2. The following is forwarded for your information and dissemination:

Mr. [redacted], staff writer of [redacted] Magazine, who resides at [redacted], New York City, New York, telephonically reported to this office that he had observed a large bright light at approximately 1820 hours on 14 October 1952, while he was on the roof of the six (6) story apartment house in which he resides. [redacted] stated that he was no judge of distance or height but the flame appeared at a great distance and height south along the East River. The apartment house is on the corner of East 51st Street and East River Drive. The flame appeared to be cylinder in shape and gave off a steady orange and red light with an occasional flicker of blue flame. [redacted] added that the flame or light did not appear to be one which was discharged from a blower, for example a blow torch. This light moved very slowly in a direction generally from east to west for approximately one (1) minute and then disappeared while moving in a general direction of south-south-east (SSE) at a great speed which took place in approximately one-half (1/2) minute. No light beam was observed to be coming from the ground. The area over the river was generally cloudy with smoke haze. No further description could be given concerning the appearance of the flame. [redacted] stated that he decided to report his observation after reading an article that appeared in the New York Times, newspaper, 15 October 1952 issue, page 34, titled 'BIG FLAME REPORTED SEEN OVER IDLEWILD.' This article is stated verbatim as follows:

~~SECURITY INFORMATION RESTRICTED~~ UNCLASSIFIED

[redacted]

[redacted]

RESTRICTED

Ltr to HQ OSI, Subject: FLYOBRPT - SPECIAL INQUIRY

"'BIG FLAME' REPORTED
SEEN OVER IDLEWILD

A 'big blue flame' that reportedly passed over New York International Airport, Idlewild, Queens, at 7:33 o'clock last night mystified airport personnel.

The phenomenon was said to have been observed by the pilot of a plane about to take off, a pilot about to land, control tower personnel and some mechanics at the field.

The control tower men, who are employes of the Civil Aeronautics Authority, said they had made a report to their superiors and that a 'release' may be issued today by the C.A.A. office at the airport. They declined to describe what they had seen.

It was learned that the 'flame' was reportedly seen traveling from east to west over the airport, and that it had no particular shape. The pilot of a plane about to take off for Buffalo was talking to the tower at the time and asked the operators if they saw the 'flame.' One replied that he had and at the request of the pilot made a record of the incident.

A spokesman for C.A.A. said later that a controller in the tower reported he had seen an object moving at a very high speed across the field, at approximately 1,000 feet, and that the object seemed to have dissipated off the periphery of the airport. In accordance with procedure, he notified Mitchel Field military authorities."

F. P. Dunnington

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

[redacted] RESTRICTED

[redacted]

[redacted] INFORMATION

Captain Brown
Wrtn: 31 Oct 52

24-185

(Unclassified) FLIGREPT – SPECIAL INQUIRY

Topical Intelligence Div, Deputy Director for Estimates, Dir of Intelligence, DCS/O
ATTN: Major Fournet

3 NOV [redacted]

1
Capt Brown/es/AFCSI-6
Code 192/x 140

Counter Intelligence Div, Dir of Special Investigations, IG

Inclosed herewith are two (2) letters, dated 13 October 1952 and 20 October 1952 concerning the above subject. The files of this office contain no further information concerning these incidents.

2 Incl
1. cc ltr fr DO #2 dtd 20 Oct 52 (dup)
2. Cy ltr fr W. [redacted] dtd 10-13-52 (dup)

GILMER L. SNIPES
Major, USAF
Actg Chief, Sabotage and Espionage Branch

AFCSI FILE COPY

54 24-185-381

When Incl No. 1&2 is (are) withdrawn or not attached, the classification of Restricted on this correspondence will be cancelled in accordance with par 25e, AFR 205-1.

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF AFOSI INV
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

OUT
AFCSI-6 MANAGEMENT DIV.
Capt Brown

15
24-1852-15
[redacted] AIR FORCE
[redacted] GENERAL
OFFICE OF [redacted] INVESTIGATIONS
1 8 NOV [redacted]

UNCLASSIFIED

RESTRICTED SECURITY INFORMATION

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
[redacted]
72 East 10th Street
New York 3, New York

IN REPLY
REFER TO: 24-0-164

20 OCT 1952

SUBJECT: FLYOERPT
SPECIAL INQUIRY

TO : Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to Air Force Letter No. 200-5, Department of the Air Force, dated 29 April 1952.

2. The following is forwarded for your information and dissemination:

On 15 October 1952, at approximately 1900 hours, Mr. [redacted], [redacted], Brooklyn, New York, telephonically reported to this office that he had been on the roof top of his apartment building watching searchlights which had been moving from south to north across the sky. He suddenly noticed two strange objects to the east and to the west which appeared to be stationary. The objects were a bright blue color and gradually changed to a pinkish orange color and then back again to bright blue. There was no twinkling effect given off by the light so that Mr. [redacted] felt certain they could not have been stars. He was watching the objects through his field glasses which have approximately an eight mile range. The object to the east was low in the sky and the one to the west was quite high in the sky. Mr. [redacted] stated that apparently someone was trying to put the spotlight on the objects one by one with the hugh searchlights which were crossing the sky. Mr. [redacted] emphasized that the objects gave off a bright light. He estimated that they burned for approximately eighteen minutes. Because of this, he felt they could not possibly have been a flare as flares ordinarily do not burn that long and also they did not fall from the sky in any way. The objects suddenly became extinguished and at that point Mr. [redacted] came down to his apartment to call our office.

UNCLASSIFIED

[redacted]

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted] U.S.
BY KURT K. KUNZE, Capt, USAF
4 DEC 1952
DATE

Encl 1

[redacted]

Ltr 2D OSI, file 24-0-164, Subj: FLYOBRPT to Hq OSI

Mr. [redacted] related that he is located at the corner of Nostrand and Rogers Avenue, his address is [redacted], Brooklyn, New York. Mr. [redacted] further stated that five weeks ago he had spotted similar phenomena in the sky and had written a letter to Air Materiel Command at Wright-Patterson Air Force Base, Ohio, concerning that observation.

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

[redacted]

H; CSI

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
72 E. 10TH STREET
NEW YORK 3, NEW YORK

IN REPLY
REFER TO: 2h-0

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE ... 1952
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

SUBJECT: FLYOBRPT
SPECIAL INQUIRY

TO : District Commander
1st OSI District (IG) USAF
Westover Air Force Base
Massachusetts

1. Forwarded for the information of your District is the following information, received under date of 28 October 1952, from the Newark Field Office, Federal Bureau of Investigation:

"For your information, on October 25, 1952, one [redacted] of [redacted], Tenafly, New Jersey, telephonically advised this office that she and [redacted] of [redacted], Portland, Maine, observed a 'Flying Saucer' at Crescent Lake, Maine at 2:30 p.m., August 19, 1952. [redacted] gave her telephone number as [redacted], which is listed to [redacted], [redacted], Tenafly, New Jersey.

NR

UNIDENTIFIED AERIAL OBJECTS

Newark files contain no information on [redacted] or [redacted]. The above is being furnished for your information and whatever action you deem appropriate."

2. The information furnished herewith has been derived from sources other than the Department of the Air Force and, in accordance with paragraph 8b, AFR 205-1, dissemination must not be made outside USAF channels.

FOR THE DISTRICT COMMANDER:

Lee S. Thomas

LEE S. THOMAS
Major, USAF
Chief, Counter Intelligence Division

24-185-2-761

cc: Hq OSI

UNCLASSIFIED

INSPECTOR GENERAL
NOV 7 15 21 '52
SPECIAL INVESTIGATIONS

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
72 E. 10TH STREET
NEW YORK 3, NEW YORK

IN REPLY
REFER TO: 24-0-164

13 JAN 1953

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF S. & I.
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

Mr. Leland V. Boardman
Special Agent in Charge
Federal Bureau of Investigation
290 Broadway
New York 7, New York

RE: Unidentified Flying Objects
(FLYOBRPT)
SPECIAL INQUIRY

24-185-2-17
33-7236-16
58-57-1
43-2645

Dear Mr. Boardman:

Reference is made to letter, this office, dated 5 January 1953, Subject and file as above.

X 24-2959-1
X 24-2959-3

On 10 January 1953, one [redacted], who admitted that this was not his true name, telephonically advised this office that he had information in which the United States Air Force may be interested, and that he believed that his friend [redacted] of [redacted], New York, New York, needed comforting and assurance that he was not being sought as a Communist.

24-185-2-17 ; 57-1919

Above referenced letter refers to one [redacted] of [redacted], New York, N. Y.

[redacted] advised that his friend [redacted] had constructed two "Flying Saucers" and was even now experimenting with them. He is reported to have a scale model, 2½ feet in diameter, in his room at present. [redacted] stated that [redacted] has been, and is presently, undergoing treatment at Bellevue Hospital. He is reported to have been apprehended by the FBI in Kansas City, Missouri, in 1948, and at that time had two discs in his possession. At that time he "pulled the wool over their eyes" and they did not locate the discs. [redacted] according to [redacted] has been arrested in New York for stealing money to finance his experiments in "Flying Saucers." He was recently paroled and [redacted] states that he is contemplating a trip to Mexico where he can conduct further experiments in the discs. [redacted] reportedly has a bad back now and is on relief. He is awaiting his next check and may start for Mexico soon.

UNCLASSIFIED

2D OSI File 24-0-164
To: Mr. Leland V. Boardman
Subj:Unidentified Flying Objects

[redacted] stated that [redacted] is afraid of being called a Communist because he had Communist literature in his possession when apprehended by the FBI in Kansas City, Missouri, in 1948. [redacted] did not know where [redacted] obtained the literature. [redacted] asked that an agent be sent to talk to [redacted] and that he be treated "gently" as he is very nervous. [redacted] advised that [redacted] is "really a bright kid" but is badly troubled with thoughts that people may consider him eccentric.

[redacted] advised that he lives in the same room with [redacted] at the above address and stated that both he and [redacted] will cooperate with authorities.

[redacted] did not sound as though he was under the influence of alcohol or a drug but did sound slightly effeminate. He gave the impression that he was earnest in his attempt to aid his friend [redacted] and also that he had no doubt that [redacted] had constructed a "Flying Saucer." It was difficult to get a logical story from [redacted] as he skipped from the Communist theme to the discs and back again.

The above is forwarded for your information. No action is contemplated by this district office.

Sincerely yours,

FRANK P. DUNNINGTON
Colonel, USAF
District Commander

cc: Hq OSI

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATION

REPORT OF INVESTIGATION

FILE NO. 24-319

DATE 6 FEB 1953

REPORT MADE BY Charles L. Stecher, S/A

REPORT MADE AT DO #2, 72 East 10th St., New York 3, N.Y.

PERIOD 29 January 1953

OFFICE OF ORIGIN DO #2, 72 East 10th St., New York 3, N.Y.

STATUS CLOSED

TITLE

Unidentified Flying Object
Sighted at Westhampton Beach
New York, 15 January 1953

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report.

SYNOPSIS

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV.
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1

Investigation requested by Commanding General, 26th Air Division, Roslyn, New York, of unidentified flying objects sighted over Westhampton Beach, New York. Mrs. ROBERT R. MAXWELL, Civil Defense ground observer who sighted objects, interviewed; stated one (1) object approached from easterly direction, the other from westerly direction, altitude and speed unknown. Both objects lost to view traveling in a westerly direction. Interviewee person of high standing in community. Weather Officer, Suffolk County Air Force Base, stated no weather balloons released 15 January 1953. Prevailing winds that date from southwest.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CO, 26th AD (Action cys)	2	Commanding General 26th Air Division Roslyn, New York	24185-2-18
DO #5 (Inforcy for ATIAA-2C)	1		
Hq OSI	2	APPROVED:	FEB 10 12 40 58
File	2	FRANK P. DUNNINGTON Colonel, USAF Assistant Commander	

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

DETAILS:

1. This investigation requested by the Commanding General, 26th. Air Division, Roslyn, New York, by letter dated 16 January 1953, file 26ADIPM, requesting an investigation be conducted concerning the reporting by Mrs. MAXWELL, 3155 Westhampton Beach, New York, of seeing an unidentified object at CL 2040 at 2130Z. The object looked like a star, was red on top and moved very slowly west.

AT WESTHAMPTON BEACH, NEW YORK

2. Mrs. ROBERT R. MAXWELL, North Beach Road, Westhampton Beach, New York, was interviewed by the writer at her home on 29 January 1953. Mrs. MAXWELL stated that she is a member of the Civil Defense Ground Observer Corps and was on duty from 1600 hours to 1800 hours, 15 January 1953, in the tower of the Westhampton Beach High School at the time of her observation. She advised that at approximately 1630 hours she observed an object which she at first thought to be an airplane move very slowly into her view, traveling in a westerly direction, southwest of town. Mrs. MAXWELL could not describe its shape or size, or estimate its height or speed, except to say that it moved very slowly and appeared to waver. The unknown object was very high and at first seemed to have a redish glow at the top, and later as it began to get dark it glowed white and looked like a star. Mrs. MAXWELL further stated that approximately twenty (20) minutes after sighting this first object she sighted a second one, exactly like the first, traveling quite rapidly and approaching the town from a westerly direction. It appeared to half circle the first object and then travel at the same speed and in the same direction as the first object. Mrs. MAXWELL watched both objects until it grew dark, approximately one and one-half (1½) hours after sighting the first object, at which time they looked like stars and were lost to her view. Interviewee stated that she reported each object immediately after her sightings, by telephone, to the New Haven, Connecticut, Civil Defense Filter Center. She stated that she reported them as unidentified objects, but she is now quite certain that they were balloons, particularly because of their "wavering". Mrs. MAXWELL further stated that she heard no sound from the objects and that all of her observation was with the naked eye.

3. Miss LILLIAN NITT, Village Clerk, Westhampton Beach, New York, was interviewed by the writer at the Village Hall on 29 January 1953. Miss NITT stated that Mrs. MAXWELL is a respected member of the community and is honest, dependable, trustworthy, and loyal to the United States Government.

AT SUFFOLK COUNTY AIR FORCE BASE, WESTHAMPTON BEACH, NEW YORK

4. Captain DONALD M. COHEN, AO 831 495, USAF, 12-9 Weather Detachment Base Weather Officer, was interviewed by the writer on 29 January 1953. After reviewing his records, Captain COHEN stated that at 1630 hours, 15 January 1953, a twenty (20) knot southwest wind was blowing at three thousand (3000) feet, and further that no weather balloons were released from Suffolk County Air Force Base on 15 January 1953. COHEN stated that

there are many United States Air Force, Navy, and Coast Guard weather stations near enough for weather balloons to drift over Westhampton Beach, New York, if wind conditions are favorable.

CLOSED

[redacted]

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

XXX

5D 24-21

13 February 1953

SUBJECT: Unidentified Flying Object
~~Sighted at Southampton Beach~~
~~New York, 15 January 1953~~
SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible] INV
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

TO: Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

OSI DIA MANAGEMENT FEB 1953

1. Attached for your information is one copy of report of investigation by Special Agent CHARLES L. STICHER, 2nd OSI District, dated 6 February 1953, file 24-519, subject as above.

2. No further investigative action is contemplated, and the files of the Office of Special Investigations are considered closed in this matter.

3. Attention is invited to par 7, AFR 205-1, which prohibits disclosure of classified information to unauthorized personnel.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible] DIRECTOR OF SECURITY
BY D. O. NORTH
Lt Colonel, USAF
District Commander
DATE

1 Incl
R/I, DO #2, dtd 6 Feb 53

Copy to:
Hq OSI w/o abv incl

[redacted]

UNCLASSIFIED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

24-326

DATE: 27 FEB 1953

REPORT MADE BY: HENRY M. LANGLOIS, S/A srw

REPORT MADE AT: DO #2, 72 E 10th St., NY 3 NY

PERIOD: 24 February 1953

OFFICE OF ORIGIN: DO #2, 72 E 10th St., NY 3 NY

STATUS: CLOSED

TITLE

UNIDENTIFIED FLYING OBJECT
Sighted in Queens, N.Y. at
0120-0125 hours, 23 Feb 53

CHARACTER: SPECIAL INQUIRY

REFERENCE: None, this is an initial report.

SYNOPSIS

[redacted], at 0120 to 0125 hours, 23 February 1953, from 215th Street and 29th Avenue, Bayside, Queens, L.I., observed off-yellow orange tinged brilliant light at altitude between 40-45 degrees, distance unknown, approximately due east. After object observed for approximately 12 seconds, it apparently instantaneously disappeared. During time of observation, object moved to [redacted]'s right, southward, through an angular traverse of 60 degrees, remaining at approximately same altitude. Maneuvers during travel appeared to be acceleration, deceleration, momentary halt, and then re-occurence.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-3

DISTRIBUTION

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ACTION COPY FORWARDED TO:

APPROVED

D. D. CARLSON
Lt Colonel, USAF
District Commander.

UNCLASSIFIED

FILE STAMP

24-165-2-71

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAR 2 14 10 '53
OFFICE OF SPECIAL INVESTIGATIONS

-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

U. S. GOVERNMENT PRINTING OFFICE

DETAILS:

1. At 1245 hours on 23 February 1953, Special Agent LOUIS C. NIEDERBERGER, this district, received information from [redacted], Bayside, New York, alleging that he had observed an unidentified object in the air at approximately 0130 hours 23 February 1953. [redacted] advised that he could be contacted at [redacted], New York City.

AT NEW YORK, NEW YORK

2. On 24 February 1953, [redacted] was interviewed at his office on the [redacted] floor of [redacted], New York City, and furnished the following information concerning the unidentified flying object which he had observed the previous day. The description of the object is as follows:

SHAPE - No recognizable shape was described, inasmuch as the object was considered to be merely a light, and considered circular because of its glare.

SIZE - Size of the object was estimated by [redacted] to be three (3) or four (4) times that of the star Polaris.

COLOR - [redacted] described the color as being an off-yellow with an orange tinge and very brilliant, about three (3) or four (4) times brighter than that of the star Polaris.

NUMBER - Only one object was observed

AERODYNAMIC FEATURES - [redacted], because of the fact that he only observed a light, could not describe any aerodynamic features, nor did he see any trail, exhaust, or propulsion system connected with this unidentified flying object.

SPEED - [redacted] did not know, nor could he estimate, the speed of the object. However, he did state that it appeared to travel at a very rapid rate.

SOUND - No sound was heard.

MANEUVERS - The object appeared to travel horizontally in very low arcs, covering sixty (60) degrees of angular traverse during the time that [redacted] observed the object. These arcs were very flat in trajectory and the object, in travelling through one arc, seemed to accelerate during the first half of the arc, then when reaching the apex of the trajectory, it appeared to decelerate. After deceleration it appeared to momentarily hover and then start again on its acceleration to the apex, then decelerating to the point where it would again appear momentarily to hover. This maneuver appeared to occur four (4) or five (5) times. During these maneuvers the light did not change in size, appearance, color, or in any other way.

MANNER OF DISAPPEARANCE - [redacted] stated that the light instantaneously disappeared at the end of the period of his observation. He carefully examined the area from which he was observing the object to see if there was an obstruction in his line of vision which could have caused the disappearance of the light and found none. [redacted] stated it appeared as though the object had passed behind an impenetrable black cloud.

3. Mr. [redacted] stated that the time of [redacted] observation was approximately

[redacted]

AT NEW YORK, NEW YORK (Cont'd)

(3) between 0120 and 0125 hours on 23 February 1953, and he observed the unidentified object for approximately twelve (12) seconds.

4. [redacted] added that he had first observed the unidentified object from the corner of his eye while he was driving eastward on 29th Avenue in Bayside and had immediately stopped his car, dismounted, and stood outside to observe the object. [redacted] does not wear glasses nor did he use any optical device to observe the object.

5. [redacted] stated that his location at the time of the observation was at the intersection of 215th Street and 29th Avenue, Bayside, Long Island, New York, which is estimated to be approximately 79 degrees 49 minutes west longitude and 40 degrees 47 minutes north latitude. This position is south of Fort Totten, Long Island, New York. Mr. [redacted] estimated the object to be at an altitude above the horizontal of between forty (40) to forty-five (45) degrees and its initial observation was a little to the south of an extension eastward of 29th Avenue. 29th Avenue was estimated to bear approximately twenty five (25) degrees north of due east and this would place the object approximately due east of the observer. [redacted] could not make an estimation of the distance of the object. The object traversed an angular distance of approximately sixty (60) degrees to [redacted]'s right, or to the south, and maintained approximately constant altitude.

6. [redacted] stated that due to the time of the observation, he did not notice any other individuals in the vicinity who could be considered as witnesses of this event. [redacted] further stated that he has had past experience in observing aircraft in flight, and also what he called "shooting stars", and that this object did not resemble either of these and, therefore, that was why he felt it necessary to advise this office concerning his sighting. [redacted] further stated that at the time of the sighting there was no rain or moisture present in the air, the atmosphere was cool and, insofar as he knew, clear. No comment was made concerning the winds aloft at that time. [redacted] further stated that he had not observed any aircraft in flight in the area during the time when he observed this unidentified flying object.

7. Mr. [redacted] stated he is employed in the [redacted] branch of the [redacted] Department of [redacted] magazine, published by [redacted]. He stated that he had read the article concerning "Flying Saucers" published in [redacted] magazine, and that he was interested in determining the nature of these objects.

CLOSED

[redacted]

Hy 35I

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-337

DATE 25 MAR 1953

REPORT MADE BY JULIUS M. BLUM, S/A mlh

REPORT MADE AT DO #2, 72 East 10th St., New York 3, N.Y.

PERIOD 16, 17, 18 March 1953

OFFICE OF ORIGIN DO #2, 72 East 10th St., New York 3, N.Y.

STATUS CLOSED

TITLE

Unidentified Flying Object Sighted from Hackettstown, New Jersey, on 10 March 1953 at 2100 and 2400 hours, and 11 March 1953 at 0400 hours

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report

SYNOPSIS

This investigation is predicated upon information received from [redacted], civilian, who advised that one Mrs. [redacted] had sighted an unidentified flying object. Upon interview, Mrs. [redacted] advised that the object had been sighted at 2100 and 2400 hours, 10 March 1953, and 0400 hours, 11 March 1953. The object was described as being round, approximately four times larger than the largest star, emitted a blinking orange light, and changed color to red, white and greenish blue. The object appeared to be in the vicinity of the Delaware Water Gap and was observed from Hackettstown, New Jersey. Investigation disclosed construction is presently under way on a twenty-four hour basis in the vicinity of the alleged sighting. During the hours of darkness, the construction site is illuminated by floodlights which occasionally sweep the skies.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible] OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1

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File 2

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APPROVED

D. D. CARLSON
Lt Colonel [redacted]

FILE NUMBER

24-1195-2-21

INSPECTOR GENERAL

CT MAR 26 16 00 '53

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 46, which may be used.

2D OSI File 24-337
UNIDENTIFIED FLYING OBJECT

DETAILS:

1. This investigation is predicated upon information received telephonically on 16 March 1953, from [redacted], resident of Clinton, New Jersey, employed at [redacted] Company, [redacted] Brooklyn 32, New York, who advised that one [redacted], [redacted], Hackettstown, New Jersey, had sighted an unidentified flying object at 2100 hours on 8 March 1953. [redacted] stated that the information set forth below was furnished him by [redacted].

The unidentified flying object appeared to travel in a vertically descending flight path, starting from an unknown altitude, then, after being lost from view below the horizon for five or ten minutes, followed a vertically ascending flight path. At the time of sighting, Mrs. [redacted] was at her home at Hackettstown, New Jersey, and the object appeared to be located in the sky in the vicinity of the Delaware Water Gap. This performance was repeated at midnight. The sighting at 2100 hours was also witnessed by [redacted], age 13, son of Mrs. [redacted]. The following additional information was furnished:

Shape - Not clearly defined
Color - A fuzzy greenish appearance, which changed to blue and possibly to red
Size - About half the size of the moon
Motion- Straight down and then five or ten minutes later, a helicopter-like ascent to approximately six thousand feet.

At six thousand feet the object leveled off and increased speed tremendously, disappearing from view. Weather and visibility at the time of sighting were unknown to [redacted] The sighting was reported to Civil Defense authorities immediately after the occurrence. Mrs. [redacted] is the wife of a flight engineer employed by [redacted] Airways, Transatlantic Service. Mr. [redacted] sighted an unidentified flying object several years ago while flying over Spokane, Washington and reported the incident to proper authorities at that time.

AT HACKETTSTOWN, NEW JERSEY

2. This portion of the investigation was conducted by Special Agent GEORGE WERTZ.

3. At 1130 hours on 17 March 1953, Mr. and Mrs. [redacted] were interviewed at their residence on [redacted] Road, [redacted], Hackettstown, New Jersey. Mrs. [redacted] stated that on 12 March 1953, at approximately 2100 hours Eastern Standard Time, while looking out of the kitchen window of her mountain top home, facing due north, she observed an orange colored, round object in the sky which appeared to be as high as the lowest stars and about four times larger than the largest star. Mrs. [redacted] stated that at the time of sighting, the sky was free of clouds and the weather was

[redacted]

clear and cold, with very little wind. She stated that the object appeared to be round, like a ball, and within ten minutes the orange color instantaneously changed to red, then white, and then a greenish blue color. During the entire period of observation, the light of the object blinked on and off, resembling the identification lights utilized by aircraft. However, instead of the usual 40 blinks per minute utilized by most aircraft, these blinks appeared to have a frequency of ten (10) to fifteen (15) blinks per minute. Mrs. [redacted] stated that initially the object seemed to be traveling from north to south, and about ten minutes later changed course to a northwesterly direction and appeared to be losing altitude constantly in a gentle glide. Mrs. [redacted] added that the object remained in view for approximately one (1) hour, maintaining the same shape and the same frequency of blinking. The object seemed to disappear in the direction of Delaware Water Gap, east of the aircraft beacon light located at the Gap, having been lost from view shortly after 2200 hours Eastern Standard Time. Mrs. [redacted] stated that she could furnish no further information concerning the aerodynamic features, type of propulsion, exhaust or maneuvers of the object.

After the object disappeared in the general vicinity of the Delaware Water Gap, which is almost due west of her home, Mrs. [redacted] observed a blue-white streak of white rise from the ground in the vicinity of the Water Gap. She described this light as resembling the long exhaust stream which usually accompanies rocket-type propulsion. Mrs. [redacted] added that her thirteen year old son also observed the aforementioned phenomenon. Mrs. [redacted] added that her son was not then available for interview.

Mrs. COOK added that at 2400 hours on the same day, and later at 0400 hours on 11 March 1953, while looking out of the same window in the direction of the Delaware Water Gap, she again observed the same type object with the same type of blinking and changing color, in the same sequence as set forth above. Mrs. [redacted] stated that the object seemed to be traveling up and down the Kittinney Mountain Range which runs from north to southwest and is located northwest from her point of observation. The object seemed to be traveling slowly up and down the range. Mrs. [redacted] could not estimate the speed nor could she furnish the altitude at which the object was traveling, other than to say that "the object was always traveling slowly and the first observation of it was at what seemed to be almost as high as the closest stars." Mrs. [redacted] stated that the Delaware Water Gap is about twelve air miles from her residence. This information was verified by Special Agent WERTZ. Mrs. [redacted] stated that at approximately 2045 hours she retired, but awoke at 2400 hours due to her nervousness over the first sighting. At this time she again observed the object which remained in view for about ten minutes. After this second sighting Mrs. [redacted] again retired, only to awaken at 0400 hours and again observe the object over the Kittinney Mountain Range. Mrs. COOK added that after this last observation she returned to bed.

2D OSI File 24-337
UNIDENTIFIED FLYING OBJECT

4. Mrs. [redacted] stated that she was 34 years of age, that she is a pilot licensed to fly one and two engine aircraft, and that she has been interested in aeronautics for over twenty (20) years. At this point Mrs. [redacted] interjected the statement that she had observed the object without the aid of any glasses or other type of lens. It was noted by the interviewing agent that Mrs. [redacted] appeared to be well educated and intelligent, and she answered all questions without hesitation. Mr. [redacted] stated that he is presently employed as a flight engineer with [redacted] Airways, and flies the North Atlantic European run out of Idlewild Airport, New York. He stated that on the night of 10 March 1953, and the early morning of 11 March 1953, he was flying over the North Atlantic area and observed that the Northern Lights were really "acting up." [redacted] stated that he was rather skeptical concerning his wife's account of the sighting. However, he added that he considers her to be reliable and stated that to the best of his knowledge she had never been subject to illusions of any kind. [redacted] added that the fact that he and his family are "air minded" should be taken into account in evaluating the information furnished by his wife. Mr. [redacted] stated that his son, who is not unduly influenced by Mrs. [redacted], furnished substantially the same facts as his wife when they described the sighting of the object. Mr. [redacted] stated that he has had nineteen (19) years of experience in the field of aeronautics and holds a private pilot's license authorizing him to fly one and two engine aircraft. He added that his wife is not normally an excitable individual but, since observing this unidentified flying object, she has exhibited signs of nervousness.

5. On 17 March 1953, a review of the records of the Hackettstown Police Department disclosed no criminal record of [redacted].

6. On 17 March 1953, CHESTER VREELAND and STANLEY BONAR, patrolmen, Hackettstown Police Department, advised that the [redacted] family enjoy an excellent reputation in the community and are considered loyal, honest, and trustworthy American citizens.

7. On 17 March 1953, Mrs. [redacted], Mrs. [redacted], and Mrs. [redacted], all of whom are neighbors of the [redacted] family and reside on [redacted] Road, stated in substance that they have known the [redacted] family for approximately three and one-half (3-1/2) years, and consider Mrs. [redacted] to be honest, trustworthy, dependable, financially stable, not inclined to seek publicity, enjoying a compatible marriage, apparently a good mother and wife, and a loyal American citizen. Informants stated that Mrs. [redacted] had notified them concerning the sighting of the unidentified flying object, and had seemed greatly perturbed over the incident. Informants added that during the time of the first sighting they were all watching their television sets. Mrs. [redacted] stated that Mrs. [redacted] had telephoned at approximately 2200 hours on 10 March 1953, and advised of her observation. Informants added that they do not doubt that the incidents took place as described by Mrs. [redacted], inasmuch as they do not consider her subject to illusions and are aware of her aeronautical background.

2D OSI File 24-337
UNIDENTIFIED FLYING OBJECT

8. On 17 March 1953, inquiries in the vicinity of Hackettstown, New Jersey, disclosed that there are no Radar aircraft warning or Civil Air Defense observation posts in the immediate vicinity of Hackettstown, N. J.

9. It is to be noted that Special Agent GEORGE WERTZ has observed that on Highway No. 46, almost due west from Mrs. [redacted]'s point of observation, where Highway No. 46 crosses the Delaware River in the vicinity of the Delaware Water Gap, a new toll bridge is being constructed. This construction is being conducted on a twenty-four hour basis and, during the hours of darkness, flood lights are utilized for illumination. Inquiries conducted at the Hackettstown Police Department disclosed that these flood lights sweep the surrounding skies from time to time. When specifically questioned concerning the foregoing, Mrs. [redacted] stated definitely that what she had observed was not one of the flood lights.

10. It is noted that Hackettstown is located in the heart of a rural farming district which is considered as part of the rolling foothills of the Kittinney Mountain Range. There are no large industrial or electronics plants located in the immediate vicinity of Hackettstown.

11. It is further noted that Mrs. [redacted]s home is situated on a hill approximately two hundred feet higher than Hackettstown, and is approximately one mile north of the town, affording an unlimited view of the surrounding terrain. The field of visibility extends north to Highpoint, New Jersey, northeast to Warwick, New York, northwest to the Delaware Water Gap, and encompasses the entire Kittinney Mountain Range.

AT NEWARK, NEW JERSEY

12. On 18 March 1953, Mr. WILLIAM WOLFE, Air Traffic Tower Control Operator, Newark Airport, advised that the geographical coordinates at Hackettstown, New Jersey, are 41 degrees 40 minutes north longitude and 74 degrees 50 minutes latitude. WOLFE stated that Hackettstown is located 560 feet above sea level. He added that the village of Hackettstown lies directly beneath air-traffic lane "red 21" which is utilized by westbound flights coming from Newark, New Jersey. After a telephonic conversation with the United States Weather Station, located at Newark Airport, WOLFE advised that there were no weather reports covering the Hackettstown area, which is located approximately forty-five air miles from the Airport. WOLFE stated, however, that the weather report for Newark covering the period 2000 to 2400 hours, 10 March 1953, was as follows:

Sky - Clear
Visibility - Better than 15 miles plus
Wind - North northeast, 12 miles per hour
Temperature - 20 degrees fahrenheit.

INCLOSURE:
FOR AIR TECHNICAL INTELLIGENCE CENTER, WRIGHT-PATTERSON AFB, OHIO
1. Road Map of New Jersey with key indicating point of observation and other pertinent [redacted]

- C L O S E D -

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
72 E. 10TH STREET
NEW YORK 3, NEW YORK

IN REPLY
REFER TO: 24-O

23 DEC 1953

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECTS
SPECIAL INQUIRY

DECLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible] OF SEC LAW
BY KURT K. KUNZE, Capt, USAF
Historian USAF
4 DEC 1975
DATE

THRU : District Commander
5th District CSI (ID) USAF
Wright-Patterson Air Force Base
Dayton, Ohio

TO : Commander
The Air Technical Intelligence Center (ATIC)
Wright-Patterson Air Force Base
Ohio

1. A summary of information received from AC of S, G2, Headquarters First Army, Governors Island, New York 4, New York, dated 4 December 1953, concerning an unidentified flying object, is quoted below for information:

"I, HERBERT GREENFIELD, First Lieutenant, Air Force Reserve, Serial No. AO-707385, make the following statement as to what I saw in the sky at 1935 hours, 3 December 1953:

I was in the town of Belmar when I happened to look in the sky and noticed the constellation Orion, which at that time was low on the horizon. Having been a navigator in the Air Force, I am interested in seeing the very bright planet which was almost at Zenith. I believe the planet was Jupiter. While observing the planet I noticed a strange illuminated object passing just below the planet referred to. At first I thought I was observing a meterite because of the great speed at which the object was moving. I was able to follow the object for about 4 to 6 seconds. When I first sighted the object it was traveling in a course approximately 270 degrees, and after about 3 to 4 seconds the course changed rather rapidly to 360 degrees and the object moved out of my field of vision. The

UNCLASSIFIED

File: 24-0
UNIDENTIFIED FLYING OBJECTS

"object was shaped in the form of avoid. It had a pulsating light orange color. I would assume that the object was traveling at a speed anywhere between 1500 to 2000 miles per hour. The sky was absolutely cloudless and the object was at a tremendously high altitude".

2. Inasmuch as Commander, Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York, has been included on the distribution of the summary of information, no further action is contemplated by this district.

3. Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1. Information furnished herewith has been derived from sources other than the Department of the Air Force and, in accordance with paragraph 8b, AF Regulation 205-1, dissemination must not be made outside USAF channels.

D. L. Carlson
D. L. CARLSON
Lt. Colonel, USAF
District Commander

cc: Dir CSI

24-185-2-22

DEC 29 12 45 '52

20 JAN. 1953

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
72 E. 10TH STREET
NEW YORK 3, NEW YORK

IN REPLY
REFER TO: 24-366

12 JAN 1954

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT ON
2 NOVEMBER 1953
SPECIAL INQUIRY

TO : Commander
2500th Air Base Wing
Mitchel Air Force Base
New York

1. Transmitted herewith, for your information, is copy of report of investigation made by Special Agent FREDERICK H. DURELS, 2d District OSI, [redacted].

2. Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1.

D. D. CARLSON
Lt. Colonel, USAF
District Commander

1 Incl:
As indicated above.

cc: Dir OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF KURT K. KUHNZE, Capt, USAF
Historian
BY
4 DEC 1975
DATE

UNCLASSIFIED

JAN 13 1954

G2 D/F

Fort Belvoir

OFFICE OF THE ASSISTANT CHIEF OF STAFF, G2

TECGB 319.1 21 December 1953

SUBJECT: Report of Unidentified Airborne Objects

TO: Assistant Chief of Staff, G2
Military District of Washington
Washington 25, D. C.

1. Between 0530 and 0615, 16 December 53, five members of the 515th Engineer Pipeline Company, assigned to this headquarters, observed two unidentified illuminous airborne objects. Three of the witnesses, Cpl T. G. Nobles, Pvt M. S. Wittstock, Pvt K. V. Herrick, were interviewed by G2, TEC at 0930, 16 December 53.

2. Narrative report of interview follows:

Pvt Wittstock observed, at approximately 0530, a bright illuminous object without definite shape at an altitude of approximately 400'-600' in a WSW direction from the 515th Engineer Pipeline Company Operations Office on Stump Dump Road, Fort Belvoir. Wittstock brought this to the attention of Cpl Nobles, Pvt Herrick, Sgt Mathis and Pfc Meyers of his unit, all of whom witnessed this object. A second illuminous object became visible at approximately 0545, being smaller in apparent size, and apparently at greater distance from the observers. Witnesses were unable to estimate the distances to the objects.

Both objects were bright, but not of such intensity to disturb the eyes - appeared as intense as star light. Both objects changed color at irregular intervals; colors observed were red, blue and green. The red color seemed to be most noticable at the times the objects appeared to be moving closer to the observers.

The objects were approximately 75 degrees apart; the first appearing to be over Davison Army Air Field, the second (which appeared about 0545) was to the right of the first object in a westerly direction. Both objects moved erratically, independent of one another; they appeared to move closer to and also away from the observers, as well as moving laterally. The movements were jerky and not of great distances.

The first sighted object disappeared beyond the horizon imately 0600; the second was not visible after approximately the dawn's light made the object imperceptible.

UNCLASSIFIED

COPY 2 OF 3 COPIES

TECGB 319.1 21 December 1953
SUBJECT: Report of Unidentified Airborne Objects

3. The guard on duty between 0500-0600, 16 December 53 at Davison Army Air Field, Pvt H. A. Arters, Co B, 969th Engineer Construction Bn., was questioned to determine if he had observed any unusual airborne objects or unusual lights while on guard. He had not. Aviation Branch at Davison Field was contacted to determine if they could explain any unidentified airborne objects in their area between 0530-0615, 16 Dec 53; they could not.

4. The above report is being forwarded for your information. Should further interest be expressed by higher headquarters, this office is prepared to render any assistance possible.

S. R. KELLEY
Colonel GS
G2

24-185T-2-24

COPY 2 OF 3 COPIES

CONFIDENTIAL

HEADQUARTERS FORT HAMILTON
(1275 ASU)
BROOKLYN 9, New York
Intelligence and Security Division

AHFKB-ID 350.09 12 January 1954

SUBJECT: Report of Unconventional Aircraft

TO: The Commanding General,
First Army, Fort Jay
Governors Island, New York 4, N.Y.
ATTN: Intelligence Division

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

1. In compliance with Ltr Hqrs, First Army, AHFKB-ID 350.09, SUBJECT: Standard Operating Procedure for Intelligence, First Army , Par 12, dated 6 March 1952, the following report of unconventional aircraft is herewith submitted:

a. TIME SEEN: Thursday 7 January 1954 at 0145 hours, Friday 8 January 1954 at 0130 hours and Saturday 9 January 1954 at 2330 hours.

b. LOCATION: [redacted], Brooklyn (Coney Island) N.Y., Object was seen from kitchen window facing west towards Seagate.

c. NAMES AND OCCUPATION OF WITNESSES: Mrs [redacted], housewife occupant of apartment at [redacted], Brooklyn, N.Y., Miss [redacted] invalid daughter of Mrs [redacted] unemployed and Miss [redacted] also residing at the above mentioned address and is unemployed.

d. PHOTOGRAPHS TAKEN: None

e. DISCRIPTION OF OBJECT: see attached diagram.

(1) Number of objects seen: (1) one only

(2) Shape of objects: See diagram attached.

(3) Size of Object: As seen from kitchen window, very large simular to a large dinner plate.

(4) Color: Extremely bright at a large core forming the center of the object, with light streamers like spokes which seemed to run from the center of core to the outer rim. The outer rim seemed to be of a deep green color that shimmered like a haze, and the bright light in the core seemed to flicker.

(5) Speed: Stationary for several minutes, then seemed to flicker a little then shoot straight up at a rate of speed to fast for the eye to follow.

G-2, 599

CONFIDENTIAL
-1-
UNCLASSIFIED

CONFIDENTIAL

BASIC: Ltr 1st Army, Subj: Rpt of unconventional aircraft dtd 2Jan54. Headquarters Fort Hamilton, NY

(6) Direction: Object was in a westernly direction for several minutes then moved straight up.

(7) Maneuverability: None, however the core of the object seemed to flicker considerably.

(8) Altitude: very high

(9) Sounds: None

(10) Exhausts trailers: None

2. This office was unable to establish the identity of the Police Officer mentioned by Mrs [redacted]. The 60th Precinct located in Coney Island, Brooklyn, New York was contacted for verification or report of said object , a negative report of this incident was received.

3. The Intelligence Division of Headquarters First Army was notified.

4. Attached hereto is a diagram of the object as discribed to this office.

Mario R. Fernandez

MARIO R. FERNANDEZ
Captain MPC
Intelligence Officer

Incls: 1
1-Diagram of Object

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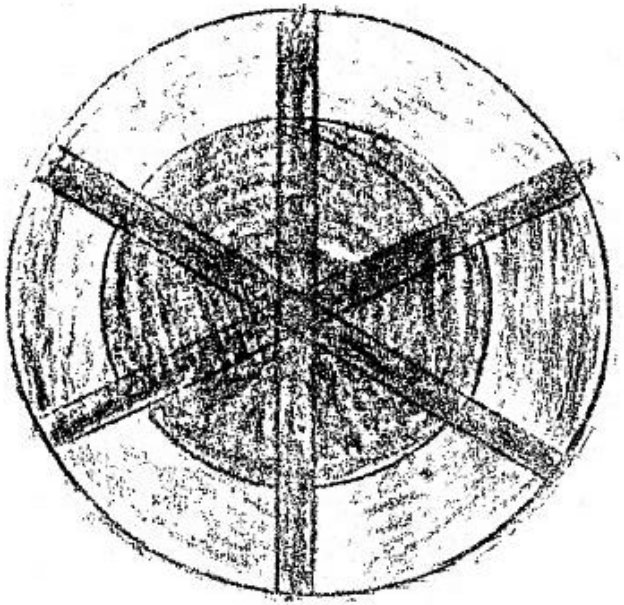
LEGEND

Green Shimmering Hazy Light

Sunbright Light



HEADQUARTERS FIRST ARMY
Office of the Assistant Chief of Staff, G2, Intelligence
Governors Island, New York 4, N. Y.

JAN 14 1954

AHFKB-PO 452.1

SUBJECT: Unconventional Aircraft

TO: Assistant Chief of Staff, G2
Department of the Army, GSUSA
Washington 25, D. C.

1. Reference letter, AHFKB-PO 452.1, Headquarters First Army (G2), dated 11 January 1954, subject: "Unconventional Aircraft."

2. Attached herewith is a report and sketch, dated 12 January 1954, of alleged unconventional aircraft received from Fort Hamilton, Brooklyn, New York, forwarded for your information and any action deemed necessary.

Stanton C. Hutton for
JOHN S. BENSON
Lt Col, GS
Deputy G2

1 Incl.
a/s

c/c furnished

Deputy Director for Intelligence
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, N.Y.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 1 DEC 1975

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-366	DATE 2 JAN 1954emcf/eak
REPORT MADE BY	FREDERICK H. DURELS, S/A
REPORT MADE AT	DO #2, 72 East 10th St., New York 3, N.Y.
PERIOD	15, 17, 18 December 1953
OFFICE OF ORIGIN	DO #2, 72 East 10th St., New York 3, N.Y.
STATUS	CLOSED

TITLE (Unclassified)
UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT
ON 2 NOVEMBER 1953.

CHARACTER
SPECIAL INQUIRY

REFERENCE
INITIAL REPORT

SYNOPSIS

Investigation requested by District Commander, 2D District OSI (IG) USAF; and predicated upon report of six (6) unidentified flying objects over Idlewild Airport. ANTON J. STALDER reported sighting six flying objects hovering over Idlewild Airport at 2210 hours Zulu time, on 2 November 1953 and that a helicopter and a commercial aircraft were aloft at same time. Objects, battleship gray in color, resembled Navy blimps. STALDER called objects to another person, who thought them as broken portions of sky writing chemical smoke. Weather report gave unlimited ceiling and visibility of eight (8) to nine (9) miles at 1500 to 1800 feet, with high, scattered formations of cirrus type clouds. Weather and traffic control logs indicated no record of any unusual objects being sighted. Traffic control log indicated helicopter, one (1) Stratocruiser, and two (2) DC-6 Aircraft aloft during time of reported sighting.

CLASSIFIED BY ...
BY KURT K. KUNZE, Capt, USAF
Historian
14 DEC 1976

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
Dir OSI (Incl)	4		
DO #5 (Incl) (Comdr, ATIC Info)	1		
Comdr, MAFB (Incl) (Info)	1	APPROVED	
File	2	D. D. CARLSON Lt Colonel, USAF District Commander.	

UNCLASSIFIED

AFHQ FORM 15 JAN 19 0-208 Replaces AFOSI Form 4, 23 Jul [illegible]

10—31744-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

(Unclassified) File: 24-366
UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT
ON 2 NOVEMBER 1953

DETAILS:

1. This investigation was requested by the District Commander, 2D District OSI (IG) USAF, 72 East 10th Street, New York, New York; and predicated upon the report of six (6) unidentified flying objects over Idlewild Airport, New York on 2 November 1953.

AT NEW YORK, NEW YORK

2. On 15 December 1953, Mr. ANTON J. STALDER, 3961 Third Avenue, Bronx, New York, was interviewed at this office. STALDER, age 36, advised that he had served three (3) years with the United States Navy as an enlisted man with principal duties of watch-duty and lookout, and has been employed for the past four (4) years as a Patrolman in the New York City Police Department, with station at the 46th Precinct, 2120 Ryer Avenue, Bronx, New York.

STALDER advised that at 2210 hours Zulu time (1710 Eastern Standard time), 2 November 1953, while riding in a bus from Idlewild Airport to Jamaica, New York, in a northerly direction, he observed six (6) flying objects in flights of three (3) each, with one (1) flight above the other, hovering over Idlewild Airport at approximately eight thousand (8,000) feet, and that they gave the appearance of a formation resembling U. S. Navy Blimps (see illustration No. 1 below for one of the objects) STALDER stated that in view of the bus being in motion and making turns, he had been able to make two (2) additional sightings before the objects were lost from view by buildings. During the course of all observations, these objects remained in the same formation. On the second observation, each object appeared to have two (2) relatively large areas of white light with a solid non-lighted area in the center, and that the top portion of each object appeared to be that of an inverted keel of a sailboat or of the upper portion of a blimp's rudder (see illustration No. 2 below for sketch of one of the objects). The final observation was similar to that of the first except that the rudder on each object was more centrally located (see illustration No. 3 below for one of the objects).

(Unclassified)
UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT
ON 2 NOVEMBER 1953

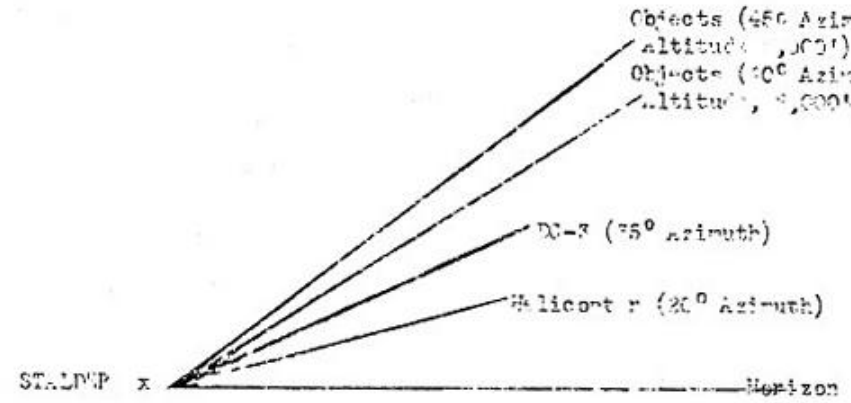
File: 24-366

The size of each object is compared to that of a fifty cent piece (50¢) held at arms length, and were battleship gray in color. At no time was there any sign of tail trail or exhaust, nor was any sound heard, as informant was in a closed and moving vehicle.

When first observed, STALDER advised that the objects appeared to be hovering but that the lower group was moving in an easterly direction with the upper group in a westerly direction. These objects were at a 45° azimuth and changed to approximately 40° azimuth and were at the general height of eight thousand (8,000) feet. These observations lasted for approximately fifteen (15) minutes and terminated upon buildings obstructing the view. STALDER further advised that he had observed these objects without the assistance of binoculars or telescope and that no pictures were taken as he had no camera in his immediate possession.

STALDER advised that the weather had been fair, that the sun was setting, and that the sky had scattered cirrus clouds to the south-west, and that at one time this type cloud had obscured the lower group of objects.

STALDER stated that a helicopter of the windmill type and a DC-3 commercial aircraft were in the air at the time. At arms length, STALDER compared the helicopter to a five cent piece (5¢), and the DC-3 to a twenty-five cent piece (25¢), and that they were at 20 and 35 degrees azimuth respectively.



STALDER further stated that he had been, to the best of his knowledge, the only person to have observed these objects but called them to the attention of another passenger who believed that the objects were broken portions of chemical smoke utilized by sky writing aircraft.

3. This portion of the investigation was conducted by Special Agents CHARLES L. HERMAN and GEORGE D. OSNE.

AT IDLEWILD AIR PORT, NEW YORK

4. On 17 December 1953, Mr. FRED REAR and Mr. ALBERT ADELL, Airways Forecasters, furnished the following information concerning weather conditions on 2 November 1953, between 1630 and 1730 hours (Eastern Standard Time):

Wind Direction	-	West, South-West at 12 mph
Ceiling	-	Unlimited
Visibility	-	1500 and 1600 feet - 9 miles 1700 and 1800 feet - 8 miles
Clouds	-	High, scattered formations (cirrus type) at approximately 23,000 and 30,000 feet There was also a slight, smoky ground haze, which offered no slight obstruction.
Temperature	-	1600 hours - 66 degrees 1700 " 63 " 1800 " 61 "
Sunset	-	1652 hours, with light conditions for approximately 30 minutes after hour.

It was further noted that the weather log, showed no record of any unusual objects, being sighted. REAR and ADELL further advised that in the case anything had been seen, which was unusual, but not deemed to be something that should be entered in the log, it would have been passed on by word of mouth. ADELL stated that he was on duty during the times stated above and he does not recall any mention being made of any sightings.

5. On 17 December 1953, Mr. ROGER SULLIVAN, Chief Controller, and Mr. WILLIAM WILLIAMS, Control Tower Supervisor, were interviewed and furnished the following information concerning air traffic, over and in the immediate vicinity of Idlewild Air Port, New York, on 2 November 1953, between 1623 and 1731 hours (Eastern Standard Time):

(Unclassified) [redacted] File: 24-366
[illegible] FLYING OBJECTS
[illegible] FIELD [illegible]
[illegible] 2 NOVEMBER 1953.

1623 hours - Stratocruiser landed, arrived from a North-easterly direction.
1644 " DC-6 landed, arrived from a South, South-westerly direction.
1648 " DC-4 landed, arrived from a south-westerly direction.
1650 " Constellation took-off, direction, see diagram (inclosure #1) on all take-offs, control log does not indicate direction, however A/C had a choice of only three (3) paths as noted in diagram, used by all A/C on this day and for these weather conditions.
1651 " DC-4, took-off
1652 " DC-4M, took-off
1703 " Helicopter, landed might have come from either a Westerly or North-westerly direction.
1706 " Helicopter, took-off, in either a Westerly or North-westerly direction.
1707 " Stratocruiser, took-off.
1709 " DC-6, took-off, in a Southerly direction
1711 " DC-6, took-off.
1713 " Constellation, took off
1721 " DC-4, landed from a South-westerly direction.
1727 " DC-3, local flight, no particular direction noted, probably an easterly direction.
1729 " DC-6, landed from South-westerly direction
1731 " DC-6, landed from a North-easterly direction.

SULLIVAN and WILLIAMS advised that concerning the helicopter flights they received very little information, but they knew that the craft were to follow the Van Wyck Expressway as part of their flight pattern into Idlewild the helicopters would never exceed an altitude of 1200 feet. WILLIAMS advised that it has been reported previously, that a helicopter in flight at night with its running lights on, might give the impression of more than one aircraft, due to the reflection of its lights against the rotor blade. SULLIVAN further advised that their control log showed no record of any sightings or observations of unusual objects in the air by the tower operator for this day.

6. Special Agent GERALD A. SWEENEY conducted the following portion of this investigation:

AT MITCHEL FIELD, NEW YORK

7. On 18 December 1953, the weather files of Detachment 8, 9th Weather Group were reviewed with Lt. Col. CHARLES [illegible] VAUGHN, Detachment Commander. Rawinsonde observations at Hempstead, New York at 2100 hours,

[redacted]

(Unclassified) [redacted]

UNIDENTIFIED FLYING OBJECTS
OF IDLEWILD AIRPORT
ON 2 NOVEMBER 1953.

File: [illegible]-36[illegible]

Zulu Time (1600 hours Local) for 2 November 1953, are as follows:

ALTITUDE	DEGREES	KNOTS
Surface	270	05
6,000	300	30
10,000	290	34
16,000	290	37
20,000	280	34
30,000	290	43
50,000	290	29
70,000	Clear (?) Reached instrument's limitations.	
80,000	Not available.	

Ground observations, at 1625 hours (Local), were hazy observation, thin scattered clouds at 18,000 and 25,000 feet, visibility five (5) miles, haze and winds at six (6) miles per hour at surface.
Ground observations, at 1726 hours (Local), were hazy observation, thin scattered clouds at 18,000 feet, visibility five (5) miles, haze, and winds at seven (7) miles per hour at surface

INCLOSURES:

FOR DIRECTOR, SPECIAL INVESTIGATIONS, HEADQUARTERS, USAF, WASHINGTON, D.

1. Diagram of runways at Idlewild Airport (in quadruplicate)

FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AFB, DAYTON, OHIO.

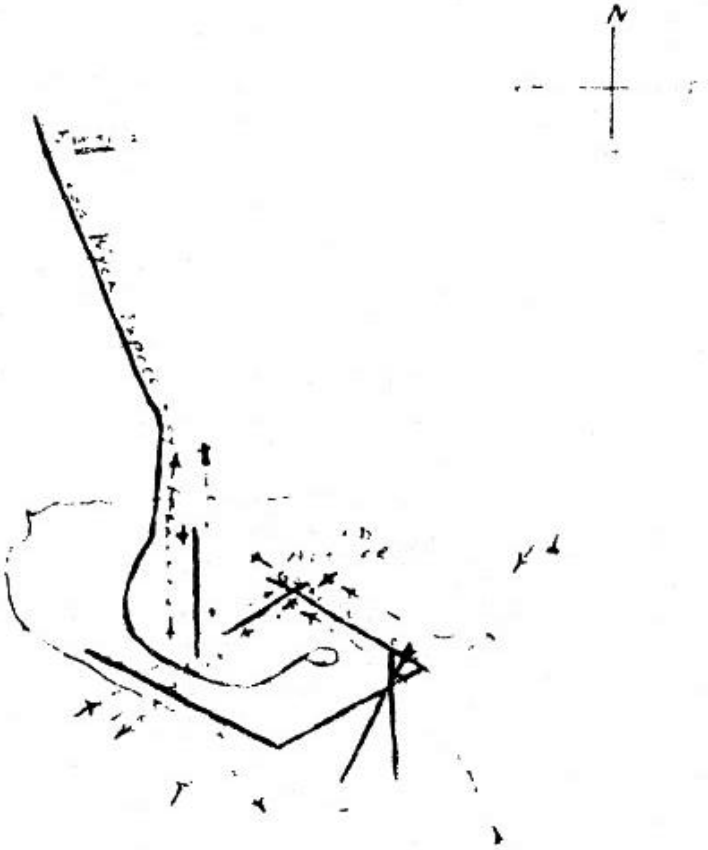
1. Diagram of runways at Idlewild Airport (1 copy)

FOR COMMANDER, MITCHEL AIR FORCE BASE, NEW YORK

1. Diagram of runways at Idlewild Airport (1 copy)

-C L O S E D-

[redacted]



HELICOPTER

Landing — — — — —

Takeoff x x x x x x x x

OTHER AIRCRAFT

Takeoff [illegible]

Landing — — — —

[redacted]

HQ. 2d DISTRICT OSI (IG) USAF
P. O. BOX 997, COOPER STATION
NEW YORK 3, NEW YORK

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUHZE, Capt, USAF
Historian
4 DEC 1975
24-386 DATE

24-185-2-26

MAY 24 1955

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECT
Observed North of Staten Island,
New York, on 14 June 1954 at 0130 hours
SPECIAL INQUIRY

THRU: District Commander
5th District OSI (IG) USAF
Wright-Patterson Air Force Base
Ohio

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Reference is made to closed report of investigation by Special Agent JOHN C. SHINER, 2d District OSI, dated 2 July 1954, Subject and file as above.

complied with on 7 Jun 55 fos

2. It is requested that page 3 of referenced report be destroyed and that inclosed page 3 be substituted therefor.

3. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

4. This letter is classified [redacted] pursuant to the authority contained in paragraph 24a, AFR 205-1. 26

24-185-2-26X

1 Incl
a/s

[illegible]
Lt Colonel, USAF
District Commander

cc: Dir OSI w/incl (quad)

UNCLASSIFIED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-386

DATE 2 JUL 1954 encf

REPORT MADE BY JOHN C. SHINER, S/A

TITLE (Unclassified)
UNIDENTIFIED FLYING OBJECT
Observed North of Staten Island, New York on 14 June 1954 at 0130 hours.

REPORT MADE AT DO #2, 72 East 10th St., N.Y. 3, N.Y.

PERIOD 14 June 1954

OFFICE OF ORIGIN DO #2, 72 East 10th St., N.Y. 3, N.Y.

STATUS CLOSED

CHARACTER
SPECIAL INQUIRY

REFERENCE
INITIAL REPORT

SYNOPSIS

[redacted], [redacted] Great Kills, Staten Island, New York, reported observation of single unidentified flying object North of residence. Object observed for approximately 2½-3 seconds; described as a white sphere blending into reddish tones at circumference. Limited description and flight characteristics furnished; all available data set forth. No previous reference to [redacted] reflected in OSI District No. 2 files.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
Information contained in this report will be considered to be DATED AFR 205-1 4 DEC 1975

OUT 14 JUL CI DIV OSI

DISTRIBUTION		ACTION COPY FORWARDED TO:	FILE STAMP
Dir OSI	4	UNCLASSIFIED	24-185-2
ATIC (Info)	1		
Comdr, Mitchel AFB (Info)	1		
File	2		

APPROVED
JAMES G. FAGAN
Major, USAF
District Commander

AFNO FORM 15 JAN 49 0-208 Replaces AFCSI Form [illegible]

10—37744-1 U. S. GOVERNMENT PRINTING OFFICE

C [redacted]

File: 24-386 - UNIDENTIFIED FLYING OBJECT observed North of Staten Island, New York, on 14 June 1954 at 0130 hours.

CLASSIFICATION CANCELLED
BY AUTHORITY OF
BY KURT K. KOLL, Capt, USAF
Historian
4 DEC 1975
DATE

DETAILS:

AT NEW YORK, NEW YORK

1. On 14 June 1954 at approximately 1800 hours an individual who identified himself as Mr. [redacted], [redacted] Great Kills, Staten Island, New York, telephonically advised Special Agent MARION L. WARREN, at the time, Duty Agent at Headquarters 2d District OSI, that he ([redacted]) had observed an unidentified flying object on 14 June 1954 and furnished the following information relative thereto:

a). Description of the object:
Shape - ROUND
Size compared to known object: As a ball approximately two (2) inches in diameter would appear if held 15 to 20 feet away.
Color - Basically white, however, blending into reddish tones around the outer circumference.
Number - Only one (1).
N/A
Discernible features or details: None
Tail, trail, or exhaust etc - None
Sound - None, however immediately after UFOB vanished, a sound of what might have been an aircraft was heard coming from the opposite direction.
Other pertinent or unusual features - Immediately after UFOB vanished, the western sky lit up as if by "Heat Lightning", however no sound of lightning was heard.

b). Description of course of object:
What first called attention of observer to object: Its spontaneous appearance.
Angle of elevation when first observed - Observer tilted head up 30 to 35 degrees to observe object.
Angle of elevation when object disappeared - Same
Description of flight path and maneuvers of object - Object moved horizontally from right to left making a shallow arc upward then descending to its original height. Total approximate horizontal movement 15 degrees. Observer stated that the object's vertical movement was approximately the same in length as its horizontal movement.
Manner of disappearance - Suddenly
Length of time in sight - 2½-3 seconds.

c). Manner of observation:
Ground - visual
No optical aids
N/A

UNCLASSIFIED

CONFIDENTIAL

[redacted]

File: 24-386 - UNIDENTIFIED FLYING OBJECT - observed North of Staten Island, New York, on 14 June 1954 at 0130 hours

AT NEW YORK, NEW YORK (continued)

d). Time and Date of sighting: 0130 hours, 14 June 1954

e). Location of observer: Approximately 20 ft. south of Woodland Avenue, on Giffords Lane, while facing in a northerly direction, object appeared dead ahead within observer's normal field of vision.

2. With reference to himself, Mr. [redacted] advised that he is 29 years of age, and is employed as a Telephone switchman for the [redacted] Company at [redacted], Brooklyn, N. Y. [redacted] further advised that he does not wear glasses and claimed 20/20 vision. Mr. [redacted] stated that he had not been drinking, and that there was possibly another witness to this occurrence. [redacted] advised that a man, unknown to him by name, but one whom [redacted] sees often, was entering his house on [redacted] just about the same time [redacted] sighted the UFOB, and that this person may have seen the object too. [redacted] advised that he will try and contact this person and ascertain if he also saw the object. Mr. [redacted] asked if this office had received any other reports of such an object appearing at approximately the same time and place. Special Agent WARREN advised Mr. [redacted] to contact the PIO, Mitchel Air Force Base, for any such information, as per instructions outlined in Paragraph 8, AFR 200-2.

3. No previous reference to [redacted] was reflected in 2d District OSI files.

- C L O S E D -

[redacted]

[redacted]

Dir OSI

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
72 E. 10TH STREET
NEW YORK 3, NEW YORK

IN REPLY
REFER TO: 2h-386

2 JUL 1954

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECT
observed North of Staten Island,
New York, on 14 June 1954 at 0130 hours
SPECIAL INQUIRY

TO : Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio
ATTN: ATIAA - 2C

1. Transmitted herewith for your information and files, is copy of report by S/A JOHN C. SHINER, 2d District, OSI, Subject and file as above.

2. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

James G. Fagan
JAMES G. FAGAN
Major, USAF
District Commander

1 Incl.
As indicated above

cc: Dir OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT K. KUHNZ, Capt, USAF
Historian
4 DEC 1973
DATE

UNCLASSIFIED

[redacted]

~~CONFIDENTIAL~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-420

DATE APR 15 1955

REPORT MADE BY Michael Theodorakis, S/A

REPORT MADE AT DO #2, 111 E 16th St., NY 3, NY

PERIOD 23-24 March 1955

OFFICE OF ORIGIN DO #2, 111 E 16th St., NY 3, NY

STATUS CLOSED

TITLE

(Unclassified)
Flying Saucer, 23 February 1955 at Wilton, Connecticut, Seen by [redacted].

CHARACTER

SPECIAL INQUIRY

REFERENCE

Initial Report

SYNOPSIS

Classification cancelled, changed to _____ and marked FOR OFFICIAL USE ONLY, effective on 3 Apr 69, under the authority of the Directorate of Special Investigations, by Capt Pulia, (Name) (Grade) AFISIIC.

Unidentified flying object sighted at approximately 2200 hours 23 February 1955 by [redacted] near North Wilton, Connecticut and by [redacted] near North Tarrytown, New York. Object described as oval and spherical, reddish orange and orange respectively by [redacted] and [redacted]. Object noiseless, had no tail or trail and was luminous. Details concerning sightings set forth.

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt USAF
BY 4 DEC 1979 Historian
DATE

Disclosure of information [illegible] of the nature, sources, or [illegible] information, including that [illegible] reports to persons [illegible] mentioned in the reports or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations (IG), or higher authority.

DISTRIBUTION

Dir OSI (Incl)	2
DO #5 (Comdr, ATIC Info-1) (Incl)	1
File	2

[redacted]

ACTION COPY FORWARDED TO

IN 26 APR 1955 CI DIV OSI

APPROVED

L. L. FREE
Lt. Colonel, USAF
District Commander

UNCLASSIFIED

FILE STAMP

OUT 27 APR 1955 CI DIV OSI

24-195-2-27

APR 18 11 23 '55

G 23 APR 1955

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16—57744-1 U.S. GOVERNMENT PRINTING OFFICE

~~CONFIDENTIAL~~

CONFIDENTIAL

SUBJECT: Flying Saucer
FILE NO: 24-420

DETAILS:

1. This investigation was directed by the District Commander, 2d District OSI (IG) USAF, 111 E 16th St., New York City, predicated upon information that an unidentified flying object was sighted in the vicinity of Wilton, Connecticut on 23 February 1955.

2. The writer was assisted in this investigation by Special Agent LLEWELLYN N. BELCOURT.

AT NEW YORK, NEW YORK

3. On 4 March 1955, the New York Field Office, FBI, transmitted a letter from [redacted], [redacted], New York, N.Y. concerning the reported sighting of an unidentified flying object by [redacted] on 23 February 1955. The letter from [redacted] is set forth verbatim:

"I do not know if I am writing the right place or not with respect to the following information, but if not, you can at least pass it on.

I live in Wilton, Connecticut, and on returning to my home last Wednesday night, February 23, with my wife, I went on Route 33. About half-way from the center of Wilton to my house (which is about five miles from the center), my wife spotted and pointed out to me a rather peculiar object going across the horizon. It appeared to be a red ball several thousand feet from the earth and travelling at a high rate of speed. It was not an airplane. I looked in the papers for some mention of a meteor having come to earth but had seen none.

Subsequent thereto, however, I spoke to a friend of mine, [redacted], who lives on the Hudson River, and he mentioned, in reply to my description, that the same night and about the same time a similar object had apparently passed over his house and crossed the river. This would seem to show that it was not a meteor heading for the earth, as the height, speed and distance were such that it would have hit the earth before it reached the location of the river. The time was approximately 10:00 p.m. or slightly thereafter in each case.

You may have similar reports of this strange object, and I will be glad to give you further details and description if requested."

[redacted]

SUBJECT: Flying Saucer File No: 24-420

DETAILS (CONT'D):

4. On 23 March 1955, [redacted], New York City, was interviewed. [redacted] gave the following account concerning the unidentified flying object he allegedly sighted:

(1) Description of the object.

(a) Shape: decidedly oval
(b) Size compared to a known object held in the hand at arms length: The best comparison [redacted] could make was that the object was about "as large as a commercial airliner" (flying at the altitude one normally sees an airliner over a city).
(c) Color: Reddish orange
(d) Number: Only one
(e) Formation: Not applicable
(f) Discernible features: Object was oval in shape, about two and one half (2½) inches in length and three quarters (3/4) inches in width. [redacted] could recall no other specific details.
(g) Tail, trail or exhaust: None
(h) Sound: No sound was heard
(i) Other pertinent or unusual features: The object was luminous. [redacted] described it as a "ball of light".

(2) Description of course of object.

(a) What first called the attention of observer to the object? Mrs. [redacted] was driving home with Mr. [redacted] from a church meeting. The [redacted]S were driving north on Connecticut State Route 33, which is a dark road at night having no street lights. Mrs. [redacted] first noticed the light from the object and called it to Mr. [redacted]'s attention.
(b) Angle of elevation and azimuth of object when first observed: The object was decending at about a 30 degree angle and appeared as though it would hit the ground in about ten (10) miles should it continue falling at that angle.
(c) Angle of elevation and azimuth of object upon disappearance: Not applicable.
(d) Description of flight path and maneuvers of object: The object was traveling in a southwesterly direction, assuming the flight path of a straight line.
(e) Manner of disappearance of object: The object disappeared from view when it flew behind a high hill in the area known as Bald Mountain.
(f) Length of time in sight: About five (5) to six (6) seconds.

(3) Manner of observation.

(a) Ground-visual
(b) Optical aids used: Negative
(c) Details of sighting if made while airborne: Not applicable.

SUBJECT: Flying Saucer
FILE NO: 24-420

DETAILS (CONT'D):

(4) Time and date of sighting

(a) 240200Z February 1955
(b) Light conditions: Night

(5) Location of observer: About two and one half (2½) miles northward on Connecticut State Highway 33 from the intersection of Connecticut U.S. Highway 7 and just before Bald Mountain.

(6) Identifying information of observer: [redacted], age fifty (50), [redacted], Wilton, Connecticut. [redacted] is an attorney with offices at [redacted], New York City. [redacted] appeared to be a sober minded individual who was telling the truth to the best of his knowledge.

(7) Weather conditions at time of sighting

(a) Observer's account of weather conditions: Clear night.

5. On 24 March 1955, [redacted], [redacted], New York City, was interviewed by S/A BELCOURT and the writer. [redacted] gave the following account of what he saw on 23 February 1955:

At approximately 2200 Eastern Standard Time (240200Z February 1955 Zulu time-date group) on 23 February 1955, [redacted] was watching television and happened to glance out the window when he saw what he described as a sphere, irregular in shape and orange in color. This object would be about the size of a basketball held in the hand at about arms length. The only discernible detail [redacted] could recall was that the object was a sphere of light shooting across the sky. It had no tail, trail or exhaust and made no sound whatsoever. The object travelled horizontally across the Hudson River towards Nyack, New York and went out of sight over the horizon. [redacted] had the object in sight for only about one second. [redacted] saw the object from his home at [redacted], about one and one half (1½) miles north of North Tarrytown, New York, along route U.S. 9 on the Hudson River. [redacted] is forty-eight (48) years of age and resides at [redacted], North Tarrytown, N.Y. He is a public accountant with the [redacted] firm of [redacted], New York City. [redacted] appeared to be a sober minded person who described what he saw to the best of his ability.

6. ~~This report is classified CONFIDENTIAL pursuant to the authority contained in paragraph 2da, AFR 205-1.~~

CONFIDENTIAL

SUBJECT: Flying Saucer
FILE NO: 24-420

INCLOSURES:

FOR DIR OSI

1. Photostat of segment of New York road map showing two sightings of unidentified flying object. (in quad)

FOR COMDR, AIR TECHNICAL INTELLIGENCE CENTER, WRIGHT-PATTERSON AFB, OHIO

1. Same as above.

- C L O S E D -

CONFIDENTIAL

Ossining
North Tarrytown
Tarrytown
Dobbs Ferry
White Plains
Mount Kisco

Stamford

(1.) First sighting reported by [redacted] on Connecticut State Highway 33 just above North Wilton, Connecticut, where the road takes a sharp turn to the right when travelling in a northwardly direction.

(2.) Second sighting reported by [redacted] made from his home at Philipse Manor, just off U.S. Highway 9 about 1½ miles north of North Tarrytown, N.Y.

— — — — — — Indicates approximate path of object as reported by [redacted].

— — — — Indicates approximate path of object as reported by [redacted].

Scale of miles: One inch equals approximately two (2) miles.

UNCLASSIFIED

~~CONFIDENTIAL~~

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21-173

24 May 1955

Y2 4-185-2-28

SUBJECT: (Unclassified)
Flying Object, Unidentified
15 May 1955, [redacted] Little Falls, New Jersey,
Seen by [redacted]

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information and retention is one (1) copy of Report of Investigation by Special Agent FRANK W. AULD, District Office No. 2, file 24-421, dated 19 May 1955, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

CLASSIFICATION CANCELLED
BY AUTHORITY OF DIRECTOR OF INFORMATION
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

For and in the absence of
ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

1 Incl
ROI DO #2 dtd 19 May 55

cc: Dir OSI w/o Incl

FOR OFFICIAL USE ONLY

[redacted] canceled for [redacted] in accordance with Par 25g
AFR 205-1

24-185-2-28X

UNCLASSIFIED

[redacted]

[redacted] CONFIDENTIAL

DiCSI

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-421
DATE MAY 19 1955 mlh
REPORT MADE BY FRANK W. AULD, S/A
REPORT MADE AT DO #2, 111 East 16th St., New York 3,NY
PERIOD 16 May 1955
OFFICE OF ORIGIN DO #2, 111 East 16th St., New York 3,NY
STATUS CLOSED

TITLE
(Unclassified)
Flying Object, Unidentified
15 May 1955, at Little Falls, New Jersey,
Seen by [redacted]

CHARACTER
SPECIAL INQUIRY

REFERENCE
Initial Report

SYNOPSIS

Unidentified flying object sighted at 2122 hours, 15 May 1955, by former pilot using telescope for celestial study at Little Falls, New Jersey. Object described as yellowish white light same shape but smaller in diameter than planet Jupiter, much brighter, noiseless without trail, in view for twenty (20) to twenty-five (25) seconds.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted] OF SAFAF
KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

Par 4C - AFR 205-8
Disclosure of Information. Disclosure of the nature, sources, or even the existence of such information including that contained in investigative reports, to persons implied or mentioned in the reports or [illegible] is not permitted. Such information may be made only when specifically authorized by the Director of Special Investigations (IG), or [illegible]

SPECIAL HANDLING REQUIRED (AFR 124-4)
This is a [illegible] under the control of Special Investigations (IG). The [illegible] contained herein is classified [illegible] by AFR 124-4. If this report is classified see also AFR 205-1.

DISTRIBUTION
Dir OSI ✓
DO #5
(COMDR, ATIC-Info-1)
File

ACTION COPY FORWARDED TO
OUT 26 MAY 1955 OSI
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APPROVED
[redacted]
Lt Colonel, USAF

FILE STAMP
24-185-2-28
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAY 20 12 00 '55
OFFICE OF
SPECIAL INVESTIGATIONS
27 MAY 1955

UNCLASSIFIED

AFHQ FORM 15 JAN 49 **0-208** Replaces AFCSI Form 4, 22 Jul 48, which may be used.

16—67744-1 U. S. GOVERNMENT PRINTING OFFICE

2D OSI File 24-421
Flying Object, Unidentified

DETAILS:

1. This investigation was directed by the District Commander, 2d District OSI (IG) USAF, predicated upon information that an unidentified flying object was sighted in the vicinity of Little Falls, New Jersey, on 15 May 1955.

2. On 16 May 1955, [redacted], [redacted], Little Falls, New Jersey, telephonically gave the following account concerning the unidentified flying object he had allegedly sighted at 2122 hours on 15 May 1955:

(1) Description of the object.

(a) Shape: Same shape as planet Jupiter but much brighter
(b) Size compared to a known object held in the hand at arms length: Smaller than the diameter of the planet Jupiter
(c) Color: Yellowish white; yellow color more discernible through telescope
(d) Number: One (1)
(e) Formation: Negative
(f) Discernible features: Only its excessive speed, estimated at over 500 miles per hour
(g) Tail, trail or exhaust: None discernible
(h) Sound: None
(i) Other pertinent or unusual features: Negative

(2) Description of course of object.

(a) What first called the attention of observer to the object? [redacted] advised that as a hobby he has been making celestial observations for the past year and a half, utilizing a thirty (30) power telescope. On 15 May 1955, while viewing through the telescope, his son noticed an object moving in the sky and brought it to his attention. [redacted] then manned the telescope.
(b) Angle of elevation and azimuth of object when first observed: The object was sighted due west at an elevation of 35 degrees.
(c) Angle of elevation and azimuth of object upon disappearance: Not applicable
(d) Description of flight path and maneuvers of object: The object flew straight and level from NNE to SSW.
(e) Manner of disappearance of object: Disappeared over the horizon
(f) Length of time in sight: Twenty (20) to twenty-five (25) seconds.

FOR OFFICIAL USE ONLY

2D OSI File 24-421
Flying Object, Unidentified

(3) Manner of observation.

(a) Ground-visual
(b) [redacted] used a mounted Jupiter (Japanese) thirty (30x) power erecting telescope
(c) Negative

(4) Time and date of sighting

(a) 151622Z May 1955
(b) Light and conditions: Night

(5) Location of observer: At [redacted] residence, [redacted], Little Falls, New Jersey.

(6) Identifying information of observer: [redacted], age 32, [redacted], Little Falls, New Jersey; residence telephone is [redacted]. [redacted] is a job analyst for [redacted], New Jersey; business telephone is [redacted], extension [redacted]. He is a former pilot, and held the reserve rank of 1st Lieutenant with serial number [redacted]. [redacted] stated that this is the first flying object that he hasn't been able to identify as some sort of aircraft or another in his eighteen (18) months of celestial study.

(7) Weather and winds aloft conditions at time and place of sighting: Ceiling and visibility unlimited, negligible thin, high clouds noted.

3. The files of this district office failed to reflect any record of [redacted]

4. ~~This report is classified CONFIDENTIAL pursuant to the authority contained in paragraph 24a, AFR 205-1.~~

- C L O S E D -

FOR [redacted]

[redacted]

[redacted]

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Ohio

10 June 1955

5D 24-21-175

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECT SIGHTED
BY [redacted] ON 15 May 1955

24-185-2-29

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE ... OF SPEC INV
BY ... K. KUNZE, Capt, USAF
Historian
DATE 1 ... 1955

TO Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATIAA-2C

1. Transmitted herewith for your information and retention is one (1) copy of Report of Investigation by Special Agent MICHAEL THEODORAKIS, District Office No. 2, file 24-433, dated 7 June 1955, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

1 Incl
ROI DO #2 dtd 7 Jun 55

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

cc: Dir OSI w/o Incl

IN
20 JUN 1955
CI DIV
OSI

OUT
JUN 1955

24-185-2-29

29

24-185-2-29 X1

UNITED STATES AIR FORCE
AIR INSPECTOR GENERAL

JUN 15 16 01 '55

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UNCLASSIFIED

OFFICE OF
SPECIAL INVESTIGATIONS

[redacted]

JUN 1955

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-433	DATE JUN 7 1955 ej
REPORT MADE BY MICHAEL THEODORAKIS, S/A	
REPORT MADE AT DO #2, 111 E. 16th St., New York 3, N.Y.	
PERIOD 24 May 1955	
OFFICE OF ORIGIN DO #2, 111 E. 16th St., New York 3, N.Y.	
STATUS CLOSED	

TITLE

(Unclassified)
UNIDENTIFIED FLYING OBJECT SIGHTED BY [redacted] ON 15 May 1955.

CHARACTER

SPECIAL INQUIRY

REFERENCE

INITIAL REPORT

SYNOPSIS

[redacted] sighted and photographed unidentified flying object, 15 May 1955. [redacted] described object as appearing oblong and then circular in shape as angle of sight changed. Object bright white becoming gray as it turned from sun. It made no sound, and had no trail or exhaust. Object in sight for about one and one half (1½) minutes. Identifying information concerning [redacted] set forth.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT K KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

SPECIAL HANDLING REQUIRED (AFR 124.4)

This [illegible] is the property of the Air Force Office of Special Investigations. It is loaned to your agency; it and its contents are not to be reproduced without the permission of the Air Force Office of Special Investigations. No action may be taken on this report, or the information contained herein, without prior consultation with the Air Force Office of Special Investigations, unless such action is specifically authorized by AFR 124.4. If this report is classified see additional handling instructions on the reverse hereof. Only persons officially entitled to such information may be given access thereto. Only persons authorized by the Director of Special Investigations (OSI), or higher authority may release this report or the information contained herein outside the Air Force. Unauthorized persons who have access to this report are subject to criminal penalties as provided by AFR 205-1.

DISTRIBUTION

Dir OSI (Incl) 2
DO #5 (Comdr, ATIC, -Info-1) (Incl) 1
[illegible] 2

ACTION COPY FORWARDED TO

14 JUL 1955

APPROVED
FOR UNCLASSIFIED
L. L. [illegible]
Lt. Colonel, USAF

FILE STAMP

30 JUL 1955
94-185-2
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUN 8 15 17 '55
OFFICE OF SPECIAL INVESTIGATIONS

AFHQ FORM 15 JAN 49 O-208 Replaces AFOSI Form [illegible]

16—67744-1 U.S. GOVERNMENT PRINTING OFFICE

SUBJECT: UNIDENTIFIED FLYING OBJECT SI[redacted] ON 15 MAY 1955
FILE NO: 24-433

DETAILS:

1. This investigation was directed by the Commander, 2d District OSI, based upon information received in this office that [redacted], New York City, had sighted and photographed what he believed to be a "Flying Saucer".

2. The writer was assisted in this investigation by Special Agents WILLIAM K. MacMINN, and FRANK AULD.

AT NEW YORK, NEW YORK

3. On 24 May 1955, [redacted], New York City, was interviewed by S/A MacMINN and S/A AULD. [redacted] described the unidentified flying object which he photographed as follows:

a. Description of Object
   1. Shape; The object appeared oblong at first but as the angle of sight changed with the movement of the object, it appeared more circular.
   2. Size compared to a known object held in the hand at about arms length; About the size of a quarter.
   3. Color; Bright white (such as the sun reflecting from a mirror) but as the object moved the object became a gray color.
   4. Number; One only.
   5. Formation if more than one; Not Applicable.
   6. Tail, trail or exhaust; None.
   7. Sound; None

b. Description of Course of Object.
   1. What first called the attention of observer to object? [redacted] was on the roof of an apartment building photographing a girl friend when she called his attention to this object overhead.
   2. Angle of elevation and azimuth of object when first observed; 40-45 degrees.
   3. Angle of elevation and azimuth of object upon disappearance; 45 degrees.
   4. Description of flight path and maneuvers of object; [redacted] described the manuevers of the object as being similar to that of the white ball in the "Community Sing" movie shorts, which bounces from word to word [illegible] from the music.
   5. Manner of disappearance of object; The object shot upward at a 45 degree angle and vanished from sight in the distance.

[redacted]

[redacted]

[redacted]

SUBJECT: UNIDENTIFIED FLYING OBJECT SIGHTED BY [redacted] ON 15 MAY 1955
FILE NO: 24-433

DETAILS: (Cont'd)

AT NEW YORK, NEW YORK

6. Length of time in sight; One and one half (1½) minutes maximum.
7. Manner of observation; Ground visual.
8. Optical aids used; None

c. Time and Date of Sighting;
1. Zulu time-date group of sighting; 152000-152030 May 1955
2. Light Conditions; Day - Clear.
3. Location of Observer; On roof of [redacted], New York City.

d. Identifying information on Observer
1. [redacted] age 31, [redacted], New York City. [redacted] was a Television Technician for [redacted] from 1950 to 12 January 1955. At the time of the sighting [redacted] was unemployed. [redacted] advised that he attended high school in [redacted], Pennsylvania and later attended the school of General Studies at the New York University. He was in the U. S. Army from January 1943 to December 1945, serial number US [redacted], and was in the [redacted] Anti Aircraft Battery in the European theater of operations.

e. Location of any air traffic in the area at time of sighting; [redacted] stated he heard or saw no aircraft in the vicinity at time of sighting.

f. Existence of any physical evidence of the sighting; [redacted] took a series of photographs of the unidentified flying object, copies of which are attached as inclosures to this report.

4. This report is classified [redacted] pursuant to the authority contained in paragraph 24a, AFR 205-1.

[redacted]

SUBJECT: UNIDENTIFIED FLYING OBJECT SIGHTED BY [redacted] CN 15 MAY 1955

INCLOSURES:

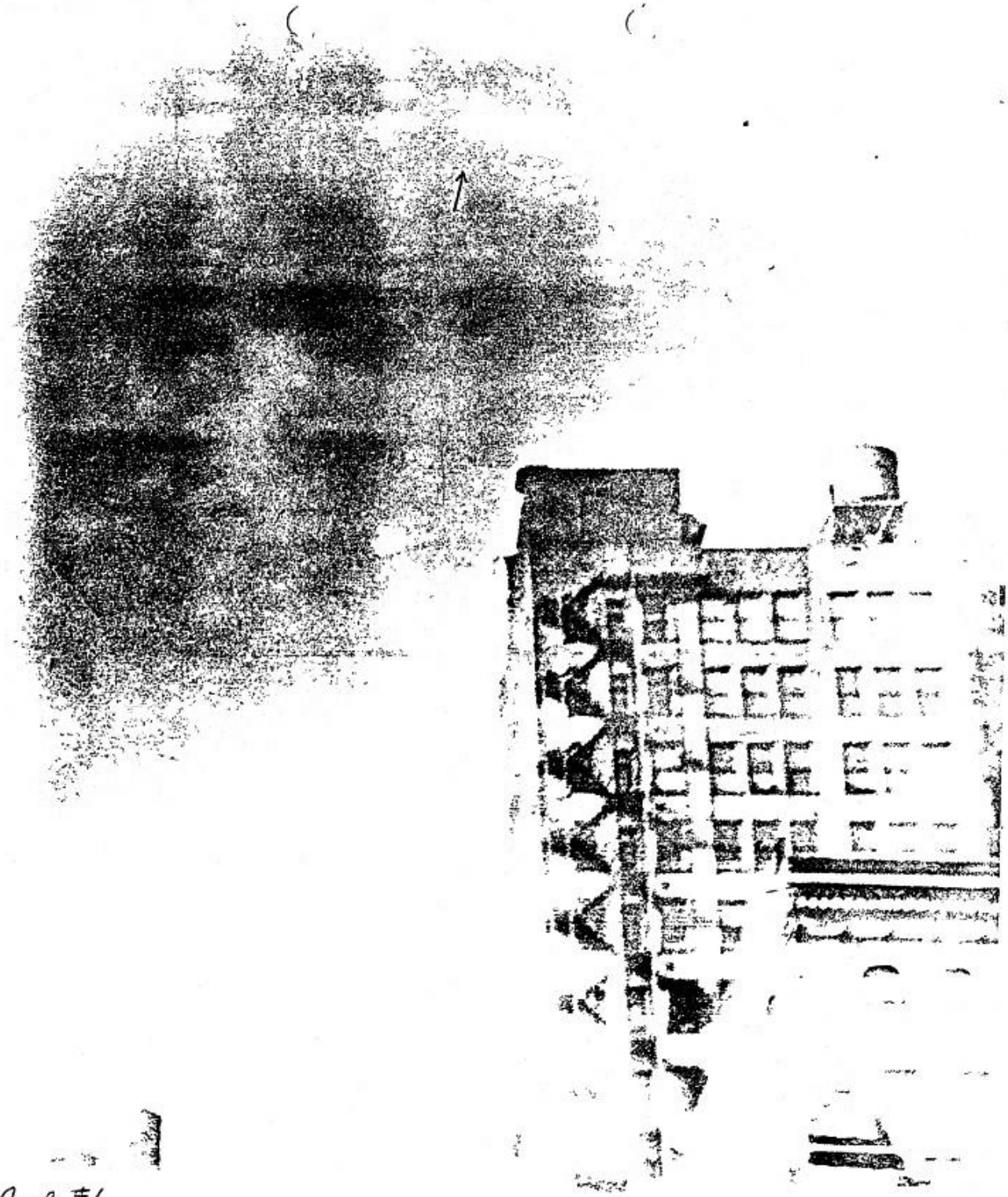
FOR DIRECTOR, OSI, WASHINGTON 25, D. C. (dup)

FOR COMDR, AIR TECHNICAL INTELLIGENCE CENTER, WRIGHT-PATTERSON AFB, OHIO

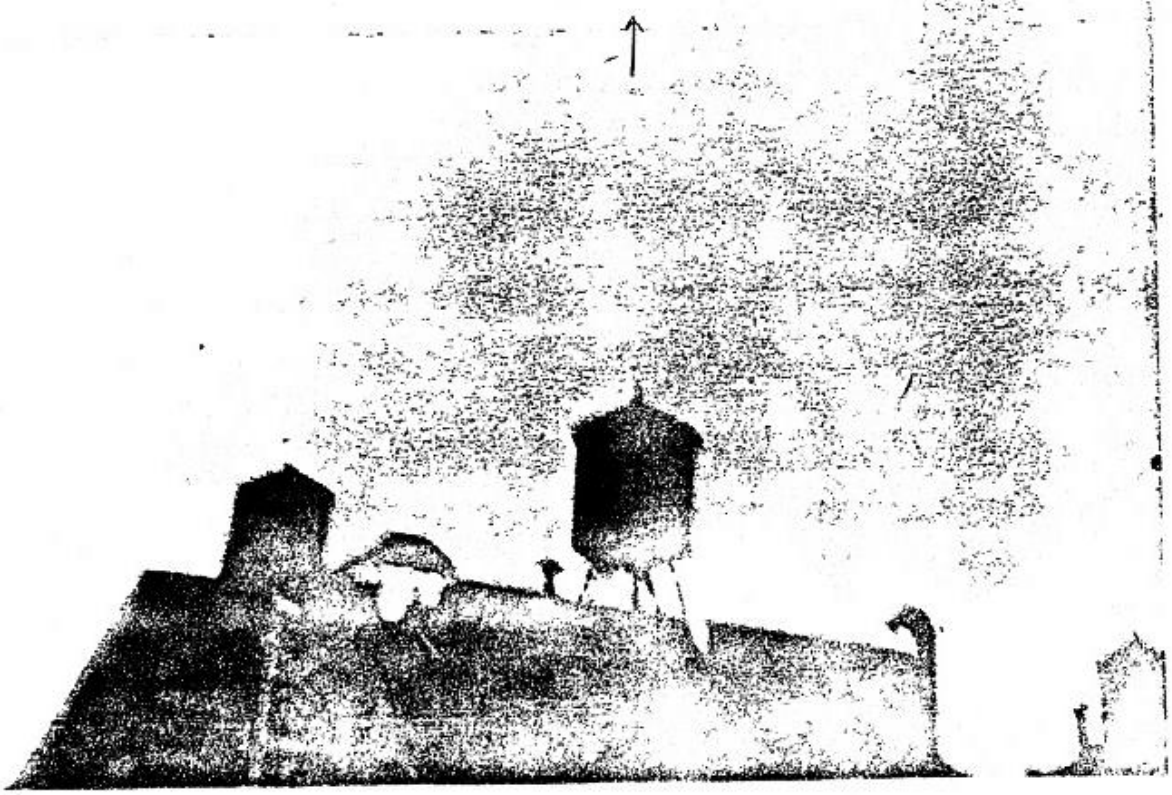
1-3. A series of photographs showing the object as a blotch in the sky when it appeared bright white, reflecting the sun as a mirror.

4-5. Two photographs showing the object as it turned from the sun and taking some shape and a gray color. The object appeared as a blur to the observer at all times.

-CLOSED-

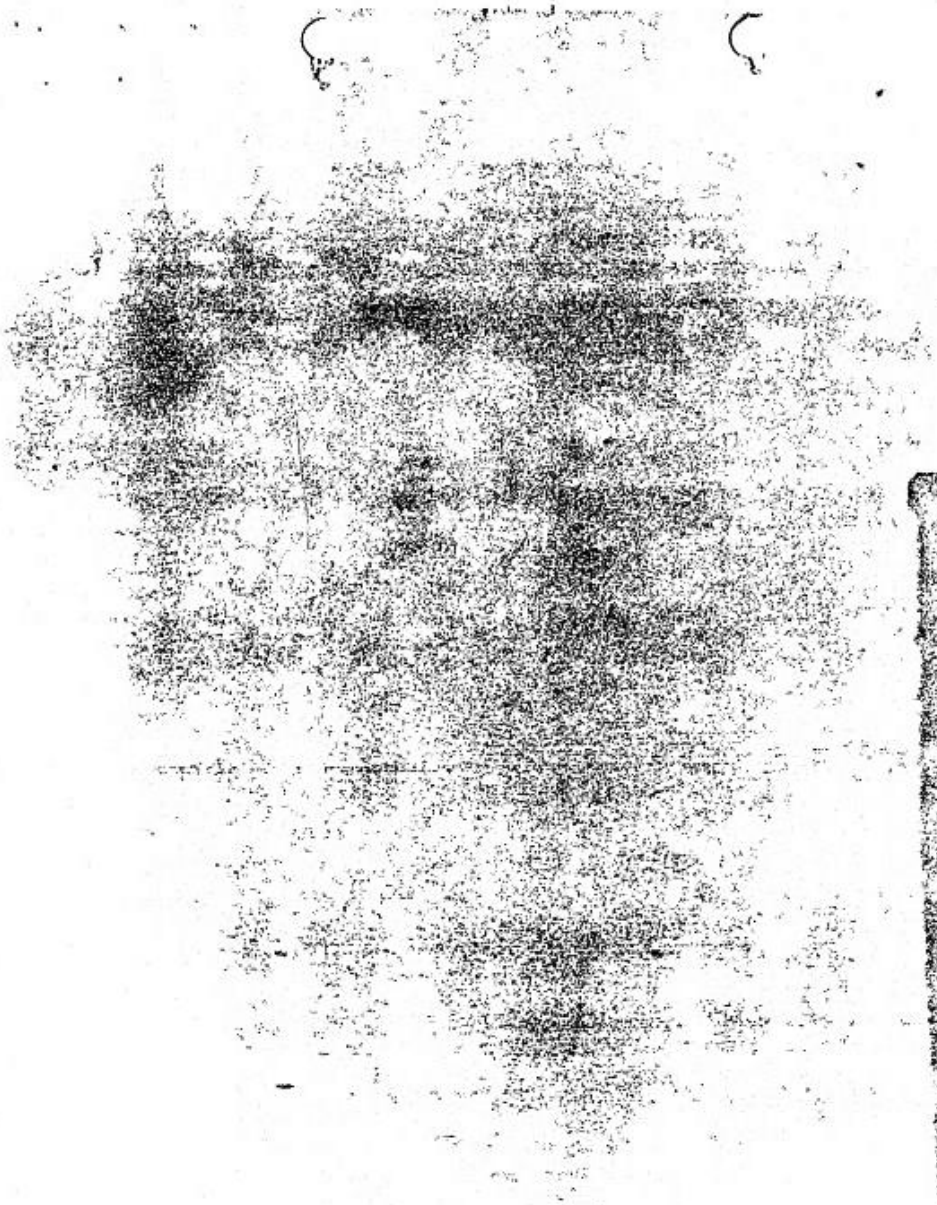


Encl. #1



Incl. #3

Incl. #4



Incl. #3

CONFIDENTIAL

AFCSI-6D/Mr O'Donnell/mh/Code 151/X-8896/12 July 55

14 JUL 1955

AFCSI-6D INV 24-185-2-29

SUBJECT: (Unclassified) Transmittal of Report

TO: District Commander
14th OSI District (IG)
Lowry AFB
Denver, Colorado

Attached for transmittal to Air Defense Command, Ent AFB, is a copy of our OSI DO #2 Report, dated 7 June 1955.

FOR THE DIRECTOR:

1 Incl
R/I fr DO #2, 24-433,
dtd 7 Jun 55, w/incls

for GENE P. MARITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

OUT 14 JUL 1955 MANAGEMENT DIV

UPON REMOVAL OF THE ENCLOSURES THIS CLASSIFICATION ON THIS CORRESPONDENCE WILL BE UNCLASSIFIED (AFR 190-16)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
XURT K. KUHZE, Capt, USAF
BY Historian
4 DEC 1975
DATE

OUT 14 JUL 1955 CI DIV

24-185

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI/FILE CY - 24-185-2-29
CHRON CY - AFCSI-6D

AFCSI-6D
Mr. O'Donnell

CONFIDENTIAL
UNCLASSIFIED

OHIO

5D 24-21-176 19 April 1956

SUBJECT: (Confidential)
UNKNOWN SUBJECT(S) Unidentified
Flying Object Sighted at Glen Ridge,
New Jersey on 9 March 1956

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 1 DEC 1975

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information and retention is one (1) copy of Report of Investigation by Special Agent FREDERICK W. McNABB, JR., District Office No. 2, file 24-496, dated 16 April 1956, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

3. This letter is classified CONFIDENTIAL pursuant to the authority contained in paragraph 24a, AFR 205-1.

1 Incl
ROI DO #2 dtd 16 Apr 56

Wm G. Hines
Wm G. HINES
Colonel, USAF
District Commander

cc: Dir OSI w/o Incl

24-185-2-31
24-185-2-31

UNCLASSIFIED

50-F-893

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-496

APR 16 1956 SSC

REPORT MADE BY: FREDERICK W. McNABB, JR., S/A

REPORT MADE AT: DO #2, 111 E. 16th St., New York 3, N.Y.

PERIOD: 15 March 1956

OFFICE OF ORIGIN: DO #2, 111 E. 16th St., New York 3, N.Y.

STATUS: CLOSED

TITLE: (Confidential) UNKNOWN SUBJECT(S) Unidentified Flying Object Sighted at Glen Ridge, New Jersey on 9 March 1956

X 24-185-4-20

CHARACTER: SPECIAL INQUIRY

REFERENCE: INITIAL REPORT

SYNOPSIS:

Investigation predicated upon receipt of information from Newark Field Office, FBI, that an unidentified flying object was sighted by a Glen Ridge, New Jersey family on 9 March 1956. Family interviewed. Complete details concerning object's actions and description obtained.

SPECIAL HANDLING REQUIRED (AFR 124-4)

This is a privileged document under military law. This report may not be reproduced or given additional dissemination except as authorized by AFR 124-4. If this report is classified see also AFR 205-1.

PAR 3C p AFR 205-1. Disclosure of information. Disclosure of the [illegible] sources, or even the existence of such information [illegible] including statements made in investigative reports, to persons not officially concerned with such reports or to other [illegible]

CLASSIFICATION CANCELLED (or downgraded to) authorized by the Director of Security Review (SAFOI-S), Office of the Secretary of Defense (OSD), or higher authority.

BY KURT K. KUNZE, Capt, USAF
Historian 4 DEC 1975
DATE

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Dir OSI 2
DO #5 2
(ATIC, Wright-Patterson AFB, Ohio ATTN: ATIAA-2C-Info-1)

File

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APPROVED
ROBERT S. JONES
Lt Colonel, USAF
UNCLASSIFIED
District Commander

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24-185-2-31
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
APR 17 11 06 '56
OFFICE OF SPECIAL INVESTIGATIONS
20 JUL

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form [illegible]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

CONFIDENTIAL

DETAILS:

1. This investigation was predicated upon information received from Special Agent DON ROSE, Newark Field Office, Federal Bureau of Investigation, to the effect that on 9 March 1956, [redacted], Glen Ridge, New Jersey, reported he and his wife had sighted an unidentified flying object from their residence.

AT GLEN RIDGE, NEW JERSEY

2. On 15 March 1956, Mrs. [redacted], [redacted], JR., and Miss [redacted] were interviewed jointly. Except where otherwise indicated the descriptions set forth were agreed upon by all three interviewees:

A. Description of the object is set forth below:

(1) Shape - Round but could have been Cylindrical with only circular area visible.

(2) Size - About the size of a pea held at arm's length.

(3) Color - White light with reddish tinge; general burning effect.

(4) Number - One object.

(5) Discernible Features - Extreme brightness; appeared to give off own light.

(6) Tail or Trail - None whatsoever.

(7) Sound - None.

(8) Pertinent Features - Brightness appeared to vary, giving object a turning effect.

B. Description of course of object is set forth below:

(1) [redacted], JR., while outdoors, noticed the unusual brightness and large size of the object. He noticed that the few visible stars in the sky were pale by comparison. His first view was with the naked eye. [redacted] reported the presence of the object to his family.

(2) Angle of Elevation and Azimuth of Object - Elevation

[redacted]

CONFIDENTIAL

CONFIDENTIAL

between 30 degrees and 45 degrees above the earth during the entire viewed appearance of the object. Azimuth of object on first appearance was approximately 230 degrees according to compass reading taken by [redacted], JR., from his front yard. Azimuth of object on disappearance was estimated by family to be 270 degrees.

(3) Path of object - Object appeared to travel in a straight South Westerly course but may have risen slightly. Mrs. [redacted] observed a rotating effect caused perhaps by increasing and decreasing brightness of object. She described the effect as being similar to having the edge of a coin turned toward her.

(4) Manner of Disappearance - Object appeared to grow smaller and smaller as if it were traveling directly away from the observers.

(5) Length of observation - 45 to 60 minutes.

C. Manner of Observation is set forth below:

(1) Ground visual observation.

(2) Optical Aids - Binoculars, 6x30, uncoated lens, manufactured by Universal Camera Corporation, New York, N.Y., marked "USN BU SHIPS, Mark 33, Mod 1, N 1943."

D. Time and Date of Sighting

(1) Zulu time-date group of sighting - 0030 hours, 10 March 1956 (1930 hours EST, 9 March 1956)

(2) Conditions - Night.

E. Location of Observers - [redacted], Glen Ridge, New Jersey.

F. Identifying Information of Observers

(1) Mrs. [redacted], age 50, [redacted], Glen Ridge, New Jersey; housewife; part-time social and religious writer for [redacted], New Jersey papers.

(2) [redacted], JR., age 18, [redacted], Glen Ridge, New Jersey; student at [redacted] High School.

(3) [redacted], age 14, [redacted], Glen Ridge, New Jersey; student at [redacted] High School.

[redacted]

[redacted]

CONFIDENTIAL

G. Weather Conditions

(1) Clear night - no clouds.

(2) Ground haze.

(3) Slight wind about 10 miles per hour.

H. Physical Evidence of Phenomenon - None.

I. Air Traffic in Area - Heave air traffic into Newark Airport. Two (2) planes in same direction as object appeared to be circling at lower altitude than object. [redacted] stated that when the lights of the two circling planes disappeared, the object appeared to grow larger and brighter.

J. Length of Time Object Observed

(1) [redacted] JR. - 1930 hours to 2005 hours (EST) except for three quick trips into house. Used binoculars for two minutes.

(2) Mrs. [redacted] - 1930 hours to 2025 hours at various intervals. Saw turning effect through binoculars once.

(3) [redacted] - 1940 hours to 2005 hours. Used binoculars when planes were circling in the area. Noticed turning effect through glasses.

K. Other Sighting by [redacted] JR., and [redacted]

(1) Time and Place - 2015 hours (EST) from North West corner Douglas Road and Lincoln Street, Glen Ridge, New Jersey.

(2) Azimuth - Compass sighting 285 degrees.

L. On 15 March 1956, [redacted], SR., was interviewed separately. Mr. [redacted] furnished substantially the same information as had his family with the following exceptions:

(1) Object appeared to be white with <u>bluish</u> tinge.

(2) No movement observed, but object appeared to get smaller as if moving away from observer.

(3) Identifying Information - [redacted], Age 48.

[redacted]

CONFIDENTIAL

[redacted], Glen Ridge, New Jersey; Engineer, [redacted] Company, [redacted], Newark, New Jersey.

(4) Observed nothing unusual in flight of planes near object.

(5) Mr. [redacted] stated that he belisved the object to be some natural phenomenon but added that his wife, who has read a great deal about "flying Saucers", was convinced that the object had greater significance. Mr. [redacted] advised that Mrs. [redacted] was a firm believer in "flying saucers".

3. This report is classified CONFIDENTIAL pursuant to the authority contained in paragraph 24a, AFR 205-1.

- CLOSED -

[redacted]

[redacted]

~~CONFIDENTIAL~~

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
OHIO

5D 24-21-178 26 July 1956

SUBJECT: (Unclassified)
UNKNOWN SUBJECT(S)
Unidentified Flying Object Sighted at
Greenwood Lake, New York, on
14 July 1956

X24-185-2-32

TO: Commander
Air Technical Intelligence Center
ATTN: AFOIN 4S4
Wright-Patterson Air Force Base
Ohio

1. Transmitted herewith for your information and retention is one (1) copy of Report of Investigation by Special Agent ROBERT S. HERMANN, District Office Nr. 2, file 24-515, dated 23 July 1956, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

Kenneth N. Whitehorn
FOR AND IN THE ABSENCE OF
Wm G. HINES
Colonel, USAF
District Commander

1 Incl
ROI, DO #2 dtd 23 Jul 56

Copy furnished:
Dir OSI w/o Incl

WHEN INCL NO. 1 IS (~~ARE~~) WITHDRAWN OR NOT ATTACHED, THE CLASSIFICATION OF "Confidential" ON THIS CORRESPONDENCE WILL BE CANCELLED IN ACCORDANCE WITH AFR 205-1. When Classification is cancelled, this correspondence will be stamped "FOR OFFICIAL USE ONLY" (AFR 205-1)

X24-185-2-32

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

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AUG 56 07 35

OFFICE OF
SPECIAL INVESTIGATIONS

[redacted]

HQ. 2d DISTRICT OSI (IG) [illegible]
P.O. BOX # 173, COOPER STATION
NEW YORK 3, NEW YORK

JUL 23 1956

24-515

SUBJECT: (Confidential)
UNKNOWN SUBJECT(S)
Unidentified Flying Object Sighted
at Greenwood Lake, New York, on
1[illegible] July 1956
SPECIAL INQUIRY

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Forwarded, for the information of your Headquarters, is report of investigation made by Special Agent ROBERT S. HERMANN, 2d District OSI, this date, Subject and file as above.

2. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

3. This letter is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c, AFR 205-1.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY 4 DEC 1975 KURT K. KUNZE, Capt, USAF
Historian
1 Incl
a/s DATE

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: Dir OSI
COPIES [illegible] DIA

UNCLASSIFIED

[redacted]

24 JUL 56 11 11

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-515
DATE JUL 23 1956 mlh
REPORT MADE BY ROBERT S. HERMANN, S/A
REPORT MADE AT DO #2, 111 East 16th St., New York 3, N.Y.
PERIOD 18 July 1956
OFFICE OF ORIGIN DO #2, 111 East 16th St., New York 3, N.Y.
STATUS CLOSED

TITLE

(Unclassified)
UNKNOWN SUBJECT(S)
Unidentified Flying Object Sighted at Greenwood Lake, New York, on 14 July 1956

CHARACTER
SPECIAL INQUIRY

REFERENCE
INITIAL REPORT

SYNOPSIS

Investigation, predicated upon receipt of a telephone call from [redacted], civilian, that he had sighted an unidentified flying object both in the afternoon and in the evening of 14 July 1956 at Greenwood Lake, New York. Such details which [redacted] could remember, based upon his observation and description of what he had observed, were obtained.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
4 Dec 1975
DATE

DISTRIBUTION

Dir OSI	2
DO #5 (ARDC, Wright-Patterson [illegible] ATIA-3C-Info-1)	2
COMDR, EADF (Info)	1
[illegible]	2

ACTION COPY FORWARDED TO

APPROVED
UNCLASSIFIED
ROBERT S. JONES
[illegible] Lt Colonel, USAF
[illegible] Commander

FILE STAMP

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 25 Jul 48, which may be used.

16—57743-1 U. S. GOVERNMENT PRINTING OFFICE

2D OSI File 24-515
UNKNOWN SUBJECT(S)
Unidentified FlyObt,Greenwood Lake,NY

DETAILS:

AT NEW YORK, NEW YORK

1. This investigation was predicated upon information received by the reporting agent from [redacted], age 32, a portrait painter, resident at [redacted], New York, New York, by telephone on 18 July 1956.

2. [redacted] reported that on 14 July 1956, he had twice observed a flying object in the sky. The observations took place for short periods at about 1630 hours and 2200 hours. The periods of observation were brief. [redacted] could not tell whether he had seen the same object in both instances of observation. He described the object seen at 1630 hours as the size of a dime, silver colored, disc shape, and motionless; then it tilted, appeared to have a dome on the top, and disappeared.

The object seen at night was also the size of a dime, red in color, of disc shape, and was traveling at high speed; it curved sharply across the sky, and disappeared. Weather conditions were good for observation; no instruments were used. [redacted] advised that his wife, [redacted], resident at his address, also [redacted], an oil explorer, and [redacted], a nurse, both of Greenwood Lake, New York, could corroborate his observation, in part. When ask if he could be interviewed, personally, about the matter, [redacted] replied that a personal interview would take too much of his time.

3. Detailed answers, as required by Air Force Regulation 200-2, paragraph 7d, are set forth below; numbering is in accordance with that used in the Regulation:

(1) Description

(a) Shape - Disc

(b) Size - Dime

(c) Color - Silver at day; red at night

(d) [redacted]

(e) N/A

(f) - (i) - Information not available

(2) Description of course of object

(a) Personal observation of [redacted]

(b)-(f) - No information furnished

(3) Manner of observation - Naked eye from the ground

(4) Time and date of sighting

(a) Zulu time-date group - 2030Z, 14 July 1956
(1630 hours EDST, 14 July 1956)

Zulu time-date group - 0200Z, 15 July 1956
(2200 hours EDST, 14 July 1956)

(b) Light conditions - Day in first instance; night in second instance

(5) Location of observer - Thirty (30) miles east of Nyack, New York

(6) Identifying information of all observers

(a) [redacted], civilian, age 32, [redacted], New York City; portrait painter

(b) [redacted], civilian, wife of [redacted]

(c) [redacted], Greenwood Lake, New York; oil explorer

(d) [redacted], Greenwood Lake, New York; nurse

(7) Weather conditions - Clear in both instances

(8)-(12), inclusive - No information available.

4. This report is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c, AFR 205-1.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
KURT A. KUHLE, Capt, USAF
BY [illegible]
DATE

UNCLASSIFIED

AFCSI-6D/Capt Yeida/ler/Code 151 Ext 8896/21 Sep 56

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

File No. AFCSI-6D IEV-24-185-2
Your File No.

SUBJECT: Transmittal of Reports and/or Requests for Information

TO: District Commander
14th OSI District (AG)

1. In connection with the above file, the purpose of this communication is as checked below:

☐ Inclosure reports results of overseas investigation requested.

☐ Investigation continuing; results will be forwarded.

☐ Investigation your District Office. Suspense: _____

☐ Your District is designated office of origin; auxiliary offices (if any) are indicated below as recipients of copies of this letter.

☐ Subject assigned to command within your area. Refer copy to interested command for information and/or appropriate action.

_____ copies of reports requested (if other than normal).

☒ Inclosure is for information and any action warranted.

☐ Advise as to command action (including recoupment action, 61 cases).

☐ Status of this matter and date report may be expected.

2. ☒ When inclosures are withdrawn or not attached, the classification on this correspondence will be cancelled in accordance with AFR 205-1.

3. Remarks - Request appropriate representative of the Commander, [illegible] be furnished a copy of inclosed letter.

FOR THE DIRECTOR:

[illegible]
Chief, Foreign Branch

1 Incl (in dup)
Ltr fr OSI, DO Ltr 20, 24-0, dtd 27 July 56
1005th Form 64
(25 Aug 55)
AFCSI-6D
Capt Yeida
Yeida 21 Aug

UNCLASSIFIED

[redacted]

Coord Cy, AFCSI

24-185-2-33 X

RCW/cdr

20D OSI 24-0 27 July 1956

SUBJECT: Unidentified Flying Objects (UFOB)

TO: Commander
25th Air Division (Def)
McChord AFB, Washington
ATTN: Intelligence Officer

1. On 24 July 1956, NR at approximately 1320 hours, the Seattle Detachment of this District, received a telephonic report from an individual who identified himself as [redacted], Age 62, Foreman, Machine Shop, [redacted]. Mr. [redacted], whose residence is [redacted], Seattle, Telephone: [redacted], related the following information:

a. At approximately 1935 hours, 22 July 1956, he was lying in the backyard at his residence located in the northeast sector of Seattle, flat on his back with his head to the north, when he sighted a "very bright" object directly overhead. [redacted] described the object as silver in color stating it appeared to remain stationary high above the clouds while he observed it for several minutes.

b. He stated he obtained binoculars and sighted the object from a fixed position along the tip of a branch to a tree on his lawn, discerning the object to be round, and deemed it possibly a balloon or parachute. He watched the object through the binoculars until approximately 1955 hours, as did his wife, Mrs. [redacted], Age 61, and a University of Washington student he summoned from a nearby residence. [redacted] stated the object then suddenly shattered amid a violent explosion, and that its pieces (which he estimated as about twenty, both large and small), scattered at great length, shortly disappearing from sight. He heard no sound.

c. He stated that according to information he had received from the Meteorological Department, University of Washington on 23 July, the clouds on the previous day had been at a 10,000 foot altitude; thus, he believed the object to have been approximately at a fifteen thousand foot altitude. At time of sighting, he stated, clouds were moving easterly at an estimated thirty mile per hour velocity, and the object made an estimated movement of 10 degrees to the West before it shattered. [redacted] described the

UNCLASSIFIED

[redacted]

FOR OFFICIAL USE ONLY
(AFR 190-5)

20D OSI 24-0 27 July 1956

object as stable, traveling (prior to explosion) in a direct path at a speed which he compared to that of the Earth, and was not affected by clouds in the lower strata. He stated no trail or exhaust was noted, although, he stated, he felt he imagined a small projection, similar to a stick, was located in the side of the object, opposite to the direction of travel.

d. [redacted] advised visibility had been very good during the time he had the object under observation, stating the sun had not descended, the evening was very light, and the overcast was ten percent. He estimated the size of the object to have been six to eight feet in diameter, using as a comparison, the sighting of an object twenty thousand feet distant through the eye of a needle held at arm's length. Also, he stated, the size could be compared to the size of an object slightly smaller than the head of a pin held at arm's length.

e. In conclusion, Mr. [redacted] stated he had noticed an article in a newspaper on 22 July 1956 wherein was stated that an aircraft in flight over Texas or California was struck by an object which damaged the aircraft. The newspaper stated that the object was not identified, and [redacted] stated he was of the opinion that possibly the object he had sighted on that date had some connection with the object reported in the news item. He stated he had contacted the Meteorological Department of the University of Washington on 23 July 1956 to determine whether the object he had sighted could have been a weather balloon. No decision was given to him by that office, he stated, though his report seemed to interest his contact in the Meteorological Department.

2. Indices of Headquarters, 20th District OSI do not reflect any information relating to [redacted] or his wife.

3. This matter is referred to you for your information and any action you may deem appropriate.

STANLEY G. OSZAMP, Major, USAF
FOR AND IN THE ABSENCE OF
SPENCER W. RAYNOR, Colonel, USAF
District Commander

cc: Dir OSI

CONFIDENTIAL CIA

24-185-2-33

UNITED STATES AIR FORCE
OFFICE OF THE INSPECTOR GENERAL

AUG 56 .13 16

SPECIAL INVESTIGATIONS

UNCLASSIFIED

[redacted]

c/

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
14TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
LOWRY AIR FORCE BASE, DENVER, COLORADO

14D INV-24-359

OCT 18 1956

SUBJECT: (UNCLASSIFIED)
UNKNOWN SUBJECT
Sighting of Unidentified Flying Object by [redacted], Seattle, Washington on 22 Jul 56

#4193

SPECIAL INQUIRY

#4194

TO: Commander
Air Defense Command
Ent AFB
Colorado Springs, Colorado

1. Transmitted herewith for your information is one (1) photostatic copy of letter dated 27 July 1956, file 20D OSI 24-0, subject: "Unidentified Flying Objects (UFOB)", directed to Commander, 25th Air Division (Def) McChord AFB, Washington, ATTN: Intelligence Officer, by the 20th District OSI (IG) USAF, McChord AFB.

2. Attention is invited to the provisions of AFR 124-1 which prohibits the release of investigative information to unauthorized persons.

~~3. This letter is classified CONFIDENTIAL pursuant to authority contained in par 30c(2)(a) AFR 205-1.~~

1 Incl (As stated)

Heston C. Cole
HESTON C. COLE
Lt Colonel USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

24-185/2/33

Classification cancelled, ~~changed to~~ and marked FOR ~~OFFICIAL USE ONLY~~ effective on 19 Apr 67, under the authority of the Directorate of Special Investigations, by Capt Frank Pulido (Name) (Grade) AFISIIC.

4602D AISS Classified
Document Log #: 56 1073

APR 19 1967

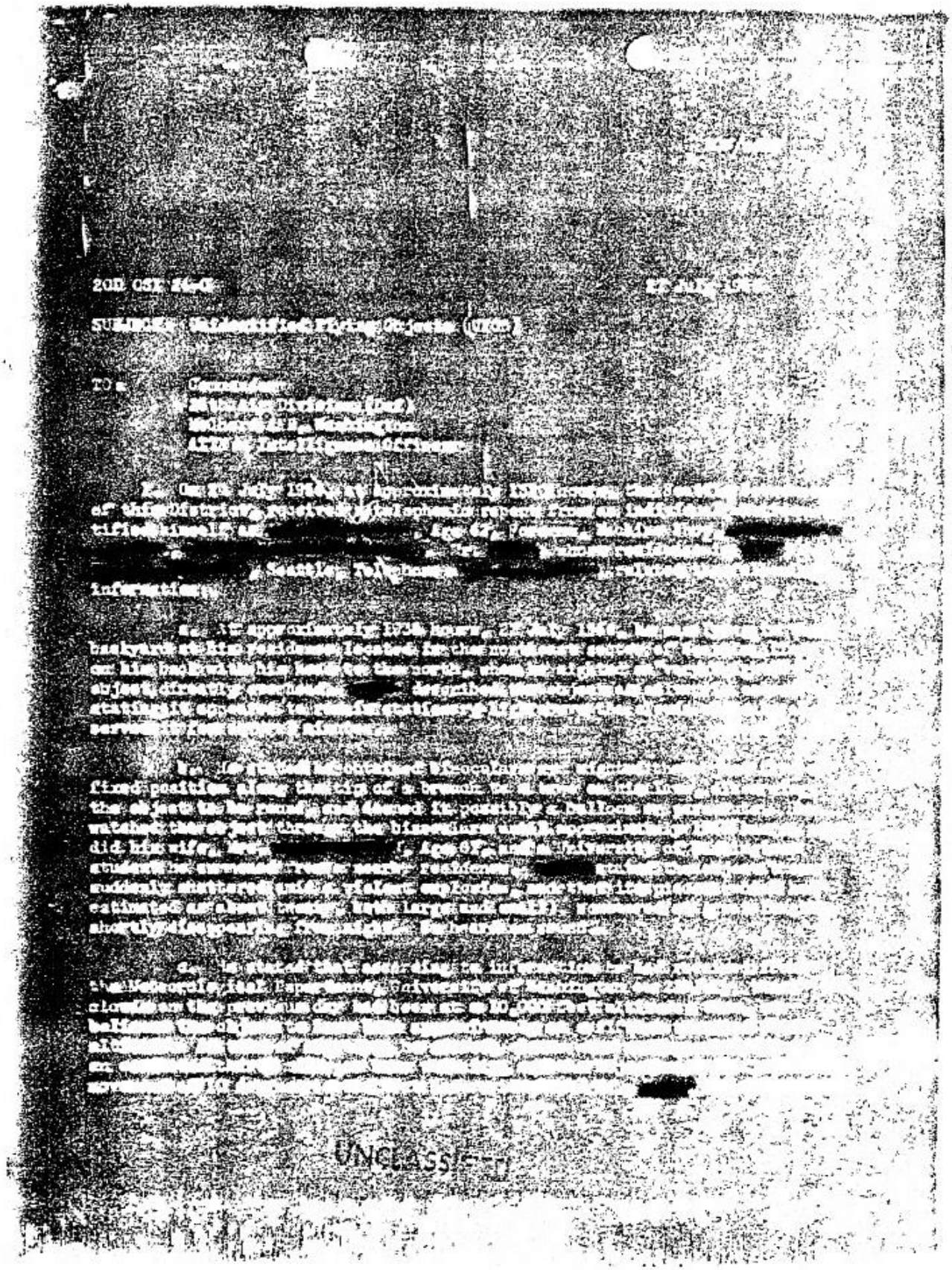
T56-20383-B

UNCLASSIFIED

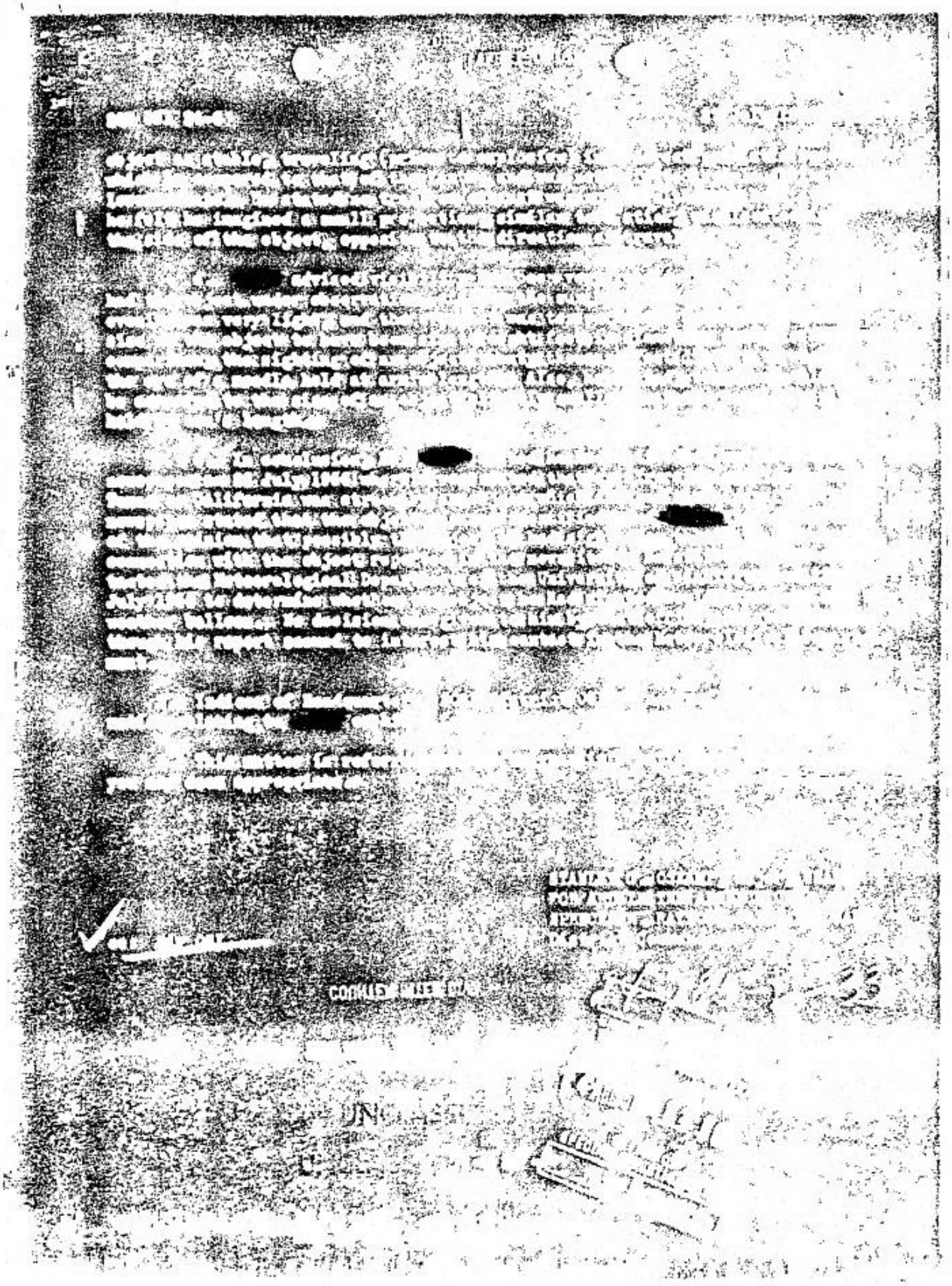
Incl #2

[redacted]

Pulido
Atch 1



UNCLASSIFIED



[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

AFOIN 30 July 1956

SUBJECT: Alleged Invasion From Outer Space

TO: Commander
2nd District, Office of Special Investigations
Box 97, Cooper Station
New York 3, New York

The attached correspondence received by this office is forwarded for whatever action is deemed necessary or appropriate.

FOR THE CHIEF OF STAFF:

1 Incl:
Ltr fr [redacted]
dtd 23 Jul 56

Timothy R. Johnson
TIMOTHY R. JOHNSON
Lt Colonel, USAF
Directorate of Intelligence

Memo. Called Johnson & told him in future that his line of correspondence was to us & not our Districts. He said okay would not rt to our Districts
[illegible]
13/8/56

Date Mtr	Number	Serial Mtr
2nd District OSI		
31 JUL 1956		

24-0 1st Ind

HEADQUARTERS, 2D DISTRICT OSI (IG), USAF, 111 E. 16th ST., NEW YORK 3, N.Y.

TO: Director, Special Investigations, Headquarters USAF, Washington 25, D.C.

Forwarded your Directorate for appropriate action.

5 Incls:
1. Ltr fr [redacted]
dtd 23 July 56
2. Ltr to [redacted] fr
Dir Int, dtd 30 July 56
3. Referral Slip dtd 26 July 56
4. Routing Slip, dtd 25 July 56
5. Env addresses to Wash, D.C., Dept Flying Saucers

ROBERT S. JONES
Lt Colonel, USAF
District Commander

UNCLASSIFIED

[redacted]

AFOIN 30 July 1956

SUBJECT: Alleged Invasion From Outer Space [redacted]

TO: Commander
2nd District, Office of Special Investigations
Box 97, Cooper Station
New York 3, New York

The attached correspondence received by this office is forwarded for whatever action is deemed necessary or appropriate.

FOR THE CHIEF OF STAFF:

1 Incl:
Ltr fr [redacted]
dtd 23 Jul 56

TIMOTHY R. JOHNSON
Lt Colonel, USAF
Directorate of Intelligence

Class Nbr	Sequence Number	Serial Nbr

31 JUL 1956

2h-0 1st Ind

HEADQUARTERS, 2D DISTRICT OSI (IG),USAF,111 E.16th ST., NEW YORK3,N.Y.

TO: Director, Special Investigations, Headquarters USAF, Washington 25, D.C.

COURIER MAIL DIV UNITED STATES AIR FORCE THE INSPECTOR GENERAL

Forwarded your Directorate for appropriate action.

24-185-2-34

5 Incls:
1.Ltr fr [redacted]
dtd 23 July 56
2.Ltr to [redacted] fr
Dir Int, dtd 30 July 56
3.Referral Slip dtd 26 July 56
4.Routing Slip, dtd 25 July 56
5.Env addresses to Wash,D.C.,Dept Flying Saucers

ROBERT S. JONES
Lt Colonel, USAF
District Commander

UNCLASSIFIED [redacted]

8:40:00 July 23, '56

[redacted]

New York 56, N.Y.

Washington, District of Columbia
Department of Flying Saucer Investigation
Bureau.

Officials Directors Investigators Technicians
Executives Executionors Clergy Armed Forces
and civilians. (General). Throughout the
World.

(over)

EXEC SEYA DIA
ADDE CHIEF ... TEL
JUL 32 ... 10 40 28
INCOMING

Incl #1

Our craft have prepared facilities for landing on your planet in numerous remote areas. We have given sufficient demonstrations of our abilities in speed and performance. We do not expect to convert non-believers at the moment. There is no need to fear of panic among your people at our approach and landings. For we shall previously condition the mind to accept us. The present destructive plans formulated for offensive and defensive war are known to us in their entirety. The surface of your planet is in our photographic records in detail. Through the control of light forces we can instantly terminate production, transportation and communication at any time, at any place upon your planet. Our methods do not require that we destroy any single thing. Our laws do not permit us to take human life. They do not however

forbid us to control minds. The present trend toward destructive war will not be interfered with by us unless the condition warrents our interference in order to secure this solar system. This is a friendly warning.

INCOMING

30 July 1956

Mr. [redacted]
New York 56, New York

Dear Mr. [redacted]:

Receipt is acknowledged of your letter of July 23rd, 1956, addressed to the Department of Flying Saucer Investigation Bureau.

Sincerely,

TIMOTHY R. JOHNSON
Lt Colonel, USAF
Directorate of Intelligence

Draft

CONFIDENTIAL

OCT 22 1950

2D 24-523

SUBJECT: (Confidential)
UNKNOWN SUBJECT(S):
Unidentified Flying Object
reported by [redacted],
[redacted], NYC
SPECIAL INQUIRY

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Inclosed for your information is one copy of information supplied this District Office by [redacted] re Flying Objects and a sketch made by LAKES concerning same.

2. This case is closed in the files of this District Office.

3. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

[redacted] authority [redacted]

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY 2 Incls. a/s 4 DEC 1950
KURT K. KUNZE, Capt, USAF
Historian
DATE

E. E. Inman
Lt. Col. USAF
For and in the [illegible]
ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: Dir OSI

Classification cancelled, changed to [illegible] FOR OFFICIAL USE ONLY, effective on 30 Apr 67, [illegible] Directorate of Special Investigations, by Capt Bulde (Name) (Grade) AFISIC.

UNCLASSIFIED

24-185-2

23 OCT 55 13 02

CONFIDENTIAL

AF Olmsted AFB, Pa., 21 May 56 42M

REPORT OF TELEPHONE
CONVERSATION

[illegible]

The following report is submitted per [illegible]
[illegible] Agents Instructions [illegible]
[illegible]

I. Description of the Objects

A) [illegible]
B) [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

II. [illegible]

a) [illegible]
b) [illegible]
c) [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

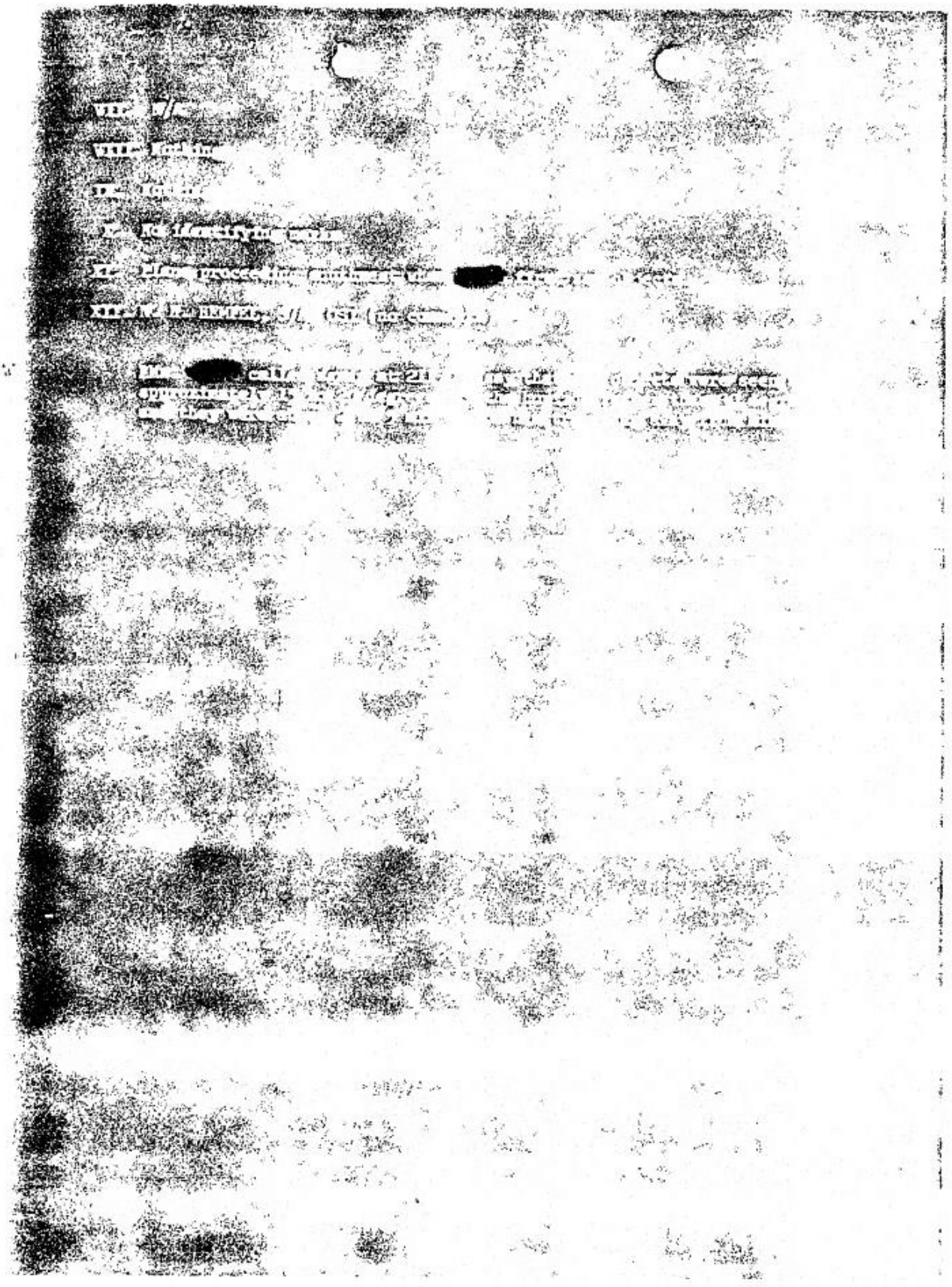
a) Ground [illegible]
b) [illegible]
c) [illegible]

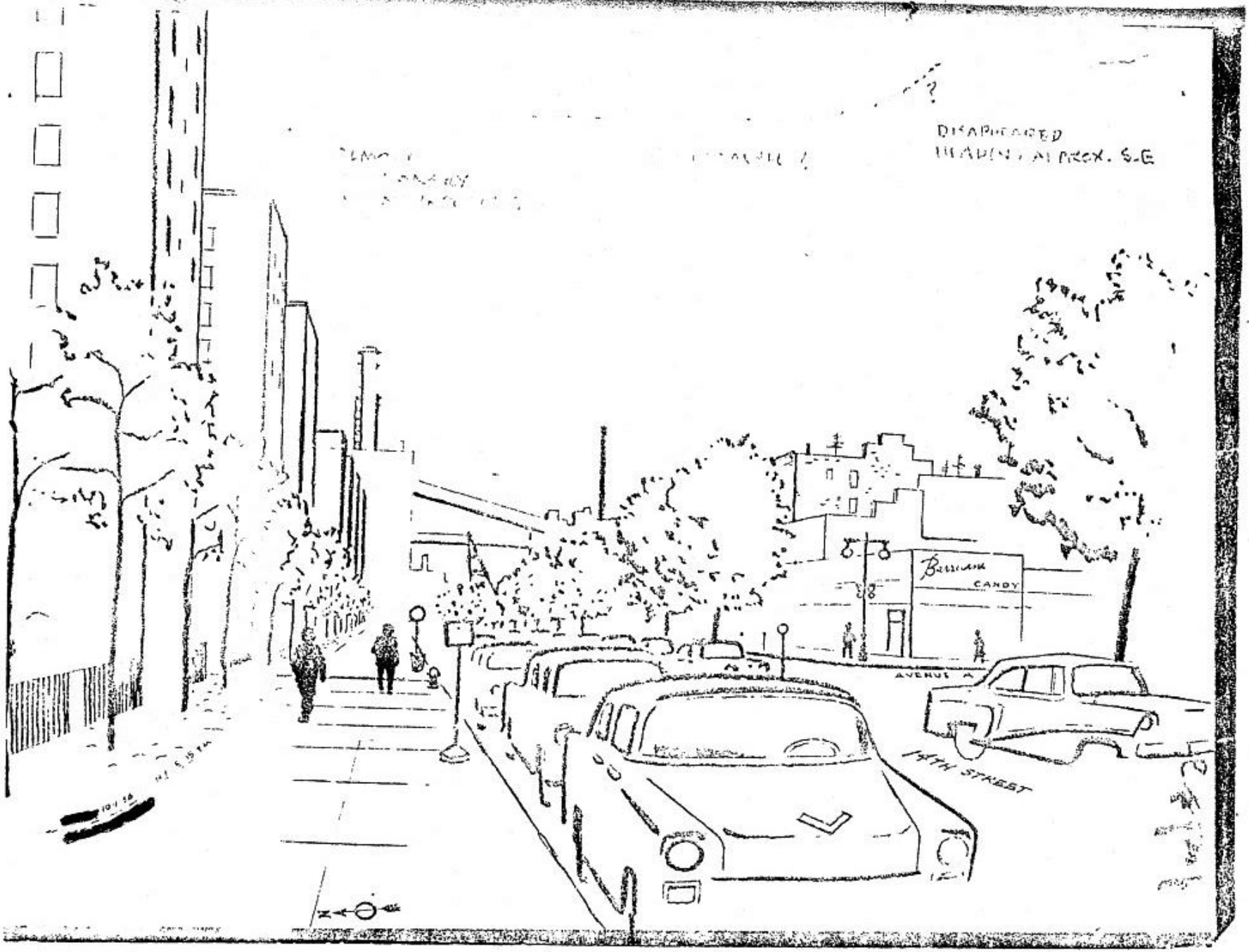
III. Time and date of [illegible]

a) [illegible]
b) day [illegible]

[illegible]

[illegible] [redacted] [redacted]
[illegible]
[illegible] [redacted]




DISAPPEARED
BERLIN CANDY
AVENUE A
14TH STREET

DO #2, 111 East 16th Street, New York 3, N.Y., 25 August 1958, Subject: Unidentified Flying Object Sighted 4 August 1958 by [redacted], Whippany, New Jersey

24-185-2-26
7-4805-17

MCLOSI (5D-24-21-) 1st Ind

Hqs, 5th OSI District (IG), Wright-Patterson AFB, Ohio, 29 August 1958

TO: Commander, Air Technical Intelligence Center, ATTN: AFCIN-4X2a6, Wright-Patterson Air Force Base, Ohio

5

Copies furnished:
Dir OSI
DO #2

D 8 SEP 1958

24-185-2-39

OUT
5 SEP 1958
CI DIV
OSI

UNCLASSIFIED

(AFR 12-16)

HQ. 2d DISTRICT OSI (IG) USAF
P.O BOX # 173, COOPER STATION
NEW YORK 3, NEW YORK

AUG 25 1958

24-0-511

7-4805-17

SUBJECT: Unidentified Flying Object, Sighted 4 August 1958 by [redacted] Whippany, New Jersey

THRU : District Commander
5th District OSI (IG) USAF
Wright-Patterson Air Force Base
Ohio

TO : Commander,
Air Technical Intelligence Center,
Wright-Patterson Air Force Base
Ohio

1. On 16 August 1958 the above individual telephoned this District Office and advised that he and his wife were attending a drive-in movie when his wife, at about 2300 on 4 August 1958, called his attention to an unidentified flying object (UFO). He thought it was a satellite but about fifteen minutes later an identical UFO came into view. [redacted] described both objects as being eliptical in shape and very brilliant, and when first noticed were in the west-northwest and disappeared at the horizon in the southwest. [redacted] advised that the drive-in movie is located at Troy Hill, New Jersey, and that at the time the objects were sighted the night was clear and visibility good.

D 4 SEP 1958

2. [redacted] further advised that he had discussed this incident with two friends, a[redacted] Whippany, New Jersey and [redacted] phonetic) who is a purchasing agent fo[redacted]es. [redacted], in Lake George, New York, on the night of 4 August 1958 and Mr. [redacted] son was in a camp in Newton, New Jersey, and both these individuals saw a UFO on that night.

24-185-2-26 40

WILLIAM J. NOSOEN
Colonel, USAF
For and in the absence of
[illegible] W. ROBERTS
Colonel, USAF
Commander

OLT
3 SEP 1958
CI DIV
OSI

cc: Dir OSI, USAF

UNCLASSIFIED

[redacted]

CONFIDENTIAL

Dir OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT R. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

OCT 30 1958

2D 24-0-532

SUBJECT: (Confidential)
Unidentified Flying Object Reported
18 October 1958 [redacted] City.
SPECIAL INQUIRY

THRU: District Commander
5th OSI District (IG) USAF
Wright-Patterson Air Force Base
Ohio

TO: Commander
Air Technical Intelligence Center (ATIC)
Wright-Patterson Air Force Base, Ohio

1. On 18 October 1958 [redacted] who is identified above telephoned this District Office. He advised that at 2335 hours on 17 October 1958 he noted a round object as large as the head of a pin and blood red in color. This object was about 500 feet above the ground and appeared to be on the New Jersey side of the Hudson River. The object remained in sight about 5 minutes. The weather was overcast but visibility was good. [redacted] stated he has read a great deal concerning flying saucers and asked "why the government doesn't tell the people all about them".

2. [redacted] did not have additional information to offer and additional investigation will not be conducted by this District Office.

3. This investigation comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

24-185-2-

4. This letter is classified CONFIDENTIAL pursuant to the provisions of paragraph 30c (2)(a), AFR 205-1 because it contains investigative information which requires protection against unauthorized disclosure.

CI DIV
OSI
FOR OFFICIAL USE ONLY

31 OCT 58

WILLIAM W. ROBERTS
Colonel, USAF
District Commander

UNCLASSIFIED

cc: Dir OSI

CONFIDENTIAL

AF Olmsted AFB, Pa., 7 Aug 58 25M

DIR OSI.

MAR 5 1959

2D 24-0-556

SUBJECT: UFO Sighting on 2 March 1959 at 0030 Hours by [redacted] Philadelphia, Pennsylvania

TO Commander
McGuire Air Force Base
Trenton, New Jersey

1. Reference is made to paragraph 4b of AFR 200-2, dated 5 February 1958.

2. On 2 March 1959, this District Office was telephonically advised by Special Agent RICHARD SWANENBURG of Detachment 304, OSI, Custom House, Philadelphia, Pennsylvania, of the following information, which was furnished to him by [redacted], Philadelphia, Pennsylvania, who is employed by the [redacted] Abbotsford and Wissahikon Streets, Philadelphia. [redacted] stated that [redacted] is 26 years of age, has an M.E. degree from Rutgers University, and appears to be a responsible person.

3. [redacted] advised [redacted] that he had sighted a spherical object, which appeared to be about the size of a nickel or a quarter when held in the hand at arm's length. A slight vapor trail, which in length was about twice the diameter of the object, trailed behind it. The vapor trail was about the same width or slightly narrower than the object. The center of the object was orange while the outer portion and its vapor trail were yellow. The object had no discernible details, and no sound was noted. The distance to the object could not be estimated; however, it was believed to be at least one mile away. [redacted] first noted the object through the windshield of his car. It was at an elevation of approximately 25° on a downward path, and disappeared behind trees on the distant horizon. During the latter portion of its flight, before disappearing the object appeared to waver in flight. The object was in view for three to four seconds. [redacted] was traveling alone in his car, and observed the object without visual aids. At the time of the sighting [redacted] was on the Franklin Park cutoff road about 200 yards from [redacted], approximately 4 miles south of New Brunswick, New Jersey. [redacted] judged that he was heading in a direction south, southeast, and noted

UNCLASSIFIED

2D 24-0. Ltr. to Cmdr. McGuire B. SUBJ: UFO Sighting on 2 March 1959 at 0030 Hours [redacted]

the object a little to his right. He therefore believed the object was approximately south when observed. [redacted] stated that the sky was clear at the time he observed the object and that this observation took place at approximately 030 hours on 2 March 1959.

WILLIAM J. NOSOFF
Lt. Colonel, USAF

WILLIAM W. ROBERTS
Colonel, USAF
District Commander

bcc: Dir OSI
DO#3

24-185-2-42

10 MAR 59 00 04

Closed 6D
12 March!

AIR TECHNICAL INTELLIGENCE CENTER
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

21 OCT 1957

AFCIN-4B4

SUBJECT: Analysis of UFO Photograph, Ballesar Bottos, File Nr. 3D0 24-190.

TO: Office of Special Investigations
3rd District Office
1612 South Cameron Street
Harrisburg, Pennsylvania

1. Attached is a copy of letter to subject person regarding analysis of photo performed by this Center.

2. Return of original photographic material to source is now mandatory, to preclude numerous charges and allegations against the Air Force occasioned in the past that such material was deliberately withheld.

FOR THE COMMANDER

1 Incl
Cy, ltr & photo
[redacted]

WALLACE W. ELWOOD
Captain, USAF
Assistant Adjutant

UNCLASSIFIED

FOR [redacted] ONLY

24-1865-12-49
USAF IG
24-9904-3
DISTRICT OFFICE
3 & OCT 1957
SEARCH | INDEX

MULTIPURPOSE INTERNAL OSI FORM

(Complete only applicable items)

FILE NR. 24-190

SUBJECT [redacted] NR [redacted] NR BOTTO S NR

TRANSMITTAL DATE

SUSPENSE DATE

TRACER ACTION TAKEN

OFFICE OF ORIGIN

FILE NR.

TO
- DO NR(S)
- DET NR(S)
- DIRECTORATE
- STAFF SYMBOL AFISISA

FROM
- DO NR. 3
- DET NR.
- DIRECTORATE
- STAFF SYMBOL

REFERENCE

ITEMS CHECKED ARE APPLICABLE TO ABOVE SUBJECT

- YOUR DISTRICT IS DESIGNATED OFFICE OF ORIGIN.
- ATTACHED REQUIRES INVESTIGATION IN YOUR AREA.
- FORWARD RESULTS DIRECTLY TO OFFICE OF ORIGIN.
- NO FURTHER INVESTIGATION CONTEMPLATED.
- OUR FILES REFLECT PRIOR INVESTIGATION BY _____, DTD. _____ FILE _____ *(By copy of this form _____ is requested to furnish _____ copies of prior investigation/letter summary, if applicable, to _____.)*
- REPORT OF PRIOR INVESTIGATION/SUMMARY ATTACHED.
- INVESTIGATION CONTINUING AND YOU WILL BE FURNISHED FURTHER REPORTS.
- DISCONTINUE INVESTIGATION. FORWARD RESULTS OF ANY INVESTIGATION ACCOMPLISHED.
- DISCREPANCIES BETWEEN LEAD REQUEST AND DEVELOPED INFORMATION ARE SET FORTH.
- REPORT OF COMMAND ACTION HAS NOT BEEN RECEIVED.
- REQUEST STATUS OF THIS MATTER AND/OR DATE REPORT MAY BE EXPECTED. *(Requester, forward 2 copies of this form.) (Recipient, use one received copy for answer with proper signature in remarks section unless OSI directives state reply not required.)*
- REFER COPY OF ATTACHED TO INTERESTED COMMANDER IN YOUR AREA FOR INFORMATION AND/OR ACTION.
- ✓ ATTACHED IS FORWARDED FOR INFORMATION AND/OR ACTION.
- UPON REMOVAL OF ATTACHMENT(S) _____, THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE
  ☐ RETAINED, ☐ DOWNGRADED TO _____ ☐ CANCELED, ☐ MARKED "FOR OFFICIAL USE ONLY."
  (If classification is retained, with or without attachment, indicate reason for security classification and grouping per AFR 205-1 and 2.)

OTHER REMARKS

COPIES TO	ATTACHMENTS	FILE STAMP AND/OR OTHER
NAME, GRADE, TITLE, SIGNATURE	UNCLASSIFIED	

OSI FORM 96 SEP 1962 PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCKS ARE EXHAUSTED. 16—77215-1 U.S. GOVERNMENT PRINTING OFFICE

21 OCT 1957

AFCIN-4E4

[redacted]

Camden, New Jersey

Dear [redacted]

A photograph of an aerial object taken by you near your home on 23 August 1957, and turned over to the Air Force Office of Special Investigation, was submitted to this Center for examination.

Microscopic and macroscopic study of your photo has been completed. The following is a brief summary of our conclusions:

a. There is a double exposure effect in the exposure caused by a camera movement. This strongly suggests that a slight "time exposure" was made.

b. The double exposure effect is further confirmed by the fact that the insulators on the telephone poles are also blurred.

c. The object is generally round in shape, and not bell shaped as reported to OSI agents, and as sketched on the back of the print.

d. Further, it appears that the object is either the moon or a balloon.

Please be advised that the U. S. Weather Bureau schedules indicate that weather balloons are released in your general area at 7:00 a.m., 1:00 p.m., 5:00 p.m. and 1:00 a.m. As your observation took place at approximately 7:10 a.m., the object apparently was a balloon. In all events, no reports of anything unusual was received by any of the radar, GCC, civil airlines or military air units in the area for that general time.

In accordance with Air Force policies, we are returning your original photograph. Also attached are two copies used in our analyses. Your reporting of the matter to the proper authorities is appreciated.

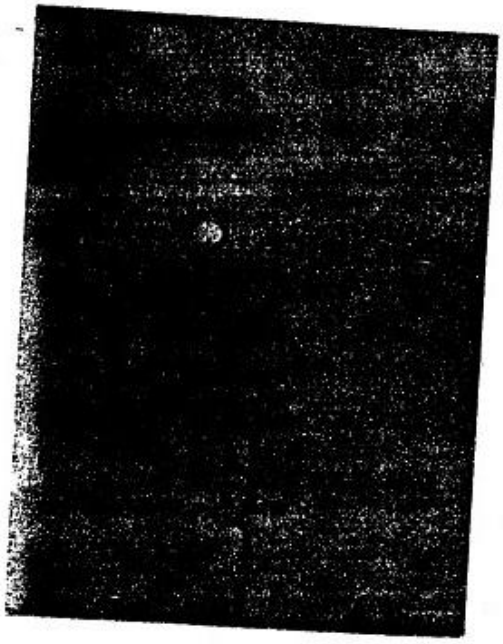
Sincerely,

UNCLASSIFIED

FOR OFFICIAL USE ONLY

WALLACE W. ELWOOD
Captain, USAF
Assistant Adjutant

1 Incl
prints (3 ea.)



[redacted]

OFFICE MEMORANDUM

3DO 24-190

22 October 1957

TO: District Commander
3d District OSI (IG) USAF
ATTN: Chief, CI Division

FROM: Detachment Commander
Detachment 304

SUBJECT: [redacted]
Camden, N. J.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]

BY _____

DATE

1. Reference is made to previous correspondence re SUBJECT as reflected above.

2. On 17 October 1957, SUBJECT, with his son [redacted], appeared at the Philadelphia OSI Detachment and indicated to S/A MARCEL E. D'HOOGE his desire to supply information in addition to that previously reported.

3. SUBJECT related that he had nothing of any significance to add regarding his sightings of the "flying saucers" and that in general all of the objects he has seen appear to be in accord with the descriptions of these objects as supplied by [redacted] in his book, "The Flying Saucers have Landed."

SUBJECT explained that the specific purpose of his visit was to caution members of the OSI not to be too aggressive in approaching these "flying saucers" inasmuch as they might frighten or possibly provoke the persons in these objects. SUBJECT added that the persons in these objects had advised him that their visits were friendly. SUBJECT also advised that the use of earthly weapons would not be effective against these objects.

SUBJECT explained that his medium of communication with these objects was telepathic and that he had experienced little trouble receiving these messages but that his ability to transmit appears to be restricted.

SUBJECT concluded that he desired OSI to propagate the fact that these objects were of friendly origin so that no persons would be injured by offering resistance to, or attempting to attack these objects.

4. S/A D'HOOGE advised SUBJECT that OSI had no means of propagation of the aforementioned data and suggested that SUBJECT bring these facts to the attention of some of the scientist friends SUBJECT had mentioned, who might be in a better position to propagate this data.

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]

BY _____

DATE

FOR OFFICIAL USE ONLY

[redacted] CLASSIFIED

2
24-190 OFFICE

23 OCT 1957

RIC

RIC SUPERVISOR

[redacted]

OM 3DO 24-190 Subj: [redacted] Camden, N. J., dtd 22 Oct 57

5. Since our source appears to be psychopatic re these objects, it is recommended that Headquarters be notified that no further information will be obtained or accepted from him.

6. This memorandum is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

Cyrus A. Timmons

CYRUS A. TIMMONS
Special Agent, OSI
Detachment Commander

UNCLASSIFIED

[redacted]

[redacted]
PHILA. PENNA.

Secret

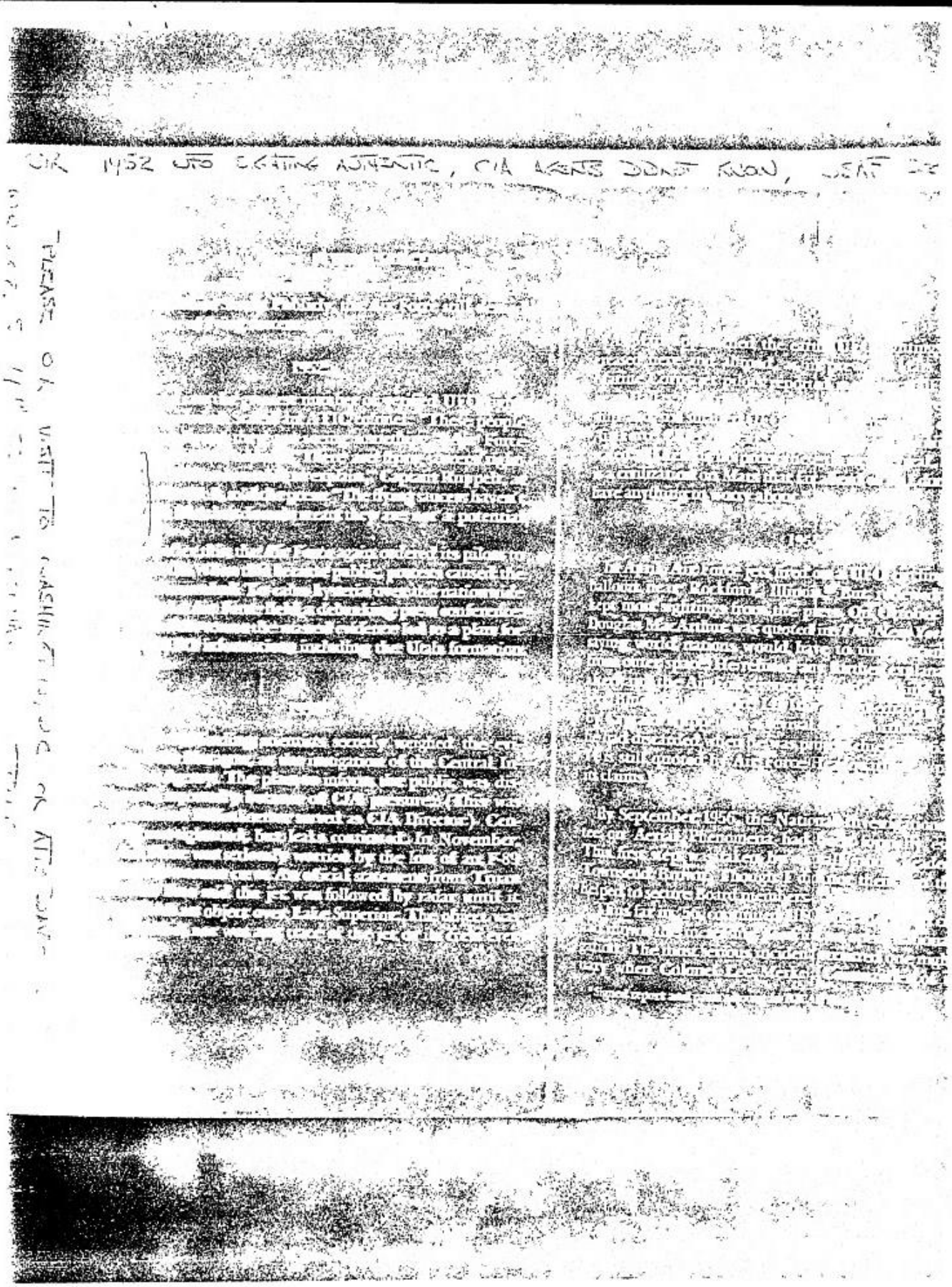
USAF OFFICER IN CHARGE INTELLIGENCE

PR. BL. BK. REGULATION 200 2

USAF HQ

PENTAGON

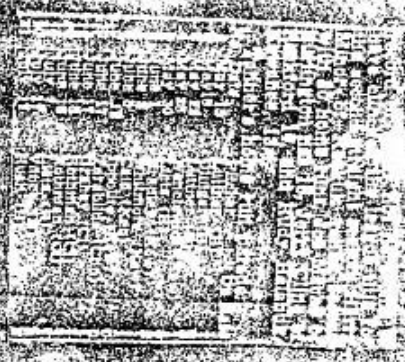
WASHINGTON, D.C.



UK 1952 UFO SIGHTING AUTHENTIC, CIA AGENTS DIDNT KNOW, USAF [illegible]

PLEASE OR VISIT TO WASHINGTON, DC OR ATTEND [illegible]

T AGENTS MUST BE GIVEN MY INFORMATION



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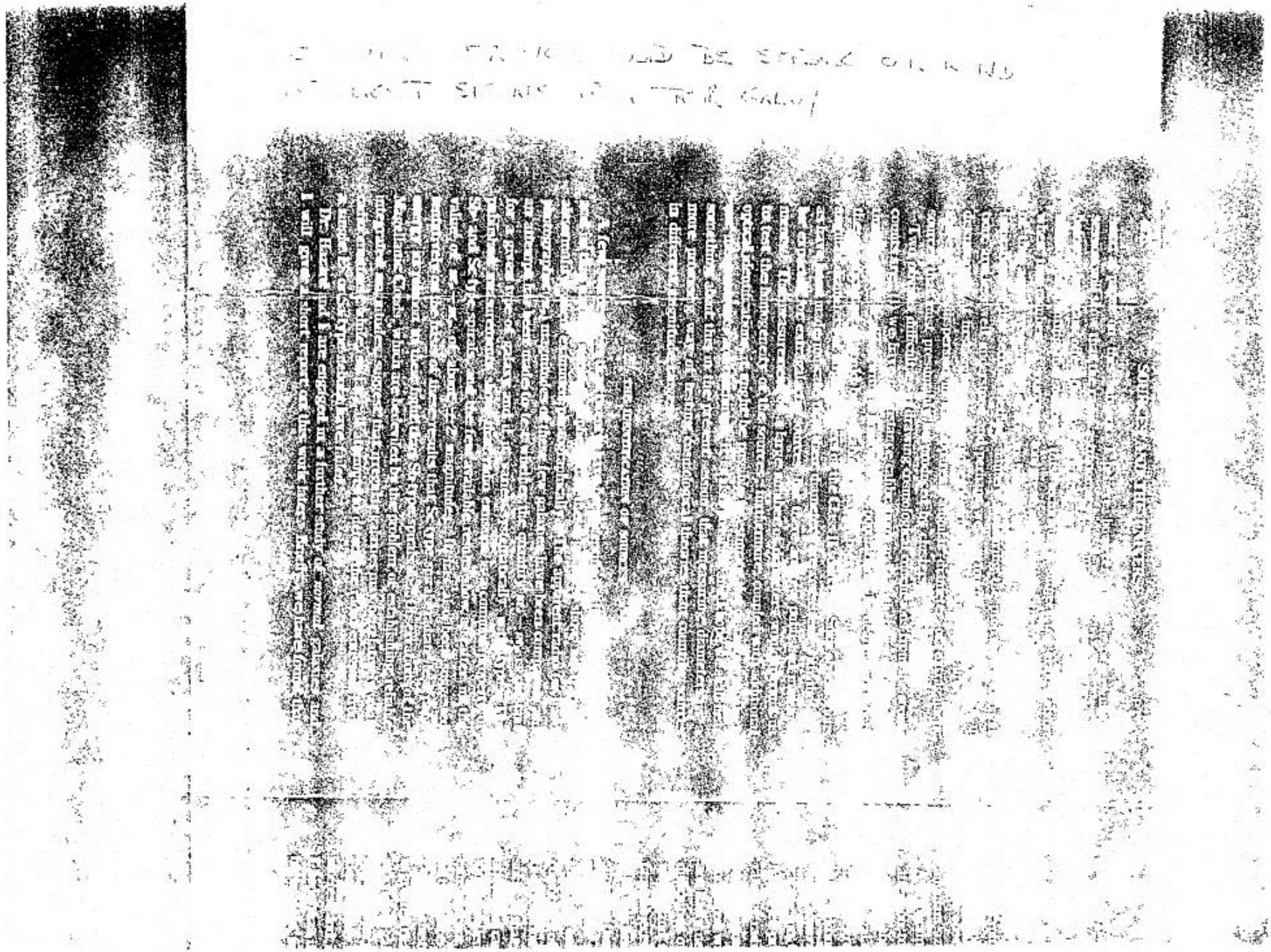


of type Sb and Sc [illegible] light emission, the scatter in [illegible] for the [illegible] does not exceed [illegible] magnitudes. [illegible] difference [illegible] magnitudes [illegible] possible [illegible] magnitudes [illegible] effects [illegible] The [illegible] of the galaxies in order to derive [illegible] of the importance of [illegible] the fact that when observed at 160 Mc/s [illegible] 10 × 5 degrees and it is therefore [illegible] of comparable size will have an [illegible] even when it is as faint as apparent magnitude [illegible] to these [illegible] galaxies. The most striking [illegible] Cygnus and [illegible] from the nucleus. These objects [illegible] emission to light than the normal galaxies [illegible] the value of [illegible] for the Cygnus [illegible] a value of about +0.5 for normal spirals. More [illegible] and we look forward to two papers on this subject. [illegible] this work are great [illegible] second, the majority of radio sources appear to be associated with [illegible]

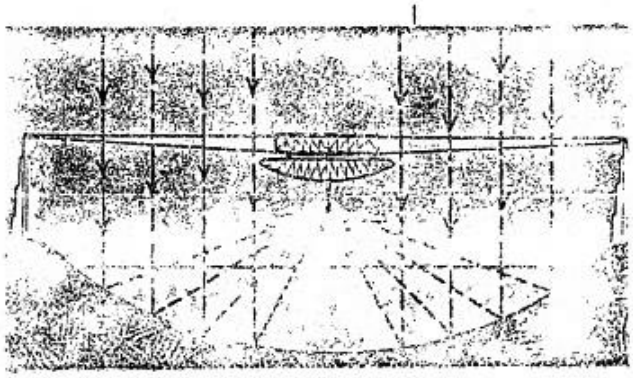
[illegible] I must emphasize how far we are at present from under[illegible] extragalactic radio-source population; we have in fact no reliable [illegible] shape of the radio-source luminosity function. We need to study [illegible] emission from galaxies, not only by type but also under different [illegible] space density and interaction. [illegible] of single spirals [illegible] prevailing in the Ursa Major Cloud and we also know something [illegible] radio emission in the other extreme case where spirals are in [illegible] emission. But, as yet, we have very little information about the radio [illegible] intermediate conditions, for example, how do galaxies behave [illegible] density that prevails in compact clusters [illegible] clusters? There is some evidence that the radiation from these clusters [illegible] than one would expect on the basis of the little that is known about [illegible] galaxies under conditions of low space density. It may well be that [illegible] cluster the individual galaxies effectively lose their individual [illegible] far as radio astronomers are concerned and it will [illegible] of great [illegible] importance to extragalactic studies to test this by observation [illegible] if there is any [illegible] forward in this session.

the LARGEST RADIO TELESCOPE—

IN ARECEIBO, PUERTO RICO —HAS A BOW-SHAPED ANTENNA 1/5 OF A MILE IN DIAMETER...

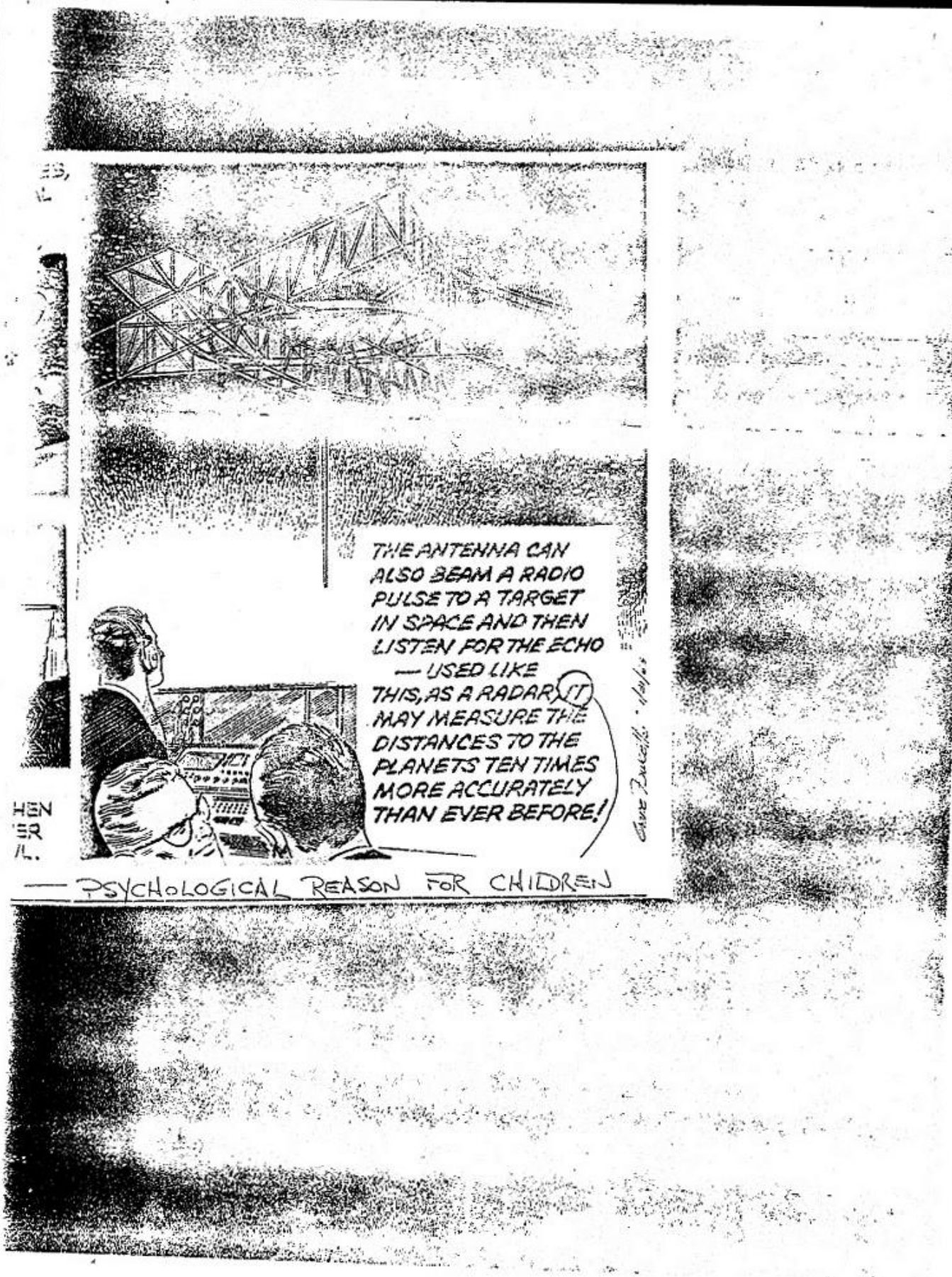
...TO COLLECT AND FOCUS RADIO WAVES JUST AS THE MIRROR OF AN OPTICAL TELESCOPE COLLECTS LIGHT.

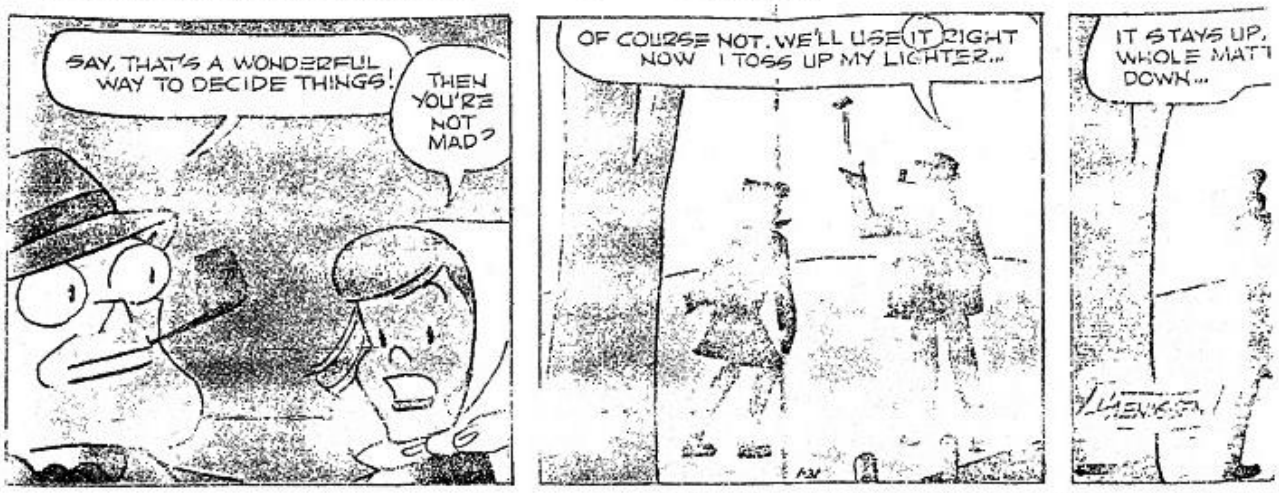
THE LARGER THE ANTENNA IS, THE MORE ENERGY IT COLLECTS, AND THE WIRE MESH THAT REFLECTS THE RADIO WAVES HOLDS ITS HEMISPHERICAL SHAPE WITHIN AN INCH OR TWO ALL OVER ITS 18 ACRES...



...AND FOCUSES RADIO SIGNALS ORIGINATING FROM THE PLANETS WHEN THEY PASS OVERHEAD TO A RECEIVER SUSPENDED ABOVE THE GREAT BOWL.

A INTELLIGENT RACE ON OTHER WORLDS COULD BE LISTENING —


THE ANTENNA CAN ALSO BEAM A RADIO PULSE TO A TARGET IN SPACE AND THEN LISTEN FOR THE ECHO — USED LIKE THIS, AS A RADAR IT MAY MEASURE THE DISTANCES TO THE PLANETS TEN TIMES MORE ACCURATELY THAN EVER BEFORE!
— PSYCHOLOGICAL REASON FOR CHILDREN



This Feature Appears Every Day in The Philadel

MOON MULLINS BY FERD JOHNSON

delphia Inquirer

8-5 (Rev. 9-10-63)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

Date June 3, 1965

The enclosed is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Director of Special Investigations
The Inspector General
Department of the Air Force

Remarks: Copy of attached sent to National Aeronautics and Space Administration.

Enc.

Federal Bureau of Investigation

[redacted]
Baltimore, Maryland 21226

May 30, 1965

The Federal Bureau of Investigation
Washington, D. C. 20535

Gentlemen:

It seems to me that some action on the part of the U. S. Government is needed to either make ourselves more familiar with the planet earth or else put a stop to such misleading factual advertising as printed on page 12 of the National Enquirer of May 30, 1965, Vol. 39. No. 38.

"The Hollow Earth" by Dr. Raymond Bernard is truly a revelation if the advertising matter is reliable, otherwise it implicates our Government and the good name of Admiral Richard E. Byrd--deceased. If the myth of the flying saucers is no longer secret and other people do inhabit our planet Earth, then it should behoove us to communicate with them before going too far out into space. This civilization of super intelligent beings occupying an area larger than North America, 800 miles down, with substantially the same environment as ours would suggest that gravity, as we know it, is present there also, thereby causing their surfaces to be concave and without a horizon instead of convex as ours with a corresponding horizon. The stunning relation that Dr. Bernard will lead us through this subteranean World, years after Admiral Byrd and a team of Navy men made the discovery, seems incredible and fantastic.

I haven't seen the book so maybe it isn't the Admiral Richard E. Byrd nor our government either which somehow might keep them off the hook of misrepresentation but I don't read it that way.

17 JUN 1965

National Enquirer is published weekly by
Best Medium Publishing Co., Inc.
655 Madison Averme
New York, N. Y. 10021

24-185-2-51

in which the book titled "The Hollow Earth" by Dr. Raymond Bernard is being offered postpaid for $3.50 or $1.00 deposit to ship C. O. D. for balance plus postage and handling charge by

Fieldcrest Pub. Co., Inc.
Dept. NE 38
210 5th Avenue
New York 10, N. Y.

Yours truly,

[redacted]

UNCLASSIFIED

8-5 (Rev 2-15-66)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

Date December 20, 1967

The enclosed is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Remarks:

Office of Special Investigations
Air Force

Enc.

Federal Bureau of Investigation

[redacted]
Staten Island, NY 10305
December 13, 1967

97-0355

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

Dear Mr. Hoover:

Further to you, if I may, concerning the natural or otherwise subversive element using radio-hypnotic conditioning and flying saucers, it has crystallized in my mind that the Mexico City outlet message for "300,000 intensifieds" is perhaps important to investigate from the point of view of this location being the testing place or manufacturing place of flying saucers.

After reading about this phenomena in the Flying Saucer book by Otto Binder, I have come to the conclusion that the "little people" so often reported as being seen are robot children who have been stolen, perhaps during World War II when so many families were bombed out of their homes in Europe and elsewhere. Somehow with the aid of intense radioactivity of the environment, supernatural creatures have been able to speak to and train humans to build these space craft "flying saucers", perhaps in Newfoundland, or Mexico City inside of the tops of mountains, or elsewhere. They have taught the children who were stolen long ago to reproduce early and now they have an army of little people who perhaps have been treated with too much radiation as a natural result of flying in the space craft, or deliberately and they have become midgets. These former children are now manning the space crafts.

Also, there must be 300,000 flying saucers, and the message must have been referring to craft that has been intensified with radiation to enable it to fly. It may be that they do fly to other planets, but I do not believe they are able to obtain food there and they must return to earth very frequently to obtain food. Perhaps they are transporting people to other planets, a lot of people have disappeared, however the danger to our country is in the fact that there may be 300,000 flying saucers ready to be manned by "turned -on" people, or narcotics users. This message certainly must have some significance and I am requesting you to find a way to protect the people of this country from an attack by flying saucers. Since the weapon used seems to be intense radiation, reports of people being burned by rays coming from these saucers, we need aluminum roofs on our important governmental buildings, and aluminum air raid shelters so that these people cannot inundate and stultify our governmental officials into surrender. We will then become an enslaved people. Also, obviously these saucers are transporting people somewhere. Also obviously the little people are not originally from another planet, nor are the materials of the saucer. Therefore, kindly look for their manufacturing place and please use your influence to convince the U.S. Air Force that flying saucers are a real threat and danger and that we cannot afford to overlook all of the real or fancied dangers which may evolve.

Thank you for your protection, I know its difficult to believe, I have trouble believing anyone could be motivated by supernatural (robot creatures also, but I also know that the time is past for us to disbelieve and still survive as we know life today.

Sincerely,

[redacted]

UNCLASSIFIED

1-1

Waves Marine Lines

PM
13 DEC
1967

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

SECRET AND CONFIDENTIAL

INSPECTOR GENERAL, USAF
OFFICE OF SPECIAL INVESTIGATIONS

OSI DISTRICT FILES
3d DISTRICT: HARRISBURG, PA.
OSI FILE DESIGNATION 24-185-3

Confidential

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-33

DATE 31 OCT 1949

REPORT MADE BY ALFRED M. KIRK

REPORT MADE AT DC#3, 1612 S Cameron St, Harrisburg, Pa.

PERIOD 12 Oct 49

OFFICE OF ORIGIN DO #5, W/P AF Base, Dayton, Ohio

STATUS RUC

TITLE

SIGHTING OF UNKNOWN OBJECT, 11 OCT 49 AT HARRISBURG, PA., BY MESSRS. [redacted]

CHARACTER

SPECIAL [illegible] UNCONVENTIONAL AIRCRAFT

REFERENCE

News Item, The Evening News, Harrisburg, Pennsylvania, 11 October 1949

SYNOPSIS

Investigation predicated upon information taken from an article appearing in the Harrisburg Evening News 11 October 1949 regarding the sighting of unidentified aerial phenomena over Harrisburg, Pennsylvania at 0808 Hours 11 October 1949. [redacted] and [redacted] sighted the unidentified spherial object at high altitude proceeding in a southerly direction. Object was traveling horizontally and resembled a disc. Object did not change course and disappeared from sight still holding a southerly course. Olmsted Air Force Base, Middletown, Pennsylvania Weather Station, reported for 11 Oct 49, at 0830E Hours Clear Skies, Visibility three (3) Miles in ground fog and snow. At 0930E Hours Clear Skies, Visibility nine (9) Miles. [redacted] former Navy Carrier Pilot, now member Naval Reserve (Inactive); [redacted] former Sergeant USAF, both considered reliable and sober citizens.

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K KUNZE, Capt, USAF
Historian
DEC [illegible]

DISTRIBUTION

DO #5, W/P AFB (Action Copy) (Ir 1)

[illegible], [illegible]

File

DATE

FILE STAMP

APPROVED

MICHAEL G. FRISCH
Major, USAF

1357

UNCLASSIFIED

District Commander UNCLASSIFIED

AFHQ FORM 0-208 Replaces AF Ord Form 4, 20 Jul 48, which may be used

U. S. GOVERNMENT PRINTING OFFICE

Confidential

File No 24-33

DETAILS:

AT HARRISBURG, PENNSYLVANIA

1. This investigation predicated upon a newspaper article appearing in the Harrisburg Evening News, evening of 11 October 1949, in which [redacted] Street, Harrisburg, Pennsylvania, were alleged to have seen a "flying saucer" heading south at 20,000 Feet on the morning of 11 October 1949, at 0858 Hours at Harrisburg, Pennsylvania.

2. On 12 Oct 49, J[redacted] were interviewed at the Plumbing Shop of J[redacted] Street, Harrisburg, Pa. Both stated in substance that at 0858 Hours morning of 11 Oct 49, while loading a truck at the Plumbing Shop, [redacted] looked into the sky toward the south and saw a flying object resembling a disc. [redacted] called this to the attention of [redacted] Both stated that the object was flying in a southerly direction at an estimated height of 20,000 Feet [redacted]H stated he used his Navy Pilot Training and mathematics to approximate the altitude). The object apparently moved at great speed as it glistened in the morning sun and appeared to have a rolling motion similar to that of a wheel turning. The object as it moved in a southerly direction was observed then from a rear position and had the appearance of partially revolving on a horizontal axis. The object was in view not more than five (5) or six (6) seconds. Both persons interviewed stated that as unconventional as their stories might sound, both are positive that such a phenomenon did exist.

3. Records of the U.S. Naval Reserve Battalion, 2998 N. 2nd Street, Harrisburg, Pa., indicate [redacted], Jr., is a member of the Naval Reserve but inactive due to lack of flying accommodations. Nothing in Navy files to indicate anything derogatory or detrimental to [redacted] as to character, sobriety, and reliability.

4. Major JAMES H. AINSWORTH, Station Weather Officer, Weather Detachment, 12/12L, 12th Weather Squadron, Olmsted Air Force Base, Middletown, Pennsylvania, stated in writing that the report of weather conditions on 11 Oct 49 were as follows: 0830Z --- Clear Skies, Visibilities 3 Miles in Ground Fog and Smoke. 0930Z --- Clear Skies, Visibilities 9 Miles.

4. Following information was given by [redacted] and [redacted] when interviewed:

(1) Date of Sighting - 11 Oct 49

(2) Time of Sighting - 0858 Hours

(3) Where Sighted - Ground

(4) Number of Objects - Sketch attached

[redacted]

File No 24-33

(5) Observable celestial phenomena or planets that may account for the sighting - Not known

(6) Distance of object from observer

(a) Laterally
(b) 60-Degree angle
(c) Approximately 15,000 to 20,000 Feet in altitude

(7) Time in sight - Six (6) Seconds

(8) Appearance of object

(a) Aluminum or bright polished metal
(b) Shape - Round sketch attached
(c) Apparent construction - Not known
(d) Size - Apparently 40 Ft span in diameter

(9) Direction of Flight - South

(10) Tactics or maneuvers

(a) Straight - revolving about horizontal axis

(11) Evidence of exhaust

(a) Color of smoke - unknown
(b) Length and width - unknown
(c) Odor - unknown
(d) Rate of evaporation - unknown
(e) Does trail vary with sound? - unknown

(12) Effect on clouds

(a) Opened path through clouds? - Unknown; skies clear of clouds

(13) Lights - unknown

(14) Support - Smooth surface; no apparent breaks or objects from surface

(15) Propulsion - None apparent

(16) Control and stability

(a) Excellent flight - No motion other than that described in para (10)

Confidential

File No 24-33

(17) Air Ducts - None seen

(18) Speed - M.P.H. - [redacted] estimates speed to be from 900 to 1900 M.P.H. Figure arrived at by algebra - geometry at altitude and from methods used by Navy pilots in estimating speed of other aircraft

(19) Sound - None heard

(20) Manner of disappearance

(a) Faded from view

Relative to Observer

(1) Name of observer [redacted], Harrisburg, Pa.

(2) Place of business - [redacted] Harrisburg, Pa.

(3) Pertinent Hobby - Model airplane racing

(4) Ability to determine - Past flight experience with Navy Aviation; former Pilot, rank Ensign PBM; 4 years assigned Naval Carrier; at Guam after World War II. No combat experience

(5) Reliability of observer - Good

(6) Notes relative to observer:

(a) Sightings in general - Apparently good
(b) How attention was drawn to object: - Called to [redacted] attention by [redacted] who was looking at a DC-3 when phenomenon observed

(7) Witnesses

(a) [redacted]
(b) Occupation - Apprentice Plumber
(c) Reliability - Good. [redacted] former Sergeant USAF, Flexible Gunner

(8) [redacted] have the appearance of being stable and intelligent in their manner of conversation and observations and are considered reliable.

[redacted]

Confidential

File No 24-33

INCLOSURES

FOR DO#5, Wright-Patterson AFB:

Two (2) copies of sketch of unidentified aerial phenomenon as described by [redacted]

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

[redacted]

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA

31 March 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: At approximately 2230 hours, 30 March 1950, unconventional aircraft was sighted about 2 miles north of Greater Pittsburgh Airport, Coraopolis, Pa. by 1st Lt. EDWARD A. FIORETTI and Pfc. PAUL R. RUNYAN.

2. DETAILS: Between 2215 and 2230 hours, 30 March 1950, 1st Lt. EDWARD A. FIORETTI, who was Officer of the Day, 2239th AFKTC, Greater Pittsburgh Airport, Coraopolis, Pa., accompanied by Pfc. PAUL R. RUNYAN, was going in a northerly direction across the ramp in a jeep when Lt. FIORETTI noticed an object in the sky which he at first thought might be a parachute. Lt. FIORETTI ordered Pfc RUNYAN, who was driving the jeep, to stop and both men got out of the vehicle and stood on the ramp. They observed the object move from a considerable distance northwest of the field to approximately within 2 miles of the northern edge of the field. It appeared to be losing altitude and came to within an estimated 2000 ft. of the ground at its closest proximity to Greater Pittsburgh Airport. At this altitude and proximity it made several gradual flat turns at an estimated speed of about 50 miles an hour. Both men described the object as circular with a scalloped periphery, similar in shape to an open parachute observed from the underside. It was estimated to be approximately from 50 to 60 feet in diameter and emitted an exhaust from the center of the lower surface. The object made no sound. It was [illegible] with a tendency to grey toward the center of the lower surface. It maintained a flat attitude in turns and at all other times in flight. After maneuvering for a short period it began an almost perpendicular climb, at a terrific rate of climb, moving slightly to the east and in approximately one to two minutes was completely out of sight at possibly 50 to 60 thousand feet. Ceiling and visibility were unlimited.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SECURITY
KURT K. KUNZE, Capt, USAF
DATE 8 DEC 1975

UNCLASSIFIED

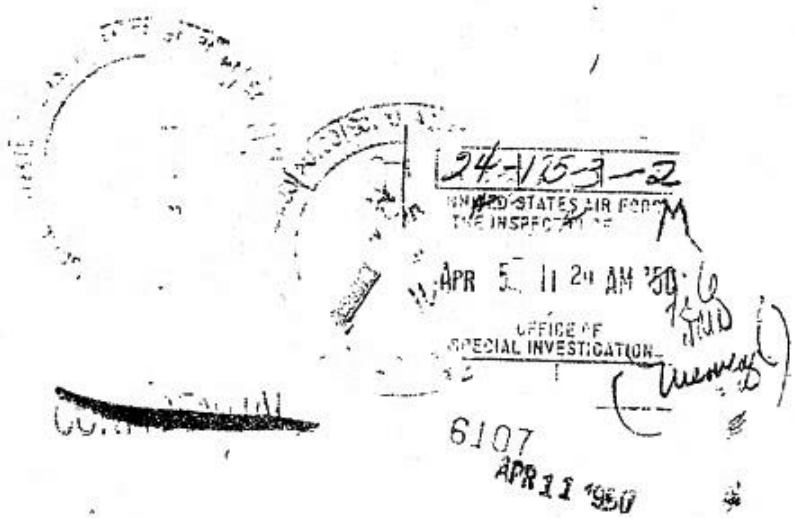
~~CONFIDENTIAL~~

[redacted]

3. ACTION: Commanding Officer, 2239th AFSTC, Greater Pittsburgh Airport, Coraopolis, Pa., notified 31 March 1950.

C.C. Waterman
Adg 6 APR '50

MICHAEL G. FRISCH
Major, USAF
District Commander



[redacted]

[redacted]

AIR MAIL

3DO 24-84

RDM/mn
28 February 1952

SUBJECT: Green Fire-Balls Reported over Phila., Pa., 29 January 1952
SPECIAL INQUIRY

"Attention is invited to paragraph 16, AFR 205-6, dated 1 September 1950, which prohibits the disclosure of investigative information to unauthorized persons."

TO: District Commander
5th District OSI (IG) USAF
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to telephone message received from Major JOHN F. O'CONNELL, your office, at 0930 hours on 27 February 1952, requesting the securing of information concerning a report to the effect that green fire-balls had been seen flying over Philadelphia on 29 January 1952.

2. In an interview on 27 February 1952, D[redacted] Director, [redacted] University of [redacted] furnished the following information:

At approximately 1817 hours on 29 January 1952 a FIRE-BALL, better known as a meteor, appeared over Northeastern Pennsylvania. This meteor was blue-green in color with great unanimity by the observers. He stated that the brilliancy averaged to be that equal of a quarter moon. Its visibility lasted approximately 10 to 12 seconds at which time it disintegrated not less than 50 nor more than 100 miles Northwest of Philadelphia. The general phenomena gave a strong indication that the end point was low enough for fragments to have fallen as meteorites.

[redacted] stated that he had received approximately 450 reports from persons from Massachusetts to Maryland. These reports have been in the form of phone calls, letters, etc., of which approximately one-third have real scientific information of value.

[redacted] stated that he did not personally observe this meteor nor was it observed by anyone from the University of Pennsylvania Observatories. [redacted] stated that there is no doubt that the phenomena was that of a brilliant FIRE-

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible] K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

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3DO 24-84
SUBJECT: Green Fire Balls Reported over Phila, Pa. 29 Jan 52
SPECIAL INQUIRY

BALL or meteor inasmuch as he has "worked up numerous cases of instances of this type".

[redacted] advised that a report of this incident will be published in a scientific journal by himself and that the report will be contained in a publication known as the "Flower Astronomical Observatory" of the University of Pennsylvania.

3. The Philadelphia Evening Bulletin of 30 January 1952 carried the following article on the front page:

SEE A BIG METEOR? TELL IT TO ASTRONOMER

If you saw a meteor falling to the north of Philadelphia last night, Dr [redacted], would like to hear from you.

Several persons reported seeing the phenomenon about 6:15. Some described it as a huge ball of blue and red flame. Others said the ball was green with yellow "tails". All agreed it seemed to be falling straight towards the earth.

[redacted] who is president of t[redacted] Society, said he had no first-hand knowledge of the meteor. But he said he would like to hear by letter from those who did, with a description of what they saw.

4. On 27 February 1952, Lt. A. [illegible], Intelligence Division, Police Department, City of Philadelphia and Special Agent ELWOOD E. PETT, Field Office of the Federal Bureau of Investigation, Philadelphia, Pa., were contacted and both advised that their respective offices had received no reports of the fire ball.

[illegible] case is RUG.

[signature]
ROBERT H. RAY
Major, USAF
District Commander

24-7853-3

CC: Hq OSI (3wp)

MAR 3 1 08 33 52

CONFIDENTIAL

AFCSI/Lt Col Free/fjm tn 5 May 52

24-185-3

(Confidential - Security Information) [redacted]
Company - SPECIAL INQUIRY - (FLYING SAUCERS)

Collection Control Branch, Collection Division
Directorate of Intelligence, DCS/O

7 MAY 1952

xxxxx Directorate of Research & Development
Deputy Chief of Staff/Development
IN TURN

Lt Col Free/fjm/AFCSI-6
Code 192/L-140

FROM: Counter Intelligence Division
Directorate of Special Investigations, IN

1. The following information which was received from the Federal Bureau of Investigation is furnished as a matter of interest to your office and any action which may be deemed appropriate:

"On April 6, 1952, [redacted] North Rochester, Pa. contacted an agent of this office and stated that his father, [redacted] the [redacted] of the [redacted] Company, North Rochester, Pa. possessed knowledge which could be of great value to the Air Force experiments with flying saucers. [redacted] continued that his father can build an atom bomb and has the secrets of the propulsion force of the flying saucer. He added that his father was unwilling to discuss these matters except with top level personnel and scientists for fear of being labeled insane.

[redacted] advised that he was nineteen years old, had secured a hardship discharge from the United States Air Force, and was currently employed as a salesman with the [redacted] Company, Beaver Falls, Pa. This office has no additional information on [redacted] or [redacted] It is to be noted that the agent that received the above information describes [redacted] as apparently neurotic."

2. In order that the files of OSI may contain complete information with regard to this matter, request that any action which may be taken as a result of the foregoing data be furnished this office.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
3 DEC 1952
DATE

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI-6
L/C BARNARD:

7 MAY 1952
MANAGEMENT DIV.
OSI

24-185-3

UNCLASSIFIED

SECURITY INFORMATION

AFCSI FILE COPY

CONFIDENTIAL
SECURITY INFORMATION

HQ. 3rd DISTRICT OSI (IG) USAF
P.O. BOX #709
HARRISBURG, PA.

RHR/mm
24 April 1952

3DO 24-0-36

SUBJECT: [redacted]

SPECIAL INQUIRY - (FLYING SAUCERS)

Disclosure of the nature, sources, or existence of information in this report to persons not normally entitled to such information may be made only when expressly authorized [illegible] Special Investigation [illegible] Unauthorized disclosure of such information will be considered a violation of AFR 205-1.

TO: District Commander
5th District OSI (IG) USAF
Wright-Patterson Air Force Base
Ohio

1. The following message was received from the Pittsburgh Office of the Federal Bureau of Investigation on 22 April 1952:

"On April 6, 1952, [redacted] Street, North Rochester, Pa. contacted an agent of this office and stated that his father [redacted] the owner of the [redacted], North Rochester, Pa. possessed knowledge which could be of great value to the Air Force experiments with flying saucers. [redacted] continued that his father [illegible] an atom bomb and has the secrets of the propulsion force of the flying saucer. He added that his father was unwilling to discuss these matters except with top level personnel and scientists for fear of being labeled insane.

[redacted] advised that he was nineteen years old, had secured a dardship discharge from the United States Air Force, and was currently employed as a salesman with [redacted] pany, Beaver Falls, Pa. This office has no additional information on [redacted] or [redacted] It is to be noted that the agent that received the above information described [redacted] as apparently neurotic."

2. This information is forwarded for submission to Headquarters Air Materiel Command and/or any other action deemed appropriate by your office.

UNCLASSIFIED

CC: Hq OSI, Wash. D. C.

ROBERT H. RAY
Major, USAF
[redacted] Commander

8 MAY 1952

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CLASSIFICATION CANCELLED TO [illegible] BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Supervisor
DATE DEC 1975

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.

3DO 1-10-36 19 March 1954

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Objects

TO: Director, Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: [redacted] a resident of Scranton, Pa., reported by letter, postmarked at Scranton, Pa., 16 March 1954 and addressed to the Scranton, Pa. Detachment of the 3d District OSI (IG) USAF, the sighting of an unidentified flying object on 12 March 1954 at about 1940 hours in the vicinity of the 1500 block of May Aug Avenue, Scranton, Pa. [redacted] was interviewed on 16 March 1954 and furnished substantially the same information as contained in his letter, copy of which is attached as an inclosure to this report.

2. DETAILS: On 16 March 1954, the Scranton, Pa. Detachment of the 3d District OSI (IG) USAF, received an unsigned letter, postmarked Scranton, Pa., 16 March 1954, reflecting the writer's telephone number in Scranton, Pa., and reporting the sighting of an unidentified flying object at approximately 1940 hours 12 March 1954 at Scranton, Pa. A copy of this letter is attached as an inclosure to this report. Subsequent to the receipt of this letter the writer was identified as [redacted] residing [redacted], Scranton, Pa.

On 16 March 1954, [redacted] was interviewed by Special Agent ALDEN Y. WARNER, Jr. of the Scranton, Pa. Detachment, 3d District OSI (IG) USAF. In accordance with paragraph 6, AFR 200-2, dated 26 August 1953, Subject: Unidentified Flying Objects Reporting, and in accordance with AFCSI letter 85, dated 7 January 1953, Subject: Reporting Information on Unidentified Flying Objects, the following information was obtained from [redacted]

ROBERT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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3DO 1-10-36 SPOT INTELLIGENCE REPORT
Subj: Unidentified Flying Objects

(1) Description of the object(s):

(a) Shape - Observer stated that the object was in the shape of a vapor trail similar to those made by high-flying aircraft; that it appeared to him to be about two (2) feet in width and that it was equally luminous from beginning to end.

(b) Size compared to a known object. - Observer stated that he could not compare the object he saw to any known object.

(c) Color. - Luminous - no particular color.

(d) Number. - One (1).

(e) Formation, if more than one. - Not applicable.

(f) Any discernible features or details. - None.

(g) Tail, trail, or exhaust, including size of same compared to size of object(s). - Observer stated that the whole object resembled a vapor trail and stated that he first thought it was the exhaust of a jet or the tail of a meteor.

(h) Sound. If heard, describe sound. - None heard. Observer stated that truck traffic on a nearby highway may have obscured any sound that the object made.

(i) Other pertinent or unusual features. - None.

(2) Description of course of object(s):

(a) What first called the attention of observer(s) to the object(s)? - [redacted] stated that he was looking into the sky while walking home and that he noticed the object while doing so.

(b) Angle of elevation and azimuth of the object(s) when first observed. - [redacted] estimated that he first saw the object at an angle of elevation of about 30°.

(c) Angle of elevation and azimuth of object(s) upon disappearance. - Unknown.

3DO 1-10-36 SPOT INTELLIGENCE REPORT
Subj: Unidentified Flying Objects

(2) Description of course of object(s): Cont'd

(d) Description of flight path and maneuvers of object(s). -- [redacted] stated the object was proceeding due north at an altitude he could not estimate, and that the object made no maneuvers while he had it in sight.

(e) Manner of disappearance of object(s). -- [redacted] stated that the luminescence of the object grew dim as he turned around due to the glare of lights on the ground.

(f) Length of time in sight. -- Est 20 - 30 seconds.

(3) Manner of observation:

(a) Use one or any combination of the following items: ground visual, air-visual, ground electronic, air electronic. (If electronic, specify type or radar.) Ground-visual.

(b) Statement as to optical aids (telescopes, binoculars, and so forth) used and description thereof. - None.

(c) If the sighting is made while airborne, give type aircraft, identification number, altitude, heading, speed, and home station. - Not applicable.

(4) Time and date of sighting:

(a) Zulu time-date group of sighting. -- Approximately 1940 hours EST, 12 March 195[redacted]

(b) Light, conditions (use one of the following terms): Night, day, dawn, dusk. - Night.

(5) Locations of observer(s). Exact latitude and longitude of each observer, or Georef position, or position withreference to a known landmark. - Observer was walking south in the 1500 block of Mayfield Avenue in Scranton, Pa.

(6) Identifying information of all observer(s):

(a) Civilian-name, age, mailing address, occupation, and estimate of reliability. - [redacted] age 31 (DOB: 20 Feb 23 at Scranton, Pa.) [redacted], Scranton, Pa. Employed as a laborer in the [redacted]

3DO 1-10-36 SPOT INTELLIGENCE REPORT
Subj: Unidentified Flying Objects

(6) (a[redacted] of the [redacted] Co., South Washington Ave., Scranton, Pa. [redacted] is a high school graduate and has never attended college. He was in the infantry until March 1946 and has not been in the service since. He has never been in the Air Force, and has only a mild interest in and knowledge of aviation. He appears to be slow and deliberate in his thoughts and actions, and during the interview did not seem to be lying or trying to draw attention to himself. He was unexcited during the interview and answered all questions freely. [redacted] stated that he had not been indulging in intoxicants prior to his observation. Although [redacted] is not a trained observer, it is thought that he reported something he actually observed. The interviewer rates the source and the information as about C-3.

(7) Weather and winds aloft conditions at time and place of sighting:

(a) Observer(s) account of weather conditions. - Observer stated that the night was very clear and that there were no clouds. Observer added that there was little or no wind on the ground.

(b) Report from nearest AWS or U. S. Weather Bureau Office of wind direction and velocity in degrees and knots at surface, 6,000', 10,000', 16,000', 20,000', 30,000', 50,000', and 80,000', if available. - Not available.

(c) Ceiling. - Unlimited.

(d) Visibility. - Clear night.

(e) Amount of cloud cover. - None.

(f) Thunderstorms in area and quadrant in which located. - None.

(8) Any other unusual activity or condition, meteorological, astronomical, or otherwise, which might account for the sighting. - None known.

(9) Existence of any physical evidence of the sighting, such as materials and photographs. - None

3DO 1-10-36 SPOT INTELLIGENCE REPORT
Subj: Unidentified Flying Objects

(10) Interception or identification action taken (such action may be taken whenever feasible, complying with existing air defense directives). - None known or observed.

(11) Location of any air traffic in the area at time of sighting. - None observed.

(12) Position title and comments of the preparing officer, including his preliminary analysis of the possible cause of the sighting. - ALDEN Y. WARNER, Jr., Special Agent, OSI, Detachment Commander, Scranton, Pa. Detachment, 3d District OSI (IG) USAF.

On 16 March 1954, 1st Lt CLARENCE J. COLE, Adjutant, 648th Aircraft Control and Warning Squadron, Benton, Pa., was interviewed by Special Agent WARNER at the 648th AC&W Squadron. COLE stated that a log is maintained on all flying objects sighted and tracked and advised that a review of this log indicated that no flying objects were sighted or tracked at approximately 1940 hours 12 March 1954.

3. ACTION: Director of Special Investigations, Washington 25, D. C., Commander, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, ATTN: ATIAA-2C, and Commander, 648th Aircraft Control and Warning Squadron, Benton, Pa., notified of this sighting of an unidentified flying object by Spot Intelligence Report.

Leonard D. Lait
Capt, USAF
FOR AND IN THE ABSENCE OF
OWEN L. COLAW
Major, USAF
District Commander

1 Incl:
Cy of unsigned and undtd ltr rec'd by Scranton, Pa. Det, 3d Dist OSI (IG) USAF, in envelope postmarked Scranton, Pa., 16 Mar 54, trip

cc: Comdr, ATIC, W/P AFB, Ohio, ATTN: ATIAA-2C, w/dup w/Incl in dup
Comdr, 648th AC&W Sq, Benton, Pa. w/Incl (1 cy ea)

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.

3DO 1-10-36

2 APR 1954

SPOT INTELLIGENCE REPORT

SUBJECT: Report of Sighting of Unconventional Aircraft

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: At 0215 hours, 29 March 1954, about twenty-five (25) unidentified, flying objects were observed heading in a south to north direction, approximately over the Delaware River between Camden, New Jersey, and Philadelphia, Pa. The objects were described as being the size of a baseball, silver in color, with a luminous circle around each, and flying in formation. Altitude was an estimated 3000 to 5000 feet, and the speed was believed to be slightly faster than that of a jet aircraft. No exhaust trail or smoke was noticed. Observation was visual. Description of weather is set forth. Anti-aircraft radar failed to detect this formation.

2. DETAILS: On 29 March 1954, [redacted] and his wife, [redacted] Street, Philadelphia, Pa., were interviewed at the 3rd OSI Detachment, Philadelphia, Pa., by Special Agent Russell A. Williams. The Spurriers stated that they wished to report that at approximately 0215 hours, 29 March 1954, they had observed approximately twenty-five (25) unidentified, flying objects in the sky. The [redacted] described these objects as being round and silver in color, with a luminous circle around each. The [redacted] estimated that the objects were between 3000 and 5000 feet in the air, and all but one appeared to be a little larger than the size of a baseball. They stated that one of the objects flying towards the rear was about twice the size of the others. The [redacted] advised that the objects appeared to be flying in formation. They described this formation as two (2) objects flying side by side with one (1) following, and then two (2) more flying side by side and one (1) following. This formation was repeated. The [redacted] informed Special Agent Williams that there was a slight variation in the formation and that the objects seemed to move with a slight up and down effect. They said that this motion was not very noticeable. When they first sighted

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KURT X. KUNZE, Capt, USAF
Historian
6 DEC 1973
DATE

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3rd Dist OSI SPOT INTELLIGENCE REPORT

the objects, they appeared to be flying in a straight line. The [redacted] said that there appeared to be a flame coming out of the rear of each object. This flame was approximately one-fourth of the length of the object. The [redacted] stated that they could not hear any sound from the objects and that they were moving slightly faster than the speed of a jet airplane. During the time that they observed these objects, one (1) veered away from the formation, with what the [redacted] said was a tremendous speed, and then it came back and rejoined the formation. The [redacted] stated that they saw no exhaust trail or smoke and that they did not notice any unusual odors in the air.

The [redacted] stated that they are employed at the [redacted] Pike, Oaklyn, New Jersey, as musicians. They stated that they had been working that night and had left work at approximately 0130 hours. Mr. [redacted] was the first to notice the objects and called his wife to show them to her. They stated that the objects were within their vision for approximately one to two minutes, and the reason that they did not see them for a longer time was that other houses in the vicinity of their home interfered with their view. These objects were sighted from the street outside of their home at [redacted] Street, Philadelphia, Pa., were flying from south to north, and appeared to be following the Delaware River. Mr. [redacted] said that the objects were approximately two (2) miles away. Mr. [redacted] said that it was very dark and there were some clouds in the sky; however, he said he could see stars. The [redacted] both said that the objects appeared to be giving off some light and that they lit up the sky where they were traveling.

The [redacted] further stated that they saw everything with the naked eye and did not use any telescope or binoculars. They said that they had notified the Federal Bureau of Investigation, Philadelphia Police Department and Philadelphia Inquirer, asking the newspaper not to mention their names in any article that might be printed, as they did not want anyone to believe that this was a publicity stunt on their part. The [redacted] also said that during the evening while they had been working, they had very little to drink and that they had their last drink approximately 2½ hours before they sighted the objects. Mr. [redacted] said that he had served in the Army from 1943, serving with the 30th Special Services Company attached to the 20th Corps, and had spent most of his time in Europe.

On 29 March 1954, Henry P. Adams, Meteorologist, U. S. Weather Bureau, Custom House, 2nd and Chestnut Streets, Philadelphia, Pa., was interviewed. Adams advised that at 0130 hours at the International Airport, Philadelphia, Pa., there were scattered clouds at 800 feet, five (5) miles visibility, smoke and haze, winds SW 13. Adams further advised that at 0230 hours there was an overcast at 9000 feet, visibility five (5) miles, smoke and haze, winds WSW 5. He also stated that at 0130 hours, at 6000 feet, the wind velocity was 230 degrees and 42 miles per hour, and at 9000 feet they were 250 degrees and 31 miles per hour.

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3rd Dist OSI SPOT INTELLIGENCE REPORT

On 29 March 1954, Captain Hemil Monteich, S-3, 24th Anti-Aircraft Group, Swarthmore, Pa., was interviewed. Monteich stated that their radar equipment had not picked up any unusual formations that morning.

3. ACTION: No further investigation has been undertaken by this District Office, and this report is being forwarded as a matter of interest to your office. Copies of this report have been furnished the Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, Attention: ATIAA-2C; Commander, Air Defense Command, Ent Air Force Base, Colorado; and Commander, Newcastle County Airport, Wilmington, Delaware.

OWEN L. COLAW
Major, USAF
District Commander

CC: ATIC, Wright-Patterson
AFB, Ohio (dup)
ADC, Ent AFB, Colorado (dup)
NCCA, Wilmington, Delaware

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VIA AIR MAIL TO:
Dir OSI
ATIC, W/P AFB, Ohio,
Attn: ATIAA-2C

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.

3DO 1-10-36

26 AUG 1954

SPOT INTELLIGENCE REPORT

SUBJECT: Sighting of Unidentified Flying Object at Philadelphia, Pa., between 1940 and 2005 hours, 22 August 1954

TO: Director, Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. SYNOPSIS: [redacted], Civilian, reported that he and his wife, along with approximately twenty (20) other persons unknown to him, had sighted an unusual light in the sky northeast of Philadelphia, Pa., apparently over the Delaware River or Southern New Jersey. Mrs. [redacted] interviewed and described the object as being round in shape, silver in color, and that it hovered in one spot. Sighting occurred between 1940 hours and 2005 hours, 22 August 1954, when object faded out of sight and disappeared. The "Philadelphia Inquirer", morning newspaper, carried front page story, 23 August 1954, concerning incident. Article stated that five (5) mysterious fluorescent aerial objects were sighted in the skies over Eastern Pennsylvania and New Jersey early the night before by armed forces control tower personnel and scores of volunteer ground observers. Article stated the Air Force had sent a group of Sabrejets to investigate, and that pilots filed reports upon return to their base, but authorities refused to disclose findings pending completion of investigation. Meteorologist at U. S. Weather Bureau, Philadelphia, Pa., advised no unusual activity or condition meteorological, astronomical, or otherwise had occurred at time of sighting.

2. DETAILS:

[redacted] At 2030 hours, 22 August 1954, [redacted] St., Philadelphia, Pa., telephonically advised Special [redacted]

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BY AUTHORITY OF THE DIRECTOR OF SPACE ...
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 1975

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3DO FORM 44

3d District OSI SPOT INTELLIGENCE REPORT, Subj: Sighting of Unidentified Flying Object at Phila, Pa., btwn 1940 and 2005 hrs, 22 Aug 54

Agent RICHARD W. CALLAHAN that he and his wife, along with approximately twenty (20) other persons unknown to him, had sighted an unusual light in the sky. [redacted] stated that the light was seen at 1940 hours, 22 August 1954, northeast of Philadelphia, apparently over the Delaware River or Southern New Jersey. The object was round in shape, silver in color, and hovered in one spot from 1940 hours until 2005 hours at which time it faded out and disappeared.

b. On 23 August 1954, S/A CALLAHAN contacted Mrs. [redacted], [redacted] St., Philadelphia, Pa. Mrs. [redacted] advised that her husband was working out of town, and that she did not know any of the other persons who had sighted the object the night before. Results of the interview with Mrs. [redacted] are set forth below in outline form in accordance with AFR 200-2, 26 August 1953:

(1) Description of the object:

(a) Round

(b) The size of a quarter held in the hand at arms length.

(c) Silver

(d) One (1)

(e) Not applicable

(f) Object was slightly longer than it was wide

(g) A blue halo appeared intermittently around the surface of the object. This halo appeared pink when a cloud passed over the object.

(h) No sound was heard

(i) The object was not similar in comparison with a nearby star.

(2) Description of course of object:

(a) [redacted] first noticed the object when she followed the stare of a crowd of people who were

3d District OSI SPOT INTELLIGENCE REPORT, Subj: Sighting of Unidentified Flying Object at Phila, Pa., btwn 1940 and 2005 hrs, 22 Aug 54

looking up at the sky.

(b) Approximately 45° angle of elevation. Azimuth unknown.

(c) Approximately 45° angle of elevation. Azimuth unknown.

(d) Stationary

(e) Object faded away to the northeast, became small and disappeared.

(f) Twenty-five (25) minutes

(3) Manner of observation:

(a) Ground-visual

(b) No optical aids used

(c) Not applicable

(4) Time and date of sighting: 1940 hours to 2005 hours, 22 August 1954

(a) 222340Z Aug 54 - 230005Z Aug 54

(b) Dusk

(5) Location of observer: Hartville St., between Westmoreland and Ontario Streets, North Philadelphia, Pa.

(6) Identifying information of observer: Mrs. [redacted] Civilian, Age 22, [redacted] Philadelphia, Pa., Housewife. Estimate of reliability: Fairly reliable.

(7) Weather and winds aloft conditions at time and place of sighting:

(a) Observer stated it was partially cloudy.

CLASSIFICATION CANCELLED TO [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [redacted]
DATE

3d District OSI SPOT INTELLIGENCE REPORT, Subj: Sighting of Unidentified Flying Object at Phila, Pa., btwn 1940 and 2005 hrs, 22 Aug 54

(b) On 23 August 1954, NATHAN ELLIS, Meteorologist, U. S. Weather Bureau, Philadelphia, Pa., supplied the following information to S/A CALLAHAN concerning the weather conditions for the Philadelphia area from 6:28 to 7:28 P.M. Eastern Standard Time, 22 August 1954: At 6,000 feet the wind direction was 50 degrees at a velocity of 7 knots; at 10,000 feet the wind direction was 330 degrees at a velocity of 5 knots; at 16,000 feet the wind direction was 300 degrees at 8 knots; at 20,000 feet the wind direction was 320 degrees at 15 knots. There were no readings available for higher altitudes. There was no wind at the surface. There was an unlimited ceiling, and visibility was 15 miles. There were scattered clouds at 7000 feet and thin broken clouds at 35,000 feet. There were no thunderstorms in the area nor were there any unusual activities or conditions, meterological, astronomical, or otherwise, which might account for the sighting.

(c) Unknown

(d) Good

(e) Occasional clouds passing over object. Object still visible.

(f) None

(8) None

(9) None

(10) None known t[redacted]

(11) No air traffic in area at time of sighting

(12) Special Agent RICHARD M. CALLAHAN, OSI Detachment, Philadelphia, Pa., conducted the interviews pertaining to this investigation. Possible cause of the sighting is unknown.

CLASSIFICATION CANCELLED TO [illegible]
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BY _____
[redacted] DATE

~~CONFIDENTIAL~~

3d District OSI SPOT INTELLIGENCE REPORT, Subj: Sighting of Unidentified Flying Object at Phila, Pa., btwn 1940 and 2005 hrs, 22 Aug 54

c. On Monday morning, 23 August 1954, "The Philadelphia Inquirer", Philadelphia morning newspaper, carried a front page story concerning the incident. The story stated that five (5) mysterious fluorescent aerial objects were sighted in the skies over Eastern Pennsylvania and New Jersey early the night before by armed forces control tower personnel and scores of volunteer ground observers. The story continued, "The Air Force, acting at the request of the Ground Observer Corps Filter Center and Co-ordinator's Headquarters, Trenton, sent a group of fast Sabrejets to investigate the objects. Pilots of the jets, which were in the general area on routine training flights from the New Castle, Del., Air Force Base, filed reports upon their return to the field. But authorities refused to disclose the findings pending completion of the investigation. Thousands of Philadelphia residents, who viewed one of the silver objects as it passed over the northern sections, flooded The Inquirer, the Electrical Bureau, and police stations with calls." Similar colored objects were reported over Trenton and other nearby towns. "Military ground observers said they assumed the objects were a type of weather observation balloon." "A Weather Bureau employee at Northeast Philadelphia Airport, who viewed one of the objects, said he thought it resembled weather apparatus." "Foster Scheirey, on duty as air traffic controller at North Philadelphia Airport shortly after 7 P.M., said he observed two balloon-shaped objects in the sky for more than 45 minutes. He said the mystery objects were above the clouds." "Officials of the Balloon Club of America said if the objects were balloons they could not have been manned because of the high altitude. A Spokesman for the club said there were no balloons of the organization in the air last night."

3. ACTION: No additional investigation of this matter is contemplated by this District unless otherwise requested by competent authority in accordance with AFCSI Letter No. 65 dated 7 January 1953. The Air Technical Intelligence Center, Wright-Patterson AFB, Dayton, Ohio, and the Commander, New Castle County Airport, Wilmington, Delaware, have been furnished copies of this communication.

OWEN L. COLAW
Major, USAF
District Commander

cc: ATIC, W/P AFB, Ohio
Attn: ATIAA-2C
Comdr, NCCA, Del.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY _____
5 _____
DATE

~~CONFIDENTIAL~~

CONFIDENTIAL

Wright-Patterson Air Force Base
Ohio

5 September 1954

SD 24-21-153

SUBJECT: UNKNOWN SUBJECT
Sighting of Unidentified Flying Object
at Philadelphia, Pa., Between 1940 and 2005 Hours,
22 August 1954
SPECIAL INQUIRY 24-185-3-7

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) copy of Spot Intelligence Report, dated 26 August 1954, from the 3d District OSI (IG), Harrisburg, Pennsylvania, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

1 Incl
Spot Rpt dtd 26 Aug 54

cc: Dir OSI w/o Incl

KURT K. KUNZE, Capt, USAF
Historian
9 DEC 1975

24-185-3-7

24-185-3-7 X

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

CONFIDENTIAL

SD-F-13433

[redacted]

HQ. 2d DISTRICT OSI(IG) USAF
P. O. BOX #97, COOPER STATION
NEW YORK 3, NEW YORK

5 NOV 1954

24-0

SUBJECT: (Unclassified)
Request of District Intelligence Officer
4th Naval District for Identities of District
Commander, 2d District OSI (IG) USAF, and OSI
Detachment Commander, McGuire AFB, New Jersey
SPECIAL INQUIRY

24-185-3-8

TO: District Commander
3d District OSI (IG) USAF
P. O. Box 709
Harrisburg, Pennsylvania

1. Reference is made to letter, your district, file 24-0-70, Subject as above, dated 15 October 1954.

2. The identities of the District Commander, 2d District OSI, and Detachment Commander, McGuire Air Force Base are Lieutenant Colonel L. L. FREE and Major MURRAY CHASIN, respectively.

3. Attention is invited to paragraph 4b(1), AFCSI Letter No. 85, dated 7 January 1953, which reflects that detachment offices located on an Air Force Base will report all details pertaining to the sighting (of an unidentified flying object) to the installation commander or his designated representative. Attention is also invited to paragraph 6, AFR 200-2, dated 12 August 1954, which indicates that the 4602d Air Intelligence Service Squadron and its echelons will normally conduct investigations of this type for the Air Defense Command, which has been given the responsibility of conducting all field investigations within the Zone of the Interior to determine the identify of unidentified flying objects (UFOB).

4. Request that the District Intelligence Officer, Fourth Naval District, Philadelphia 12, Pennsylvania, be apprised of this information and also advised that he should more appropriately contact the Intelligence Officer, McGuire Air Force Base in regard to his requirements in this matter.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF [illegible] USAF OF SPEC INV
BY [redacted] Historian
3 DEC 1975
DATE

UNCLASSIFIED

[redacted]

2D OSI File 24-O
Ltr to: DO #3
Subj: Request of DIO, LNB for Identities of Dist Comdr, 2d OSI and OSI Det Comdr at McGuire AFB

5. Your attention is invited to the provisions of AFR 124-1 which prohibits the disclosure of information contained herein to unauthorized personnel.

L. L. TREE
Lt Colonel, USAF
District Commander

cc: Dir OSI

[redacted]

~~CONFIDENTIAL~~

HEADQUARTERS
3rd DISTRICT OSI (IG) USAF
P.O. BOX 709
HARRISBURG, PENNSYLVANIA

3DO 24-0-70

15 OCT 1954

SUBJECT: (Unclassified)
Request of District Intelligence Officer 4th Naval District for Identities of District Commander, 2d District OSI (IG) USAF, and OSI Detachment Commander, McGuire AFB, New Jersey
SPECIAL INQUIRY

NR

Willow Grove Airport, Cape May N.J.

TO: District Commander
2d District OSI (IG) USAF
72 E. 10th Street
New York, N.Y.

1. As a result of a weekly liaison meeting held at the Philadelphia, Pa., Division, Federal Bureau of Investigation, Widener Building, on 14 September 1954, the Detachment Commander, Philadelphia, Pa., Detachment of this District Office, advised this District Office of the following request by Captain MCNROE RIKER, District Intelligence Officer, P.O. Box 100, 4th Naval District, Philadelphia Naval Base, Philadelphia 12, Pa.:

a. Captain RIKER requested the identities of the District Commander, 2d District OSI (IG) USAF, and the Detachment Commander, McGuire AFB, inasmuch as he intends to call upon the OSI Detachment Commander, McGuire AFB in relation to the reporting of unidentified flying objects. Captain RIKER desires that any information coming to the attention of the OSI at or within the environs of McGuire AFB, be brought to his attention, Telephone - Howard 5-1000, Extension 2055. Since McGuire AFB is only thirty (30) miles from Philadelphia, Pa., Captain RIKER opined that he could normally dispatch an Agent to the scene without delay.

2. Inclosed herewith is a copy of a TWX from 4th Naval District Intelligence Office to USAF, Washington 25, D.C., which concerns the sighting of a flying object in the vicinity of Cape May, New Jersey, on 13 September 1954.

UNCLASSIFIED

CLASSIFICATION CANCELLED TO [illegible]
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
[illegible] 9 DEC 1
DATE

Hq 3d District OSI (IG) USAF, File 3DO 24-0-70, Subj: (Unclassified) Request of District Intelligence Officer, 4th Naval District for Identities of District Commander, 2d District OSI (IG) USAF, and OSI Detachment Commander, McGuire AFB, New Jersey, SPECIAL INQUIRY

3. The above information is being furnished to your District Office for coordination or any action you may deem appropriate.

4. Attention is invited to Paragraph 5f, AF Regulation 205-1, dated 15 December 1953, which states that classified defense information originating in an agency outside the Department of Defense will not be disseminated outside the Department of the Air Force without the consent of the originating agency.

OWEN L. COLAW
Major, USAF
District Commander

1 Incl:
Cy TWX, 4th Naval District Intelligence Office, dtd 13 September 1954.

c.c. Dir OSI (w/o Incl)

24-185-3-8

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Oct 19 08 1954
OFFICE OF SPECIAL INVESTIGATIONS

O
P
Y

NAVAL MESSAGE
4ND-Gen-143

Mark Classification Plainly --
Large Rubber Stamp Preferable.

From	Date
Commandant, Fourth Naval District	13 Sept 1954
Released by (Signature, Rank and Title) M. M. RIKER, CAPT, USN DistIntelOfficer, 4ND	(Telephone) 2055
	__ Night _x_ Routine __Priority

IF DUAL PRECEDENCE IS DESIRED INDICATE PRECEDENCE AFTER EACH ADDRESSEE

Action	Information
Director of Intelligence, Headquarters USAF, Washington 25, D.C. Air Technical Intelligence Center, Wright-Patterson AFB, Ohio --ATTN: ATIAA-2C Commander, Air Defense Command, Ent AFB, Colorado Springs, Colorado Commander, Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y.	Director of Naval Intelligence, Navy Department, Washington 25, D.C. Commander Eastern Sea Frontier, 90 Church St., New York 7, N.Y.

(This space for Communication Office use)

TEXT

FLYOBRPT X ONE X TWO WHITE LIGHTS BRILLIANCE OF STAR VEGA SIDE BY SIDE SIGHTED MOVING NORTH TO SOUTH X SPEED 15-20 DEGREES ARC IN ONE MINUTE BY STOP WATCH X WHEN OVERHEAD ONE TURNED EAST OTHER CONTINUED SOUTH X ONE GOING EAST WAS BRIGHT ENOUGH TO SEE AGAINST FULL MOON X TWO X 130255 ZEBRA TOTAL 3 MINUTES X THREE X VISUAL NAKED EYE X ON GROUND X FOUR X WILDWOOD AIRPORT CNM CAPE MAY, CNM NEW JERSEY X DISTANCE CNM LATITUDE UNKNOWN X FIVE X [redacted] CNM WILDWOOD AIRPORT X RELIABILITY UNKNOWN X SIX X WEATHER CLEAR VISIBILITY 15 PLUS X WIND AT 20000 FEET 260 DEGREES 33 KNOTS X SEVEN X NONE X EIGHT X NONE X NINE X NONE X TEN X NONE

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Navy-NPS-4ND-Phila., Pa.

~~CONFIDENTIAL~~

HEADQUARTERS
[redacted] DISTRICT OSI (TC) USAF
[redacted]
HARRISBURG, PENNSYLVANIA

18 NOV 1954

3DO 24-0-75

SUBJECT: Reported Sighting of Unidentified Flying Object on 7 November 1954, in Vicinity of Frederick, Md.

TO: Commander
Flight 3F
4602d Air Intelligence Service Squadron
Greater Pittsburgh Airport
Coraopolis, Pa.

1. This District Office is in receipt of a letter from the Pittsburgh, Pa., Division, Federal Bureau of Investigation, dated 9 November 1954, advising of the reported sighting of an unidentified flying object.

2. In accordance with the provisions of AF Regulation 200-2, dated 12 August 1954, Subject: Unidentified Flying Objects Reporting, instant letter is quoted verbatim for your information and any action deemed appropriate:

"On November 8, 1954, [redacted] Road, Pittsburgh, Pa., advised this office that at approximately 5:15 p.m. on November 7, 1954, he and his wife were driving west on U. S. Route 40 in their automobile. At a point on said route where it forks left for Washington, D.C., and straight ahead for Frederick, Md., he and his wife both observed a long and narrow, pencil like luminescence in the sky somewhat to the south of Route 40. As they observed this phenomenon which had no actual form, it appeared to change from a long narrow vertical shape to a horizontal shape and thereafter appeared to have some sort of a gassy luminescence on its tail. The phenomenon appeared to be very high in the sky and from time to time seemed to diminish in size and disappear, then reappear. It appeared to be moving toward the East. [redacted] stated that as he recalled the sun at that time was just disappearing over the horizon; that the above phenomenon might possibly have been in the area of a new airport recently placed in operation in the vicinity of Baltimore."

CLASSIFICATION CANCELLED TO FOUO
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY JURY K. KURZE, Capt, USAF
Historian
3 DEC 1975
UNCLASSIFIED

CONFIDENTIAL

Hq 3d District OSI (IG) USAF, File 3DO 24-0-75, Subj: Reported Sighting of Unidentified Flying Object on 7 November 1954, in Vicinity of Frederick, Md.

The above is being furnished for your information and such attention as is deemed appropriate. This office is conducting no investigation in this matter.

[redacted] specifically requested that he desired his name to be kept confidential in this matter but that he had no objection if a member of your agency contacted him."

3. This is to advise that no additional information pertaining to instant report has come to the attention of this District Office.

4. Attention is invited to Paragraph 5f, AF Regulation 205-1, dated 15 December 1953, which states that classified defense information originating in an agency outside the Department of Defense will not be disseminated outside the Department of the Air Force without the consent of the originating agency.

OWEN L. COLAW
Major, USAF
District Commander

c.c. Comdr, Air Defense Command
Ent AFB, Colorado Springs, Colorado

Dir OSI

UNITED STATES AIR FORCE
24-185-3-9
UNITED STATES AIR FORCE
OFFICE OF SPECIAL INVESTIGATIONS

CONFIDENTIAL

INFOR[illegible]
From S[illegible] Det OSI
Wright-Patterson Air Force Base
Ohio

5D 24-21-170

12 May 1955

SUBJECT: (Unclassified)
Sighting of Unidentified Flying Object at Philadelphia, Pa., between 2110 hours and 2200 hours, Eastern Daylight Time, 27 April 1955

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) copy of letter from District Office No. 3, P. O. Box 709, Harrisburg, Pennsylvania, dated 5 May 1955, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

OUT 23 MAY 1955 CI DEV OSI

1 Incl
Cy ltr fr DO #3
dtd 5 May 55

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

cc: Dir OSI w/o Incl

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIR[illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185-3-10
24-185-3-10

24 MAY 1955

UNCLASSIFIED

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CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

Classification cancelled, changed to _____
~~Classified~~ ~~CONFIDENTIAL~~, effective on 3 April, under the authority of the Director of Special Investigations, by Capt Pulsifer (Name) (Grade) AFSISIC.

THE INSPECTOR GENERAL USAF
~~DISTRICT~~ OFFICE OF SPECIAL INVESTIGATIONS
~~S.~~ CAMERON STREET, HARRISBURG, PA.
MAILING ADDRESS: POST OFFICE BOX 709.

3DO 56-1

SPOT INTELLIGENCE REPORT

SUBJECT: Sighting of Unidentified Flying Object at Philadelphia, Pa., between 2110 hours and 2200 hours, Eastern Daylight Time, 27 April 1955
SPOT COUNTER INTELLIGENCE REPORT AND REPORTS INCLUDING ESSENTIAL ELEMENTS OF INFORMATION

5 MAY 1955

TO: Director, Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

CLASSIFICATION CANCELLED
BY AUTHORITY OF KURT K. KUNZE, Capt, USAF, Sec Inv
Historian
BY _____
3 DEC 1975
DATE

1. SYNOPSIS: [redacted] interviewed on 28 April 1955, stated that on 27 April 1955 he had sighted an unidentified flying object while on duty as a member of Ground Observer Corps. [redacted] described object as a bright light, varying in color and shape. Report from U. S. Weather Bureau concerning weather on 27 April 1955 set forth.

2. DETAILS:

a. On 28 April 1955, Mr. [redacted] was interviewed by Special Agent JOHN G. HOFFMAN at his place of employment, [redacted] Avenue, Philadelphia, Pa. [redacted] stated that while on duty as a member of the Ground Observer Corps on the preceding evening, he had sighted an unidentified flying object. [redacted] stated that the object appeared round when first sighted and for brief intervals appeared elongated (cigar-shaped) and once appeared in the shape of a boomerang. According to [redacted] the object was between the size of a dime and quarter when first sighted and when last seen about the size of a pinhead and appeared like a distant star. With reference to color, [redacted] advised that the object first appeared as a brilliant white spot and alternated to red and green in that order. [redacted] stated that he could distinguish no features or details and could notice no tail, trail,

3DO FORM [illegible]

19-83

UNCLASSIFIED

~~CONFIDENTIAL~~

~~FOR OFFICIAL USE ONLY~~

84-155-3-15

3d District OSI SPOT INTELLIGENCE REPORT, Subj: Sighting of Unidentified Flying Object at Philadelphia, Pa., between 2110 hours and 2200 hours, Eastern Daylight Time, 27 April 1955 - SPOT COUNTER INTELLIGENCE REPORT AND REPORTS INCLUDING ESSENTIAL ELEMENTS OF INFORMATION

or exhaust. According to [redacted] he could not hear any sound from the object and at one instant he believes he saw a ray of light shoot out from the object. [redacted] stated that his attention was first drawn to the object by its brightness and unusual color changes and in previous scanning in the course of his duties it had not been there. The position of the object, according to [redacted] when he first noticed it, was approximately due Southwest and at a 30° to 45° angle of elevation. According to [redacted] the object was still visible when he went off duty at 2200 hours, EDT, but its position had changed to a west southwest heading and the angle of elevation had lessened slightly as though the object had moved out into space. According to [redacted], the object appeared to be hovering or pivoting slightly and the only move it made was to the position where he last observed it where it again hovered. [redacted] stated that he was able to observe the object for a period of fifty (50) minutes by ground-visual observation without optical aids other than normal eyeglasses. According to [redacted], he first observed the object at 2110 hours, EDT, 27 April 1955 (2801102 Apr 55) Wednesday night, from the Ground Observer Corps Post #QL40B on the roof of the Bryn Mawr Hospital, Bryn Mawr, Pa. [redacted] advised that the observation booth is located on the northeast corner of the roof with the door facing southwest and he was standing in the door at the time of sighting. [redacted] advised that he resides at [redacted] Road, Ardmore, Pa., he was born 23 January 1915, and that he is employed as an Administrative Clerk for the [redacted] Avenue, Philadelphia, Pa. [redacted] advised that he has been a member of the Ground Observer Corps since June 1954 and that he has received no formal training in Aircraft Identification. According to [redacted] the weather at the time of sighting was cloudy but clearing with the cloud cover moving rapidly south. The wind was from the north and the moon was shining brightly in the same general area where the object appeared. [redacted] described the visibility as infinite and the ceiling as unlimited in the area where the object was sighted. [redacted] stated that at 2115 hours, EDT, he reported his observations of the object to Lt. LEVIN at the Trenton Filter Center, Ground Observer Corps, and was later advised by LEVIN that other posts in the area were unable to sight the object.

b. The following information concerning the weather on Wednesday night, 27 April 1955, was supplied by Mr. NATHAN ELLIS, Meteorologist, at the U.S. Weather Bureau, Philadelphia, Pa., on 29 April 1955. At 2107 hours, EDT, surface winds were from the north, 360° at 4 knots, scattered clouds in northern quadrant at 8000; visibility 8 miles, 30% cloud cover in Northern Quadrant. Winds aloft at 1615 hours, EDT, were: 6,000,20°, 16 knots
10,000,70°, 10 knots

CONFIDENTIAL

3d District OSI SPOT INTELLIGENCE REPORT, Subj: Sighting of Unidentified Flying Object at Philadelphia, Pa., between 2110 hours and 2200 hours, Eastern Daylight Time, 27 April 1955 - SPOT COUNTER INTELLIGENCE REPORT AND REPORTS INCLUDING ESSENTIAL ELEMENTS OF INFORMATION

16,000, 30°, 3 knots
20,000, 210°, 10 knots
30,000, 200°, 20 knots
40,000, 210°, 20 knots
50,000, not available
80,000, not available

Wind at 2200 hours, EDT, at 6,000, 40°, 32 knots. Nothing further recorded at this time. No thunderstorms were reported in the area and there was no unusual activity or condition, meteorological, astronomical, or otherwise known to the Weather Bureau.

3. ACTION: No additional investigation of this matter is contemplated by this District unless otherwise requested by competent authority in accordance with AFCSI Letter No. 85, dated 7 January 1953. The Air Technical Intelligence Center, Wright-Patterson AFB, Dayton, Ohio, and the Commander, New Castle County Airport, Wilmington, Delaware, have been furnished copies of this communication.

4. ~~This report is classified~~ CONFIDENTIAL pursuant to the authority contained in Paragraph 24a, AFR 205-1.

OWEN L. COLAW
Lt Colonel, USAF
District Commander

cc: ATIC, W/P AFB, Ohio
Attn: ATIAA-2C

Comdr, NCCA, Del.

Comdr, Air Defense Command
Ent AFB, Colorado Springs, Colorado

CONFIDENTIAL

~~CONFIDENTIAL~~

HEADQUARTERS
3rd DISTRICT OSI (IG) USAF
P.O. BOX 139
HARRISBURG, PENNSYLVANIA

3DO 24-140

SUBJECT: (Confidential)
Sighting of Unidentified Flying Objects at Philadelphia, Pa., between 2320-2340 hours, Eastern Daylight Saving Time, 12 July 1955
SPECIAL INQUIRY

19 JUL 1955

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs
Colorado

1. The following information concerning the above-captioned matter is being furnished your Headquarters in accordance with AFR 200-2, dated 12 August 1954.

2. This is to advise that at 0005 hours, 13 July 1955, [redacted] Civilian, [redacted] Street, Philadelphia, Pa., informed Special Agent GEORGE J. PATRICK, Philadelphia, Pa., OSI Detachment, 3d District OSI (IG) USAF, that he had sighted unidentified flying objects from the front porch of the aforementioned residence on the night of 12 July 1955.

3. At 0030 hours, 13 July 1955, [redacted] was interviewed at his residence by Special Agent PATRICK. [redacted] in substance related the information set forth hereinafter:

[redacted] former S/Sgt, 13153359, served in U.S. Air Force as Instructor Flight Engineer from 1942 to 1945. [redacted] employed by [redacted], Typesetting, 1215-1219 Cherry Street, Philadelphia, Pa. [redacted] was sitting on front porch with his wife and two (2) children, [redacted] and [redacted] ages 10 and 4, respectively, when five (5) unidentified objects were sighted

KURT R. KUNZE, Capt, USAF
Historian

UNCLASSIFIED

24-185-3

at intervals. Also present were a neighbor, Mr. [redacted] Street; [redacted] age 13, [redacted] Street; [redacted] age 12-13, [redacted] Street; and [redacted] age 12-13, residence - unknown, but whose aunt resides at [redacted] Street. Objects appeared to be like stars, but orange in color. First object appeared from due east direction, turned north, and in five (5) to fifteen (15) seconds disappeared from sight. Second object also appeared from the east, turned north, then to northwest, and in five (5) to fifteen (15) seconds disappeared from sight. The second object followed about three (3) minutes after [redacted] sighted the first object. The third object, approximately ten (10) minutes later, appeared in the north, traveled south erratically, then turned to a southeast direction and passed from sight over the rooftops. Objects four (4) and five (5) were viewed together in the east. Object four (4) traveling north and object five (5) traveling east from the point both were first observed.

Objects appeared to be stars, and their altitude and speed could not be approximated due to the great distance. Inasmuch as the aforementioned objects proceeded without apparent loss in altitude, [redacted] was of the opinion that the objects could not have been stars or other heavenly bodies. [redacted] discounted the possibility of the objects being connected in any way with conventional type aircraft, since [redacted] felt he was very capable at aircraft recognition and no trailing stream of light was observed.

The sightings were viewed within the limits of a small street which has houses on each side of the street. Weather conditions, according to [redacted] Light conditions, night, clear; Clouds, none; Wind, indiscernible; Haze, none; Optical aids, none. Neighbor [redacted] not impressed, believed incident the result of falling stars. So as not to alarm the children, [redacted] refrained at that time upon discussing same with [redacted] and Mrs. [redacted] Mrs. [redacted] substantially related that same information to Special Agent PATRICK as obtained from Mr. [redacted] Mrs. [redacted] account differed only in respect to the color of the objects, which she believed to have been white.

4. On 13 July 1955, DWIGHT RIGNEY, Meteorologist, U.S. Weather Bureau, International Airport, Philadelphia, Pa., telephonically informed Special Agent PATRICK of weather conditions prevailing for the pertinent periods:

CONFIDENTIAL

Hq 3d District OSI (IG) USAF, File 300 24-140, Subj: (Confidential) Sighting of Unidentified Flying Objects at Philadelphia, Pa., between 2320-2340 hours, Eastern Daylight Saving Time, 12 July 1955, SPECIAL INQUIRY

a.

WIND	DIRECTION	VELOCITY-KNOTS
Surface	131	6
6,000	20	13
10,000	350	10
16,000	360	10
20,000	330	22
30,000	310	38
50,000	300	24
62,000	330	15

(Aforementioned readings taken at 2225 hours, 12 Jul 55)

b.

TIME	VISIBILITY	WIND	KNOTS	TEMPERATURE
2315, 12 Jul 55	Clear	SSE	4	70
2330, 12 Jul 55	Clear	SE	4	69
0030, 13 Jul 55	Clear	SE	3	68

c. RIGNEY further advised that prior to 2400 hours, the visibility was up to ten (10) miles, the ceiling was unlimited, and no cloud cover in entire sky.

5. No additional investigation of this matter is contemplated by this District Office unless otherwise requested by competent authority. Accordingly, this matter is considered CLOSED in the files of this District Office.

6. The Director of Special Investigations (IG) USAF, Washington, D.C., and the Commander, New Castle County Airport, Wilmington, Delaware, have been furnished copies of this communication.

7. This letter is classified CONFIDENTIAL pursuant to the authority contained in Paragraph 24a, AFR 205-1.

24-185-3-11

DAVID E. BALES
Lt Colonel, USAF
District Commander

cc: Dir OSI
Comdr, NCCA, Wilmington, Delaware

CONFIDENTIAL

18 AUG 1955

~~CONFIDENTIAL~~

HEADQUARTERS
3rd DISTRICT OSI (IG) USAF
P.O. Box [illegible]
HARRISBURG, PENNSYLVANIA

3DO 24-147

14 OCT 1955

SUBJECT: (Confidential)
UNKNOWN SUBJECT(S)
Sighting of Unidentified Flying Object at Approximately 500 to 1,000 Feet, in Vicinity of RD #2, Saltsburg, Pa., at Approximately 2200 hours, Sunday, 25 Sep 55
SPECIAL INQUIRY

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs
Colorado

CLASSIFICATION CANCELLED PER E.O. 11652
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY
KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

1. The following information concerning the above-captioned matter is being furnished your Headquarters in accordance with AFR 200-2, dated 12 August 1954.

2. This is to advise that by letter, dated 11 October 1955, the Pittsburgh, Pa., Division, Federal Bureau of Investigation, advised this District Office as follows:

"On October 4, 1955, the Pittsburgh Office, FBI, received through the U. S. Mails, a letter which is set forth verbatim below:

"R.D. #2
Saltsburg, Pa.
Oct. 3, 1955

"Federal Bureau of Investigation
Pittsburgh, Pa.

"Gentlemen:

"I would like to report a strange aircraft which we watched for about an hour on Sunday, Sept. 25, 1955 at about 10:00 P.M.

~~UNCLASSIFIED~~

CONFIDENTIAL

Hq 3d District OSI (IG) USAF, File 3DO 24-147, Subj: (Confidential) UNKNOWN SUBJECT(S), Sighting of Unidentified Flying Object at Approximately 500 to 1,000 Feet, in Vicinity of RD #2, Saltsburg, Pa., at Approximately 2200 hours, Sunday, 25 Sep 55, SPECIAL INQUIRY

'This object apparently had three bright red lights which flashed about three times as fast as ordinary aircraft. The thing appeared to stop and go at will without any sound. The altitude was approximately 500 to 1,000 feet.

'The object has concerned us because early this past Spring upon returning home about midnight we watched another similar object - altitude approximately 300 feet, standing still and flashing a brilliant white floodlight over the breast of Beaver Run Reservoir which is the water supply for Westmoreland County located on Route 380 about three miles east of North Washington.

'If you desire further information we can be contacted at our home directly across from [redacted]

'Yours very truly,

[redacted]

3. No additional investigation of this matter is contemplated by this District Office unless otherwise requested by competent authority. Accordingly, this matter is considered CLOSED in the files of this District Office.

4. The Director of Special Investigations (IG) USAF, Washington, D.C., and the Commander, Greater Pittsburgh Airport, Coraopolis, Pa., have been furnished copies of this communication.

5. Attention is invited to Paragraph 5f, AF Regulation 205-1, dated 15 December 1953, which states that classified defense information originating in an agency outside the Department of Defense will not be disseminated outside the Department of the Air Force without the consent of the originating agency. This letter is classified CONFIDENTIAL pursuant to the authority contained in Paragraph 24a, AFR 205-1.

24-185-3-12

DAVID E. BALIS
Lt Colonel, USAF
District Commander

cc: Dir OSI (dup)
Comdr, GPA, Coraopolis, Pa.

2

[redacted]

26 OCT 1955

~~CONFIDENTIAL~~

HEADQUARTERS
[illegible] DISTRICT OSI (IG) USAF
P.O. BOX [illegible]
HARRISBURG, PENNSYLVANIA

29 NOV 1955

3DO 24-149

SUBJECT: (Confidential)
UNKNOWN SUBJECT(S)
Sighting of Unidentified Flying Object
in Residential Section of Willow Grove,
Penna., approximately 21[illegible] hours, 20 Oct 55

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs
Colorado

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
3 DEC 19[illegible] Historian
DATE

1. In accordance with AFR 200-2, dated 12 August 1954, Attached are two (2) copies of letter, dated 26 October 1955. A photostatic copy of the letter was furnished to this District Office by letter, District Intelligence Office, 4th Naval District, U.S. Naval Base, Philadelphia, Pa., dated 23 November 1955.

2. No additional investigation of this matter is contemplated by this District Office unless otherwise requested by competent authority. Accordingly, this matter is considered CLOSED in the files of this District Office.

3. The Director of Special Investigations (IG) USAF, Washington, D.C., has been furnished copies of this communication and inclosure.

24-185-3-13

4. Attention is invited to Paragraph 5f, AF Regulation 205-1, dated 15 December 1953, which states that classified defense information originating in an agency outside the Department of Defense will not be disseminated outside the Department of the Air Force without the consent of the originating agency. This letter is classified CONFIDENTIAL pursuant to the authority contained in Paragraph 24a, AFR 205-1.

1 Incl:
Cy, Letter, dtd 26 Oct 55 (dupl)

DAVID R. BALES
Lt Colonel, USAF
District Commander

cc: Dir OSI (dup) (w/Incl - d[illegible]

~~CONFIDENTIAL~~ UNCLASSIFIED

C
O
P
Y

[redacted] Rd.
Willow Grove, Pa.
October 26, 1955

Johnsville Air Station

Dear Sir or Sirs,

Last Thursday night I and a few others saw an unidentified flying object. This is not meant to be a joke, but we are curious as to the object. We thought you could or would know something about it. I shall give you the complete information as follows:

1. We saw the object Thursday, October, 20, 1955
2. Time --- about 9:15 PM.
3. Time zone --- Eastern, Daylight Saving
4. Where we saw the object --- coner of Terrace and Lawton road Willow Grove, Pa. Penna.
5. How long we saw it --- about 3 minutes, or enough time for it to go across the horizon out of sight
6. Condition of the sky --- no trace of daylight
7. The stars and moon --- many stars, just a sliver of a moon
8. The object was brighter than the background of the sky
9. Brightness, that of an automobile headlight about a mile or more away (a distant car)
10. The object didn't at any time appear to stand still, suddenly speed up and rush away, break up into parts or explode, give off smoke, change brightness, change shape, or flicker, throb, or pulsate.
11. The object did not move behind something at any time, like a cloud. Or in front of something.
12. The object appeared solid, not transparent.
13. We observed this object outside and with our bare eyes, not through any such thing as an eyeglass, sunglasses ect.
14. There was no sound except maybe a small hissing noise, the color was a sort of orangish white.
15. The object was moving North West. It had no exhaust tails or va por tails.
16. There was only one of these objects.
17. It made no mentions or did it change its course at any time while it was in sight.
18. The size was about the size of quater held at an arms length. Of this I am fairly certain.
19. It gradually disappeared from sight the farther it went, not suddenly.
20. We were located outside when we saw the object, in the residential section of Willow Grove.
21. We were standing around and talking at the time. I happened to look up and this object caught my attention.
22. I was looking toward the North when I happened to notice it.
23. It flew across the horizon, I could not estimate the height or the angular direction as I am not familiar with terms like those, but it did not change elevation or at least it didn't seem to while it was in sight.

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24. Weather condition --- Clouds, clear sky
Wing, slight breeze
Weather, dry
Temperature, cool

25. The next day I told my Biology teacher, she advised that I write to you with this information, since you have many test and this might just be one.

26. There were four others that saw it with me, they are:

[redacted] Drive, Willow Grove

[redacted] Road, Willow Grove

[redacted] Roads, Willow Grove

[redacted] Ave., Willow Grove

27. This is the first time, I think any of us have seen objects of this sort.

28. I truly don't have any idea as to the <u>sorce</u> of this object or what might have caused it.

Thank you very much for at least taking the time toread this report. I'm sorry if this disturbs you, it does us. I'd appreciate it very much if you would at least answer or make some sort of explanation as to the nature of the U.F.O.

I am a Sophomore at Upper Moreland High School. 15 years of age and I think I'm same since 4 others saw it to. I wish you would answer thought it will help to convince the rest of the class since they doubt my sanity.

Thank you once again. Ihope I gave you the necessary information.

Very truly,

[redacted]

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.
MAILING ADDRESS: POST OFFICE BOX 709.

24-0-110 27 July 1956

SUBJECT: Photograph of an Alleged Unknown Flying Object Taken in Los Angeles, California, in 1946 by [redacted], [redacted] Pittsburgh 38, Pa.

TO: Director, Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Inclosed is a letter recently received by this District's Pittsburgh Detachment from the above captioned individual which included a photograph taken of an alleged unknown flying object in Los Angeles, California, in 1946.

2. Attached inclosures are forwarded for your information and any action deemed appropriate.

3. This letter is classified CONFIDENTIAL pursuant to the authority contained in Par 30c(2)(a), AFR 205-1, dtd 3 January 1956.

DAVID E. BALES
Lt Colonel, USAF
District Commander

1 Incl:
Note from [redacted] with photograph and envelope.

[redacted], Capt, USAF
Historian
DATE

CONFIDENTIAL

3DO FORM 44

UNCLASSIFIED

CONFIDENTIAL

24-0-110 27 July 1956

SUBJECT: Photograph of an Alleged Unknown Flying Object Taken in Los Angeles, California, in 1946 by [redacted], Pittsburgh 38, Pa.

TO: Director, Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Inclosed is a letter recently received by this District's Pittsburgh Detachment from the above captioned individual which included a photograph taken of an alleged unknown flying object in Los Angeles, California, in 1946.

2. Attached inclosures are forwarded for your information and any action deemed appropriate.

3. This letter is classified CONFIDENTIAL pursuant to the authority contained in Par 30c(2)(a), AFR 205-1, dtd 3 January 1956.

DAVID E. BALES
Lt Colonel, USAF
District Commander

1 Inclr
Note fr[redacted]ith photograph
and envelope.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY
DATE

CONFIDENTIAL

CONFIDENTIAL

(See Reverse side of Photograph)

Taken Dec-1946 L.A. California
Object was no balloon, no
kite. I think it was an
Unidentified Flying object.
just ran across the photo
after 10 yrs in a lot of pictures
were taken through the years.
See what you people make
of it.

[redacted]
Pittsburgh 38, Pa.

[redacted]

828

A
FLYING SAUCER?

[redacted]
[redacted] RD.
BLAWNOX 38, PA.

I TOOK THIS PICTURE IN 1946
L. A. CALIF. THE SAUCER SHAPE
WAS NOT THE SUN. IT WAS A
DARK CIRCLE IN THE SKY. I WAS ALONE
ON THE STREET. I DON'T KNOW WHO ELSE SAW IT.

CONFIDENTIAL

[redacted]
Pittsburgh 38, Pa.

PITTSBURGH, PA. JUL 18 9-PM 1956

EAST LIBERTY

UNITED STATES POSTAGE THREE CENTS 3

OFFICE OF SPECIAL INVESTIGATIONS U.S.A.F.
3rd DISTRICT DETACHMENT
212 9th St.
PITTSBURGH, PA.

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.
MAILING ADDRESS: POST OFFICE BOX 709.

3DO 24-0-112

SUBJECT: Unidentified Flying Object, Harrisburg, Pa., Approximately 1954, Sighted by [redacted] Hillers Mutual Fire Insurance Co., Harrisburg, Pa.

19 SEP 1956

TO: Director, Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. On 30 August 1956, S/A JAMES W. GOING, Philadelphia FBI, advised S/A JOHN E. BOREN III that the following information had been received by that office on 27 August 1956 from [redacted] Hillers Mutual Fire Insurance Company, Harrisburg, Pa.

[redacted] advised in essence that approximately two (2) years ago he had observed a strange object drop from the sky and land in the street in front of the YMCA in Harrisburg. The object melted the asphalt and made a hole in the street. This incident was investigated by the Pennsylvania State Police and the US Air Force, who removed the remains of the object at that time. [redacted] continued he heard no more about the incident until a "few" days ago at which time an unidentified man called his home while he was out. This man told [redacted] wife that he (the unidentified man) had read an article about the incident in a book which was published by the CITADEL PUBLISHING COMPANY, and that he would call [redacted] again in the near future as he wanted firsthand information pertaining to the object. [redacted] stated that in the event the man called again he would so advise the FBI.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR, USAF
KURT K. KUNZE, Capt, USAF
BY Historian
8 DEC 1975
DATE

~~CONFIDENTIAL~~

3DO FORM 44

UNCLASSIFIED

CONFIDENTIAL

3d Dist., File 24-0-112, Subj: Unidentified Flying Object, Harrisburg, Pa., Approximately 1954, Sighted by [redacted], Hillers Mutual Fire Insurance Co., Harrisburg, Pa.

S/A GOING stated that if they received additional information relating to this subject, he would so advise this office.

2. A search of the files of DO #3 were negative with reference to Subject.

3. This memorandum is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

DAVID E. BALES
Lt. Colonel, USAF
District Commander

CONFIDENTIAL

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. Cameron Street, Harrisburg, Pa.
MAILING ADDRESS: POST OFFICE BOX 709

3DO 24-165 18 September 1956

SPOT INTELLIGENCE REPORT

SUBJECT: (Confidential)
Sighting of Unidentified Flying Object at Cowans Gap Area, Pennsylvania, at approximately 1101452, September 1956

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. SYNOPSIS: [redacted] interviewed 12 September 1956, stated that at approximately 1101452, September 1956 while in the vicinity of Cowans Gap, Pennsylvania, he sighted an unknown object moving in the skies from east to northeast and that the object changed in shape but remained fixed in color during its appearance. U. S. Weather Bureau, Harrisburg, Pennsylvania, unable to cite exact weather data.

2. DETAILS:

AT GLENSIDE, PA.

a. On 12 September 1956, [redacted] (DOB 21 Apr 21), an Electrical Engineer, [redacted] orporation, 3 Penn Center, Philadelphia, Pa., was interviewed by S/A FRANCIS X. BERGMEISTER and S/A JOHN G. HOFFMAN at [redacted]'s residence, [redacted] venue, [redacted] advised that while alone and motoring on an unknown rural highway in an easterly direction in the vicinity of Cowans Gap, Pa., at approximately 1101452, September 1956, he stopped his vehicle, alighted from same and commenced to scan the heavens for the planet Mars. While so engaged, [redacted] explained that he saw what he purported to be a circular object of a warmish, yellow candle-light color, about the size of a dime at arms length, moving from what seemed due east toward northeast. [redacted] advised that the questioned object was clearly defined and absent of any fringing effects; however, [redacted] related that his own shadow was cast on the ground as a result of the object's light-giving qualities. [redacted] mentioned that no sound accompanied his viewing of the object and that the object remained

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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in his vision for approximately ten (10) seconds. [redacted] said that, while the object appeared to be traveling from east to northeast at what seemed to be constant altitude, it created the impression of turning on its horizontal axis and by so doing, changing in form from that of a basketball, to a football, to a fine straight line, and finally being blanketed out by the darkness of the evening skies. [redacted] recalled that during the object's movement and transfiguration its color quality was without noticeable change. [redacted] was of the belief that the object when first sighted was about 45° in elevation and was approximately 40° in elevation at the time of its disappearance. [redacted] advised that he considered himself an amateur astronomer, and that while the celestial bodies were well known to him, he could not reason the appearance of such an awesome sight. [redacted] said that he estimated the ceiling to be between 5,000 to 8,000 feet with an eight (8) to ten (10) mile visibility and that cloud cover was about nine-tenths, broken to the south and southwest and that there was no appreciable wind in evidence. [redacted] added that during the period in discussion he was wearing his eyeglasses which correct his vision to 20/20 and that he had never been in the military service or received any training in aircraft recognition. [redacted] concluded by stating that in the best interest of all, he telephonically notified S/A CYRUS A. TIMMONS at 1400 hours 11 September 1956, of his experience.

WEATHER:

AT HARRISBURG, PA.

b. On 13 September 1956, MART G. BALDWIN, Meteorologist, U. S. Weather Bureau, Harrisburg State Airport, telephonically advised S/A DONALD N. BALDWIN that a message received from Altoona, Pa. (#217/56/50C/017) reflects that on 10 September 1956, ceiling was estimated at 12,000 feet, visibility was twelve (12) miles and amount of cloud cover was overcast. Meteorologist BALDWIN further mentioned a possibility of rain due to light rain in general area. Meteorologist BALDWIN stated that weather reports for Burnt Cabins and McConnellsburg will not be available until the end of September 1956.

3. ACTION: No additional investigation of this matter is contemplated by this District unless otherwise requested by competent authority in accordance with AFCSI Letter No. 85, dated 7 January 1953. 24-185-3-15

4. This report is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

DAVID E. BALES
Lt Colonel, USAF
District Commander

cc:
Dir, Sp Inves, HLD USAF, Wash, DC (trip)
Comdr, 82d Ftr Gp(AD), NCCA, Wil., Del. (dupe)

AFISIIC/Capt Pulido/md/68060/8 Feb 67

AFISIIC 24-185-3-17

9 FEB 1967

Declassification of UFO Reports

Foreign Technology Division (AFSC)
Wright-Patterson AFB, Ohio 45433

1. Reference your letter to 3rd District OSI, same subject, dated 30 January 1967.

2. Request referenced report be declassified and marked FOR OFFICIAL USE ONLY.

FOR THE CHIEF OF STAFF

JOHN J. [redacted], JR. 9/2/67
Chief, [redacted]
Directorate of [redacted] (TD)

Read Cy - Capt Pulido

Coord Cy - 24-185-3-17

24-185-3-17x2

AFISIIC
Capt Pulido

[redacted]

UNCLASSIFIED

MULTIPURPOSE INTERNAL OSI FORM

(Complete only applicable items)

FILE NR. 3DO	SUBJECT Declassification of UFO Reports	TRANSMITTAL DATE 3 FEB 1967	
TO: DO NR(S)		SUSPENSE DATE	
TO: DET NR(S)		TRACER ACTION TAKEN	
TO: DIRECTORATE OSI (IG) USAF			
TO: STAFF SYMBOL AFISII		OFFICE OF ORIGIN	
FROM: DO NR. 3			
FROM: DET NR.			
FROM: DIRECTORATE		FILE NR.	
FROM: STAFF SYMBOL			

REFERENCE

Ltr, TDET/UFO dtd 30 Jan 67

ITEMS CHECKED ARE APPLICABLE TO ABOVE SUBJECT

- ☐ YOUR DISTRICT IS DESIGNATED OFFICE OF ORIGIN.
- ☐ ATTACHED REQUIRES INVESTIGATION IN YOUR AREA.
- ☐ FORWARD RESULTS DIRECTLY TO OFFICE OF ORIGIN.
- ☐ NO FURTHER INVESTIGATION CONTEMPLATED.
- ☐ OUR FILES REFLECT PRIOR INVESTIGATION BY _____, DTD. _____, FILE _____ *(By copy of this form _____ is requested to furnish _____ copies of prior investigation/letter summary, if applicable, to _____.)*
- ☐ REPORT OF PRIOR INVESTIGATION/SUMMARY ATTACHED.
- ☐ INVESTIGATION CONTINUING AND YOU WILL BE FURNISHED FURTHER REPORTS.
- ☐ DISCONTINUE INVESTIGATION. FORWARD RESULTS OF ANY INVESTIGATION ACCOMPLISHED.
- ☐ DISCREPANCIES BETWEEN LEAD REQUEST AND DEVELOPED INFORMATION ARE SET FORTH.
- ☐ REPORT OF COMMAND ACTION HAS NOT BEEN RECEIVED.
- ☐ REQUEST STATUS OF THIS MATTER AND/OR DATE REPORT MAY BE EXPECTED. *(Requester, forward 2 copies of this form.) (Recipient, use one received copy for answer with proper signature in remarks section unless OSI directives state reply not required.)*
- ☐ REFER COPY OF ATTACHED TO INTERESTED COMMANDER IN YOUR AREA FOR INFORMATION AND/OR ACTION.
- ☐ ATTACHED IS FORWARDED FOR INFORMATION AND/OR ACTION.
- ☐ UPON REMOVAL OF ATTACHMENT(S) _____, THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE ☐ RETAINED, ☐ DOWNGRADED TO _____ ☐ CANCELED, ☐ MARKED "FOR OFFICIAL USE ONLY." *(If classification is retained, with or without attachments, indicate reason for security classification and grouping per AFR 205-1 and 2.)*

OTHER REMARKS

The file mentioned in the attached letter has been destroyed in this District. Request your office reply to the sender of the letter.

11C
K

COPIES TO	ATTACHMENTS	FILE STAMP AND/OR OTHER
	1 Atch Ltr, TDET/UFO dtd 30 Jan 67	64-185-3-17x1 UNCLASSIFIED

NAME, GRADE, TITLE, SIGNATURE

FOR THE COMMANDER

DONALD R. WALSH SA OSI
Chief CI Division

[redacted]

OSI FORM SEP 1962 96 PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCKS ARE EXHAUSTED. 16—77215-1 U.S. GOVERNMENT PRINTING OFFICE

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: TDET/UFO

30 January 1967

SUBJECT: Declassification of UFO Reports

TO: 3rd District OSI

In reviewing the classified cases on unidentified flying object sightings we find that the following report, prepared by your office, did not contain classified information. Request permission for this office to downgrade these reports to unclassified.

DATE	SUBJECT	CLASSIFICATION	REFERENCE NUMBER
30 Oct 56	UFO	CONFIDENTIAL	3DO-24-170

FOR THE COMMANDER

JAMES C. MANATT, Colonel, USAF
Director of Technology and Subsystems

SPECIAL INV...
1 FEB 1967
FILED
SUPERVISOR

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~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.
MAILING ADDRESS: POST OFFICE BOX 709

3DO 24-170

31 OCT 1956

SUBJECT: (Confidential)
Sighting of Unidentified Objects between
Portland, Arkansas and Wilmot, Arkansas

TO: Directorate, Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to the attached Spot Intelligence Report, Subject and file as above, dated 30 October 1956.

2. During the interview of [redacted], Special Agent HARRY FYVIE advised that [redacted] appeared to be interested in the number of such sightings reported to this office and what value Special Agent FYVIE placed in [redacted]s report. FYVIE further believed that [redacted] seemed to be "fishing" for information throughout the interview but nothing specific could be ascertained.

3. This letter is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1, dated 3 January 1956.

David E. Bales

DAVID E. BALES
Lt Colonel, USAF
District Commander

1 Incl:
Spot Intelligence Report of
30 Oct 56, File 24-170 (trip)

CLASSIFICATION CANCELLED TO FOR OFFICIAL USE
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K KUNZE, Capt, USAF
BY Historian
3 DEC 1975
DATE

8 Oct 67
of Special In...
AFISIIC.

Capt Frank Galido

3DO FORM 44

~~CONFIDENTIAL~~ UNCLASSIFIED

CO[redacted]AL

HEADQUARTERS
3-d DISTRICT OSI (IG) USAF
P.O. BOX 709
HARRISBURG, PENNSYLVANIA

3DO 24-170 31 OCT 1956

SUBJECT: (Confidential)
Sighting of Unidentified Objects between Portland, Arkansas and Wilmot, Arkansas

TO: Directorate, Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

Classification cancelled, changed to ... and marked ... 8 Oct 67 ... of Spec ... Capt Frank Pilyde

1. Reference is made to the attached Spot Intelligence Report, Subject and file as above, dated 30 October 1956.

2. During the interview of Mr. [redacted], Special Agent HARRY FYVIE advised that [redacted] appeared to be interested in the number of such sightings reported to this office and what value Special Agent FYVIE placed in [redacted]'s report. FYVIE further believed that [redacted] seemed to be "fishing" for information throughout the interview but nothing specific could be ascertained.

3. This letter is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1, dated 3 January 1956.

DAVID E. BALES
Lt Colonel, USAF
District Commander

1 Incl:
Spot Intelligence Report of
30 Oct 56, File 24-170 (trip)

CONFIDENTIAL

CLASSIFICATION CANCELLED TO FOR ... BY AUTHORITY OF THE DIRECTOR OF ...
KURT K. KUNZE, Capt, USAF
Historian
BY
3 DEC 1975
DATE

24-185-3-1

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CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.
MAILING ADDRESS: POST OFFICE BOX 709

3DO 24-170 30 October 1956

SPOT INTELLIGENCE REPORT

SUBJECT: (Confidential)
Sighting of Unidentified Objects between
Portland, Arkansas and Wilmot, Arkansas

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. SYNOPSIS: [redacted] interviewed 24 October 1956, stated that at approximately 233208Z, October 1956, while traveling on a bus from Portland, Arkansas to Monroe, Louisiana, he observed some unknown flying objects for about seventeen (17) minutes. [redacted] stated the weather was clear and that there were only a few stratocumulus streaks.

2. DETAILS:

AT WILMINGTON, DELAWARE

On 24 October 1956, M[redacted] Road, Wilmington, Delaware, was interviewed by Special Agent HARRY FYVIE. [redacted] stated while traveling on a bus from Portland, Arkansas to Monroe, Louisiana, about one (1) mile from Portland, Arkansas, he observed some flying objects for about seventeen (17) minutes. The bus stopped for about four (4) minutes in Parkdale, Arkansas, and the objects were obscurred by buildings during that period. He observed them again enroute from Parkdale, Arkansas to Wilmot, Arkansas. After stopping for five (5) or six (6) minutes in Wilmot, the light became too dim for him to observe the objects. [redacted] advised that the objects appeared to be pencil shaped from the side view and to appear as a dot when viewed from astern. There were three objects at first and between Parkdale and Wilmot a fourth joined the original three. [redacted] maintained that the weather was clear and there was only a few stratocumulus streaks but they were well defined and not "fuzzy". He stated that as he observed the objects they appeared to change headings but did not appear to change

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 13 DEC 1973

Capt Fred Palide

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300 24-170
SUBJECT: (Confidential) Sighting of Unidentified Objects between Portland, Arkansas and Wilmot, Arkansas

location as compared to the locations of the bus. The directions from his observation points in which [redacted] saw the objects was stated as being about 10 degrees north of west. He stated that he observed the objects through the window of the bus and that two other persons saw them. The names of those persons and the address as given by [redacted] are as follows:

[redacted], Monroe, Louisiana
Mrs. [redacted] L, [redacted] Ave., Greenville, S. C.

[redacted] stated that a triangulation made by him on the objects would govern his estimate of the length of the objects as about 500 feet. The three original objects, according to [redacted], appeared to hover while the fourth joined them and then moved off toward a northerly direction.

3. ACTION: No additional investigation of this matter is contemplated by this District unless otherwise requested by competent authority in accordance with AFCSI Letter No. 85, dated 7 January 1953.

4. This report is classified CONFIDENTIAL pursuant to the authority contained in paragraph 30c(2)(a), AFR 205-1.

DAVID E. BALES
Lt Colonel, USAF
District Commander

cc:
Dir, Sp Inves, HED USAF, Wash., DC (trip)

HEADQUARTERS
3rd DISTRICT OSI (IG) USAF
P.O. BOX 779
HARRISBURG, PENNSYLVANIA

3DO 24-189

SUBJECT: Unidentified Flying Object Sighted at Drexel Hill, Pa., at approximately 81500Z August 1957

24-185-3-18

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

16 SEP 1957

1. Reference is made to message, your Headquarters, dated 6 September 1957, concerning the above-captioned matter.

2. Spot Intelligence Report, this District Office, dated 23 August 1957, was correctly stamped "FOR OFFICIAL USE ONLY, (AFR 190-16)". It is requested that you strike out the word (Confidential) at the top of Pages 2 and 3 of instant report.

3. By carbon copy of this letter, the Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado; the Directorate of Special Investigations (IG) USAF, and the Commander, 82d Fighter Group (AD), New Castle County Air Base, Delaware, are requested to comply with Paragraph 2, supra.

24-185-3-18X

BERNARD J. DUFFY
Lt Colonel, USAF
District Commander

cc: Comdr, ADC
Dir OSI
Commander, 82d Ftr Gp

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 17 1320'57

UNCLASSIFIED
SPECIAL INVESTIGATIONS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. Cameron Street, Harrisburg, Pa.
MAILING ADDRESS: POST OFFICE BOX 709

3DO 24-189

23 August 1957

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Object Sighted at Drexel Hill, Pa., at approximately 81500Z August 1957

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. SYNOPSIS: [redacted] interviewed 12 August 1957, stated that while watching the sky from her home in Drexel Hill, Pa., she noted a bright light, approximating an auto headlight in nature, move down over an area of an estimated 65-25 degrees of elevation in a path approximated as directly east of her home. [redacted] was unable to describe the shape and movement of the object other than as a light that moved too quickly to be a plane and too slowly to be a meteor. U. S. Weather Bureau, Philadelphia, Pa., reports no unusual weather or celestial activity noted on that date.

2. DETAILS:

AT DREXEL HILL, PA.

a. On 12 August 1957, Mrs. [redacted], Housewife, [redacted] (estimated as 55-60) was interviewed at her residence, [redacted], by Special Agent MARCEL E. D'HOOGE.

24-185-3-18

[redacted] related that she had seen a circular light, the size of half of the moon (also described as one-half the diameter of a dime held at arm's length) which appeared to present the same white color and half of the brightness of an auto headlight. [redacted] advised that there was only one of these lights visible to her and that she noted no tail, trail, sound, or any other unusual features about it.

5 SEP 1957

30 AUG 1957

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