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← Direct

1st and

WFO 100-3042/aw

Wright-Patterson Air Force Base, Wright Field, Ohio. 1 Nov 1948

General Headquarters, 1st Army, 1000 East 100th Ave, Chicago
Ill. 60618

This office is engaged in continuing investigation of a reported
incident of unidentified aerial phenomena and a subject authorized direct
communication with army elements by agreement of the Army letter dated 25
Oct 1948, subject: "unconventional aircraft".

It is requested that intelligence officer interview all available
personnel who may have been contacted by the subject of this letter and
submit the results of the interview to the undersigned.

There are five copies of "Essential Elements of Information"
to be distributed to the following officers in obtaining data from the witnesses.

Investigation of the large incident has been carried out by this
office and the report will be forwarded by your office.

Collected data should be forwarded directly to the Commanding
General, Air Materiel Command, Wright-Patterson Air Force Base, Wright
Field, Ohio. Attention: G-2.

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HEADQUARTERS FIFTH ARMY
1660 East Hyde Park Blvd
Chicago 15, Illinois

5 October 1948

ALPCH-1

SUBJECT: "Reported Flying Disc"

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
A N: CI

1. Attached herewith is a copy of a newspaper clipping from the Minneapolis Morning Tribune dated 21 October 1948, on so called "flying discs."
2. No further investigation is being conducted by this Headquarters.

FOR THE COMMANDING GENERAL:

Incl
As stated above

PRENTICE G. MORGAN
Major, GSC
Chief, Intelligence Division
Office of AC of S, G-2

COPIES

15

Star Tribune
20 October 1948

FOUR 'BALLS OF FIRE' REPORTED OVER MINNAPOLIS

A red ball of fire, which left a trail of smoke and burning particles, was seen floating southward across the sky over the city yesterday morning by a man who said he was alone sober.

And in the other part of the city, reports of the familiar 'Flying saucers' were reported.

At 7:15 a.m., Bill Stone, 34, 1000 E. Hennepin, said they saw a slowly traveling object which looked like a saucer or a ball of fire over the town at 7:15 a.m. yesterday.

They said it was about 100 feet in diameter and appeared to be a ball of fire with a trail.

At 7:30 a.m., Carl F. said he saw the object in the north of Britton, Minn., early yesterday morning. It was in the eastern sky. The lights seemed to dart into a cloud and then disappear, he said.

The Hennepin county sheriff, however, said there had been no reports of such objects in the past few days in the Britton vicinity.

A fire which was reported to have been seen in the early morning, when she noticed that it had been a ball of fire across the sky and disappear into the north.

Apparently the same object was reported over Aberdeen, Minn., by Jack Taylor, 40, at Air line pilot, from Seattle, Wash. Taylor said he sighted a red ball, trailing fire, moving very fast from south to north a few minutes before 6 a.m.

Although the conditions in which the mysterious lights were sighted are not all the same, they were all identical, except for the color—around 7:15 a.m. yesterday.

Lawrence A. Jensen, 1005 No. Albert Street, St. Paul, noticed a 'ball of fire' in the eastern sky as he parked his car in downtown Minneapolis a few minutes before 6 a.m.

Harold Oliver, a postoffice employe, who lives at 2929 Thirteenth Avenue So., was waiting for a streetcar with a companion about 5:45 a.m. when both saw 'A big ball of fire.' 'It was some distance away, moving slowly and appeared to be leaving fire,' Oliver said.

Three weeks ago a Fargo, N.D., pilot engaged in a dogfight with a mysterious flying missile, his unsuccessful pursuit of the swiftly moving object was witnessed by another pilot and two airport tower operators.

CONFIDENTIAL

CONFIDENTIAL - SECURITY INFORMATION

g. Paul, aspatch
10/10/54

... .. to the north-
... .. calls today.

... .. and while
... .. reported aloft
... .. of the ... bureau.

... .. but William J.
... .. said he had
... .. it was a balloon.
... .. and was traveling too fast

g. Paul, aspatch
10/10/54

... .. particles, was
... .. by a man

... .. "flying"

... .. they saw a slow-
... .. over the town

... .. and appeared to be
... .. tail.

... .. north of Britton.
... .. The lights seemed to dart
... .. he said.

... .. however, said there had been no reports of
... .. in the Britton vicinity.

... .. when she no-
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... ..

10/10/54

Incident # 185

Incident 146

1. Date and Time of Observation: 16 Oct 1948 1145 in the morning
2. Where Observed: 1 mile south and 5 miles due east of Sterling, Utah
3. Nature of Terrain: ground - from mountain ridge at 9,000 ft
4. Name and Address of Observer: Mr Fred Nash, 20 East Crystal, Salt Lake City, Utah
5. Occupation and Address: Used car dealer and airplane mechanic
Member of Latter Day Saints Church (did missionary work in Hawaii)
6. At What Altitude: sound of throbbing noise
7. Shape of Object: 1
8. Size of Object: 9 inches long, 6 inches wide and 3 inches thick
9. Color of Object: silver and black (silver stripe running down the center of the underside) See drag.
10. Shape of Drag: similar to a flat football
11. Direction of Flight: N/S
12. Altitude of Object: 500 ft overhead
13. Direction of Flight: 500 ft
14. Estimated Speed of Object: 30 mph
15. Time of Observation: 4 seconds or longer
16. Type of Flight: horizontal flight
17. Sound of Object: throbbing noise or steady purr
18. Direction of Flight: north and a little west (in general direction of Salt Lake City, Utah)
19. Weather at Time of Observation: N/S
20. Condition of Sky: no clouds in the sky
21. Exhaust Trail or Smoke: no visible sign of exhaust; however, an opening could be seen in the center of the object from the rear.
22. Nature of Exhaust Trail: N/S
23. Nature of Exhaust Trail: calm with no clouds in the sky
24. Remarks on Observation: (over)
25. Name of Observer: (See attached page)

While Mr Nash was hunting for deer on the morning of the 16 Oct 48 he heard a throbbing noise or steady purr. Upon looking up he saw an object resembling a flattened football some 500 feet directly overhead. The object was silver and black, a silver stripe down the center (from front to rear) and on both sides of the center the object was black. It appeared about 9 inches long, 6 inches wide and 3 inches thick and was traveling in a straight line in a northerly direction a little to the west toward Salt Lake City, Utah, at an estimated rate of 300 mph. There was no visible sign of exhaust but from the rear an opening could be seen in the center. Mr Nash thought he saw a movement like a "paddlewheel". The object sounded as if it were jet propelled and seemed to be driven from the rear. Mr Nash stated the sound wasn't like that of an aircraft engine nor any type gasoline engine, although there was a definite throb or "ut", "ut", "ut". He said if it were a gasoline engine, it was muffled. It made a sound of steady clicking, like a "snirt tail" flicking in the wind. He thought the clicking might have been a cetera. The object was in sight a proximately 4 seconds or longer.

NOTE: Character investigation of Mr Fred Nash seems to indicate reliability. He is a well known hunter and an airplane mechanic and is in business for himself. Nash is a member in good standing of the Latter Day Saints Church (Mormon) having done foreign missionary work in Hawaii.

While Mr Nash claims to have excellent eyesight, his estimation of distances was found to be faulty - Agent asked Nash how high he thought a certain tree was - Nash stated that it was over one hundred feet high. Agent is situated the tree to be about 4 feet high as compared to a tower pole which towered above it.

LOCAL
n/c

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224.

23 December 1945

TO: SAC, NEW YORK

FROM: Commanding General
Air Materiel Command
Flight-Intercept Force Base
Dayton, Ohio
ATTN: Captain Snider, HSLAW-3

1. Reference is made to letter from your office, dated 8 November 1945, subject as above, in which investigation of aerial phenomena at Salt Lake City, Utah, was requested.

2. Inclosed is Report of Investigation, dated 13 December 1945, by Special Agent [redacted], LIA District 101 (10), Salt Lake City, Utah, in compliance.

1 Inc.
Rpt of Inv. dtd 13 Dec 45
(in dup)

L. E. CIPRYN
Colonel, USAF
Aviation District Commander

NO FILE

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 47-1 DATE 10 November 1948
TITLE PROJECT "SIGN"		REPORT MADE BY S/A EMO M. CHRISTIANSEN REPORT MADE AT 16th OSI District (IN), Hill AFB, Utah PERIOD 18 November - 7 December 1948 OFFICE OF ORIGIN MTIAXO, Bqs, AEC, Wright-Patterson AFB, Ohio STATUS ROC
CHARACTER Miscellaneous		
REFERENCE Ltr, Bq, AEC, file MTIAXO-3, dtd 1 Nov 48, subj: Project "SIGN"		
SYNOPSIS This investigation was predicated upon the request of the Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, and the Commanding General, Ogden Air Material Area, Hill Air Force Base, Hill AFB, Utah. Mr. Fred Nash, 20 Crystal Avenue, Salt Lake City, Utah, was interviewed in reference to the sighting of a strange flying object. Mr. Nash stated the object was nine (9) inches long, six (6) inches wide and three (3) inches thick, traveling in a northerly direction toward Salt Lake City, Utah, at an estimated rate of three hundred (300) miles per hour on 16 October 1948. Mr. Nash was on the mountains on a deer hunting trip when he sighted this object. Details and Exhibits are made a part of this report.		
DISTRIBUTION CG, AEC (Action) 2 CG, OAM 1 FBI, Salt Lake City 1 CIC, Salt Lake City 1 Bqs OSI 2 DO #5 1 16 OSI file 1	ACTION COPY FORWARDED TO CG, AEC Wright-Patterson AFB, Ohio THRU: District Commander 9th OSI District (IN) Wright-Patterson AFB Dayton, Ohio	FILE STAMP
APPROVED FELMAN R. HUNNETT Captain, USAF DISTRICT COMMANDER		

CONFIDENTIAL

16 OKI 47-2

DETAILS:

1. This investigation was predicated upon the request of the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, from the Commanding General, Ogden Air Materiel Area, Hill Air Force Base, Ogden, Utah.

AT SALT LAKE CITY, UTAH:

2. This agent interviewed MR. FRED HASH, 20 East Crystal, Salt Lake City, Utah, on 18 November 1948, in reference to Mr. HASH sighting an object flying through the air in the direction of Salt Lake City, Utah, on the morning of 16 October 1948. A signed statement by Mr. HASH is attached as Exhibit "A".

a. Mr. HASH stated that while he was a member of a scout patrol, approximately one (1) mile south and eight (8) miles east of Sterling, Utah, he saw what he thought to be a "flying disc" going at an altitude of 1000 feet. The object was going north and a little west in the direction of Salt Lake City, Utah.

b. Mr. HASH was on a mountain ridge approximately 900 feet above sea level and the object he saw passed less than 500 feet over his head. The object was in HASH'S sight only a few seconds.

AGENT'S NOTE: Sterling is located on U.S. Highway 89, in the state of Utah, approximately 150 miles south of Salt Lake City, Utah.

c. HASH stated that the object resembled a flat football, 12 inches long, 6 inches wide and 3 inches thick, "and could have been a football." There was no evidence of exhaust but the sound was a "throbbling sound, like a purr." (See sketch, Exhibit "B".) It was this sound that first attracted Mr. HASH'S attention to the object. Mr. HASH thought he caught sight of a "paddlewheel" like "a paddlewheel."

d. The weather was calm and there were no clouds in the sky.

e. There was no visible sign of exhaust but from the front of the object an opening could be seen in the center. The object was silver and had two silver stripes down the center (from front to rear) and on both sides of the object the object was black. Mr. HASH saw that part which is exhibited in the sketch (Exhibit "B").

AGENT'S NOTE: Mr. HASH stated that from where he was standing when he saw the object he saw nine (9) deer a few minutes later. This point was pointed out by Mr. HASH to show that his eyesight was good. This agent then asked Mr. HASH how high he thought a certain tree was which was growing in front of Mr. HASH'S place of business. Mr. HASH stated that it was "over one hundred feet high." This agent estimated the tree to be about forty feet high, measuring it to a power pole which towered above it.

CONFIDENTIAL

16 OSI 47-1

DETAILS (Cont'd):

Information relative to Mr. Fred Nash

3. Mr. FRED NASH was born 11 October 1911 and his occupation is Used Car Dealer and airplane mechanic, his place of business is 2600 So. Main Street, Salt Lake City, Utah. Mr. NASH is in business for himself.

a. NASH is a member, in good standing, of the Latter Day Saints Church (Mormon) having done foreign missionary work in Hawaii. This information was obtained from Church records, Bishopric Building, Salt Lake City, Utah.

b. A search of local Law Enforcement Agencies' records revealed no record of NASH.

c. When NASH returned to camp from hunting, the evening of 16 October 1948, he told his companions about what he had seen. It was then suggested by Mr. W.R. NASH, Sr., that the matter be reported, but Mr. FRED NASH was reluctant to do so because he felt that "people would laugh at him." NASH finally consented to report the incident and upon his return to Salt Lake City he telephoned the Deseret News, a statewide daily newspaper, but they did not publish the story.

d. According to Mr. NASH, the telephone call to the Deseret News was the only phone call he made and the only report he made of the matter. NASH did not know to whom he spoke at the newspaper office.

Interview with Mr. W.R. NASH, Senior

4. On 18 November 1948 this agent interviewed Mr. W.R. NASH, Sr., father of Mr. FRED NASH, at his place of business at 1369 So. State Street, Salt Lake City, Utah.

a. NASH, Sr. stated that the first he or any other member of the hunting party knew of the object sighted was when FRED NASH returned to camp that evening. The only additional information NASH Sr. could add to the story was that his son had excellent eyesight and could sight deer in the brush that other members of the party would overlook. NASH Sr. exclaimed that "he would have gladly given up half his hunting trip if he could have seen the object also."

AGENT'S NOTE: It was NASH Sr. that "talked" NASH into reporting the incident.

Inclosures:

FOR COMMANDING GENERAL, AIR MATERIEL COMB-MD
FOR COMMANDING GENERAL, OGDEN AIR MATERIEL AREA
FBI, Salt Lake City, Utah
CID, Salt Lake City, Utah
Headquarters, OSI
DO #5, WRIGHT-PATTERSON AIR FORCE BASE
DO #16, HILL AIR FORCE BASE

16 OSI 47-1

Inclosures (Cont'd):

1. Certified True Copy of statement of Mr. FRED WASH (Exhibit "A")
2. Photostatic copy of sketch copied from one drawn by Mr. FRED WASH (Exhibit "B")

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

Statement of Mr. FRED MASH

Dec. 7, 1948.

Oct. 16,th at about 11:45 A.M. I sat on top of a high mountain East & a bit south of Sterling Utah. Listening for Deer I heard a fluttering sound. about 500 feet up slightly East of me I saw a fast moving (about 300 M.P.H. plus sign, question mark) object similar to a flat football - blunt on the rear. Black on the sides Silver or Gray in center from front to rear. I could see no exhaust as it passed toward Salt Lake City or possibly a little west of there. It did not vary a bit in speed, altitude, direction or sound.

3 of us split up at near this point a while before so I was the only one who saw it. I also saw 9 Deer from the same spot, 4 had horns-maby more.

WITNESSED BY:

/s/ LEO L. CHRISTIANSON
S/A OSI 16th Dist.

/s/ FREDERICK M. TAYLOR
S/A OSI 16th District

/s/ FRED MASH

20 E Crystal Av.
Salt Lake City, Utah.

CERTIFIED TRUE COPY:

William R. Burnett
WILLIAM R. BURNETT
Captain, USAF
District Commander

Exhibit "F"

CONFIDENTIAL

DARK

BLACK

REAR VIEW

SIDE VIEW

BLACK

DARK

BLACK

SILVER

FRONT VIEW

BLACK

BOTTOM VIEW

K.L.B.

Agents make Sketch copied from one drawn by
Mr. Fred Nash 20 Crystal Ave.
Salt Lake City, Utah

Incident 186

Wright-Attorney J. B.

Subject: 121

Commanding General
United States Air Force
Wright Field, Ohio
Technical Intelligence Officer

Reference is made to the report of the Technical Intelligence Officer, Wright-Attorney J. B., regarding sighting of unidentified flying object.

It is requested that the Base Intelligence Officer initiate an immediate investigation of the aerial phenomena observed by Mr. Fred Smith, 10000 Crystal Avenue, Salt Lake City, Utah, on 10 October 1948.

The "Essential Element of Information" form is included to assist the interrogator in obtaining the information desired.

It is requested that a full report be submitted to the Air Technical Command, Wright-Attorney Air Force Base, Wright Field, Ohio, attention: CI-1-5.

Very truly yours,
J. B. CLINE

1 Incl
"1"

J. B. CLINE
Colonel, U. S. A.
Chief, Technical Intelligence Division
Intelligence Department

NO 186

CONFIDENTIAL

OCAM

28 October 1948

SUBJECT: Report of Sighting of "Flying Discs"

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

1. The following report is submitted in accordance with ADC Letter 200-1, dated 1 August 1948, for your information: Mr. Fred Nash, 20 East Crystal Avenue, Salt Lake City, Utah, reported seeing a flat object flying through the sky on Saturday, 16 October 1948, about 11:45 A. M. He was deer hunting on a mountain east of Payfield, Utah, on highway 89, one mile south and five miles due east of Sterling, Utah. The mountain is w. of Six-mile Canyon, near the top of Twelve-mile Canyon.

2. Mr. Nash reported that he was watching for deer when he heard a sound and then looked into the sky and saw the object, which he estimated was about five hundred feet directly overhead. He said that it looked like a flattened football, was black on the sides and the center was sort of silver or grey. There were two outside stripes which were apparently black. It appeared to be about nine inches long, and sounded as if it were jet propelled and seemed to be driven from the rear end. Mr. Nash, who is an airplane mechanic, said it didn't sound like an aircraft engine nor any type of jet engine, although there was definitely a throb or a "put, put, put." He said if it were a gasoline engine, it was ruffled. It made a sound of steady clicking, like a wrist tail flexing in the wind and was traveling at high speed. He said the clicking might have been a camera.

3. The object was within his scope of vision for approximately four seconds or longer and was headed north or a little northwest, toward the general direction of Salt Lake City. The object continued in a straight line neither veering to the right nor to the left. Mr. Nash insisted that it definitely was not imagination. He said he was waiting and watching for deer and that he heard the object before he saw it.

FOR THE COMMANDING GENERAL:

Cc: Air Defense Command
Fourth Air Force
Hamilton AFB, Calif

JOHN W. DOWNS
Captain, USAF
Actg Adjutant General

940 186

CONFIDENTIAL

141
From OOWA Uta 262215Z

To Wright Patterson Air Force Base
Attention: AWC MCIAT-3

10-116.

FRED NASH, 20 EAST CRYSTAL AVENUE, SALT LAKE CITY REPORTING SEEING FLAT OBJECT
FLYING ~~XXXXXX~~ TWO OR SKY OVER MOUNTAINS EAST OF MAYFIELD UTAH 2 October 1948

Incident: 186

T-70376

T-70376

Incident 1c

1. Date and Time of Observation: Aug 19, 1948 at 1050 Eastern
2. Where sighted: Godman AF Base, Ky
3. Observer's Position: Godman AF Base, Ky
Lt. Col. J. H. Brown, Lt. Col. J. H. Brown, etc.
4. Name and Grade of Observer: Lt Col John H. Brown, Executive Officer
Godman Field
5. Organization and/or Agency: Executive Officer, Godman Field
6. Attention Attracted by: N/S
7. Number of Objects: 1
8. Size of Object: N/S
9. Color of Object: bright silver color - reflecting sun
10. Shape (Outline of Object): spherical
11. Nature of Illumination: reflection of sunlight on silver
(in the form of light)
12. Altitude of Object: thought to be between 30,000 & 40,000 ft
(estimated)
13. Direction of Movement: N/S
14. Estimated Rate of Movement: ~~Apparently stationary~~ Moving to the South west
at scarcely discernible speed
15. Time in Sight: Approx 2 hours
16. Duration: Seemed to appear stationary
17. Nature of Object(s): N/S
18. Direction of Light of Object: Southwest
19. Appearance of Object: metallic
20. Effect on Clouds: N/S
21. Exhaust Trail (Color of): N/S
22. Nature of Observation: N/S
23. Weather Conditions at Time of Observation: N/S
24. Peculiarities Noted: Similarity of Altitude and Azimuth readings taken
to that of Planet Venus
25. Summary of Incident: (over)
(See attached page)

1. The first of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the left side of the road, about 1/2 mile from the intersection. The second of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the right side of the road, about 1/2 mile from the intersection. The third of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the left side of the road, about 1/2 mile from the intersection. The fourth of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the right side of the road, about 1/2 mile from the intersection. The fifth of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the left side of the road, about 1/2 mile from the intersection. The sixth of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the right side of the road, about 1/2 mile from the intersection. The seventh of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the left side of the road, about 1/2 mile from the intersection. The eighth of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the right side of the road, about 1/2 mile from the intersection. The ninth of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the left side of the road, about 1/2 mile from the intersection. The tenth of these is the "Service Center" which is located at the intersection of the main road and the road leading to the "Service Center". This center is a small building with a sign on the roof which reads "Service Center". It is located on the right side of the road, about 1/2 mile from the intersection.

TO: MOIAC

FROM

MOIACD-3

DATE 8 Nov 1948 COMMENT NO. 1

Attn: Mr. Money

NO: MOIAC

Attn: Mr. Deardorff

4. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

5. Jupiter is the only other planet within $\pm 90^\circ$ of the meridian during this period and its magnitude of brightness is only -1.4 as compared with -2.1 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the moon are submitted for your information:

Time Local	Altitude	Azimuth
10:00	28° 00'	197°
10:30	26° 00'	204°
11:00	23° 00'	211°
11:30	20° 00'	217°
12:00	17° 00'	223°
12:30	15° 00'	228°

6. The evidence obtained from MOIACD conclusively proves that this object was not the planet Venus.

7. Sighting of 19 Aug 1948: Reference is now made to Incident No. 187 and to an inclosed copy of a report received 2 November 1948 pertaining to another sighting of an unidentified object at Godman Air Force Base on 19 August 1948. Evidence on this new sighting seems to establish this object as being the planet Venus.

8. Readings taken at eight-minute intervals are as follows:

L. S. T.	Godman		MOIAC	
	- AZIMUTH -		- ELEVATION -	
10:00	206.3	210	66	68.7
10:08	212.2	214	67.1	67.8
10:16	217.4	219	67.8	66.9
10:24	222.2	223	68.4	65.8
10:32	226.5	226	68.9	64.8
10:40	230.5	230	69.3	63.7
10:48	233.9	234	69.7	62.6
10:56	237.2	238	69.0	61.5
11:04	239.8	239	67.6	60.
11:12	242.5	242	66.0	58.5
11:20	244.8	244	64.7	57.1
11:28	247.4	246	63.5	55.6
11:36	250.9	248	62.5	54.1
11:44	256.8	250	63.6	52.7
11:52	259.5		61.0	

DO NOT WRITE BELOW THIS LINE

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ROUTING AND RECORD SHEET

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbol to designate addressee and address.

Note warning signal at lower left of form. Remaining space is not to be used for proper spacing of typewritten signature.

Also MATERIEL COMMAND

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

Separate comments by horizontal lines across page.

SUBJECT: Godman Field Air Force Base sightings - 7 Jan. 1948 and 1 Aug 1948

TO: HQ: MCLAG

FROM: MCLAG-3

DATE: 8 Nov 48 COMMENT NO: 1

Attn: Mr. Money

MCLAG

Attn: Mr. Raymond

Attention is directed to attached inclosures. Your comments will be appreciated.

1 Incls:

1. Report of Unusual Incident
2. Memo to 24 Aug 48
3. Sighting f/Godman taken 17 Aug 48

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

int
4/5/48
Ex 6-5310
Bldg 288
F 2025

MCLAG-3

MCLAG

10 Nov 48

2

It is apparent, from the data given above, that the object sighted at Godman Air Force Base on 7 January 1948 was not the planet Venus. Therefore, this sighting must be considered as unexplained.

3 Incls
n/c

A. B. Raymond
A. B. RAYMOND
Asst Deputy for Tech Analysis
Tech Intelligence Div
Intelligence Department

AED/amb
6-6398
P 218B
B 188

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COPY COPY COPY **RESTRICTED**

**WRIGHT-PATTERSON FLIGHT SERVICE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO
REPORT OF UNUSUAL INCIDENT**

Unidentified Flying Object

At 1050Z, 19 August 1948, the Wright-Patterson Flight Service Center was notified by Lt Colonel John Smith, Executive Officer, Godman AFB, Kentucky, via Plan 12 Interphone Network, that an Unidentified flying object was visible from the ground at Godman AFB. This object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Kentucky, to observe subject object and a report was to be forwarded to this Center when available.

At 1101Z, 19 August 1948, the above information was relayed verbatim to the Commanding General AMC (MCI) and this Center informed them that all forthcoming information regarding subject unidentified flying object would be relayed to that office immediately upon receipt.

At 1132Z, 19 August 1948, a message was received from Godman AFB, via Plan 12 Interphone Network, which stated that there was no change in elevation of subject object and it seemed to be moving southwest from Godman AFB at approximately 135°, at an elevation of 0° from Godman AFB. The F-51 was flying over Godman AFB at an altitude of 30,000 to 35,000 feet and at that time was unable to locate subject object. The unidentified object was visible from the ground with the naked eye and azimuth and elevation readings were being taken by theodolite every minute and progress of subject object was being charted.

At 1140Z, 19 August 1948, the above information was relayed verbatim to the Commanding General, AMC (MCI).

At 1219Z, 19 August 1948, Major Mitchell, Executive Officer at Godman AFB, notified the Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given to the Commanding Officer, Godman AFB, by Mr. Moore, Head Astrologer, University of Louisville, Louisville, Kentucky.

At 1222Z, 19 August 1948, this information was relayed to the Commanding General AMC, (MCI), and they requested that the azimuth and elevation readings which were obtained from Godman AFB be relayed to them in order to verify the assumption of Mr. Moore. This information was received from Godman AFB by Major De Armond E. Matthews and was delivered to Commanding General, AMC (MCI), who confirmed the assumption that the unidentified object was the planet Venus, due to the location, time, and trend of movement.

At 1542Z, 19 August 1948, Major De Armond E. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

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24 August 1948

MEMO FOR Col. McCoy

SUBJECT: Unidentified Flying Objects

The following message was telephoned to Major Mathews, I-P Flight Service Center at 11:30, 19 August, Ext. 5-1107:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 Eastern, 8-19-48, by Lt. Colonel John Maugh, Executive Office, Godman Air Force Base, Ky. This object was estimated to be 30,000 to 40,000 ft. high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Staniford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soon as possible."

Major Mathews said he would send us a confirming RAR.

Mr. Deyarmond was given this information.

On receipt of the above information, I immediately got in touch with Major Mathews and learned that another report had been received from Godman Field to the effect that there was no change in altitude, that the Azimuth reading was 235° and the apparent elevation, 60° . The next report at 12:50 stated that the object was now at $246^{\circ} 48'$ Azimuth and apparent altitude of $54^{\circ} 51'$. This information was immediately phoned to Mr. Brubaker with the thought that it might be Venus. Mr. Brubaker made a rough approximation of the whereabouts of Venus at that particular time and although there was a slight variation in figures, subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at 11:19 was 235° Azimuth, 59° elevation, whereas the computed position of Venus was $234^{\circ} 53'$ Azimuth and $61^{\circ} 35'$ elevation. At 11:50 the object was reported as 241° Azimuth 54.9 elevation whereas Venus at that time is approximately at $56^{\circ} 17'$ and $244^{\circ} 47'$. The only other bright star in this area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

J.S.H.

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READING ON GORMAN FIELD SIGHTINGS

19 August 1948

E.S.T.

10:2

AZIMUTH

ELEVATION

206.3	59
212.2	67.1
217.4	55.8
222.2	65.4
225.5	63.9
230.5	62.3
233.9	60.7
237.2	59.0
239.8	57.6
242.5	57.0
244.8	57.3
247.4	52.3
250.9	49.5
256.8	43.6
259.5	41.0

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ENTRNO 107

ROUTING AND RECORD SHEET

AIR TECHNICAL SERVICE COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and addressee.

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

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT

Report of Unusual Incident

TO MCIAIO-3

FROM TSMP

DATE 2 Nov 68

COMMENT NO. 1

ATTN: Mrs. Wilkerson

Forwarded for your information is a copy of Report of Unusual Incident which occurred 19 August 1968.

FOR THE COMMANDING OFFICER:

1 Incl

Report of Unusual Incident

DeAnn E Matthews

DE ANN E. MATTHEWS

Major, USAF

Deputy Commander

Only use

5-1107

Slip CO

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ENC

147

(CONTINUE ON OTHER SIDE)

REPORT OF UNUSUAL INCIDENT

Unidentified Flying Object

At 1050Z, 19 August 1948, the Wright-Patterson Flight Service Center was notified by Lt Colonel John Waugh, Executive Officer, Godman AF Base, Kentucky, via Plan 62 Interphone Network, that an unidentified flying object was visible from the ground at Godman AFB. This object was ascertained to be at approximately 50,000 to 60,000 feet altitude, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Kentucky, to observe subject object and a report was to be forwarded to this Center when available.

At 1115Z, 19 August 1948, the above information was relayed verbatim to the Commanding General AHC (MFI), and this Center informed them that all forthcoming information regarding subject unidentified flying object would be relayed to that office immediately upon receipt.

At 1130Z, 19 August 1948, a message was received from Godman AFB, via Plan 62 Interphone Network, which stated that there was no change in elevation of subject object and it seemed to be moving southwest from Godman AFB at approximately 250°, at an elevation of 30° from Godman AFB. The F-51 was flying over Godman AFB at an altitude of 50,000 to 60,000 feet and at that time was unable to locate subject object. The unidentified object was visible from the ground with the naked eye and azimuth and elevation readings were being taken by theodolite every minute and progress of subject object was being charted.

At 1148Z, 19 August 1948, the above information was relayed verbatim to the Commanding General, AHC (MFI).

At 1210Z, 19 August 1948, Major Mitchell, Operations Officer at Godman AFB, notified the Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given to the Commanding Officer, Godman AFB, by Mr Moore, Head Astrologer, University of Louisville, Louisville, Kentucky.

At 1222Z, 19 August 1948, this information was relayed to the Commanding General AHC (MFI), and they requested that the azimuth and elevation readings which were obtained from Godman AFB be relayed to them in order to verify the assumption of Mr Moore. This information was received from Godman AFB by Major De Armond E. Matthews and was delivered to Commanding General, AHC (MFI), who confirmed the assumption that the unidentified object was the planet Venus, due to the location, time, and trend of movement.

At 1542Z, 19 August 1948, Major De Armond E. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

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Mr. Deyarmond

1210

The following message was given to Mr. Honaker's office by Major Mathews, Wright-Patterson Flight Service Center (ext. 51107), at 1130, 19 Aug 48:

An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 EST 19 Aug 48 by Lt Col John Waugh, Executive Officer, Godman AFB, Ky. This object was estimated to be 30,000 to 40,000 feet high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Ky. to observe object, and a report will be forwarded to Wright-Patterson Flight Service Center as soon as available.

Will send a confirmatory R&R.

2-7232

187

Handwritten signature
2. August 1948

13. 1948 Col. McCoy

Subject: Unidentified Flying Objects

The following message was telephoned by Major Mathews, W-P
Flight Service Center at 11:30, 19 Aug 48, Ext. 5-1117:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 Eastern, 8-19-48, by Lt. Colonel John Laugh, Executive Officer, Godman Air Force Base, Mo. This object was estimated to be 30,000 to 40,000 ft. high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Staniford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soon as available."

Major Mathews said he would send us a confirming M.R.

Mr. Devarmond was given this information.

On receipt of the above information, I immediately got in touch with Major Mathews and learned that another report had been received from Godman Field to the effect that there was no change in altitude, that the Azimuth reading was 235° and the apparent elevation, 60° . The next report at 12:50 stated that the object was now at 246° Azimuth and apparent altitude of $54^{\circ} 51'$. This information was immediately phoned to Mr. Brubaker with the thought that it might be Venus. Mr. Brubaker made a rough approximation of the whereabouts of Venus at that particular time and although there was a slight variation in figures, subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at 11:19 was 235° Azimuth, 59° elevation, whereas the computed position of Venus was $234^{\circ} 53'$ Azimuth and $61^{\circ} 35'$ elevation. At 11:50 the object was reported as 241° Azimuth 50.9 elevation whereas Venus at that time is approximately at $56^{\circ} 17'$ and $241^{\circ} 47'$. The only other bright star in this area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

J. S. H.

RESTRICTED 187

Incident # 187

Incident # 188

PROJECT 100-1
Action 100-1

Refers to: San Salvador

Incident No. 188

Location: San Salvador

Date of Incident: 29 Oct 67 - 31 Oct 67

Reporting Agency: USAF

Ref: 100-1 With as file 100-1 Incident file 100-1 By 100-1

Classification: Confidential / Secret / Top Secret / Other

Priority: Normal / High / Very High / Other

Ref: 100-1 / 100-1 / 100-1 / 100-1

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29 Oct 1948

0812Z, for 4 minutes; 0819 for six minutes; &
 0916Z for 4 minutes - total of 14 minutes in scope
 Goose Bay, Labrador - approximately 2 miles from
 center of field
 ground GCA Scope

blip on scope

1 seen intermittently

Undetermined - Could have been 3 separate sightings
 of same object

Size of normal craft

Object not seen - appeared in scope

E/S

Could not be determined

170°; 090°; & 270°

2 miles each time

170°; 090 to 270° in a wide arc; &
270°

1st blip: 4 minutes; 2d blip: 6 minutes; 3 blip: 4 minutes;
 or a total of 14 minutes

25 to 30 mph

none

nothing could be seen due to darkness

Nothing visible

Nothing visible

1st blip: horizontal flight; 2d blip: moved in wide arc;
 3d blip: horizontal flight

1st blip: faded from view; 2d blip: disappeared in
 ground clutter; 3d blip: Disappeared into ground clutter 1/2 mile fr
 center of field
 E/S

0300Z & 0900Z.

Ravin Jons had been released at

Visibility 4 miles, indefinite ceiling 1500 ft overcast
 snow at 1520Z

FRANK D. BOERNIGEN, M/Sgt, 1932 AACS Sq
Goose Bay, APO 677, New York, and others (See below)
GCA Operator

All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best. M/Sgt BOERNIGEN is a navigator and bombardier and his reliability is rated as excellent.

First sighting occurred at 0812Z, 29 October 1948 when an unidentified object appeared on Ground Control Approach. Scope was approximately 2 miles from center of field on bearing of 170°. Object traveled about 2 miles and disappeared. No report on altitude determined. Estimated rate of speed was 25 - 30 MPH. GCA Operator had called in S/Sgt MESSINA, to verify his findings. Object again appeared at 0819Z and was observed by both Boernigen and Messina. It remained in scope until 0825Z. At 0819Z the object appeared on a bearing of 090° and moved slowly in a wide arc to 270° and again disappeared. It reappeared at 0916Z east of the field on a heading of 270° about 2 miles distant from the field in perfect alignment with runway 27. It appeared the same as a plane at either extremely low or extremely high altitude. Object was very clear on the scope at all times. M/Sgt BOERNIGEN & S/Sgt MESSINA remained in the unit keeping constant watch on Scopes 1 and 2. After about 4 minutes object faded from view into the ground clutter of the field. Plotting on base map indicates that object was in vicinity of Hamilton River at the time of the first spotting. Second spotting placed it in the immediate vicinity of Lake Melville and Dock Area. During the time the targets were noticed there were no aircraft in the air or ships or boats in the bay. The target was very clear though small.

NOTE: Radar PPI Scope Sketch seems to show some discrepancy when compared to statement as to direction of flight on the second sighting (0819Z)

LEON CHELLET, S/Sgt, USAF, observed the blips while standing watch in the GCA Unit. He had been alerted by previous operator that unidentified blips were being observed at irregular intervals. He soon observed a small blip east of the field in the Lake Melville Area. He stated he observed as many as three blips at one time. There seemed to be no set course altho the speed of each blip was approx 30 MPH. Wind was checked and it was found that the blips traveled upwind and crosswind. Most of them were observed to the east and south of the field altho some were seen to the north and west. Attempts to observe the blips on precision elevation scope were unsuccessful. Exact times of CHELLET'S observations are unknown but during his watch he observed six. He said he had observed unknown blips on one other occasion - while with S/Sgt MESSINA his attention was called to 2 objects SW of the field moving away. They disappeared at about 6 miles. One was a very strong target.

6-10-68

- De la. 11

PM

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• *Journal of the American Medical Association*, 1997; 277: 1033-1037

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Journal of Management Education 30(6)

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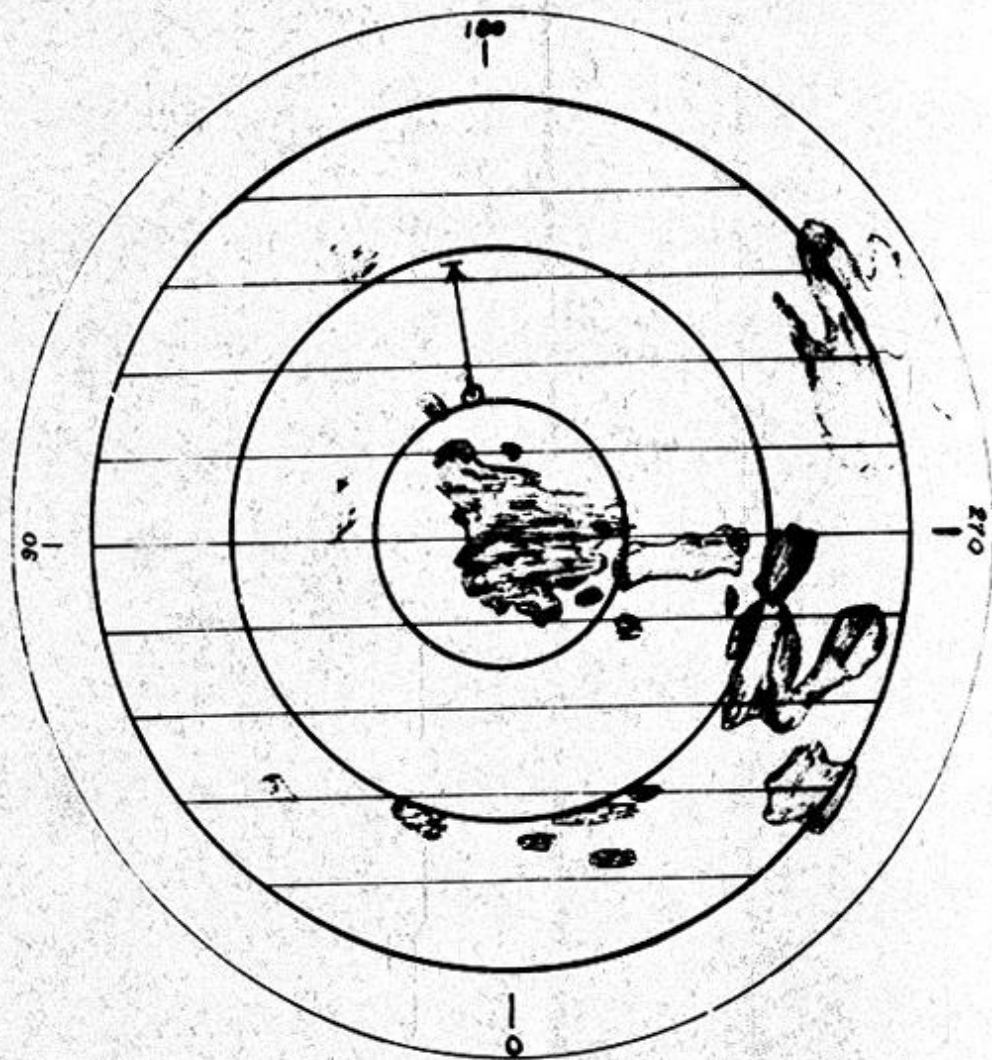
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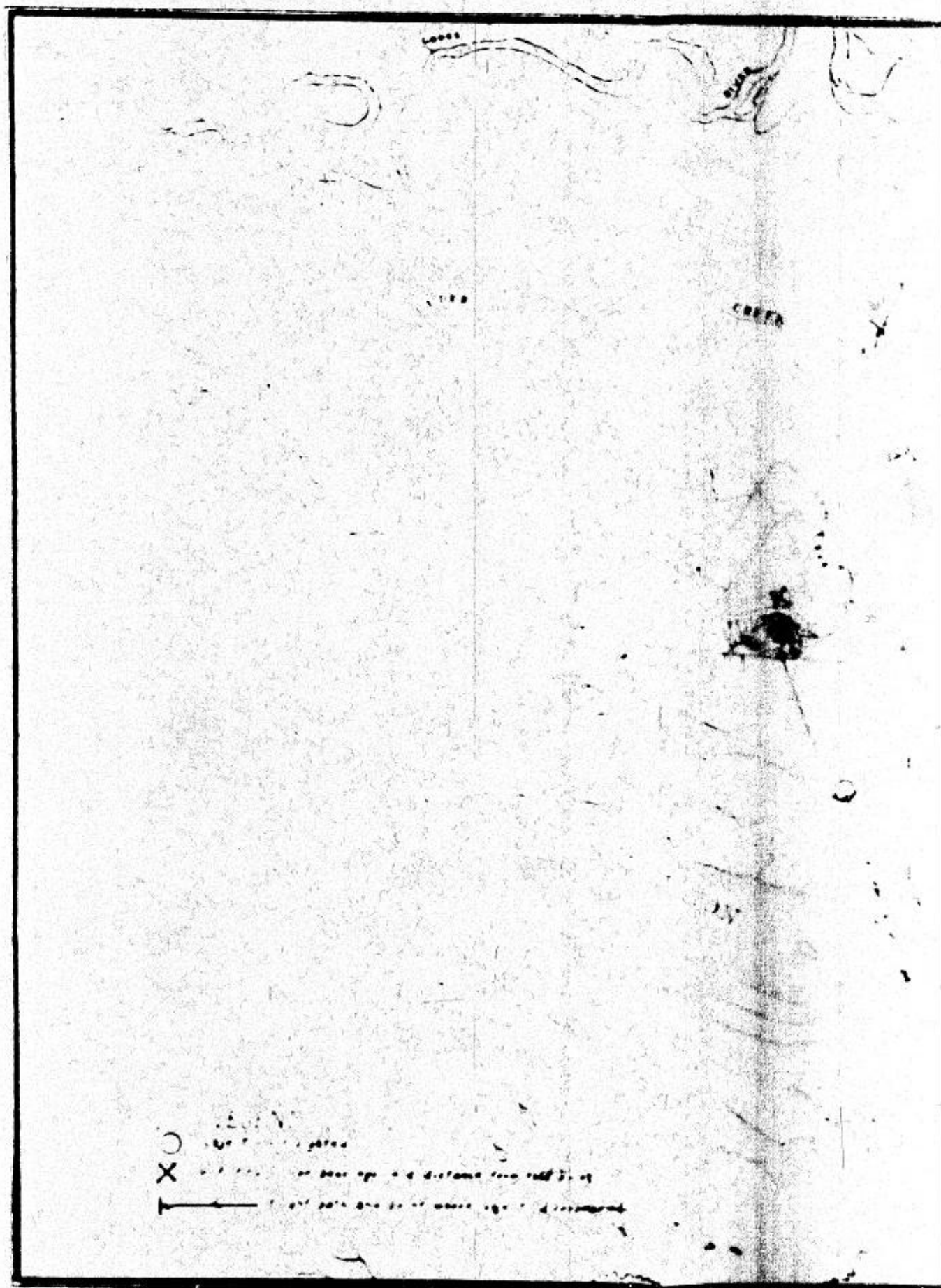
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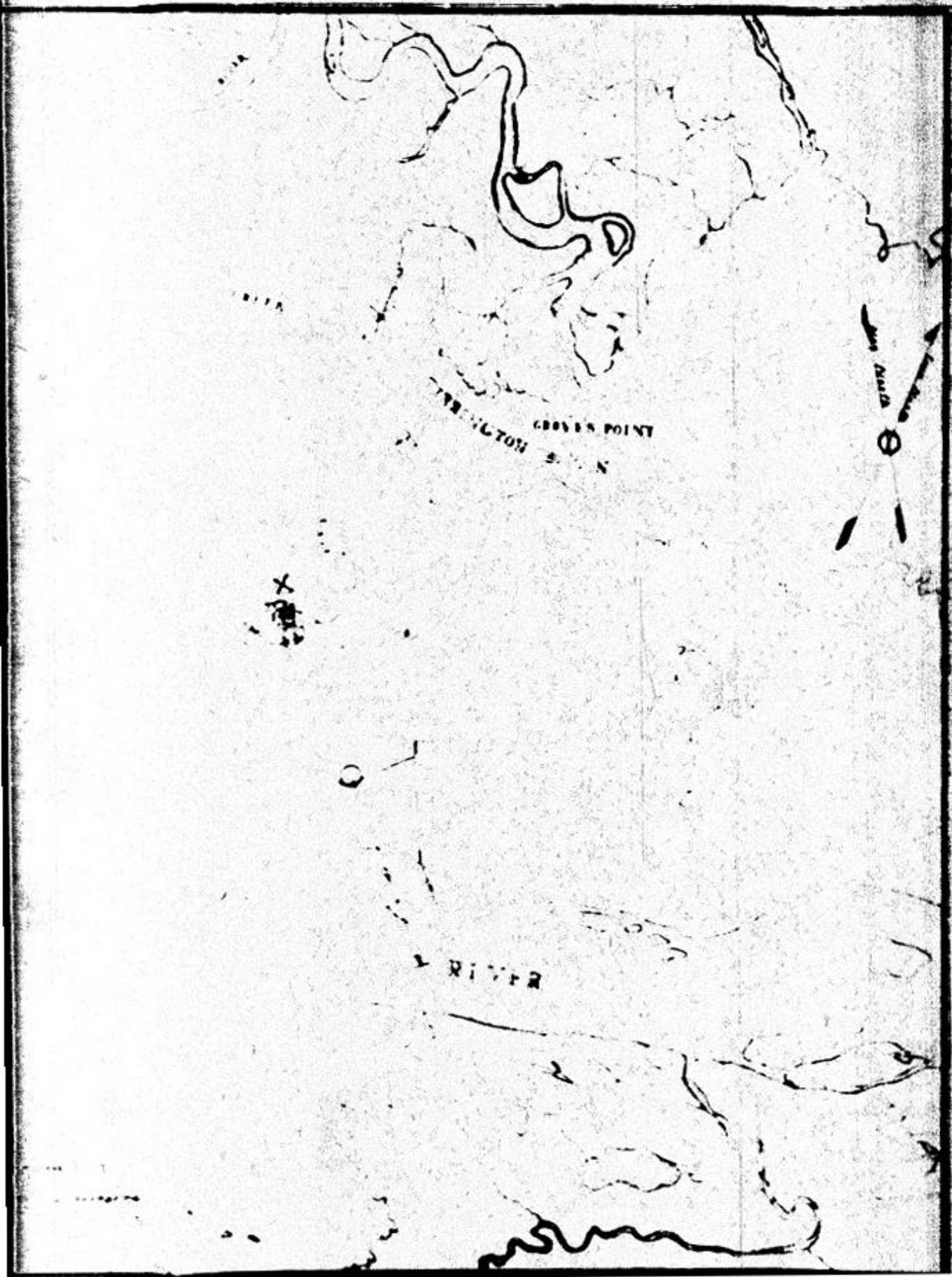


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On 7-10-68, CIA was advised that shortly after 1:00 PM, a small plane was seen flying over the area near the airport. The plane was described as being a small, single-engine aircraft. It was reported that the plane was flying at a low altitude and was heading towards the airport. The pilot was seen to be looking down at the ground. The plane was eventually seen to land in a field near the airport. The plane was later found to be a Cessna 441 Conquest II. The pilot was identified as being a man named [redacted]. The plane was found to have been used for recreational purposes. The incident was reported to the local authorities and the FBI.

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On 10-17-68, the only person who said that
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Frank E. Nooyen
1917-1918
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1. The first part of the report is a summary of the work done during the period covered by the report. It is a brief statement of the results of the work, and is intended to give a general impression of the progress made.

2. The second part of the report is a detailed account of the work done. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

3. The third part of the report is a summary of the work done. It is a brief statement of the results of the work, and is intended to give a general impression of the progress made.

4. The fourth part of the report is a detailed account of the work done. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

5. The fifth part of the report is a summary of the work done. It is a brief statement of the results of the work, and is intended to give a general impression of the progress made.

6. The sixth part of the report is a detailed account of the work done. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

7. The seventh part of the report is a summary of the work done. It is a brief statement of the results of the work, and is intended to give a general impression of the progress made.

8. The eighth part of the report is a detailed account of the work done. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

9. The ninth part of the report is a summary of the work done. It is a brief statement of the results of the work, and is intended to give a general impression of the progress made.

10. The tenth part of the report is a detailed account of the work done. It is a full and complete statement of the work, and is intended to give a detailed account of the progress made.

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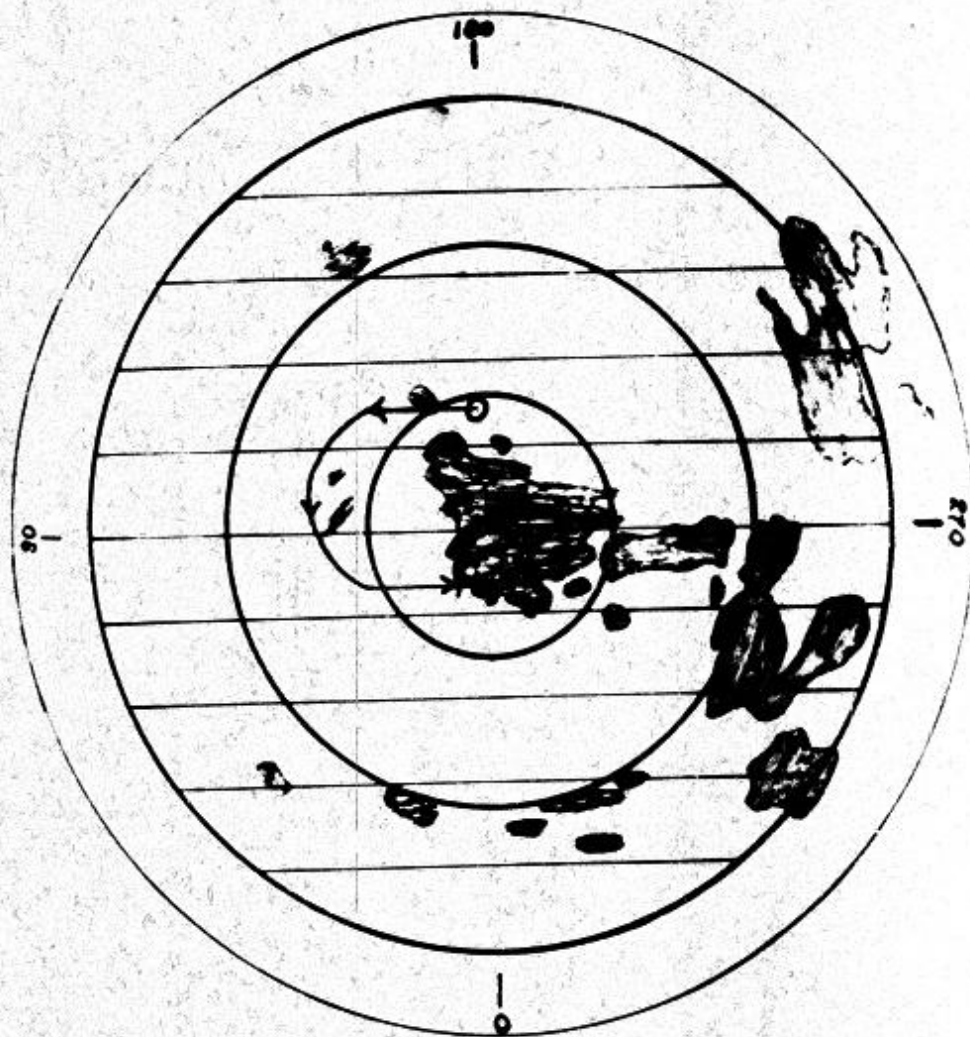
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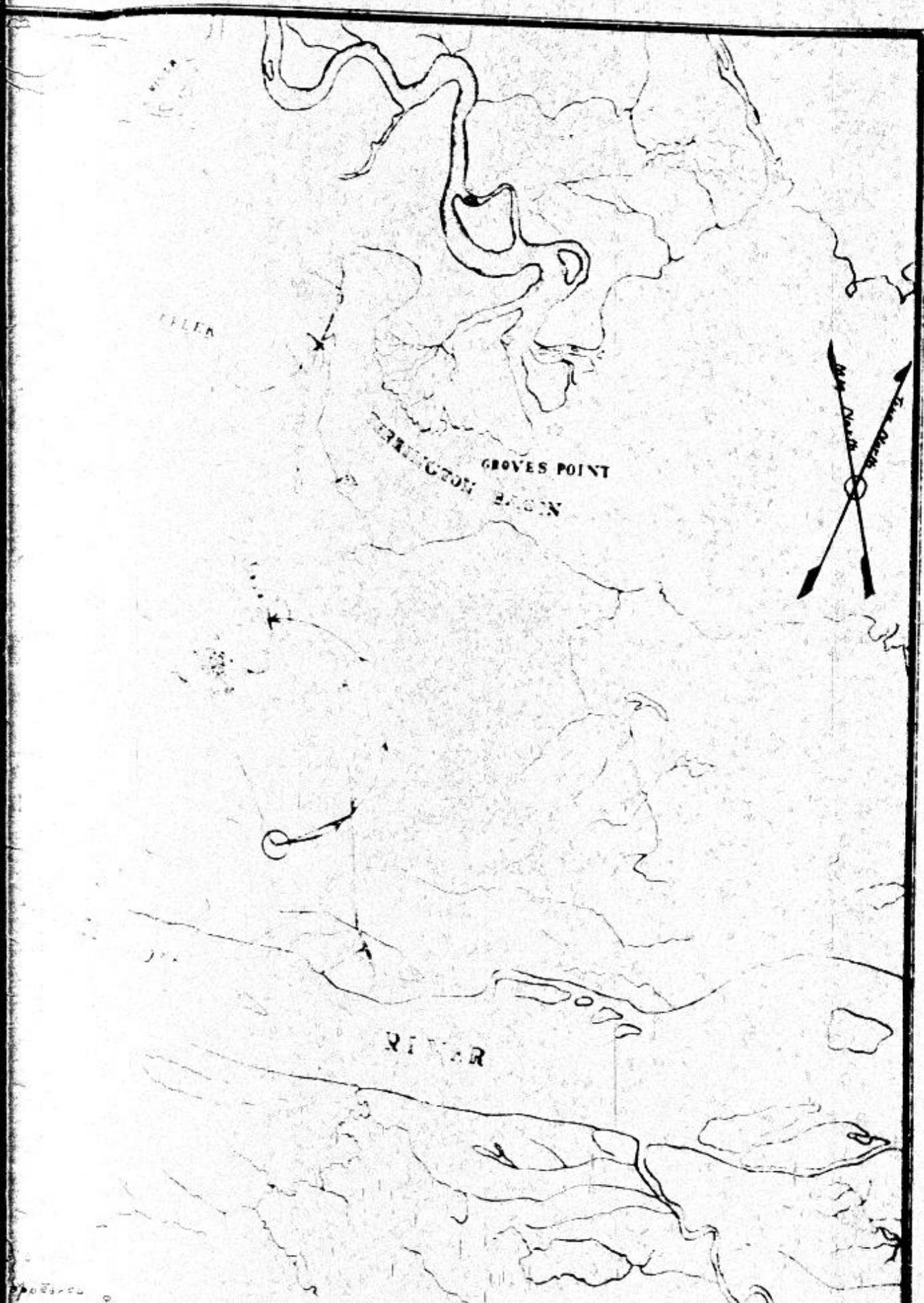
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 E. R. JIRLES, CAPT USAF
 Goose Bay, Labrador 10 JAN 49

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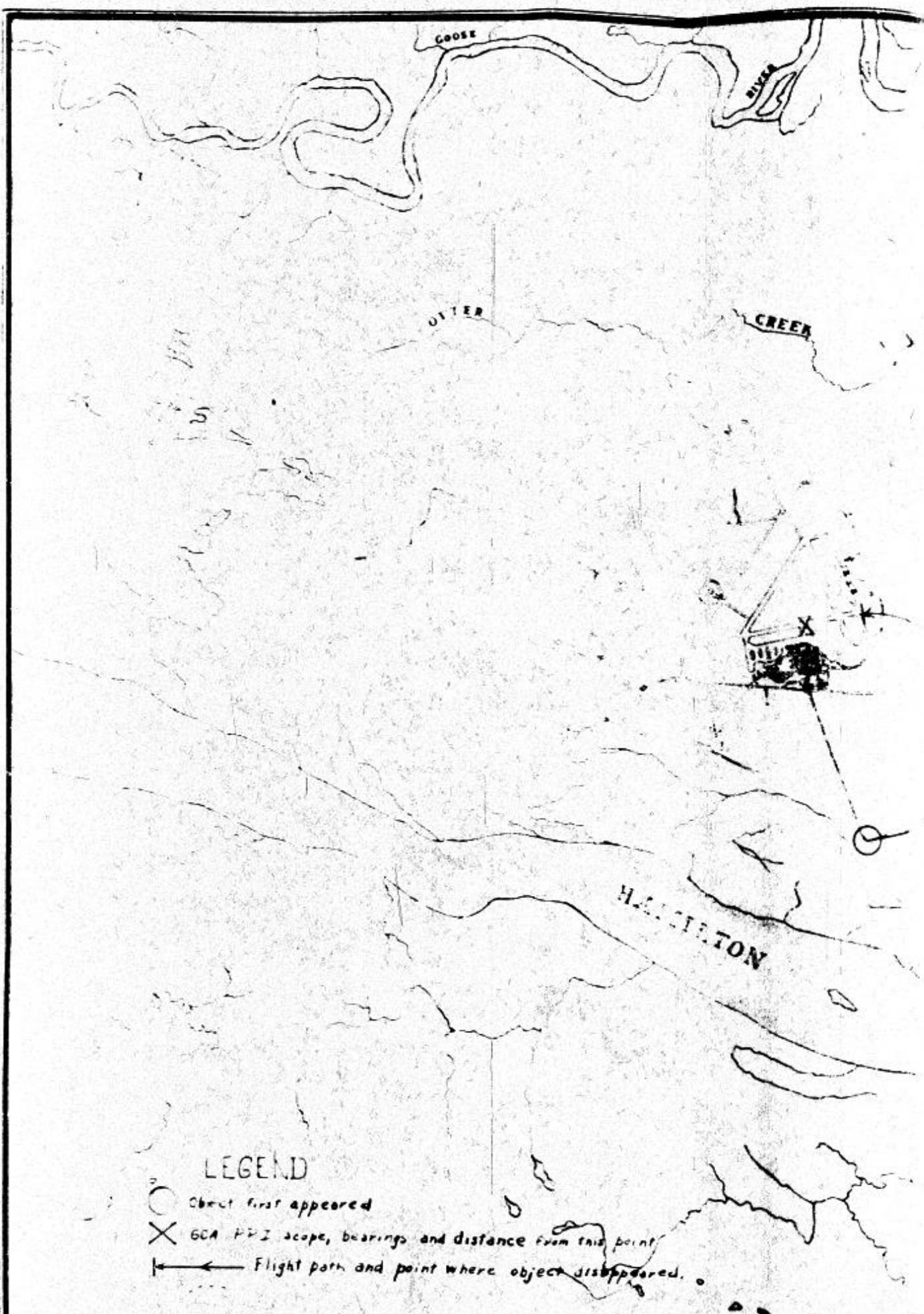
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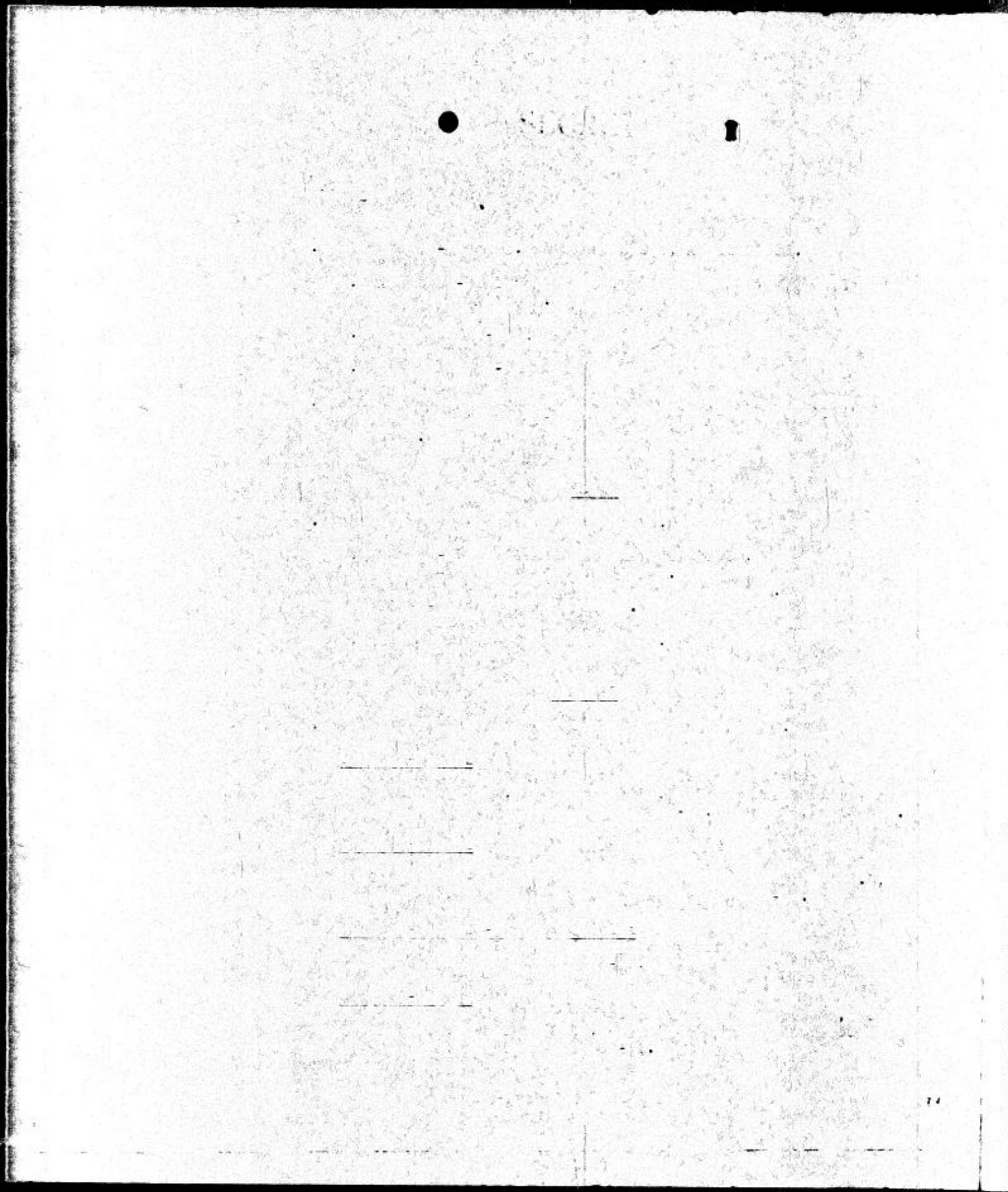
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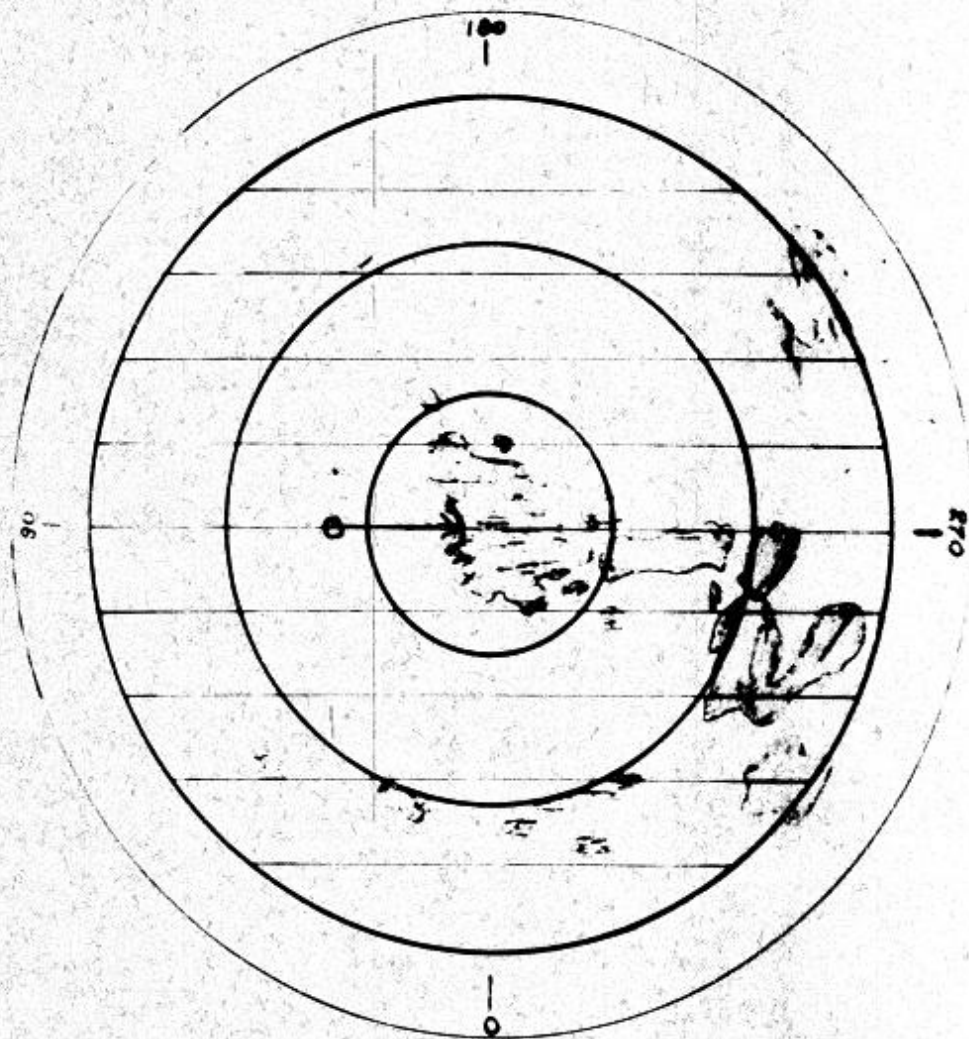
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PHI SCORE
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F. R. JONES, APR. 1949
New Bay, Alaska, Jan 49

Shaded areas indicate
normal ground clutter.

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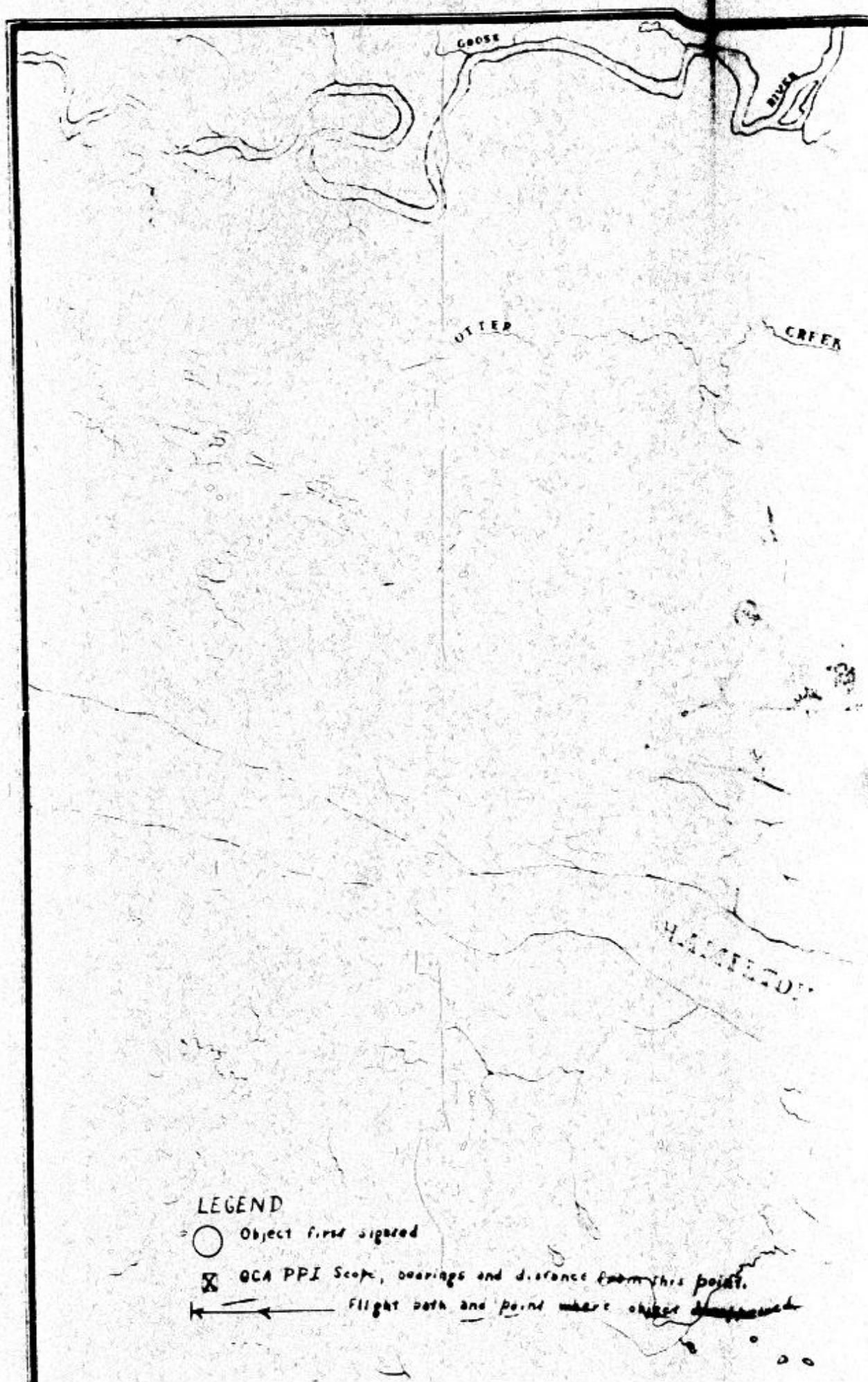
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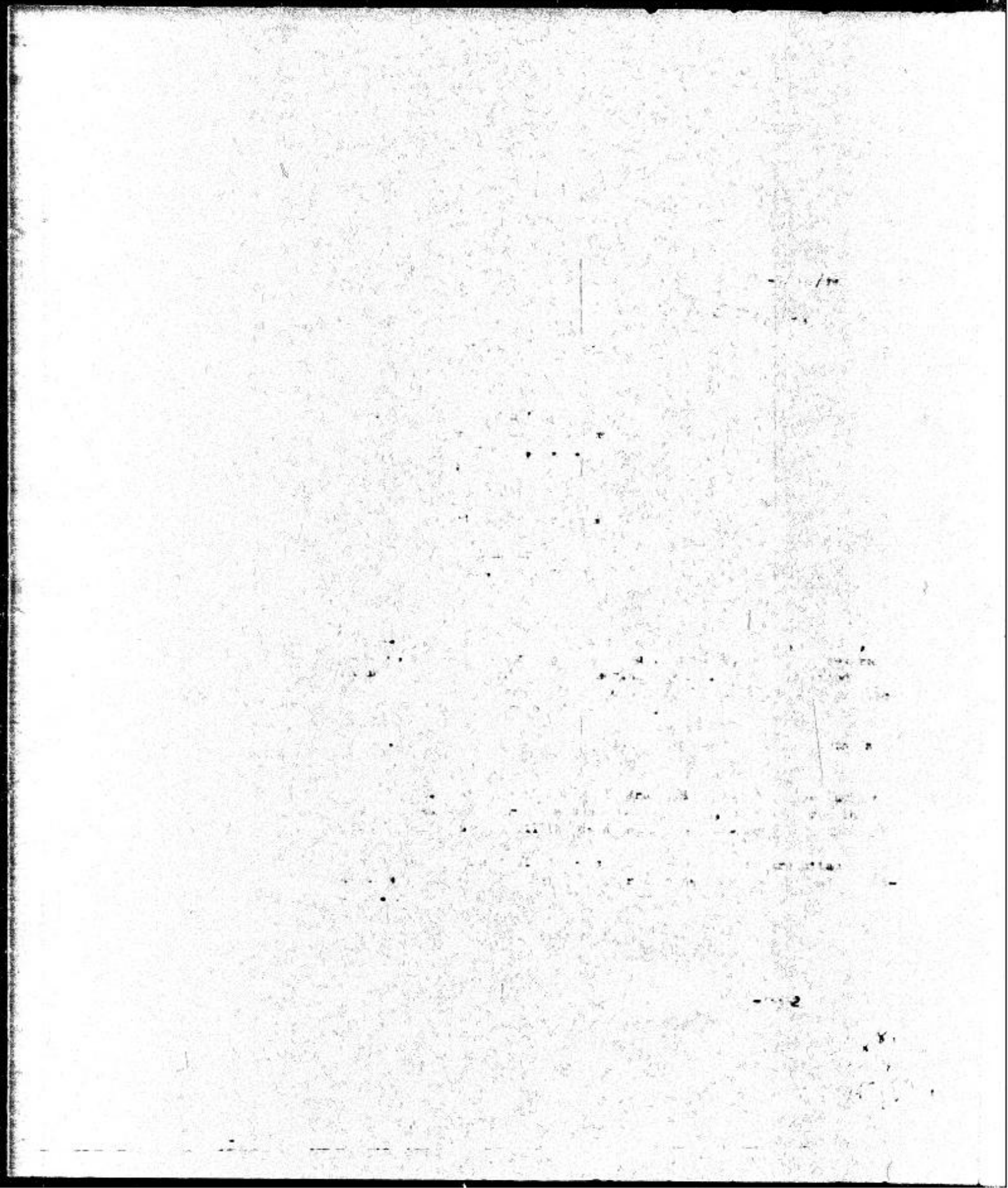
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ADJUTANT GENERAL'S OFFICE

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Incident # 188

Incident #189

Incident: 189

While acting as co-pilot on a C-47 aircraft enroute from Eglin Auxiliary Field #2 to Turner Air Base at approximately 1630 hours PST 22 Sept 48, Lt Martin G. Rubisch observed an object approaching at an angle of about 25°. The C-47 at the time was approaching Turner Field from the Southwest at an altitude of about 2,000 ft. The object appeared to be about 500 feet lower and about 2,000 to 1500 feet away and traveling at an estimated speed of 150 MPH. Lt Rubisch stated that the object appeared about the size of a radio controlled model airplane (8 to 10 ft). He could not determine the shape but said he could not observe wings or motor. He could give no other description other than it was a metallic shiny object. No one else aboard the C-47 observed the object.

by him
by him
by him
by him

by him
by him
by him
by him

CONFIDENTIAL, Rep. Report of Flying Disc

Summary:

On 10-10-48, 1st Lt. Martin G. Subisch was on a flight from Travis Air Force Base, California to Naval Air Force Base, Pensacola, Florida, on a C-47 type aircraft on an ordinary flight. At about 1:30 PM, EST, he observed an object approaching from an angle of about 45 degrees, at a distance of about 10 miles, in the direction of the Field from the southwest at an altitude of about 2,000 feet. The object was about 100 feet in diameter and about 100 feet in length, traveling at an estimated speed of about 100 miles per hour. The object was white and had a dark, circular, radio controlled device on its front. Subisch stated that he did not observe any other objects. Subisch could not identify the object, but stated that it appeared to be a flying disc.

CONFIDENTIAL, Rep. Report of Flying Disc

CONFIDENTIAL
Major General

1st Ind

CONFIDENTIAL/Gen/33g

CONFIDENTIAL, Rep. Report of Flying Disc

Major General, Travis Air Force Base, California, Air Force Base, Pensacola, South Carolina

CONFIDENTIAL, Rep. Report of Flying Disc

CONFIDENTIAL, Rep. Report of Flying Disc

CONFIDENTIAL, Rep. Report of Flying Disc

1 Inc.
SI List

6
H. E. MOON
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

J 92 (27 Oct 48) 10:14

1. Director of Intelligence, Headquarters United States Air Force, March 1954, Los Angeles, California

Request conformed with the original document. / Indorsement:

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Director

10-10-92, 11-10-92, 12-10-92.

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1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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

3rd Interrogation completed. Compliance with 1st. 3rd Interrogation
 2nd and 3-2 Officer's completed interrogation report is enclosed.

FOR THE CO. A.D. OFFICER:

2 Incl
SEI List
SEI - bed form
Completed

MEMO: Air Force, Subj: "Report of Flying Discs", File 9-F 000.
27 Oct 48

6th Ind

HEADQUARTERS, 1ST FIGHTER WING, Office of the Intelligence Officer, March
Air Base, March Field, California 3 Dec 48

To: Director of Intelligence, Twelfth Air Force, March Air Base, March Field
California.

2 - Incls: n c

CHARLES C. CONNOR,
1st Lt., USAF
March 48

INT

7th Ind

HEADQUARTERS TWENTY AIR FORCE, Office of the Director of Intelligence,
March Air Base, March Field, California, December 1948.

1 - Forwarded to the Air Materiel Command, 1000 Air Force
Base, Dayton, Ohio. A TN: 1000.

Interpretation Report forwarded herewith for your information.

2 Incls:
n c

CHARLES C. CONNOR,
Major, USAF
Director of Intelligence

QUESTIONS OF IDENTIFICATION

1. 1st Lt. J. J. Hirsch

2. 1st Lt. J. J. Hirsch, Captain USA, 1st Par Bn, 1st Air Div

IDENTIFICATION OF SERIALS

3. 1st Lt. J. J. Hirsch, Captain USA, 1st Par Bn, 1st Air Div

1. 21 December 1944
2. Approximately 1300 LT
3.
 - a. 1. 1-47, 1st Lt. Hirsch, approximately 200 feet, a few feet 90°
 - b. 1. 1-47, 1st Lt. Hirsch, approximately 200 feet, a few feet 90°
 - c. 1. 1-47, 1st Lt. Hirsch, approximately 200 feet, a few feet 90°
4.
 - a. Approximately 1/2 mile - horizontally
 - b. Approximately 1/2 mile - laterally
 - c. Approximately 200 feet
5. Approximately 1 minute
6.
 - a. 1st Lt. Hirsch
 - b. 1st Lt. Hirsch
 - c. 1st Lt. Hirsch
 - d. 1st Lt. Hirsch
7. 1st Lt. Hirsch
8. 1st Lt. Hirsch
9. 1st Lt. Hirsch
10. 1st Lt. Hirsch
11. 1st Lt. Hirsch
12. 1st Lt. Hirsch
13. 1st Lt. Hirsch
14. 1st Lt. Hirsch
15. None apparent
16. None apparent
17. Approximately 250 feet
18. Unknown

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

2. 3. 4. 5. 6. 7. 8. 9. 10.

3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.

21. 22. 23. 24. 25. 26. 27. 28. 29. 30.

31. 32. 33. 34. 35. 36. 37. 38. 39. 40.

1. 7. 1942, 12. 12., -21-

San Diego, Calif.

[illegible]

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• *U. f. - 4*

• 1992

as shown on the GRS.

• • • • •

152

[illegible][illegible]

SECRET

1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them. The list includes names such as "John A. Smith", "Mrs. J. B. Jones", and "Mr. C. D. Brown".

Incident #189

Incident # 190

11 Oct 1943

1200Z

1500 hours

Neubiberg AF Base, Germany, 3 miles SE of Munich
45° 07' N - 11° 39' E
Control Tower - Neubiberg AF Base, (with fieldglasses)

: Attention called to object by other officers

1

Larger than an aircraft

Reflected light

Round or spherical with something hanging from it

Above 30,000 ft

Appeared motionless for a while, then began to rise moving away in a direct line

Disappeared into clouds

Seemed to be hanging from the object

Metallic appearance - something

Colonel Michael J. Ingelido, CO, 36th Fighter Group, Neubiberg AF Base, CO for 36th Fighter Group

It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers.

On 11 Oct 1948 about 1200 L Col Michael J. Ingelido was called to the Control Tower to observe an unidentified aerial object seen earlier by other officers. The object appeared to be motionless for several minutes by close sighting with reference to fixed objects. It is possible that it was moving in a line directly away from the point of observation. It appeared to be round or spherical, and occasionally the sun's rays reflected from it. Upon first observation, there appeared to be something hanging from it, but the nature of the hanging object(s) is indeterminable. After being motionless for awhile, the object began to rise and move away finally becoming lost from view because of range and obscurement of a thin layer of high cirrus clouds. The object appeared to be larger than an aircraft and was believed to be above 10,000 feet. The observation was with field glasses throughout. The color appeared silver. No sound was noted.

Weather units in this area state that no releases of airborne weather equipment were prior to, or during the period of sighting.

Investigation of a statement in reference to an F-80 aircraft was made. No pilot contacted recalls having observed any object. Aircraft in the area consisted of 4 F-47s, 5 B-24s, 11 F-80s, and 2 B-17s.

Weather conditions at the time of sighting according to weather station are light thin broken clouds, base estimated at 24,000 feet. Visibility 8 miles. Surface winds NE 4-5 knots. Winds aloft:

| | |
|-----------|-------------------|
| 15,000 ft | 12 knots per hour |
| 18,000 | 15 |
| 20,000 | 20 |
| 25,000 | 35 |

190A

11 Oct 1946

1230Z

Neubiberg AF Base

Control Tower

1

1/2 again as large as F-4C

Silvery

Spherical

50,000 feet

30 minutes

Motionless

None heard

No smoke, or exhaust

Banded cloud

Construction appeared metallic

Visibility 8 miles. High thin broken clouds
bases estimated at 20,000 feet. Winds at ft at 25,000 feet 1/330°
35 knots per hour

1904

Capt Elvin G. Burnett, USAF,

USAF

It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers.

~~XXXXXXXXXXXXXXXXXXXX~~

NARRATIVE SUMMARY:

At approximately 1230 a time 11 Oct 48 a flying object was seen by Capt Elvin G. Burnett from the Base Control Tower, Weitzberg AFB, which is located 1 mile west of Weitzberg, Germany. The object appeared spherical in shape, and was silvery metallic in color. Estimated height was 30,000 feet. It was apparently not moving and was under observation for about 30 minutes. At one time an F-80 flew between the object and point of observation. The object appeared about 1/2 again as large as the F-80 which flew beneath it. There was no smoke or exhaust emanating from the object. No noise was associated with it. A cloud moved in obstructing view of object.

1908

11 Oct 1948

1200 Z

Northeast of Neuberg AF Base, Germany
41° 07' N 11° 39' E
Control Tower

1

Larger than F-80

Shiny

Disc-like or ball-shaped - Could not determine but thought
it was the former
Held angle of 70° above horizon (s. apparently over 10,000 ft)

Apparently rising directly away from east

30 minutes

N/S

Reflected light - object shiny in rays of sun

Object very shiny in rays of sun
apparently metallic construction

Visibility 8 miles. High thin broken clouds

Bar estimated at 20,000 feet. Winds aloft at 25,000 feet 1/350°
35 knots per hour

1908

Capt Arthur M. Swap, USAF
Neubiberg AF Base
USAF pilot

It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers.

At approximately 1200 Z hours 11 Oct 68 Capt Arthur M. Swap saw a large disc-like object at extremely high altitude. The visible circumference was round but Capt Swap was unable to state definitely if the object were disc or ball-shaped - he thought it was the former. It was very shiny in the rays of the sun. For brief intervals it was obscured by clouds which were estimated on that day by the weather station to be "at least 20,000 feet". (Weather report actually reads: "High thin broken clouds, bases estimated at 20,000 feet.") The clouds moved between the observation point and the object in an east-to-west direction. An object which Capt Swap believed to be an F-60 flew between the object and the point of observation. It appeared very small in relation to the size of the unidentified form. The estimated altitude of the F-60 was 25,000 feet. The object which was in a northeasterly direction from the base and at an angle of about 70° above the horizon retained this angle until its disappearance. It was visible to the naked eye for about 30 minutes. Approximately 25 minutes after first sighting it the object began to get smaller and smaller and disappeared from view about 5 minutes later apparently rising directly away from the earth.

CONFIDENTIAL

File of the ...

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4. The following information is ...
statements concerning the ...

a. The point of observation ...
the control tower, this air force base ...
is located there ... miles ...
Germany, bordering the east side of the ...

CONFIDENTIAL
8-113-0

Altitude Longitude Latitude

1,000 100 10
 2,000 200 20
 3,000 300 30

Altitude 10,000 feet Longitude 100 degrees Latitude 10 degrees

Altitude 10,000 feet Longitude 100 degrees Latitude 10 degrees

Altitude 10,000 feet Longitude 100 degrees Latitude 10 degrees

Altitude 10,000 feet Longitude 100 degrees Latitude 10 degrees

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Altitude 10,000 feet Longitude 100 degrees Latitude 10 degrees

Altitude 10,000 feet Longitude 100 degrees Latitude 10 degrees

It is believed by the United States, unless at least a small number of moving objects, in the past year, and believes all to possess intelligence, and characters above reproach. The experienced pilots of the United States, and ex- reliability is placed in each of the four areas of reporting, official records of the United States in force, and information

Other evidence is also in evidence as mentioned
in 1940.

1940
as mentioned in 1940

1

1943

CONFIDENTIAL

CONFIDENTIAL

671

1948
January
1948

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HEADQUARTERS
86th FIGHTER BING
MUNSTER AIR FIELD, B.

407, 48 ARMY
Munster, Germany
3 December 1948

At approximately 1230 on 11 October 1948 a flying
object was seen by me from the area which was located at
Munster Air Field, 30, one 1/2 mile west of Munster, Germany.

The object was seen in the air and was an anti-
aircraft target. It was a small, dark, oval-shaped
object and was seen at a distance of about 1/2 mile
between the object and our point of observation. The
object was at a low altitude and was leaving
a trail of smoke. The object was in a position to
be seen from the air.

The object was seen at a distance of about 1/2 mile
from the point of observation. The object was in a
position to be seen from the air. The object was
seen at a distance of about 1/2 mile from the point
of observation. The object was in a position to be
seen from the air.

W. E. Barrett
Major, USAF

Subberg, Germany
November 1948

[illegible]

... searching the sky for ...
... object about ...
... moving in a southeasterly direction ...
... the object was approximately ...
... east horizon. It disappeared ...
... to within straight and level ...
... two ... minutes at some time between ...
... unable to ... the exact ...
... the ... of the object, ...
... directly ver-

[illegible]

YOUI . T THREAIL
1st :out.,

Subject: "Project 111"

Chief of Staff
United States Air Force
Washington, D.C.
Subject: "Project 111"

Commanding Officer
F-47 Fighter Squadron 42
Weiberg Air Force Base
Weiberg, Germany
Subject: "Project 111"

Reference is made to two reports received. This leads
to reports dated 26 Oct and 27 Oct respectively, from the
F-47 Fighter Squadron 42, Weiberg Air Force Base, Germany
regarding the sighting of unidentified aerial object.

It is requested that the Commanding Officer of
the F-47 Fighter Squadron 42, Weiberg Air Force Base, Germany
be requested to observe and report on the sighting of the aerial
object of all available witnesses be obtained.

Five (5) copies of an "essential element of information"
list are included for the interrogator's assistance in obtaining
the desired information.

It is requested that a full report on any sightings be
forwarded to, Air Materiel Command, Wright-Patterson AFB,
Wright Field, Ohio, Attn: AFM-111.

Very truly yours,
Colonel, USAF
Chief, Intelligence Department

Encl
Copy of "111"

Colonel, USAF
Chief, Intelligence Department

3. 7. 2002 - 2002

1 - 302a

1990

[illegible]

Reference is made to the following information: 1. On 11 October

130

7-9752

4/23/92 Oct

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08.13

08.13

08.13

PP JECAB

TO JECAB 700 722 3502

TO JECAB

AF CRNC

CONFIDENTIAL

CONFIDENTIAL LIAISON CRYPTO PAGES TRUE DTC 221352

FROM COMBATTING

TO COMBATTING INTO COMBATTING

REPORTING SIGHT TWO THREE FOUR ZERO YOUR HEADQUARTERS FOLLOWING INFO-
MATION IN THE AFTERNOON OF ONE ONE OCTOBER FOUR EIGHT AT APPROXIMATELY
TWO THREE ZERO ZERO HOURS UNIDENTIFIED OBJECT OBSERVED BY CIVILIAN MILITARY
PERSONNEL OF THIS BASE AT ESTIMATED ALTITUDE OF FORTY
THOUSAND FEET ON BEARING OF FIVE ZERO DEGREES FROM NEUBERG AIR FORCE
BASE AND WAS SIGHTED CONTINUOUSLY FOR A PERIOD OF FOUR FIVE
MINUTE AT WHICH TIME CIRCUMFERENCE OF OBJECT WAS NOTED BUT UNABLE TO
STATE WHETHER DISC SHAPED OR BALLIST SHAPED OR WAS SILVER IN
COLOR AND VERY SHINY IN RAYS OF SUN AT OBJECT BECAME SMALLER AND
WAS APPARENTLY MOVING BUT NO CHANGE IN COMBAT DIRECTION NOTED PD
WAS ENTIRELY NOT INFLUENCED BY AND WIND ALOFT AT ABL FORTY FIVE
THOUSAND FEET AIRCRAFT FLYING BETWEEN OBJECT AND OBSERVER APPEARED VERY
SMALL IN RELATION TO SIZE OF OBJECT PD ESTIMATED ALTITUDE OF
AT TWO FIVE THOUSAND FEET PD SIGHT OF OBJECT LOST WHEN THIN LAYER OF
CLOUDS PASSED BETWEEN IT AND OBSERVER ON GROUND PD CLOUDS ESTIMATED TO
BE AT TWENTY THOUSAND FEET PD HIGH RELIABILITY GIVEN TO PERSONNEL
REPORTING SIGHTING OBJECT//C O N F I D E N T I A L

CONFIDENTIAL

221352Z OCT

*Paraphrase not required. Handle as
correspondence
per paragraph 511 and 50a (4), AR 380-5.

10043

Incident # 1-0

Incident # 191

Exhibit No. 17

Incident: 191

2- October 1948

1545 CST

10 miles southwest of Junction City, Kansas

Ground position

Captain Glenn A. Huber, Base 3-3 Officer, Ft.
Riley, Kansas

Base 3-3 Officer

N 9

1

N 5

"Metallic"

N 3

N 3

~~Approximate~~ approx. 7,000 ft.

2 stars, then no known aircraft.

N 3

N 3

N 5

First, West then turned South

no 1-10

N 3

CAU Visibility 15 miles

Wind SW

(over)

(Atmosphere Report: Base 3-3 Officer, Ft. Riley, Kansas)

Re: Letter from Hq AEC, Subject: Project "A", dated 1 November 1948

1st Ind.

WFB-6

COMMANDING OFFICER, MARSHALL AF BASE, Fort Riley, Kansas, 16 November 1948

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

Forwarded herewith are the Certificate of Captain Glen W. Huber and
the reports of weather sequence and wind aloft as of 24 October 1948.

3 Incl:

1 - w/d

2 - Certificate dated 12 Nov 48

3 - Report of weather sequence and
wind aloft, dated 16 Nov 48

EVERETT K. JENKINS, JR.

Major, USAF

Commanding

HEADQUARTERS
MARSHALL AIR FORCE BASE
Fort Riley, Kansas

In Reply
Refer to

C E R T I F I C A T E

12 November 1948

I, Captain Glenn W. Huber, AO-1577335, certify that at 1545 hours Central Standard Time, 24 October 1948, I sighted one (1) metallic-appearing object from a ground position ten (10) miles southwest of Junction City, Kansas. The object was traveling with the speed of a fast aircraft in a general westerly direction when I first observed it. I can not identify the object as any aircraft known to me. The object then turned south with a speed greater than any aircraft I had ever seen. I estimate the altitude of the object as over seven thousand (7,000) feet. There is no further information regarding this object which I can give.

GLENN W. HUBER
Captain, USAF
AO-1577335

The CI of Coverage is 100% for all
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Contin-
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STATE 012

Page 1. Clear average visibility 2-10-100

BASE WEATHER STATION
 MARSHALL AIR FORCE BASE
 FORT SILEX, KANSAS

11-10-56 11:10

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
 DATE 11-10-56 BY 1110/223

11-10-56 11:10/223
 11-10-56 11:10/223
 11-10-56 11:10/223
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P-7 11:10/223

11-10-56 11:10/223

11-10-56 11:10/223

JOHN W. SNEY III
 11-10-56
 STATION 11:10/223

Ensign
 11-10-56

CONFIDENTIAL

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION-ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. /

CONFIDENTIAL

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked **CONFIDENTIAL**. This copy will be safeguarded with the greatest care and will be returned to CLASSIFIED CABLE AND MESSAGE SECTION without delay.

Incident # 191

INCIDENT NO. 100

Incident: 192

early evening, around 7:45 p. m.

outside of Moorhead, Minnesota while traveling on highway #52

4. J. Sanders & wife, 311 Street, North Fargo,
North Dakota

Light

1

4/3

532

273

五三—

42

2.07 3 times faster than a plane.

B-5

horizontal flight

343

East to West direction

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

64

7.8.4.4 Stability was good

Soze

40785

4

Incident: 172

While rotating on U. S. Highway #1 in a north-western direction
the outskirts of Moorhead, Minnesota, Mr. L. G. Sullivan
observed a light traveling in an east-west direction.
Mr. Sullivan first observed the light when he was on his right and
turned it out to his left and also clearly saw it. Visibility
at the time was good. Observer estimates that he could have seen
the light at the distance he estimated the object to have been.
The object was not a light plane or a glider. Both
agreed that it could not have been a light plane as the length
of the light was visible and the object was not light was a
light plane rather than that.

1948

1948

1948

57

112

REPORT OF INVESTIGATION

24-3

30 November 1948

LT. NANCY J. ORR

SPECIAL INQUIRY FOR "REPORT OF
INFORMATION ON FLYING DISCS"

Do #10 1000 at AFB

24-3 3 1948

by AMC, Wright-Patterson AFB

RESPONSED UPON REQUESTION

Letter, by AMC, Wright-Patterson AFB, Dayton, Ohio, dated 16 November 1948,
Subject: "Project 'S-1'", to 13th OSI District

DETAILS:

AT AFB, OHIO, 1948

1. On 24 October 1948, WALTER E. PATTERSON, Manager, Swift and Company,
1808 Ninth Street, North, Dayton, Ohio, was interviewed regarding his
alleged sighting of a flying disc. The following information -
as furnished by the subject - was obtained from the
interrogation. The following is the subject's description of the incident:

On 24 October 1948, at approximately 1945 hours, SA ORR and
his wife were driving towards Dayton, North Dakota (see Sketch I).
At a distance approximately four (4) miles southeast of Moorhead, Minnesota,
SA ORR suddenly "like an electric light switch was turned on" saw a brilliant
light. The object immediately began to move from east to west at terrific speed
(500-1000 MPH, or three (3) times as fast as any airplane SA ORR has ever seen).
The object traveled toward Moorhead, Minnesota, at an altitude of approximately
1000 feet, and was in a gradual climb. Upon reaching the western outskirts of
Moorhead, and at a point close to the Veterans Hospital, the object suddenly
made a sharp right turn to the north. Approximately one (1) second after making
the turn, the object suddenly "again like an electric light switch had been
turned off" was lost from view.

(Continued)

| | |
|--|---|
| CG, AMC, Wright-Patterson AFB (Action Copy) (w/1 Incl) | 3 |
| by OSI (w/1 Incl) | 2 |
| File | 2 |

W. E. PATTERSON
Lt Colonel, USAF

NA

CONFIDENTIAL

1. SAs said that the sky was clear, no stars were noticed), and that visibility was excellent. The object appeared to be about four (4) times larger than a light seen in a commercial plane's window at night, or about the size of a full moon, if observed from directly below the moon". The object left no "trail", and cast no reflections. The object appeared to be a single, continuous object; it appeared to be a solid form. The object appeared to be a prolate spheroid, three (3) times as long as it was wide. No sound was heard from the object. The color of the object appeared to be a brilliant golden-white. Total time object was in view is estimated at five (5) seconds.

...the airplanes, a
... .. still looks an "erie
... .. of the

[illegible]

4. Schuler
1700 hours
Military or
s locale.

... he is a ... has no ... bottles; is ... storage chamber. ... this report, ... the incident, ... is that LLOYD ... did witness ... a sincere ...

Q. 100-7-31911

1000 Air-
port

VA
1000 1000

First
seen

1000 1000

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1000 1000

1000 1000 travel

1000 1000

1000 1000

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10-3/TC/03

1948

1. The first part of the report is devoted to a description of the situation in the country at the end of 1947.

2. The second part of the report is devoted to a description of the situation in the country at the end of 1948.

3. The third part of the report is devoted to a description of the situation in the country at the end of 1949.

4. The fourth part of the report is devoted to a description of the situation in the country at the end of 1950.

5. The fifth part of the report is devoted to a description of the situation in the country at the end of 1951.

Fargo, Mont 40 =

100

[illegible]

CONFIDENTIAL

INDEX - C. 14

INCIDENT NO. 1 :

24 Oct 48

Some time between 1100 and 1330 GMT

Ground - House project 2 miles west of Neuberg
Germany
ground

Heard a noise believed to be
F-47 aircraft flying at high altitude

1

N/S

Undetermined - appeared dark "but was possibly silver
since the side observed was on opposite side from sun"
disc-shaped - similar to a coin
unable to ascertain -
appeared at 90° above the northeast horizon

N to SA

2 minutes

Undetermined but object moved very fast as compared with conventional
craft

The sound heard was believed to have been an F-47

No evidence of exhaust

N/S

Straight level flight

over southwest horizon while traveling straight
and level

N/S

High scattered - estimated base at 16,000 feet
Visibility 10 miles. Wind at 25,000 feet: 55 knots
per hour 1/285°

Louis W. Winterberger, 1st Lt, USAF

USAF

It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is placed in each of the four officers. (Winterberger was one of the four interviewed - see Incident 190)

On the afternoon of 24 October 1944 between 1100 and 1330 hours LWT, Lt Winterberger heard a noise resembling an F-4 aircraft flying at high altitude. Searching the skies for the source he saw a disc-shaped object about 50° northeast of the perpendicular moving in a southwesterly direction at fast speed. When first seen it was approximately 60° above the northeast horizon. Altitude could not be determined although it was apparently very high. The object appeared dark but was possibly silver since the side Winterberger observed was on the opposite side from the sun. Object was disc shaped, similar to a coin. Speed could not be determined but the object moved very fast as compared with conventional aircraft. The sound heard was believed to have been an F-4's. Object was observed for 2 minutes. It disappeared over the southwest horizon while traveling straight and level.

1947
OFFICE
1948

Removal of 14 October 1964

searching the area for a short time, saw
a small, dark, rectangular object on the
ground. It was about 1 foot long and 6
inches wide. It was dark in color and
had a rough, irregular shape. It was
found in the area of the first
search. The object was found in the
area of the first search. The object was
found in the area of the first search.

[illegible]

[Handwritten signature]

ТАГИД

10-3/200/aw

Project

Subject

Reference is made to

Reference is made to

Reference is made to

Reference is made to

Reference is made to

Reference is made to

Reference is made to

Reference is made to

Reference is made to

Reference is made to

EC 21

PRIORITY

CONFIDENTIAL

PP JFOAB

100 OCT

05 43

FM JFOCR 150/311528Z

TO JFOABCR

AF GRNC

1-11-78
J-11-78

UNCLASSIFIED//NOFORN
XTC PASSED BY CRYPTO USAF FROM HQ EIGHT
SIX FIGHTER WIND ABLE PETER OBCE FOUR ZERO SEVEN TRUE DTG TWO SEVEN ONE
FOUR ZERO ZERO TERRA TO COMCON AIR MATERIAL COMMAND WPAFC OHIO ATTN
LIFE CHARLIE ITEM. BLE XRAY OBCE DASH THREE INTO COMCON TADP LEFT NED
BLE THREE THREE TWO ZERO ABLE ONE SEVEN PD
EFFRANCY FIVE TWO THREE FOUR ZERO YOUR HEADQUARTERS FOLLOWING
INFORMATION IS SUBMITTED PD ONE TWO FOUR OCT FOUR EIGHT SEVEN HOURS
OF ONE TWO ZERO ZERO AND ONE FOUR THREE ZERO CMA FLYING OBJECT
SIGHTED FROM HOUSTON PROJECT TWO MILES WEST OF NEARBY AIR FORCE BASE
BY MEN OF THIS BASE PD WHEN SIGHTED OBJECT WAS BETWEEN LATE AFTER AND
SUN WAS HIGH BUT UNDETERMINED ALTITUDE ON SOUTH WEST COURSE AND WAS
SIGHTED FOR APPROXIMATELY TWO MINUTES PD VISIBLE CIRCUIT EFFRANCY WAS ROUND
BUT UNABLE TO DETERMINE OVERALL SHAPE OF SIZE PD COLORED AS BLACK PD
SPEED OF OBJECT COULD NOT BE ESTIMATED BUT APPEARED FASTER THAN FOX DASH
FOUR SEVEN TYPE AIRCRAFT PD REPORT EVALUATED AS BAKED BAKED TWO BY THIS
OFFICE//UNCLASSIFIED//NOFORN

31/1525Z OCT

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

ORIGINAL COPY

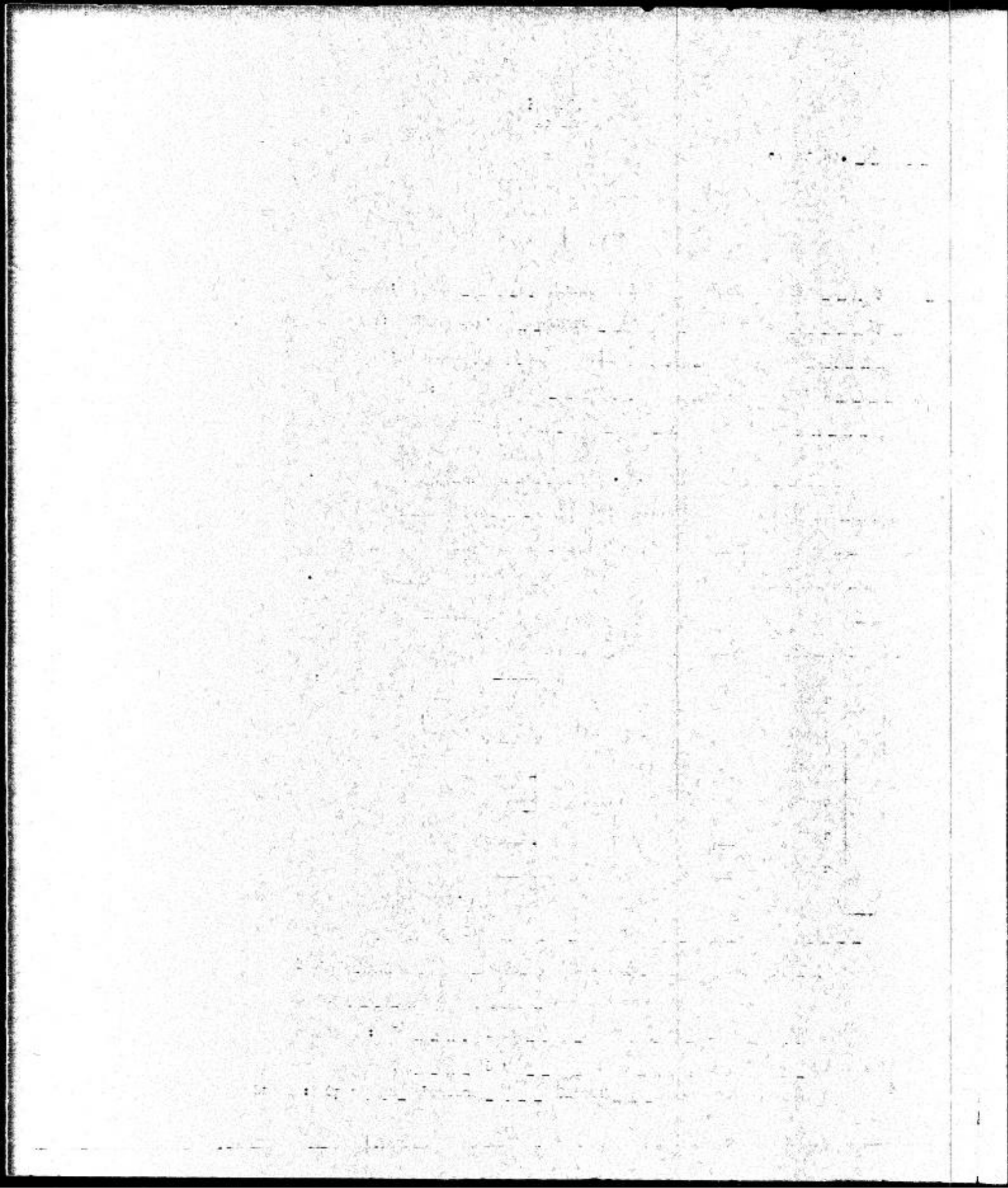
T-71625

PRIORITY

CONFIDENTIAL

INCIDENT NO. 13

Incident # 194



10:40 AM

Incident 194

7 Nov. 1948

now identified

Near Andrews, Fla.

Aircraft: F4U

It was seen, Col. J. D. Pilot (original report
and by flight pilots of the F4U, who verified the sighting
of the pilot.

Ballons: a cluster

N/S

Time: 10:40 AM

N/S

Elevation: 4,000 feet

N/S

N/S

N/S

Line of sight: 10°

Line of sight of balloons

good visibility - registered to be
base of clouds as indicated 4,000 feet

~~propeller balloons~~ seen in an intestine
that had been inflated

over

Original report was classified top-secret. Strategic Air Command requested original message be destroyed.

At 10:45 A.M. on 3 May 48 two Mustang fighters of the 34th Fighter Wing were dispatched to investigate the sighting reported by Lt. Col. [redacted], a 34th Fighter pilot, who reported the original sighting. The pilots were at an altitude of 20,000 feet when they sighted the unidentified object. The object was climbing until they reached 20,000 feet. They estimated the object to be under five or six thousand feet above them. At the same time the object resembled an aircraft that was inflated and it was moving at a higher speed than the Mustangs. Exact data were not available. The object was estimated to be about 100 miles away and approximately 150°

From report to Strategic Air Command, the unidentified object went into a steep climb.

On 4 May 48, information received by Lt. [redacted], 34th Fighter Wing, identified the object as a Mustang. Equipment carried was [redacted]. Later it was definitely established that the craft was a Mustang of the 34th Fighter Wing. It was typical for Mustang research.

This incident is considered closed as no definite identity has been established.

110 1.1

Incident # 194

Incident # 145

31 Oct 1952

1915Z

Goose Bay, Labrador - 3 miles south of field
on a southwest heading
MA Unit (ground)

Target on P.I. Scope

1

None as aircraft

N/A

N/A

Could not be detected in scope

Approximately 3 miles south of the field

Southwest

At 10:15 minutes

25 MPH

None

None

None

Object appeared out of ground clutter and disappeared
7:30 ft.

Disappeared into ground clutter

N/A

Object could not be seen visually
although target remained on scope for over 6 minutes
Visibility 40 miles; ceiling estimated 3,000 ft. over.

M/Sgt Frank D. Boerngen, 1932nd AACG Sq
(See list below)

RCA Operator at Goose Bay, Labrador

Reliability of all observers - good. Character and
intelligence of all persons interviewed - excellent.

Witnessed by: Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

Capt. J. H. Jones, 12th Air Base Sq,
Goose Bay, Labrador

M/Sgt Frank D. Boerngen states that on 11 Oct 44 the RCA Unit was in operation on Runway 135. At that time (1-354) the Canadian Air Vice Marshal Plant, the CO's of both bases and their party visited the RCA Unit. They were given a brief explanation of RCA and how it works when a target was spotted on Search Scope #1. Tower was called for number of aircraft in air. Tower stated there were no aircraft in the air. Target was called to the attention of both CO's and was viewed for about 6 minutes until it faded into the ground clutter about 6 miles from the field. The object first appeared to be about 3 miles south of the field and was traveling on a S heading. The clip traveled at a speed of approximately 25 MPH. It faded into the ground clutter about 6 miles from the field. There were no clouds in the sky, yet after making a visual check nothing could be seen.

SECRET

U.S. GOVERNMENT
PRINTING OFFICE

8-11

10-10-1921

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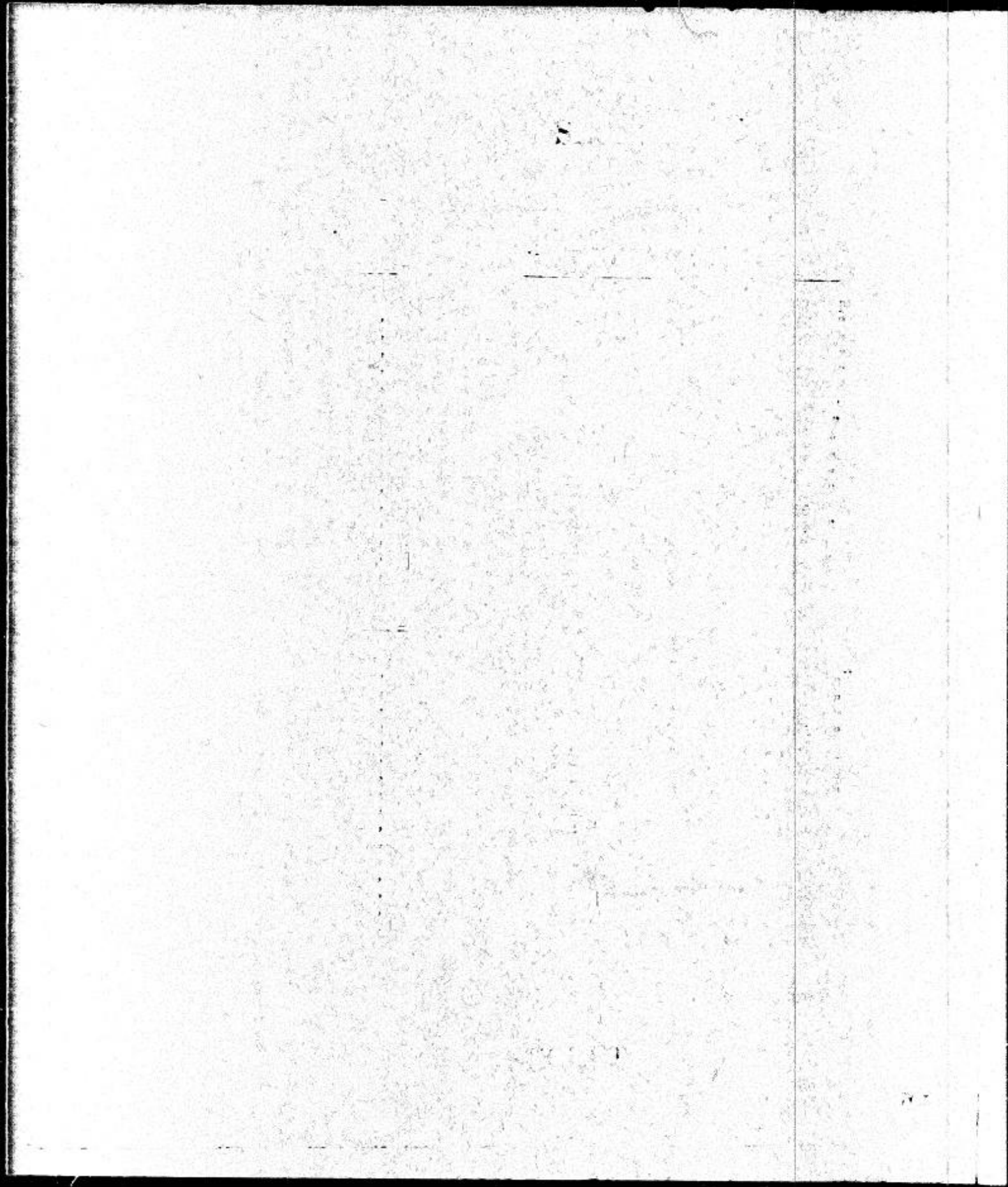
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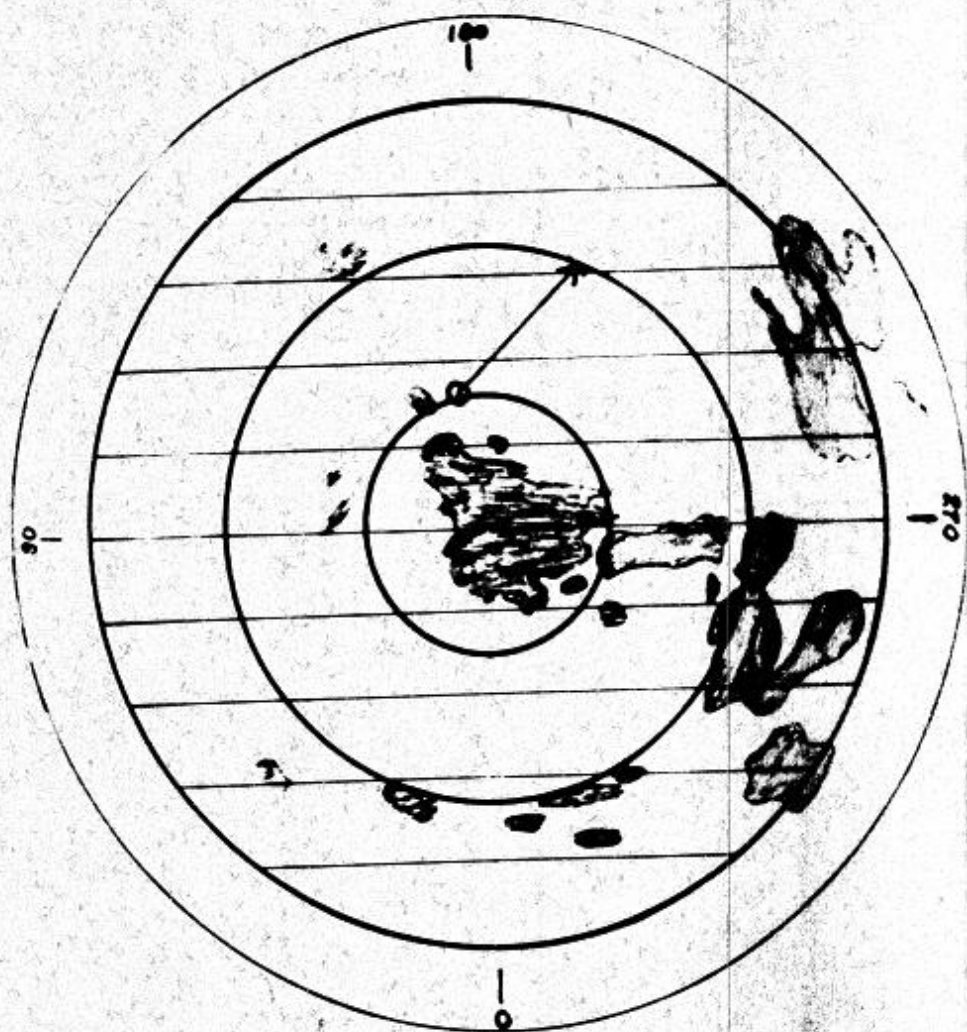
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PPI SCOPE
 SKETCHED BY
 E. R. JIHLES, CAPT USAF
 Goose Bay, Labrador 10 JAN 49

Shaded areas indicate
 normal ground clutter.

4-2

195

CRIB

GROVES POINT
BRIGHTON BRIDGE

RIVER

Dr. M. T.
p. 100

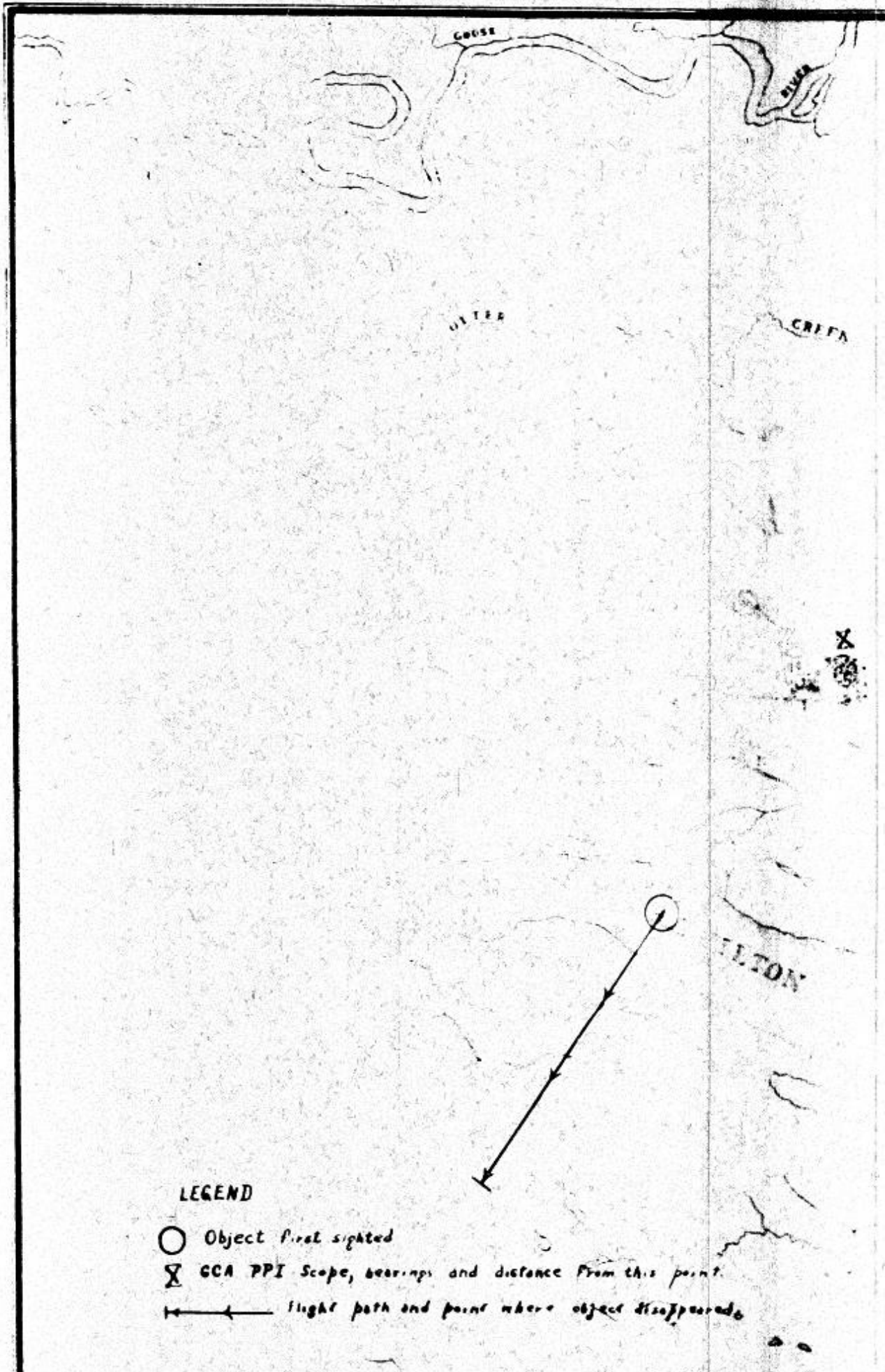
LABRADOR

4 B

SECRET

CG 0093

*4- 011930-



LEGEND

- Object first sighted
- X GCA PPI Scope, bearings and distance from this point.
- Flight path and point where object disappeared

JOSE B.
LABRADOR

GULF

SEA

WATER

CRIFA

WATER

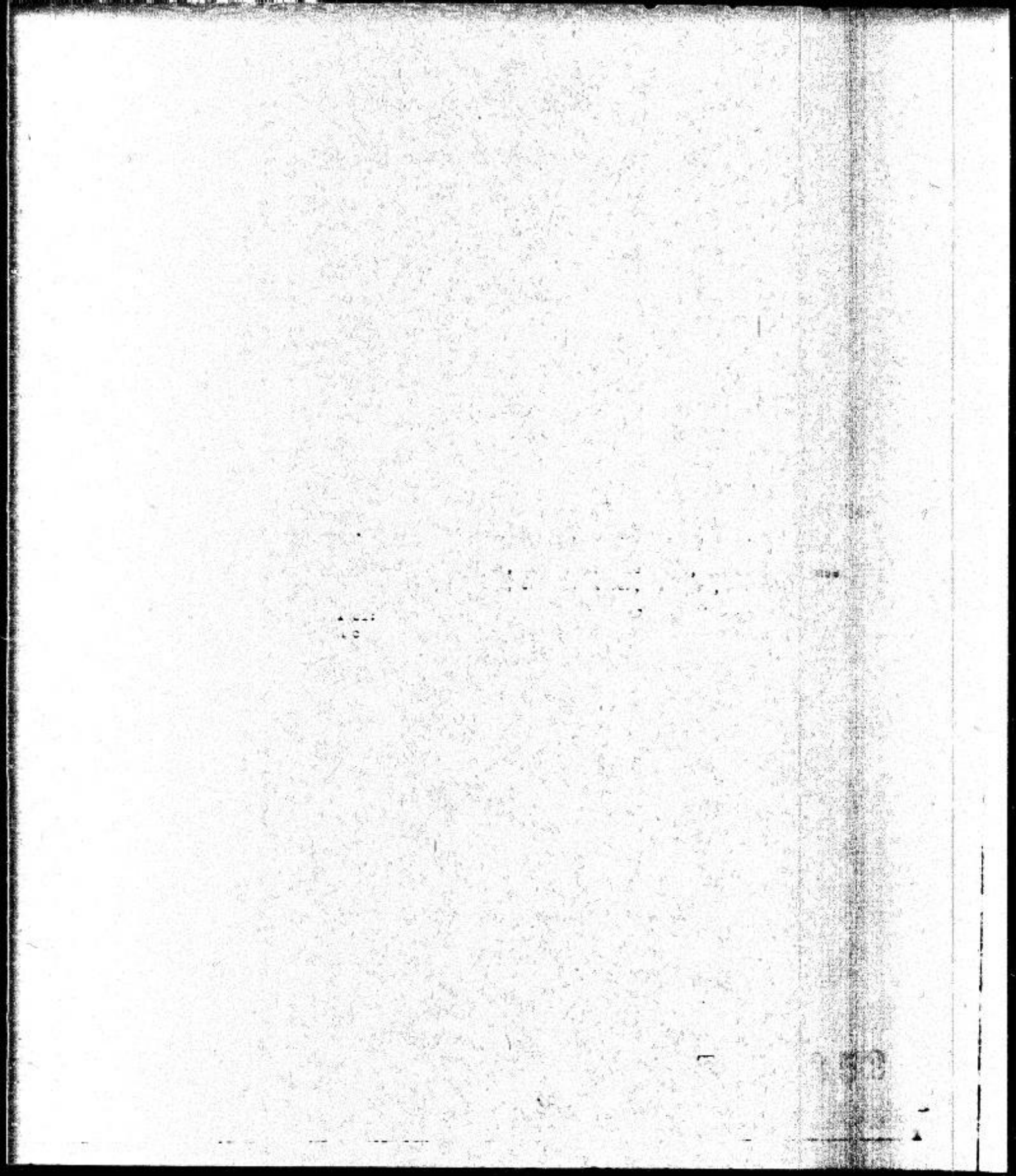
LEGEND

- Object first sighted
- X GCA PPI Scope, bearings and distance from this point.
- Flight path and point where object disappeared



JOSE
LABRADOR





C O P Y

HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO.

MCIAIC-3/WT/CS
Nov 9 1948.

SUBJECT: Request for Investigation

TO: Chief of Staff
United States Air Force
Washington 25, D.C.
ATTN: AFCE

FROM: Commanding Officer
United States Air Force
100 677
c/o Postmaster
New York, New York.

1. Reference is made to incoming message 291600Z, 011302Z, 012045Z and 022805Z from 1AF Goose Bay, Labrador, reporting several radar sightings of unidentified aerial objects. It is suggested source base intelligence officer be directed to initiate an immediate investigation of the reported sightings.

2. Pertinent information relative to the reported objects is desired as follows:

a. Was object apparently practicing radar evasive tactics when it disappeared from the scope periodically, or was it running into normal or skip "null" zones affecting appearance of all aircraft?

Five copies of Essential Elements of Information form are attached as an aid to the interviewing officer in obtaining the desired information.

3. It is requested all pertinent material be forwarded to Commanding General Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio, attention MCIAIC-3.

FOR THE COMMANDING GENERAL:

1 Incl
WT Form (Quint)

s/ W.R. Clingerman, Col, USAF
for M.M. McCoy
Colonel, USAF
Chief, Intelligence Department.

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AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

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AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

11-11-47
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95

Incident # 194

PLANT 1017
NOV 1945

Home Bay, Labrador, 34551, Nov 45

Plant No. 1017

Home Bay, Labrador

34551, Nov 45

Home Bay, Labrador

Home Bay, Labrador, 34551, Nov 45

Home Bay, Labrador, 34551, Nov 45

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Home Bay, Labrador, 34551, Nov 45

1 Nov 1948

2105Z

21-5 Z

Goose Bay Labrador

Ground - RCA Radar station

: blip on radarscope

1

Too large for bird and too small for aircraft

- object not seen

Could not be determined

Could not be determined

3-3/4 miles

Disappeared on bearing
of 182° f/observer

- minutes and 7 seconds - timed with stop watch

estimated at almost a mile a minute - 6 min

None

None visible

N/S

None visible

Traveled in a straight line

Disappeared from scope on a 182° bearing
f/observer

N/S

0900Z 1500Z & 2100Z

Radar was released at 0300 Z
miles

8,000 scattered - visibility 10 mph Wind W 6 M n

1932 A. C. Sq. Goose Bay Labrador, A. C. 77, N. Y.
 W/1st Francis E. Mills, AF 16134800
 GCA Operator

Good ability to determine color and speed of moving objects
 and good ability to determine size at distance. Reliability: good.
 Character & intelligence: excellent

Target picked up on GCA scope at 21:52 1 Nov at
 3-3/4 miles from station on a bearing of 183° from station. Object
 traveled on a bearing of approximately 249° and disappeared at 7-1/2
 miles on a bearing of 182° from the station. Blip traveled the 4 miles
 in 4 minutes and 7 seconds timed with a stop watch. (A speed of approximately
 60 mph) Operator stated blip was too small at 7-1/2 miles to be an aircraft
 and too large to be a bird. Wind was from 170° to 180° and at 5 to 10
 mph. Target witnessed by 2 GCA Operators.

Discrepancy reported: Ed Lind dated 14 Jan 1949 f/24 1227th Air Base Gp.
 Newfoundland Base Command, NFB, para 3a & 3b
 states that

"By plotting a point 3 and 3/4 miles from the station on a bearing of
 183° and following a flight path on a bearing of 249° for a distance of
 7-1/2 miles where the object disappeared would not put the object's
 disappearing point 182° from the station.

"This same message stated that the object travelled the distance of 4
 miles in 4 minutes and 7 seconds timed by a stop watch. If this were
 true, the object could not have disappeared from seven and one half mile
 some on which it was sighted; neither could it have disappeared at one-
 hundred and eighty-two degrees from the station assuming that it did
 travel on a bearing of 249° as stated."

B/ltr fr C, SAC, Subj: "Request for Investigation", dtd
w Nov 1948.

2nd Inc

Hq, 1227th Air Base Group, Newfoundland Base Command, MATS,
APO 677, c/o Postmaster, New York, N.Y. 24 January 1949.

TO: C, Air Materiel Command, Wright-Patterson Air Force
Base, Dayton, Ohio. ATTENTION: MCAXC-3.

1. In compliance with basic letter, the attached reports are submitted.

2. Message 091800Z contained three (3) sightings, which were related separately and are listed as follows: #1, #2 and #3. Message 011970Z is listed as follows: #4. There are no records in this office, or at this station, of a message 011740Z. It is believed that this number is in error. The message 021510Z, which was deleted by the 1932nd AGF, and forwarded to their headquarters, was probably delayed in message center and the date time group changed to 012205Z. This message referred to a sighting at 0110Z on 1 November 1948.

3. Our message 021515Z, referred to above, could not be plotted on a sketch of the FI scope or the base map because:

a. By plotting a point three and three quarter (3 3/4) miles from the station on a bearing of one hundred and twenty-three degrees (123°) and following a flight path on a heading of two hundred and forty-nine degrees (249°) for a distance of seven and one half (7 1/2) miles where the message states the object disappeared, would not put the object's disappearing point one hundred and eighty-two degrees (182°) from the station.

b. This same message stated that the object travelled the distance of four (4) miles in four (4) minutes and seven (7) seconds timed by a stop watch. If this were true, the object could not have disappeared from seven and one half (7 1/2) mile scope on which it was sighted, neither could it have disappeared at one hundred and eighty-two (182°) degrees from the station, assuming that it did travel on a heading of two hundred and forty-nine degrees (249°) as stated.

A/lt fr C. I. AC, Subj: "Request for Investigation". dtd
9 Nov 1948. 2n: Ind cont'd.

c. The CA Observer on this particular sighting
was W/Sgt Francis L. Mills, AF 16124600 who has departed
this station for Separation Point, eastover Air Force Base,
Mass. His home address is:

1126 N. Fales St
Chicago, Illinois

4. Referring to paragraph 2a, based on the action, these
objects were not practicing evasive tactics but either faded
from view as indicated on sketches #1 and #4 or disappeared
into the normal ground clutter as indicated on sketches #2
and #3.

5. In the future, where possible, this type of
this nature will be reported in the usual manner by TAF and
a follow-up report made with sketches and pictures included.

EDWARD W. CARLBS
Capt in, USAF
Intelligence Officer

6. Incls:

1. WFI
 - a. Sketch FBI scope
 - b. Map case key
 - c. Statement W/Sgt Boerngen
 - d. Statement S/Sgt Cholette
2. FBI
 - a. Sketch FBI scope
 - b. Map case key
3. FBI
 - a. Sketch FBI scope
 - b. Map case key
4. FI
 - a. Sketch FBI scope
 - b. Map case key
 - c. Statement W/Sgt Boerngen
5. FBI

Referring to our
message 021515Z.

1. Date of sighting - 1 November 1948.
2. Time of sighting - 2145Z.
3. Where sighted:
 - a. Ground
 - (1) Moose Bay, Labrador
 - (2) On a bearing of 123° from the station, approximately 3 3/4 miles out.
4. Number of objects - one.
5. Distance of object from observer - approximately 3 3/4 miles.
 - a, b and c - could not be determined.
6. Time in sight - 4 minutes and 7 seconds, timed by a stop watch.
7. Appearance of object - Size of object as it appeared on the FPI scope was too small to be an aircraft and too large to be a bird.
8. Direction of flight - 249°.
9. Tactics or maneuvers - supposedly travelled in a straight line.
10. Evidence of exhaust - None visible.
11. Effect on clouds - None visible.
12. Lights - one visible.
13. Support - None visible.
14. Propulsion - None visible.
15. Control and stability - None visible.
16. Air ducts - None visible.
17. Speed - estimated at 60 MPH.

Page 2
21515Z

- 18. Sound - None
- 19. None
- 20. Manner of disappearance
 - a. Disappeared from scope.

OBSERVER

- 1. W/Sgt Francis H. Mills, AF 16134600.
- 2. Address at the time of sighting - 1932nd AAGS Sq, Goose Bay, Labrador, APO 677, New York.
Present address - 1126 N. Pulaski, Chicago, Ill.
- 3. Occupation - XO Operator
- 4. Place of business at the time of sighting - 1932nd AAGS Sq, Goose Bay, Labrador, APO 677, New York.
- 5. Hobbies - Not known because observer was not present at time of investigation.
- 6. Ability to determine
 - a. Color - Good.
 - b. Speed of moving objects - Good.
 - c. Size at distance - Good.
- 7. Reliability of observer - Good.
- 8. Notes relative to observer on
 - a. Sightings in general - Good
 - b. Observer noticed the object when it first appeared and began to move on scope.
- 9. Witnesses - not known since observer was not present for interview.
- 10. Character and intelligence of all persons interviewed - Excellent.

RADAR

1. Re radars now operating in ground.
 - a. Range - approximately 3 3/4 miles from the station.
Speed - estimated at 20 KPH.
Altitude - could not be determined.
Size - at first observation the object appeared to be the same size as an aircraft. When it disappeared from the 7 1/2 mile scope it appeared too small to be an aircraft or too large to be a bird.
 - b. Object did not turn.

TEMP

1. Teletype sequences of local weather conditions.

November 1, 1948

- 1720Z - Hi h scattered cir, lower scattered cum at 3,500 ft, visibility 30 miles, pres 1021.4 millibars, temperature 36 degrees F, dew point 23 degrees F, wind NW 10 MPH.
- 1820Z - Hi h scattered cir, lower scattered cum at 3,500 ft, visibility 30 miles, pressure 1021.0 millibars, temperature 36 degrees F, dew point 26 degrees F, wind NW 11 MPH.
- 1920Z - Clear 30 miles, pressure 1020.9 millibars, temperature 35 degrees F, dew point 25 degrees F, wind NW 10 MPH.
- 2020Z - 6,000 scattered, visibility 30 miles, pressure 1021.5 millibars, temperature 32 degrees F, dew point 21 degrees F, wind WNW 11 MPH. Alto C U .1.
- 2120Z - 6,000 scattered visibility 30 miles, pressure 1021.6 millibars, temperature 29 degrees F, dew point 16 degrees F, wind W 6 MPH. Alto C U .4/10.

2. Winds aloft report.

November 1, 1948

2100Z

| Surface | 990 degrees | g | KPH |
|---------|-------------|----|-----|
| 1,000' | 300 | 15 | " |
| 2,000' | 300 | 14 | " |
| 3,000' | 310 | 14 | " |
| 4,000' | 320 | 15 | " |
| 5,000' | 360 | 18 | " |
| 6,000' | 410 | 22 | " |
| 7,000' | 020 | 22 | " |
| 8,000' | 020 | 26 | " |
| 9,000' | 020 | 34 | " |
| 10,000' | 020 | 40 | " |
| 12,000' | 030 | 39 | " |
| 14,000' | 030 | 47 | " |
| 16,000' | 040 | 52 | " |
| 18,000' | 040 | 50 | " |
| 20,000' | 050 | 44 | " |
| 25,000' | 050 | 55 | " |

3. Both USAF and PCAF operations were checked and there were no aircraft in the area at the time of observation.

4. Releases of testing devices by weather ship this station, are as follows:

| Date | Time Run Taken | Height in Meters |
|-------|----------------|------------------|
| Nov 1 | 0300Z Rewin | 10,630 |
| Nov 1 | 0500Z Rewin | 5,590 |
| Nov 1 | 1500Z Rewin | 14,240 |
| Nov 1 | 2100Z Rewin | 14,740 |

5. It is not known if object contacted earth.

6. It is not known if object came sufficiently near other aircraft or known objects to check for possible radioactivity.

7. It was not possible to plot on a sketch of TPI scope or on map of base.

8. Statement could not be secured as observer has been transferred to Separation Point.

9. It is not possible to obtain fragments or physical evidence of object.

SECURITY

AIR MATERIAL COMMAND - AIRCRAFT - AF BASE
LACMA, D. I.

101-100-1/001/dw

Report for Investigation

TO: Chief of Staff,
United States Air Force
Washington 25, D. C.
ADMA - AF 18

FROM: Commanding Officer
United States Air Force
AF 18
New York, New York

1. Reference is made to the following messages: 001, 0119300,
01 000, and 012000 from AF Base Bay, LaRaine, reporting several
cases of sightings of unidentified aerial objects. It is suggested
source Base Intelligence Officer be directed to initiate an immediate
investigation of the reported sightings.

2. Pertinent information relative to the above objects is
desired as follows:

A. Are objects apparently practicing evasive tactics
when it disappears from the scope of the display, or was it running
into normal or high times affecting appearances of all aircraft?

Five copies of Essential Elements of Information form are attached
as an aid to the interviewing officer in obtaining the desired information.

1-73352

SECRET

SECRET

AND

Subject: Request for investigation

It is requested all pertinent material be forwarded to
Commanding General, Air Materiel Command, Wright-Patterson AF Base,
Dayton, Ohio, attention: AIC-12-3

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10-10-80 BY SP-10/STP

WAC
C. A. USAF
Office of Intelligence Department

01-14-3-12 (A-12)

1st ind

Dec 1948

Chief of the Air Force, c/o USAF, Washington, D. C.

Chief, Commanding Officer, 1st AF, Air Base Group, New York Land Base
Command, AIC-12, c/o Postmaster, New York, New York

1 ind:

1. 1

7-73352

SECRET

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. /

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2

I SECRET

AIR MATERIEL COMMAND

**331
ADJUTANT GENERAL'S OFFICE**

INCOMING MESSAGE

15 JAN 55

COPY No.

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This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 80-2

Accident # 14

CHAMBERS, INDIANA

0435 0456, 5TH Nov 48

126 RE 0 AMC

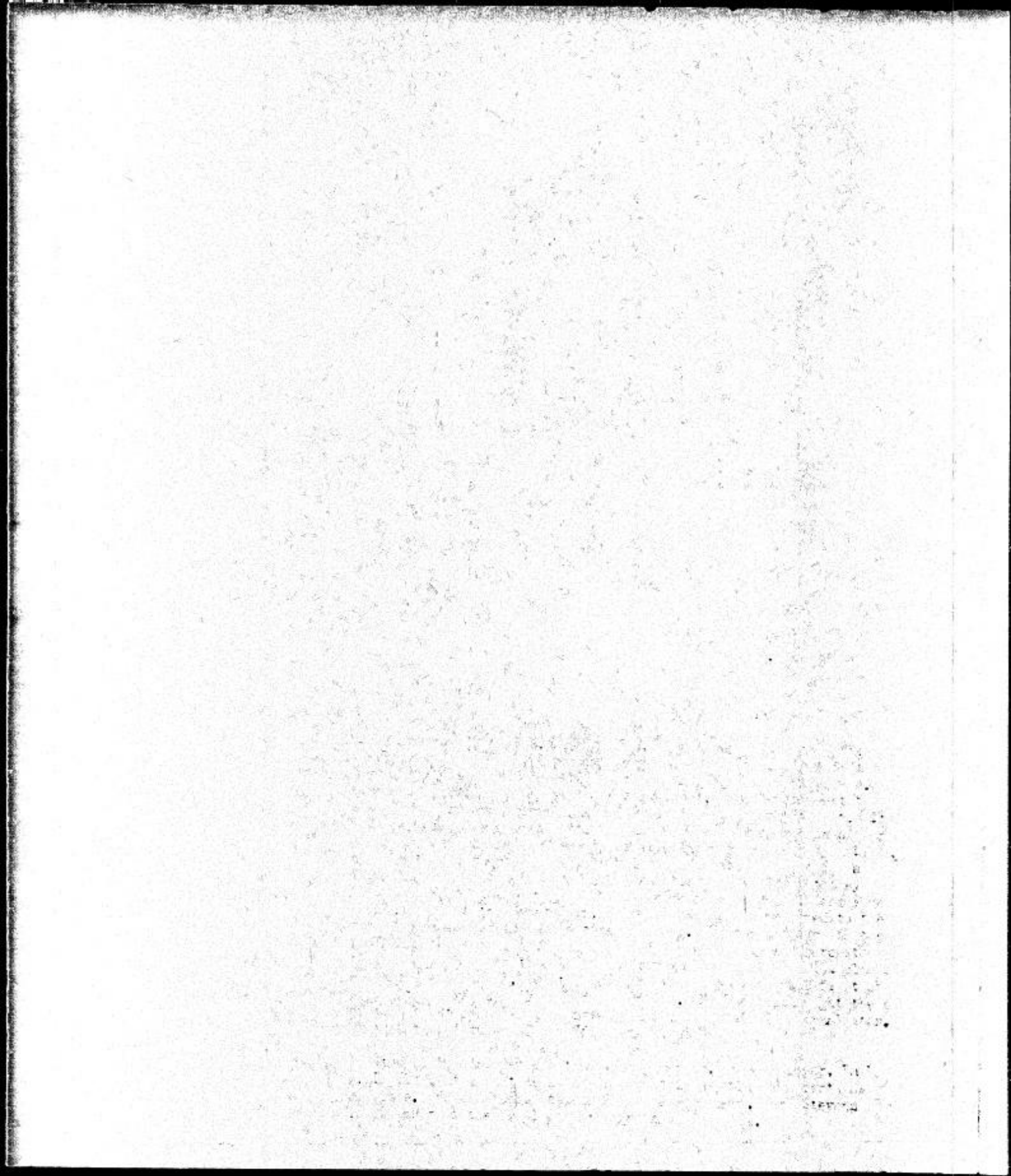
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Post Super Officer

6 Nov 48

8 Nov 48

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5 Nov

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Page 107

1. 2011 - 2012

2. 2012 - 2013

3. 2013 - 2014

4. 2014 - 2015

5. 2015 - 2016

6. 2016 - 2017



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BRIGHT NEW COMET

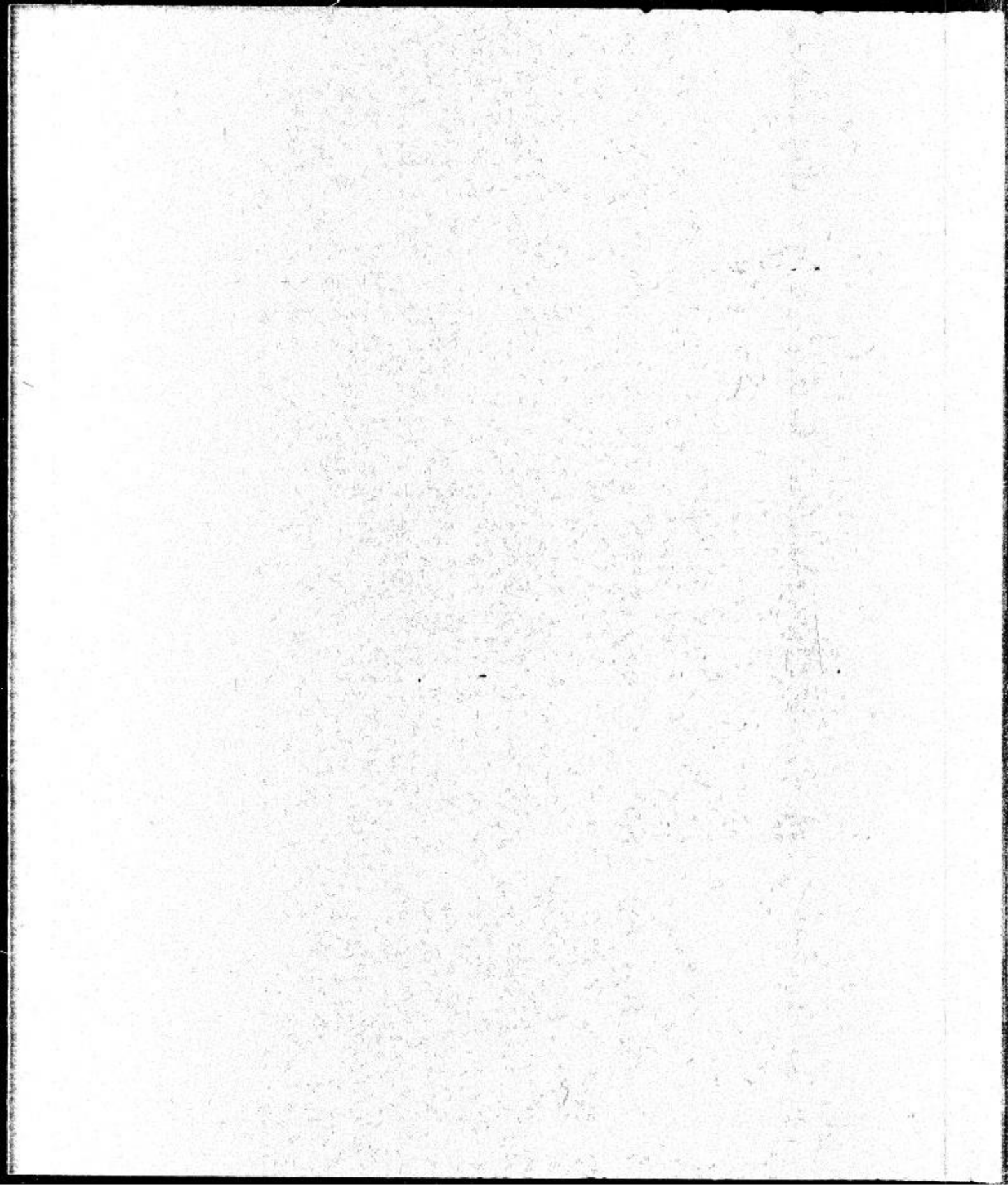
It has a tail extending for 15 million miles

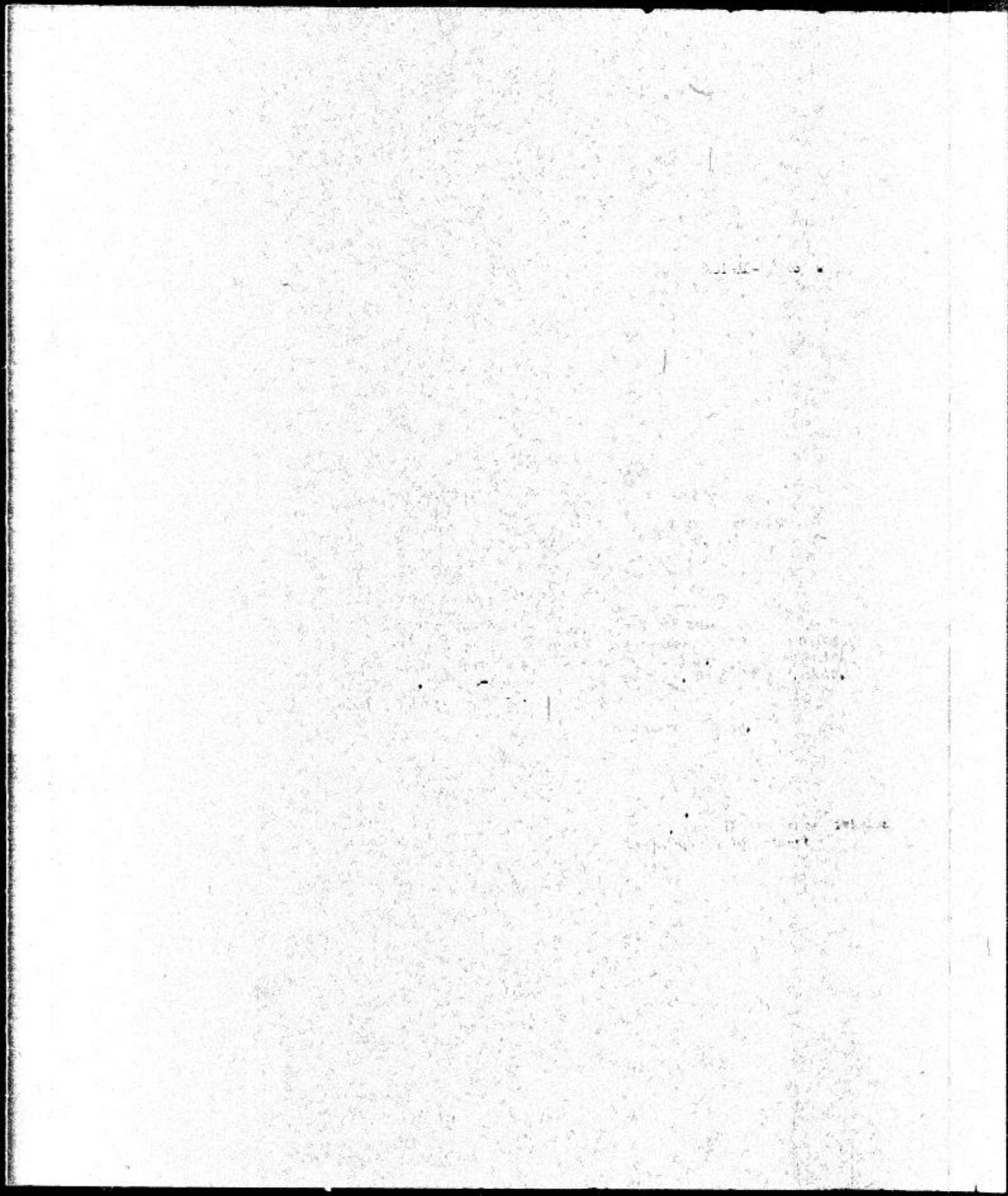


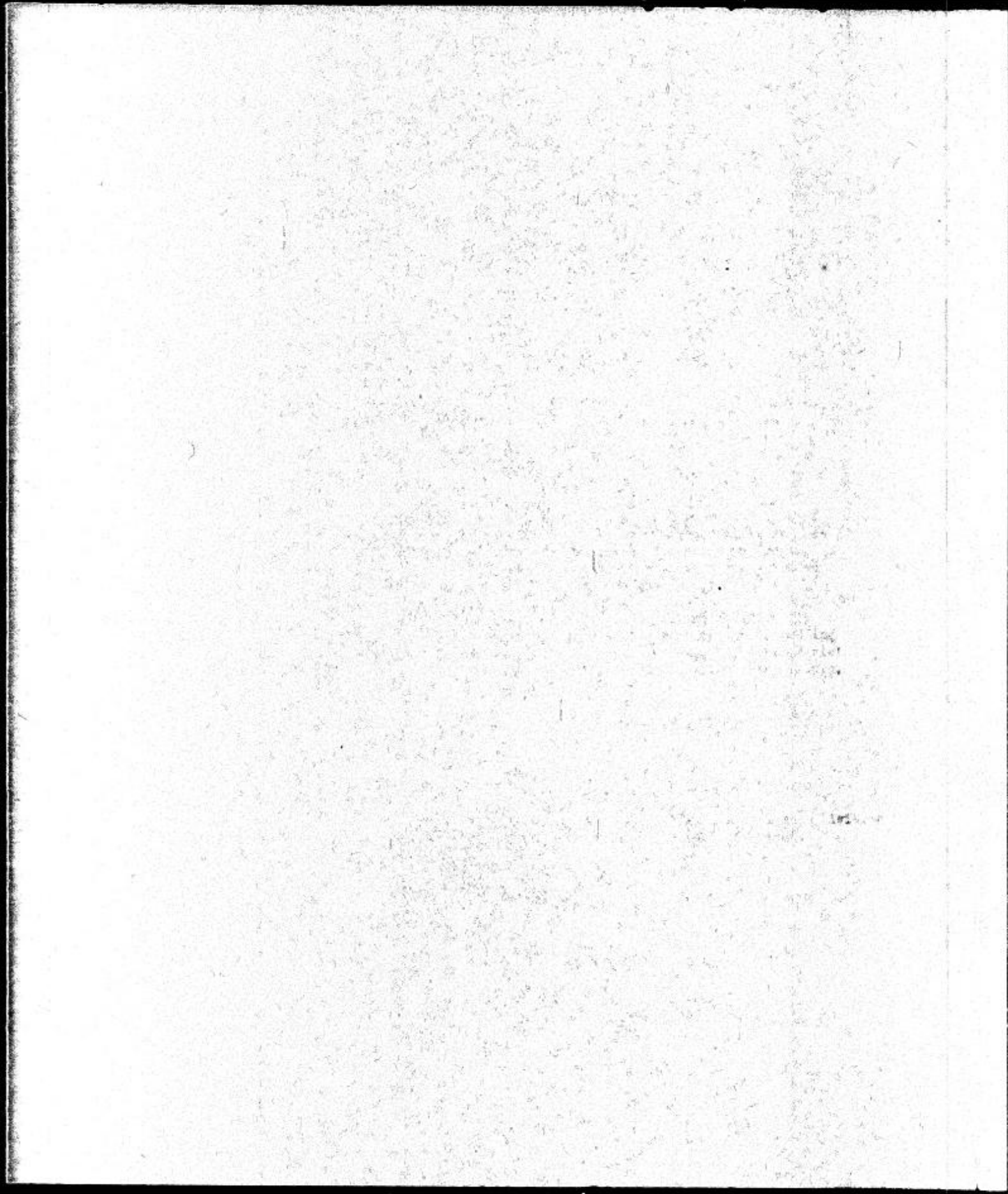
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NEW YORK

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1. The first of these is the fact that the
the United States is a free country.
the United States is a free country.

2. The second of these is the fact that the
the United States is a free country.
the United States is a free country.

3. The third of these is the fact that the
the United States is a free country.
the United States is a free country.

4. The fourth of these is the fact that the
the United States is a free country.
the United States is a free country.

Sincerely,
[Signature]

John F. Kennedy
President of the United States

Sincerely yours,

W. L. J.
Intelligence Division
Intelligence Department

Office Memorandum • UNITED STATES GOVERNMENT

CIA

THE PALLADIUM-ITEM

RICHMOND, INDIANA

6

THE PALLADIUM-ITEM

RICHMOND, INDIANA

**Strange Glow In Eastern Sky
Attracts Notice; Picture Taken**

PHOTOGRAPH BY [illegible]



Incident # 117

MOI 6-

MCIAIO-3/ERS/aw

Mr. Paul Ingels
City Editor
Indianapolis
Indianapolis, Indiana

Re: Incident 17

Mr. Ingels:

We have it on the report of a representative of
your office dated October 1948. It is the na-
ture of this request that we have appreciation for the
fact that you have not only accepted the request but
also furnished the necessary information.

We are interested in all reports of unidentified fly-
ing objects and encourage your future cooperation in sending
pertinent information to Colonel J. G. S. and Material
Command, Wright-Patterson Air Force Base, Dayton, Ohio,
attention: [redacted].

Sincerely yours,

W. CLINGMAN
Colonel, USAF
Chief, Secret Intelligence Division
Intelligence Department

2014-1

2014-1/15/14

Mr. J. Edgar
City Editor
Palm Beach
Palm Beach, Indiana

Dear Mr. Editor:

Reference is made to your

reference to the fact that I am representative of
the military and naval forces of the United States
in this country. I am glad to see that you are
interested in the work of the military and naval
forces of the United States in this country.

I am glad to see that you are interested in the
work of the military and naval forces of the United
States in this country. I am glad to see that you
are interested in the work of the military and naval
forces of the United States in this country.

Sincerely,
J. Edgar

Colonel,
Palm Beach
Palm Beach, Indiana

CI 4-3/73/44

CI 4-3

Mr. E. Stevens
30 North 11th Street
Richmond, Indiana

Dear Sir:

Reference is made to the visit of Capt. E. W. Smelser, MC,
Air Materiel Command, 21 November 1954, to the collection item,
Richmond, Indiana. Your further cooperation is requested in fur-
nishing the following information:

1. What type of camera was used?
2. What type of lens was used with the camera?
3. What was the duration of the first exposure?
4. What was the duration of the second exposure?
5. What time interval elapsed between the first and second exposure?
6. Was the negative showing the greater order of magnitude the first or second exposure?
7. How was the film processed?
8. Which cloud level appeared first - the top or lower cloud layer?
9. When the object was visible, was the upper layer of clouds above the object, and did the lower level then obscure it?

Please direct your reply by earliest date to Commanding General,
Air Materiel Command, Wright-Patterson Air Force Base, Wright Field,
Ohio, attention: MCI-AC-3.

Sincerely yours,

V. R. CLINGMAN
Colonel, USAF
Chief, Tech. Intelligence Division
Intelligence Department

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Please direct your reply by earliest date to Commanding General,
Air Materiel Command, Wright-Patterson Air Force Base, Wright Field,
Ohio, attention: MCI 3D-3.

Sincerely yours,

A. C. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

Office Memorandum • UNITED STATES GOVERNMENT

INCIDENT #197

TO : Major Michael J. MacIntyre

1. ABE/CLA/jrs

DATE: 8 November 61

FROM : 1A35-13

SUBJECT: 3A Parachute Flares

1. Reference is made to the attached regarding subject item this date.

2. Investigation conducted by this office has revealed that, as previously stated, the approximate burn time of 3A Parachute Flares never exceeds 3 to 4 minutes and the flares are not generally used for a burning time of more than three minutes. There is, however, a low altitude flare that consists of several three-minute flares as described together which is used behind an aircraft to indicate its position and, therefore, is intended to burn one at a time in order to facilitate identification of aircraft practices.

3. Attached are, for information, a list of all standard 3A Parachute Flares. It is suggested that the paragraphs in this report, which are enclosed for information, be used as a guide for comparison of results.

4. This report was prepared from the report, dated 11 October 61, of the

CAA CB
11-1-61

THE PALLADIUM-ITEM

RICHMOND, INDIANA

6, 1941

See item

OUT

OUT

OUT

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197

THE PALLADIUM-ITEM

RICHMOND INDIANA

Real - sugar

Strange Glow In Eastern Sky
Attracts Notice; Picture Taken

KUWAIT, ADIYAN



Incident # 197

Incident # 198

INCIDENT SUMMARY

Incident No. 198

1. Date and Time of Observation: 6 Nov 1948 1157 hrs
2. Where Sighted: Immediately above Radar site at Wakkanai, Japan
3. Observer's Position: Ground - operating radar scope
1. 2nd ground, min. control tower, etc.
4. Name and Grade of Observer: N/S
5. Conditions seen on horizon: Rainscope over top
6. Attention Attracted by: Blip on the radar scope
7. Number of (1, etc.) seen: Target at first appeared as single craft and at times as 2 aircraft
8. Nature of (1, etc.): normal for aircraft on radar scope
9. Color of (1, etc.): N/S (Object was not observed visually at any time)
10. Shape (outline of (1, etc.)) N/S
11. Direction of (1, etc.): N/S
12. Altitude of (1, etc.): Unknown
13. Estimated distance of (1, etc.) from (1, etc.): 0-20 not be estimated
14. Estimated speed of (1, etc.): Varying - from 100 miles to 200 miles per hour
15. Time in (1, etc.): Circled radar site continuously for one hour and 5 minutes
16. Remarks: Target at times gave impression of 2 fighter aircraft dog-fighting. Continuously changed course.
17. Direction of (1, etc.): Circling
18. Appearance of (1, etc.): N/S
19. Effect on (1, etc.): N/S
20. Exact or Approximate (1, etc.): N/S
21. Number of (1, etc.): N/S
22. Nature of (1, etc.): Low & high cloud formation forming very dense overcast of unknown height.
23. Remarks: Blip at times appeared single and at times gave appearance of 2 aircraft in vicinity
24. Summary of Incident: (over)
(See attached page)

*Multiple copies
sent to
Wakkanai*

Target appeared in ground clutter area during a fire period of observation. Target was not observed in clutter area. It was not observed visually at any time. At times the target appeared as a glint and at another time as a single aircraft. Saw impression of fighter or dog-fighting. Estimated to be Soviet aircraft conducting close, low-level distance mission. Target is a Soviet "Ferry" and the target was reported to have held a course of 100 degrees since the time of first sighting. The target was normal for a glint. The identifier aircraft (within 100 mile radius) was not observed for the first five minutes of the radar site report. At 1000 hours, 1000 hours aircraft was in the vicinity. Weather conditions were a visual observation.

CSAF ITEM 4 (SECRET)

MCIAIO-3 FROM OFNR

SECRET

REFER ITEM 1, AHC OF 14 DEC TT.
RECORDS THIS HQ INDICATE AT 3827 WAS
LIST OF QUESTIONS RE UNIDENTIFIED A/C
SIGHTING OVER VAKKANAI, 6 NOV 48,
FORWARDED TO FEAF AS AFOIN 53417. DETAILS
OF REPLY, WHICH WERE INADVERTANTLY
OMITTED ON CSAF-4, 30 DEC, WERE
TRANSMITTED IN FULL ON MORNING
TECHNICAL TELCON OF 2 DEC TT
NR 164.

YOUR LETTER HAS BEEN FORWARDED
TO FEAF AS A-3063
END CSAF ITEM 4 (SECRET)

T-4815

12/1/48 and 12/1/48

JEP SUPVR JEPAL
RDO TELETYPE CONFERENCE CE 14A 16Z
FM CG AMC WRIGHT PAT F B-52 CHIC 141900Z
TO USAF WASH 25 D C
SUBJECT REGULAR A-2 CONFERENCE
CLASSIFICATION BY ITEMS
PRESENT HERE

MR COLEMAN

END OF MEETING

ITEM 1 AMC / SECRET /
OTHER FROM MCIAAC-3
REF CSAF7 OF 7 DEC 48 AND A-3869.
CANNOT CONCUR. OUR LETTER OF 9 NOV SUBJECTS
REQUEST FOR INVESTIGATION, REFERS TO A MATTER
OTHER THAN THAT WITH WHICH FEAT CABLE NR 1267
OPS 24 NOV 48 EVIDENTLY IS CONCERNED
CSAF-4 OF 30 NOV 48 CG, FEAT, IS IN
RESPONSE TO AT 3827, 14 NOV 48. AT-3837, 14
NOV 48 WAS INITIATED BY THIS SECTION, NOT AIRCRAFT
SECTION. AT 3827 WAS A MESSAGE TO COMPTROLLER
HQ USAF. AT 3837 IS NOT CONCERNED WITH
THE SAME MATTER AS THE LETTER OF 9 NOV
REFERRED TO ABOVE. NO RECORD OF FEAT CABLE NR 1267,
24 NOV 48 CAN BE FOUND HERE. NOW WAS
CABLE RELAYED TO THIS COMMAND AND WENT??

END ITEM 1 AMC / SECRET /

SECRET

14 NOV 48
Hq USAF
1100
1100

T-84242

CSAF ITEM 10 / S E C R E T /

MCIAKO-3 FROM OFNET

REFER CABLE AT 3827 15 NOV ON A/C

SIGHTING AT WAKKANAI CABLE NO A-1228

A-2 FEAF 28 NOV STATES - EFFORTS ARE

BEING MADE TO OBTAIN ANSWERS TO YOUR

QUESTIONS. RESULTS WILL BE FORWARDED

YOUR HQ IMMEDIATELY UPON RECEIPT HERE.

END CSAF ITEM 10 / S E C R E T /

SECRET

11/30

T-79613
198

198

CSAF 1 SECRET
MCLATO-3 FROM OTHER

SECRET

NO ACTION BEING TAKEN HERE ON LTR 9 NOV
SUBJ: REQUEST FOR INVESTIGATION, IN VIEW OF
RECEIPT OF FEAF CABLE NO 1267 OPS 24 NOV GIVING
URGENT INFO. DO YOU CONSIDER REFERENCE IS
TO RADAR SIGHTING. RPTED A-3000 IN REPLY.

END 1 SECRET

AT 3437

T Dec 48

12/7

invid 198

T-81932
#183

SECRET

CONFERENCE 1-9 7 Dec 1948

Warming to us

CONFIDENTIAL

FOLLOWING INFO RECEIVED BY A FEW BY TELEPHONE IN RESPONSE TO ONE
REQUEST FOR IDENTIFYING INFO FOR SELF CONCLUSION THAT UNIDENTIFIED
AIRCRAFT OVER WASHINGTON ON 1 DECEMBER 1948. A SOVIET FIGHTER JET CRUISED
PACIFIC FOR CONCLUSION UNIDENTIFIED CRUISE OVER WASHINGTON WAS SOVIET
AIRCRAFT CONTINUING WITH HIS SECONDARY MISSION. WHICH FOLLOWS:

- (1) UNIDENTIFIED CRUISE WAS OBSERVED TO HAVE A SPEED OF
240 KNOTS, AND, THEREFORE, WAS ESTIMATED TO BE AN AIRCRAFT.
- (2) SIZE OF PLANE ON RADAR 30.7 WAS IDENTIFIED AS AIRCRAFT.
- (3) WEATHER CONDITIONS PREVENTED VISUAL OBSERVATION.
- (4) NO IDENTIFIED AIRCRAFT 40 IN THE VIEW.
- (5) UNIDENTIFIED AIRCRAFT IN LINE (1) IN LINE CONTINUOUSLY
OVER THE LINE AND FIVE MINUTES CONTINUED AROUND RADAR SITE
IN LINE AT WASHINGTON.

THIS INFORMATION OF THE DEPT. OF DEFENSE AS A SOVIET
AIRCRAFT IN THE CONFIDENTIAL INFORMATION.

CONFIDENTIAL

SECRET

ROUTING AND RECO

SECRET

AIR 3 FETRIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized lines printed to designate address and address.

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

Number all comments consecutively.

Note: Wording signal at lower left of form. Enclosing cover is sufficient only for proper spacing of typewritten signatures.

Separate comments by horizontal lines across page.

Use entire width of sheet, both sides.

SUBJECT: Re Makkanai Sighting

TO: MCIAXF

FROM: MCIAXD-3

DATE: 11-15-48

COMMENT NO. 1.

Attn: Mr. Clane

1. Reference is made to TMI from Commanding General, Far Eastern Air Force, 8 November 1948. See attached inclosure.

2. It is requested that the reporting agency be contacted through the most expeditious channels to obtain the following additional information:

a. At first radar reading of target aircraft, what was its altitude, azimuth, speed and heading?

b. Did readings vary as target approached station - were radar evasion tactics employed?

c. Size of blip on scope in comparison to that of known aircraft.

d. Did target enter station ground clutter area?

e. After leaving station ground clutter area was target again observed? What was altitude, azimuth, speed and heading of target while departing, and at what range was target lost?

f. Was aircraft observed visually or heard at any time? If so, what were details, (configurations) of aircraft.

g. Teletype sequences of local weather and winds aloft report at time of radar detection.

h. List of known aircraft or testing devices aloft in the vicinity at the time. Check of all local military installations.

i. Any further information that may seem helpful in determining type of aircraft, its mission and whether its origin is foreign or domestic.

1 Incl

1. Cy teletype

C. L. Griffith
C. L. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

HMS/aw
HMS/aw
6-5310
Bldg 288

SECRET

2-7574-3 199

TO: MAYAGUAY

FROM:

~~SECRET~~

DATE: 10 Nov 48

COMMENT NO. 2

The Commanding General, Far Eastern Air Force was requested 10 November 1948 to
provide to this Command the information outlined in Comment #1.

Chubb
W. L. BRZE
Chief, Foreign Liaison Section
Technical Intelligence Division
Intelligence Department

(1)
130 v.
J-1
P 2030
E.O. 12812

(DO NOT WRITE BELOW THIS LINE)

SECRET

RA 39

SLC 27

~~PP-150 AUGO MAIL~~

PP-028

PP JERAB

1948 NOV 3 19 38

FM UAPLA 16B/CG FEAF 060230Z

TO OXIM UAPBC/CINCPAC

INFO JEQTL/CSAF

JEDRA B/CG ANC

AF GRNC

~~/S E C R E T/CITE AX ONE ZERO NINE SIX OPNS-2 PD~~

SUBJECT IS UNIDENTIFIED AIRCRAFT PD AT ONE ONE FIVE SEVEN HRS ON SIX NOVEMBER AN UNIDENTIFIED AIRCRAFT WAS DETECTED AT FOUR FIVE DEGREES TWO FIVE MINUTES NORTH ONE FOUR ONE DEGREES THREE THREE MINUTES EAST PD SUBJECT AIRCRAFT CIRCLED AT AN UNKNOWN ALTITUDE CONTINUOUSLY FOR ONE HOUR FIVE MINUTES IMMEDIATELY ABOVE RADAR SITE LOCATED AT HAKANAI PD NO INTERCEPTION WAS ATTEMPTED DUE TO ADVERSE WEATHER PD UNIDENTIFIED AIRCRAFT IS EVALUATED AS SOVIET AIRCRAFT CONDUCTING ELECTRONIC RECONNAISSANCE MISSION PD

CFM OPMS-2

REV/0926Z NOV

~~Secret~~

1- Mr. C. H. [unclear]

2-inc 1 1/2

4. mca 922021.

T-70274

Incident # 198

Incident # 199

30 Oct 1946

24 Nov 1946

1430 PST

10 miles west (off coast) and 15 miles north of
 Grays Harbor, Washington. $47^{\circ} 20-1/2' N$ $124^{\circ} 42' W$
 Air at 8,000 ft from F-52 aircraft on northerly
 course. Speed of aircraft: 240 MPH

Unknown but thought to be from 10 to 20

Could not be determined

At first appeared then yellow then changed to white

Undetermined but thought they were egg-shaped

Approximately 8,000 ft

NW to observer, then E, then NE from observer
 at which time they disappeared

Could not be estimated but at all times too far
 away for observer to distinguish what they were

First on a westerly course for about 17
 seconds, then changed to a northerly course and disappeared
 20 seconds

Could not be estimated

None

No evidence of exhaust

No lights - no outstanding reflection

Could not be determined

Horizontal flight with no apparent change of altitude
 Did not appear to try to escape

Seemed to dissolve - didn't go far enough to
 fade from view

N/S

Appeared translucent. Ground
 radar in operation but did not pick up any unidentified targets
 5 mile visibility - fog

Lt Kuzman, 318th All Wea Fighter Sq, 325th
Fighter Op, McCord AFB, Washington

Lt Kuzman is a trained observer

When Lt Kuzman saw the objects they appeared as a very small compact group. At that time they were at 10:00 o'clock position. Later, at a 1:00 o'clock position they seemed to string out to an in-line formation. At first Kuzman could not identify anything. At the time there were clouds up and down the coast but none in the observer's vicinity. The first color Kuzman noticed was yellow. At 1:00 position the color appeared white. At that time Kuzman thought they were seagulls. Number was thought to be from 10 to 20. At no time did Kuzman identify any object. He saw something and mentioned it to MAJ MORPIS, the pilot, who was fairly busy at the time and didn't see the objects. Objects came around to a 3:00 o'clock position in approximately the same type formation. They then appeared white in color. Objects then made a turn back to a 2:30 position, paralleling the course of the F-62 and then faded much as an exhaust fume from an airplane would. At first the object appeared yellow then changed to white. The shape, too, seemed to change slightly. He thought that they looked egg-shaped. Part of the time they appeared rather translucent, that is, immediately before disappearance. (In this respect it is noted out that there was fog and smoke in the vicinity according to weather reports for the vicinity of Grays Harbor) No estimation could be made to size. Objects disappeared on a northerly course. No evidence of aggressive or evasive tactics. Speed could not be estimated other than that they were "fast moving" objects.

NOTE: There seems to be some discrepancy in direction the objects were taking, in the several reports submitted.

File No. 24-3

19 January 1948

SUBJECT: Project "SIGN"
SPECIAL INQUIRY

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

ATTN: MCIAKD-3

1. Forwarded herewith is a closed report of investigation by Special Agent DONALD C. HILBERT, this district, 6 January 1948, for your information and necessary action.
2. Request this headquarters be informed of the results of any action taken.

1 Incl:

1. Rpt of S/A HILBERT
dtd 6 Jan 48 (Sup)

G. C. BARTMAN
Captain, USAF
Acting District Commander

CONFIDENTIAL

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

| | |
|---|---|
| TITLE | FILE NO |
| Project "SIOW" | 24-2 |
| Unidentified flying objects seen by
Lt ROBT. L. KUEHNEN, Radar Observer,
during flying mission, on 20 Oct 48. | DATE
6 January 1949 |
| CHARACTER: | REPORT MADE AT:
DO J20, McChord AFB |
| SPECIAL INQUIRY | REPORT MADE BY:
DONALD C. HILDRUTH |
| REFERENCE: | PERIOD
20, 22 and 23 Dec 48 |
| | OFFICE OF ORIGIN
DO J20, McChord AFB |
| | STATUS:
CLOSED |

Report of Special Agent DONALD C. HILDRUTH, DO J20, McChord AFB, 6th 12 Dec 48.

SYNOPSIS:

Daily log of 608th AC&W Group, McChord AFB, contains entry concerning report that "flying saucer" had been observed by Lt "Kuehnemann", about 12 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. Investigation developed that the controlling station (CCI) of the flight of the F-48 aircraft on 20 Oct 48 was Pacific Beach, Washington, and not Beach Bay, Washington, as previously reported. Records at radar station, Pacific Beach, Wash., checked and there was no record of unidentified objects being observed on the radar during period in question. Commanding Officer at Pacific Beach stated that unidentified objects apparently were not picked up by radar, as they were not recorded as targets. F-48 Aircraft picked up on radar as Target No. 25. Records at McChord AFB indicate Aircraft No. 46450, departed this base at 1800 hours, 20 Oct 48, and returned at 1700 hours, 20 Oct 48. Position of F-48 Aircraft at approximate time of sighting of unidentified objects was plotted.

CLOSED

| | | |
|--|--|-----------|
| DISTRIBUTION: | ACTION COPY FORWARDED TO: | FILE MARK |
| CG, Air Materiel Command
Wright-Patterson AFB - 2 | CG, Air Materiel Command,
Wright-Patterson AFB | |
| ATTN: HRLAND-3
(action copy) | APPROVED:
<i>[Signature]</i>
C. C. HILDRUTH
Captain, USAF | |
| CGI, HQ
File - 2 | DISTRICT COMMANDER | |

AFCSI-Form 4

CONFIDENTIAL

Case file #24-3
EO #80, McChord AFB

DETAILS:

AT McCHORD AFB, WASHINGTON

1. On 20 December 48, an extract was made from the daily log of the 80th Aircraft Control and Warning Group, McChord AFB. The log stated: "Capt. HUNT called from McChord Field to report 'Flying Saucer' observed and reported there yesterday. Maj. Harris & Lt. Koenig (R/O) were flying on 20 Oct 1948. Lt. Koenig observed object about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. A/C was flying North, the object approached from the West, general W-E course. Single object at first, then broke up into about 25 pieces, about like birds but not the proper shape to be birds. Objects got in front of A/C went on to East and disappeared. No clouds." This entry was dated 21 October 1948 at 1500 hours.

2. In view of the above information, Major HARRIS was contacted and it was learned that the controlling station (G.C.I.) was Pacific Beach, Washington, and not Beach Bay, Washington, as reported in his (Major HARRIS) statement.

AT PACIFIC BEACH, WASHINGTON

3. On 26 December 48, the records maintained on 20 October 1948 by the Radar Station, Pacific Beach, Washington, were reviewed. The controller log indicated that this station contacted the F-52 aircraft at 1500 hours. The next entry on the log, at 1526 hours, indicated that the aircraft had radio contact with a boat. The succeeding entries were not relative to this case. The recorder's log showed time and locations of targets. The F-52 had been designated as target No. 23. An overlay was constructed on all targets recorded between 1400 hours and 1800 hours, on 20 October 1948. This overlay showed the location of target No. 23 (F-52) at the approximate time it. Koenig reported seeing the unidentified objects, as being 47 degrees, 20 1/2 minutes North, 124 degrees, 42 minutes West. No record of unidentified objects being observed on the radar during this period.

4. On 26 December 48, Captain GLENN E. PIPES, AO-807001, 80th Aircraft Control and Warning Group, Commanding Officer at Pacific Beach, Washington, was interviewed. Capt PIPES stated that he was controlling officer of radar on 20 October 1948. He stated that Sgt ALBERT R. ANDREWS and JAMES L. MILLER, JR. were making the recordings on the Controller Log that day. He also stated that he remembered giving the F-52 type aircraft a bearing to follow over the G.C.I. Station at Pacific Beach. Capt PIPES further stated that the unidentified objects apparently were not picked up by radar or they would have been recorded as a target. Capt PIPES stated that the 20th of October 1948 was a day at sea prior to Naval maneuvers and that the Navy had several aircraft operating in that area.

Case file #24-3
DO #80, McChord AFB

AT McCHORD AFB, WASHINGTON

5. On 28 December 48, Sgt ALBERT R. ANDREWS, AF-57268334, 625th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and a sworn statement was obtained. Sgt ANDREWS stated that on 30 October 48 he was on duty as Controller at Pacific Beach, Washington; that at about 1500 hours he received a call from the central station informing him that they were sending an aircraft to his station; that the aircraft was picked up on Radar and then Captain FIFES took over as Senior Controller. ANDREWS stated that to the best of his knowledge no unidentified objects were picked up on the Radar, moving at a great speed. (See statement of Sgt ALBERT R. ANDREWS, Inclosure #1.)

6. On 28 December 48, Sgt JAMES L. BULLOCK, AF-20918757, 625th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and a sworn statement was obtained. BULLOCK stated substantially the same as Sgt ANDREWS. (See statement of Sgt JAMES L. BULLOCK, Inclosure #2.)

7. On 28 December 48, the records maintained by the 318th Fighter Squadron, McChord AFB, Washington, were reviewed and revealed that Aircraft No. 7-42, 48850, with Major MORRIS as pilot and Lt. KUEHMAN as Observer, departed McChord AFB at 1500 hours on 30 October 48 and returned to McChord AFB at 1705 hours, 30 October 48, indicating an error of one hour in the statements of Major MORRIS and Lt. KUEHMAN.

INCLOSURES

1. Statement of Sgt ALBERT R. ANDREWS, dated 28 Dec 48
2. Statement of Sgt JAMES L. BULLOCK, dated 28 Dec 48

CLOSED

Statement taken by:

DONALD C. HILBRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
28 December 1948

Statement of ALBERT R. ANDREWS Sgt AF-5740884
(Name & Grade) (ASN)

636th Aircraft Control and Warning Squadron, McChord AFB, Washington.
(Organization)

My name is Sgt ALBERT R. ANDREWS. I was born on the 26th day of June 1917, at Buffalo, Missouri. I enlisted in the United States Air Force on the 9th day of September 1947, at Buffalo, Missouri.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILBRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 20, 1948, I, Sgt ALBERT ANDREWS, went on duty as Controller at Pacific Beach, Washington, at 0800 hours, and was relieved by Sgt BULLOCK at 1600 hours. At somewhere around 1300 hours I received a call from Control Station telling me that they were sending an aircraft to our station. We picked him up on our Radar and then Capt. PIPES took over as Senior Controller. I think that Capt. PIPES gave him a new Vector at about or near 1600 hours to bring the plane back over our station.

To the best of my knowledge, no unidentified objects were picked up on our Radar moving at a great speed.

I have read the foregoing statement, which consists of this one page, know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPOSEMENT SAVERE NOT.

Sworn to and subscribed before me
this 28th day of December 1948

E. E. Ruttler
J. E. RUTTLER
Captain, USAF
Summary Court Officer

Albert R. Andrews
Sgt. AF 37368384

Statement taken by:

DONALD C. HILBRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
28th December 1948

Statement of JAMES L. BULLOCK, JR. Sgt. AF-33618757
(Name and Grade) (AKA)

633th Aircraft Control and Warning Sq., McChord AFB, Washington
(Organization)

My name is Sgt. JAMES L. BULLOCK, JR. I was born on the 7th day of November 1919, at Los Angeles, California. I enlisted in the United States Air Force on the 23rd day of June 1948, at Pittsburgh, Pennsylvania.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILBRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 30, 1948, my shift was on duty during the day and an aircraft was assigned to us for a mission, but before it arrived my shift went to show. During that day we had quite a number of ships and a few aircraft, so Control Station told us they would send us an a/c for practice interceptions. Captain PIPES was to control the a/c upon being picked up by our Radar Scope.

To the best of my knowledge, no unidentified objects moving at a high rate of speed were picked up by our Radar.

I have read the foregoing statement, which consists of this one page, know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER I PROMISE SAYETH NOT.

Sworn to and subscribed before me
this 28th day of December 1948.

J. R. Kuttler
J. R. KUTTLE
Captain, USAF
Summary Court Officer

James L. Bullock, Jr.
AF-209187

ENCLOSURE #2

CONFIDENTIAL

HEADQUARTERS 20TH DISTRICT
OFFICE OF SPECIAL INVESTIGATIONS. (IG)
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, WASHINGTON

File No. 24-3

17 December 1948

SUBJECT: Project "SIGN"
Unidentified Flying Objects
SPECIAL INQUIRY

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

ATTN: MIAHQ-3

1. Forwarded herewith is a pending report of investigation by Special Agent DONALD C. HILDETH, this district, dated 16 December 1948, for your information and necessary action.

2. This is an initial report and no present action is recommended. The investigation is continuing in this district. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl:
1-Rpt of S/A HILDETH
dtd 16 Dec 48 (dup)

MATTHEW THOMPSON
Lt Col., USAF
District Commander

CONFIDENTIAL

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

| | |
|------------------------|-------------------------------------|
| TITLE: | FILE NO. |
| Project "STOW" | 84-3 |
| | DATE: |
| | 18 December 48 |
| | REPORT MADE AT: |
| | HQ 480, Wright-Patterson AFB |
| | REPORT MADE BY: |
| | DONALD C. ELLIOTT |
| | PERIOD: |
| | 24 Nov. 7 - 10 Dec 48 |
| CHARACTER: | OFFICE OF ORIGIN: |
| | HQ 480, Wright-Patterson AFB |
| SPECIAL INQUIRY | STATUS: |
| | PENDING |

REFERENCE

Ltr fr Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, 10 Nov 48.

SYNOPSIS

Investigation initiated by Dist Commander, HQ 480, on receipt of letter from Hq AMC, Wright-Patterson AFB, Dayton, Ohio, requesting investigation of flying objects seen by 1st ROBERT L. KUHMAN, Radar Observer, 31st Fighter Sq, on 30 Oct 48, while on controlled mission. Investigation disclosed Lt KUHMAN saw formation of unidentified objects flying in easterly, then northerly direction, at approximately 8,000 feet, approximately 18 miles N. E. of Grays Harbor, Wash., ten miles off the coast. Could give no description as to size, shape, etc. Pilot Major NORMAN W. MURKIN did not see objects, but stated Lt KUHMAN is trained observer. Statements obtained from both Lt KUHMAN and Major MURKIN. Further investigation being conducted.

| | | |
|--|--|-------------------|
| DISTRIBUTION: | ACTION COPY FORWARDED TO: | FILE STAMP |
| CG, Air Materiel Command
Wright-Patterson AFB - 2 | CG, Air Materiel Command,
Wright-Patterson AFB | |
| Attn: WFLAD-3
(action copy) | APPROVED: | |
| OSI, Hq - 2 |  | |
| File - 2 | MATTHEW THOMPSON
Lt Col, USAF
DISTRICT COMMANDER | |

Case file #24-3
DO #80, McChord AFB

DETAILS:

1. Investigation initiated by District Commander, DO #80, McChord AFB, Washington, on receipt of letter from Headquarters, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 November 48, subject "Project 'SIGN'", requesting investigation of an unidentified flying object allegedly seen by Major MORRIS and Lt. "KUEHNEL" of the 518th All Weather Fighter Squadron, McChord AFB, Washington, on or about 30 October 48 while on a controlled mission for the Air Defense Control Center, 634th Aircraft Control Squadron, Everett, Washington. (See Inclosure #1)

AT McCHORD AFB, WASHINGTON

2. On 24 November 48, 2nd Lt ROBERT L. KUEHNEL, AO-2087148, 518th Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Lt KUEHNEL stated that on 30 October 1948, at approximately 1430 hours, Pacific Standard Time, he saw a formation of unidentified objects, while on a flying mission approximately fifteen miles Northwest of Grays Harbor, Washington. Lt KUEHNEL stated that these objects were at approximately eight thousand (8,000) feet and travelling, apparently quite rapidly, in an Easterly, then Northerly direction. The objects were in Lt KUEHNEL's sight for approximately twenty (20) seconds, and he mentioned the matter to the pilot. Major MORRIS, who was fairly busy at that time and did not see the objects. Lt KUEHNEL stated that these objects first appeared yellow in color, changing to white, then disappeared; that the objects looked rather translucent immediately before disappearance. He could not give any description as to size, shape or other identifying data. (See statement of Lt KUEHNEL, Inclosure #2.)

3. On 7 December 48, Major HENRY WILLIAM MORRIS, AO-1009412, 518th Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Major MORRIS stated that on or about 30 October 48, Lt KUEHNEL and himself left McChord AFB at approximately 1600 hours on a special instrument flight controlled by the G.C.I. (608th Aircraft Control and Warning Group) at Bush Bay, Washington. He stated that their first interception proved to be a small freighter travelling South. He was given a bearing to follow for his second interception and just prior to reaching this location his Radar Observer, Lt KUEHNEL exclaimed over the interphone system that he saw a very fast-moving object in the air and asked Major MORRIS if he had observed it. Major MORRIS stated that he did not see anything and, inasmuch as they had reached the rendezvous of the interception and nothing was visible at that time, he radioed the Ground Control Station and asked if they had passed over their target. He received the reply, "Break it off. There is nothing there." Major MORRIS stated that the fact that the G. C. I. station had said that they did have a target out there and later on stated there was no target there, was the reason that he had allowed Lt KUEHNEL to report his observations. He stated that Lt KUEHNEL is a trained observer. (See statement of Major MORRIS, Inclosure #3.)

Case file #24-3
DO #20, McChord AFB

4. On 24 November 48, this agent determined, after reviewing the records maintained by Base Operations and the 33rd Military Flight Service Center, McChord AFB, that no United States military or Naval aircraft were flying in the general area mentioned by Lt KUHMAN, on 30 October 1948, between 1300 and 1600 hours.

5. On 24 November 48, 1st Lt JAMES F. OPLIGSCHLAGER, AO-752226, 3101st Weather Squadron, McChord AFB, was interviewed and the weather sequence was obtained for 30 October at 1515 hours, in the Grays Harbor area. This sequence is as follows:

AWN 210 ② ③ 5 FT 48/47 ↖ 15 T / 5 ④ 715 ⑤ HNS

The winds aloft report was indicated a fifteen (15) to twenty (20) Knot Velocity at 290° to 300° from eight thousand (8,000) feet to ten thousand (10,000) feet.

6. On 7 December 48, Major JAMES H. ROSE, AO-905580, S-3, 305th Aircraft Control and Warning Group, McChord AFB, was interviewed and a verbal statement obtained. Major ROSE stated that the Ground Control Station at Nash Bay, Washington, must have picked up some object on the Radar Scope and then lost it prior to Major MORRIS' aircraft arriving at the interception point. Major ROSE stated to this agent that he would cooperate to his utmost to determine if some object was picked up and lost at the time and date indicated by Major MORRIS and Lt KUHMAN.

7. This agent ascertained the following information relative to Radar Observer, Lt ROBERT L. KUHMAN: He is well thought of, both as to character and ability, in his organization. He appeared to be above average in intelligence. His perception as to color, superior; as to speed of moving objects, average; as to size at distance, excellent. His reliability, according to Major HOMER WILLIAM MORRIS, pilot, is excellent. His hobbies: Swimming, golfing, soft ball, and model railroad trains.

INCLOSURES

1. Copy of letter from Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 Nov 48
2. Statement of 2nd Lt ROBERT L. KUHMAN, dated 24 Nov 48
3. Statement of Major HOMER WILLIAM MORRIS, dated 7 Dec 48

PENDING

Case file #24-3
DO #20, McChord AFB

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 20, McCHORD AFB

AT McCHORD AFB AND REAR BAY, WASHINGTON

Determine if the objects seen by Lt KUNIMAN on 30 October 68, at approximately 1450 hours, were picked up by the Radar Scope at Rear Bay, Washington. Obtain all available information on the above, if positive.

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

MCIAAO-3

MCIAAO-3/INB/aw

SUBJECT: Project "SICP"

TO: Acting Agent in Charge
20th Air District (20)
Wichita Field
Tacoma, Washington

1. This Command is charged with the investigation of all reported sightings of unidentified flying objects and is authorized direct communication with all Air Force installations by Dept of the Air Force letter dated 6 February 1948, subj: "Reporting of Information on 'Flying Discs'".

2. Letter from the 634th Aircraft Control Squadron dated 1 Nov 1948 (see incl 1) reports that Wd Morris and Lieutenant Koonman, both of the 118th All Weather Fighter Sq, 325th Fighter Group, McChord Air Force Base, saw an unidentified flying object 30 October 1948 while on a controlled mission for the Air Defense Control Center, 634th Aircraft Control Squadron, 906th Aircraft Control and Warning Group, Everett, Washington.

3. It is requested that your office conduct an interview of all available witnesses to this incident. In this connection it is desired that the questions listed on the inclosed form "Essential Elements of Information" (see incl 2) be utilized by the interrogating officer. Attention is directed to items listed under "GENERAL" of the attached form. It is important that this information be obtained.

4. Personnel concerned should be advised of the confidential nature of this investigation. All publicity should be avoided.

5. Direct reply to Hq, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio, attn: MCIAAO-3.

FOR THE COMMANDING GENERAL:

2 Incls
1. Ltr # 634th
Aircraft Contr Sq
2. "SICP"

/s/ William J. Davitt, Lt Col USAF
for H. W. Volney
Colonel, USAF
Chief, Intelligence Department

A CONFIDENTIAL INFO COPY:

G. C. HARTMAN
Captain, USAF

INCLOSURE #1

Statement taken by:

John A. Albritton
SAC, Agent, OSI

STATEMENT

McChord Air Force Base, Washington
24 November 1948

Statement of Robert L. Eubank, 2nd Lt AC-2027143
(Name and Rank) (ASN)

119th Fighter Squadron
(Organization)

By name of Robert L. Eubank, 2nd Lt

Was born on the 12th day of June 1922 at Bellevue
Washington. I was commissioned in the United States Air Force on the
26th day of March 1948 at Hamilton Field, California.

I make the following statement after having read the 34th Article of War, which was read and explained to me by John A. Albritton, whom I know to be a Special Agent, Office of Special Investigations, OSI. No threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

Q. Sir John A. Albritton, at Eubank, I understand that on or about 30 October 1948 while on a flying mission, you sighted an unidentified flying object. Will you state the date and time you sighted this object--giving Local Time?

A. I think it was the 30th of October 1948, but I would have to look it up to be sure. We flew practically every day. It was some time in the afternoon. I would say it was just about 2200 hours local time (1400).

Q. What type of aircraft were you in, and what was the speed, altitude and direction of flight?

A. We were flying an F-62-F; speed at the time was approximately 240; our altitude was approximately 8,000 feet; our direction was Northerly.

Q. What was your distance and direction from a city, town or known landmark?

A. We were ten miles West--off the coast--and about fifteen miles North of Grays Harbor, Washington.

Q. What was the clock position of this object from your aircraft?

A. At the time of the initial sighting, it was 10:00 o'clock and they moved all the way around to 3:00 o'clock and disappeared just as they came back to 2:30.

RLK

Q. What was your latitude and longitude?

A. Unknown.

Q. How many objects were there?

A. That is unknown. It appeared to be a formation. When I first saw it at 11:00 o'clock position it looked like a very small compact group. Later, at 11:30 o'clock position, they seemed to string out to an in-line formation. At first I could not identify anything. At that time there were clouds all around the coast, but none in our immediate vicinity. The first color noticed was rather yellow. As they came to the 12:00 o'clock position, the color appeared white, and an in-line formation. At that time I thought they were sea gulls--from ten to twenty. At no time could I absolutely identify any object. I could see something and mentioned it to my pilot, who was fairly busy at the time and didn't see it. They came around to the 12:30 o'clock position in a wavy type formation--same color. Then at the 12:30 o'clock position they began to turn back to the 11:00 position, parallel with our course, in a line such as an exhaust line from an airplane would.

Q. What was the distance of the objects from you?

A. I could not tell the distance because of the fact that I did not know what size they were. But they were far enough away at all times that I could not distinguish them.

Q. Can you estimate the altitude?

A. I would estimate they were approximately the same altitude as we were.

Q. How long were they in sight?

A. Approximately twenty seconds.

Q. What was the appearance of the object or objects--color, shape, apparent construction and size?

A. At first sight it was yellow, then changed to white up to the time of disappearance. The shape is unknown--it seemed to change shape slightly. At the time, I really felt in my own mind I had seen something--they looked egg shaped. Part of the time they looked rather translucent--immediately before disappearance. I have no idea of the size, far beyond previously mentioned.

Q. What was the direction of flight of the object or objects?

A. They appeared to be on a westerly course from the time I sighted them. For about seventeen seconds; then changed to a northerly course and disappeared.

Statement of 2nd Lt ROBERT L. KUNZMAN - Cont'd
24 Nov 48

Describe the tactics or maneuvers of the objects--such as, vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic etc.

A. None of these describe it actually. They seemed to fly as I stated before: West to east, thence north, with no apparent change of altitude. They were not trying to attack nor trying to get away from us.

Q. Was there any evidence of exhaust?

A. No evidence of exhaust.

Q. What was their effect on clouds?

A. There were no clouds in that particular area.

Q. Were there any lights reflected or attached to the objects? Were they luminous?

A. No lights. There was no outstanding reflection.

Q. What was the means of support?

A. I was not close enough to see any visible means of support.

Q. What propulsion was used?

A. I couldn't tell.

Q. Do the objects have fins or stabilizers?

A. I couldn't see.

Q. Any air ducts?

A. None visible.

Q. What was the speed of these objects?

A. I would not attempt to estimate the speed.

Q. Sound?

A. No sound.

Q. Was any radio antenna to be observed, i. e., any projections or extensions that might presumably be construed as such?

A. No.

Robert L. Kunzman

Statement of 2nd Lt ROBERT L. KUZMAN - Cont'd
24 Nov 48

Q. What was the manner of disappearance?

A. They just seemed to dissolve. They didn't go far enough to fade from view.

I have read the foregoing statement, which consists of four (4) pages, and know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FLYING PERSONNEL SAYING NOT

Robert L. Kuzman
ROBERT L. KUZMAN
2nd Lt, USAF

Sworn to and subscribed before me
this 1st day of Dec 1948.

Captain, USAF
Investigative Officer

Statement taken by:

DONALD G. HILDRETH
Special Agent, OSI

REMARKS

McChord Air Force Base, Washington
7 December 1948

Statement of SENR William Morris Major AG-1002012
(Name & Rank) (ASN)

48th Fighter Squadron, McChord Air Force Base, Washington

My name is Major EDWARD WILLIAM MORRIS. I was born on the
24th day of June 1918, at Peasewick, Illinois.
 I received my commission on the 24th day of May 1942
 at Montreal, Canada.

I make the following statement after having heard the 24th Article of War, which was explained to me by DONALD C. KILBETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

(BY AGENT KILBETH) Major, would you tell in your own words the story as to what you saw on the 20th of October 1948 when you were flying a mission with Lt. KILMAN?

A. Well, on or about 20 October 1948, Lt. KILMAN and myself took off from McChord Air Force Base at about 1400 hours on a special instrument flight and proceeded to the West Coast near Beach Bay. At this time we checked in with C.S.I. Control. We were given work to do in the location of surface vessels at sea, also begin in the air. "Begin" in the air are moving objects, such as airplanes. We vectored our course to a surface vessel, which turned out to be a lightly loaded freighter which was travelling south, parallel to the coast line. After identification was made we were vectored to a new location, which turned out to be nothing—that is, no surface vessel there to be found. Just prior to reaching this location, my Radar Observer, Lt. KILMAN, exclaimed over the interphone system that he saw a very fast-moving object in the air and asked me if I could see it. I made a very hurried scan of all the sky which was in front of me and to the right and left, and was not able to see any object. I asked him where the object was and he said he could not see it any more and stated at that time that it must have been one of those flying discs that you hear so much about. I continued to scan the sky to see if I could locate any object whatever, and told him at that time that I could not see anything except white-caps on the surface of the ocean. Then I called the ground control station and

Statement of Maj. ~~REDACTED~~ WILLIAM ~~REDACTED~~, Contd
7 Dec 48

asked them if we had passed our target--that we were unable to locate any object whatsoever on the surface of the ocean. They came back with the message to break it off--that there was nothing out there. At that time we asked for a new vector to the ground control station just to acquaint ourselves with the landing strip around that station.

After reaching that station and acquainting ourselves with the orientation of it, we were dismissed from any further control and proceeded back to McChord, where we were interrogated by Captain ~~REDACTED~~, the Intelligence Officer of the 328th Fighter Group.

Inasmuch as I did not see any object and my Radar Observer said that he did, I allowed him to go ahead and make the statement to the interrogating officer that he did see a fast-moving object. The fact that the Ground Control Station had said that they did have a target out there and later on said they did not have a target, is the only reason I allowed that statement to go through an interrogation.

- Q. What altitude were you flying at and what course were you on?
- A. I estimate that I was flying between five hundred (500) and one thousand (1,000) feet above the surface on a magnetic bearing of thirty degrees (30°).
- Q. What type of aircraft were you in and what was the approximate speed?
- A. The type of aircraft is F-52. The air speed was approximately 275.
- Q. What was your distance or direction from a city, town or known landmark?
- A. I would estimate that I was off the coast twenty (20) miles, on a bearing of 306 from Westport, Washington, which is near Grays Harbor.
- Q. Is it correct that Lt ~~REDACTED~~ is a trained observer?
- A. That is correct.
- Q. When Lt ~~REDACTED~~ notified you he had seen the object, were you at that time, or immediately subsequent to that time, in a dive from approximately eight thousand (8,000) feet?
- A. Yes. We were descending to the altitude on which we were scanning the ocean. The weather was such that it was solid overcast and sloping from the coast line to Seattle--up to ten thousand feet at Seattle and down to three hundred to five hundred feet at the coast. Therefore, we flew at an eight thousand foot altitude until such time we could let down 700, and just prior to this statement by Lt ~~REDACTED~~ we were diving and descending from approximately eight thousand feet.

Statement of Major ~~WILLIAM~~ WILLIAM HURDIS, Contd
7 Dec 48

- Q. Would it have been possible for condensation on the canopy from your descent to have attracted Lt KENNEDY's attention?
- A. No. The canopies are so designed that you have ventilation which will take care of that. No moisture actually forms when we descend.

I have read the foregoing statement, which consists of three (3) pages, and know the contents thereof and swear that the same is true to the best of my knowledge and belief. Before signing same I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER REQUEST SAYING NOT.

James J. Morrison

Sworn to and subscribed before me
this 7 day of December 1948.

S. C. HARTMAN
Captain, USAF
Investigative Officer

100-443887-1

District (13)
 District (13)
 District (13)

[illegible]

It is requested that your office contact the interview of all available witnesses to this incident. As a condition it is desired that the use of this letter in the incident be an essential element of information. The incident be utilized by the interviewing officer. Attention is directed to items listed under the name of the attached form. It is important that this information be obtained.

Personnel concerned shall be advised of the confidential nature of this investigation. All publicity shall be avoided.

Direct reply to Mr. Air Force, 20 June, 1964 - 1st afternoon
1st. 1st field, Ohio, 21 June 1964.

5. AMING 22 7/11

2 Incls
1. Ltr f/b/John
Aircraft Contr Sq
2. "ARI"

E. A. McCall
 Colonel, USAF
 Chief, Intelligence Department

197
59

CONFIDENTIAL

63471 AIRCRAFT L. SWAN
Everett, Washington

1 November 1948

Subject: Report on Information on "Flying Discs"

Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attention: AC/3

Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton Field, California
Attention: AC/3, Intelligence

Commanding General
Air Defense Command
Norton Air Force Base
Norton Field, New York
Attention: AC/3, Intelligence

Chief of Staff
United States Air Force
Washington 25, D.C.
Attention: Director of Intelligence, Requirements Division

1. In compliance with ADC Letter 45-5, 25 March 1948, the following report on "Flying Discs" is submitted:

a. On 30 October 1948, at 1430, MAJOR MORRIS (Pilot) and
LIEUTENANT E. SWAN (Observer), flying in an F-82 type aircraft,
fifteen (15) miles northwest of Pacific Beach, Washington, sighted
"flying Saucer." LIEUTENANT E. SWAN reported, "F-82 was flying north,
and 'flying Saucer' approached from the west, on a general west to east
course. Object first appeared as a single object, and then burst into
approximately twenty-five (25) pieces, about the size of birds, but not
the proper shape of a bird. Objects appeared in front of aircraft, and
then disappeared into the east."

2. MAJOR MORRIS and LIEUTENANT E. SWAN of the 318th All Weather

CONFIDENTIAL

1
CONFIDENTIAL

Report of Information on "Flying Discs," 1 Nov 48

Fighter Squadron, 325th Fighter Group, McChord Air Force Base, Richland Field, Washington, were being utilized on a controlled mission by the Air Defense Control Center of the 534th Aircraft Control Squadron, 605th Aircraft Control and Warning Group, Everett, Washington.

3. No photographs were taken of object, and sketches are not available. No information available as to color, speed, maneuverability, altitude or sound. No exhaust trail reported.

CS
B J O PAF
Maj, SVP
Commanding

CONFIDENTIAL

Incident # 199

Incident # 200

INCIDENT ON 10-17-45

Incident No. 200

1. Date and Time of Observation: 17 Oct 45 1610Z
2. Where Sighted: Crescent City, Calif
3. Observer's Position: ground
i.e., ground, air, surface, etc.
4. Name and Address of Observer: Edgar W. Allen, 3rd and Leaf Ave.,
Crescent City, Calif.
5. Occupation and/or Interest: Barber
6. Attention Attracted by: Glint of light
7. Number of Object(s) Seen: 1
8. Size of Object(s): 25 feet long
9. Color of Object(s): silver
10. Shape (Circle if Possible): eggshaped with fins
11. Color of Luminosity: N/S
Color of Glow of Light?
12. Altitude of Object: (5,000 to 25,000 feet) - Mr Allen thought 10,000 ft.
Estimated
13. Estimated Distance of Object from Observer: 2 miles
N/S - was seen laterally
at a 60° angle of elevation from horizon
14. Estimated Speed of Object: 300 mph
15. Time in Sight: 2 to 4 minutes
16. Track(s): Made 1 short bank and then resumed course
17. Sound(s) Heard (if any): none
18. Direction of Wind (if any): southerly
19. Apparent Construction of: solid construction - like nickel plated
20. Effect on Clouds: None
21. Exhaust Trail (if any): None
22. Character of Light (if any): Faded from view
23. Weather Conditions at Time of sighting: Ceiling Unlimited - visibility
20 miles
24. Remarks with Notes: Object shaped like bullet - no wings being noticeable
25. Summary of Incident:
(see attached page)

Incident: 200

About 1610, 17 Oct 1948 while at his home at 3rd and Lemf Ave., Crescent City, Calif, E. W. Allen saw a silver colored object at an estimated height of about 10,00 ft which resembled a plane traveling at high speed. Object was shaped like a bullet, no wings being noticeable. However, a tail structure was visible. The object had the appearance of being nickel-plated. No smoke or noise was noticeable.

Mr Allen is a man between 45 and 50 yrs of age and has a good reputation among friends and neighbors, is of average intelligence and good character.

Local flight schedules revealed no known flight. No releases of test vehicles in vicinity at the time.

INCIDENT SUMMARY SHEET

Incident No. 200a

1. Date and Time of Observation: **17 Oct 1948 - 1610**
2. Where Sighted: **Crescent City Light Station**
3. Observer's Position: **ground**
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: **Andrew H. Siler, Grants Pass, Oregon**
5. Occupation and/or hobbies: **Fisherman**
6. Attention Attracted by: **sound which came from piper cub plane flying in vicinity**
7. Number of Object(s) Seen: **1**
8. Size of Object(s): **N/S**
9. Color of Object(s): **silver**
10. Shape (sketch if possible): **egg-shaped - similar to blimp**
11. Nature of Luminescence:
(direct beam of light?) **N/S**
12. Altitude of Object:
(estimated) **N/S**
13. Estimated Distance of Object from Observer: **N/S**
14. Estimated Speed of Object: **300 MPH**
15. Time in Sight: **N/S**
16. Tactile: **N/S**
17. Sound made by Object(s): **None**
18. Direction of Flight of Object(s): **South**
19. Apparent Construction: **N/S**
20. Effect on Clouds: **N/S - no clouds**
21. Exhaust Trail (color of): **none**
22. Manner of Disappearance: **did not notice**
23. Weather Conditions at Time of sighting: **CAVU - visibility 20 miles**
24. Peculiarities Noted: **No wings or tail structure**
25. Summary of Incident:
(See attached page)

INCIDENT SUMMARY SHEET

Incident No. **200a**

1. Date and Time of Observation: **17 Oct 1948 - 1610**
2. Where Sighted: **Crescent City Light Station**
3. Observer's Position: **ground**
(i. e., ground, air, surface tower, and)
4. Name and Address of Observer: **Andrew E. Siler, Grants Pass, Oregon**
5. Occupation and/or hobbies: **Fisherman**
6. Attention Attracted by: **sound which came from piper cub plane flying in vicinity**
7. Number of Object(s) Seen: **1**
8. Size of Object(s): **N/S**
9. Color of Object(s): **silver**
10. Shape (sketch if possible): **egg-shaped - similar to blimp**
11. Nature of Light (type): **N/S**
(color, intensity of light)
12. Altitude of Object: **N/S**
(estimated)
13. Estimated Distance of Object from Observer: **N/S**
14. Estimated Speed of Object: **300 MPH**
15. Time in Sight: **N/S**
16. Tactics: **N/S**
17. Sound made by Object(s): **None**
18. Direction of Flight of Object(s): **South**
19. Apparent Construction: **N/S**
20. Effect on Clouds: **N/S - no clouds**
21. Exhaust Trail (color of): **none**
22. Manner of Disappearance: **did not notice**
23. Weather Conditions at Time of sighting: **CAVU - visibility 20 miles**
24. Peculiarities Noted: **No wings or tail structure**
25. Summary of Incident:
(See attached page)

Incident: 200a

At about 1610, 17 Oct 1945 Mr Andrew H. Siler, a fisherman, heard the sound of a plane. Looking up he saw a silver-colored egg-shaped object that had the appearance of a small blimp traveling south at about 300 m.p.h. No wings or tail structure was visible nor was there any smoke visible. No noise was heard from the object. The sound which attracted observer's attention came from a small piston cub type plane. Mr Siler did not watch to observe where the object went.

INCIDENT REPORT

Incident No. **2008**

1. Date and Time of Observation: **17 Oct 48 1610**
2. Where Sighted: **Crescent City, Calif**
3. Observer's Position: **ground**
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: **Ernest Haley Box 16, Crescent City, Calif**
5. Occupation and/or Activities: **Dry Cleaner**
6. Attention Attracted by: **glint of light**
7. Number of Object(s) Seen: **1**
8. Size of Object(s): **Unknown**
9. Color of Object(s): **Unknown Color**
10. Shape (Describe if Possible): **like small plane**
11. Nature of Light(s): **reflected light**
(Describe type of light)
12. Altitude of Object(s): **Between 20 and 25,000 ft**
(Estimated)
13. Estimated Distance of Object(s) from Observer: **N/S**
14. Estimated Speed of Object(s): **N/S**
15. Time in Sight: **4 to 5 minutes**
16. Maneuvers: **Made a 180° turn and bank to the right, then made sharp turn to the south**
17. Sound from Object(s): **none**
18. Direction of Flight or Movement: **southerly**
19. Apparent Construction of Object(s): **metallic**
20. Effect on Clouds: **N/S**
21. Exhaust Trail (Color, etc.): **none**
22. Manner of Disappearance: **gradually disappeared**
23. Weather Conditions at Time of Sighting: **clear**
24. Regularities Noted: **None**
25. Summary of Incident: **(over)**
(See attached page)

Incident: 200b

At about 1610, 17 Oct 1948 Mr Ernest Haley saw a small silver colored object resembling a small plane proceeding in a southerly direction S. E. of Battery Point, Crescent City, at an altitude between 20 and 25,000 feet. The object remained in view for - to 5 minutes. At one time it made a 45° turn and bank to the right, a sharp bright flash came from the object as the sun hit the topside, the object then made a sharp turn to the south and gradually disappeared.

Mr Haley is about 47 years of age, of good character and reputation and of average intelligence. He is considered reliable.

INCIDENT ON AIRFIELD

Incident No. 200a

1. Date and Time of Observation: **17 Oct 1948 1610**
2. Where Sighted: **Crescent City, Calif**
3. Observer's Position:
(i. e., ground, air, control tower, etc.) **ground**
4. Name and Address of Observer: **Mrs Elise Hauggi, 150 S. A. St.,
Crescent City, Calif**
5. Occupation and/or hobbies: **housewife**
6. Attention Attracted by: **Glint of light**
7. Number of Object(s) Seen: **1**
8. Size of Object(s): **"small"**
9. Color of Object(s): **silver**
10. Shape (Circle, if possible): **elliptic**
11. Nature of luminosity:
(i. e., direct beam of light) **reflected light as light against a mirror**
12. Altitude of Object(s): **N/S**
(estimated)
13. Estimated Distance of Object(s) from Observer: **N/S**
14. Estimated Direction of Movement: **"very fast"**
15. Time in sight: **N/S**
16. Manoeuvres: **Made a sharp bank of about 45° to the right, resumed course**
17. Sound made by Object(s): **none**
18. Direction of Flight of Object(s): **N/S Southerly**
19. Apparent Composition of: **N/S - presumably metallic**
20. Effect on Clouds: **N/A N/S**
21. Exhaust Trail (Color of): **none noticed**
22. Manner of Disappearance: **N/S - disappeared at sea**
23. Weather Conditions at Time of Sighting: **CAVU**
24. Peculiarities Noted: **N/A Brightness of the object**
25. Summary of Incident:
(See attached page)

Incident: 2000

While conversing with Mr Ernest Haley on Battery Point, Crescent City, Calif, Mrs Elise Benggi, housewife, saw a small silver-colored object that reflected light. The object was elliptic in shape and was traveling very fast in a southerly direction and remained in sight for 2 minutes. It was traveling about 5,000 feet higher than a plane flying north. Shortly after sighting, the object made a sharp bank of about 45° to the right then resumed its course, disappearing to sea. No smoke or noise was heard from the object. At all times the object gave off a brilliant flash like that of sunlight on a glass mirror.

Mrs Benggi is 70 years of age, of Swiss extraction, and is a long-time resident of Crescent City. She is of average intelligence, and has a good character and reputation. She had no idea of speed, range or altitude. She thought the object different than any other airborne craft she had ever seen. The brightness of the object impressed her most.

UNITED STATES COAST GUARD

Commercial



ATTORNEY GENERAL
COMMANDANT
U.S. MARSHAL
HEAD, BUREAU
U.S. MARSHAL

•/LE

1. The first of these is the fact that the
2. Government has not been able to
3. maintain a consistent policy
4. in the treatment of the
5. Chinese people. This is
6. particularly evident in the
7. case of the Chinese people
8. in the United States. The
9. Government has been unable
10. to protect the rights of the
11. Chinese people in the United
12. States. This is a serious
13. failure of the Government.
14. The second of these is the
15. fact that the Government has
16. not been able to protect the
17. rights of the Chinese people
18. in the United States. This
19. is a serious failure of the
20. Government. The third of these
21. is the fact that the Govern-
22. ment has not been able to
23. protect the rights of the
24. Chinese people in the United
25. States. This is a serious
26. failure of the Government.

N. Y. Hammond

100

RESTRICTED

1. Name of the object. (If known, give the name of the object, and the name of the person or persons who discovered it.)

2. Date of discovery.

3. Name of the person or persons who discovered it.

4. Name of the person or persons who reported it.

5. Name of the person or persons who reported it.

6. Name of the person or persons who reported it.

7. Name of the person or persons who reported it.

8. Name of the person or persons who reported it.

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10. Name of the person or persons who reported it.

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15. Name of the person or persons who reported it.

16. Name of the person or persons who reported it.

17. Name of the person or persons who reported it.

18. Name of the person or persons who reported it.

19. Name of the person or persons who reported it.

20. Name of the person or persons who reported it.

21. Name of the person or persons who reported it.

RESTRICTED

RESTRICTED

Page 2
NY Project "LID"

7. Appearance of object.

• 30-37, 38-44.

• • • • •

1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971) using a Shimadzu 1010 spectrophotometer.

• 1940 •

• *Journal of the American Medical Association*, 1997; 278: 1033-1038

• • • • •

• **Prevalence** – the proportion of a population that has a disease at a particular point in time

(continued)

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• • • • •

• *Journal of the American Medical Association*

• • • • •

1. The first group of people who are interested in the study of the history of the United States are the people who are interested in the history of the United States.

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Page 3
LPI Project "SIGN"

Relative to the observer

1. Name of observer: Edgar W. Allen
2. Address of observer: Third and Lauf Ave., Crescent City, California
3. Occupation: Barber
4. Place of business: Central Hotel, Crescent City, California
 - a. Employee
5. and 6. Unknown
7. Reliability of observer:
 - a. Source
 - (1) Neighbors: Very good.
8. Notes relative to observer on:
 - a. Sightings in general: Unknown
 - b. How attention was drawn to object:
 - (1) Glint of light.
9. Witnesses: Same as observer.
10. Comments of interrogator re intelligence and character of person interrogate.

Edgar W. Allen is a man between 45 and 50 years of age, has a good reputation among his friends and neighbors, of average intelligence and good character.

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Page 4
EHI Project "SIGA"

Relative to the observer

1. Name of observer: Andrew Siler
2. Address of observer: Leonard Road, Grants Pass, Oregon
3. Occupation: Fisherman
4. Place of business: Same as address of observer
5. and 6. Unknown
7. Reliability of observer:
 - a. Source
 - (1) Neighbors: Very good
8. Notes relative to observer on:
 - a. Sightings in general: Unknown
 - b. How attention was drawn to object:
 - (1) Glint of light
9. Witnesses: Same as observer.
10. Comments of interrogator re intelligence and character of person interrogate.

Andrew Siler is about 19 years old, of good character, enjoys a good reputation for honesty and reliability, and is of average intelligence. He did not exercise any curiosity as to what he saw, assuming it was some new type of airborne equipment.

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Page 5
-II- Project "SIX"

Relative to the observer:

1. Name of observer: Ernest Wiley
2. Address: Box 495, Crescent City, California
3. Occupation: Dry Cleaner
4. Nature of business: Dry Cleaners, Crescent City, California
5. Age: 40
6. Sex: Male
7. Reliability of observer:

... source

... background, very good

8. Notes relative to observer on:
 - a. Reliability in general: Excellent
 - b. Accuracy of information furnished to agents:

... kind of light

9. Remarks:
 - a. Name of observer

10. Remarks of interviewee re intelligence and character of person interviewed.

Ernest Wiley is a man about forty seven (47) years of age, a long resident of Crescent City, California, of good character and reputation among his neighbors, of average intelligence and considered reliable.

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Page 6
IEI Project "SIGh"

Relative to the observer

1. Name of observer: Mrs. Elise Henggi
2. Address of observer: 150 S. A. St., Crescent City, California
3. Occupation: Housewife
4. Place of business: Not applicable in this case
5. and 6. Unknown
7. Reliability of observer:
 - a. Source
 - (1) Neighbors: Very good
8. Notes relative to observer on:
 - a. Sightings in general: Unknown
 - b. How attention was drawn to object:
 - (1) Glint of light
9. Witnesses: Same as observer
10. Comments of interrogator re intelligence and character of person interrogate.

Mrs. Henggi is of Swiss extraction, is 70 years of age, is a long time resident of Crescent City, of good character and reputation, is of average intelligence. Mrs. Henggi has no idea of speed, range or altitude, the object she saw was different than any other airborne craft she has seen, what has impressed her was the brightness of the object as though it was nickel plated.

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RESULTS

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

2. *Environ. Biol. Fish.* 1997, 48: 171-180.

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1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them. The list includes names such as "J. H. Smith", "W. J. Jones", and "A. B. Brown", among others.

Crescent City, Cal.

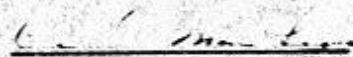
10 December, 1946

STATEMENT OF MRS. ELISE BENGOI

At about 1610, 17 October, 1948 while conversing with Mr. Ernest Haley on Battery Point, Crescent City, Cal., I saw a small silver colored object that reflected light as light against a mirror, this object was elliptic in shape and traveling very fast in a southerly direction, and remained in sight for about two (2) minutes, another plane was in sight at the same time heading north, the silver colored object was about 5,000 feet higher than the plane flying north. Shortly after sighting, the plane or object made a sharp bank of about 45 °to the right then resumed her course, disappearing to sea, no smoke or noise was heard from the object, at all times the object gave off a brilliant flash as from the sun shining on a glass mirror.

/s/ MRS. ELISE BENGOI

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.


CECIL MAC LEOD, CROCK, USCG

Grants Pass, Oregon

10 December, 1948

STATEMENT OF ANDREW N. SILER

At about 1610, 17 October, 1948 while at Crescent City Light Station my attention was attracted by the sound of a plane, looking up I saw a silver colored egg shaped object that had the appearance of a small blimp traveling south at about 300 miles an hour. No wings or tail structure was visible, no smoke was visible or any noise heard from it. The plane that attracted my attention prior to seeing the silver colored object was a small piper cub type plane. I only glanced up at the object and did not watch to see where it went.

/s/ ANDREW N. SILER

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.


CECIL MAC LEOD, CECOM, USCG

Crescent City, Cal.

10 December, 1948

STATEMENT OF EDGAR W. ALLEN

At about 1610, 17 October, 1948 while at my home at 3rd and Lauf Ave. I saw at an estimated height of 10,000 feet a silver colored object resembling a plane traveling at high speed, this object was shaped like a bullet, no wings being noticeable, however a tail structure was visible. The appearance of this object was as though it was nickel plated. No smoke or noise was noticeable or heard.

/s/ EDGAR W. ALLEN

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.

Cecil MacLeod
CECIL MAC LEOD, CROSN, USOC

Crescent City, Cal.

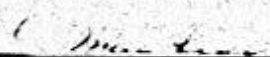
10 December, 1948

STATEMENT OF ERNEST HALEY

At about 1610, 17 October, 1948 while in my garden on Battery Point, Crescent City, Cal. I saw a small silver colored object resembling a small plane proceeding in a southerly direction S.E. of Battery Point, Crescent City at a high altitud estimated at between twenty and twenty five thousand feet, this object remained in view for a period of four to five minutes, at one time the object made a 45° turn and bank to the right, a sharp bright flash came from the object as the sun hit the topside, the object then made a sharp turn to the south and gradually disappeared. No smoke or sound came from this object.

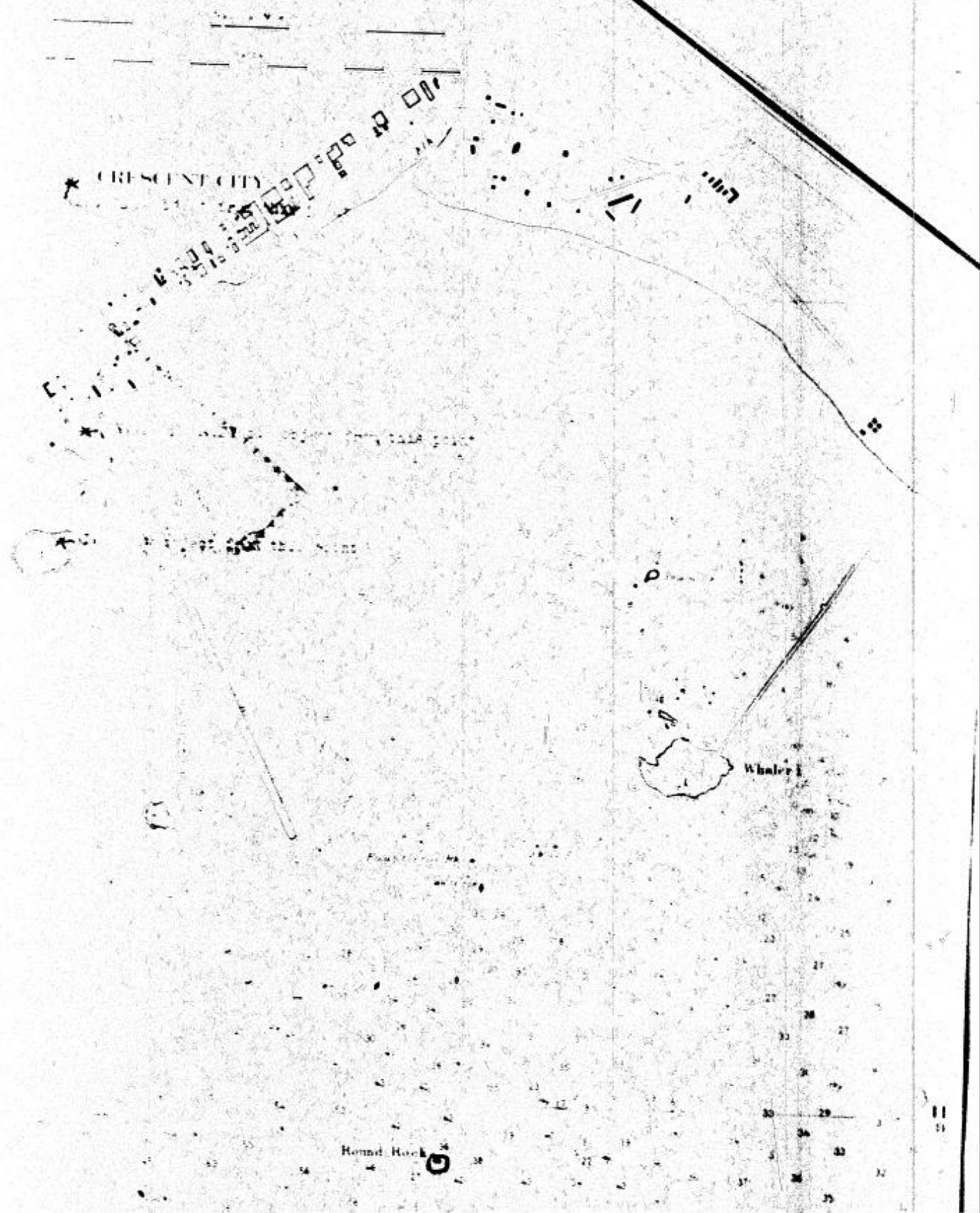
/s/ ERNEST HALEY

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.


CECIL MAC LEOD, CROSN, USOC

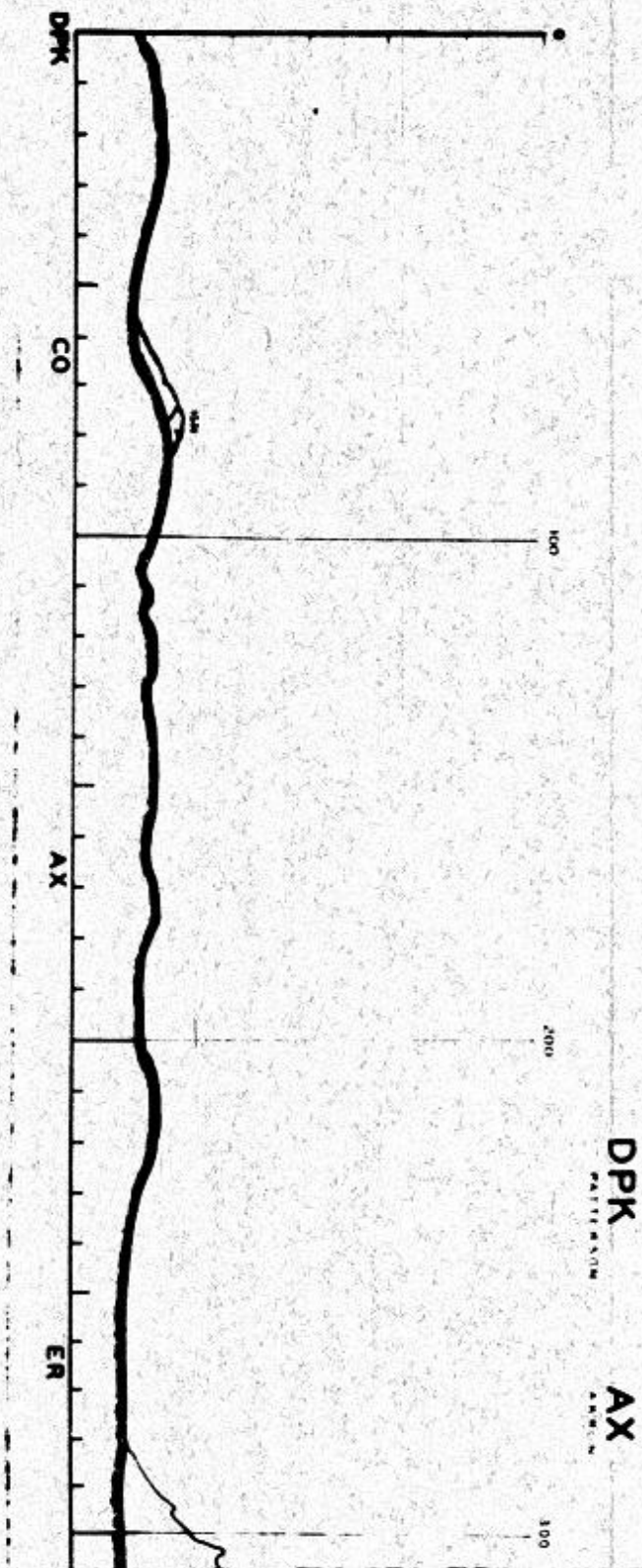
CRESCENT CITY HARBOR

Scale 1:1000

SOUNDINGS IN FEET
AT MEAN LOW WATER (LOW WATER)

124

11



BJ

EA

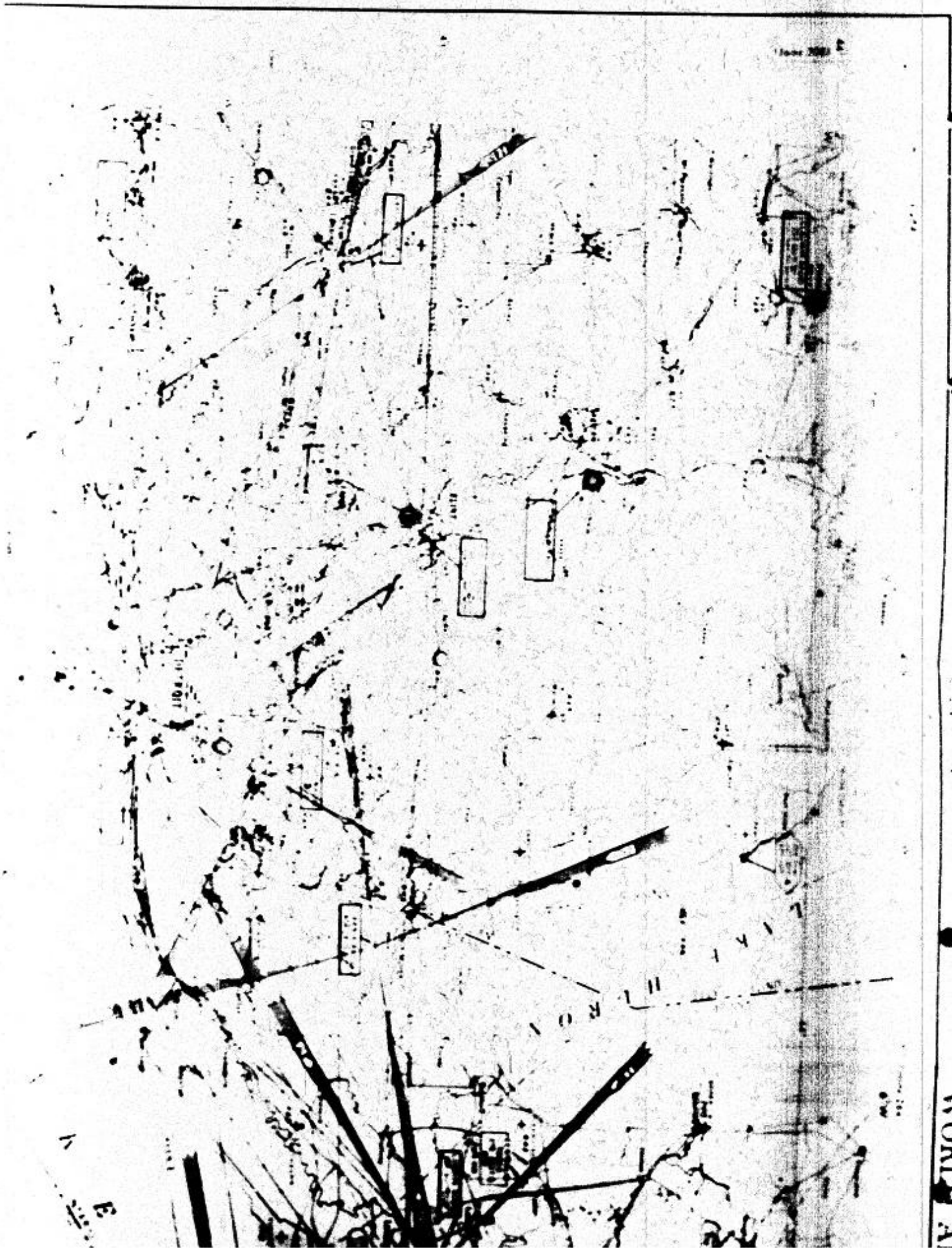
NK



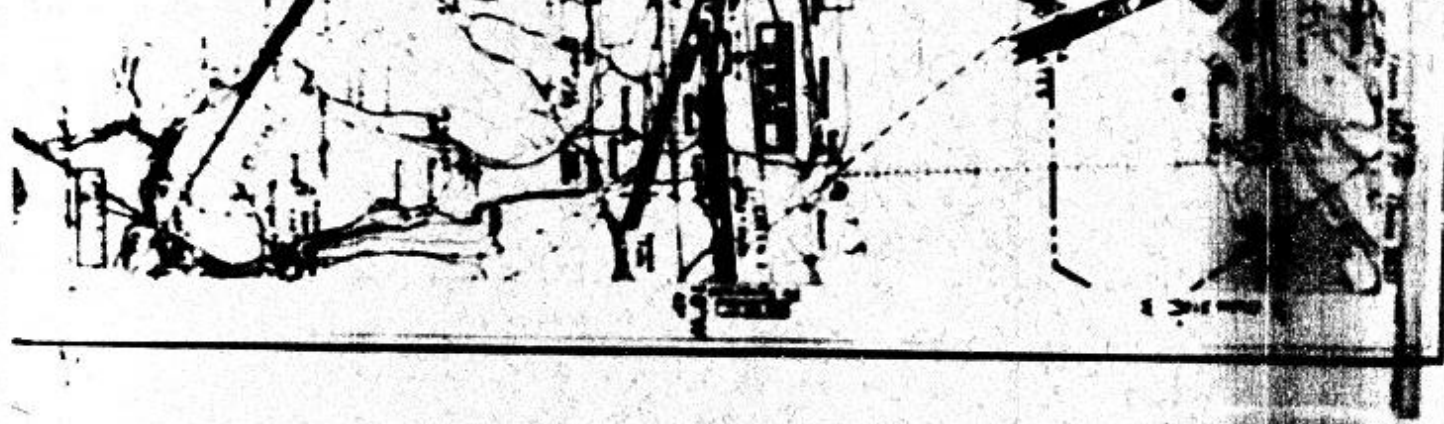
22

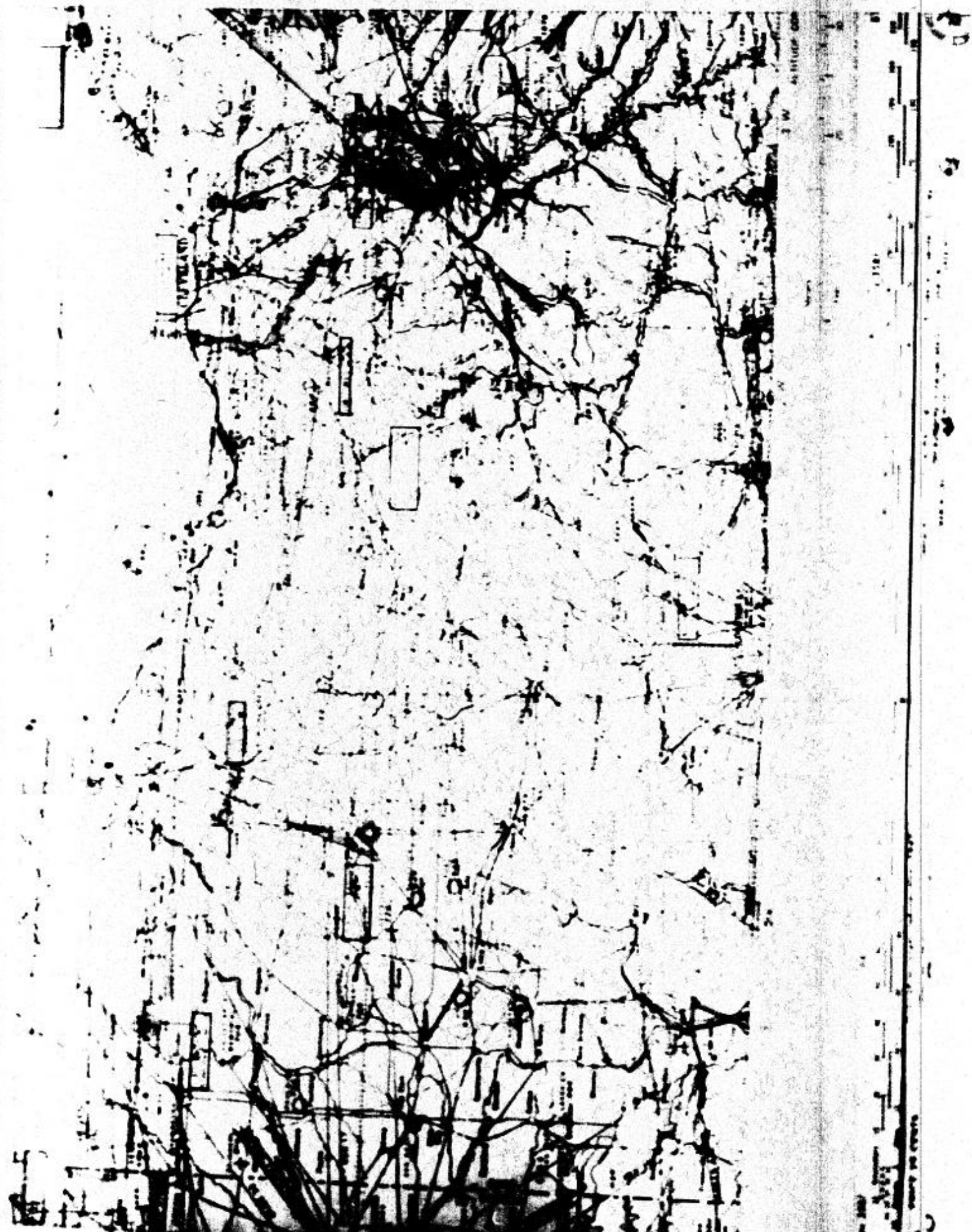
23

24

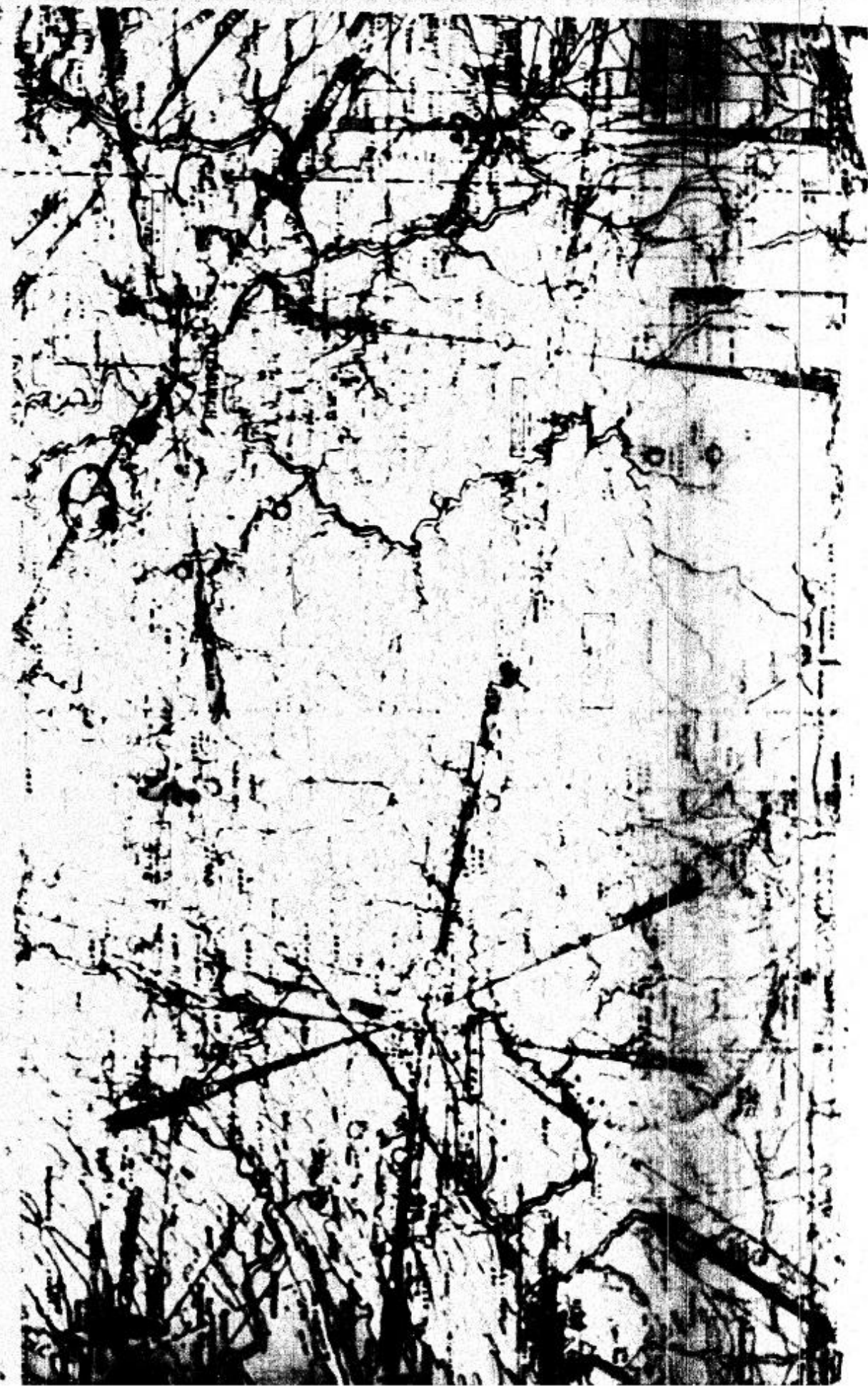








1916





A/C

Subject: Project "SIGN"

1st Ind

ACIAX-3/100/100

Hq A/C, Wright-Patterson Air Force Base, Dayton, Ohio

NOV 23 1948

To: Commandant, U. S. Coast Guard Headquarters, Washington 25, D. C.

1. This Command is charged with the investigation of all reported sightings of unidentified aerial objects. In accomplishing such investigations existing military investigative agencies are utilized. However, no known investigative agencies are located within the immediate vicinity of Crescent City, California, where sighting mentioned in basic letter occurred.

2. The assistance of Coast Guard personnel is therefore requested in conducting an interview of the individual of interest who reported the Crescent City sighting.

3. It is desired that pertinent questions set forth in enclosed form, Essential Elements of Information (EEI) be answered. It is particularly important that information requested under "General" of the attached form be obtained.

4. All persons should be advised to avoid publicity in this matter.

5. Direct reply to Commanding General, 1st Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, attention ACIAX-3.

FOR THE COMMANDING GENERAL:

2 Incls
1. n/c
2. EEI

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

CONFIDENTIAL

UNITED STATES COAST GUARD

RESTRICTED

ADDRESS ONLY TO
COMMANDANT
U. S. COAST GUARD
HEADQUARTERS
WASHINGTON 25 D. C.



November, 1948
FILE INT 64 (R)

From: Commandant, U. S. Coast Guard
To: Major General, Headquarters in Materiel Command, U. S. Air
Force, Wright Field, Dayton, Ohio
Subject: Aerial phenomena at Crescent City, Calif.

There is enclosed for your action a report from the Officer in Charge,
Crescent City Light Station, U. S. Coast Guard, describing an unusual
object seen by a number of people in Crescent City, Calif., on October
17, 1948, at 4:10 P. M.

In accordance with the instruction of the Commandant.

W. J. Ryan
Lieutenant, U. S. Coast Guard
Acting

Enc.
3

UNITED STATES COAST GUARD



ADDRESS REPLY TO

REFER TO FILE

OR OTHER

4:10 P.M.

Pacific Ave.,

Light NW

terly

000 ft.

ood

one

one

Occupation

Fisherman

Janitor

House wife

Barber

REMARKS

witnesses agree that the object sighted was not a plane of any known type. They agree that it seemed unusual in that the object was very high, silvery and very fast.

Signature

H. L. Piller

Officer in Charge

Crescent City Light Sta.

United States Coast Guard

Address only to
Commandant
U. S. Coast Guard
Headquarters
Washington, D. C.

5 November 1948

121-64 (R)

From: Commandant, U. S. Coast Guard
To: Commanding General, Headquarters Air Materiel Command, U. S. Air
Force, Wright-Patterson AFB, Ohio

Re: Aerial phenomena at Crescent City, Calif.

There is forwarded for your information a report from the Officer in Charge, Crescent
City Light Station, U. S. Coast Guard, describing an unusual object seen by a
number of people in Crescent City, Calif., on October 17, 1948, at 4:10 P. M.

In direction of the Commandant.

/s/ E. J. Ryan

Inc.
Report

Enc. 1
Distribution
Noted

REPORT OF SIGHTING OF "FLYING DISCS"
OR OTHER PHENOMENA IN THE ARGENTINE

RESTRICTED

Date of sighting: 17 October 1948 Time: 4:10 P. M.

Location of sighting: Battery Point, "A" Street and Pacific Ave.
in Crescent City, Calif.

Weather conditions: Clear, visibility unlimited. Light N. breeze.

OBJECT SIGHTED

| | | | |
|--------|---------------------|-----------------|---------------|
| Number | One | Heading | Southeasterly |
| Shape | Oval | Altitude | Over 6,000 ft |
| Size | Very large | Maneuverability | Good |
| Color | Bright silvery | Sound | None |
| Speed | Faster than a plane | Exhaust trail | None |

WITNESSES

| <u>Name</u> | <u>Address</u> | <u>Occupation</u> |
|-------------------|------------------------------|-------------------|
| Andrew S. Siler | Gen Del Crescent City | Fisherman |
| Earnest Haley | 183 S. A St, Crescent City | Janitor |
| Mrs. Elsie Mangel | 150 S. "A" St, Crescent City | Housewife |
| J. Allen | 933 2nd St Crescent City | Barber |

REMARKS

Witnesses agree that the object sighted was not a plane of any known type. They agree that it seemed unusual in that the object was very high, silvery and very fast.

Signature:

Officer in Charge
Crescent City Light Sta.

PROJECT "SIGV"
Action Slip

Incident No. 201

Refers to Agave Igniting
Location Army 10 Base Agave

Date & Time of Incident 31 Oct 48 0230

Initial Report Reported To H-2 Officer AR Base Agave

Ref. Number: 10000 Witness 11 Incident File ☒ By

Check Initials: Chad List ☒ Chart G. 500 To

Subsequent Action: MOIA C MOIA C MOI

TYPE Examination Route 2 Initiated On 5 Nov

Initial Report of Report Rec'd 10 Nov 48

Ref. to

Ref. to History AR Base Agave AR Base

On 10 Nov 48

On 12 Nov 48

On

On

On

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On

1. Date of Observation . . . 31 Oct 1948 . . .
2. Time of Observation . . . 0230Z . . .
3. Name and Address of Observer . . . Overhead - Army Air Base, Azores . . .
4. Name and Address of Observer . . . ground . . .
5. Name and Address of Observer . . . Staff Sgt. Joseph J. Barnett, AF 13127245, APO 406 New York . . .
6. Name and Address of Observer . . . US AF . . .
7. Name and Address of Observer . . . N/S . . .
8. Name and Address of Observer . . . 1 . . .
9. Name and Address of Observer . . . N/S . . .
10. Name and Address of Observer . . . at pale yellow or light orange color . . .
11. Name and Address of Observer . . . flat round shape . . .
12. Name and Address of Observer . . . Not stated . . .
13. Name and Address of Observer . . . N/S . . .
14. Name and Address of Observer . . . approximate speed thought to be around 160 MPH . . .
15. Name and Address of Observer . . . 3 to 5 minutes . . .
16. Name and Address of Observer . . . weaving but maintaining course. Did not change altitude . . .
17. Name and Address of Observer . . . none heard . . .
18. Name and Address of Observer . . . northerly direction . . .
19. Name and Address of Observer . . . N/S . . .
20. Name and Address of Observer . . . N/S - no vapor trails . . .
21. Name and Address of Observer . . . Disappeared behind clouds . . .
22. Name and Address of Observer . . . 3 stratocumulus at 2500 feet . . .
23. Name and Address of Observer . . . visibility 15 miles, winds from southwest at 7 & 8 MPH . . .
24. Name and Address of Observer . . . "weaving" but forward motion . . .
25. Name and Address of Observer . . . Summary of Incident . (over) . . .

Incident: 201

Staff Sgt Joseph J. Barnett, AF 131273-6, AAF, APO 406, N. Y. reported the following: On 31 Oct 47 at approximately 0830G he noticed a flat round object weaving overhead but maintaining a northerly course at an approximate speed of 100 MPH. Object was pale yellow or light orange color and not bluewhite. Seemed to maintain the same altitude and disappeared behind clouds. The object was viewed from 3 to 5 minutes. No vapor trails were seen nor was any sound heard.

Incident: 201A

1. Date of Observation . 31 Oct 1948
2. Time of Observation . 0240Z
3. Where was Object(s) Located . . . overhead - Army Air Base, Azores
4. Observer's Position . . . Ground
 (State city, state, and country, etc.)
5. Name of Observer . PFC Robert R. Anderson, AF 1107513 of AATS, APO 406, N. Y.
6. Position and/or Service . . . U. S.
7. Attention Attracted by Object(s) Capt. Joseph W. Barnett
8. Number of Object(s) Observed . . 1
9. Size of Object(s) larger than a star
10. Color of Object(s) . . . orange
11. Shape (Specify if Possible) . . . round
12. Nature of Luminosity . . . S/S
13. Estimated Distance of Object from Observer . . . 2000-3000 above clouds, which were at 2500 feet, or approx 4500 ft
14. Speed of Object(s) . . . 800 MPH
15. Time of Observation . . . Approximately 2 minutes
16. Direction of Movement of Object(s) . . . would swing forward and then backward in same direction, it was moving, but always maintaining its forward velocity
17. Sound Made by Object(s) . . . No sound heard
18. Direction of Flight of Object(s) . . . northerly direction
19. Apparent Construction and What Material or Substance . . . S/S
20. Effect of Object(s) on Clouds and/or Surface Below . . . disappeared behind cloud
 No vapor trails noticed
21. Weather Conditions Existing at the Time . . . 3 stratus-cumulus at 2500 feet
 visibility 15 miles, winds from southwest at 7 to 8 MPH; Temperature: 69
 Dew point 63
22. Peculiarities Noted . . . Object would swing forward and then backward in same direction but still maintained forward velocity
23. Summary of Incident . . . (over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201A

At approximately 0030Z 31 Oct 68, Staff Sgt Joseph J. Barnett pointed out an object to WFO Robert E. Anderson who described it as being round, orange in color and larger than a star. Object was moving in a northerly direction at an estimated speed of 400 MPH. Altitude was estimated as 2000-3000 feet above the clouds which were reported to be at 2500 feet. This would give an approximate altitude of from 4500 to 5500 feet. Object would swing forward and then backward but always maintained its forward velocity. Object was seen for approximately 2 minutes before it disappeared behind a cloud. No sound was heard.

1. IDENTIFICATION SHEET
(To be filled out and retained in files)

1. Date of Observation . . . 3 Oct 1948 . . . Incident: 2018
2. Time of Observation . . . 0300Z to 0330Z . . .
3. Where was Object(s) Sighted . . . Overhead at Army Air Base, Azores . . .
4. Observer's Position . . . ground . . .
i.e., ground, air, control tower, etc.
5. Name and Address of Observer . . . PFC Theodor Vlas . . .
6. Organization and/or Branch . . . USAF . . .
7. Aircraft Reported to Object (s) by . . . N/S . . .
8. Number of Object(s) Sighted . . . 1 . . .
9. Shape of Object(s) . . . of light bulb . . .
10. Color of Object(s) . . . white with yellowish tint . . .
11. Sound (Other than Engine) . . . like light bulb . . .
12. Direction of Movement . . . N/S . . .
13. Estimated Distance of Object from Observer . . . N/S . . .
14. Speed of Object(s) . . . 30 MPH . . .
15. Time in Sight . . . N/S . . .
16. Altitude . . . steadily gaining altitude . . .
17. Sound Made by Object(s) . . . No sound heard . . .
18. Direction of Flight of Object(s) . . . northerly . . .
19. Apparent Construction (Of What Material or Substance) . . . N/S . . .
20. Effect of Object(s) on Clouds and/or Engine Trail . . . Disappeared behind cloud . . .
No vapor trails noticed.
21. Weather Conditions Existing at the Time . . . 3 stratus-cumulus at 2500 feet . . .
visibility 15 miles, winds from SW at 7 & 8 MPH; Temperature: 69; dewpoint: 63.
22. Familiarities Noted . . . None . . .
23. Summary of Incident . . . (over) . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201 B

Was described object as a light bulb moving upward and forward at an estimated speed of 25 to 30 MPH. Object was white with a yellowish tint and was proceeding in a northerly direction and steadily gained altitude. Object disappeared behind a cloud and could not be located again. No vapor trails noticed and no sound heard.

It was the opinion of A-2, that object sighted in each instance was a weather balloon with a light swinging from it.

SECRET

CLASS-1000/01

11/7/48

Subject: "Project 101"

Chief of Staff
United States Air Force
Washington, D. C.

Reference is made to incoming message 101 from Army
air force, Korea, to Washington, dated 11, in serial demand,
subject: "Person in force 101, 101, 101, regarding sightings
unidentified serial object."

It is requested that the staff of the intelligence officer
be directed to initiate an investigation of the incidents reported
in reference communication.

In addition to the investigating officer, three copies of
all pertinent elements of information list are included for use in
the future. The desired information is particularly desired
in the event of further balloon releases other than those
previously reported.

It is further requested that collected data and accom-
panied essential elements of information be forwarded to
this command, AFHQ, Manila-1.

Very truly yours,
[Signature]

1 Incl
2 Forms in trip

S. J. MOORE
Colonel, USAF
Chief, Intelligence Department

2-76279

SECRET

INTEND

201

201
IN 1001102

FROM ARMY AIR BASE ADDRESS 0913112

TO: CG AND WRIGHT PATTERSON AFB ATT MOBILE
INFO: DIR INTEL USAF WASH DC,
INTEL DIV WATS WASH DC,
INTEL DIV AIRMATS WESTOVER AFB
AF WASH DC, FT. MC ANDRE, MISSOURI

DATE: 11 FEB 52

RE: AIRCRAFT DATA 0913112 AND LETTER HQUSAF 15 FEB 52 SUBJECT REPORT ~~ON~~ ON
TYPE: INFO.

INTERVIEW WITH CAPT. SGT. JOSEPH J. BARNETT, AF 1302045, AATS APO 406
11 FEB 52.

ON 5 NOV. 48 BARNETT OBSERVED AN UNIDENTIFIED OBJECT.
ON 5 NOV. 48 AT APPROX. 0900 BARNETT NOTICED A LIGHT OBJECT WEAVING BUT
MAINTAINING ITS COURSE IN A NORTHEAST DIRECTION AT AN EST. SPEED OF 160 MPH.
OBJECT WAS PALE YELLOW, LIGHT GRAY OR WHITE WITH ~~XXXXXX~~ COLOR OF STAR.
OBJECT WAS AT LOW ALTITUDE AND DISAPPEARED BEHIND CLOUDS.
BARNETT WATCHED OBJECT FOR THREE (3) TO FIVE ~~XXXXXX~~ MINUTES.
THERE WERE NO VAPOR TRAILS SEEN OR SOUND HEARD AND ONLY ONE OBJECT WAS NOTICED.

~~XXXXXXXXXXXXXXXXXXXX~~

INTERVIEW WITH PFC ROBERT R. ANDERSON, AF 110513 OF AATS APO 406
NEW YORK, REVEALED FOLLOWING INFORMATION:

AT 0800 HRS ON 31 OCT 48, BARNETT POINTED OUT THE OBJECT TO ANDERSON.
BARNETT THE OBJECT WAS WHITE, ROUND, GRAY IN COLOR AND APPEARED LARGER THAN
A BALLOON. IT WAS MOVING IN A NORTHEAST DIRECTION. SPEED AT 160 MPH AND ALTITUDE AT
2000 TO 3000 FEET ABOVE CLOUDS. OBJECT WOULD SWING FORWARD AND THEN BACKWARD
IN THE SAME DIRECTION IT WAS MOVING BUT MAINTAINING ITS FORWARD VELOCITY.
BARNETT WATCHED OBJECT FOR APPROX 20 MINUTES BEFORE IT DISAPPEARED BEHIND
CLOUDS. AGAIN NO SOUND OR VAPOR TRAILS WERE HEARD.

INTERVIEW WITH PFC THEODORE ~~XXXX~~ FLAS, 10262045, 1036 AACR SQD,
APO 406 NEW YORK, REVEALED FOLLOWING INFORMATION:

9. WAS ~~XXXXXXXXXX~~ DESCRIBED OBJECT AS ~~XXX~~ A LIGHT BALL MOVING UPWARD AND
FORWARD AT ESTIMATED SPEED OF 160 TO 180 MPH AT APPROX 3000 TO 3500 FEET.
OBJECT WAS WHITE WITH YELLOWISH TINT AND SLOWLY GAINED ALTITUDE.
OBJECT WAS AGAIN MOVING IN A NORTHEAST DIRECTION AND DISAPPEARED IN A
CLOUD. NO SOUND OR VAPOR TRAILS WERE HEARD. ONLY ONE OBJECT WAS NOTICED, NO VAPOR
TRAILS AND NO SOUND HEARD.

IT IS THE OPINION OF THE A-2 OFFICE OF THIS HEADQUARTERS THAT OBJECT SIGHTED
IN EARLY CASE WAS WEATHER BALLOON WITH A LIGHT SWIMMING FROM IT.

RECORDS OF THE 4th WEATHER SQD. SHOW THAT A WEATHER BALLOON WAS RELEASED
AT 12-52 ON 31 OCT 48. WEATHER AT 022502Z AND 0305 WFO/OKMDES AS FOLLOWS:
CLOUDS ~~XXXXXXXXXX~~ .3 STRATO-CUMULUS AT 2500 FEET, VISIBILITY 15 MILES,
~~XXXXXX~~ TEMPERATURE 69 DEW POINT 63, WINDS FROM SOUTHWEST AT 7 AND 8 MPH

201

SECRET

AIR TECHNICAL SERVICE COMMAND
CLASSIFIED CABLE AND MESSAGE SECTION-ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY 100/

SECRET

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SECRET

AIR TECHNICAL SERVICE COMMAND
CLASSIFIED CABLE AND MESSAGE SECTION-ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

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COPY No. 1

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be returned to **CLASSIFIED CABLE & MESSAGE SECTION** without delay.

20

PROJECT "LION"
Action Slip

Incident No. 202

Report to

Location

Date and time of incident 10 OCT 70, 14

Time of report 10 OCT 70

Officer assigned: 1000 Witness: 100 Incident file: ✓ By

Officer assigned: 100 Witness: 100 Branch: By

Officer assigned: 1000 Witness: 1000 Branch:

Officer assigned: 100 Witness: 100 Branch:

Officer assigned: 100 Witness: 100 Branch:

Officer assigned: 100 Witness: 100 Branch:

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Officer assigned: 100 Witness: 100 Branch:

Officer assigned: 100 Witness: 100 Branch:

1. Date and Time of Observation: 8 Nov 48 1850 EST
2. Where sighted: Newark AF Base, Newark, N. J. 40° 42' N 74° 10' W
3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Edmund J. Cisek, 108-44 Liverpool St
Jamaica, Long Island
5. Occupation and avocations: Civilian Dispatcher, Newark AF Base. Regular participant in Reserve flying activities. Former Capt, USARL.
6. Attention Attracted by: Was preparing to scan the sky when object was observed
7. Number of Object(s) Seen: 1
8. Size of Object(s): Same relative diameter as the moon but with little or no depth (thickness)
9. Color of Object(s): pale luminous - 1/3 brightness of moon
10. Shape of Object(s): disc - round with little or no depth
11. Nature of Light Emitted: Appeared as luminous object
(i. e., light, heat, etc.)
12. Altitude of Object(s): 5,000 to 6,000 ft
13. Estimated Distance of Object(s) from Observer: Appeared at 45° angle above horizon.
14. Estimated Speed of Object(s): 800 MPH
15. Time Interval: one second or less
16. Path(s): made arc toward south southeast - performed comparatively horizontal flight
17. Sound Accompanying Object(s): no sound
18. Direction of Flight of Object(s): south southeast
19. Apparent Construction: N/S - luminous
20. Effect on Clouds: N/S
21. Exhaust Trail Color of Object(s): N/C
22. Nature of Disappearance: NIS Passed out of sight over another hangar.
23. Weather Conditions at Time of Sighting: Moonlit night - clear
24. Peculiarities Noted: Object seemed to have no depth and maintained a steady luminosity
25. Summary of Incident: (over)
(See attached page)

SECRET

At 1850 hours, 8 Nov 48, Edmund J. Cisek was standing just outside Hanger #7, Newark AF Base, when glancing up toward the moon he perceived a pale luminous object race across the sky. It was about $1/3$ the brightness of the moon, round like a disc with little or no depth (thickness). It appeared to be about the same relative diameter as the moon and was traveling from the north northwest in an arc toward the south southeast. Object was seen about one second or less. It passed out of sight over another hanger. No sound was heard. Speed was estimated at 800 MPH. Observer states that he had observed jet aircraft make tactical approaches at approximately 600 mph and judged the speed of the object was at least 200 mph faster. From where he stood Cisek could see approximately 75% of the path of the object. The peak of its arc was approximately 45° above the horizon to the west southwest of his position. Altitude was judged to be 5,000 to 6,000 feet.

Mr Cisek is a very reliable employee, highly intelligent and of excellent character.

There were no reports of commercial, private and military craft flying in the vicinity at the time.

No reports were received relative to possible releases of testing devices in the vicinity.

SECRET

SECRET

Re: Ltr, HQ AMC, Wright-Patterson AFB, Ohio, dated 29 Nov 48, subj:
Project "Sign"

2nd Ind.

FROM: OTTEL, 21025 AIR ALTHUR GROUP, Mitchel Air Force Base, Mitchel Field,
New York., 15 December 1948.

To: Commanding Officer, Newark Air Force Base, Newark, New Jersey.
ATTN: Base Intelligence Officer.

1. Reference paragraph 4 of basic correspondence. It is requested that
Base Intelligence Officer, Newark AFB conduct the interview and investigation
and forward all data directly to Commanding General, HQ, ATTN: MCIAUX-3, as
outlined in paragraph 5, basic letter.

2. Original letter reporting sighting of flying disc at Newark AFB on
2 November 1948 was submitted by 1st Lt. Thomas A. Weaver Jr., Station Weather
Officer, Newark AFB on 2 November 1948.

FOR THE COMMANDING OFFICER

Kathleen E. Wilson
Major, USAF
Executive Officer.

1 Incl.

2/2

AD: 1/1

1. Ltr, HQ AMC, Wright-Patterson AFB, Ohio, dated 29 Nov 48, subj:
Project "Sign".

2. Ltr, HQ AMC, Wright-Patterson AFB, Ohio, dated 29 Nov 48, subj:
Project "Sign".

3. Ltr, HQ AMC, Wright-Patterson AFB, Ohio, dated 29 Nov 48, subj:
Project "Sign".

4. Ltr, HQ AMC, Wright-Patterson AFB, Ohio, dated 29 Nov 48, subj:
Project "Sign".

Incl 1: 1/1

William J. ...
Major, USAF
Executive Officer.

SECRET

13 DEC 1955

Handwritten signature

075
12-10-48

HEADQUARTERS
AIR MATERIEL COMMAND

WRIGHT-PATTERSON AIR FORCE BASE
DAYTON OHIO

IN REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL AIR MATERIEL
COMMAND ATTENTION FOR-
LOWING OFFICE SYMBOL
MCIAXO-3

MCIAXO-3/GWT/aw

NOV 29 1948

SUBJECT: Project "SIGN"

TO: Commanding Officer
Mitchel Air Force Base
New York, New York
ATTN: Base Intelligence Officer

1. Reference is made to incoming message 151944Z from Mitchel Field to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, regarding sighting of unidentified aerial object.

2. This office is engaged in a continuing investigation of all reported sightings of unidentified aerial phenomena, and has been authorized direct communication with pertinent military installations.

3. It is requested that Base Intelligence Officer interview all the available witnesses to the incident reported in referenced communication and obtain signed statements of the observed phenomena.

4. Inclosed herewith is a copy of our Essential Elements of Information form as an aid to the investigation officer in recording desired data.

5. All collated data and accomplished Essential Elements of Information form should be forwarded to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
EEI

William H. Smith
E. M. MOODY
Colonel, USAF
Chief, Intelligence Department

075
12-10-48

CONTENTS

CHAPTER I

1. The Nature of the Problem

CHAPTER II

2. The Nature of the Problem

3. The Nature of the Problem

4. The Nature of the Problem

5. The Nature of the Problem

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7. The Nature of the Problem

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22. The Nature of the Problem

23. The Nature of the Problem

24. The Nature of the Problem

APPENDIX

RECEIVED

1. Date: 10/10/50
2. Time: 10:00
3. Location: North of the north north-east.
4. Direction: North.
5. Distance: 1000.
6. Altitude: 1000.
7. Wind: 1000.
8. Temperature: 1000.
9. Humidity: 1000.
10. Visibility: 1000.
11. Clouds: 1000.
12. Weather: 1000.
13. Air speed: 1000.
14. Speed: 1000.
15. Sound: There was no sound.

RECEIVED

3. Local flight services of our official, military aircraft
flown in the last 24 hours: none reported.
4. Local flight services of our official, military aircraft
flown in the last 24 hours: none reported.

- 1. 1. 1.
- 2. 2. 2.
- 3. 3. 3.
- 4. 4. 4.
- 5. 5. 5.
- 6. 6. 6.
- 7. 7. 7.
- 8. 8. 8.
- 9. 9. 9.
- 10. 10. 10.

RECEIVED
NOTES

3 NOV 48 1730E -1/1/1948

1730E -1/1/1948

1730E -1/1/1948

THIS STATE

Thomas H. Gray, Jr.

THE FOLLOWING INFO ABOUT

MOV: 25,1049:

202

TIME
1500Z(100000)

ALTITUDE
4000 FT (1219)

DIRECTION

SPEED (KNOTS/HOUR)

100000

1-3

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- 00000000 -

22 December, 1948

SECRET

At 1:45 hours, November 1948, I was standing just outside hangar 17 at Leach Air Force Base, on the east side of the hangar. It was a perfectly clear night. Looking up toward the north and toward a pale luminous object, I saw a small, bright, white, circular object in the sky. It appeared to be a star, but its relative position to the stars changed. It travelled from the north-northwest to the east-southeast in about one second or less, passing over the top of the hangar. I saw a sound from the object. It sounded like the sound of a jet engine at 100 miles per hour, and its altitude at the time of the sound was about 1000 feet. I saw a tactical approach of the object at approximately 100 miles per hour, and during from then, the object moved at a speed of at least 800 miles per hour. From the sound, I could see approximately 1000 feet of the object. The object was approximately 1000 feet above the horizon to the west-northwest.

Robert J. Smith

Major, USAF

Wichita, Kansas

AO-810(72)

- 00000000 -

HEADQUARTERS
52D FIGHTER WING, ALL WEATHER
Mitchel Air Force Base
Mitchel Field, N. Y.

10 December 1948

SUBJECT: Project "Sign"

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

ATTN: Chief, Intelligence Department

Reference letter your headquarters, subject as above, dated 29 November 1948 together with TUL #AF 5191, dated 9 December 1948. This matter has been referred to the CO, 2102nd Air Weather Group, this station, for necessary action inasmuch as subject report was originally submitted by them.

FOR THE COMMANDING OFFICER:

SECRET

Commanding General
Air Defense Command
Wurtsmith AFB
Wurtsmith Fld, W. M.
ATTN: 52d AAGC Gd, Hempstead
L. I., N.Y.

C. A. WILKINSON
Chief,
Operations section

D. E. CLINGERMAN
Colonel, USAF
Actg Chief
Intelligence Department

FILED/138
65310

1. THE AIR FORCE WILL BE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION TO THE JOINT CHIEFS OF STAFF FOR THEIR REVIEW AND RECOMMENDATION:

NCIAXO-3 NCIAXO NCIAXO NCIAXO

T-50725-A

CLASSIFIED MESSAGE

CONFIDENTIAL

CLASSIFIED MESSAGE

INCOMING MESSAGE

10:33

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CLASSIFIED MESSAGE

CONFIDENTIAL

CLASSIFIED MESSAGE

REF-16 NOV 48 10M

-1

202

This copy will be safeguarded with the greatest care until action is completed, at which time it will be disposed of in accordance with Section IV, War Office Instruction No. 112.

ACIAG-3

IAAG-3/GWZ/aw

TO: The Commanding General

Commanding Officer
Mitchel Air Force Base
New York, New York
Chief, Intelligence Officer

1. Reference is made to incoming message 151944Z from Mitchel Field to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, regarding sighting of unidentified aerial object.

2. This office is engaged in continuing investigation of all reported sightings of unidentified aerial phenomena, and has been authorized direct communication with pertinent military installations.

3. It is requested that Head Intelligence Officer interview all the available witnesses to the incident reported in referenced communication and obtain signed statements of the observed phenomena.

4. Inclosed herewith is a copy of our Essential Elements of Information form as an aid to the investigative officer in recording desired data.

5. All collated data and accomplished essential elements of information form should be forwarded to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: NCIC-3.

FOR THE COMMANDING GENERAL:

1 Incl
SI

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

IN 160332Z

FROM WHEEL HILL, NEW YORK, ~~XXXXXX~~ 159144Z
TO WFO WAFB ATTENTION WOLAK-3
CITE 2102 144 424

REPORT OF INFORMATION OF FLYING DISC. LOCATION, NEWARK, ~~XXXXXXXXXX~~ AFB, NJ.

TIME, 1250 EST, 3 NOV 48.

WEATHER, CLEAR.

NAME, EDWARD J. CISEK, CIVILIAN DISPATCHER, BASE OPERATIONS, NEWARK AFB.

NO. OF SIGHTED: ONE, ROUND, LUMINOUS, ONE THIRD BRIGHTNESS OF MOON, LITTLE OR NO
DEATH, TRAVELED FROM NORTH NORTHEAST IN ARC TO SOUTH SOUTHEAST, APPROX 800 MPH,
ALTITUDE ~~XXXXXXXX~~ ESTIMATED 5,000 to 6,000 FT., NO SOUND.

DETAILS TO FOLLOW.

BAKER CAMP

SECRET

Incident: 203

17 Nov 1948

1418 Z

56° 10' North Latitude by 117° 30' West Longitude
Peace River, Alberta Province - some 250 miles NW of Edmonton

From 7,000 ft enroute to Kittengeruit, N. W. T. from Edmonton.

1st Lt James T. Toney, Edmonton, Alberta, Can.
S/Sgt O. H. C. Hink, AF 20/15676, Radio Operator
Edmonton, Alberta, Canada.

(1) Pilot &
Radio Operator with crew

Approximately 50' in length

flaming orange color

egg-shaped with tail

flame

Altitude: Estimated at approximately 13,000 feet

Unknown

Momentary

appeared to be in a shallow dive

None

Southwest

"flame"

sky momentarily behind it - had a tail

Overcast, with tops at approx 4500'
M.L. High deck of thin broken stratus clouds at approx 12,000 ft.

S/S.

Summary of Incident (over)

SECRET

T-77027

(Attach a Separate Sheet if Additional Space is Needed)

SECRET

Incident: 203

A bright glowing large object similar in shape to an egg with a tail
was observed near Peace River, Alberta Province, some 200 miles NW of
Edmonton, by 1st Lt James Toomey & 3rd Sgt Chas. L. Bline, Radio Operator,
while on first leg of flight from Edmonton, Alberta, Canada, to Kittiganuit,
N.W.T. The object was momentarily sighted above a bank of broken stratus
clouds. The crew were flying at 7,000 ft MSL on top of an overcast when
the object was sighted. Altitude was judged as approximately 18,000 feet
as the object appeared in a shallow dive. There was no sound. Object
had a tail which tapered to a point. It was heading southwest heading at an
unknown speed. As it passed it momentarily illuminated the sky behind it.

SECRET

T-77627

DETACHMENT, 1701ST AIR TRANSPORT WING
CONTINENTAL DIVISION, MATS
EDMONTON ALBERTA CANADA

GPR/md

19 Nov 48

SUBJECT: Observation of an Object in the Atmosphere

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

1. The following report of an object observed by 1st Lt. James
Tourney is submitted in compliance with Secret Letter dtd 20 Oct 48 from
MATS Headquarters, subject: Reporting of Information on "Flying Discs".

a. Location and time of sighting - 117° 30' W Longitude
56° 10' N Latitude
1418Z 17 November 1948

b. Weather at the time - Weather at the time was overcast with
tops at approximately 4800' MSL with a high deck of thin broken stratus clouds
at approximately 12,000 ft.

c. Names and occupations and addresses of witnesses - 2/Ltj Onno
C. Blink, AF 20715676, Radio Operator on the crew and stationed at Edmonton,
Alberta, Canada.

d. Photographs of objects, if available. No photographs available.

e.

f. Object sighted:

- (1) Number - One
- (2) Shape - Egg shaped with a tail
- (3) Size - Approximately 50' in height tapering to a point
at the tail.
- (4) Color - Bright flaming orange
- (5) Speed - Unknown
- (6) Heading - South West

7 7762 203

SUBJ: Observation of an Object in the Atmosphere

- (7) Maneuverability - Appeared to be in a shallow dive.
- (8) Altitude - Approximately 18,000 feet.
- (9) Sound - None
- (10) Exhaust trail or not - Yes

g. Remarks: Object was sighted on the first leg of a flight from Edmonton, Alberta, Canada, to Kittigawit, N. W. T. Canada while flying at 7,000 ft. MSL on top of an overcast. The object was momentarily sighted above a deck of broken status clouds. It seemed to be a bright flaming orange object and illuminated the sky momentarily behind it.

Dist:

Hqgs.MATS Attn: Dir. of Intelligence
Cdr.MATS Attn: Chief, Intelligence
Division

GEORGE P. BRENNER,
Capt. USAF
Commanding

CLC

1

7 77621

SUBJ: Observation of an Object in the Atmosphere

- (7) Maneuverability - Appeared to be in a shallow dive.
- (8) Altitude - Approximately 18,000 feet.
- (9) Sound - None
- (10) Exhaust trail or not - Yes

g. Remarks: Object was sighted on the first leg of a flight from Edmonton, Alberta, Canada, to Kittigawit, N. W. T. Canada while flying at 7,000 ft. MSL on top of an overcast. The object was momentarily sighted above a deck of broken status clouds. It seemed to be a bright flaming orange object and illuminated the sky momentarily behind it.

Dist:

Hqgs.MATS Attn: Dir.of Intelligence
Cdr.MATS Attn: Chief, Intelligence
Division

GEORGE P. BRENNER,
Capt. USAF
Commanding

SECRET

2

77627

8 Nov 1940

Incident 204

1940 Sunrise

Panama

~~Weather Observer~~ Ground - Panama

Secret

Weather observer

N/S

1

Larger than planet Venus

like star

that of a comet

that of comet

N/S

N/S

40 minutes

N/S

N/S

N/S

N/S

long cone of light

sunrise

N/S

(over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident # 204

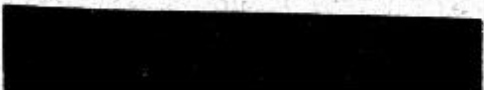
At 10:00, Nov. 3, 1957 Operator Solera was making a 101 weather report saw what appeared to be a comet in the southeast quadrant of the sky. It had a long cone of light which ended in a star larger than Venus. It remained visible to the naked eye for approximately 40 minutes. Still beginning of sunlight dimmed the brilliance of the phenomenon and full sunrise obliterated it. Apparent to have about four grades of intensity in the tail.

Incident # 204

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

101

102



It has a tail extending for 15 million miles

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...had been approx
...million mile tail of comet 11
...comet plane in a 20

AT CAN

NEW COMET

1. Total shift of light
more at Palmer station
observed from the ship

Possible explanation

BRIGHT NEW COMET

It has a tail extending for 15 million miles



N.H.S

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RESTRICTED

HEADQUARTERS JCS/AFHQ AIR COMMAND
Office of the Director of Intelligence

D-21

Albrook Air Force Base, C. Z.
12 November 1948

TO : Chief of Staff, United States Air Force

FROM : Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
Attn: A-1

1. Pursuant to letter, Headquarters United States Air Force, dated 24 February 1948, Subject: Reporting of Information on Flying Discs, the attached information is furnished for your information.

2. Additional inquiries are being held regarding this sighting and all pertinent information will be forwarded as it becomes available.

William A. FUSBERG
WILLIAM A. FUSBERG
11 Nov 1948
Director of Intelligence

1 Incl
PAA Memo

RESTRICTED

COPY

COPY

Sorted for the Original FAA messages:

OR 8 1145 IS OPS

SJO OA CK74 082019

KNIA SLE OF CV VA CA PAA

DPMA 081120 C-47B WABLE OVSAL STOP RE OWE 081640 OPERATOR SOLERA WHEN MAKING
1000 000 LA REPORT SAW WHAT APPEARED AS COMET IN SE QUADRANT OF SKY WITH VERY
BRIGHTNESS OF LIGHT COVERING WHILE SE... QUAD ENDING IN STAR LARGER THAN VENUS STOP
THAT ALL VISUAL TO BAKED EYE FOR APPROX 40 MINS UNTIL BEGINNING OF SUNLIGHT DIMED
BRILLIANT OF A FULL SUNRISE BY OBLITERATED PHENOMENO STOP ADVISE IF THIS WAS COMET
OASJC 082019

00462

OFF SLE OF CV (FR CANAL ZONE, PANAMA)

SJO SJO PAA OA KNIA PAA DP

OASJC 081120 COPY DPMA STOP FURTHER REPORTS OF COMETS COMMA REQUEST YOU ADVISE
DE 14 0000 OF WABLE COMET POSITION LENGTH TIME VISIBLE WHETHER VISIBLE BAKED EYE
STOP OVSAL

081640

NO 11/48

OFF 1445 SLE OF CV KNIA DP 17 081530

(FR MIAMI TO CZ
PANAMA)

SLE PAA CV

OVSAL STOP WABLE 081112 KED SJO COMET POSITION LENGTH TIME VISIBLE WHETHER
VISIBLE BAKED EYE DPMA 081630

OFF SLE OF CV

KNIA PAA CV OA OK

(CZ, PANAMA TO MIAMI)

OWEMIA OXAMIA OXAMIA STOP SAL AND SJO WAA OBSERVERS SIGHTED COMET AT APPROX
1045 WITH ABOUT FOUR DEGREES OF TAIL OVSAL 081112

AD 11/48

COPY

RESTRICTED

204

Ind dent #005

Incident: 205

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 205

Observer reported seeing an aluminum colored object sail northeast across the sky while being on his back in his yard. Object seemed about 30 to 40 feet in diameter. Could not ascertain height but thought object was moving very fast - estimated speed to be around 1500 MPH. Object seemed to be slowly rotating while remaining upright - like a flat top. Noticed no smoke or fire.

MCIAID-3/RRS/aw

MCIAID-3

Mr. [Name]
[Address]
[City, State, Zip]

Dear Sir:

This is to acknowledge receipt of your communication
dated [Date], [City, State, Zip], [City, State, Zip], Washing-
ton, D. C., and forwarded to this Bureau for necessary
disposition.

The interest you have shown in bringing this information
to our attention is greatly appreciated, and it will be made
a matter of record.

Sincerely yours,

[Name]
Colonel, USAF
Chief, Tech. Intelligence Division
Intelligence Department

Incident: 205

100-100000
(11-37)

23 NOV 1948

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Carthage, Missouri

31 Oct 1948

Dear Committee:

Just want to report seeing an object sail across the sky which I believe to have been the so-called flying disk. Sky perfectly clear 5 o'clock in the evening. No wind blowing at all. I was lying on my back in the yard playing with my small son when I was attracted by an aluminum colored object sail northeast across the sky. I looked closely and as near as I could figure out it was about as high as the B-29 flies and looked to be 30 or 40 ft in diameter. Although it was hard to judge its height, as it was moving very fast. I'd say 1500 miles per hour and seemed to be slowly rotating and upright as a flat top. No smoke, no noise. Probably to have been launched at intervals by jet power and to sail hundreds of miles between boosts, as a flat rock or washer thrown by hand. Since I saw this, if it isn't already known I want to predict that such a disk can be made and are being made somewhere, and was doing such a good job as it went over that it must have had pilots to maneuver it. Anyway, I predict that it can be done and to sail not fly. Roughly estimating I'd say would travel 300,000, be safe, very economical (boosted at intervals say 500 miles apart) Sail around the earth about 72 times with 1 lb of atom power. Call it a rocket and use it for scouting, locating war plants, atomic war, etc. I say the main part of the disk would rotate (with low center of gravity) slowly to keep upright tub in center, stationary for pilots

I wouldn't want to say one word untrue about seeing the disk as I really saw it. Maybe you know something about them. If not, how about me being first to start big news about predicting a disk to be maneuvered by pilots, could depend on land or sea, but if it would interfere with any U. S. experiments or inventions we couldn't say anything about it so let me hear from someone as a friendly return.

Wesley M. Long
1026 Walnut St
Carthage, Mo.

Incident: 205

Ind dent #005

Incident # 206

1. Date and Time of Observation: 12 Nov 1948 between 1300 and 1400
2. Where sighted: Northeast portion of Clark AF Base, Phillipine Islands
3. Observer's Position: ground
i.e., ground, air, control tower, etc.
4. Name and Address of Observer: Sgt Fredrick M. Wright, 18th Maintenance Sq
18th Main & Supply Gp, Clark AF Base
5. Observer's Grade or Rating: Sgt, USAF
6. Attention Attracted by: white speck
7. Number of Objects: 1
8. Size of Object: Estimated Size: 300 ft/ 35 ft body at wings;
Wings 47-1/2; width of wing 25 ft
length of fuselage
9. Color of Object: snow-white
10. Sound (Color, if applicable): See attached
11. Nature of Light: N/S
12. Altitude of Object: 3 to 6 miles high
13. Estimated Distance of Object: 20 to 30 miles
14. Estimated Speed of Object: Faster than jet plane
15. Time in Sight: N/S - observed intermittently thru cloud formation
16. Direction of Flight of Object: Flying around Clark AF Base - no definite heading
horizontal flight - apparently reconnaissance
17. Sound of Object: single roar
18. Direction of Flight of Object: no definite heading - flew around
Clark AF Base
19. Appearance of Object: Similar to plane
20. Position of Object: N/S - entered and broke out of cloud six times
21. Exhaust Trail: appeared to leave an exhaust trail
from tail-end of mentioned object - "It
appeared to be sky writing"
22. Nature of Clouds: appeared to be sky writing
23. Weather Conditions at Time of Observation: 4500 scattered, visibility 30
miles.
24. Possibilities noted: Appeared to have no tail assembly - straight body
tapering off from directly above the wings to small point
25. Summary of Incident: (over)
(See attached page)

Incident: 206

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

Evaluation: D-5 - Sgt Wright's character and his honesty are questionable according to the interrogating officer.

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

AO 305-CF-2

1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925.

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

Basic communication is forwarded pursuant to the provisions of Hq.
USAF letter, dated 26 February 1948, subject: "Reporting of Information
on Flying Discs," and as additional information to that contained in our
radio, cite AI 1249, dated 23 November 1948.

FOR THE COMMANDING GENERAL:

2 Incl.:
w/c

2221

HEADQUARTERS, THIRTEENTH AIR FORCE
CLARK AIR FORCE BASE
APO 719

20 December 1948

319.1

SUBJECT: Sighting of Unidentified Aerial Object.

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

ATTENTION: Assistant Chief of Staff, A-2

1. Reference letter your Headquarters, dated 3 December 1947, at 452.1, A-2, sub: "Unidentified Aircraft or Flying Object."

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

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

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

c. Name and Occupation of Witness: Sgt. [Name Redacted], AF 33580852, 18th Maintenance and Supply Group, 18th Maintenance Squadron. At time of sighting, was engaged in Special Services activities.

d. Photographs: None available.

e. Sketches: See inclosures.

f. Object Sighted:

(1) Number: One (1).

(2) Shape: Long fuselage, low wing, [Redacted] shape.

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

72# 00252

See 200-106
8-338

SI9.1

Subject: Sighting of Unidentified Aerial Object

- (4) Color: Snow white.
- (5) Speed: According to witness, "Faster than any jet that I have ever seen."
- (6) Heading: Object appeared to be merely flying around Clark Air Force Base, with no definite heading.
- (7) Maneuverability: According to witness, object was very maneuverable, due to speed, and the way it moved in and out of the clouds.
- (8) Altitude: According to observer, altitude appeared to be from three (3) to six (6) miles high.
- (9) Sound: Observer claims he could hear a single roar, as a single plane in the sky could make.
- (10) Exhaust trail: Object appeared to leave an exhaust trail from the tail-end of mentioned object, as observer said, "It appeared to be sky writing."

g. After talking to Sgt. Wright's Squadron Adjutant and First Sergeant, the man's character and honesty in this statement is questionable. As for evaluation, the whole statement and report are to be evaluated as T-5.

FOR THE COMMANDING GENERAL:

2 Incls:

- 1. Stat of Sgt. Wright
- 2. Sketch of Unidentified Object

/s/ R. E. Whitcomb
/t/ R. E. Whitcomb
Lt. Col., USAF
AC/S, A-1

COPY

STATEMENT

20 November 1948
Clark Air Force Base

TO WHOM IT MAY CONCERN:

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

On November 12, 1948, between 1300 and 1400 I saw a strange object in the sky.

I was seated in the lobby of the Isaly Theatre on the north side, smoking and watching some cloud formations in the North-east. All at once, a white smoky materialized and continued to lengthen out in a northern direction. I thought at first it was a plane sky-writing, for it was so long, but as it continued to advance as a whole unit, I changed my mind; furthermore, I could see no plane (before I noticed there was no plane, I thought also it might be a tow target). The object advanced in a northwestern direction toward a very large cloud formation I had been watching. It was coming closer and getting larger all the time. I thought, maybe when it comes out of that cloud, if it does, I will get a better look at it. It came out on the Northwest by North side, and I didn't get a good clear view of it before it disappeared in the same cloud formation.

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

It was unswirl (the fact that I estimated it to be 20 or 30 miles away, and 3 to 5 miles high, my estimates are, just estimates), as it came out of the cloud it was broadside to me, and as it turned back into the cloud, I got a clear view of it, head-on. There was definitely a wing formation, low wing, and very short in comparison to the length of it. I saw this object six times besides before it went into the cloud formation the first time. The second time it appeared was to the South and further away; the third time, it came out directly facing me, and when it turned North to go back into the clouds, it was closer than at any other time I saw it. (Understand, all this time, I could hear a single roar, as a single plane in a clear sky would make, I did look for another plane, or maybe I should say a plane, but could find none, so I assumed that the noise was coming from the object I was watching.)

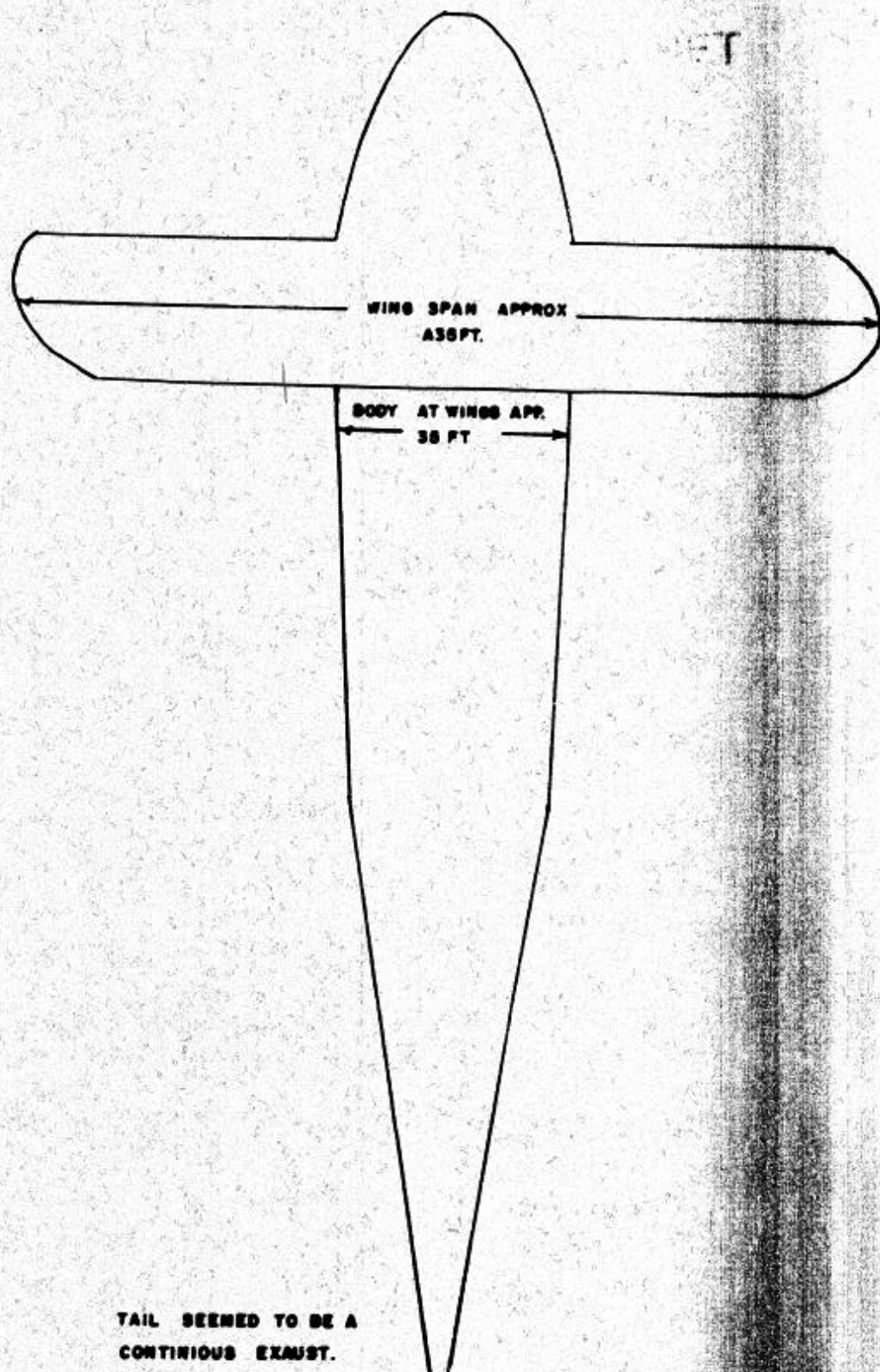
All this I did see; I could also tell that the side wasn't a smooth surface, as it came around the third time — as if the side surface was broken by windows. The nose also was short in comparison with length, but, of course, it would be impossible to estimate the length of the object, if, it was an air-

SECRET

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

/s/ Frederick M. Wright
/t/ FREDERICK M. WRIGHT
Sgt, USAF
AF 39390882
18th Maintenance Squadron
18th Main. and Supply Group

00252



TAIL SEEMED TO BE A
CONTINUOUS EXHAUST.

00252

SECRET

BROKEN SURFACE AS IF IT MIGHT BE WINDOWS



A-2#

00232

SECRET

ROUTING AND RECORD SHEET

AIR MAIL **URGENT**

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressee and address.

Place initials of person who dictated, telephone number and location of office of origin.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments on reverse of this form page.

| | | | |
|--|------------------------|--------------------------|------------------------|
| SUBJECT
Request for Analysis | | | |
| TO
MCIA XO-3 | FROM
MCIA XE | DATE
10 Dec 47 | CLASS. NO.
4 |

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

- Subject aircraft cannot be identified with any known domestic or foreign jet propelled aircraft.
- There is no knowledge of any advanced types of domestic aircraft (jets) flying in the vicinity of Clark Air Force Base.
- There are no known foreign aircraft designs which approximate the reported configuration. In regard to size reported, the nearest USSR aircraft of which we have knowledge is a development of the German EF-132 six jet bomber. Although the configuration of the EF-132 is not definitely known, it is not believed to be a tail-less aircraft.
- The approximate necessary range for an aircraft operating from Southern Manchuria would be about 5,000 miles.
- A range of 5,000 miles, in light of existing jet engines and aircraft, is improbable although not impossible.
- It may be roughly estimated that the gross weight of the airplane is 300,000 lbs from the arbitrarily chosen data.
- The striking potentialities of a 300,000 lb jet aircraft, capable of a range equal to or in excess of 5,000 miles, is superior to the most advanced designs in jet bombers which we now have flying. The actual potentiality depends further upon the bomb load; however, it cannot be estimated here.

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

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

1 Incl
n/c

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

[Signature]
JH/ed
5-2270
EI 268
P 210D

ROUTING AND RECOMMENDATION SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate address and addressee.

Place initials of originator and recipient, telephone number and location in right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments by horizontal lines across page.

Use entire width of sheet, both sides. *623*

SUBJECT - Request for Analysis

TO : IAG

FROM :

MOIAD-3

DATE : 2 Dec 48 *Report No. 1.*

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

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

1 Incl
Wire 4/Nov 48

W. G. Smith
W. G. SMITH
Chief, Operations Section
Tech. Intel. Agency Division
Intelligence Department

W. G. Smith
WGS/av
6-5310
Bldg 238

no data
is unusual because
vertical dimensions
will be about 6' high -
based without wings

report, this could be
a. Object with no tail
and is aerodynamically

vertical that it
is distinct from
other known

W. G. Smith

W. G. Smith

7-7365J-1

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

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

2. Are the alleged advanced types of domestic aircraft flying in the vicinity of Clark Air Force Base, Philippine Islands?

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

4. Will the flying range of any aircraft, based on foreign soil in the Pacific Ocean, have to be in order to appear for reconnaissance purposes over American installations?

5. Is this purported flying range well within the capabilities of existing jet engines, if it is here the source of power?

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

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

8. It is realized that some of these questions are not pertinent to your section, but it is felt that they follow more or less systematic form in satisfying intelligence requirements. Please forward to JIAXS for answer of those questions which fall within their jurisdiction and return to 11-7.

1 Incl
R/C

W. A. Ruffin
W. A. RUFFIN
Chief, Operations Section
Tech. Intelligence Division
Intelligence Department

MS/ej
MS/ej
6-310
P 207
P 283

7-18630-A

Fr: UAPLA 308/CG FEAF 445/2
To: JECAB/CG AMC WPAFB ATTN: MCI
INFM JECOL/USAF ATTN: DIRECTOR OF INTELLIGENCE
JCE/CINCPAC ATTN: G-2 SECTION
AF OR MC

1. MCI/A
2. L
3. MCI/A

The following message received from 13th AF and passed in accordance with USAF letter. Subject: "Reporting of information on Flying Discs" dated 26 February 1948. A detailed report will be forwarded when received. Unidentified aircraft sighted by enlisted man of this Command JELONE 2 Nov 1948 approximately 1330 hours, northern part east of Clark AF Base. Distance undetermined. Altitudes from 10,000 to 20,000 feet. Description: Color: snowwhite, wing span estimated 100 to 150 feet. Fuselage estimated at 250 feet length. Distance from nose of aircraft to leading edge of wing estimated 25 to 40 ft. Fuselage appeared proportionately long with tapered nose. Tail extremely tapered to almost a point. Fuselage appeared to have windows between trailing edge of wing and tail extremity. No tail surface reported. Reported to be exceedingly fast and sounded similar to a jet aircraft. Entered and broke out of a large cloud 6 times. No transient or host aircraft reported as being in the vicinity at the time of the observation. No confirmation by other sources. Evaluation: G-3. Report being forwarded by mail."

7-78630-1

Incident: 206

14 42 I

EQAB80

HA21

RR JEQAB

FM UAPLA 301/CG FEAF 230445/Z

TO JEQAB/CG ANC WPAFB ATTN HCT

ROUTINE

SECRET

206

PAGE 2 UAPLA 308775 F C R T

FROM POSE OF AIRCRAFT TO LEADING EDGE OF WING ESTIMATED TWENTY FIVE TO
FORTY FEET PD FUSELAGE APPEARED INTENTIONALLY LONG WITH
TAPERED NOSE ~~UNUSUALLY LONG~~ TAIL EXTREMITY
THAT TAPERED TO ALMOST A POINT PD
FUSELAGE APPEARED TO HAVE TO HAVE WINDOWS BETWEEN TRAILING EDGE OF WING
AND TAIL EXTREMITY PD NO TAIL SURFACE REPORTED PD APPEARED TO BE
EXCEEDINGLY FAST AND SOUNDED SIMILAR TO ABL JET AIRCRAFT PD ENTERED
AND BROKE OUT OF ABL LARGE CLOUD SIX TIMES PD NO TRANSIENT OR BASE
AIRCRAFT REPORTED AS BEING IN VICINITY AT THE TIME OF THE OBSERVATION
PD NO CONFIRMATION BY OTHER SOURCES PD EVAL CHARLIE DASH THREE REPORT
BEING FORWARDED BY MAIL PD UNQUOTE END

"Paraphrase not required. Handle as
correspondence
per paragraph 51 i and 60a (4), AR 300-5"

CCC LINE THREE PAGE TWO GROUP THREE SHUE READ AND RPT AND

SECRET

21/0002 206

T-78630-1

INFM JFOTL/USAF ATTN: DIRECTOR OF INTELLIGENCE
QXN/CINCPAC ATTN C-2 SECTION

AF GR NC

1 MIA - ACTION
2 MCI - INFO
3
4 MCA 6X MIA

/S E C R E T/

CITSTVLONE TWO FOUR NINE OP-2 PD

THE FOLLOWING MESSAGE FROM THE THIRTEENTH AIR FORCE IS PASSED TO
YOU IN ACCORDANCE WITH USAF LETTER CMA SUBJECT QUOTE REPORTING OF
INFORMATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBRUARY ONE NINE
FOUR EIGHT. A DETAILED REPORT WILL BE FORWARDED WHEN RECEIVED.
UNIDENTIFIED AIRCRAFT SIGHTED BY ENLISTED MAN OF THIS COMMAND JELONE
TWO NOV FOUR EIGHT APPROXIMATELY ONE THREE THREE ZERO HOURS CMA NORTHEAST
BY EAST OF CLARK AIR FORCE BASE CMA DISTANCE UNDETERMINED AT ALTI-
TUDES FROM TEN THOUSAND TO TWENTY THOUSAND FEET PD DESCRIPTION CLM COLOR
SNOW WHITE CMA WING SPAN ESTIMATED ONE HUNDRED TO ONE HUNDRED FIFTY
FEET CMA FUSELAGE ESTIMATED TWO HUNDRES FIFTY FEET LENGTH PD DISTANCE

INCP #206

Incident # 206

1. Date and Time of Observation: 18 Nov 1948 2145 hours
2. Where sighted: Circling Andrews AF Base, Camp Springs, Md
3. Observer's Position: Air
(i.e., aircraft, air, ground, etc.)
4. Name and Grade of Observer: 2d Lt Kenwood W. Jackson, 1326 28th St, S.E., Washington, D. C.
5. Occupation and/or Interest: 2d Lt AFM - telephone cableman
6. Attention Attracted by: light
7. Number of Objects: 1
8. Size of Object: Undetermined
9. Color of Object: N/S
10. Shape of Object: Oval. No wings or tail surfaces
11. Nature of Light: Seemed to give off a dull glow
(i.e., color, intensity, etc.)
12. Altitude of Object: 1700 to 2,000 ft
13. Direction of Movement of Object: N/S
14. Duration of Observation: N/S
15. Time in Sight: 15 to 18 minutes
16. Tactics: Evasive tactics - continued to circle field. Could climb vertically, then would drop behind and continue to circle field
17. Weather Conditions at Time of Sight: N/S
18. Direction of Flight of Object(s): Northeast - Southwest
19. Direction of Observation: N/S
20. Direction of Observer: N/S
21. Exhaust Trail: N/S
22. Nature of Object's Movement: ~~Horizontal movement~~ Climbed out of sight toward northeast
23. Weather Conditions at Time of Sighting: CAVU - no clouds, haze or smoke
24. Remarks: No wings or tail surfaces - extreme maneuverability
25. Summary of Incident: (over)
(See attached page)

Object first sighted at approximately 2145 13 Nov 58. It was flying from northeast to southwest across Andrews field at 1700 feet. Plane then descended from 4,000 ft to same altitude as object which was then coming back across Andrews Field from the Southwest on a Northeast heading. Object and plane then flew in circles, object on outer circle. Plane followed it to 7000 ft. While climbing plane made 3 or 4 passes at the object to identify it. As plane descended at approximately 10-15 MPH object would then climb vertically, drop below plane from behind and continue circling the field. In a last effort the plane switched on a landing light and the object momentarily gave off a dull glow. It appeared oval with no wings and no tail surfaces. After the object was sighted in the landing light, it moved to the Northwest climbing rapidly. Plane lost sight of object at 2150 ft; the time was then 2200.

Rest of the time 2200 - 2215, plane or more.

Incident occurred at request of Kenneth A. Johnson, Sr. Lt. AFRes, 40-944113

Report made by Glen L. Stanger, Sr. Lt. USAF.

Object first sighted at approximately 2145 18 Nov 48. It was flying from northeast to southwest across Andrews field at 1700 feet. Plane then descended from 4,000 ft to same altitude as object which was then coming back across Andrews Field from the Southwest on a Northeast heading. Object and plane then flew in circles, object on outer circle. Plane followed it to 7000 ft. While climbing plane made 3 to 4 passes at the object to identify it. As plane descended at approximately 240 MPH object would then climb vertically, drop below plane from behind and continued circling the field. In a last effort the plane switched on a landing light and the object momentarily gave off a dull glow. It appeared oval with no wings and no tail surfaces. After the object was sighted in the landing light, it headed to the Northeast climbing rapidly. Plane lost sight of object at 8,000 ft; the time was then 22:03

Weather at the time: CAVU - no clouds, haze or smoke.

Taken from signed statement of Kenneth A. Jackson, 2d Lt, AFRes. AD-94113

Statement corroborated by Glen L. Stalker, 2nd Lt, USAF.

INCIDENT SUMMARY SHEET

Incident No. 207A

1. Date and Time of Observation: 18 Nov 48 2200 hours
2. Where Sighted: East over Andrews AF Base, directly over Camp Springs, Md
3. Observer's Position: Air
(i.e., ground, air, control tower, etc.)
4. Name and Address of Observer: Henry G. Combs, 2d Lt, USAF
4511 S. Capitol St., Washington, D. C.
5. Description and Location of Object: movement of lone moving lighted object
6. Number of Objects: 1
7. Size of Object: Smaller than a T-6 type aircraft
8. Color of Object: dull gray (whitish gray)
9. Shape of Object: Oblong ball, no wings or tail surfaces (oblong ovate)
10. Nature of Light(s): Seemed to have had one continuous glowing white light
(directed beam of light? Could not determine whether source of light
emanated from entire object or was exhaust type in nature.
11. Altitude of Object: 1700 ft to around 7500 ft
(estimated)
12. Estimated Distance of Object from Observer: Approx 300 to 400 feet on one
instance
13. Estimated Speed of Object: 80 to 600 MPH
14. Time in Sight: 10 to 12 minutes
15. Tactics: Evasive controlled tactics and ability to perform tight circle
quick variation of air speed. Vertical ascents. Evasive movements
16. Sound(s) of Object(s): N/S
17. Direction of Flight of Object(s): East to West in circular pattern
18. Apparent Construction: metallic
19. Effect on Clouds: N/S
20. Exhaust Trail Color: no exhaust flame
21. Manner of Flight: N/S
22. Weather Conditions at Time of Sighting: CAVU, no smoke, haze or fog. Full
moon.
23. Remarks/Notes: No wings or tail structure; extreme maneuverability -
highly evasive movements, high rate of acceleration.
24. Summary of Incident: (over)
(See attached page)

At approximately 2100 hours Lt Jerry J. Combs sighted an object flying on a pattern East over Andrews AFB. The object had one continuous glowing white light. Combs thought it was an aircraft with the wing navigation lights turned off or burned out. He took a pass to check. Object took evasive action. First pass it established at 1700 feet over Andrews AFB. When object started taking evasive action, Combs switched wing and tail navigation lights off. Manuevering his ship so that his exhaust flame would not be noticed in an effort to get the object in his left he proceeded to close in but the object quickly flew up and over his aircraft. Then Combs attempted to maneuver the object between his ship and the light of the moon. This was done by making very very tight 360° turns with flaps down while making a steep climb. Object was able to turn inside of Combs' aircraft even under this condition. Another amazing feature was the quick variation of airspeed from 70 mph to 500 or 600 MPH. Combs remained in contact with the object for some 15 minutes with the object between the lights of Washington, D.C. and his aircraft. He could tell he was flying ball with one light and no wings and no exhaust flame. Trying to close in again he remained in sight of it up to 6000 feet, then down to 3500 feet to 4000 feet but it always easily evaded him. Then object and Combs ~~fix~~ climbed up to 7500 feet. Combs pulled back up sharply and came up underneath the object at in 300 to 400 feet. He then turned on landing lights on it. It had a very ball shape to it and was oblong in shape as mentioned before. Object then performed a very tight curve and headed for the East or at least about 500 to 600 MPH.

All agree that (1) Object was light, maneuverable, and (2) it was a following aircraft. (3) Object of almost vertical flight. (4) Object had no wings and no exhaust flame.

All were well understanding as to whether source of light observed emanated from the object or from some other source.

At approximately 2200 hours Lt Henry G. Combs sighted an object flying on a 360° ^{pattern} from West to East over Andrews AF Base. The object had one continuous glowing white light. Combs thought it was an aircraft with the wing navigation lights turned off or burned out. He then made a pass to check. Object then took evasive action. First contact established at 1700 feet over Andrews AF Base. When object started taking evasive action, Combs switched wing and tail navigation lights off. Maneuvering his ship so that his exhaust flame would not be noticed in an effort to get the object on his left he proceeded to close in but the object quickly flew up and over his aircraft. Then Combs attempted to maneuver the object between his ship and the light of the moon. This was done by making very very tight 360° turns with flaps down while making a steady climb. Object was able to turn inside of Combs' aircraft even under this condition. Another amazing feature was the quick variation of airspeed from 80 MPH to 500 or 600 MPH. Combs remained in contact with the object for some 10 minutes with the object between the lights of Washington, D. C. and his aircraft. He could only see an oblong ball with one light and no wings and no exhaust flame. Trying to close in again he remained in sight of it up to 6000 feet, then down to 3500 feet to 4000 feet but it always easily evaded him. Then object and Combs flew climbed up to 7500 feet. Combs pulled back up sharply and came up underneath the object within 300 to 400 feet. He then turned his landing lights on it. It had a very dull gray glow to it and was oblong in shape as mentioned before. Object then performed a very tight curve and headed for the East coast at about 500 to 600 MPH.

Witnesses agree that (1) Object was highly maneuverable.
(2) Seemed aware of the presence of a following aircraft
(3) Capable of almost vertical flight
(4) Was smaller in size than B-1 type aircraft.

Witnesses were uncertain as to whether source of light observed emanated from entire object or was exhaust type in nature.

1. Date of Incident . . . 18 Nov 48
2. Name of Observer . . . N/S
3. Location of Incident . . . Over Andrews AF Base, Camp Springs, Md
4. Nature of Incident . . . Ground while on duty
5. Name of Observer . . . 2238th AFRTC
John J. Kushner, S/Sgt USAF / Andrews AF Base
6. Name of Observer . . . S/Sgt USAF, Crew Chief
7. Nature of Incident . . . Noise
8. Name of Observer . . . N/S
9. Name of Observer . . . N/S
10. Name of Observer . . . N/S
11. Name of Observer . . . N/S
12. Name of Observer . . . N/S
13. Name of Observer . . . Not very loud
14. Name of Observer . . . N/S
15. Name of Observer . . . N/S
16. Name of Observer . . . N/S
17. Name of Observer . . . Twice as loud as P-47 but similar in sound
18. Direction of Flight of Object . . . Cannot be ascertained from statement
"came from direction 2238th Eng across field towards Hanger #1"
19. Nature of Object (if known) or Substance . . . "light"
20. Effect of Object on Clouds, Smoke or Exhaust Trail . . . N/S - no exhaust seen
21. Weather Conditions Existing at Time . . . Night - moon lit - as gleaned from
statements of pilots
22. Observations noted . . . did not look like an aircraft
23. Summary of Incident . . . (over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident 207-B

Statement of 1st Sgt John J. Kusner corroborates account of 2d Lt Kenneth A. Jackson and 2d Lt Henry G. Bomb. Sgt Kusner was on ground duty when he heard a noise. Turning his head in the direction of the sound he saw a shining object coming across the sky. It made a sound similar to a P-47 only twice as loud. It seemed to him to be coming from the direction of the 313th Engineering Hangar across the field toward Hangar #1. It wasn't very high. It couldn't have been a P-47 and witness did not see an exhaust. Shortly afterwards, he heard the same noise only higher up over the field. He stated the object did not resemble an aircraft.

Date of Observation 18 Nov 48 Date of Interview _____

Time of Day (Local) 2200 Hrs.

Place of Observation W Corral Andrews AF Base, Maryland.

Direction of Observer Air

Direction of Light from the West

Direction of Wind from the West

Direction of Rain from the West

Direction of Snow from the West

Direction of Fog from the West

Direction of Clouds from the West

Direction of Smoke from the West

Direction of Vapor from the West

Direction of Dust from the West

Direction of Ash from the West

Direction of Sand from the West

Direction of Gravel from the West

Direction of Stones from the West

Direction of Bricks from the West

Direction of Tiles from the West

Direction of Lumber from the West

Direction of Metal from the West

Direction of Glass from the West

Direction of Paper from the West

Direction of Cloth from the West

Notes

207C

Glen L. Stalker 2nd Lt. USAF

1717 K St. Nw Apt 203 Washington, D.C.

Pilot-Realty Salesman.

Master of

HEADQUARTERS
2236TH AF RESERVE TRAINING CENTER
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

MFO/jeg

SUBJECT: Project 'Sign'

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: Chief, Intelligent Serv.

In compliance with letter your headquarters, subject as above,
dated 13 Dec 1948, the attached information is forwarded.

FOR THE COMMANDER:

MICHAEL F. GILBERT
Capt, USAF
Adjutant.

1 Incl:
Completed AF Form

CC.

GENERAL DISSENTS OF INFORMATION
(re: sighting of unidentified Aerial Objects)

PROJECT 'Sign'

Reconnaissance Andrews AF Base, 15 November 1948

1. 1 November 1948
2. 2200 hours
3. a. (1) B-6, 150, 1700 to 7500 ft. alt., 30 deg. to 270 deg. circular pattern
(2) East of Washington, D. C., directly over Camp Springs, Md.
(3) Various, aircraft in contact (visual) for approx. 10 to 15 minutes
(4) 50 deg; 47 min, North; 75 deg; 47 min 30 sec West
4. One (1)
5. a. Approx. same level within 500 to 1000 feet
b. Various
c. 1700 to 7500 feet Altitude
6. Ten (10) to twelve (12) minutes
7. a. Whitish grey
b. Oblong, ovate
c. Opaque
d. (1) Unknown
(2) Not accurately described but estimated to be smaller than B-6 type aircraft
8. Generally East to West in circular pattern
9. Capable of multi-directional flight, including almost vertical maneuverability, highly evasive movement, and capable of high rates of acceleration
10. None
11. Not applicable
12. One (1) light of undetermined size

60.

13. None observed
14. Not applicable
15. None observed
16. None observed
17. Range from 80 mph to estimated 600 mph
18. None approximately observed
19. None observed
20. Not applicable

Report Relative to Observers:

1. Henry W. Combs, 1st Lt USAF AF-5 35X
 Ler L. Stalker, 2nd Lt USAF AF-2 075 915
 Kenwood L. Jackson, 2nd Lt USAF AF-94 113
 John J. Kushner, S/Sgt USAF AF-13 006 245

2. Addresses:

Combs - 4511 So. Capitol Street, Washington, D. C.
 Stalker - 1737 K Street NW, Apt 203, Washington, D. C.
 Jackson - 1326 26th Street SE, Washington, D. C.
 Kushner - 2038th AFHC, Andrews AF Base, Washington, D. C.

3. Occupations:

Combs - Construction Foreman
 Stalker - Realty Salesman
 Jackson - Telephone Cablesman
 Kushner - USAF aircraft crewchief

4. Place of Business:

Combs - Not known
 Stalker - Drury Realty Corporation
 Jackson - Chesapeake & Potomac Telephone Company
 Kushner - Airman, USAF

- Since all personnel listed as co-conspirators in question have had experience as law enforcement officers or aircraft within the last five years or more, ability to identify each other and instances in relation to aircraft operations is considered to be probable.

- Reserve Personnel

...available military
...good since ...

- Trucking got out
just from the
city through
river crossed 12.

11. The above information was obtained from the files of the Bureau of Investigation of the Department of Justice, and is being furnished to you for your information. It is requested that you keep this information confidential and not disclose it to any other person.

... ..

- **—**

- 43

- ② 1994.01.01

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

- • • • •

3. Due to heavy aircraft traffic in the area, it was not possible to obtain this information.

1. None reacted

5. Not applicable

6. Equipment not available to enable procurement of required data.

7. Not available

8. Statements forwarded with original report.

9. Not applicable

MICHAEL F. OCHSITY
Captain, USAF
Unit Intelligence C.

[illegible]

19 NOV 11

INOPY

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17

M.C.I.C.

DEC 20 1941

Subject: 1971

Personnel: 1. 1971
2. Air Force Reserve
3. Intelligence: 1. 1971

1. Information is to be provided to the Air Force, Air Force Reserve, and Air Force Intelligence.

2. Information is to be provided to the Air Force, Air Force Reserve, and Air Force Intelligence. It is desired that the information be provided to the Air Force, Air Force Reserve, and Air Force Intelligence.

3. It is requested that the Air Force, Air Force Reserve, and Air Force Intelligence provide the information outlined in the enclosed. It is desired that the information be provided to the Air Force, Air Force Reserve, and Air Force Intelligence.

4. Personnel should be advised to avoid conflict in this matter. It is desired that the information be provided to the Air Force, Air Force Reserve, and Air Force Intelligence.

5. This letter confirms the conversation between Captain Gristy, your Headquarters, and Captain Miller, this command, 1 month 1971.

FOR THE COMMANDING GENERAL:

1 Incl
21 Form

1. 1971
Colonel, USAF
Chief, Intelligence Department

1971

987

CONFIDENTIAL
CONFIDENTIAL

HEADQUARTERS
OFFICE OF RESERVE TRAINING CENTER
ANDREWS AIR FORCE BASE
WASHINGTON, 20, D.C.

1EC/jcg

SECTION: Flying Discs.

1. Commanding General, 1st AF, Ft. Monmouth, N.J., AFHQ, AFHQ Intelligence.
Commanding General, AFHQ, Mitchell 12, N.J., AFHQ, AFHQ Intelligence.
Commanding General, Air Materiel Command, Wright-Patterson AF Base
Dayton, Ohio, AFHQ, AFHQ.
Chief of Staff, USAF, Washington, D.C., AFHQ, AFHQ Intelligence.
AFHQ, AFHQ.

1. In compliance with AFHQ Letter 4-7-57 dated 10-8, following reports is submitted.

2. On the 13 November 1957 at approximately 11-15 hours, two Reserve Pilots, assigned to 1st Air Force Reserve Training Center, engaged in local flight proficiency flying operations encountered unknown aerial objects as described in attached statements. The following facts are listed for information:

1. Location - Andrews Air Force Base, Fort Belvoir, Md.
2. Weather - CAV, no smoke, haze or fog. Fair moon.
3. Witnesses: 1st Lt. Vincent M. Jackson, USAF, AFHQ-3-4113
1st Lt. Glen L. Walker, USAF, AFHQ-3 75915
1st Lt. Henry J. Jones, USAF, AFHQ-33934
S/Sgt John J. Walker, USAF, AFHQ-336245

4. No photographs available.

5. Sketches - None available.

6. Object sighted:

- (a) Number - One (1)
- (b) Shape - Oval, no wings or tail structure.
- (c) Size - Undetermined.
- (d) Color - Undetermined.
- (e) Speed - Variable.

CONFIDENTIAL

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Page 70 - 71, 72, 73 : Lytle Place, 13 Nov + 3 Cont'd.

- (1) Sealing - Crusted base
- (2) Maneuverability - Object is able to turn (semi) directional flight.
- (3) Altitude - variable from 1700 to + 60 feet plus.
- (4) Sound - Described as conventional propeller engine engine type with twice the volume.
- (5) Remarks - None observed.

(2) Attached statements of three S Reserve pilots and one (1) S Reserve pilot in force, are confidential reliable although no other witnesses interviewed by the FBI.

Chinese reports and statements indicated that the object was highly maneuverable, seemed aware of the presence of following aircraft, and made a vertical climb. No doubt a description of size of object, its outline, altitude, pilots' positions indicated that it was a single-engine jet-type aircraft. It was not described as being of any type. It was uncertain as to whether shape of object observed approximated that of the object or was exactly the same.

... in this case of report to be a difficult in collecting and
... between different object addresses.

7. This report + rec'd from the pro target - Phil & Caroline Miller for
10-1-1968 at 10-1-68, 21 Oct 1968.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

Alfred A. O'Leary
Int. Sec.
Adjutant.

- 170 -
 Element of Captain Jackson
 " " " " G. L. Stalker
 " " " " H. C. Combs
 " " " " S/Sgt J. J. Rushner

COPY COPY COPY
CONFIDENTIAL
STATEMENT

On 18 November 1943 at approximately 01:45 I sighted a lighted object flying from northeast to southwest across Andrews Field from four thousand feet altitude dropped down to 1700 feet, same altitude as said object as it came back across Andrews Field from a southwest to Northeast heading. Flew in circles, object on the outer circle, followed it to 7000 feet. while climbing we made three to four passes at the object in order to identify it. While diving at approximately 24 MPH object would climb vertically then arc below us from behind and continue to circle. On the last pass at it we switched on a landing light, and momentarily saw it give a dull glow. It appeared to be oval, no wing, no tail surfaces. After sighting it in the landing light it headed to the Northeast climbing rapidly. Lost sight of it at approximately 8000 feet, time 02:05.
Weather at time, visibility and ceiling unlimited no clouds, haze or smoke.

KENNEDY W. JACKSON
2nd Lt. AFRes.
AC-119

A TRUE CONFIDENTIAL COPY

MICHAEL F. OENISTY
Capt., USAF
Adjutant

CONFIDENTIAL

XPL COPY COPY
CONFIDENTIAL

22 November 1948

SECRET

On 18 November 1948 at approximately 2200 hours, I observed the same object as reported by Lieutenants Jackson and Combs of this organization. Said object was observed directly overhead traversing the northeast corner of the field. It was in the local traffic pattern at an altitude of 1000 feet above the terrain.

WILLIAM L. STALKER
Capt. USAF
1st Troop, Cavalry Regt.
(Reserve)

CONFIDENTIAL

CONFIDENTIAL

4 November 1948

STATEMENT

On Thursday evening 13 November 1948 at approximately 2000 hours, I sighted an object flying a 360° pattern from west to east over Andrews Air Force Base. The object had the continuous glowing white light. My first thought was to fire it with the wing navigation light turned off, or turned out, so I made a pass to check. As I came in the object took evasive action, which follows in description.

First contact was 1700 feet over Andrews Air Force Base. As the object started taking evasive action I switched the wing and tail navigation lights of my aircraft off. Then maneuvered my unit so as to get the side object on my left so my exhaust flame would not be noticed. I then proceeded to try to get in close and detect what I saw, but the object continued making evasive action, going quickly in and over my aircraft.

Unsuccessful at getting in close enough to make it out, I tried to maneuver so as to get the object between my unit and the lights of Washington, D. C., or the light of the moon. This was done, my heading very, very tight 360° turns with flaps down and making a steep climb. The object could turn inside of my aircraft even under the preceding condition mentioned. Another striking feature was the very quick variation of air speed from approximately 300 mph to 600 mph.

I remained contact with the object about 10 minutes, with it flying between the lights of Washington, D. C. and my aircraft. All I could make out was an oblong ball, with one light, no wings and no exhaust flame.

After this I tried to get in close again. I remained in sight of it up to 6000 feet then back around 3000 feet to 4000 feet trying to get in close, but as I said before it could evade me easily. We (object and myself) and by this time climbed back up to 7500 feet. At this altitude I was within approximately 300 feet to 400 feet and turned my landing lights on the object. It had a very dull gray glow to it and was oblong in shape as I said before. At this time it made a very tight turn and headed for the east coast at about 500 to 600 MPH.

I certify this a true statement as to what I saw on the night mentioned.

HERBY G. COMBS
2nd Lt., USAFR
AO-339354

CONFIDENTIAL

CONFIDENTIAL

COPY COPY COPY

22 November 1948

While on duty night of Nov 18, 1948. I S/Sgt JOHN J. KUSHNER was standing by T-11-34 and heard a noise. As I turned my head to look I saw a shining object coming across the sky. It sound like a P-47 only twice as loud. It came from the direction of 2030m across the field towards longer 1. It went very high. It couldn't have been a P-47 and I did not hear an exhaust. Shortly afterwards I heard the same noise only higher over the field. Later on when the pilots landed some of them asked me if I saw anything. They apparently saw the same thing. This object did not look like an aircraft.

JOHN J. KUSHNER
S/Sgt USAF
AF-100610-7

CONFIDENTIAL

1. Date and Time of Observation: 17 Nov 48 1430 hours
2. Place Sighted: Clark AF Base - eastern edge of ground
3. Observer's Position: (See attached page, etc.)
4. Name of Observer: 1st Lt Everett L. Hundley & 1st Lt Max M. Feibelman, 44th Fighter Sq (SE) 13th Fighter Gp (SE) APO 74, U. S. Army
5. Observer's Position: As above
6. Altitude of Object: N/S
7. Number of Objects: 1
8. Color of Object: N/S
9. Shape of Object: white
10. Description of Object: irregular mass - looked as if plane had exploded and left a white smoke column N/S
11. Altitude of Object: 30,000 ft
12. Direction of Object: 30,000 ft
13. Direction of Object: N/S
14. Time in View: Approximately 3 minutes - (Smoke trail)
15. Description: Object seemed to have made a loop inasmuch ^{as} the smoke trail performed complete circle - resembling a corkscrew N/S
16. Direction of Flight: (See attached page) Either 120 or 300° according to origin
17. Appearance of Object: Object appeared like burst of flak
18. Effect on Flak: none - vicinity was a cloudless sky
19. Extent of Trail: white exhaust trail extending some 1 to 10 miles
20. Nature of Flare: trail evaporated after three minutes like smoke, scattering thinly throughout the atmosphere.
21. Nature of Flare: at time of sighting 4000 feet scattered, visibility 50 miles. High overcast
22. Remarks: Object had the appearance of flak burst sitting still in the atmosphere and connected to a curved trail of corkscrew appearance
23. Summary of Incident: Did not have the appearance of a vapor trail. (See attached page) (over)

Incident: 208

The object sighted by the two fighter pilots had the appearance of a flak burst sitting still in the atmosphere and was connected to a curved trail of corkscrew appearance (See drawing attached) The trail was from 1 to 10 miles in length, and did not have the appearance of a vapor trail but rather that of a rocket or jet exhaust. Altitude was judged to be 30,000 ft. The mass and trail disappeared within approximately three minutes. The mass appeared white in color like an exhaust trail which had a sudden burst origin and then tapered off to nothing. Both parties remarked that it appeared as if an aircraft had exploded and left a white smoke column. The vapor substance dissipated in approximately 3 minutes scattering thinly like smoke through the atmosphere. It is firmly believed by both witnesses that the object was not a cloud because of its shape and because the sky in the vicinity was cloudless.

Evaluation: C-3

SECRET

B/L fm FIAP, 10 Dec. 48, subj: "Reporting of Information on 'Flying Discs.'"

AFG15-00-5 (1-12-152)

1st Ind

31 DEC 48

Dept. of the Air Force, Hq. USAF, Washington 25, D. C.

To: Commanding General, Air Materiel Command, Wright-Patterson
Air Force Base, Wright Field, Ohio

ATTN: 1003

For info. of the Materiel Command, to be used as required.

2 Incls.
r/c

1003 1st Ind

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SECRET

BASIC: Ltr fr HQ, 18th Fighter Wing, Clark Air Force Base, APO 74,
Subj: "Unidentified Aircraft or Flying Objects," dtd 1
December 1948.

AG 350-CP-2

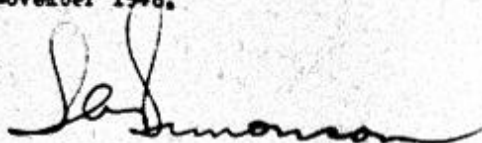
1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

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

Basic communication is forwarded pursuant to the provisions of HQ,
USAF letter, dated 26 February 1948, subject: "Reporting of Information
on Flying Discs," and as additional information to that contained in
our radio, cite AX 1302, dated 19 November 1948.

FOR THE COMMANDING GENERAL:



3 Incls;
B/c

SECRET

12-669

15/10/43

1 November 1943

15/10/43

15/10/43

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SECRET

208

A-2# 00252

SECRET

SECRET

30 November 1948

At approximately 1400 hours on November 17, 1948, we two
observers (playing tennis) at the 44th Fighter Squadron, noted time for such
phenomena and observed the following description of phenomena in the
sky. The description following is the result of observation by both parties
and is believed to be correct. It is felt that what is herein
described is the same phenomenon described in the existing
circumstances.

According to Ltr. 1, 10th Air Force, W. 44-1, Subject: Unidentified
Aircraft, 11/17/48, the report is:

1. At the eastern edge of Clark Air Force Base at 1430 hours,
17 November 1948, a phenomenon in the sky was observed.

2. The weather was clear, the sky was blue, and light stratus
clouds on the eastern horizon. (See sketch 3)

3. The phenomenon was a small, dark, oval object, about 100 feet
in diameter, moving from the east towards the west. It was
observed for approximately 30 seconds.

4. The phenomenon was only visible for a few minutes and
disappeared. It was not seen again. It was not a smoke
column or a fireball.

5. The phenomenon was observed by both parties. (See sketch 2)

6. This phenomenon was similar to the one observed at an altitude
of approximately 10,000 feet at a bearing of 120 degrees
from the observer. It was not seen again. It was not a smoke
column or a fireball. It was not an aircraft.
It was not an exhaust trail which appeared and then
disappeared off to nothing.

7. It is firmly believed not to be a cloud because of its shape
and the surrounding weather which in its vicinity was a cloudless
sky. Both parties remarked nearly together that it appeared as
if an aircraft had exploded and left this white smoke column. It
dissipated in approximately three (3) minutes.

12th Fik 580
OD-42
S-2
1. #1

Frank L. Huberman
1st Lt., USAF
44th Fighter Squadron
1st Fighter Group (S)

Frank L. Huberman
1st Lt., USAF
44th Fighter Squadron
1st Fighter Group (S)

SECRET

A-2# 64 2

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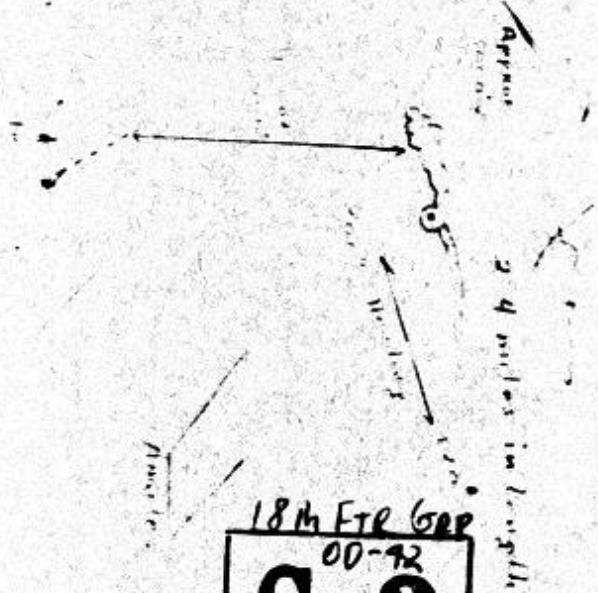
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13-669

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18 Miles ETR GRP
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S-2
S/1-1-1-1-2

24 002

12-649

C E R T I F I C A T E

30 November 1948

The following is a certificate from the Clark Air Force Base Weather Station for the hours of 1400 to 1500 on 17 November 1948:

- a. High overcast
- b. Clouds - 4,000 ft. of scattered
- c. Visibility - 10 miles
- d. Temperature - 60 degrees
- e. Dew point - 57
- f. Wind - North East at 7 miles per hour.

18th FTR GPO
00-92
S-2
Cy#1-Inst#3

A-2#

Page 2

HR JEQAB

FM JEQAB/CG AFAP 270315Z
TO JEQAB/CG AWC WPAFB
INFO JEQAB/USAF
JOC WPAFB/FEC

AF BRAC

SECRET/ CITE AX 1303 CP-2.

The following message from Thirteenth Air Force is passed to you in accordance with USAF letter, subject: Reporting of information on Flying Discs, dated 26 February 1948.

- a. Clark Air Force Base at 1430 hours, 17 November 1948.
- b. Clear
- c. Two fighter pilots of the Thirteenth Air Force, names not reported.
- d. Not available.
- e. Not available.
- f. The object sighted was an irregular mass having the appearance of a flat disc sitting still in the atmosphere connected to a curved trail of smoke. Appearance seemed to be from one to ten miles in length. The trail did not have the appearance of a vapor trail, but rather that of rocket or jet exhaust at an altitude above 20,000 and under 50,000 feet. The mass and trail disappeared within approximately three minutes.
- g. Thirteenth Air Force evaluates this report C-3.

ROUTINE

SECRET

EQAB4

RR JEQAB

FM UAPLA 59B/CG FEAF 270319Z 16 05
TO JEQAB/CG AMC WPAFB
INFO JEQTL/USAF
QXN UAPBG/FEC
A AF GRMC
/S E C R E T/ CITE AX ONE THREE ZERO TWO OP-2 PD

THE FOLLOWING MESSAGE FROM THIRTEENTH AIR FORCE IS PASSED TO YOU
IN ACCORDANCE WITH USAF LFTTR CMA SUBJECT QUOTE REPORTING OF INFOR-
MATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBRUARY ONE NINE FOUR
EIGHT PD ABL CLARK AIR FORCE BASE AT ONE FOUR THREE ZERO HOURS ONE
SEVEN NOVEMBER ONE NINE FOUR EIGHT PD BAKER CLEAR PD CHARLIE TWO FIGHTER
PILOTS OF THE THIRTEENTH AIR FORCE CMA NAMES NOT REPORTED PD DOC NOT
AVAILABLE PD EASY NOT AVAILABLE CMA FOX THE OBJECT SIGHTED WAS AN
IRREGULAR MASS HAVING THE APPEARANCE OF A FLAK BURST SITTING STILL IN
IN THE ATMOSPHERE CONNECTED TO A CURVED TRAIL OF CORKSCREW APPEARANCE

ROUTINE

SECRET

PAGE TWO UAPLA 59B/S E C R E T/

JUDGED TO BE FROM ONE TO ONE ZERO MILES IN LENGTH PD THE TRAIL DID
NOT HAVE THE APPEARANCE OF A VAPOR TRAIL BUT RATHER THAT OF ROCKET
OR JET EXHAUST AT AN ALTITUDE ABOVE TWO ZERO CMA ZERO ZERO ZERO
AND UNDER FIVE ZERO CMA ZERO ZERO ZERO FEET PD THE MASS AND TRAIL DIS-
APPEARED WITHIN APPROXIMATELY THREE MINUTES PD GEORGE THIRTEENTH AIR
FORCE EVALUATES THIS REPORT INFO CHARLIE DASH THREE PD END

7-77168-1

410022

1-M-2A-0201
2-A-I-1-

ROUTINE

SECRET

T-79164-1

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

Incident #208

Incident #209

1. Date of Observation: 4 November 1948

Incident #209

2. Time of Observation: 1043

3. Where was Object(s) Sighted: South Korea--37° 57' north--125° 31' east

4. Observer's Position: Army Observation Post No. 1 & 2 from ground
... .., control tower, etc.

5. Name and Number of Observer: N/S

6. Description of Object(s): N/S

7. Number of Observations: N/S

8. Number of Object(s) Sighted: 1 object sighted from 2 posts

9. Type of Object(s): of twin-engine bomber

10. Color of Object(s): N/S

11. Shape (if not as above): that of twin-engine bomber plane

12. Direction of Flight: N/S

13. Estimated Distance: 5,000 ft.

14. Speed of Object(s): N/S

15. Time of Day: N/S

16. Weather: N/S

17. Ground Visibility: N/S

18. Direction of Flight of Object(s): East to West

19. Appearance of Object(s) (if not as described above): Like twin-engine bomber

20. Effect of Object(s) on Clouds and/or Burst Trail: N/S

21. Weather Conditions Existing at the Time: N/S

22. Peculiarities Noted: N/S

23. Summary of Incident: (over)

Incident. 209

Unidentified aircraft observed at 1043 14 Nov 1948 over Army Observation Post #1 at $37^{\circ} 57' N - 125^{\circ} 31' E$, in South Korea, flying east to west at an altitude of 5000 feet. The same aircraft was sighted by army observation post #2 $37^{\circ} 51' N - 125^{\circ} 17' E$, 4, $37^{\circ} 37' N - 125^{\circ} 25' E$ and 5, $37^{\circ} 56' N - 125^{\circ} 29'$. Subject aircraft circled observation post number 2, then headed north. Aircraft was twin engine bomber type, and is believed definitely to have been soviet.

FRAGS

PRIORITY NOV 15 10:00

PP JERAB

NOV 15 10 12

FM/PLA 000/00 FTAF 150610Z

TO JERAB/CS USAF ATTN DIRECTOR OF INTELLIGENCE

JERAB/CS AHC ATTN T-2

INFO CIN MAPAC/CINCPAC

SECRET AT CRMC

/S E C R E T/CITE AX ONE ONE SIX THREE OP-2 PD

UNIDENTIFIED AIRCRAFT IS SUBJECT PD AT ONE ZERO FOUR THREE SLASH

ITEM ON ONE FOUR NOVEMBER SUBJECT AIRCRAFT WAS SIGHTED OVER ARMY

OBSERVATION POST NUMBER ONE CHA THREE SEVEN DEGREES FIVE SEVEN

MINUTES NORTH DASH ONE TWO FIVE DEGREES THREE ONE MINUTES EAST CHA

IN SOUTH KOREA CHA FLYING EAST TO WEST AT AN ALTITUDE OF FIVE ZERO

ZERO ZERO FEET PD SUBSEQUENTLY CHA SAME AIRCRAFT WAS SIGHTED BY

ARMY OBSERVATION POSTS TWO CHA THREE SEVEN DEGREES FIVE ONE MINUTES

NORTH DASH ONE TWO FIVE DEGREES ONE SEVEN MINUTES EAST CHA FOUR CVA

THREE SEVEN DEGREES FIVE SEVEN MINUTES NORTH DASH ONE TWO FIVE DEGREES

*1-11-62-Action
2-11-62-Info*

SECRET

PAGE TWO MAPLA 000/00 S E C R E T

TWO SIX MINUTES EAST CHA AND FIVE CHA THREE SEVEN DEGREES FIVE SE

ARMY OBSERVATION POST ONE CHA THREE SEVEN DEGREES FIVE SEVEN MINUTES NORTH DASH ONE TWO FIVE DEGREES THREE ONE MINUTES EAST CHA

269

RECENTLY TAKEN INTO THE TWO FIVE THREE TWO TWO THREE TWO TWO TWO
SUBJECT AIRCRAFT/ENGINE CONSTRUCTION FIVE THREE TWO TWO TWO TWO TWO
DOWN TO AIRCRAFT TWO TWO THREE THREE TWO TWO TWO TWO TWO TWO TWO
RECENTLY TO HAVE BEEN SEVEN TO TWO

RECENTLY

T-75 344

PRIORITY

ACTION CO.

Transmitted by mail, March 11, 1964
SI 1 and 04 (40)

50D

Incident #209

Approx 11 Nov 48

6 Jan 1949

Approx 11 Nov 1948 0500

Boston Mass - down-town Beacon Hill Section

From west side of an apartment house - window
motion

3

40 ft

very light to white

high wing monoplane

2000 ft

directly overhead

2,000 ft

West

5 seconds

150 mph

no sound - N/S

No lights visible

No projections visible for radio antennas
high-wing monoplane - believed of conventional type
level flight

Faded from view

N/S

Middle plane seemed to weave
back and forth

CAVU

John D. Pearmain, 20 Louisburg Sq., Boston 5,
Mass

Retired organizer - formerly with American Foundation
(Shaker) Shaker, United World Federalist,
Toward Freedom, etc. Sailed small
type aircraft

Mr Pearmain is of average intelligence and character
but could have easily been mistaken in an observation. Except for the fact there was no sound or lights (supposedly) his description was that of conventional type aircraft. As it was not possible to determine the date of sighting exactly, it is not known whether any aircraft of the type supposedly observed were in the vicinity at the time, which might have accounted for this sighting.

"Dear Sirs: I was awake last night about 5:00 A. M. - sitting by the window gazing up at the stars when suddenly there came into view, flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights - but city lights made them visible like three pale moths. The two outside ones going in a straight line, the middle one weaving back and forth - although at no great height. There was no sound."

HJJ/HAS/LH

10-11-68

22. 25. 23

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

1. The first of these is the fact that the Commission, in its report, has not only failed to mention the fact that the Commission has not yet received the report of the Commission on the subject of the Commission's report, but it has also failed to mention the fact that the Commission has not yet received the report of the Commission on the subject of the Commission's report.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-21-2001 BY 60322 UCBAW

2000

1-6-78 - 02 - cancer

TO AIR FORCE
JAN 27 1960
U.S. AIR FORCE
U.S. AIR FORCE

CONFIDENTIAL

Subject:

10 20 30

1

... is received by this office and is forwarded

[illegible]

ALL VERY TRULY

main (leaving in,
up 3 years
sachmett:

It is requested your office's attention be given to this incident investigation.

Information of this type should be used only when an investigation is being conducted. Information as outlined in Section 2 of this form be obtained.

is to be considered confidential.

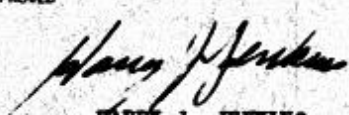
1 1-21

Chief, Intelligence Division
Intelligence Section

H.S./OJ
6510
P 707
B 208

CONFIDENTIAL

210

| | | | |
|--|--|---|-------------------------|
| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS | | FILE NO.
249 | DATE
19 January 1949 |
| REPORT OF INVESTIGATION | | REPORT MADE BY
PRESTON A. BASLEY | |
| TITLE | | REPORT MADE AT
DO #1, Westover AFB | |
| SUBJECTS: (3)
Boston 8, Mass. o/a 25 Nov. 1948 | | PERIOD
5 January 1949 | |
| | | OFFICE OF ORIGIN DO #1, Westover AFB | |
| | | WRIGHT PATERSON AFB | |
| | | STATUS
CLOSED | |
| SPECIAL INQUIRY | | | |
| REFERENCE
Lett from DO #5, Wright Patterson AFB, dated 17 December 1948 | | | |
| <p>Investigation requested by DO #5, Wright Patterson AFB. Information was received by that office o/a 10 December 1948 to the effect that a Mr. John D. Learmain or Bearmain observed three low flying airplanes over Boston, Mass. Investigation of informant revealed his name to be Mr. John D. Bearmain. Informant could not give any information of value.</p> | | | |
| DISTRIBUTION | | ACTION COPY FORWARDED TO | |
| CO, Wright Patterson
(Action copy) 2
OSI, Eq. 2
File 2 | | CO, Wright Patterson AFB | |
| | | APPROVED

HARRY J. JENKINS
Major, USAF | |
| | | 210 | |

DETAILS:

1. This investigation was requested by letter from District Office #5, Wright Patterson AFB, dated 17 December 1948, predicated upon a post card received at their office. Information on post card is summarized below:

"Dear Sirs: I was awake last night about 5:00 A.M. - sitting by the window gazing up at the stars when suddenly there came into view, flying west to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights - but city lights made them visible like three pale moths. The two outside ones going in a straight line, the middle one weaving back and forth - although at no great height. There was no sound."

Yours very truly

/s/John D. Learmain (Rearmain)
20 Louisburg Square
Boston 8, Massachusetts

AT BOSTON, MASSACHUSETTS

2. This investigation was conducted by Captain PRESTON W. BISHOP.

3. Investigation was initiated by this writer 5 January 1949 and it was found that the correct name of informant is Mr. John D. Fearmain who resides at 20 Louisburg Square, Boston 8, Mass. Mr. Fearmain was interviewed with reference to his sighting unidentified aerial objects. Very little information of any value was obtained, one factor being Mr. Fearmain's inability to give the date on which the aircraft was sighted. Except for the fact that there was supposedly no sound or lights, his description was that of conventional type aircraft. Further information is set as follows:

1. Date of sighting:

Believed to be same day during the last week in November.

2. Time of sighting:

0500

3. Where sighted:

A. Ground

Sighted over Boston, Massachusetts, down-town Beacon Hill Section, from the west side of an apartment house.

B. Air

Monoplane type aircraft, estimated speed 150 MPH at 2000 feet, heading due west.

4. Number of objects:
3 aircraft, approximately 500 feet apart, lined abreast, with middle aircraft weaving.
5. Distance of object from observer:
Aircraft passed directly over observer approximately 2000 feet, clearly visible, light color.
6. Time in sight:
2 seconds
7. Appearance of object:
A. Color: Very light to white.
B. Shape: High-wing monoplane.
C. Apparent construction: Normal.
D. Estimated size: 40 feet range spread.
8. Direction of flight:
east.
9. Tactics or maneuvers:
Aircraft passed over in level flight.
10. Evidence of exhaust:
Not applicable.
11. Effect on clouds:
Weather C A V U
12. Lights:
No lights visible.
13. Support:
High-wing monoplane, believed to be conventional type.

14. Propulsion:
Believed to be single-engine conventional type prop.
15. Control and Stability:
Normal.
16. Air ducts:
Non-visible.
17. Speed:
Estimated speed 125 - 150 MPH.
18. Sound:
No sound heard.
19. Radio antenna:
No projections visible.
20. Manner of disappearance:
Faded from view.

Relative to the Observer

1. Name of observer:
Mr. John D. Pearmain.
2. Address:
20 Louisburg Square, Boston, Massachusetts
- 3- 4. Occupation - Place of business:
Retired organizer, formerly with the American Foundation,
Quaker, United World Federalist, Toward Freedom, etc.
5. Hobbies:
Seeking a substitute for war.

6. Ability to determine:

Mr. Fearmain has soloed a small type aircraft, otherwise no knowledge or experience.

7. Reliability of observer:

Unknown. No records Police Department or FBI, no former employer available. Mr. Fearmain is not well known in the vicinity, and the landlady (or owner) of 20 Louisburg Sq. was very uncooperative and would give no information. Upon checking FBI files it was found that she has been connected with numerous radical organizations predominantly German.

8. Notes relative to observer:

Observer's attention was drawn to objects by their motion.

9. Witnesses:

None.

10. Comments of interrogator re intelligence and character of person interrogated:

Believe Mr. Fearmain to be of average intelligence and character, but on the other hand believe him to be a type of person who could very easily be mistaken in an observation such as this. As it was not possible to determine the date of sighting, it is not known whether any aircraft of the type supposedly observed were airborne in the vicinity of Boston, Massachusetts.

WAS-3/BAS/ej
16 December 1948

1. Your letter of 12 November 1948 concerning the three unidentified aircraft observed by you and your son on 11 November 1948 is received.

2. Your letter of 12 November 1948 concerning the three unidentified aircraft observed by you and your son on 11 November 1948 is received.

3. Your letter of 12 November 1948 concerning the three unidentified aircraft observed by you and your son on 11 November 1948 is received.

4. Your letter of 12 November 1948 concerning the three unidentified aircraft observed by you and your son on 11 November 1948 is received.

5. In the event future information is received, you will be contacted. In the future, please send all reports directly to Commanding General, 4th Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: T-1111.

Sincerely yours,

J. H. DILLON
Colonel, USAF
Chief, Tech. Intelligence Division
Intelligence Department

I

11 November 1943

Dear Sirs:

I was awake last night about 5:00 A. M., sitting by the window gazing up at the stars when suddenly there came into view, flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights but city lights made them visible like three pale moons. The two outside ones going in a straight line, the ~~middle~~ middle one weaving back and forth although at no great height. There was no sound.

Yours very truly

John D. Beerman (Beerman?)
22 Louisiana Square
Boston, 3, Mass.

Sent to:

Army Intelligence Service
Washington, D. C.

ford to: HQ USAF

210

Dec. 2

Bellefleur, N. J.

Grain

Steel or Fire

Remains being analyzed by Laboratory.

JAN 26 194-

Letter for Alaska

Alaska
Department

Dear Sir:
I am writing to you regarding the matter of the
Alaska Department of the Interior.

I am writing to you regarding the matter of the
Alaska Department of the Interior.

I am writing to you regarding the matter of the
Alaska Department of the Interior.

I am writing to you regarding the matter of the
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Alaska Department of the Interior.

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Alaska Department of the Interior.

Request for Analysis - Project Sign, Incident 211

MC145

MC2102

20 Jan 49

This Laboratory concurs with statement contained under Conclusions in attached memorandum report, and recommends that a copy of this report be forwarded to:

Commanding Officer
Picatinny Arsenal
Dover, New Jersey

with a request that comments be furnished, as that Arsenal is the development agency for the Military Establishment for pyrotechnics and other solid propellant items.

Enc: n/a

E. E. JAMON
Colonel, USAF
Chief, Ordnance Laboratory
Engineering Division

WCO/Line
2-8212
Bldg 22

CONTINUATION:

47
211
RESTRICTED

RESTRICTED

Request for Analysis - Project Sign, Incident 811

MCIAS

MCREXE

12 Jan 1-49

The Equipment Laboratory has no knowledge concerning materials contained in flares or explosive equipment. It is suggested that this report be forwarded to Aviation Ordnance, Engineering Division, MCRDOP, to obtain their comments.

J. C. HARTILL
Colonel, USF
Chief, Equipment Lab
Engineering Division

DS/ec
Ex 28116
Bldg 45

1. 10-10-

2. 10-10-

3. 10-10-

Your attention is invited to comment 1. Should your comments be returned to this office as soon as possible.

Incl
1, 2

J. H. HARTILL
Colonel, USF
Chief, Tech Intelligence Div
Intelligence Department

DS/AN
Ex 1
Bldg 45

RESTRICTED

Request for Analysis - Project Sign - Incident 211

NRRO

NCIAXS

7 Dec 48

1. This will confirm verbal request of Captain Engineer, Project Sign Officer, for analysis of the net. in samples provided in our office on of this date.

Your earliest cooperation is appreciated in facilitating the analysis in view of the fact that Col. U.S.F. Office of Intelligence & Requirements (ADJ1), Washington, D. C. has requested an immediate report.

W. A. DILLON
Colonel, U.S.F.
Chief, Intel Div
Intelligence Department

10/6w
6-310
Bldg 3

NCI-JE

NCIAXS

10 Dec 48

#2

Results of the analysis requested in Comment No. 1 are included in Engineering Division Memorandum Report No. NCEDC-4042-71, a copy of which is inclosed.

1 Incl
U. S. N. R. No.
NC 10-4042-71

J. B. JOHNSON
Chief, Materials Laboratory
Engineering Division

NT/mms
P-0036
Bldg 3

(NOTE: This R/R handcarried by C. Maule to NCIAC-3 now NCIAXS)

NCIAXS

NCIAXS

8 Dec

#3

It is requested your office review inclosed U. S. N. R. to determine whether materials reported upon may have been contained in a particular type of flare or explosive equipment: either foreign or domestic.

1 Incl
n/c

W. A. DILLON
Colonel, U.S.F.
Chief, Tech Intelligence Div
Intelligence Department

10/6w
6-510
Bldg 3

RESTRICTED

W.C. Wright Field, Dayton, Ohio

NO. 1046/1037/alm

MEMORANDUM FOR OFFICE DATE 15 December 1948

SUBJECT: Unidentified Metal and Earth Samples

OFFICE: MATERIALS LABORATORY

Contract or Order No.

SERIAL NO. 1046-1037-71

Execution Order No. 720-71

A. PURPOSE:

1. To analyze the metal and earth samples submitted by the Technical Intelligence Division of the Intelligence Department in connection with Project Sign.

B. FACTUAL DATA:

2. The samples were contained in an envelope with the return address, W. A. Patten, Chief of Police, Bellefontaine, Ohio, written in the upper left hand corner. These exhibits were delivered by the Project Sign Officer, to whom the residues were returned. The first sample, Physics Branch Serial No. 17133 consisted of several pieces of metal and some dirty white material mixed in with some soil-like material. Figure 1 shows this exhibit, the arrangement of the metal pieces was suggested by the Project Sign officer. The second sample, Physics Branch Serial No. 17134 is reported to be soil from the area where sample P. B. 17133 was picked up. It is shown in Figure 2.

3. Spectrographic analysis of the metal in P. B. 17133 indicated it to be zinc with minor amounts of lead, sodium, and calcium present with traces of magnesium, copper, iron, and silicon. The dirty white chunks in P. B. 17133 contained magnesium as the principal metallic constituent with a major amount of sodium present. Zinc was present in a minor amount with traces of titanium, manganese, iron and calcium. The fine material of P. B. 17133 was found to have major amounts of magnesium, zinc, silicon, aluminum, and sodium with minor amounts of iron and lead, and traces of titanium, chromium, boron, and calcium.

4. The brown earth-like material in P. B. 17134 contained major amounts of silicon, aluminum, and iron with minor amounts of sodium, magnesium, and titanium, and traces of boron, calcium, manganese, copper, and chromium. The white material in sample P. B. 17134 contained major amounts of silicon, magnesium, aluminum, zinc, iron, and sodium with a minor amount of titanium and traces of boron, manganese, calcium, and copper.

RESTRICTED

RESTRICTED

WORM-100-71
S. 7-71
15 November 1958

5. Comparison of the spectrograms obtained for the soil and the various portions of the machine was made. On the basis of the relative amounts present, zinc, magnesium, sodium, lead, and cadmium are the elements which appear to be most significant.

6. None of the submitted exhibits gave any indication of the presence of radioactive materials when tested by means of a Geiger counter (Cyclotron Specialties Model 310A) or ionization chamber type radiation survey meter (Tracerlab M-1A).

C. CONCLUSIONS:

7. The exhibits contain zinc, magnesium, sodium, and lead which are typical constituents of filters and other explosive devices.

D. REMARKS:

None - data merely submitted.

Prepared by: N. B. Finkhouser

Approved by: J. H. Koch
Chief, Physics Branch
(signature indistinct)

Approved by: J. H. NICHOLSON
Chief, Materials Laboratory
Engineering Division

Distribution:
ACIALS

Concurrence:

RESTRICTED

RESTRICTED

WFO, Wright Field, Dayton, Ohio

NO 2046/NEP/ala

MEMORANDUM FOR MR. PATEN

Date: 15 December 1948

SUBJECT: Unidentified No. 1 and Part Samples

OFFICE: WFO, Wright Field

Contract or Order No.

FILE NO. 100-1048-71

Drawn from Order No. 720-75

1. SUMMARY

1. To analyze the metal and part samples submitted by the Technical Intelligence Division of the Intelligence Department in connection with Project Sign.

2. FACTUAL DATA:

2. The samples were contained in an envelope with the return address, A. D. Paten, Chief of Police, Bellefontaine, Ohio, written in the upper left hand corner. These exhibits were delivered by the Project Sign Officer, to whom the residues were returned. The first sample, Physics Branch Serial No. 17133 consisted of several pieces of metal and some dirty white material mixed in with some soil-like material. Figure 1 shows this exhibit, the arrangement of the metal pieces was suggested by the Project Sign officer. The second sample, Physics Branch Serial No. 17134 is reported to be soil from the area where sample P. B. 17133 was picked up. It is shown in Figure 2.

3. Spectrographic analysis of the metal in P. B. 17133 indicated it to be zinc with minor amounts of lead, sodium, and calcium present with traces of magnesium, copper, iron, and silicon. The dirty white chunks in P. B. 17133 contained magnesium as the principal metallic constituent with a major amount of sodium present. Zinc was present in a minor amount with traces of titanium, manganese, iron and calcium. The fine material of P. B. 17133 was found to have major amounts of magnesium, zinc, silicon, aluminum, and sodium with minor amounts of iron and lead, and traces of titanium, chromium, boron, and calcium.

4. The brown earth-like material in P. B. 17134 contained major amounts of silicon, aluminum, and iron with minor amounts of sodium, magnesium, and titanium, and traces of boron, calcium, manganese, copper, and chromium. The white material in sample P. B. 17134 contained major amounts of silicon, magnesium, aluminum, zinc, iron, and sodium with a minor amount of titanium and traces of boron, manganese, calcium, and copper.

RESTRICTED

RESTRICTED

MCREM-MC48-71
E. O. 720-71
15 December 1948

5. Comparison of the spectrographic data obtained for the soil and the various portions of the residue was made. On the basis of the relative amounts present, zinc, magnesium, sodium, lead, and cadmium are the elements which appear to be most significant.

6. None of the submitted exhibits gave any indication of the presence of radioactive materials when tested by means of a Geiger counter (Cyclotron Specialties Model 310A) or ionization chamber type radiation survey meter (Tracerlab 34-1A).

C. CONCLUSIONS:

7. The exhibits contained zinc, magnesium, sodium, and lead which are typical constituents of flash and other explosive devices.

D. RECOMMENDATIONS:

None - data already submitted.

Prepared by: / N. G. Finkousner
N. G. FINKOUSNER

Approved by: A. W. Koon
A. W. KOON
Chief, Physics Branch
(signature indistinct)

Approved by: J. E. J. Hich
J. E. J. HICH
Chief, Materials Laboratory
Engineering Division

Distribution:
MCLAKS

Concurrence:

2

RESTRICTED

Copy of Telecon

7 Dec -3

T-31692-6

Item 2 AND RESTRICTED
FROM MR DEWARSOND TO WAG BOONS
INVESTIGATION MADE OF SO-CALLED FLAMING
WHEEL REPORTED IN BELLSPOUNTAINS ON EVENING OF 3
DECEMBER questioning of witnesses and examination of
BURNED REMAINS INDICATE THAT OBJECT WAS PROBABLY A VERY
PISTOL FLARE BECAUSE OF SPECIFICITY OF BURNED REMAINS
PERSON WHO DID NOT CARE TO ADMIT FIRING
IN FLARE BECAUSE OF FURTHERLY CONDUCTED WITH INCIDENT.
BURNED REMAINS ARE BEING ANALYZED
BY THE MATERIALS LAB TO DETERMINE COMPOSITION.
END ITEM 2 AND RESTRICTED.

Incident 211

*Fiery Wheel
Now Believed
War Souvenir*

*Fiery Wheel
Now Believed
War Souvenir*

**'Fiery Wheel'
From the Sky
Scares Town**

AIR BASE TO STUDY OBJECT

Police Seek Answer to Fiery Wheel from Sky

PHILADELPHIA, Oct. 10 (AP)—Police here today sought answers to the mystery of a fiery wheel that fell from the sky and landed in a field near the airport.

IT LIGHTED up in the air with a bright flash, and the sound of a rocket engine was heard by witnesses.

Police Chief A. D. Paden said the remains of the object looked like a tire rim off an airplane or auto.

He said the object was found in a field near the airport, and the remains of the object were found in a field near the airport.

It is a mystery of this kind, and it is a mystery of this kind.

PADEN said the object was found in a field near the airport, and the remains of the object were found in a field near the airport.

He said the condition of the salvaged bits of metal indicated the object had been subjected to exceptionally high heat.

At 10:15 p.m. today, the police found the object in a field near the airport, and the remains of the object were found in a field near the airport.

He said the object was found in a field near the airport, and the remains of the object were found in a field near the airport.

Field Gets New Riddle

Remains Of "Flying Wheel" Studied

Belmont, N.Y., Jan. 10 (AP)—The remains of a "flying wheel" that crashed in the Hudson River last week are being studied by the Federal Bureau of Investigation. The remains, which were found in the river, are being studied by the FBI and the Navy. The remains are being studied by the FBI and the Navy. The remains are being studied by the FBI and the Navy.

Today's Clackle

The remains of a "flying wheel" that crashed in the Hudson River last week are being studied by the Federal Bureau of Investigation. The remains, which were found in the river, are being studied by the FBI and the Navy. The remains are being studied by the FBI and the Navy. The remains are being studied by the FBI and the Navy.

had fallen. A check of the area disclosed that there had been no airplanes having crashed near Beliefontaine. Field, meanwhile, said, public relations field officials examine the report. He said he saw an airplane crash as did the. He said he experiments be the field that answer to the

It was possible that have been such as used long night perhaps, that not photo flight taken on field last

3 Dec 48

1713 hours. - twilight

Ground at Siebenthaler & Riverside while entering city limits of Dayton on Siebenthaler Ave

In car

George H. Hoffman, 132 Elmwood, Dayton 5, Ohio.

MCI. - Intelligence Controls. - Amateur photographer

Not primarily interested in mechanics

the object coming into line of vision

1 flash seen two times

from observer's viewpoint

Approximately an inch long

yellowish shade of white. - similar to star.

irregular

like star. - light must have emanated from object itself

Could not be estimated. - thought to be some 10 miles and at an altitude from 10,000 to 20,000 feet

Could not be estimated

1/2 second for each pulse of light

Apparently traveling in an ascending arc

None noticeable

Seemed to be ascending - possibly in an eastern direction

Flash of light

None

Sky clear in vicinity of object

None

(over)

While Mr. George W. Hoffman and Roy E. Statzer were approaching the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (Approximate 1715 hours), Mr. Hoffman observed an unusual pulse of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 sec. After observing it for this period it flashed off. The same period of time elapsed and it reappeared seemingly in an ascendent position (could have been traveling in an easterly direction). It again remained visible for about 1/2 second when it again flashed off. It was not seen again. Mr. Hoffman thought that Mr. Statzer saw one of the pulses of light. The light appeared irregular in contour and seemed about an inch in length from the observer's viewpoint. Mr. Hoffman estimated it to be some 10 miles distant and stated that it was some 45° above the horizon. He thought the altitude could have been anywhere from 10,000 to 20,000 feet. The color appeared white with a yellowish tinge and was solid. There was no evidence of exhaust. The light remained constant during the 1/2 seconds observed. The part of the sky in which the light was observed appeared clear. There was no cloud interference. However, there was a layer of clouds along the horizon. There was some wind. No plane appeared to be in the air at the time.

Observer stated that he is mildly color-blind. Estimates his judgment of speed of moving objects as not far accurate. He believes he can distinguish size and shape at a distance fairly well. Observer is cleared for "Secret".

ROUTING AND RECORD SHEET

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressee and address.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

MATERIEL COMMAND

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

Separate comments by horizontal lines across page.

SUBJECT

TO

FROM

DATE 21 Dec 45

COMMENT NO. 1

Official Serial

Printings having

Frank H. Moxley

2 Oct.

OUT/aw

65610

Bldg 20

2110

TO MCRC-3

FROM MCRC

DATE DEC 30 1945

COMMENT NO. 2

Incidents 212 and 213 were reviewed and a possible conclusion was found. Colonel Albert Boyd stated that he personally observed a B-29 circling the Patterson Field area with both landing lights burning at the time mentioned. The aircraft was at an altitude of approximately 3000 feet and it is possible that the observers may have seen the lights without being able to identify the aircraft, due to the dusk or visibility at that time.

Donald G. Hill

3 Incls
n/c

DONALD G. HILL

Colonel, USAF

Chief, Operations Subdivision

Flight Test Division

KOC/hr

3-2338

Bldg 8

Area B

While Mr. George H. Hoffman and Roy E. Statzer were approaching the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (Approximately 1713 hours), Mr. Hoffman observed an unusual pulse of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 second. After observing it for this period it flashed off. The same period of time elapsed and it reappeared seemingly in an ascendent position (could have been traveling in an easterly direction). It again remained visible for about 1/2 second when it again flashed off. It was not seen again. Mr. Hoffman thought that Mr. Statzer saw one of the pulses of light. The light appeared irregular in contour and seemed about an inch in length from the observer's viewpoint. Mr. Hoffman estimated it to be some 10 miles distant and stated that it was some 45° above the horizon. He thought the altitude could have been anywhere from 10,000 to 20,000 feet. The color appeared white with a yellowish tinge and no trail. There was no evidence of exhaust. The light remained constant during the 1/2 seconds observed. The part of the sky in which the light was observed appeared clear. There was no cloud interference. However, there was a layer of clouds along the horizon. There was some wind. No planes appeared to be in the air at the time.

Observer states that he is mildly color-blind. Estimates his judgment of speed of moving objects as not too accurate. He believes he can distinguish size and shape at a distance fairly well. Observer is cleared for "Secret".

RESTRICTED

REFER TO INITIALS
AND NO

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN

CENTRAL DISTRICT

WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

ESP:ehd

7 December 1948

MEMORANDUM

To: Commanding General, Air Materiel Command
Attention: Intelligence Division (MC1), Colonel McCoy

At the suggestion of Mr. A. C. Loedding, MCIA, the following statement is respectfully submitted for evaluation:

On Friday, 5 December 1948, at about 1715, while driving west on Needmore (Harshmanville) Road approaching Wagner Ford Road, there came into my line of sight a bright strip of yellow-orange flame in the sky directly ahead, at a distance which I estimate at about ten miles.

I called the attention of my passenger, Lieut. G. G. Reeves, USN, also of this office, to the object. During a stop at the intersection of Needmore and Wagner Ford Roads, we studied the motions of the flame. It appeared to climb at a fairly high rate of speed. It disappeared at intervals - not gradually as if penetrating the overcast, but sharply as if the flame were suddenly extinguished.

We again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the motion of my automobile might be giving a false appearance of motion to what was possibly the reflection of the hidden sun on cloud layers seen through a narrow slit in the dark overcast. There was, however, a definite pattern of motion, both horizontal and vertical.

I formed the opinion then, which I still hold, that the flame came from a ram jet or rocket. Assuming that the object was a Wright-Patterson aircraft testing a ram jet installation mounted as an auxiliary power plant, further observation was dictated by curiosity alone.

Distance and altitude of the object, and/or base made positive perception of a physical source of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

RESTRICTED

INUP #219

After what I now judge to be a two or three minute stop at the base of the railway embankment, I proceeded to highway 25 at a slow rate of speed, with the object still intermittently visible ahead, with the angle of elevation increasing. I turned right (north) on US 25 and after proceeding about a quarter of a mile, the became lost overhead and was not seen again.

My judgement as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the probability of seeing a flame at ten miles in the then existing weather conditions.

This same reservation is offered as to the estimated altitude, which I believed to be in excess of 10,000 feet. My estimate of the ceiling at this time, however, was somewhat less than this altitude. It is possible, therefore, that the flame was seen through a ceiling which obscured the aircraft itself.

The following information on myself is further written as a guide in estimating the probable accuracy of my judgement of distance under conditions existing at the time of the above observations:

I am 41 years of age in good health. My vision is 20-20 in both eyes. I have been in the Naval service for 24 years, in Naval Aviation for 9 years. I am a Naval Aviation observer. I have had no pilot training for the vision and depth perception test given to aviators.

The above observations and estimates were made four days after the occurrence of the incident described, with little or no study having been given during the interval.

Respectfully,

Edgar S. Miller,
Lieut., U. S. Navy
Extension 25183

RESTRICTED

1/13/49 #219

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USA
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

GGR:ehi

7 December 1948

MEMORANDUM

TO: Technical Intelligence Division (MCIAAD-3)
ATTENTION: Captain R. R. Snelter
SUBJECT: Streaks of Light in the Sky - Forwarding of Information on.

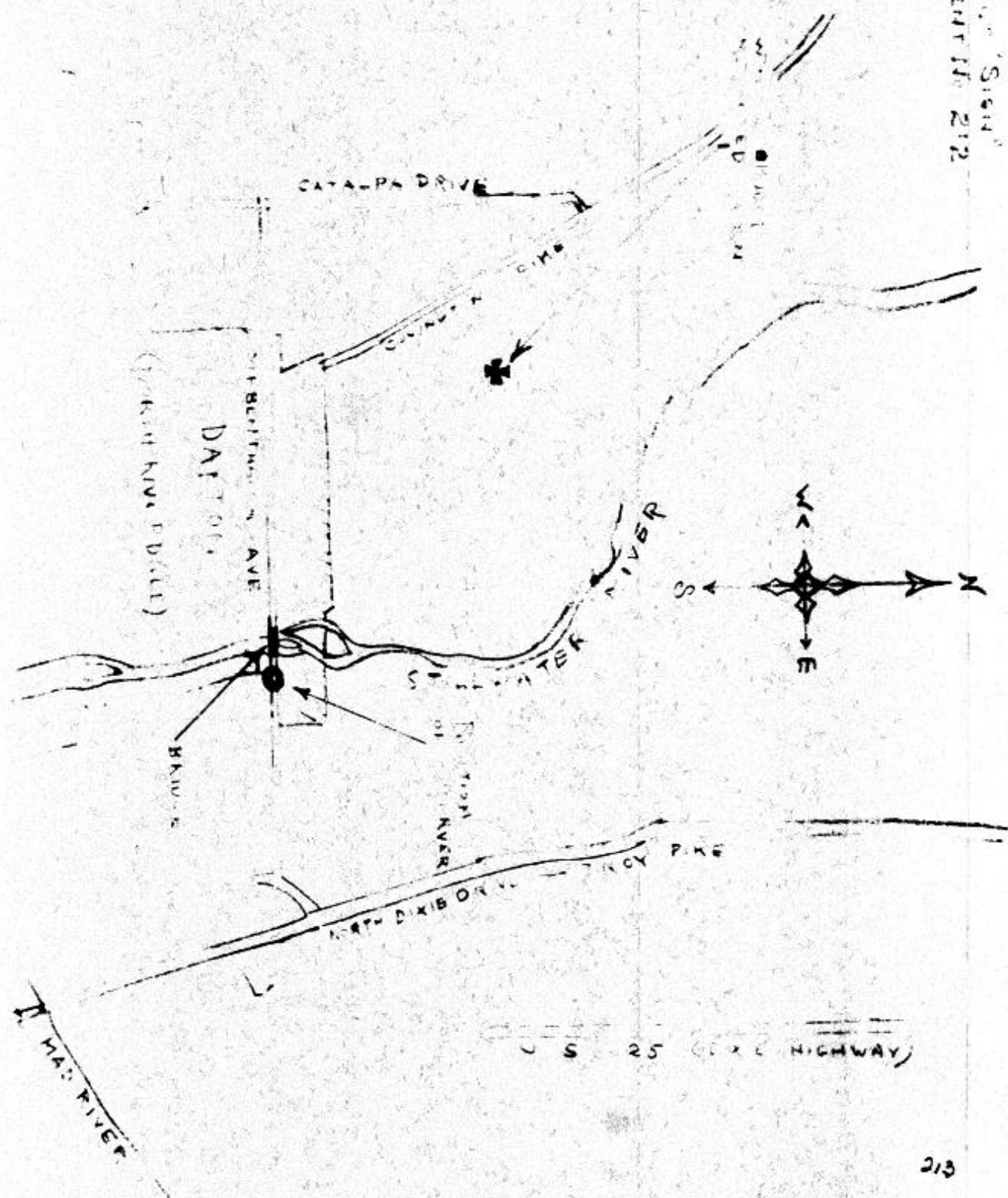
1. In accordance with the verbal request of Mr. A. C. Loedding, MCIA, a report of the subject light as observed by the writer is furnished:

While traveling west on Reedmore Road with Lt. E. S. Miller of BAGR-CD at about 1715 on 3 December 1948 and just before reaching Wagoner Ford Road a streak of light was observed directly ahead in the sky. The sky was overcast with an occasional break between layers. The light appeared to be over highway 25 and at an angle of 45° from the observer, trailing straight up, the top end blunt and the trailing end feathered. This light at first appeared and vanished rapidly as though a jet was being turned on and off. Later, after stopping the car, its appearance and disappearance was more gradual. Its color was a very light red softened by haze. Its size appeared from 3 to 4 inches high and about 3/4 of an inch wide if seen through a gage at arm's length from the observer.

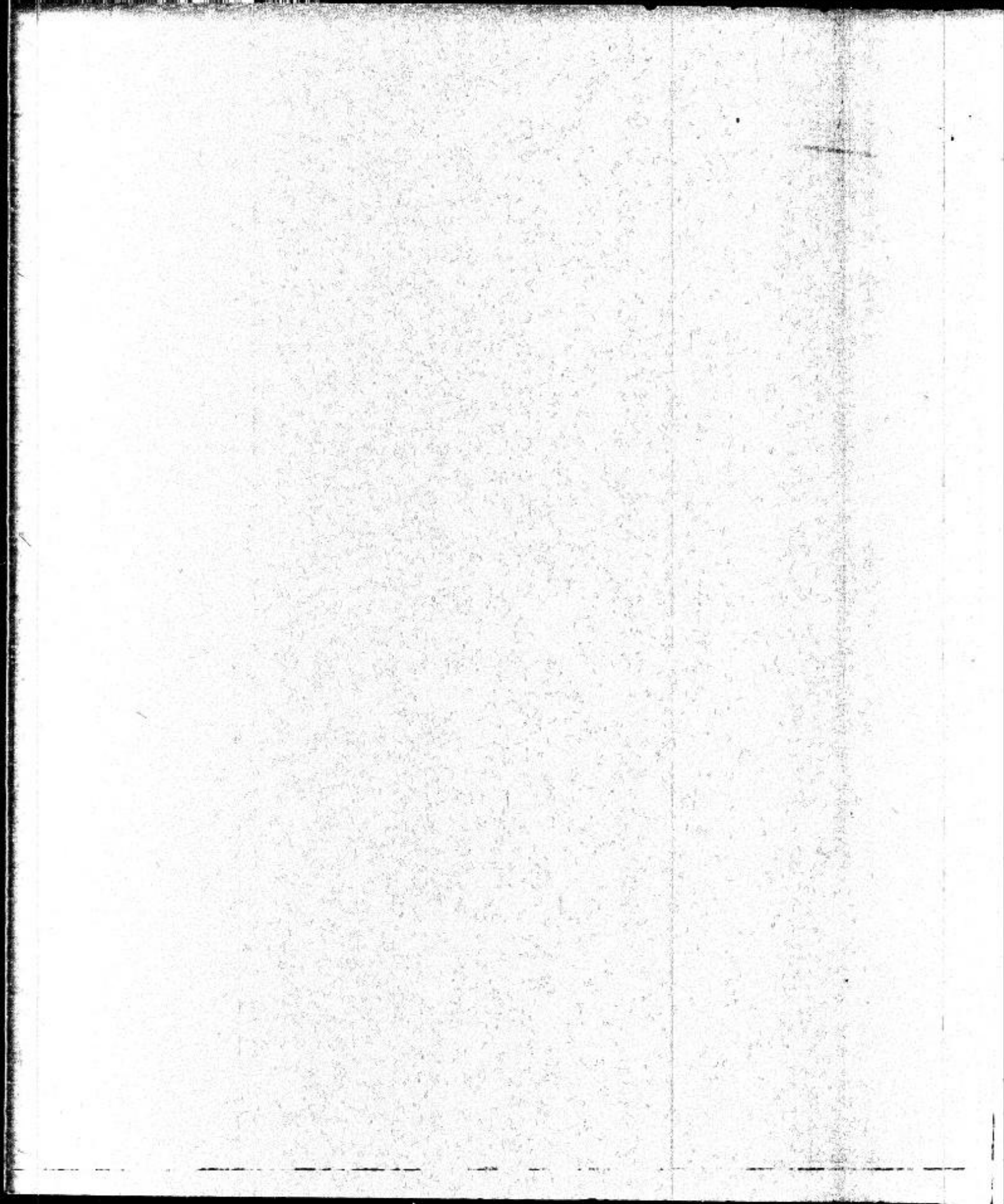
G. G. Reeves,
Lt. USA,
Office of BAGR-CD

Incident 213

RESTRICTED



Incident 212



1. Date and Time of Observation: 3 Dec 48 1715
2. Where Sighted: Needmore Road, near Wagner Ford Road - Dayton, Ohio, outskirts
3. Observer's Position: from car while driving west on Harshmanville Road
(Needmore Rd)
4. Name and Grade of Observer: Edgar S. Miller, Lt. U. S. Navy, Ex 20183
H. AMC
5. Occupation and or Grades: Lt. U. S. Navy
6. Altitude of Object: bright strip of yellow-orange flame directly ahead
7. Number of Objects: Seen: 1
8. Direction of Object: N/S
9. Color of Object(s): yellow-orange flame
10. Shape (Color) of Object(s): N/S
11. Nature of Motion: Like that made by ram jet or rocket
12. Altitude of Object: in excess of 10,000 feet
13. Estimated Time of Day: 10 miles
14. Direction of Motion: N/S - Appeared to climb at a fairly high rate of speed
15. Duration of Observation: N/S - Object seen intermittently over a period of time
16. Details: observed a definite pattern of motion - both horizontal & vertical
17. Color of Object(s): N/S
18. Direction of Flight of Object(s): N/S
19. Apparent Composition: Flame
20. Effect on Clouds: N/S
21. Exhaust Trail Color(s): Object was possibly an exhaust flame
Color: yellow-orange flame
22. Nature of Disappearance: overhead presumably in clouds
23. Weather Conditions at Time of Sighting: Ceiling ~~at least~~ less than 10,000 feet.
24. Remarks/Notes:
25. Summary of Incident: See Incident 212 in action
(See attached page) Taken

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
REFER TO INITIALS CENTRAL DISTRICT
AND NO WRIGHT PATTERSON AIR FORCE BASE DAYTON OHIO

ZSM:ehd

7 December 1948

MEMORANDUM

To: Commanding General, Air Materiel Command
Attention: Intelligence Division (ACI), Colonel McCoy

1. At the suggestion of Mr. A. C. Loedding, PCIA, the following statement is respectfully submitted for evaluation:

On Friday, 3 December 1948, at about 1715, while driving west on Needmore (Marshmanville) Road approaching Wagner Ford Road, there came into my line of sight a bright strip of yellow-orange flame in the sky directly ahead, at a distance which I estimate at about ten miles.

I called the attention of my passenger, Lieut. J. G. Reeves, USA, also of this office, to the object. During a stop at the intersection of Needmore and Wagner Ford Roads, we studied the motions of the flame. It appeared to climb at a fairly high rate of speed. It disappeared at intervals - not gradually as if penetrating the overcast, but sharply as if the flame were suddenly extinguished.

We again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the motion of my automobile might be giving a false appearance of motion to what was possibly the reflection of the hidden sun on cloud layers seen through a narrow slit in the dark overcast. There was, however, a definite pattern of motion, both horizontal and vertical.

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Distance and altitude of the object, and/or have made positive perception of a physical source of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

After what I now judge to be a two or three minute stop at the base of the railway embankment, I proceeded to highway 25 at a slow rate of speed, with the object still intermittently visible ahead, with the angle of elevation increasing. I turned right (north) on US 25 and after proceeding about a quarter of a mile, the beam was lost overhead and was not seen again.

My judgment as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the probability of seeing a flame at ten miles in the then existing weather conditions.

This same reservation is offered as to the apparent altitude, which I believed to be in excess of 10,000 feet. My estimate of the ceiling at this time, however, was somewhat less than this altitude. It is possible, therefore, that the flame was seen through a ceiling which obscured the aircraft itself.

The following information on myself is further submitted as a guide in estimating the probable accuracy of my judgment of distance under conditions existing at the time of the above observations:

I am 41 years of age, in good health. My vision is 20-20 in both eyes. I have been in the Naval service for 24 years, in Naval Aviation for 8 years. I am a Naval Aviation observer. I have had no pilot training nor the vision and depth perception test given to aviators.

The above observations and estimates are made four days after the occurrence of the incident described, with little or no study having been given during the interval.

Respectfully,

Edgar S. Miller,
Lieut., U. S. Navy
Extension 25183

1. Date and Time of Observation: 7 July 1948
2. Where Sighted: Rt 202 - West Rindge, N. H.
3. Object's Position: Ground
(i. e., ground, air, surface, water, etc.)
4. Name and Address of Observer: Capt. E. Tasker, West Rindge, N. H.
5. Occupation and, if possible, Vice Pres. New England Tel & Tel Co.
6. Attention attracted by: Curbs of smoke
7. Number of Objects: 1 seen
8. Size of Object(s):
9. Color of Object(s): Case now under investigation
10. Shape (write if known):
11. Type of Illumination:
(i. e., day, night, light?)
12. Altitude of Object(s):
(estimated)
13. Estimated Distance of Object from Observer:
14. Direction of Object(s):
15. Time of Sighting:
16. Features:
17. Sound (write if any):
18. Direction of Flight of Object(s):
19. Apparent Course of Object(s):
20. Effect on Clouds:
21. Exhaust Trail (write if any):
22. Manner of Disappearance:
23. Weather Conditions at Time of sighting:
24. Peculiarities Noted:
25. Summary of Incident:

(3rd page)

1

SUBJECT: Metal Fragments Observed at West Rindge,
New Hampshire, 7 July 1947

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

1. Reference is made to a letter dated 9 November 1948, from Colonel W. R. Clingerman, USAF, Chief, Tech Intelligence Division, Intelligence Department, Department of the Air Force, to the Federal Bureau of Investigation, requesting that information concerning the above subject be forwarded to Commanding General, Air Materiel Command, Attn: MCLXIO-3.

2. The attached information pertaining to above subject which was received by this Headquarters from the Federal Bureau of Investigation is hereby transmitted in compliance with original request.

BY ORDER OF THE CHIEF OF STAFF:

1 Incl
Extract fr ltr, FBI,
dtd 26 Nov 48, subj
as above

WILLIAM J. NEASE
Major General, USAF
The Inspector General, USAF

into file 485

has 214

9 November 1954

entire

This office is holding in a secure and adequate custody of all reports, information, intelligence, correspondence, etc., and has in its possession a list of the names of all persons, copy of the dispatches, etc., received from the various sources. It is observed that the above information was received on 11/1/41.

10-10-1964

• • • • •

1954

5000

14-00000 14-00000 14-00000

evidence for further examination.

are in possibility of being the cause of dissatisfaction
and of not being satisfied from a point of view of satisfaction

Five copies of a list entitled, "Essential Elements of Information" to serve as a guide in conducting interviews of observers of unidentified serial phenomena are included.

AMC

Subj: Project "Sign"

It is further requested that all available data be forwarded directly to the Commanding General, Headquarters Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: CIP 3-3.

Respectfully yours,

Enclosed:

1. Copy of report

2. Copy of report

1. Copy of report

2. Copy of report

Inf, Tech, and Intelligence Division

Intelligence Department

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C.
JULY 18, 1947

18

10-53P

4552

1. The first of these is the fact that the material is not
 2. a simple metal, but is a complex of many different
 3. elements, including iron, carbon, and a number of
 4. other metals, which are combined in a way that
 5. gives it a unique set of properties. This is
 6. the reason why it is so difficult to analyze and
 7. to reproduce in the laboratory. The material is
 8. also very hard and strong, and is not easily
 9. deformed. It is also very resistant to corrosion,
 10. and is able to withstand high temperatures. These
 11. properties make it a very valuable material for
 12. many different applications, including the
 13. construction of aircraft, ships, and other
 14. large structures. It is also used in the
 15. manufacture of tools and machinery. The material
 16. is so important that it is often referred to as
 17. the "metal of the future". It is a material
 18. that has the potential to revolutionize many
 19. different industries, and it is one of the most
 20. important materials in the world today.

47

ORIGINAL - 1 EC

CRET

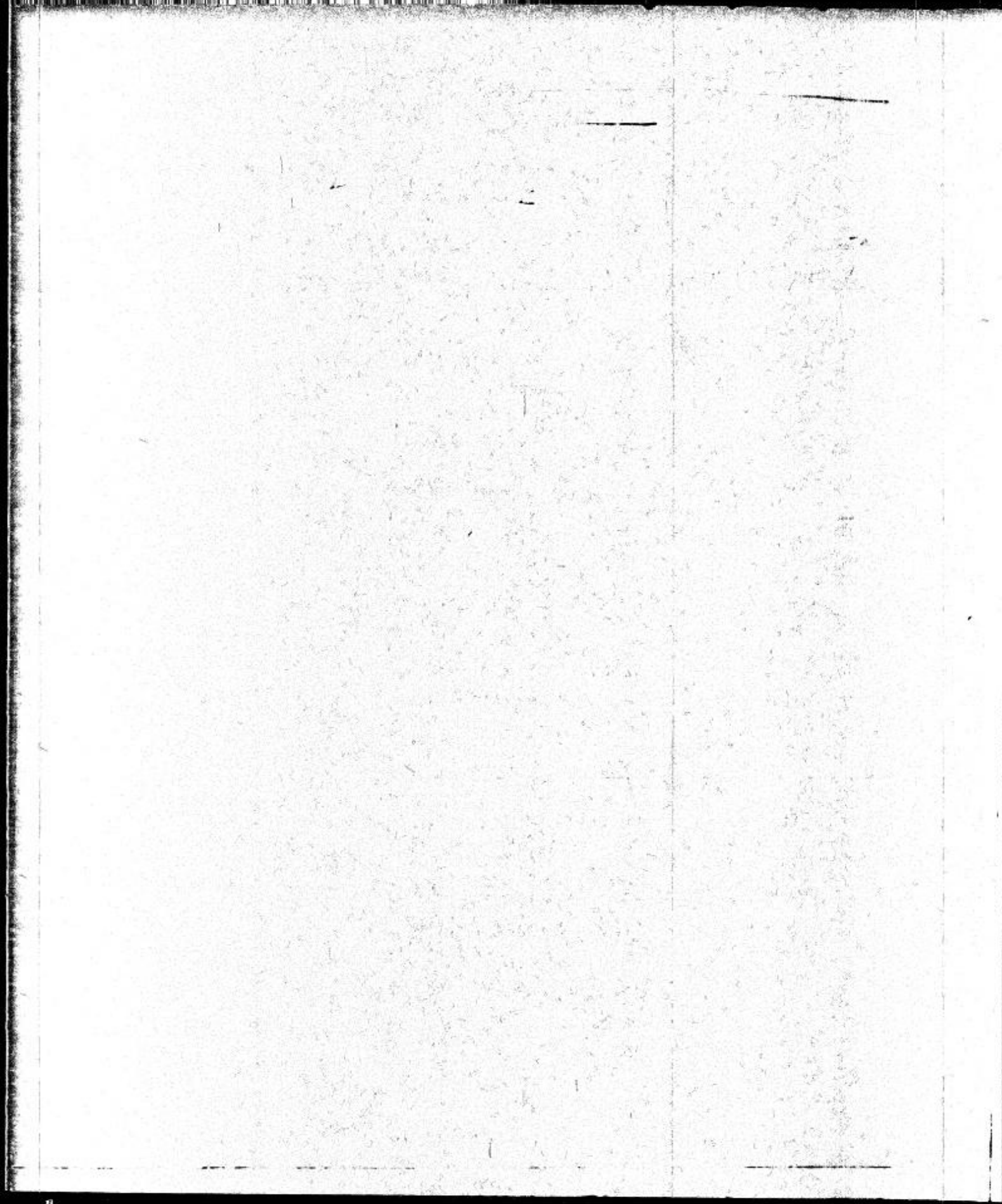
UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

... For your information, Dean John M. Baker, Security Officer, Massachusetts Institute of Technology, Cambridge, Massachusetts, the original informant in this matter, advised that a spectrographic examination has been completed of the metal particles referred to and they were determined to be of ordinary cast iron and had been subjected to a very high degree of heat. The heat caused scales to be formed on the cast iron which were originally thought to be of some metallic alloy. The scientists examining the particles concluded that if they had come through the air from any great altitude in small pieces as they were found most of the heat would have been taken from them by the time they reached the ground and fires would not have resulted.

"It is noted that the metal particles landed approximately seven

CRET

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION



Fairfield Suisun AFB Control Tower - 5.5 miles
west of Fairfield, Calif - 38° 16' N Lat 121° 56' W. Long.
Control Tower

light and motion

1

white light

round

50 to 1,000 ft when first sighted to approx 20,000 ft

500 to 800 yards

NW to SE

25 seconds

Varying - from 400 MPH then slowed to approx 200 MPH and climbed at 40-500 MPH out of sight

No sound heard

No trail observed

Object shone with brightness of a high-intensity runway light

None observed

Rapid but erratic climb - like change to pace

Object climbed out of sight

■/S

A winds aloft balloon released 3
30 to 45 minutes prior to sighting. Balloon lost to view 10 minutes after
15 mile visibility. Wind weak ~~wind~~ light. 1

Bruce Earlin McFarland, 1901 AACS Sq
Fairfield-Suisun AFB, Calif
Control Tower Operator
PFC, USAF

Considered fully reliable and a competent airman. Sighting also witnessed by Joseph Don Delafayette, Sgt AF 11106504. AACS OIC considers them high type individuals fully qualified both mentally and physically for control tower duty. Considered competent, reliable observers psychologically stable.

Object first got into view about 2 miles north of the Control Tower flying at low altitude between 500 & 1000 ft, climbing on a low trajectory with a speed estimated in excess of 400 MPH. Immediately after sighting PFC McFarland rushed to east side of tower. By this time object was estimated to have not ~~more~~^{more} than 1500 feet altitude and its speed had slowed for several seconds to perhaps 200 MPH. At this time object had a very slight undulating or bouncing motion. When its position oriented with a line between the tower and the air freight terminal, but a slight distance east of the terminal, the object took an almost vertical rise or climb and leveled off again at an estimated 3000 ft. At this point Sgt Joseph Don Delafayette continued watching as PFC McFarland attempted to summon the AACS Operations Officer. Sgt Delafayette reported the object almost immediately afterward started a fast climb toward the south-southeast and reached about 20,000 ft at which point he lost sight of it. PFC McFarland never saw the object again after leaving to phone.

Object was viewed thru 8-power binoculars. All that could be seen was a circular light one to 2 feet in diameter. It had the intensity of a Ramp floodlight and was so bright that it blanked out any silhouette (if any) when sighted in binoculars. In size it was comparable to one of Fairfield-Suisun AFB's high-intensity runway lights. No sound was heard nor was any exhaust trail observed. The light was clearly seen with the naked eye. It was brilliant but by no means blinding. Observer (PFC McFarland) was convinced it was not an aircraft navigation light. The night was clear, and the wind indicated southwest at 10 MPH on tower instruments. A weather balloon had been released 45 to 35 minutes previous to sighting but was lost ten minutes after release.

CONFIDENTIAL

HEADQUARTERS
Fairfield-Suisun Air Force Base
California

D/AC/dwr

14 January 1949

SUBJECT: Incident #510W

-52*

Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: W011400

1. Reference is made to letter, Subject: Incident #510W, from the
W011400 Office, Headquarters Air Materiel Command, dated 17 December 1948.

2. Pursuant to paragraph two of letter cited above an investigation
of the unidentified flying object was made by the Intelligence Division,
Fairfield-Suisun Air Force Base using the Essential Elements of In-
formation Form as a guide. The TIT attached with these enclosures thereto
is transcribed verbatim.

3. All interested personnel have been advised to avoid publicity
in this matter and the report has been classified Confidential.

4. Future incidents of this nature occurring at the Base will be
reported to this office regardless of confirmation saving the observations.

END THE COMMANDING GENERAL:

1 Incl.
TIT with 4 Incls

Arthur Conradi Jr.
ARTHUR CONRADI JR.
Major, USAF
Chief of Intelligence

CONFIDENTIAL

215

CONFIDENTIAL

ESSENTIAL ELEMENTS OF INVESTIGATION

(Re Sightings of 'Unidentified Aerial
Objects')

PROJECT ACTION

1. Date of Sighting:

3 November 1948

2. Time of Sighting:

(Approx. to 15-minute block)

0115 hours Pacific Standard Time

3. Where Sighted:

a. Ground:

(1) City, town:

Object was sighted by personnel in the Control tower, Fairfield-Suisun AFB

(2) Distance and direction from city or town
road, intersections, etc.

Fairfield-Suisun AFB Control tower is located in the center of the AF Base and 1.5 miles east of the town of Fairfield, California.

(3) From building (story), yard, etc.

Personnel sighted the object while standing inside the control tower 50 feet above ground level.

(4) Map coordinates (if feasible) showing
latitude and longitude:

North latitude 38° 16'
West longitude 121° 56'

b. Air

(1) Type aircraft, speed, altitude, direction of flight:

Not applicable

(2) Distance and direction from city or town
or known landmark:

Not applicable

CONFIDENTIAL

CONFIDENTIAL

Page 2
SST Project ASTOR

(3) Clock position of object from observer's aircraft:

Not applicable

(4) Latitude and longitude:

Not applicable

(5) Sea

(a) State and location:

Not applicable

Proximity to land:

(Name city, country, etc.)

Not applicable

(6) Number of objects:

(a) Formation type (if any)
(Sketch if possible)

The object was singled.

(7) Distance of object from observer:

(a) Laterally or horizontally:

The object was first singled at a distance of 2 1/2 miles; it proceeded toward the observer and passed within 500-600 yards of the tower, then climbed out of sight.

(b) Angle of elevation from horizon:

At approximately 200 when first singled, then it climbed out of sight.

(c) Altitude:

Altitude was 500 to 1000 feet when first singled, then it climbed out of sight at approximately 10,000 feet.

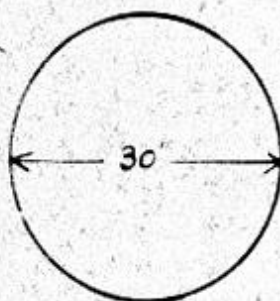
(d) Time in sight:

Approximately 25 seconds.

(8) Appearance of object:

CONFIDENTIAL

CONFIDENTIAL



a. Direction of flight (approximately):

as if it were a searchlight with a light intensity of a searchlight.

b. Altitude:

altitude after:

approximately 20 miles altitude.

as if it appeared from a searchlight (approximately known object).

about the size of a 30" diameter searchlight.

c. Direction of flight:

viewed from:

d. Tactics or maneuvers:

a. Vertical ascent or descent, horizontal, oscillation, fluttering evasive, aggressive, erratic, etc.

Came over horizon from altitude of 500 to 1000 feet and when opposite the control tower seemed to slow down then climbed to about 3,000 feet, seemed to hesitate again and then moved almost vertically out of sight at an altitude estimated to be 20,000 feet. See

CONFIDENTIAL

CONFIDENTIAL

1. The object was observed in the center of the frame of the General.

2. The object was observed in the center of the frame of the General.

3. The object was observed in the center of the frame of the General.

4. The object was observed in the center of the frame of the General.

5. The object was observed in the center of the frame of the General.

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17. The object was observed in the center of the frame of the General.

18. The object was observed in the center of the frame of the General.

19. The object was observed in the center of the frame of the General.

20. The object was observed in the center of the frame of the General.

21. The object was observed in the center of the frame of the General.

a. Reflected or attached:

The object itself resembled a light.

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The object was illuminated with the halogen lamp of a high-intensity search light.

- a. Observed sound and vibration: none;
- object was a steady light.

b. Aerodynamic lift of fuselage:

No fuselage was observed.

c. Vertical lift:

No vertical lift was observed.

d. Horizontal lift or movement:

No horizontal lift or movement was observed.

e. Aerodynamic lift (balloon or airship):

No aerodynamic lift observation was observed.

11. Propellers:

a. Propeller (s):

No propeller or rot was observed.

b. Rotor:

No rotor was observed.

c. Aerodynamic vane (flapping or oscillation) ("stall" effect):

No aerodynamic vane was observed.

d. Visible exhaust or jet openings:

No exhaust or jet openings were observed.

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1970 8
15-10-1970

17. Control and stability:

a. Rites:

No rites were observed.

b. Stabilizers:

No stabilizers of any kind were observed.

18. Air Traffic:

a. Rites:

No rites were observed.

b. Landings:

No landings were observed.

19. Speed:

Came over the horizon from 177 at an approximately 400 MPH slowed to
an approximately 300 MPH and then climbed at 400-500 MPH out of sight.

20. Sound:

a. Continuous whine or buzz:

No sound of any kind was heard by the observer.

b. Roar, whistle, whoosh:

No sound was heard.

c. Intermittent:

No sound was heard.

21. Was any radio antenna to be observed, i.e., (any projections or
extensions that might presumably be construed as such):

No radio antenna of any description was observed.

22. Manner of disappearance:

a. Explode:

The object did not explode.

(1) Possibility of fragments:

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Page 7
The Project 15107

No fragments were observed or could be found from the object.

(2) Other physical evidence:

No other physical evidence of the object could be found.

b. Faded from view:

The object climbed out of sight.

c. Disappeared behind obstacle:

The object climbed out of sight in a clear sky.

Relative to the Observer

1. Names of observers:

Joseph Don Delafayette
Sgt AF 12106604
Honourably discharged from the
service 6 December 1948.

Bruce Earlin McFarland
Pfc AF 1 002627

2. Address:

Delafayette
R.F. 1, Rollston Spa
New York

McFarland
1901st AOC Squadron
Fairfield-Suisun AFB, California

3. Occupation

Delafayette - Unknown

McFarland - Control tower operator

4. Place of business:

a. Employer or employee:

Delafayette - Unknown

McFarland - USAF

5. Hobbies:

a. Time engaged in hobby (experience)

Is observer amateur astronomer, pilot, engineer, etc.

Delafayette - Unknown

McFarland - Pfc McFarland, prior to
military service, was for three years
a radio announcer and was well trained
as an announcer of sporting events.
No other hobbies are engaged in by
Pfc McFarland.

CONFIDENTIAL

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Page 2
FBI Incident #81000

6. Ability to determine:

a. Color:

Both observers are required by high physical requirements to know colors.

b. Speed of moving objects:

Observers are constantly required to estimate the speed of moving aircraft in the course of their normal duties.

c. Size at distance:

Observers are constantly required to estimate the size and distance of objects in the course of their normal duties.

7. Reliability of observer:

a. Sources:

(1) Neighbors:

Both observers are considered fully reliable, competent airmen by their fellow NCOs.

(2) Police Dept:

No police record on the observers.

(3) FBI records:

No FBI records on the observers.

(4) Employer:

AACS officer in charge of the observers consider them high type individuals fully qualified both mentally and physically for control tower duty; they are considered competent, reliable observers psychologically stable.

8. Notes relative to observer on:

a. Sightings in general:

Both observers are considered competent, reliable and psychologically stable.

b. How attention was drawn to objects:

CONFIDENTIAL

CONFIDENTIAL

Page 9
FBI Project "SIGN"

(1) Sound:

No

(2) Motion:

Yes

(3) Color of light:

Yes

3. Witnesses:

a. Address:

No other witnesses could be found. The object was in view too short a time to obtain the observations of other personnel.

10. Comments of interrogator re intelligence and character of person interrogated:

Both observers are considered competent, reliable and psychologically stable. JSC McFarland has a General Classification Test Score of 141.

Relative to Radar Sightings

No radar sightings of the object were made or could be obtained.

GENERAL

1. Teletype sequences of local weather conditions:

3 December 1948 at 2030 Pacific Standard Time, Fairfield-Suisun Air Force Base, Ceiling 3000 feet scattered 15 miles visibility, 1014.6 millibars, temperature 44°, dewpoint 32°P, wind 10 MPH from the west, Altimeter setting 29.95 inches.

2. Winds aloft reports:

Winds aloft sequence for 032315Z December 1948 follows: SUU 21 02312 3410 02800 3100 43213 3016 63017 3010 82200 2023 04022 23017 42823.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:

(Check Canadian activity if close to that border)

No flying was scheduled or observed in the vicinity of the Fairfield-

CONFIDENTIAL

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see 10
see report 100000

Suisun Air Force Base at the time of the observation.

4. Possible releases of testing devices in vicinity sent aloft by
Defence, Navy, Air Force, Army, Weather Unit search
specifications or any other.

A winds aloft balloon was released 45-45 minutes prior to the sighting
and was lost from view 10 minutes after release.

5. If object contacted earth, obtain soil sample within and without
depression or spot where object landed (and then immediately departed)
for purposes of taking comparison of soils.

Object was in an event contact with the earth and no contacts
could be found.

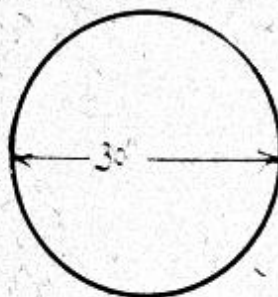
6. If object was sufficiently near other aircraft or known objects, check
records with radar counters for possible radio activity. Make occa-
sional check with other unaffected aircraft contacts, etc.

Object was not sufficiently near known objects to obtain
radioactive air readings.

7. Obtain photographs and original recordings where available; if not,
secure sketches of it.

a. Object.

Object appeared to be a round light 30 inches in diameter.



- b. Surrounding terrain where object was observed.

Annotated photographs and diagrams of the Fairfield-Suisun Air
Force Base are attached as enclosures 1 and 2 to this report.

- c. Place where object contacted earth (if this be proved):

Object did not contact the earth.

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Page 1
REF ID: A67 103 11

1. Maneuvers:

The object maneuvered as described in statement contained in enclosure #1 and indicated in enclosures #1 and #2 to this report.

2. Direction (if more than two)

The object was started.

3. Signed statements:

Statement attached as enclosure #3 to this report.

4. Statements or physical evidence where possible:

No fragments or other physical evidences of the object were obtained.

1. 1st Lt.
2. 1st Lt.
3. 1st Lt.
4. 1st Lt.

William C. Madi
1st Lt.
1st Lt.
Chief of Intelligence

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-STATEMENT-

12 January 1949

At the request of Chief of Intelligence, the undersigned wishes to describe as accurately as possible his impressions of the brief appearance of an unknown illuminated object which appeared over Fairfield-Suisun AFB at 2015 PST on 3 December 1948. The object first shot into view about 2 miles north of the control tower, flying at a low altitude between 500 and 1000 feet, climbing on a low trajectory, with a speed estimated at something in excess of 400 miles per hour. Immediately after sighting, this observer rushed to the east side of the tower. By this time the object was estimated to have not more than 1500 feet of altitude and its speed had slowed for several seconds to perhaps two hundred (200) miles per hour. The observer can recall that at this stage the object had a very slight undulating or bouncing motion. Then its position oriented with a line between the tower and the air freight terminal, but a slight distance east of the terminal, the object took an almost vertical rise or climb and levelled off again at an estimated three thousand feet. At that time the other control tower operator on duty continued watching the object while this observer telephoned the AAG operations officer residing on the base in hopes he might be able to get a look at it. The other tower operator reported the object almost immediately afterwards started a fast climb toward the south-southeast and reached about twenty thousand feet, at which point he lost sight of it. The undersigned never saw the object again after going for the telephone.

Pertinent information is that the light was clearly seen with the naked eye, brilliant but by no means blinding. In size it was comparable to one of Fairfield-Suisun AFB's high-intensity runway lights. The observer is convinced it was not an aircraft navigation light. The night was clear, and the wind was indicating southwest at 10 miles per hour on tower instruments.

I certify and affirm that the information herein is true and accurate to the best of my knowledge and ability.

Bruce Earlin V. Farland
Bruce Earlin V. Farland
PFC, USAF
1901 AAGS Squadron
Fairfield-Suisun AFB, Calif.



~~_____~~
~~_____~~
~~_____~~

Arthur Comack
✓

FLOSS IN
CLUMP OF TREES

①

OBJECT CAME INTO VIEW AT AN ALT.
OF 500-1000 FEET TRAVELLING AT
AN ESTIMATED SPEED OVER 400 MPH

OBJECT CLIMBED ON A
LOW TRAJECTORY TO 1500 FT.

+

②

OBJECT SLOWED TO AN
ESTIMATED 200 MPH

+

CONTROL
TOWER

③

OBJECT CLIMBED TO ESTIMATED 3000 FT
+ LEVELED OFF MOMENTARILY THEN STARTED
TO CLIMB AGAIN

+ OBJECT MAINTAINED A FAST
CLIMB TO 20,000 FT.

+ OBJECT LOST FROM VIEW AT AN
ESTIMATED 20,000 FT.

INSTRUCTION
FOR AIRFIELD BASE
NEAR FAIRFIELD, CALIFORNIA
BASE LAYOUT PLAN

———— TRACK OF UNIDENTIFIED AERIAL OBJECT
MAJOR, USAF - CHIEF OF INTELLIGENCE - FAIRFIELD SUISON AFB

INITIAL

CONFIDENTIAL

WFO-3/WW2/332

5 Dec 48

Project "Tiger"

Commanding General
Fairfield-Suisun Air Force Base
Fairfield, California
ATTN: Base Intelligence Officer

1. This Command is charged with the investigation of all reports of unidentified aerial objects and is authorized direct communication with all Air Force Units by letter HQ AFM, dated 16 February 1948, subject: "The Handling of Information on 'FLYING DISCS'".

2. A message from your base, OOI 302, indicates that an unidentified flying object was sighted at 2015 hours, 5 December 1948 by control tower personnel, your station. It is requested that your office conduct an investigation of this incident, using the enclosed "Essential Elements of Information Form" as guide. It is particularly important that the information outlined in several sections of the form be obtained.

3. All interested personnel should be advised to avoid publicity in this matter. Reports will be considered confidential.

4. Direct reply to Commanding General, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: WCLAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
EII Form

F. J. MCCOY
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

CLASSIFIED MESSAGE

RESTRICTED

CLASSIFIED MESSAGE

INCOMING MESSAGE

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This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

Rev 25 Oct 48

NOV 1948 10M

1 NOV 48 215

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INCOMING MESSAGE

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Rev 25 Oct 48

CLASSIFIED MESSAGE

RESTRICTED

NOV 48 16M
CLASSIFIED MESSAGE

INCIDENT SUMMARY SHEET

Incident No. 216

1. Date and Time of Observation: 8 December 1948 18:46
2. Where Sighted: Chanute AF Base, Illinois - 40°-18' North 88° 7-1/2' East
3. Observer's Position: ground while facing northeast
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Sgt James E. Doty, Sgt Eugene E. Montag
Det 16/IL, 16th Wea Sq, Chanute AFB, Rantoul, Illinois
5. Occupation and/or hobbies: Weather Observers, 16th Wea Sq
6. Attention Attracted by: glint of light
7. Number of Object(s) Seen: 1
8. Size of Object(s): 15 feet long x 6 ft wide - size jet fighter type plane
thick(?)
9. Color of Object(s): white
10. Shape (Sketch if Possible): Round
11. Nature of Illumination: N/S
(in and beam of light?)
12. Altitude of Object(s): Over 15,000 ft
(estimated)
13. Estimated Distance of Object from Observer: N/S
14. Estimated Speed of Object: over 350 MPH
15. Time in Sight: 3 seconds
16. Tactics: Seemed to be moving in upward path horizontal from 15° above
horizon to 20 or 25°
17. Sound Made by Object(s): No sound
18. Direction of Flight of Object(s): Northeast to South Southwest
19. Apparent Characteristics: N/S
20. Effect on Clouds: No clouds
21. Exhaust Trail (Color if): Statement of James E. Doty mentions that the
object was leaving a trail
22. Manner of Disappearance: flew out of sight
23. Weather Conditions at Time of Sighting: high scattered clouds
visibility: 10 miles
24. Peculiarities Noted: (
25. Summary of Incident: (over)
(See attached page)

At 11:00 AM, the aircraft was observed flying over the area of the Base. The aircraft was flying at an altitude of approximately 10,000 feet and was heading in the direction of the Base. The aircraft was observed for a period of approximately 10 minutes.

The aircraft was observed flying over the area of the Base. The aircraft was flying at an altitude of approximately 10,000 feet and was heading in the direction of the Base. The aircraft was observed for a period of approximately 10 minutes. The aircraft was observed flying over the area of the Base. The aircraft was flying at an altitude of approximately 10,000 feet and was heading in the direction of the Base. The aircraft was observed for a period of approximately 10 minutes.

The aircraft was observed flying over the area of the Base. The aircraft was flying at an altitude of approximately 10,000 feet and was heading in the direction of the Base. The aircraft was observed for a period of approximately 10 minutes. The aircraft was observed flying over the area of the Base. The aircraft was flying at an altitude of approximately 10,000 feet and was heading in the direction of the Base. The aircraft was observed for a period of approximately 10 minutes.

MCIAEO-3
Subj: "Project Sign"

Dec 21, 1945

1st Ind.

15/24/45

HQ, 3345th Tech Eng Bg and Chanute AFB, Chanute Fld, Ill., 29 Dec 45

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAEO-3

Attention is invited to inclosed "Essential Elements of Information" form which has been accomplished and to two statements of witnesses.

- 3 Incls.
1. Info Form (trip)
2. Stat Mortag (quad)
3. Stat Doty (quad)

Donald S. Severs
DONALD S. SEVERS
Captain, USAF
Intel Igence Officer

CLASS-SECRET

20 Jan

Project Sign

Commanding General
Furnate Air Force Base
Furnate Field, Illinois
ATTN: Base Intelligence Officer

1. This Command is charged with the investigation of reported sightings of unidentified aerial objects and is authorized direct communication with Air Force installations. Letter, HQ USAF, dated February 1946, subject, "Reporting of Information on Flying Discs".

2. A report from your base, 9-3350, indicates that Sgt James E. Oty observed a flying disc, 10th Fighter Squadron, at an unidentified aerial object at 1946 hours, 3 December 1946.

3. It is requested that your office interview all witnesses to this observation and investigate the circumstances surrounding the incident, using the inclosed essential elements of information form as a guide. It is particularly important that the information outlined in the general section of this form be obtained.

4. Interested personnel should be advised to avoid publicity and to treat all evidence as confidential.

5. Direct reply to Commanding General, Headquarters Aerial Command, 10th Fighter Squadron, Dayton, Ohio, ATTN: CHAND-3.

Very truly yours,

1 Incl
Encl Form

W. H. Bell
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

216 216

DETACHMENT NO. 1
15th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

5/11/48

9 December 1948

SUBJECT: Reporting of Information on "Flying Discs"

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

1. In compliance with 2102D Air Weather Group TWX 464 dated 19 November 1948 and letter, Headquarters, United States Air Force, subject as above, 6 February 1948, the following report is submitted:

- a. Chanute Air Force Base, Illinois, 0900-162.
- b. High scattered clouds, visibility ten miles.
- c. Sgt. James E. Doty and Sgt. Eugene W. Montar, Weather Observers, Det 16/11, 15th Weather Squadron, Chanute AFB, Illinois.
- d. Photographs of objects - none available.
- e. Sketches of objects - None available.
- f. Object sighted:
 - (1) One
 - (2) Round
 - (3) Undetermined size
 - (4) Bright white color
 - (5) Two tenths of distant sky within two to three seconds.
 - (6) Heading from north east toward south south west.
 - (7) Undetermined maneuverability.
 - (8) Undetermined altitude.
 - (9) No sound
 - (10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving upward fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

No file #
Subj: EOICFD

9 Dec 48

2. Statements of observers are inclosed herewith.

2 Incls.

1. Stat Sgt. J. E. Doty

2. Stat Sgt. S. E. Mortar

Russ H. Kelley
RUSSELL T. KELLEY

Captain, USAF

For CHARLES E. TAYLOR,

Major, USAF

Station Weather Officer

STATEMENT

9 December 1946

I, Eugene S. Montag, AF 16205703, Sergeant, USAF, on a Weather Observer assigned to the 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, and do hereby make the following statement to Capt. Bush T. Kelley, Assistant Base Weather Officer, USAF, AFB:

On 9 December 1946 at approximately 1846 hours, I was walking with Sgt. James E. Doty, also of the 16th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or meteor. This object was heading upwards about a 15 degree angle, moving from the north east to the south south west. The object was white in color, very bright and moved about two to three tenths of the sky and then disappeared.

This object did not appear to me to be a falling star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

Eugene S. Montag
EUGENE S. MONTAG
AF 16205703
Sergeant, USAF

STATEMENT

December 1945

I, James S. Doty, Sergeant, S.F., AF 17171864, Weather Observer, 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, do hereby make the following statement to Captain Gus T. Kelley, Assistant Base Weather Officer.

On 8 December 1945 at approximately 10:00 hours, I was walking with Sgt. Eugene S. Montag towards the Base Weather Station when I happened to look up at the sky and notice what appeared to be either a very rocket or meteor. I tapped Sgt. Montag on the arm and called his attention to it.

The object did not appear to be a star because it was three or four times as large as a star and it seemed to be closer to us than a star would be. It was heading from the north east toward the south south west and was moving upwards at about 15 or 20 degree angle. As it moved it seemed to get larger, and it was leaving a trail. In about two or three seconds it disappeared. The object was round, white and moved very fast.

We went into the Weather Station and reported this to the Duty Officer whose name is Sgt. Robert M. Gillman.

James S. Doty
Sergeant, USAF
AF 17171864

8350
816

DETACHMENT NO. 1
15th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

5/7/46

9 December 1946

SUBJECT: Reporting of Information on "Flying Discs"

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

1. In compliance with AFM 20 Air Weather Group TX 464 dated 19 November 1946 and letter, Headquarters, United States Air Force, subject as above, 6 February 1946, the following report is submitted:

- a. Chanute Air Force Base, Illinois, 6300145.
- b. High scattered clouds, visibility ten miles.
- c. Sgt. James E. Doty and Sgt. Eugene F. Kontar, Weather Observers, Det 16/11, 15th Weather Squadron, Chanute AFB, Illinois.
- d. Photographs of objects - none available.
- e. Sketches of objects - none available.
- f. Object sighted:
 - (1) One
 - (2) Round
 - (3) Undetermined size
 - (4) Bright white color
 - (5) Two tenths of distant sky within two to three seconds.
 - (6) Heading from north east toward south south west.
 - (7) Undetermined maneuverability.
 - (8) Undetermined altitude.
 - (9) No sound
 - (10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving upward fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

8000
216

no file
Subj: R I D F D

9 Dec 48

2. Statements of observers are enclosed herewith.

2 Incls.

1. 1st Sgt. J. A. Dity

2. 1st Sgt. J. A. Mortar For Capt. S. L. Miller,

Russell T. Bailey
RUSSELL T. BAILEY

Captain, USAF

Major, USAF

State Weather Officer

STATEMENT

9 December 1948

I, Eugene S. Montag, AF 1620706, Sergeant, USAF, as a Weather Observer assigned to the 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, and do hereby make the following statement to Captain Paul F. Kelly, Assistant Base Weather Officer, Chanute AFB:

On December 8, 1948 at approximately 1246 hours, I was walking with Captain James E. Doty, also of the 16th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or star. This object was heading upwards at a 15 degree angle, moving from the north east to the south south west. The object was white in color, very bright and moved about two to three minutes of the sky and then disappeared.

This object did not appear to me to be a falling star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

Eugene S. Montag
EUGENE S. MONTAG
AF 1620706
Sergeant, USAF

STATEMENT

December 1948

I, James L. Doty, Sergeant, AF 17171864, Weather Observer,
10th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois,
hereby make the following statement to Captain Susan T. Kelley,
Assistant Base Weather Officer.

On December 1, 1948, at approximately 12:45 hours, I was walking
westward along the road leading toward the Base Weather Station when I
happened to look up at the sky and noticed what appeared to be either
a sky rocket or meteor. I tapped Sgt. Montag on the arm and called
his attention to it.

The object did not appear to be a star because it was three or
four times as large as a star and it seemed to be closer to us than
a star would be. It was heading toward the north and toward the
weather station and was moving upward at about 15 or 20 degree angle.
As it moved it seemed to get larger, and it was leaving a trail. It
about two or three seconds it disappeared. The object was round, white
and moved very fast.

I went back to the weather station and reported it to the Duty
Weather Officer who is Capt. Robert W. McLean.

JAMES L. DOTY
Sergeant, USAF
AF 17171864

201 360

1st Lt.

1st Lt., 1st Battalion, 1st Infantry Division, Fort Benning, Ga.

1st Lt., 1st Battalion, 1st Infantry Division, Fort Benning, Ga.

1st Lt., 1st Battalion, 1st Infantry Division, Fort Benning, Ga.

FOR THE COMMANDING OFFICER:

1st Lt., 1st Battalion, 1st Infantry Division, Fort Benning, Ga.

1st Lt., 1st Battalion, 1st Infantry Division, Fort Benning, Ga.

600000

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NEW-C-11

SECRET

DEPARTMENT NO. 1
16th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

5/11/48

6 December 1948

SUBJECT: Reporting of Information on "Flying Discs"

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

1. In compliance with AFM 1020 Air Weather Group FAX 164 dated 19 November 1948 and letter, Headquarters, United States Air Force, subject as above, 6 February 1948, the following report is submitted:

- a. Chanute Air Force Base, Illinois, 800462.
- b. High scattered clouds, visibility ten miles.
- c. Sgt. James E. Doty and Sgt. Eugene E. Montez, Weather Observers, Det 16/11, 16th Weather Squadron, Chanute AFB, Illinois.
- d. Photographs of objects - none available.
- e. Sketches of objects - none available.
- f. Object sighted:
 - (1) One
 - (2) Round
 - (3) Undetermined size
 - (4) Bright white color
 - (5) Two tenths of distant sky within two to three seconds.
 - (6) Heading from north east toward south south west.
 - (7) Undetermined maneuverability.
 - (8) Undetermined altitude.
 - (9) No sound
 - (10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving upward fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

2/c

0-177
FORM-3-333

SECRET

No file #
Subj: EOIOFD

9 Dec 45

2. Statements of observers are inclosed herewith.

2 Incls.

1. Stat Sgt. J. E. Doty

2. Stat Sgt. E. E. Montag For

James F. Kelley
HUGH T. KELLEY

Captain, USAF

CHARLES E. TAYLOR,

Major, USAF

Station Weather Officer

Distribution:

3 - CG, AMC Wright-Patterson AFB

1 - Hq, USAF

1 - CG, MATS

2 - CC, Com Wm Hq, Tinker AFB

1 - CC, 2102d Wm Gp, Mitchell AFB

1 - CC, 16th Wm Hq, Scott AFB

SECRET

21.
8-140
ALOW-I-333

STATEMENT

2 December 1948

I, James E. Doty, Sergeant, USAF, AF 1717364, Weather Observer, 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois do hereby make the following statement to Captain Russ T. Kelley, Assistant Base Weather Officer.

On 2 December 1948 at approximately 1846 hours, I was walking with Sgt. Eugene S. Montag towards the Base Weather Station when I happened to look up at the sky and notice what appeared to be either a sky rocket or meteor. I tapped Sgt. Montag's arm and called his attention to it.

The object did not appear to be a star because it was three or four times as large as a star and it seemed to be closer to us than a star would be. It was heading from the north east toward the south south west and was moving upwards at about 15 or 20 degree angle. As it moved it seemed to get larger, and it was leaving a trail. In about two or three seconds it disappeared. The object was round, white and moved very fast.

We went into the Weather Station and reported it to the Duty Forecaster whose name is M Sgt. Robert W. Gillman.

James E. Doty

JAMES E. DOTY
Sergeant, USAF
AF 1717364

STATEMENT

December 1943

I, Eugene S. Montag, AF 16208706, Sergeant, USAF, as a weather observer assigned to the 16th Weather Squadron, Chanute Air Force Base, Chanute Field, Illinois, and do hereby make the following statement to Capt. Rush T. Kelley, Assistant Base Weather Officer, Chanute AFB:

On 2 December 1943 at approximately 1845 hours, I was walking with Sgt. James W. Doty, also of the 16th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or meteor. This object was heading upwards about a 15 degree angle, moving from the north east to the south south west. The object was white in color, very bright and moved about two to three tenths of the sky and then disappeared.

This object did not appear to me to be a falling star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

Eugene S. Montag
EUGENE S. MONTAG
AF 16208706
Sergeant, USAF

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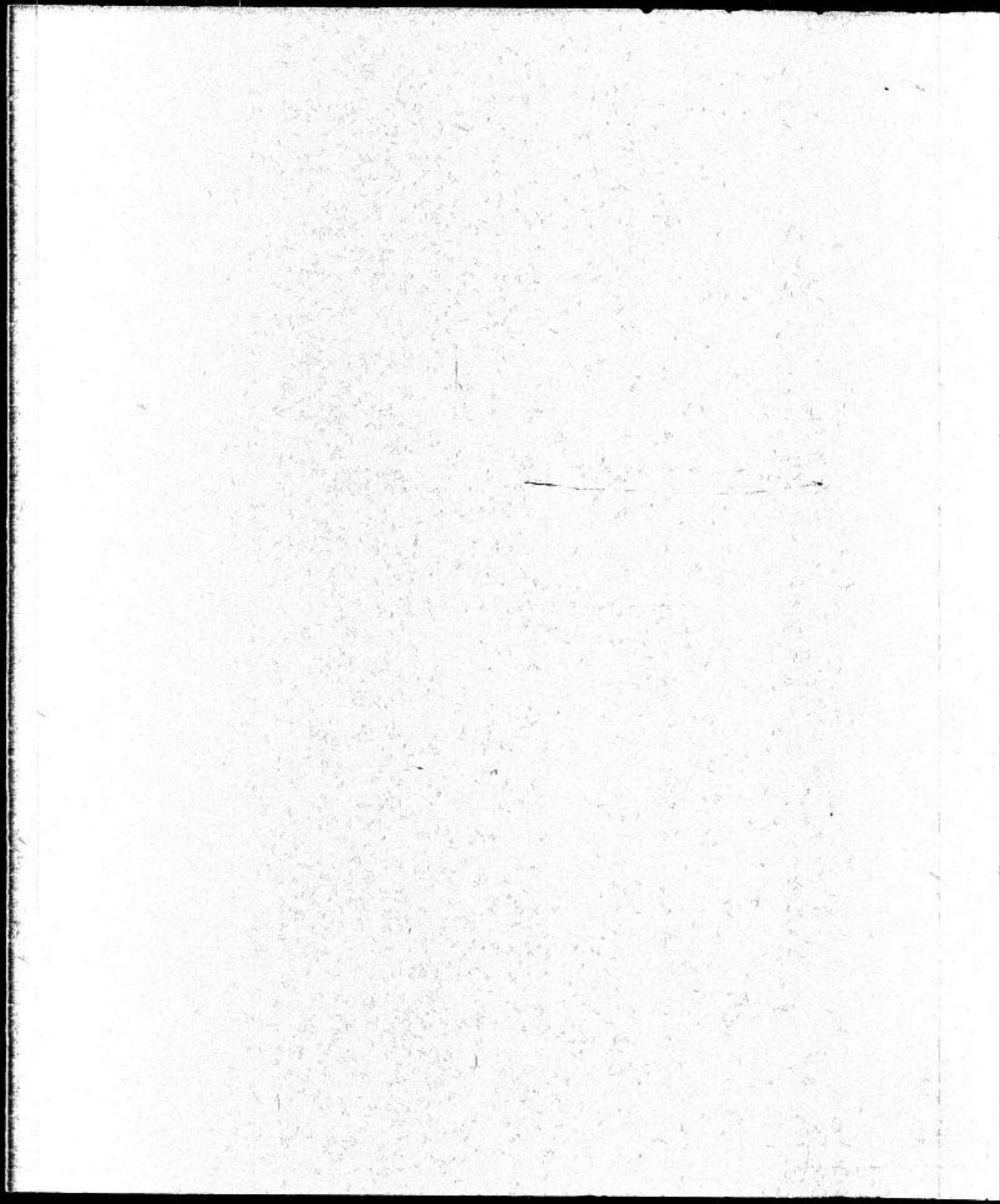
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ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial
Obj etc)

FORM OF "SIGHT"

1. Date of sighting
2. Time (of sighting
approx 12:04 or clock)
1944
3. Where sighted
Ground
(1) City, town
(2) Distance and direction from city or town
road, int reactions, etc.
(3) From building (store, farm, etc.)
(4) How conducted (if possible) viewing
method and location
4. In air
(1) Type aircraft, color, altitude, direction of flight
(2) Direction of direction from city, town or known
location
(3) Characteristics of object from observer's
viewpoint
(4) Initial sighting: one o'clock
(5) Initial sighting: one o'clock
5. Size
(1) Estimated size
(2) Proximity to observer
(3) City, town, etc.
6. Nature of object
One
7. Formation type (if any)
(Location if possible)
8. Distance of object from observer

known, except that during sighting object disappeared behind a cloud
which was determined to be over Akron and at an altitude of from 12,000
to 15,000 feet. At this time aircraft was over Pittsburgh.

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2. What is the purpose of the study?

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2. at the time of the (first) collection
(last effort)

• Visible at night.

▲ 2. The ... nearly as well as ...

1998

1. The first group of people who are interested in the results of the study are the researchers themselves. They want to know if the study was successful in achieving its goals and if the data collected is reliable and valid.

2005

2. *Methods*

1992

2000

2000

RESTRICTED

1. "SIX" Project "SIX"

2. (Cont'd)

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Relative to the Observer

1. Name of Observer
2. Address
3. Occupation
4. Place of business
5. Education
6. Experience
7. Training
8. Other
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RESTRICTED

1. Ability to perform

- (1) SLE
- (2) SLE
- (3) SLE

(4) SLE

Also the size of the group is not considered.

2. Reliability of observer

- (1) SLE
- (2) SLE
- (3) SLE
- (4) SLE

3. Location of observer

- (1) SLE
- (2) SLE
- (3) SLE
- (4) SLE

4. With data

- (1) SLE
- (2) SLE
- (3) SLE
- (4) SLE

5. Comments of interviewer re intelligence on character of person interviewed.

Relative to Source of information

1. Source was participating in work

— 10 —

Observe the frame, steel, and size of tract

Q. What is meant by "turn"? Is it, for example (180°), etc.,
or is it the 360° turn. If the angle of turn is not observable,
what is the turn? If it is not observable, what are its uses?

... target into several
... able.

2. If the sum, $\sum_{i=1}^n x_i$ is not a constant,

for their operation in the lines or extraneous or radio circuits

1. Six copies of the following documents, to be submitted to the following:

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|-----|

— 20 —

1. In light of the above, the military aircraft
should be visible to the public.
(The aircraft should be visible to the public.)

1. Special Agent in Charge James H. Dwyer sent air mail by
U. S. Air Mail, Air Mail, Air Mail, Research
of the U. S. Air Mail, Air Mail, Air Mail, Research

It is estimated that the mail will be within an hour without
on presently to
miles.

6. If objects are sufficiently near to aircraft or known objects, check surface with Geiger counters for possible radioactivity. Do not come within 1000 feet of aircraft or known objects, etc.

7. Obtain references (or original negatives) where available; if not, state which of

01-01-21

Shirley M. Smith was not interviewed.

c. Place when subject came to work (if this has changed)

• 24. LV. TS

2. $\frac{1}{2} \pi$ (180 degrees)

2. Same sign statement

9. Obtain fragments re basic 1 evidence mark possible

354

John K. Brown Jr.
Col. USAF
DCS/O, HQ USAF



Speed



Sage



1-5 miles



14, tide 12-10, 1000

C-85 1000 ft
ALTITUDE 8, 10-14, 1000
COURSE 270°
1000 ft

60°

500

1000



BASE WEATHER STATION
WRIGHT-PATTERSON AFB
FAIRFIELD, OHIO

10 DECEMBER 1948

... CIVIL SERVICE REPORTS FOR THE MONTHS, TIMES AS
... THE ...

1. *Chrysomelidae* (Coleoptera): 10 species, including *Chrysomelids* and *Chrysomelids*.

1-17 2 05/38/217413/389
 1-17 2 05/35/2278/012/FB-CL
 1-17 2 05/34/ 926/011/EI/OV LAG-
 1-17 2 05/36/1904/002
 1-17 2 05/36/217413/389
 1-17 2 05/35/2278/012/FB-CL

REF ID: A66144

7-10-68 10:30 AM
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7-10-68 10:30 AM

2-16 6217 2615 0261b

JOHN F. ZAJAC

... ..

Incident # 218

1. Date of Observation 11 December 1958 & of Interview _____
2. Exact time (local) 2245Z
3. Place of Observation 40 miles NE of Martinsburg, West Va
4. Position of observer From aircraft on 125° heading at 5,000 ft
Speed: 150 MPH
5. What attracted attention to object? -
6. Number of objects 1
7. Apparent size Undetermined
8. Color of object Changing - red to blue to red
9. Shape similar to parachute flare
10. Altitude 10,000 - 11,000 ft
11. Direction of movement -
12. Distance from observer 20 miles to front of aircraft - approximately
13. Direction of movement Approximate Appeared to be stationary
14. Duration of observation 1 minute
15. Other observations - appeared stationary
16. Weather Unknown
17. Time of day None
18. Description of object Object appeared as a brilliant flare in the sky
19. Description of object -
20. Description of object -
21. Description of object Similar to a flare burning out
22. Effect on observer -
23. Additional information concerning object -
24. General conditions 7 mile visibility - clear sky in Martinsburg area

Capt O. M. Lagg, Hq Air Rescue Service
Ft Bragg, N. C.

USAF

Factor of

No opinion

Object sighted some 40 miles northwest of Martinsburg, West Va., by pilot of AF 5952 and crew. A brilliant red flare was sighted at an altitude of approximately 10,000 to 11,000 feet. It appeared to be 20 miles in front of the aircraft which was on a heading of 180°. The shape appeared similar to a parachute flare. The color was variable changing to red to blue to red. The flare appeared to be stationary. No sound was heard and no exhaust trail noticed. No opinion was formed by any member of the crew as to the identity of object. The flare lasted approximately 1 minute.

Witnesses: Capt R. H. Cassidy
Headquarters, Air Rescue Service
Washington 25, D. C.

S/Sgt T. P. Turner
Air Rescue Service
Fort Bragg, N. C.

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA
Operating Location 338

M-T 000.9

PMH/han
18 December 1948

SUBJECT: Unidentified Flying Objects

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

ATTN: CLAD-8

1. In compliance with Regulation 200-4 dated 2 November 1948 and letter, Headquarters, USAF., Subject: "Reporting of Information on 'Flying Discs,'" dated 6 February 1948 the following information is submitted:

ESSENTIAL ELEMENTS OF INFORMATION

1. Date of Sightings: 11 December 1948
2. Time of sightings: 2245h
3. Where sighted: See Paragraph 3b (2)

a. Ground

Not applicable

b. Air

- (1) Type aircraft, speed, altitude, direction of flight.

C-457 150 9500 ft 125 degrees

- (2) Distance & Direction from City, town or known landmarks

40 miles northwest of Martinsburg, West Virginia

- (3) Clock Position of object from observer's aircraft

12 o'clock, approximately 20 miles in front of aircraft

- (4) Latitude and longitude: Approximately 39°30'N 78°00'W

1-7 000.5

Subj: Unidentified Flying Objects

c. Sea

Not applicable

1. Number of objects: One (1)
 - a. Formation type: No formation
2. Distance of object from observer: Twenty miles in front of aircraft.
 - a. Laterally or horizontally: Laterally
 - b. Angle of elevation from horizon: 5 degrees
 - c. Altitude: 10,000 - 11,000 feet
3. Time in sight: one (1) minute
4. Appearance of object:
 - a. Color: Red to Blue to Red
 - b. Shape: Resembling to parachute flare
 - c. Apparent construction: No opinion
 - d. Size: Undetermined
5. Direction of flight: Appeared to be stationary
6. Tactics or maneuvers: None
7. Evidence of exhaust: None
 - a. Color of smoke: None
 - b. Length and width: None
 - c.odor: Unknown
 - d. Rate of evaporation: Unknown
 - e. Does trail vary with sound: None
8. Effect on clouds: No clouds - unlimited ceiling
9. Lights: Object appeared as a brilliant flare in the sky

MY: 000.9

UFGJ: Unidentified Flying Objects, 13 December 1954

13. Supports: Not visible
14. Propulsion: Object appeared to be stationary.
 - a. Propeller or jet: Unknown
 - b. Rotor: Unknown
 - c. Aerodynamic vanes: Unknown
 - d. Static exhaust or jet openings: None visible
15. Control and stability: Unknown
 - a. Wings: One visible
 - b. Stabilizers: Unknown
 - (1) Size: Unknown
 - (2) Shape: Unknown
 - (3) Location: Unknown
16. Air Ducts: Unknown
 - a. slots: Unknown
 - b. duct openings: Unknown
17. Speed - MPH: Appears to be stationary
18. Sound: Unknown
19. Was any radio antenna to be observed: None observed
20. Manner of disappearance: Similar to a flare burning out
 - a. Explode
 - (1) Possibility of fragments: Unknown
 - (2) Other Physical evidence: Unknown
 - b. Faded from view: Yes
 - c. Disappeared behind obstacle: No

RELATIVE TO THE OBSERVER

1. Name of Observer: Capt O. H. Legg

NOT OOC.9

SUTd: Unidentified Flying Objects., 13 December 1948

2. Headquarters, Air Rescue Service
3. Occupation: USAF
4. Place of Business: USAF
5. Hobbies: Not applicable
6. Ability to determine: Unknown
7. Reliability of observer: No opinion
8. Notes relative to observation
 - a. Sightings in general: one
 - b. How attention was drawn to objects: Directly in flight path
 - (1) Sound: Unknown
 - (2) Motion: Stationary
 - (3) Glint of light: Brilliant
9. Witnesses:
 - a. Capt R. E. Cassidy
Headquarters, Air Rescue Service
Washington 25, D. C.
 - b. S/Sgt T.P. Turner
Air Rescue Service
Fort Bragg, N. C.
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 sighting
2. If airborne, when object was sighted: Not applicable

GENERAL

1. Teletype sequences of local weather conditions:
Clear sky - 7 miles visibility
2. Winds aloft reports: Not given

SUBJ: Unidentified Flying objects: 13 October 1944

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time: Unknown.

4. Possibility releases of testing devices in vicinity and vicinity by Ordnance, Navy, Air Force, Army, Weather Units, Research Organization or any other: Unknown.

5. If object contacted earth, obtain soil sampled within 100 yard depression or spot where object landed for purposes of taking samples of soils: Unknown.

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: Unknown.

7. Obtain photographs: None

8. Not obtained.

9. Obtain fragments or physical evidence where possible: None

Joseph L. Connel
JOSEPH L. CONNELL
Lt. Col., USAF
Commanding

DISTRIBUTION:

c/c to Ch of Staff, Hq USAF
Commander, MATS
C, FS

12-31/4

URGENT

Col. Clingman
Dr. Tait 110345
to call morning.
214

MCI 0042

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MCI

226

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1. NUMBER ONE // 2. SHAPE APPEARED TO BE SIMILAR TO PARACHUTE FLARE

FLARE 3. E NOT DETERMINED // SIZE NOT DETERMINED

214

I, the undersigned, do hereby certify that the foregoing is a true and correct copy of the original as the same appears in the files of the Department of the Interior, Bureau of Land Management, at Washington, D. C.

WITNESSED
 my hand and the seal of the Department of the Interior, at Washington, D. C., this _____ day of _____, 19____.

 Director

RESTRICTED

Received by
 WFT Cunningham
 Col USAF
 MCIA
 57120

INCIDENT SUMMARY SHEET
(To be filled out and retained on file)

1. Date of Observation . 29 Nov 48 Incident: 219
2. Time of Observation . 8:00 P. M.
3. Where was Object(s) Sighted . . Newburgh, N. Y.
4. Observer's Position ground, 1st & Concord St., Newburgh, N. Y.
 also ground, air, control tower, etc.
5. Name and Address of Observer . . Doris Croke, age 14, 325 First St., Newburgh
 . . . & two young friends
6. Occupation and/or Hobbies ninth grade student at N. Junior High School
7. Attention Attracted to Object(s) by . . . N/S
8. Number of Object(s) Sighted . . . 1
9. Size of Object(s) "large as life" . "large red ball"
10. Color of Object(s) red
11. Shape (Sketch if Possible) . . . ball
12. Nature of Luminosity Ball of Fire
13. Estimated Distance of Object from Observer . . . N/S
14. Speed of Object(s) N/S - but extremely fast
15. Time in Sight 2 seconds
16. Trajectory horizontal flight - went below horizon
17. Sound Made by Object(s) . . . N/S
18. Direction of Flight of Object(s) . . . East to West
19. Apparent Construction (Of What Material or Substance) Fire
20. Effect of Objects or Clouds and/or Exhaust Trail . . . long tail
 . . . Witness thought she saw a blue-tailed comet
21. Weather Conditions Existing at the Time . . . N/S
22. Peculiarities Noted Thought it seemed unusual for a shooting star
23. Summary of Incident (over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 219

Doris Croke, age 14, a ninth grade student at North Junior High, Newburgh, N. Y., reported that on the night of 29 November 1948 at precisely 8:00 while standing with two young friends on the corner of Concord St & 1st Street, that she observed a ball of fire with a long tail in the north of the sky. Course of the object was from east to west. It was visible for two seconds and then went below the horizon. She stated that while she had seen many shooting stars that she had never seen anything like this. She also described the astral phenomenon as being a "large red ball speeding thru the heavens." She was convinced that she had seen a blue-tailed comet.

THE HEADQUARTERS
UNITED STATES MILITARY ACADEMY
WEST POINT NEW YORK

/lbf

2 December 1948

TO: The Adjutant General

FROM: Commanding General
First Army
Governors Island, New York, N.Y.

1. Reference Department of the Army letter DPM 452.1 dated 1 November, subject as above, and your 1st Indorsement thereof dated 9 November.

2. The enclosed clipping from the 3 November 1948 issue of the "New York Times", N.Y., is forwarded for your information.

FOR THE ADJUTANT GENERAL:

R. M. Munn
Colonel, AGC
Adjutant General

1 Incl
No other action

AFPM-57
DACC 452.1-A

1st Ind.

GBC/emcg

Headquarters First Army, Office of the AC of S, G-2, Governors Island, NY 4, 17
6 Dec 48.

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

1. Forwarded.

2. Please pass to Director of Intelligence, OS, USA, Wash., 25 D. C., Attn:
1. S. Branch.

FOR THE AC OF S, G-2:

Wellington C. Gower
WELLINGTON C. GOWER
Lt. Colonel, AGC
Chief, Evaluation Division

1 Incl: n/c

City Girl Sees Sky Phenomenon

CLARK, N. J., Jan. 10. (AP) — A young woman living in a city apartment building in New Jersey today reported seeing a bright, glowing object in the sky.

The woman, who is 20 years old, said she saw the object while sitting on her balcony.

INCIDENT SUMMARY SHEET

Incident No. 220

1. Date and Time of Observation: 29 Nov 1948 2113
2. Where Sighted: San Francisco, Calif
3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Mr Robert Thatcher, 1739 38th Ave.,
San Francisco, Calif
5. Occupation and/or Hobbies: Science Teacher Francisco Jr High School
6. Attention Attracted by: yellow light flashing across the sky
7. Number of Object(s) Seen: 1
8. Size of Object(s): N/S
9. Color of Object(s): yellow
10. Shape (Sketch if Possible): N/S "flash of light"
11. Nature of Luminosity: N/S
(Is it a beam of light?)
12. Altitude of Object: N/S
(Estimated)
13. Estimated Distance of Object from Observer: N/S
14. Estimated Speed of Object: "too fast for plane"
15. Time in Sight: 7 seconds
16. Trajectory: 1st headed north then turned north-northwest
17. Sound Made by Object(s): N/S
18. Direction of Flight of Object(s): North Northwest
19. Apparent Construction: flash of light
20. Effect on Clouds: N/S
21. Exhaust Trail (Color - if): N/S - just flash of light was observed
22. Manner of Disappearance: N/S
23. Weather Conditions at Time of Sighting: N/S
24. Peculiarities Noted: Extreme speed - too fast for plane but did not
think it was a comet or shooting star
25. Summary of Incident:
(See attached page)

Incident: 220

Mr Robert Thatcher, ex AF Veteran, now a science teacher at the Francisco Jr High School, called Hq 4th AF to report a yellow light flash across the sky at approximately 2113 hours the night of 24 November 1948. Light was headed due North then turned North-Northwest and disappeared. It lasted for about 7 seconds and appeared to be traveling too fast for a plane. However, it did not appear to be a comet or shooting star.

CONFIDENTIAL

SD-081/JW/fm

SD 244

16 February 1949

SUBJ: PROJECT "BIGH"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: 131A10-3, Captain L. Snider

Inclosed is Report of Investigation, subject as above, dated 21 January 1949, for your information and any action deemed necessary.

1 Incl
Rpt of Inv dtd 20 Jan 49
(in du.)

H. E. GIBSON
Colonel, USAF
District Commander

CONFIDENTIAL

CONFIDENTIAL

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

FILE NO 24-6

DATE 20 January 1949

REPORT MADE BY ARMIN F. HEROLD, JR.

REPORT MADE AT DC #19, Fairfield-Suisun AFB

PERIOD 13, 16 January 1949

OFFICE OF ORIGIN DC #5, Wright-Patterson AFB

STATUS PENDING

SUBJECT "SIGN", Special Inquiry

SPECIAL INQUIRY

Ltr fr Dist Comdr, DC #5, Wright-Patterson AFB, File No. 55-24-4, dtd 27 Dec 49, Subject, "Project 'Sign'"

Investigation requested by District Commander, DC #5, Wright-Patterson Air Force Base, Dayton, Ohio. Mr. ROBERT THATCHER saw, while in back yard at 1739 - 38th Avenue, San Francisco, California, at approximately 2115 hours, on 27 November 1948, an unidentifiable glowing object passing from the East to the Northwest at a very great speed, finally disappearing from sight behind a fog bank to the North. Investigation failed to reveal identity of the object or produce other witnesses.

| | | |
|---|---|---------------------------------------|
| CO, AMC, Wright-Patterson AFB (Action Copies) | 2 | Commanding General |
| DC #5, Wright-Patterson AFB | 2 | Air Material Command |
| OSI, H. | 2 | Wright-Patterson Air Force |
| File | 2 | Base |
| | 2 | Dayton, Ohio |
| | | ATTN: Intelligence Department, MCIAZO |

APPROVED

JOHN G. SHOPS
Colonel, USAF

DISTRICT COMMANDER

CONFIDENTIAL

210

10-17:

1. Investigation requested by District Commander, DO # 5, Ft. Belvoir Air Force Base, by letter dated 27 December 1948, file # 85-4-4, Subject, Project 51, who letter advised that Mr. Robert Thatcher had reported the sighting of an unknown object on the night of 29 November 1948.

Mr. Robert Thatcher, San Francisco

2. On January 1949, Mr. Robert Thatcher, 1738 - 38th Avenue, San Francisco, California, was interviewed and stated that he is a teacher in science at the Francisco Junior High School, San Francisco, California. In the course of his instruction it is necessary that he give his students with some basic astronomy, and in connection with this course Mr. Thatcher was studying the constellations on the night of 29 November 1948. He was at home at 1738 - 38th Avenue, San Francisco, California, and it was a clear night. To further his study Mr. Thatcher was using a pair of binoculars. At 2115 Mr. Thatcher was looking through the binoculars and noticed in a North-Northwest direction a small object. Mr. Thatcher stated that the object appeared to be a comet or a meteor, in that the object emitted a steady glow which was bright yellowish and the object emitted a steady glow which was bright yellowish and the object emitted a steady glow which was bright yellowish. The only difference that could be observed by Mr. Thatcher through the binoculars was that the object appeared brighter. Mr. Thatcher followed the object through the binoculars until it passed from view to the North over a low fog bank which was lying over the Golden Gate Bridge. Mr. Thatcher stated at no time did he hear any noise that seemed to come from the direction of the object. After the object had disappeared, Mr. Thatcher simulated his movements again and stated that the total time that the object was in sight was approximately seven seconds of which three or four seconds were through the binoculars. In Mr. Thatcher's opinion, the object was approximately 40 to 45 degrees above the horizon.

3. Mr. Thatcher was in the Air Force as a Radar and Radio Mechanic and spent time overseas in England. While in England, Mr. Thatcher saw German buzz bombs at night and remarked that the object in no way appeared like one of these bombs in that the object emitted a steady glow which was bright yellowish and the buzz bombs seemed to him to emit spasmodically a cross red flame. Mr. Thatcher's only hobby is radio which he has practiced since he was a boy.

4. The writer, through the fact that Mr. Thatcher is a science teacher and after speaking with him, believes that Mr. Thatcher is above

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19D OSI 24-6

DETAILS: (Cont'd)

average intelligence and reliable. THATCHER is near-sighted and wears glasses; however he was not wearing glasses while using the binoculars. THATCHER'S vision with glasses is 20-20.

5. A thorough check of the residents in the vicinity of 1739 38th Avenue, San Francisco, California, failed to reveal any other persons who, on the night of 29 November 1948, saw this unidentified light or had seen anything unusual any other night.

6. On the night of 16 January 1949, the writer and Mr. THATCHER attempted to trace the course of the object with the aid of a star map. This attempt met with negative results. Mr. THATCHER could not even give an approximate course.

- PENDING -

CONFIDENTIAL

190 OSI 24-6

UNDEVELOPED LEADS

FIELD OFFICE NO. 19, FAIRFIELD-WILSON AFB

AT SAN FRANCISCO, CALIFORNIA

1. Will check records of the F.B.I. Field Office, San Francisco, California, for information re informant.
2. Will check Criminal and Subversive Files of the San Francisco Police Department for information re informant.
3. Will interview fellow employees and acquaintances of informant for information on informant's character, integrity and loyalty.
4. Will conduct additional investigation as outlined on the HIL.

CONFIDENTIAL

12-357

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

IN REPLY
REFER TO

SUBJECT: Letter of Transmittal

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

1. The inclosed is forwarded for your information and
disposition.

FOR THE COMMANDING GENERAL:

Encl:
"The Thunder of Light"

cc: SAC
c/s: USAF

Donald H. Stenger
Major General, USAF
Lt. Colonel, USAF
Director of Intelligence

2130 Hours, 29 November 1948.

Mr. Robert Thatcher, an Air Force Veteran, now a Science teacher at the Francisco Junior High School, called and said that at 2130 hours he observed a yellow light flashing across the sky headed due North, then turning North-Northwest and disappeared. The light lasted about seven seconds and appeared to be traveling too fast for a plane. However, it did not appear to be a comet or shooting star.

Home Address: 1739 - 30th Avenue, San Francisco, Calif.
Phone: SE-8191-1-0830



Incident No. 221

1. Date and Time of Observation:
2. Name of Observer:
3. Observer's Position:
4. Direction of Wind, Air, Current, etc.:
5. Name of Aircraft or Observer:
6. Direction and/or Distance:
7. Altitude of Aircraft:
8. Name of Aircraft:
9. Name of Aircraft:
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100. Name of Aircraft:

*Not
Received*

TT Conf 193
23 Dec 48

Incident 221

CSAF ITEM 5 / RESTRICTED /

REFERENCE AMC ITEM 4 PM TT 21 DECEMBER, INFORMATION
RELATIVE MIDLAND, MICHIGAN, INCIDENT WILL BE FORWARDED
HQS AMC ATTENTION: PROJECT "SIGN"
END CSAF ITEM 5 / RESTRICTED

ITEM -4 / C O N F I D E N T I A L /
OFFER FROM MCIAXC-3
REF CSAF 4 OF A.M. TELECOM 2 DEC 1946.
PROJECT SIGN DOES NOT HAVE DETAILS OF
MIDLAND, MICHIGAN. INCIDENT OF 9 JULY 1947.
REQUEST FOR DETAILED REPORT, THE CHEMICAL
ANALYSIS AND OPINIONS OF DR. GREEN OFFICE OF
CHIEF OF CHEMICAL CORPS IS HEREBY MADE.
WILL REQUEST IN THIS FORM SUFFICIENT

END ITEM 4

Conf. 164 Morn. Telecon
7 Dec 48

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201

March 1, 1944

WYOMING

Information was received from the Wyoming State Police, Laramie, Wyoming, dated March 10, 1944, and from a Mr. Frank Lane, an employee of the Wyoming State Police, dated March 12, 1944, regarding their knowledge of the whereabouts of the subject, James Earl Ray, and his activities in the state of Wyoming. The Wyoming State Police are about 100 miles from the subject's last known whereabouts. The subject was last seen in the state of Wyoming in the fall of 1943. The subject was last seen in the state of Wyoming in the fall of 1943. The subject was last seen in the state of Wyoming in the fall of 1943.

The Wyoming State Police are about 100 miles from the subject's last known whereabouts. The subject was last seen in the state of Wyoming in the fall of 1943. The subject was last seen in the state of Wyoming in the fall of 1943. The subject was last seen in the state of Wyoming in the fall of 1943.

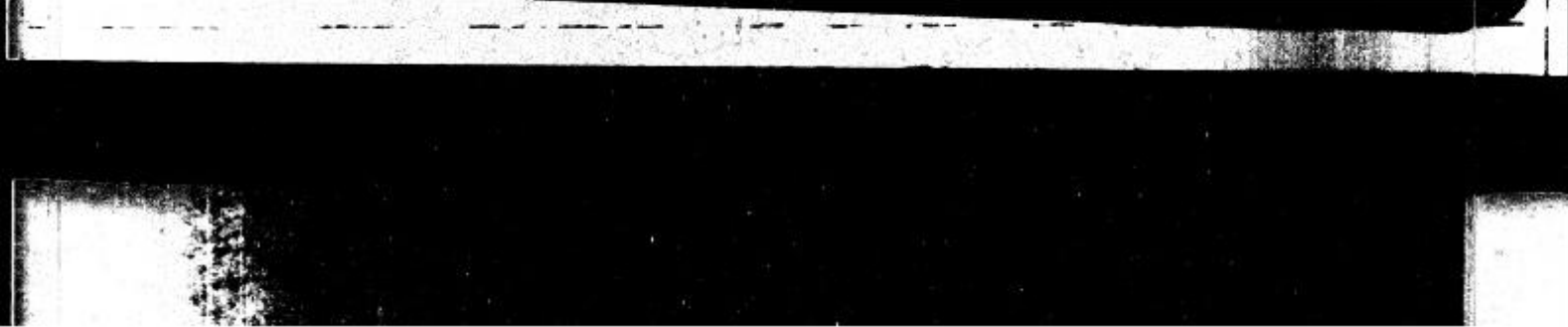
On March 12, 1944, the Wyoming State Police considered the story of the subject, James Earl Ray, as a hoax. The subject was last seen in the state of Wyoming in the fall of 1943. The subject was last seen in the state of Wyoming in the fall of 1943. The subject was last seen in the state of Wyoming in the fall of 1943.

Mr. Frank Lane is known to have in his possession a small quantity of high-grade paint, radio active, to be an amateur photographer and to have a limited knowledge of chemistry and physics. He is described as very peculiar, early, and hostile to plant protection officers and interested in photography and electricity. Lane is white, was born May 7, 1904, at Prescott, Michigan. He is 5' 9", weighs 140 pounds, has dark brown hair, and is said to have served in the U.S. Army from 1918 to 1923. He was arrested for burglary in Midland County, Michigan, in 1924, for which he served a sixty-day sentence.

Neither Mr. Lane nor his wife will admit their story is a prank. However, neither are able to point out the exact location of this incident.

The Army Airforce Intelligence at Selfridge Field, Michigan, has been advised and the material has been turned over to them.

221



INCIDENT REPORT

Incident No. 227

1. Date and Time of Observation: 25 Nov 1948 at 2220 hours

2. Where Sighted: Furstenfeldbruck, Germany

3. How Sighted: from ground
by Lt. Col. [redacted], 1st, control tower, [redacted]

4. Name and Grade of Observer: 1st Lt. Slater, 1st Fighter Sq
Furstenfeldbruck AB, Germany

5. Description and/or No. of: F-80 pilot

6. Direction and/or Altitude: N/S

7. Size and Shape of Object: 1 aircraft

8. Color of Object: [redacted]

9. Direction of Movement: 1440 degrees at [redacted]

10. Speed (Rate of Movement): [redacted]

11. Height of Object: [redacted]

12. Direction of Movement: [redacted]

13. Altitude of Object: 17,000 ft to 20,000 ft

14. Direction of Movement: [redacted]

15. Direction of Movement: [redacted]

16. Direction of Movement: [redacted]

17. Direction of Movement: [redacted]

18. Direction of Movement: [redacted]

19. Direction of Movement: [redacted]

20. Direction of Movement: [redacted] southerly direction turning slightly to
SW and then SE

21. Direction of Movement: [redacted]

22. Direction of Movement: [redacted]

23. Direction of Movement: [redacted]

24. Direction of Movement: [redacted]

25. Direction of Movement: [redacted]

26. Direction of Movement: [redacted]

27. Direction of Movement: [redacted]

28. Direction of Movement: [redacted]

29. Direction of Movement: [redacted] clear, moon shining; no
cloud layers, visibility 3 miles
with ground fog. Winds aloft: 5 mph
per hour

29. Direction of Movement: [redacted]

30. Direction of Movement: [redacted]

2

Water saw
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1-2-44
 Capt. Blatter (at T-4 pilot) is reliable
 Darwin R. A.
 Capt. Blatter

SECRET

36TH BATTALION
Intelligence Office

DFS-2, rd

December 1949

... ..

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific information required.

The following release is submitted for information re-
ceived in this office on 10/11/68 by SA [redacted] 9-2 Officer,
[redacted] at the station.

On 22 April 1948, at 222 hrs, local time, in the 2nd quarter 1948, a 3rd fighter was seen as an object in the sky, possibly east of the coast of the Philippines, at an unknown altitude. The object, observed by Capt. [redacted] from the ground, appeared as a new star and was moving in a southerly direction across the F-49 [redacted] showing slightly to the South-East and then South-East. The speed could have been between 200 and 500 mph. The estimated speed [redacted] was estimated according to [redacted]

Operations Group 1. LAFB called PACAF on 49/Y 85. Pass Operations Group 1's barracks and informed them of the sighting. Pass Operations then notified Record Station who stated that they had nothing on the scope but would look. Record called Pass Operations back and stated that they picked up an unidentified object at 27,000 feet altitude, about thirty (30) miles south of WMLB. Record later called Capt. LAFB at his barracks and informed him that the object was climbing and was then believed to be at 40,000 feet altitude, about forty (40) miles south of WMLB and was orbiting (circling).

2. The weather conditions at this time (1222 local) were: sky, clear; moon shining; no cloud layers; visibility, 3 miles with ground fog; winds aloft, from North 30 knots an hour.

3. There were no B-80's (jets) flying on this night.

4. Both Lt. PALMER and Capt. SLATER (an F-80 pilot) are completely reliable observers and reporters.

1440 *222

OPS-2/rd

SUBJ: Unidentified Object, dated 8 December 1948, Furstenfeldbruck
Air Force Base, Wing Intelligence Office, APO 208, US Army.

5. The facts as stated above were verified by Captain DARWIN
A. ALDIS, 23rd Fighter Squadron (also an F-80 pilot), who was with
Captain SLATER at the time of the sighting.

6. Subsequent investigation has disclosed nothing further;
and it is unlikely that additional information will be obtained
concerning this sighting.

L. H. Mc Cormack

L. H. MC CORMACK
Captain USAF
Wing Intelligence Office

Telephone: FAPE 502.

DISSEMINATION:

- 7 Copies
- 2 Copies- CO, Air Materiel Command, Wright
Patterson AF Base, Ohio, ATTN: MCIAXO.
- 2 Copies- Director of Intelligence, USAF.
- 1 Copy - FAPE Wing CO.
- 1 Copy - 36th Fighter Group S-2.
- 1 Copy - Wing Intelligence Files.

SECRET

INWU #222



Incident No. 223

Date of Observation: 5 December 1948

2105 hours & 2127 hours

Location: West of Las Vegas, N. M. (2105) 35° 09' N - 106° 27' W
East slope of Sandia Mountains - near Albuquerque, N. M. (2127)
Air while flying at 15,000 ft on 230° heading
at 155-160 mph

Captain A. Goode, AO-55483 A-3 Flying Div
Randolph AF Base, Texas
pilot

light

1

N/S

green (more intense than flare)

round light

Like flare

11,000 - 12,000 ft (500-1000 ft higher than plane)

1-1/2 to 2 miles to right

N/S

5-15 seconds

Appered to describe a parabolic curve in relation to earth

N/S

N/S

like flare

N/S

Sparks and fading trail

N/S

Visibility 30-40 miles no
overcast - no moon

(over)

Incident 223

At 2130 hours 5 Dec 1948, Capt Goade, flying a C-47 AF #9921 enroute from Lowry AF Base, Denver, Colorado, to Williams AF Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland AF Base, as being approximately 10 miles east of Albuquerque. Capt Goade stated he had seen a green flare arise from the ground to an altitude of approximately 500 ft on the east slope of the Sandia Mountains at about 2127 hours. He was flying at 18,000 ft. Stated he had just seen the same type flare at approximately 2105 hours just west of Las Vegas, New Mexico.

Other sightings of this or similar flare are as follows:

Dec 5, 1948

| | |
|---------------------|---|
| 7:30 p. m. | Mary & John Smith (Las Vegas, N. M.) |
| 8:05 P. M. | (Capt Goade) west of Las Vegas, N. M. |
| 8:15 P. M. | Mr & Mrs Lewis Martinez (Las Vegas, N. M.) |
| 8:15 - 8:30 P. M. | Mr Roger Lewis (Las Vegas, N. M.) |
| 8:15 P. M. | Rev & Mrs C. M. Wallace (Near Lucy, N. M.) |
| 8:27 P. M. | Capt Goade & Major Carter (Near Albuquerque, N. M.) |
| 8:35 P. M. | Mr Ernest Van Lloyd, Pilot and Co-Pilot James L. Smith (Las Vegas, N. M.) |
| 10:00 - 10:15 P. M. | Mrs Woodrow House (Near Las Vegas, N. M.) |
| 10:20 P. M. | Sgt & Mrs Frank Hensley (Near Levy, N. M.) |
| 10:20 P. M. | Mr Frank Green (Temporary Santa Fe RR Station
OMA A. N. M.) |
| 11:15 P. M. | George (H) Hirst (Near Las Vegas, N. M.) |

NOTE: Inquiry of local airfield both commercial and governmental unearthed no applicable explanation of this phenomena. Holloman AF Base performs no research work at night and on Sundays involving the use of any lighting device or flares such as described.

223a

5 Dec 48

6 Dec 48

2135 hours

west of Las Vegas, N. M.

air

straight to ship : Object appeared to be coming

1

N/S

pale green (first rpt) bright white changing to
orange (interview with S/A NEFF)
round - similar to Very Pistol flare

500 feet

N/S

N/S

few seconds

N/S

N/S

pale green trail (not mentioned in 2d rpt)

like shooting star

N/S

appeared to be coming straight at the ship - then trailed
off to the ground

N/S

~~night~~ Visibility 30-40 miles - no overcast - no
moon

Capt Ernest Van Lloyd, Pioneer Airlines
#Pioneer Air Flight #63

pilot

First Report

At 2320 hours 5 Dec 48 Capt Van Lloyd, pilot of Pioneer Flight #63, reported by telephone to Kirtland AF Base Control Tower stating that he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot at first believed the light was a shooting star, but upon questioning thought it was too near the ground. He also thought that it could have been a Very Pistol flare only it appeared much higher - about 500 ft. When he first observed the light it seemed to be coming straight toward the plane. Capt Van Lloyd attempted to swerve to avoid the light; however, it then trailed off to the ground. The light was pale green and had a pale green trail like that on a rocket.

See Report #223.

Second Report

Later, Capt Van Lloyd and his co-pilot James L. Smith were interviewed by S/A Melvin E. Neef, at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fld., N. M. Van Lloyd and Smith advised that at 2135 hours 5 Dec 48 as they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 ft (compass heading of 272°), they observed directly ahead and slightly above their altitude in the vicinity of Montezuma Mission, a phenomenon which first appeared as a bright white flash - then an object came into view which was described as being a whitish orange color. It first appeared to be coming directly toward their plane then arched downward and disappeared from sight. The light was only in sight for a few seconds and no estimate could be made of size or distance.

NOTE: There is a decided discrepancy in the color of the object as indicated in the above reports

5 Dec 1946

3 Jan 49

2200 C. S. T.

35° 04' N, 106° 27' W - slightly east of
Sandia Peak

Air - about 25 miles NE of Albuquerque at 10,000
ft on magnetic heading of 247°. 155 mph airspeed
by light

1

N/S
intense green light

like ultra violet light - more green than blue

N/S

10,500 feet - 500 ft above plane

to right of observer

2 to 5 miles in front of observer

no movement noticed

1 to 2 seconds

N/S

N/S

like ultra violet light being turned on - seemed to grow
in intensity and then died out

Died out

Clear, cold and a dark night

Major Roger M. Carter, A-3,
Air Trag Cmd, Randolph AF Base
pilot

Major Roger M. Carter, AO-0767, A-3, Training Command, Randolph AF Base, when interviewed 7 Jan 49 by Special Agents H. W. Johnson and A. R. Strickland, stated in substance that on 5 Dec 48 at approx 2200 hours CST while flying a C-47 aircraft at 1,000 ft on a magnetic heading of 047°, indicated airspeed 158 mph, about 25 miles North East of Albuquerque he observed an intense green light. This light was approximately 500 feet above the plane and some 2 to 5 miles to the right. It appeared to be slightly east of Sandia Peak, 35° 04' N, 106° 27' West. Carter was looking at Sandia Peak when he first noticed the light. The impression was that of an ultra violet light being turned on. The light seemed to grow in intensity and then die out. The color was more green than blue. Estimated length of observation was from one to 2 seconds. No movement pertaining to the light was noted. The weather at the time was described as being a clear, cold and dark night.

2230

~~2230~~ 2230

5 Dec 48

6 Dec 1948

2135 hours

Montezuma Mission on approach to Las Vegas, N. M.

Plane from 9,000 ft compass heading of 272°

: bright white flash of light

1

whitish orange color

slightly above 9,000 ft (a little above the plane)

directly ahead of plane

East then arched downward

few seconds

Came directly toward plane then arched downward

Clear, cold and a dark night

JAMES L. SMITH

Co-Pilot, Pioneer Flight #63

On 6 December 1948 ERNEST VAN LLOYD, Capt & Pilot JAMES L. SMITH, Co-Pilot and ELIZABETH CONNER, Flight Hostess, all civilians, Pioneer Flight #63, were interviewed by S/A MELVIN E. HEEF. The interview was conducted at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fl., N. M. VAN LLOYD and SMITH advised that at 2135 hours 5 Dec 1948 they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 feet with a compass bearing of 272°. Directly ahead and slightly above their altitude in the vicinity of the Montezuma Mission they observed a phenomenon which first appeared as a bright white flash. Then an object came into view which was described as being a whitish orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. It was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both VAN LLOYD and SMITH were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed the phenomenon. Miss CONNER did not observe the object.

NOTE: It is to be noted that there is a discrepancy in the color of Capt VAN LLOYD's initial report and that obtained by interview.

2230

~~5 Dec~~

~~31 Jan 1949~~

Vicinity of Blanca, Colorado

ground

1

Green

Fireball

West

fast rate of speed

moved horizontally

Did not fall but went out in air.

Mr Harold M. Wright

315 Barfield Building, Amarillo, Texas

over 25

To the interviewing agent WRIGHT appeared above-average in intelligence.

On 5 December 1948 while traveling on U. S. Highway 160, in the vicinity of Blanco, Colorado, a fireball was observed. Moving horizontally and westerly at a very fast rate of speed, it appeared to be a bright green. WRIGHT stated that the fireball seemed closer than the one he had seen on 12 Sept 48 (Incident 247) and it appeared more brilliant than the previous one. This fireball did not fall but "went out in midair." See also Incident 227.

5 Dec 1948

2000 hours

Varsity Village, Univ. N. Mex., Albuquerque, N. M.
ground

1

1/3 that of Venus

brilliant green

about 5° in western sky

None - altho there was a definite corona or halo effect

stars
hazy - no stars visible at time in the part of
the sky where "meteor" was observed.

de 1/2
242/

JOHN E. McNERNEY, Student at the Univ of
New Mexico
Student

Director of

At about 2000 hours, 5 Dec 1948 while walking along the west side of Varsity Village, McNERNEY saw a bright green "meteorite". The color was a brilliant green as in a traffic signal or neon tube. There was a definite area to the object; i. e., it was not merely a point of light. The size was very hard to determine but was estimated at $1/3$ that of Venus when that planet is visible in the daytime. However, McNERNEY discounted any claim of accuracy as to size. The object appeared in the western sky vertically to about 5° . There was a definite corona or halo effect but no sparks or trail were produced. The sky was hazy and there was some cloud cover at the time of the sighting but McNERNEY did not recall the extent of the cloudiness. No stars were visible in the part of the sky where the "meteor" was observed.

NOTE: No other report of observation for 5 Dec gives a time element of 2000 hours. McNERNEY will be contacted by Dr LA PAZ in an effort to obtain precise measurement of his observational angles.

See Incident 242 in index

CONFIDENTIAL

| | | | | | | | | | | |
|--|----------------------|---------|---------|--------|---|--|------|---|--|--|
| <p style="text-align: center; font-size: small;">HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS</p> <p style="text-align: center;">REPORT OF INVESTIGATION</p>

<p>UNKNOWN
(Aerial Phenomena)</p>

<p>SPECIAL INQUIRY</p> <p>Let fr 17th OSI District, file 24-8, 20 January 1949</p>

<p style="text-align: center;">Investigation requested by 17th District Office,
Kirtland AF Base. On nights of 12 September, 5
and 12 December 1948, Mr. HAROLD M. WRIGHT
observed a "green fireball" in southern Colorado.
WRIGHT, interviewed on 31 January 1949, stated
"fireball" to be bright green and soundless.
Unable to ascertain definite size, shape, speed,
altitude.</p>

<p style="text-align: center;">- RUC -</p>

<table style="width: 100%;"> <tr> <td style="width: 40%;">DO #17, Kirtland AFB</td> <td style="width: 10%;">L</td> <td style="width: 50%;">DO # 17</td> </tr> <tr> <td>OSI Hq</td> <td>2</td> <td></td> </tr> <tr> <td>File</td> <td>2</td> <td></td> </tr> </table>
<p style="text-align: center;">APPROVAL</p>
<p style="text-align: center;"> TYLER M. BIRCH
 Major, USAF
 Acting District Commander </p> | DO #17, Kirtland AFB | L | DO # 17 | OSI Hq | 2 | | File | 2 | | <p style="text-align: center;">DATE</p> <p style="text-align: center;">24-2 1 February 1949</p> <p>REPORT MADE BY</p> <p style="text-align: center;">HAROLD B. CHRISTENSEN</p> <p>REPORT MADE AT</p> <p style="text-align: center;">DO #11, Tinker AFB, Oklahoma</p> <p>DATE</p> <p style="text-align: center;">25, 31 January 1949</p> <p>OFFICE OF ORIGIN</p> <p style="text-align: center;">DO #17, Kirtland AFB, N. M.</p> <p>STATUS</p> <p style="text-align: center;">RUC</p> |
| DO #17, Kirtland AFB | L | DO # 17 | | | | | | | | |
| OSI Hq | 2 | | | | | | | | | |
| File | 2 | | | | | | | | | |

CONFIDENTIAL

11D 24-2

DETAILS:

1. This investigation is predicated upon letter, 17th District Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico, dated 20 January 1949, stating MR. HAROLD M. WRIGHT, 315 Barfield Street, Amarillo, Texas, observed what he described as a "green fireball" upon three separate occasions.

2. Mr. WRIGHT was interviewed on 31 January 1949 and gave the following information:

On 12 September 1948, accompanied by Mr. Funk (initials unknown), a teacher at Moffat, Colorado high school, the first "fireball" was seen in the vicinity of Moffat, Colorado. It appeared to be a bright green falling star. On 5 December 1948, while traveling on U. S. Highway 160, in the vicinity of Blanca, Colorado, the "fireball" was again observed. Moving horizontally and westerly, at a very fast rate of speed, it once more appeared to be a bright green. WRIGHT stated that the "fireball" seemed closer and more brilliant than previously. It did not fall but "went out in midair." The "fireball" was last seen on 12 December 1948 in the vicinity of Monte Vista, Colorado, and again had the appearance of a bright green falling star. In the company of WRIGHT, at this time, was a Mr. CHARLES ELLIOTT, St. Louis Valley Cooperative, Monte Vista, Colorado. WRIGHT described this phenomena to the best of his ability but was unable to give concrete details regarding size, shape, location, etc.

3. During the interview, it appeared to this agent that WRIGHT was above-average in intelligence and that the "fireball" was not just a figment of his imagination.

4. Reference is made of radio reports in Oklahoma area stating "fireballs" were seen on night of 31 January 1949 in northern New Mexico.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

2
CONFIDENTIAL

INTER-OFFICE MEMO
HEADQUARTERS FOURTH ARMY

SUBJECT: Unidentified Flying Objects: New Mexico

Remarks

No. Date From To
1 1-10-48 Maj A C C
Col. S. G. M.

1. Since the initial report of unidentified objects, described as flares or moving lights, in the vicinity of Las Vegas, New Mexico, on 5 December 1948, there have been 23 reports from observers up to and including 28 December 1948. Of these reports 21 have been in New Mexico, 1 in Arizona and 1 in Oregon.

2. The 21 observations in New Mexico have, in general, been in the vicinity of an area bounded in the east by the city of Las Vegas and in the north by Los Alamos. Two observations were made in the vicinity of Albuquerque.

3. The appearance of the lights are of a definite pattern. All have been of an intense white or greenish white. The trajectory or path of flight has been north to east, north to west or west to east. Altitude has been reported from 3000 to 20,000 feet above the terrain, which in this area is 5000 to 7000 feet above sea level. Speed has been undetermined except that it seems to be above the supersonic range.

4. This office, the FBI and the intelligence agencies of Santa Barbara and Kirtland Field have been unable to evaluate or determine the significance or origin of the phenomena. We have therefore agreed that the 17th Air Force, Office of Special Investigation (OSI) of the Air Force be the gathering and reporting agency in that they have a direct reporting channel to Washington, have access to aircraft and observation facilities and are in coordination with the Geophysics Laboratory of the Air Materiel Command, AFM.

5. The OSI has obtained the cooperation of Dr. Lincoln La Paz of the University of New Mexico. Dr. La Paz is one of the leading meteorologists in the United States. He is qualified to identify the sighted objects as natural meteoric phenomena or otherwise. Dr. La Paz has, from descriptions of observations furnished him and, BY PERSONAL OBSERVATION, determined that the objects sighted are NOT natural meteoric phenomena. Dr. La Paz is in consultation with other scientists in an effort to solve the problem but up to this time have arrived at theories only. Theories advanced to date have fallen into CATEGORY III possibilities. Experimental tests have been made at the university

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to determine what material would give off the whitish-greenish glow under extreme heat. The only material which they have discovered giving off this color is Beryllium Copper, a metal used in the construction of guided missiles. It is the unsubstantiated opinion of Dr. La Paz that the presently unidentified objects are man made missiles constructed to be self disintegrating, hence the whitish-greenish color given off at the time of observation.

6. It is of interest to note that at least two of the objects have been sighted directly over the Los Alamos AEC project. One person who observed one of the objects at Los Alamos has stated that it looked exactly the same as V2 Rockets he had seen over England during the war.

7. In view of the continuation of these objects being sighted over this area, it is suggested that Fourth Army coordinate with the Air Force and the Air Materiel Command to conduct a scientific study of ordinary intelligence agencies, who can only report occurrence and cannot evaluate the probabilities or possibilities.

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258

1. Date - 12-14-40. 2. Location - ... (24-1),
3. ...

4.

... the shape of that of a disk ...
... indicated.

5. Size - The size is usually ... fourth (1/4)
... suggested.
... the trailer ...

6. ... being on a ...
... by Dr. ...
... approaching ...
... west, with one ...
... directly of ...

7. ... is almost ...
... a dip at ...
... vertical change ...
... the trailing line ...

8. ... is approximately ...
... measurements ...
... minimum speed ...
... miles per hour ...
... velocity ...
... the result ...
... required for ...
... of the ...
... hundredths ...

9. ... with each observation,
... between ...

10. ... directly
... explained sounds
... sound-light
... definitely been
... investigation.

11. ... reports definitely
... at a fixed distance ...
... the same color ...
... the main body was
... in the vertical
... plane was noted.

CONFIDENTIAL

TOT 49 2060

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258

... .. file 101-3,
...

... is based
... Special
... Alamos
... other
... reports is all
... of the

... velocity are
... are based
... accurate tra
... being made.
... objects,
... yet been

... are:
... between the
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... of some
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CONFIDENTIAL

223

7-7 49-2060

5/1 fm HQ, 1st Board, dtd 7 Jan 49, subj: Fireball Phenomena

-5 (-1-42)

1st Ind.

Dept. of the Air Force, Lt. Col. as incision 25, D. C.

2: Commanding General, Air Materiel Command, Wright-Patterson
Air Force Base, Dayton, Ohio.

Forwarded as a matter of routine to your Command.

2 ccls.
r/c

inclosure #2 on file
in incident 223

(Report of Investigation #24-8
dated 13 Dec 48)

CONFIDENTIAL

NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

8 January 1949

MEMORANDUM TO: HQ-USAF
Directorate of Intelligence
Collection Branch
Room 5E 203, The Pentagon

SUBJECT: Fireball Phenomena

1. Attached is correspondence from Dr Lincoln LaPaz, Director of the Institute of Meteoritics, University of New Mexico, directed to Dr. H. E. Landsberg, Executive Director of the RMB Committee on Geophysics and Geography. Dr LaPaz, a meteorite observer of long standing has reported a curious fireball phenomenon.

2. It is requested that the results of the investigation of this matter be furnished to the Research and Development Board, Technical Intelligence Branch, if appropriate.

DAVID Z. BECKLER
Chief
Technical Intelligence Branch

Attachments:

Correspondence from Dr La Paz
USAF Report of Investigation

cc:

Dr Walter Colby
Atomic Energy Commission

Lt Col. Ray W. McDuffee
Dept of Air Force Operations

Air Materiel Command
Wright Patterson Air Force Base

EXTRACTS FROM LETTER TO DR. H. E. LANDSBERG, EXECUTIVE
DIRECTOR OF THE COMMITTEE ON GEOPHYSICS AND GEOGRAPHY
FROM

DR. LINCOLN LAPAZ, DIRECTOR OF THE INSTITUTE OF
METEORITICS, UNIVERSITY OF NEW MEXICO

December 28, 1948

Attaching Appended Material

"Since December 5 I have been working almost continuously day and night on certain anomalous fireball phenomena of which a detailed account is given in the accompanying confidential enclosures. No doubt you are familiar with these incidents since I brought your name into the picture in my first report to the O. S. I. of the U. S. A. F.

"These incidents are not in the same category as the rather fantastic ones described by Norman G. Markham and certain inhabitants of Norton County, Kansas. Authorities here are deeply concerned. Perhaps you have knowledge of defensive training maneuvers that would explain the observed concentration of incidents in certain highly important areas.

"Additional observations by 6 more AEC Security Service Guards make incidents referred to look very serious. Please give this matter careful attention. I am sure two best observed incidents are not meteoric."

Enclosure #1

Basic: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 13 Jan 49, Subj: Unknown (Aerial Phenomena).

AC 1st Ind RAS:jf
HEADQUARTERS, Firtland Air Force Base, Firtland Fld., 1. Wm., 14 Jan 49

TO : Commanding General, AWC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 11 December 1948 by 1st Ind to letter and subject as above.

FOR THE COMMANDING GENERAL:

OLIVER M. WILSON
Captain, USAF
Asst's Adjutant

1 Incl. 1/1 (1 en w/d)

17-10 223

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

LSJ/mfw
13 January 1949

File NO: 24-3

SUBJ: Unknown, Aerial Phenomena

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Report of Investigation, this office, dated 13 December 1948; Report of Investigation, this office, dated 17 December 1948; Report of Investigation, this office, dated 23 December 1948; and Report of Investigation, this office dated 4 January 1949, copies of which have been forwarded your headquarters.

2. Attached for your information are four copies of Report of Investigation, 10th District OSI, dated 5 January 1949, subject same as above. It is requested that two copies of the inclosed report be forwarded to Air Materiel Headquarters which has been designated as the headquarters responsible for coordination of this investigation.

3. This is a supplemental report. Investigation is continuing and subsequent reports will be forwarded for your review and your action as you may consider appropriate when the investigation is completed.

FOR THE DISTRICT OFFICE ANDERSON

1 Incl
Rpt of Investigation re Subj
(Quad)

STUART L. JACKSON
1st Lt, USAF
Operations Officer

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

REPORT OF INVESTIGATION

FILE NO.

DATE

OFFICE MADE

OFFICE MADE

PERIOD

OFFICE MADE

ATTENTION OFFICE

FILE TIME

APPROVED

DISTRICT COMMANDER

CONFIDENTIAL

CONFIDENTIAL NO 213

CONFIDENTIAL

CONFIDENTIAL

TO: JTO
FROM: JTO
SUBJECT: JTO
REFERENCE: JTO

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|---|----------------------------------|---|---------------------------------|---|----------------------------------|---|
| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS | | FILE NO.
24-8 | DATE
21 December 1948 | | | |
| REPORT OF INVESTIGATION | | REPORT MADE BY
SHERIDAN E. GAVITT | | | | |
| TITLE

UNKNOWN
(Aerial Phenomena) | | REPORT MADE AT
DO #17, Kirtland AFB | | | | |
| | | PERIOD
16 and 22 December 1948 | | | | |
| | | OFFICE OF ORIGIN
DO #17, Kirtland AFB | | | | |
| | | STATUS
REMOVED UPON COMPLETION | | | | |
| CHARACTER

Special Inquiry | | | | | | |
| REFERENCE
Report of Special Agent CHARLES HAFNER, JR., DO #17, Kirtland AFB, File No. 24-8, dated 13 December 1948. | | | | | | |
| <p>On 16 December 1948, Mr. EARL WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed and it was found that no maneuvers involving aerial flares or similar signaling devices have been held by the 509th Bomb Group (H), Walker AFB. The only Walker AFB plane known to have approached anywhere near the vicinities cited in referenced report was a B-29 type aircraft piloted by 1st Lt. HARRY FITCHES, 392nd Bomb Squadron, 509th Bomb Group, on 5 November 1948. Lt. FITCHES stated that his flight on 5 November was from Roswell, New Mexico, to Wendover AFB, Utah, and that the path of this flight was at approximately 20,000 feet and over the Albuquerque area. FITCHES further disclaims shooting any flares at any time during this flight. Colonel JOHN D. RYAN, Commanding Officer, 509th Bomb Group, stated that no maneuvers had been held lately by the 509th Bomb Group. Major F. M. GARRISON, 509th Bomb Group S-3, stated that a check of the 509th Group Log of Missions indicated no recent maneuvers by the 509th Bomb Group other than a group mission to Dayton, Ohio, on 9 December 1948. None of the planes participating in this maneuver would have passed over or near the area in which the aerial phenomena have been sighted. None of the above interviewees had received reports of unusual flares or other aerial phenomena.</p> | | | | | | |
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 CO, KAFB (Action Copy)
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CO, Kirtland AFB | | | | |
| APPROVED

LT. COLONEL, USAF
DISTRICT COMMANDER | | | | | | |

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DETAILS:

AT WALKER AFB, ROSWELL, NEW MEXICO

1. On 16 December 1948, Mr. EARL WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed with reference to possible maneuvers by planes of the 509th Bomb Group or Walker AFB Base Flight Section between 1 November 1948 and 16 December 1948. WILLIAMS, after reviewing the Walker AFB Dispatch Records, stated no maneuvers have been held by the 509th Bomb Group which would entail the use of aerial flares or other similar signaling devices. During the period mentioned above, only one (1) Walker AFB plane is known to have been in the general vicinity of Las Vegas, Los Alamos, Santa Fe, or the Sandia Mountains. This plane, B-29 #6401, was piloted by 1st Lt. HEARTY FITCHKO, 393rd Bomb Squadron, 509th Bomb Group, Walker AFB, and was on a bombing mission from Roswell to Wendover AFB, Utah. Take-off was made at 0326 hours, 5 November 1948, and the path of this flight would have normally been over Albuquerque. WILLIAMS stated that there have been no reports by either 509th Bomb Group or Base Flight pilots or crew members of unusual lights or flares in the sky.

2. On 22 December 1948, 1st Lt. HEARTY FITCHKO, AO 580624, 393rd Bomb Squadron, 509th Bomb Group, Walker AFB, was interviewed regarding his flight from Roswell, New Mexico, to Wendover AFB, Utah, on 5 November 1948. FITCHKO stated: I took off in B-29 #6401 at approximately 0330 hours on a routine bombing mission to Wendover AFB. At about 0430 hours, my position was approximately 20,000 feet and over Albuquerque. The only flares aboard were red ones which, when fired, indicate trouble. There were no flares of any kind used on this mission and I would have known if one was shot, for the flare chute is in the navigator's compartment. This compartment is the only place where a flare can be released when the plane is pressurized as we were on this mission. I saw nothing unusual nor did anyone on my crew report seeing any flares or anything unusual during this mission. I questioned my crew on this date (22 December 1948) and received negative answers as to the sighting of anything unusual on the above mentioned flight.

3. Colonel JOHN D. RYAN, AO 21117, Commanding Officer, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed on 22 December 1948 regarding any maneuvers or flights by planes of the 509th Bomb Group which would entail the use of aerial flares or lights. Colonel RYAN stated: To his knowledge, no 509th planes have used flares of any kind during the past several months. No one has reported to Colonel RYAN the sighting of unusual flares or lights in the sky.

4. On 22 December 1948, Major PAUL E. CARLTON, AO 35912, S-3, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed. Regarding maneuvers or the use of aerial flares by the 509th Bomb Group,

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Major CARLTON stated a check of the 509th Group Log of Missions indicates that the 509th Bomb Group flew a mission to Dayton, Ohio, on 9 December 1948. This mission, however, did not pass anywhere close to Albuquerque, Los Alamos, Las Vegas, or the Sandia Mountains. No flares have been scheduled for use by the 509th planes since June or July 1948, at which time the Group was flying missions over cities in the Pacific Northwest. CARLTON's office has received no reports regarding the sighting of flares or other unusual phenomena in the skies.

REFERRED UPON COMPLETION

Basic: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 22 Dec 48, Subj:
Unknown (Aerial Phenomena).

CO 1st Ind HAD:jb
HEADQUARTERS, Kirtland Air Force Base, Kirtland Field, N. Mex, 24 Dec 48

TO : Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio.

Forwarded for your information in connection with the report of
investigation forwarded from this Headquarters on 14 December 1948 by
1st Ind, to letter, same subject as above, dated 13 December.

1 Incl: n/e (1 cy w/d)

HAROLD A. GUNN
Colonel, USAF
Commanding

INCIDENT

THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

ACI/SLJ/mfw
22 December 1948

File No. 248

SUBJECT: Unknown (Aerial Phenomena)

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Report of Investigation, this office, dated 13 December 1948, subject same as above, four copies of which was forwarded your Headquarters by letter of transmittal this office, dated 13 December 1948.

2. Attached for your information are four copies of Report of Investigation, this office dated 22 December 1948, subject same as above.

3. This office has been informed by OSI Headquarters that Headquarters, Air Materiel Command, has been designated as the headquarters responsible for coordination of this investigation, therefore, it is requested that two copies of the inclosed report be forwarded Headquarters, Air Materiel Command, at the earliest practicable date.

4. This is a supplemental report. Since the submission of the initial report several additional sightings of the unidentified aerial phenomena have been reported. Investigation is continuing and subsequent reports will be forwarded your headquarters.

FOR THE DISTRICT COMMANDER:

/s/ A. C. MURRELLE, II.

1 Incl
Rpt of Invest to Subj (Quad)

A. C. MURRELLE, II
Captain, USAF
Acting Deputy District Commander

RENTNO 43

| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | | FILE NO.
24-2 | DATE
22 Dec 46 |
|--|---|---|--------------------------|
| UNKNOWN
(Aerial Phenomena) | | REPORT MADE BY
JACK L. BOLING | |
| | | REPORT MADE AT
EO #17, Kirtland AFB | |
| | | PERIOD
13-20 December 1946 | |
| | | OFFICE OF ORIGIN
EO #17, Kirtland AFB | |
| | | STATUS
PENDING | |
| SUBJECT
SPECIAL INQUIRY | | | |
| REFERENCE
Report of S/A Raffrigan, dated 13 Dec 46, EO #17, Kirtland AFB | | | |
| Investigation requested by District Commander, 17th District OSI. | | | |
| Details of this report consist of report submitted by Dr. LINCOLN LAPAS. The writer acted as an observer only during this phase of the investigation. | | | |
| Additional sightings of unexplained celestial phenomena were reported in this period. Accurate transit bearings were obtained where possible. Actual flight path plotted from north to south, with minor deviation. General data for all sightings appears to coincide. No known meteoric phenomena would give data coincident with that reported from observations. | | | |
| DISTRIBUTION | | ACTION COPY FORWARDED TO | |
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| OO, Kirtland AFB | 4 | | |
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| APPROVED | | FILE STAMP | |
| 
JACK L. BOLING
14 JUL 47
14 JUL 47 | | | |
| SENT NO 223 | | | |

THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

Institute of Meteoritics

December 29, 1948

To: Lt. Colonel Doyle Ross, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (continuation)

In accordance with your request, the present report has been prepared in order to summarize results obtained by investigations carried out in the interval, December 13-20.

1. The Observational Data. As far as can be determined, the first incident of the sort reported by many observers on December 5 occurred as early as 1948, January 1, (see copy of Oscar E. Hennig's letter, under date of January 7, to Mr. Al Schroeder), the second such incident, and one presenting much more striking resemblance to the December 5 - December 13 incidents, occurred on August 4, 1948, (see letter of October 22, written by J. B. McCullough to Dr. J. Hugh Pratt, Regional Director for the American Meteor Society, University of Oregon). Beginning on December 5 there was a sudden outburst of anomalous luminous appearances. The table given below lists date, hour of observation, name of observer, and, in parentheses, point of observation for each of the occurrences as far as uncovered by investigations carried out under the general supervision of your office and the Institute of Meteoritics.

December 5:

7:30 p.m., Mary & John Smith (Las Vegas, N.M.)
9:05 p.m., Captain A. Gade, Pilot, and Major R. M. Garton,
Co-Pilot (Near Las Vegas, N.M.)
9:15 p.m., Mr. & Mrs. Louis Martinez (Las Vegas, N.M.)
9:15 - 9:30 p.m., Mr. Roger Lewis (Las Vegas, N.M.)
9:15 p.m., Mr. & Mrs. C. H. Wallace (Near Lucy, N.M.)
9:27 p.m., Captain Gade and Major Garton (Near Albuquerque,
N.M.)
9:35 p.m., Mr. Ernest Van Lloyd, Pilot, and Co-Pilot James L.
Smith (Las Vegas, N.M.)
10:00 - 10:15 p.m., Mrs. Woodrow House (Near Las Vegas, N.M.)
10:20 p.m., Sgt. and Mrs. Frank Emaley (Near Levy, N.M.)
10:20 p.m., Mr. Frank Green (Temporary Santa Fe NH Station OHAVA,
N.M.)
11:15 p.m., George (Wm.) Hirst (Near Las Vegas, N.M.)

To: Colonel Doyle Ross

December 20, 1946

December 6:

10:55 p.m., Mr. Joe Toulouse, Security Section, Sandia Base, Albuquerque, N.M. (Sandia Base)

December 7:

9:45 p.m., Inspector J. Cotterman, AEC Security Service, Los Alamos, N.M. (Los Alamos)

December 8:

6:33 p.m., Capt. John J. Stahl, Jr., Capt. Melvin E. Neuf, Special Agents, OSI, Kirtland Field, N.M. (Near Las Vegas, N.M.)

December 12:

9h 2m plus or minus 30s p.m., Major C. L. Phillips, AF - CAP Liaison Officer, Kirtland Field; Lt. Allan Gluck, Intelligence Officer, U. S. Air Force, Wing CAP; Dr. Lincoln LaPaz, Director, Institute of Meteoritics, University of New Mexico (Near Starvation Peak, N.M.); and Inspectors Jeffers and McQuigan, AEC Security Service (Los Alamos, N.M.)

December 13:

9:30 p.m., Mr. & Mrs. Dennis Bradley, Las Vegas, N.M.

10:15 p.m., Robert Craig (From 20 miles east of Las Vegas on Highway 65).

December 14:

1:00 a.m., Mr. Wm. Hughes (Wagon Wheel, N.M.)

2. The Real Path of the Only Green Fireball as Far Observed at Two Separate Stations. Among the numerous observations so far made, there is only one pair of corresponding observations i.e., those made simultaneously by different groups of observers at widely separated stations. The only such observations are those obtained on the night of December 12 by one group of observers near Starvation Peak (Bernal, New Mexico - see report on incident of 1946, December 12, 9h 2m plus or minus 30s), and a second pair of observers stationed within the Los Alamos reservation. By graphic reduction of the simultaneously made observations, the following facts have been determined: The green fireball of December 12, 9h 2m plus or minus 30s appeared very near a point with the coordinates latitude $37^{\circ} 30'$, longitude $106^{\circ} 40'$ and disappeared near a point with the coordinates latitude

To: Colonel Doyle Ross

December 20, 1948

$39^{\circ} 45'$, longitude $107^{\circ} 5'$, traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction; the velocity with respect to the earth works out at between 8 and 12 miles a second, depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Bernal and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of confirming azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

3. Significant Differences Between the Fireballs Observed in the Interval December 5-13 and Typical Meteors.

3.1 The horizontal nature of the paths of most of the December fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.

3.2 Again the very low height of the December fireball discussed in section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.

3.3 The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).

3.4 In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.

3.5 Genuine meteors normally show remarkable variations in brightness, beginning as fine thin hair lines, which are scarcely visible to the observer, and then brightening up to flash out near the end of their paths. In the case of the December fireballs most of the observers have reported that the green balls appeared almost instantly at their full brightness.

To: Colonel Doyle Reed

December 20, 1948

3.6 In the case of genuine meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach courses show that there is a very pronounced tendency for the paths to come in from the north half of the sky.

3.7 The three groups of anomalous greenish luminous phenomena show a curious association with well known meteor showers, although none of these meteor showers normally produce extremely bright green fireballs, such as those recently observed. For example, the observation mentioned by Mr. Menzies appeared near the maxima of the Quadrantid shower of early January, Mr. McCallough's observation of August was near the time of the Perseid shower and the December observations all fall in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

3.8 As noted in an earlier communication, the remarkably vivid green color reported for most of the December fireballs is purely observed in the case of genuine meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the blowpipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5215 \text{ \AA}$.

3.9 The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a genuine meteorite fall (5 to 30 seconds or even longer).

3.10 For none of the green fireballs has a train of sparks or a dust cloud been reported. This contrasts sharply with the behavior noted in cases of meteoric fireballs--particularly those that penetrate to the very low levels where the green fireball of December 12 was observed.

4. On the basis of the various differences to which attention is called in section 3, the writer remains of the opinion that the fireball of December 12 was definitely non-meteoric and that in all probability the same is true of most, if not all, the other bright green fireballs, which the OSI has had under investigation.

LINCOLN LAPAZ

This letter was in an envelope postmarked "Boise Idaho, Dec. 8, 1948". Looks as though someone might have carried it in a pocket for several weeks.

P. O. Box 2778
Boise, Idaho
October 22, 1948

Dr. J. Hugh Pruett
c/o University of Oregon
Eugene, Oregon

Dear Dr. Pruett:

Definitely I am not a "crank", or one subject to hallucinations.

In the Spokane Daily Chronicle dated October 15, I noticed a news item regarding a cluster of fireballs observed in the heavens during the early hours of August 18. This interests me as you will assume from the following story:

On August 4th, while traveling south on U. S. Highway No. 20, approximately two and one-half miles north of North Powder, Oregon, (it is regrettable that I cannot remember the exact time), I was amazed to see in the heavens directly south of me, a fireball. This object appeared to come out of nowhere, but when first observed, was traveling in a horizontal line on an angle presumed to be northwest to southeast at an elevation above sea level of 5500' (absolute direction and elevation argumentative). It appeared to me - for a descriptive purpose - as having been ejected from a huge Roman candle, and this candle, by whatever power held, was on a horizontal plane with the earth. As the object in its trajectory, approximately five and one-half miles, became spent, it arched earthily in a natural down grade. As I recall it, this arc was equal to approximately 90 degrees. Immediately after reaching its "nth" degree of the arc, it extinguished itself. I do not recall that there was much of a meteor type tail, but the object did have a definite fluorescent glow circumventing itself. As to the color, I can best describe it by referring your observation after dark to a high tensile neon sign of green - perhaps on the light green side.

Reason for the ink insertions is that this letter is from dictation, and it was necessary for me to refer to personal records.

If you have any questions, please feel free to direct communications to me, and I will assure you that I will do my best in answering.

I also want to tell you that the foregoing was observed by another person accompanying me. I think you will realize that I will be interested in the outcome of your study.

Very truly yours,

/signed/ J. B. McCullough

NOV 11 1948

• Somewhere between 2 & 3 A. M.

CONFIDENTIAL

KAF 3571

WORMS BEE GOODS COMPANY
WHOLESALE
1621 Main Street
Fort Worth 1, Texas

1948, January 7

Mr. Al Schroeder
1109 Highland Avenue
Arlene, Texas

Dear Mr. Schroeder:

The brilliant blue green glow which you report as seen due west of you at 1:25 A. M. and again at 1:30 A. M. January 1st, would hardly be any kind of astronomical phenomenon that I know of.

I am more inclined to think that it was either (1) some sort of disturbance of an electrical system such as transformers blowing out; or, (2) experiments at the White Sands Proving grounds which I believe are exactly in that direction from you.

I am sending a copy of this letter to Dr. Lincoln La Paz of the University of New Mexico at Albuquerque and if he is not under any restriction as to military secrets, perhaps he can tell us whether possibility number 2 applies. As to possibility number 1, Paul Atchison right down in Arlene, connected with the West Texas Utility Company, ought to be able to find out for us whether there was any kind of electrical trouble which I doubt could have been more than 10 or 15 miles away.

I note you say that the glow seemed to be far above, originating from a large ball on the horizon, extending to the horizon, due west of you in a perfectly clear sky lasting about two seconds and of extremely bright blue green; also, that you heard no sound.

Yours sincerely,

/s/ Oscar Wormig

cc-11
copy to Dr. Lincoln La Paz

Mr. Paul Atchison

223

CONFIDENTIAL

3571

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

REPORT OF INVESTIGATION

TWENTY
(Aerial Bombardment)

FILE NO.

24-8

DATE

17 December 1948

REPORT MADE BY

W. J. BISHART

REPORT MADE AT

CC #17, Kirtland AFB

PERIOD

17 December 1948

FILE NO.

CC #17, Kirtland AFB

STATUS

DEFERRED UPON COMPLETION

SPECIAL INVESTIGATION

Report of Special Agent [REDACTED] dated 13 December 1948.

This investigation was originally requested by District Commander, 17th District AFB.

Colonel [REDACTED], Base Commander, Holloman AFB, stated that Holloman AFB was not engaged in any maneuvers involving the use of any aerial flares or similar devices.

DISTRIBUTION

ACTION COPY FORWARDED

FILE NO.

CC, Kirtland AFB
(Action Copy) 4
CSI, Headquarters 2
File 2

CC, Kirtland AFB

APPROVED

BOYLE HEND
1st Colonel, USAF
DISTRICT COMMANDER

DETAILS:

1. This investigation was originally requested by the District Commander, District #17, Kirtland Air Force Base, Kirtland Field, New Mexico.

AT ALAMOGORDO, NEW MEXICO

2. On 17 December 1948, the writer interviewed Colonel PAUL F. HELMICK, AO-21601, Base Commander, Holloman Air Force Base, Alamogordo, New Mexico, in his office, Headquarters Building, Holloman Air Force Base, New Mexico. HELMICK advised that Holloman Air Force Base did not do research work at night nor on Sundays, nor would the work involve the use of any lighting device or flare such as described in the report of Special Agent CHARLEY NAFFZIGER, JR. Helmick added that he had been contacted by agents of the Federal Bureau of Investigation in relation to the same matter in their pursuance of the same investigation.

- REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN -

| SUMMARY OF INFORMATION | | DATE
16 December 1948 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Office of the AG of S, G-4, Headquarters Fourth Army, Fort Sam Houston, Texas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Aerial Incidents</p> | <p>CODE FOR USE IN INDIVIDUAL PARAGRAPHS (EXAMPLE)</p> <table style="width: 100%; font-size: small;"> <tr> <th style="text-align: left;">OF SOURCE</th> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> <th style="text-align: center;">3</th> <th style="text-align: center;">4</th> <th style="text-align: center;">5</th> <th style="text-align: center;">6</th> <th style="text-align: center;">7</th> <th style="text-align: center;">8</th> <th style="text-align: center;">9</th> <th style="text-align: center;">10</th> </tr> <tr> <td>COMPLETELY RELIABLE</td> <td style="text-align: center;">1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>USUALLY RELIABLE</td> <td style="text-align: center;">2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>FAIRLY RELIABLE</td> <td style="text-align: center;">3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>NOT USUALLY RELIABLE</td> <td style="text-align: center;">4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>UNRELIABLE</td> <td style="text-align: center;">5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>RELIABLE (UNUSUAL)</td> <td style="text-align: center;">6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | OF SOURCE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | COMPLETELY RELIABLE | 1 | | | | | | | | | | USUALLY RELIABLE | 2 | | | | | | | | | | FAIRLY RELIABLE | 3 | | | | | | | | | | NOT USUALLY RELIABLE | 4 | | | | | | | | | | UNRELIABLE | 5 | | | | | | | | | | RELIABLE (UNUSUAL) | 6 | | | | | | | | | |
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| <p>The following information was received from the Office of the Fourth Army in El Paso, El Paso, El Paso, New Mexico:</p> <p>A military plane flying east to west on 5 December 1948 reported to Kirtland Field at 11:50 as follows: (1) A green flare was seen west of Las Cruces, New Mexico, at approximately 2100 hours. Height of flare estimated at 100 feet. Plane was flying at 10,000 feet. (2) A similar green flare was seen on east slope of Sandia Range at approximately 2127 hours as plane was approaching Kirtland Field. (3-2)</p> <p>A commercial plane, Pan Am, reported on 5 December 1948 reported seeing a green flare west of Las Cruces, New Mexico, at approximately 2100 hours. The pilot stated the flare looked like a Very Pistol flare only about 100 feet. The flare seemed to have a trail as if on a rocket. (3-2)</p> <p>Airport officer Kirtland Field reports unusual incidence of two commercial planes and one military plane flying over Santa Fe on 5 December 1948, with landing lights on and the usual or emergency need for lights. The commercial planes were flying west, and the military plane was east. The time was not given except that it was in the early morning period. The military plane contacted by radio while it was just above the horizon. The commercial planes were not contacted. (3-2)</p> <p>The military plane was reported to be in the area of Santa Fe, New Mexico, at 11:50 hours. The military plane was reported to be in the area of Santa Fe, New Mexico, at 11:50 hours. (3-2)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>CC, AMC; RMC, El Paso; File.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

BASIC: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 13 Dec 48
Subj: Unknown (Aerial Phenomenon)

CO 1st Ind HAFert
HEADQUARTERS, Kirtland Air Force Base, Kirtland Field, N. Mex., 14 Dec 48

TO: Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio

1. Basic communication and inclosures (renumbered) forwarded for your information and for such action as you deem necessary.

2. Attention is particularly invited to the report of Dr. Lincoln La Paz, Inclosure No. 2, and to his letter to the District Commanding Officer of Office of Special Investigations, dated 13 December 1948, Inclosure No. 3.

3. The undersigned concurs in the recommendations enumerated in Paragraph 4 of Inclosure No. 3; we are locally placing into effect the first and second recommendations enumerated therein.

3 Incls:
1-Rpt of Investigation
+ 24-8 (12 pgs)
2-Incl 1 to Rpt #24-8
(3 Pgs)
3-Incl letter fr Dr.
LaPaz to CO 17th Dist
OSI dtd 13 Dec 48 (2 pgs)

HAROLD A. GUNN
Colonel, USAF
Commanding

C
O
P
Y

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

DM/mfw
13 December 1948

SUBJECT: UNKNOWN (Aerial Phenomenon)

TO : Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. The attached report is forwarded as a matter of information and whatever action the Commanding Officer may deem advisable.

2. It is recommended that two (2) copies of the enclosed report be forwarded by the most expeditious means to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1 Incl:
Rpt of Invest re subj

DOYLE REES
Lt Col, USAF
District Commander

cy made 14 Dec 48
rt

CONFIDENTIAL

KR 3557

CONFIDENTIAL

| | |
|--|--|
| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | FILE NO. 2-5
DATE 15 Dec 48
REPORT MADE BY CHARLES HOFFMAN, JR. |
| TITLE
UNKNOWN
(Aerial Phenomena) | REPORT MADE AT DO #17, Kirtland AFB
PERIOD 6 - 9 December 1948
OFFICE OF ORIGIN DO #17, Kirtland AFB
STATUS PENDING |
| SPECIAL INQUIRY
None. This is an initial report. | |
| SUMMARY | |
| Investigation requested by District Commander, 17th District OGI. | |
| Telephonic report received from Security Officer at Kirtland Air Force Base, Kirtland Field, New Mexico, on 6 December 1948, advised that an Air Force Pilot had observed an unidentified object similar to a rocket flare on 5 December 1948, at 2105 hours, west of Las Vegas, New Mexico, and again at 2127 hours on the east slope of the Sandia Mountains near Albuquerque, New Mexico. A commercial pilot reported a similar incident at 2135 hours west of Las Vegas, New Mexico. | |
| Pilot of G-47, AB-9921, is identified as Captain A. COADY, AO-5500. Captain Pilot of Pioneer Flight No. 63 is identified as Mr. HERBERT VAN LLOYD. | |
| New Mexico State Police, Santa Fe, New Mexico, were contacted and had no information to offer reference unusual aerial phenomena. | |
| Mr. E. D. FLOCK, Forest Supervisor, Santa Fe National Forest, Santa Fe, New Mexico, stated he has received no reports of incidents of this type during the current year. However, in the summer of 1947 a Mrs. WILSON G. WILSON had made extensive research in his concerning unusual aerial | |

manifestations in the area from Tierra Amarilla to Los Alamos, New Mexico.

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10th District OSI

(1 Incl)

Holloman AFB Det

(1 Incl)

Walker AFB Det

(1 Incl)

File

CO, Kirtland AF Base

APPROVED

1
2

JOHN H. HARRIS
1st Lt. Colonel, USAF
DIRECTOR, OSI

Encl #1

UNCLASSIFIED

10-4420-1

3557

SYNOPSIS (Continued)

Chief MATT O'BRIEN, Chief of Police, Las Vegas, New Mexico, stated he had received no prior reports of unusual occurrences of this type.

Patselman MOLAED UTZ, New Mexico State Police, Las Vegas, New Mexico, stated he had heard a rumor concerning aerial flares in the neighborhood of Las Vegas.

Mrs. JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Las Vegas, New Mexico, stated no night flying conducted from Watson Airport, Las Vegas, and she had heard no rumors concerning aerial flares.

Mr. J. D. MILLER, Chief Aircraft Communicator, CAA Municipal Airport, Las Vegas, New Mexico, stated he had heard of no incident of this nature and, in particular, had received no information from any aircraft on 5 December 1948.

Mr. JOHN J. KERNAN, Mr. E. C. FRANCIS, Mr. C. T. KICH, and Mr. ROY V. TOLLIVER, Aircraft Communicators, CAA, Las Vegas, New Mexico, all stated no previous reports or knowledge of unusual aerial phenomena. These individuals were alerted to report future incidents to the proper investigative agency.

Mr. BILLIE R. WATSON, Manager Pioneer Air Lines, Las Vegas, New Mexico, stated he had heard only a rumor from one of his pilots and knew of no unusual incidents regarding flares or lights in the Las Vegas area. Mr. WATSON stated he would report future incidents to Mr. KIRK of CAA.

Mr. WILLIAM BRATKAMP, Ranger, Las Vegas, New Mexico, stated he had no knowledge of any incidents of this type and will submit any future reports to Mr. FLOCK in Santa Fe.

Special Agents STEAL and HEEF observed an intense green light in the sky at approximately 11,500 feet altitude near Las Vegas, New Mexico, on 5 December 1948. Agents were unable to identify this object and could not estimate distance or size, since no other object was visible on which to base the comparison.

Col. WILLIAM F. HAYES, stated he has observed an unusual phenomenon, bright, white in color, similar to a miniature sun somewhat larger, larger than a basketball, on three (3) different occasions in the vicinity of Vaughn, New Mexico. First observation was made late in 1947; second observation on 3 or 4 November 1948; third observation on 25 November 1948.

Dr. LINCOLN LA PAI, Director, Institute of Meteoritics, University of New Mexico, stated that phenomena being investigated could not be explained by him, nor could they be considered as meteors. Dr. LA PAI

SUMMARY (Continued)

mentioned three (3) previous anomalous incidents, the Memphis, Tennessee, incident of 7 May 1946; the Yuma Observers' incident of 1946, 7 January, and the very remarkable "fireball" fall of 1946, 31 May, 3:42 a.m., MST, across the Los Alamos reservation which was probably meteoritic, but from which no meteorites have been recovered in spite of careful search. Dr. LINCOLN LA PAZ personally witnessed the occurrence of a similar incident on 12 December 1946, at Las Vegas, N. M. A statement by Dr. LA PAZ is inclosed.

Col. HAROLD A. GUNN, Base Commanding Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, advised that he knew of no searches being conducted within this area.

Major WILLIAM F. GORDON, 4th Army Intelligence Liaison, Santa Rosa, Albuquerque, New Mexico, advised that he knew of no searches being conducted within this area.

Mr. JOSEPH E. FOULOUSE, KTC Security, Santa Rosa, observed a green flare directly over Santa Rosa at 2255 hours, 6 December 1946.

DETAILS:

AT ALBUQUERQUE, NEW MEXICO

1. This investigation predicated upon verbal request District Commander, 17th District Office of Special Investigations (10) USAF, Kirtland Air Force Base, Kirtland Field, New Mexico.

2. This is a joint investigation of Special Agents JOHN J. STAHL, JR., HERMAN E. MURPHY, MELVIN E. REY, and the writer.

3. On 6 December 1946, Captain JOSEPH HANLEY, Security Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, reported the following incidents:

At 2130 hours, 5 December 1946, a C-47, Number AB-9321, enroute from Lowry Air Force Base, Denver, Colorado, to Williams Air Force Base, Chandler, Arizona, reported his position to the Central Tower, Kirtland Air Force Base, as being approximately ten (10) miles east of Albuquerque. Pilot stated that he had seen a green flare arise from the ground to an altitude of approximately five hundred (500) feet on the east slope of the Sandia Mountains. This incident occurred at about 2127 hours. Pilot stated that he had seen the same type of flare at approximately 2105 hours just west of Las Vegas, New Mexico. No other information was offered by this pilot.

At 2200 hours, 5 December 1946, the Central Tower, Kirtland Air Force Base, contacted Pioneer Air Flight #63, which had just completed a flight from Alamogordo, New Mexico, to Las Vegas, to Santa Fe, to Albuquerque, New Mexico. Captain of this flight stated he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot stated he had believed the light to be a shooting star at first, but, upon questioning, stated the opinion that the light was too near the ground to have been a shooting star. Pilot suggested that the light could have been a Very Pistol flare.

At 2220 hours, 5 December 1946, Captain VAN LLOYD, pilot of Pioneer Flight #63, reported by telephone to Kirtland Air Force Base Central Tower, stating that when he first saw the light it appeared to be coming straight toward his airplane and added that he had attempted to jerk the airplane from its course to avoid the light. VAN LLOYD said that the light appeared to be coming straight to the ship, then trailed off to the ground. The light was pale green and had a pale green trail. Captain VAN LLOYD said he was hesitant about reporting such incidents since they are generally not accepted.

4. On 6 December 1946, KENNETH VAN LLOYD, Captain and Pilot, JAMES L. DAVIS, Co-pilot, and ELIZABETH CONNER, Flight Nurse, all

civilians, Pioneer Flight #63, were interviewed by S/A MELVIN E. NEWY. This interview was conducted at Pioneer Airline Operations, Kirtland Air Force Base, Kirtland Field, New Mexico. VAN LLOYD and SMITH advised that at 2135 hours, 5 December 1946, they were approaching Las Vegas, New Mexico, in a C-47 type airplane at an altitude of 9,000 feet, with a compass heading of 272 degrees. They observed directly ahead and slightly above their altitude, in the vicinity of the Montezuma Mission, a phenomenon which first appeared as a bright white flash, then an object came into view which was described as being a whitish, orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. This object was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both VAN LLOYD and SMITH were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed this phenomenon. Miss COHEN stated that she did not observe this object and added that to the best of her knowledge all of the passengers were asleep.

NOTE: It is to be noted that there is a discrepancy in the color of Capt. VAN LLOYD's initial report and that obtained by interview.

5. On 9 December 1946, Colonel WILLIAM F. HAYES, Infantry, Civilian Component Affairs Officer, New Mexico Military District, was interviewed in his office, Building 7-25, Kirtland Air Force Base, Kirtland Field, New Mexico. This interview was conducted by S/A JOHN J. STALL, Jr., S/A MELVIN E. NEWY, and the writer. Colonel HAYES advised that he had first observed an unusual aerial phenomenon during the latter part of 1947. This occurred in the vicinity of Vaughn, New Mexico. The phenomenon appeared to be approximately four or five hundred feet above the ground when first observed and descending slowly and steadily in a vertical manner toward the earth. The object appeared to be slightly larger than a basketball, bright white in color, like a miniature sun. Upon reaching a point approximately two hundred feet above the surface of the earth, the object appeared to explode although no noise was apparent. Colonel HAYES stopped his automobile and got out to watch the object. At this time the explosion, or disintegration, appeared to be taking place some forty to sixty yards distant, and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks, being extinguished before touching the ground. Colonel HAYES stated that he was on Highway #60 at this time, near a railroad and separated from the vicinity where the fragments were landing by a fence. Colonel HAYES did not cross the fence or investigate further.

6. Colonel HAYES advised that on either 3 or 4 November 1946, or again on 23 November 1946, he observed two similar phenomena as described previously. These observations were in the same vicinity of the original phenomenon on Highway #60, near Vaughn, New Mexico. All three of these incidents occurred at approximately 2200 hours. Col. HAYES

also advised that as far as he knew no maneuvers were being held by the National Guard or the Reserve Units in New Mexico.

NOTE: Colonel RAY: did not report any of these incidents, but upon receiving information of similar occurrences having been observed, did volunteer the information contained in this report.

7. On 9 December 1946, Dr. LINCOLN LA PAL, Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, was interviewed in his office by Special Agent MELVIN E. NEW. Dr. LA PAL produced his credentials which indicated that during the 2nd World War he was Technical Director, Operations Analysis Section, Hq., 2nd Air Force, and is closely associated in an official capacity with Dr. H. H. LAUDENKIND, Executive Director, Committee on Geophysics and Geography, Research and Development Board, Pentagon, Washington, D. C. In connection with this capacity he has a secret and a top secret clearance by the Air Materiel Command, Wright-Patterson Air Force Base, Ohio.

8. Dr. LA PAL explained the behavior of meteors and stated that these phenomena being investigated could not be explained or be considered as meteors. He advised, in view of the unexplained Memphis, Tennessee, incident, the occurrence at Los Alamos, New Mexico, and the proclaimed meteorites fall in Russia, that has not been explained, that the present phenomena should be investigated and an attempt be made to identify them.

9. On 13 December 1946, Dr. LA PAL gave a statement concerning an incident, which he witnessed at 9:03 p.m., on 12 December 1946. Dr. LA PAL's statement is inclosed as Ind. No. 1.

10. On 11 December 1946, Major WILLIAM F. GODDARD, 4th Army Liaison Intelligence Officer, Santa Rosa, New Mexico, advised S/A M. E. NEW, that there were no maneuvers in this area, and no experiments involving the use of rockets or flares.

11. On 12 December 1946, Col. HAROLD A. GUNN, Base Commander, Kirtland Air Force Base, Kirtland Field, New Mexico, was interviewed by S/A MELVIN E. NEW. Col. GUNN advised that he knows of no special maneuvers, and feels that in the event that there were, he would be so advised.

AT CHANDLER, ARIZONA

12. On 7 December 1946, S/A KENNETH T. MINTON, reported from Williams Air Force Base, Chandler, Arizona, that Air Force 6-47, Number AB-9921, was piloted by Captain A. COCHRAN, AO-57463. The co-pilot was determined to be Major R. E. CARTER, AO-40767, and the Flight Engineer was S/A R. C. WALTON, AO-597736 - (unknown in its capacity). All of the above personnel were reported to be permanently stationed at Randolph Air Force Base, San Antonio, Texas, and were enroute from San Antonio,

Tama, to Williams Air Force Base, Arizona, Arizona and other reported to Mather Air Force Base, California, before an interview could be conducted.

AT SANTA FE, NEW MEXICO

13. On 8 December 1946, Captain K. E. MILLER, New Mexico State Police, State Police Headquarters, Highway 85, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Captain MILLER stated no reports had been received by his office from any of the State Police stationed throughout the state of New Mexico.

NOTE: Captain MILLER stated that he would report any incidents of this type to the State Police Office in Albuquerque and request that they contact the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico.

14. On 8 December 1946, Mr. K. D. FLOCK, Forest Supervisor, Santa Fe National Forest, Federal Court House Building, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Mr. FLOCK stated that he had received no reports of incidents of these types during the current year; however, in the summer of 1947, a woman named MARLENE S. KIRCHMAYR (LEAD) P. O. Box 263, Santa Fe, New Mexico, had reported unusual aerial manifestations to him on numerous occasions. Mrs. KIRCHMAYR, a widow, and her husband were prospecting throughout the state of New Mexico, and on at least five different occasions, during a period of five to six weeks, Mrs. KIRCHMAYR had visited Mr. FLOCK and reported having observed objects which she described as being "cigar-shaped with a glowing 'tip' in the sky. No information was available as to the altitude, size, speed, or frequency of these objects. Mrs. KIRCHMAYR stated that she had personally observed these objects from Tlamez Amarilla, New Mexico, to Los Alamos, New Mexico. Mrs. KIRCHMAYR is believed to have contacted the military security personnel at Los Alamos Atomic Energy Commission (LEAD) installation, and also to have contacted the Governor of New Mexico reference her observations. It is not believed that Mrs. KIRCHMAYR is now residing at Santa Fe.

15. Mr. FLOCK stated that he had alerted his Forest Rangers to watch for unusual lights or objects in the sky, but to date had received no reports from them. Mr. FLOCK recommended that WILLIAM HATHAWAY, Forest Ranger, Las Vegas, be contacted for a report of possible activities of this nature in the Las Vegas area.

NOTE: Mr. FLOCK was unusually cooperative and security-conscious. Mr. FLOCK stated that he would discreetly alert his Rangers again and have them report to him all incidents of this nature immediately. These reports will be transmitted in turn to the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico. Mr. FLOCK stated that he would be glad to communicate by mail with anyone at the

...of special investigations to make use of telephone, fire towers, or ranger stations, upon request.

7

AT LAS VEGAS, NEW MEXICO

1. On 8 December 1948, Mr. Matt O'BRIEN, Chief of Police, Sixth and University, Las Vegas, New Mexico, was interviewed re: reports of unusual aerial phenomena. Chief O'BRIEN stated that he had conducted

of unusual aerial phenomena, Chief O'BRIEN stated that he had received no reports of this nature and added that this was the first he had heard of possible occurrences in the vicinity of Las Vegas. Chief O'BRIEN recommended that NOLAN UTZ, State Police, on duty in Las Vegas, be contacted.

2. On 8 December 1948, Patrolman NOLAN UTZ, New Mexico State Police, San Miguel County Court House (Old Town), Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomena. Mr. UTZ stated he had received no reports of this nature and added that only on one occasion had he overheard a conversation about aerial flares in the neighborhood of Las Vegas. This conversation occurred during a meeting of several enforcement agents and Mr. UTZ stated he had no idea who had mentioned the subject. Mr. UTZ stated if he received reports of this type he would report same to the proper Federal agency. Mr. UTZ said that possibly a man named KROGER who was flying a plane locally and doing advertising with a loud speaker attached to the plane could throw some light on the flares claimed to have been seen in the vicinity of Las Vegas.

3. On 8 December 1948, Mrs JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Watson Airport, East County Road, Las Vegas, New Mexico, was interviewed reference reports of flares observed at night in

...the vicinity of Las Vegas. Mrs. MARSHALL stated that she was the wife of JIMMY MARSHALL, owner of Las Vegas Flying Service. Mrs. MARSHALL stated that business was unusually slow at the Watson Airport, due to the non-availability of training of student pilots under the G.I. Bill. No flying is conducted at night from this air field. Mrs. MARSHALL added that possibly information could be obtained from the local newspaper office and added that she had heard no reports on flares in the Las Vegas area.

NOTE: Contact was not made with the local newspaper due to a desire of keeping publicity about this investigation to a minimum.

4. On 8 December 1948, Mr. J. D. MILLER, Chief Aircraft Inspector, Department of Commerce, Civil Aeronautics Administration, Washington

the interview. He stated he had heard of no incident prior to this interview and added that he was very much interested in events of this nature. Mr. MILLER stated he had received no information from any aircraft on 5 December 1948. A check of the C.A.A. records for this date verified this statement. Mr. MILLER stated that beginning immediately he would alert his Aircraft Communicators to report promptly incidents of this nature to him. These reports would in turn be reported to the Chief of Special Investigations, Kirtland AFB, Kirtland Field, New Mexico. If the reports appear to necessitate immediate investigative action, a report will be made to a Federal agent residing in Las Vegas. Mr. MILLER requested that four of

his six Aircraft Communicators, on duty at time of interview, he interviewed collectively and informed briefly of the type of reports desired and the necessity for reporting such incidents immediately to Mr. MILLER.

5. On 8 December 1948, Mr. JOHN J. KERRAN, Mr. E. G. FRANKS, Mr. C. T. RICH, and Mr. ROY W. TOLLIVER, Aircraft Communicators, C.A.A. Municipal Airport, Las Vegas, New Mexico, were interviewed collectively and informed of the investigation being conducted relative to unusual aerial phenomena. None of these men had received previous reports of this nature. All of these men agreed to maintain this information on a discreet basis and to handle the information as being highly classified. Permission was granted to these four communicators to brief the two communicators absent at this time reference the information desired. The two men absent were listed as Mr. DWAIN L. HENDOLE and Mr. ROBERT L. REED. The four communicators interviewed stated that the only night flying at Municipal Airport, Las Vegas, was by the two commercial airlines located there; Pioneer Airlines and Continental Airlines. It was pointed out that a Mr. LLOYD REED, Owner-Manager of a flying school located on Municipal Airport was not licensed to make night flights and was not authorized to permit his students to fly at night. It was further noted that Mr. WOODROW HOBBS, owner of a Piper Super Cruiser used for advertising purposes in the vicinity of Las Vegas, was not licensed to fly at night.

6. On 8 December 1948, Mr. BILLY R. WATSON, Manager, Pioneer Airlines, Municipal Airport, Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomena. Mr. WATSON was interviewed in his home, 816 Fourth Street, Las Vegas, New Mexico, and stated that with the exception of a rumor from one of his Pioneer pilots (Mr. VAN LLOYD) he had heard of no unusual incidents regarding flares or lights in the sky in and around the Las Vegas area. Mr. WATSON stated that he would stay on the alert in an attempt to gather any future information from pilots or crew members of Pioneer Airlines, but added that he did not feel like confiding in his two assistants, since they were very youthful and would undoubtedly disclose information regarding this investigation. Mr. WATSON stated that a Mr. W. R. MCQUEEN, home address, 1008 Sixth Street, Las Vegas, Manager of Continental Airlines was presently out of town but was due to return on Friday, 10 December 1948. Mr. WATSON, upon being requested to do so, stated he would discreetly brief Mr. MCQUEEN as to the nature of reports desired, and would inform Mr. MCQUEEN as to the confidential classification of this investigation. Mr. WATSON concluded by stating that any information he obtained, and information obtained by Mr. MCQUEEN, would be reported to Mr. MILLER of C.A.A. for subsequent transmittal to the proper investigative agency.

7. On 8 December 1948, Mr. WILLIAM BRAINARD, Ranger, Santa Fe National Forest Service, Federal Post Office Building, Las Vegas, New Mexico, was interviewed reference possible previous reports of unusual aerial phenomena. Mr. BRAINARD stated that at no time in the past since his assignment to Las Vegas in February 1948 had he received any report or observed any incident regarding occurrences of this nature. Mr. BRAINARD said he would report any future incidents of this type to Mr. FLOCK in Santa Fe, for subsequent transmittal to the investigative agency concerned.

AT LAS VEGAS, NEW MEXICO

This is a joint investigation conducted by Special Agents JOHN J. STAHL, Jr. and MERVIN E. KEEF.

At 1745 on 8 December 1968, Special Agents STAHL and KEEF, both rated pilots, took off from Kirtland Air Force Base, Albuquerque, New Mexico, in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. The exact position of the aircraft at the time of the observation was 35° 11' North - 108° 51' West, approximately twenty (20) miles east of the Las Vegas, New Mexico, radio range station. At the time of the observation the aircraft was flying on a compass course of 90°, the indicated air-speed was one hundred sixty (160) miles per hour and the ground speed was approximately one hundred ninety miles per hour. Special Agent STAHL was flying as pilot and seated on the left side of the cockpit. Special Agent KEEF was flying as co-pilot and was seated on the right side of the cockpit. Special Agent KEEF first observed the phenomenon and a split second later Special Agent STAHL saw it. At an estimated altitude of 2,000 feet higher than the airplane or 13,500 feet above mean sea level a brilliant green light was observed coming toward the airplane at a rapid rate of speed from approximately 30° to the left of course, from 60° ENE, to 240° WSW. The object was similar in appearance to burning green flare of common use in the Air Force. However, the light was much more intense and the object appeared to be considerably larger than a normal flare. No estimate can be made of the distance or the size of the object since no other object was visible upon which to base a comparison. The object was definitely larger and more brilliant than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon lasted approximately two (2) seconds at the end of which the object seemed to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. The fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very

ing. The phenomenon was at some distance as to be visible for a very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before observation.

Weather at flight altitude was as follows, ceiling unlimited, visibility, a minimum of seventy-five (75) miles, the wind, 30 miles per hour from 310° . The moon, in the first half, was approximately half way to its zenith and south, or to the right of course. The 1815 weather observation at Las Vegas, New Mexico, was clear, 30 miles visibility, temperature 30° , dew point 17° , the wind from the NE at 6 miles per hour, the altimeter setting 30.06 inches of mercury. After the occurrence the aircraft remained in the same vicinity for approximately one and one-half hours but no further phenomena were observed.

On 9 December 1944, Special Agent STALL accompanied by a crew chief took off from Fortland Air Force Base at 1635 and flew to the area where the

...had been observed the previous evening. A careful search of the
vicinity, both where the phenomenon was observed and in the direction from

which it had appeared, was made. The terrain is barren and rough, and covered by numerous dry washes and shallow canyons. Two or three widely separated buildings, apparently small ranch houses were noticed in the area. It appears that the land may be used for limited cattle raising. There are no indications of cultivation. The aircraft remained in the vicinity for several hours after sunset but no further phenomenon was observed. The weather conditions at flight altitude were high scattered clouds above 25,000 feet and visibility in excess of 40 miles.

On 11 December 1948, Mr. JOSEPH E. TULLOCH, A.S.C. Security Representative, Santa Base, gave Special Agent KEEF the following statement:

Statement

At approximately 2255 the evening of 6 December 1948, I observed a definite greenish flare in the sky almost directly overhead at Santa Base. At the time of the flare I was driving west on F Street and had made the Stop sign at the Main Street. The flare appeared in the upper right hand corner of the windshield of the car slightly to the northwest.

The flare was approximately one-third the diameter of the moon and a slight arch seemed falling from east to west. The flaming ball appeared during this arch. The entire phenomenon lasted possibly two to three seconds after which it vanished.

Joseph E. Tulloch
A.S.C. Security
Santa Base

ENCLOSURES

FOR CG, Kirtland AFB:

Signed statement of Mr. LINCOLN LA PAZ dated at Albuquerque, New Mexico, 13 December 1948.

FOR OSI, Hq., WASHINGTON, D.C.:

Signed statement of Mr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR DO #10, Kelly AFB:

Signed statement of Mr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR WELLS AFB DET:

Signed statement of Mr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR WALKER AFB DET:

Signed statement of Mr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

UNDEVELOPED LEADS

DISTRICT OFFICE #17, KIRTLAND AFB

AT SANTA FE, NEW MEXICO

Will interview Mrs. MADELINE G. MERCHANT, Box 203, reference reports made by her to Mr. FLOCK, Forest Supervisor, Santa Fe National Forest, during the summer of 1947. Any recent activities concerning aerial phenomena observed by Mrs. MERCHANT will be obtained.

AT LOS ALAMOS, NEW MEXICO

Will interview the Chief of the Security Section, Los Alamos Atomic Energy Commission installation reference reports made to that organization by Mrs. MADELINE MERCHANT in 1947 and possibly in 1948. Will further ascertain from the Chief of Security if any other reports of unusual aerial phenomena have been reported to the Los Alamos Atomic Energy Commission installation.

AT WALKER AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

AT HULLMAN AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

DISTRICT OFFICE #10, SAN ANTONIO, TEXAS

AT SAN ANTONIO, TEXAS

Will interview Captain Condo, Major Carter and 1st Lt. Wilson concerning the flares, meteors or phenomena observed by them at Las Vegas and on the eastern slope of the Santa Mountains, New Mexico, on 5 December 1948, while enroute from Lackey AFB, Denver, Colorado, to Williams AFB, Chandler, Arizona.

AT EL PASO, TEXAS

Will determine whether or not El Paso AFB has been engaged in aerial maneuvers involving the use of aerial flares or similar devices.

- PENDING -

ENCLOSURE NO. 1 TO INVESTIGATIVE REPORT #24-5, 17th DISTRICT OFF.

Report on incident of 1948, December 12, 9h. 2m. + 30s., seen from Starvation Peak (Bernal), New Mexico. (Approximately 15 miles south and 4 miles west of Las Vegas, New Mexico.

The report of this incident should be prefaced with a statement of the fact that beginning on evening of December 9th, and as a direct result of the conference held on afternoon of December 9th with S/A Melvin L. Neef, the writer began systematic observations of the Geminid meteor shower, the only one of the recognized annual meteor showers active at this time. In spite of the quite unusual nature of the observation reported to me by S/A Neef (and of similar observations made known to me at the conference called by Col. Doyle Ross on December 11th), I felt certain that the observed phenomena somehow must be connected with the Geminid meteors which reach their maximum activity between December 10th and 12th, but are frequently seen in considerable numbers as early as December 3 - 4. However, visual observations made between the evening of December 9th and the morning of December 12th only served to confirm a statement made on December 9th to S/A Neef, viz., that the Geminids are not one of the showers producing unusually bright fireballs (cf also Fletcher Watson, Between the Planets, Harvard Books on Action Series, p. 136 (1941)), and that I did not recall ever having seen a green Geminid fireball although bluish and bluish white Geminids had occasionally been noted. This latter impression was checked after my observations of December 9 - 12 were completed by an analysis of the colors assigned to all meteors both Geminid and non-Geminid that I have observed during periods of Geminid activity since December 1, 1945. A total of 44 such meteors had color reported and none of these were tabulated as either green or greenish.

With the above preface, I proceed to an account of the incident of December 12. Shortly before 9 on the evening of this date a staff car driven by Lt. Allen Clark of Santa Fe National Forest left Las Vegas headed for Santa Fe. Clark had as passengers Major C. L. Phillips and the undersigned. Phillips was in the back seat and I was in the right front seat. Just before reaching Bernal, New Mexico, the car passed through a cut and came out on a down slope facing approximately westward. On emerging from this cut a clear view to the right toward the north and northwest was afforded. I was watching the sky as I had been since darkness fell and my attention was directed to an area about 15° west of E-Cygni when, by instant vision I became aware of a very bright green ball (apparent angular diameter 5') to the right of the area in the center of my field of view, moving from east to west very low on the horizon. Jerking my eyes to the right and pointing with my right hand I shouted, "Look", four times. (The fact that I point and repeated the word 4 times has been checked by both of my companions and recollection of my motions and speech, timed by an Elgin AF stopwatch within 5s after the moment of appearance of the green ball, furnished measures of the duration of this fireball, ranging from 2.1 seconds to 2.3 seconds.

Incl. No. 1 to Investigative Report #24-5 (Cont)

The path of the green ball was almost exactly horizontal (Altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Sirius (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed the magnitude of the fireball rose slightly and it broke up into three or four smaller, but still bright green fragments which disappeared almost instantly.

Lt. Clark stopped the car the moment the fireball disappeared, spun it around and drove back into the cut; then turned and parked at the exact point where I first yelled "Look". Here the time as read immediately from a watch I had set at noon on December 12 with the master clock in the Santa Fe RR Station at Las Vegas, New Mexico, was 9h. 3a. as nearly as could be determined. Assuming that Clark's maneuvers with the car took between half a minute and a minute and a half the actual time of appearance was between 9h. 1a. 30a. and 9h. 2a. 30a. I believe the earlier of these times is the more probable.

At the point where Lt. Clark stopped, an arrow was scratched in the shoulder of the roadway directed toward the point where the green fireball disappeared and white rocks were used to border this arrow. While performing this operation and for many minutes thereafter we stood outside the car and listened for meteoritic detonations or rumblings, but absolutely nothing was heard. (There was no appreciable interference from traffic noise.)

At approximately 9:50 p.m., we reentered the staff car and drove first to Santa Fe (where we fully attempted to get in touch with night guards on duty at New Mexico State Prison in the hope of obtaining an additional line of sight to the point where the green ball had disappeared); and then to Los Alamos where I reported to Col. Carroll and other security officials what we had observed. Through their aid it was determined that what was unquestionably the same green ball seen by us had also been observed by at least two of the night guards at Los Alamos.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with no evidence of green) were occasionally seen emanating from the Zenith radiant. This radiant was well above the horizon even at the time of the Starvation Peak incident. Consequently, the apparent paths of the meteors from the radiant appeared as luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90°, in value. In the sharpest contrast, the path of the bright green fireball seen from near Starvation Peak was very nearly, if

Incl No. 1 to Investigative Report #24-8 (Cont)

not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (darker and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December. I am now convinced the various "green flare" incidents reported to the O.S.I. are not meteoric in nature.

This is a written statement given by Dr. La Paz in his own words.

THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

Institute of Meteoritics

December 13, 1948

To: Lt. Colonel Loyie Ross, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LAPAS, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena

Pursuant to conversations with Captain Jeff under date of December 8, I should like to review the various luminous incidents which have been brought to my attention either as Director of the Institute of Meteoritics, University of New Mexico, or as Director of the Southwest section of the American Meteor Society; or through official channels such as those more specifically described hereinafter. After reviewing these instances, certain recommendations for more detailed investigations of the phenomena in question will be made in accordance with your request.

1. The writer's experience in observation of meteoritic phenomena dates from 1934 when he began as an observing member of the American Meteor Society. In addition to my own experience, I am able to rely also on that of many other specialists in this field. On the basis of all available observational evidence, it can be stated that an extraordinarily large number of fireballs has been reported recently, not only to the agencies that I direct but to other groups carrying out meteoritic studies. In spite of well organized and persistent field searches conducted, not only by the Institute of Meteoritics but also by other organizations, there has been only one case in which the actual recovery of fallen meteorites served to confirm the supposed meteoritic origin of an observed "fireball."

2. In addition to the evidence set forth in the preceding paragraph, the undersigned has on several occasions been requested by agencies, both military and otherwise, to express an opinion upon, or to actively investigate the occurrence of luminous phenomena, supposedly of meteoritic nature, but of such remarkable character that this explanation cannot be accepted without confirmation. In this connection, I should like to call attention to Colonel V. R. Dingman's letters to me under date of 23 June and 20 July 1948 and Dr. H. R. Landsberg's letter to me under date of 30 March 1948, copies of which are enclosed herewith.

3. The incidents referred to in the above paragraphs, considered in connection with the special inquiry of the Office of Special Investigations under date of 10 December 1948, are of such puzzling nature, and may conceivably be of such serious import that I should like to make certain recommendations for a systematic study of all such incidents.

KAFB 3557

December 13, 1946

1. First, it is recommended that orders be issued directing all U.S.A.F. night guards and other persons on night duty on the ground or in the air to immediately report any luminous phenomena which they may observe and which they have any reason to believe are not the result of an ordinary meteor (shooting star) fall. The same orders should be issued to those members of the service on duty by day with the qualifications that they do not report luminous objects directly traceable to reflections from meteorological balloons, or from the metal surfaces of airplanes.

Second, it is recommended that steps be taken to secure a similar report from the Security guards on duty at Santa Rosa, Virdland Air Base, Los Alamos, and at other installations throughout New Mexico. In this connection, I should like to note that the Institute has received excellent cooperation from the New Mexico wing of the Civil Air Patrol, from Forest Rangers, and from night guards at the New Mexico Proving Ground.

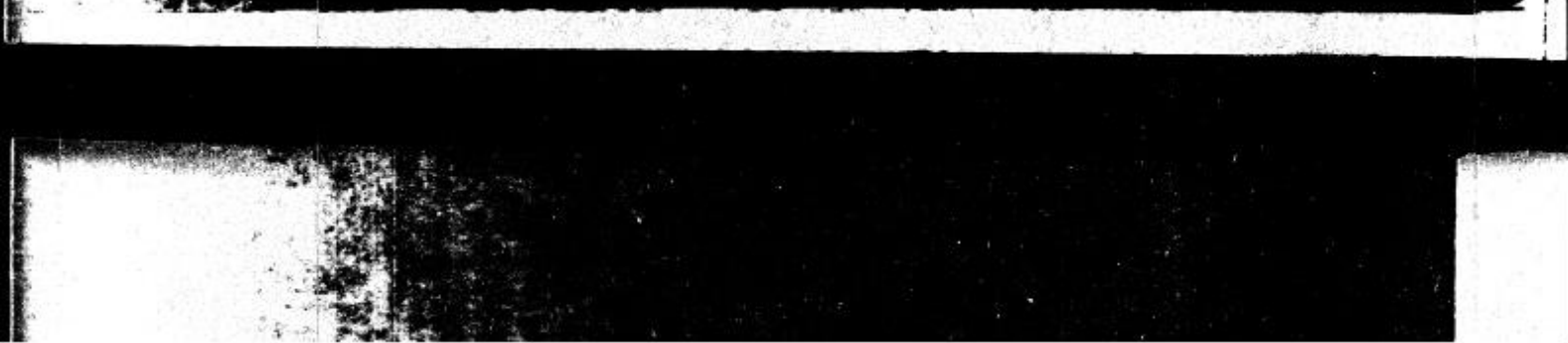
Third, it is recommended that the Institute of Meteoritics be given official authorization to make public in newspapers and over radio-networks requests for observations of "fireballs." Such authorizations would seem to be necessary since requests of the nature alluded to, transmitted through Dr. Ward Fenley, Director of the University of New Mexico News Bureau to newspapers throughout New Mexico, in connection with the Las Vegas incident of 1020 PM, on the night of 5 December 1946, were not published, apparently because of pressure from other agencies also investigating this occurrence.

Fourth, it is recommended finally that where sufficient observations have been obtained to permit a determination of the probable area of fall, under the supposition that the incident under investigation is actually meteoritic in nature, a thorough-going field search be conducted in this area in the hope of recovering fallen meteorites and of thus establishing once and for all the true nature of the incident. In this connection, some provision should be made for putting into the area of fall radio-equipped planes, planes and ground searchers. Our experience, even in the difficult Four Corners area is that with these groups cooperating, an exhaustive search of an area of large size can be speedily completed.

In conclusion, I should like to point out that the staff of the Institute of Meteoritics is eager to cooperate in all such investigations as have been suggested above, subject only to authorization to do so from the President of the University of New Mexico. Such authorization will unquestionably be forthcoming, provided only an official request for Institute of Meteoritics participation in investigations specified to be of importance to the national defense is made of President Sam L. Papajoy.

/s/ Lincoln La Paz

C
12
2
1



8 Dec 1948

1933

1833

20 miles east of Las Vegas, N. M.

from plane at 5,000 ft above earth (11,500 ft above
 sea level) 35° 31' N - 104° 51' W. Airspeed: 190 MPH
 : Brilliant green light

1

Considerably larger than that of a normal flare, meteor or
 shooting star

Intense green

similar to flare (round)

13,500 above sea level, 7,000 ft above earth (approx 2,000 ft
 higher than plane)

Could not be estimated

60° ENE to 240°

Duration 2 seconds

Very rapid

M/S

Had trail of glowing fragments, reddish orange in color which
 fell toward the ground

Light more intense than normal flare

Observed a flat trajectory - almost parallel to the earth;
 trajectory dropped off rapidly and a trail of glowing fragments observed to fall
 Burned out

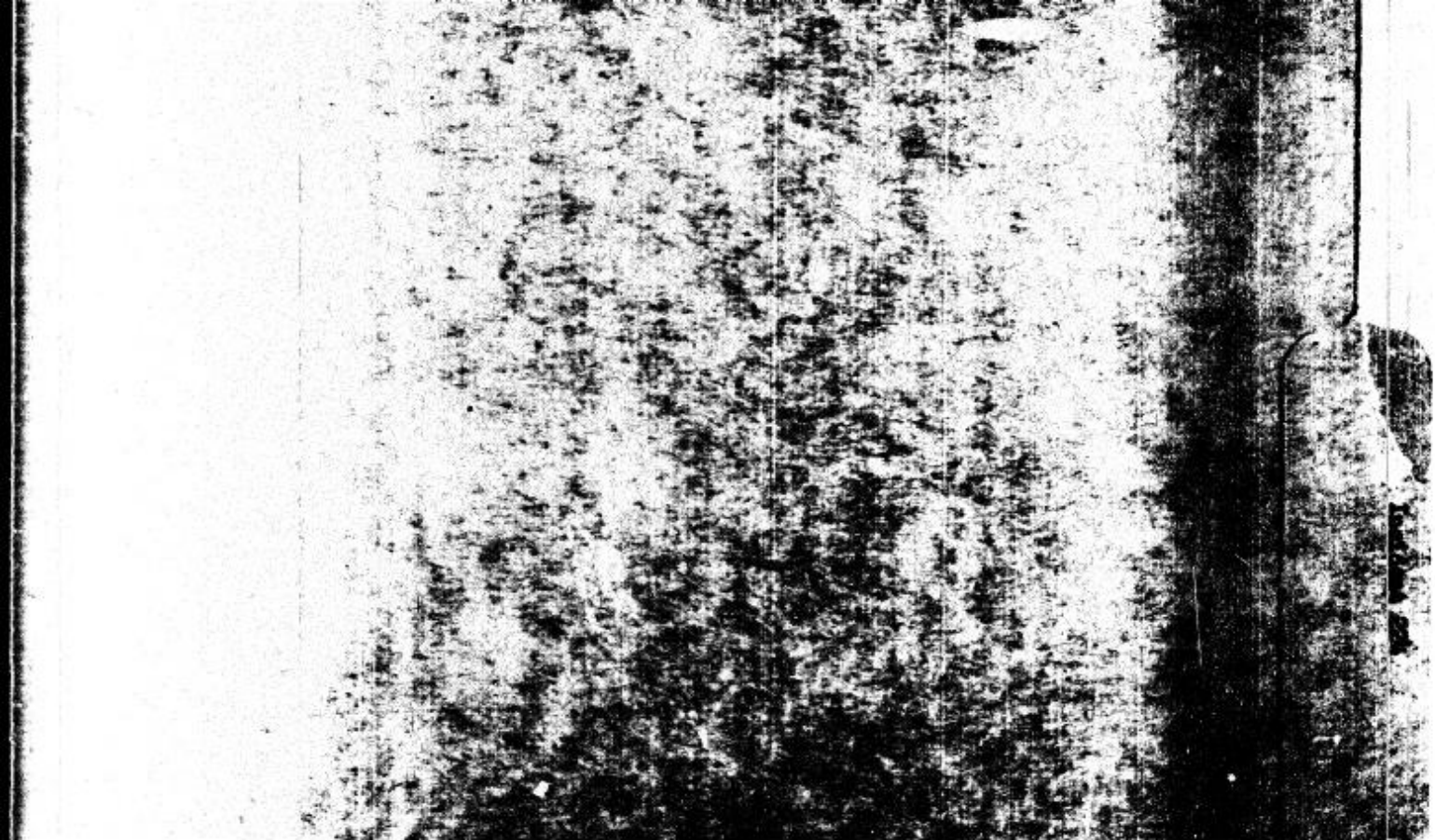
See incident 227 re significant
 differences this fireball and typical meteor.

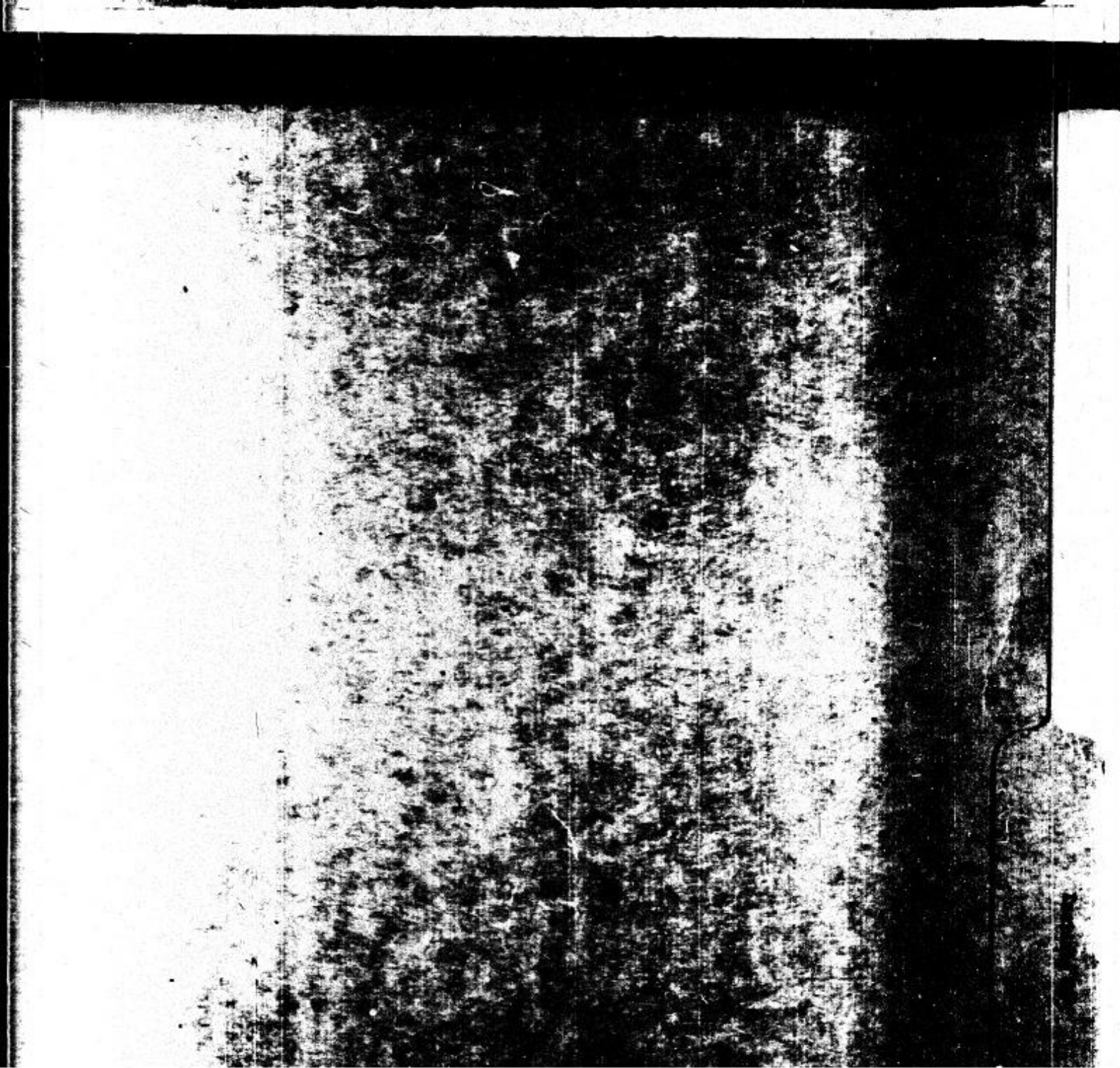
CAVU - minimum of 75 miles, wind 30 KTS from 310°.
 Moon approx 1/2 way to zenith and south or right of course

S/A STAHL & NEFF

Special Agents

At 1745 on 8 Dec 48, Special Agents STAHL and NEFF, both rated pilots, took off from Kirtland AF Base in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. Exact position of the aircraft at time of observation was $35^{\circ} 31' N$ - $104^{\circ} 51' W$, approximately 20 miles east of Las Vegas, N. M., radio sound station. Aircraft was on a compass course of 90° , indicated airspeed was 160 MPH and ground speed approx 190 MPH. S/A STAHL was pilot and seated on the left side of cockpit. S/A NEFF first observed the object and a split second later S/A STAHL saw it. Object was 2,000 feet higher than the plane or 13,500 feet above mean sea level and was approaching their plane at a rapid rate of speed from approximately 30° to the left of course, from $60^{\circ} ENE$, to $240^{\circ} WSW$. The object was similar in appearance to a burning green flare of common use in the Air Forces. However, the light was much more intense and the object appeared considerably larger than a normal flare. No estimate could be made of the distance or size of the object since no other object was visible upon which to base a comparison. It was definitely larger than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon lasted approximately 2 seconds at the end of which time the object seemed to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. These fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before observation. (See "e" under "Significant Differences Between the Fireballs Observed in the Interval Dec 5-13 & Typical Meteors" - Incident 227). See also Incidents 232 and 233 for details.





latter part of 47

Accident No. 225

(All sightings occurred approx 2200 hours)

Location: 10 miles east of Vaughn, N. M. - Highway 60 on 3 or 4th Nov 48

ground - while driving

Observer: Col W. P. Hayes, Inf., Executive,
New Mexico Military District
As above

N/S

1

1 foot in diameter

bright white changing to bright fiery red color
as it exploded

ball

"like miniature sun"

From 500 ft when first observed to 100-200 ft
from ground where it burst in a spray of reddish color

40 to 60 yds on one sighting
and about 400 yds at another

Slow descent

N/S - Had time to get out of car and watch object which
appeared to explode 40 to 60 yds in front of him at an altitude of 200 ft.
slow vertical descent

none - although he was within 40 to 60 yds of obj.
& outside of car. See "Details" at Albuquerque, N.M.
Vertical descent

fireball

N/S - weather clear

N/S

exploded - fragments assuming a fiery red color
which descended toward earth like numerous sparks but extinguished
before reaching ground

Noticed always around 2200 hours -
in the vicinity of Vaughn Hwy 60

(over)

Incident: 225

Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, N. M. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vortical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200 feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was on Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

On 3 or 4 Nov 48 at approximately 2130 hours he observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-150 feet from the ground in a spray of reddish color which extinguished before reaching the ground - this occurred about 400 yds north of the road on which he was driving - 10 miles east of Vaughn, N. M. - Highway 60.

On 23 Nov 1948 at approximately 2130 hours, Col Hayes was driving west on Highway 60 - approximately 10 miles west of Vaughn, N. M. He again observed a ball of light descending vertically. It burst 100-200 feet from the ground - Conditions and appearance were the same as on 3 and 4 Nov.

Col Hayes

On the last 2 sightings saw no aircraft and heard no sound which is understandable since he was traveling in a closed automobile. Weather conditions were clear.

EVALUATION B-2.

See Document # 223

HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

152.1 AXADS

20 December 1948

SUBJECT: Unconventional Aircraft

To: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.I.

1. Reference is made to letter, Intelligence Division, CSGID 152.1, 26 March 1948, subject as above and to Control No. A-1917.
2. Attached Summary of Information, same subject as above, this Headquarters, dated 20 December 1948, is forwarded for your information and any action deemed necessary.

FOR THE COMMANDING GENERAL:

1 Incl
As stated

Eustis L. Poland
EUSTIS L. POLAND
Colonel, USG
AC of S, G-2

CONFIDENTIAL

SUMMARY OF INFORMATION

DATE
20 December 1948

Office of the AG of S, B-2, Headquarters Fourth Army, Fort San Houston, Texas

Conventional Aircraft

| CROSS REFERENCE TO DATA FILE AND INFORMATION | |
|--|---|
| 1. SOURCE | A |
| 2. INFORMATION | B |
| 3. CONFIRMED BY OTHER SOURCE | C |
| 4. PROBABLY TRUE | D |
| 5. POSSIBLY TRUE | E |
| 6. UNPROBABLE | F |
| 7. CANNOT BE JUDGED | G |

The following information has been received from the Fourth Army Intelligence Liaison Officer, Cannon Base, Albuquerque, New Mexico, dated 6 December 1948:

Colonel W. B. Hayes, Inf., Executive, New Mexico Military District reports as follows:

"On 3 or 4 November 1948 at approximately 2130 hours, I observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground. This occurred about 400 yards north of the road on which I was driving. The location was approximately 10 miles east of Vaughn, New Mexico, on highway 60. (B-2)

"On 20 November 1948 at approximately 2130 hours, I was driving west on highway 60, about 10 miles west of Vaughn, New Mexico. I observed a ball of light, descending vertically, which burst 100-200 feet from the ground. The conditions and appearance were the same as occurred on 3 - 4 November." (B-2)

"Colonel Hayes stated that he did not report the incidents as he thought they might have been connected with some Air Force exercises. He further stated that he heard no sound or saw no aircraft during either incident, which is understandable as he was traveling in a closed automobile. Weather conditions were clear." (B-2)

CG, AMC; BIC, El Paso; File

WD 568

Incident 105

Report No. 226

Date: 6 December 1948 approx 2255 in the evening

Location: Sandia Base, Albuquerque, N. M.

Activity: ground - while driving west on 12th St.

Observer: Mr Joe Toulouse, Security Section, Sandia Base,
Albuquerque, N. M.

Remarks: N/S - see above

Observation: Saw light on windshield

Duration: 1

Size: Approximately 1/3 the diameter of the moon

Color: greenish

Shape: W/S - like flare

Intensity: Like flare

Direction: N/S

Altitude: N/S

Duration: N/S

Duration: 2 to 3 seconds

Direction: Slight arc falling from east to west

Intensity: N/S

Direction: east to west

Shape: like flare

Intensity: N/S

Remarks: flaming tail appeared during arc

Intensity: N/S

Intensity: N/S

Color: Greenish blue

Duration: (over)

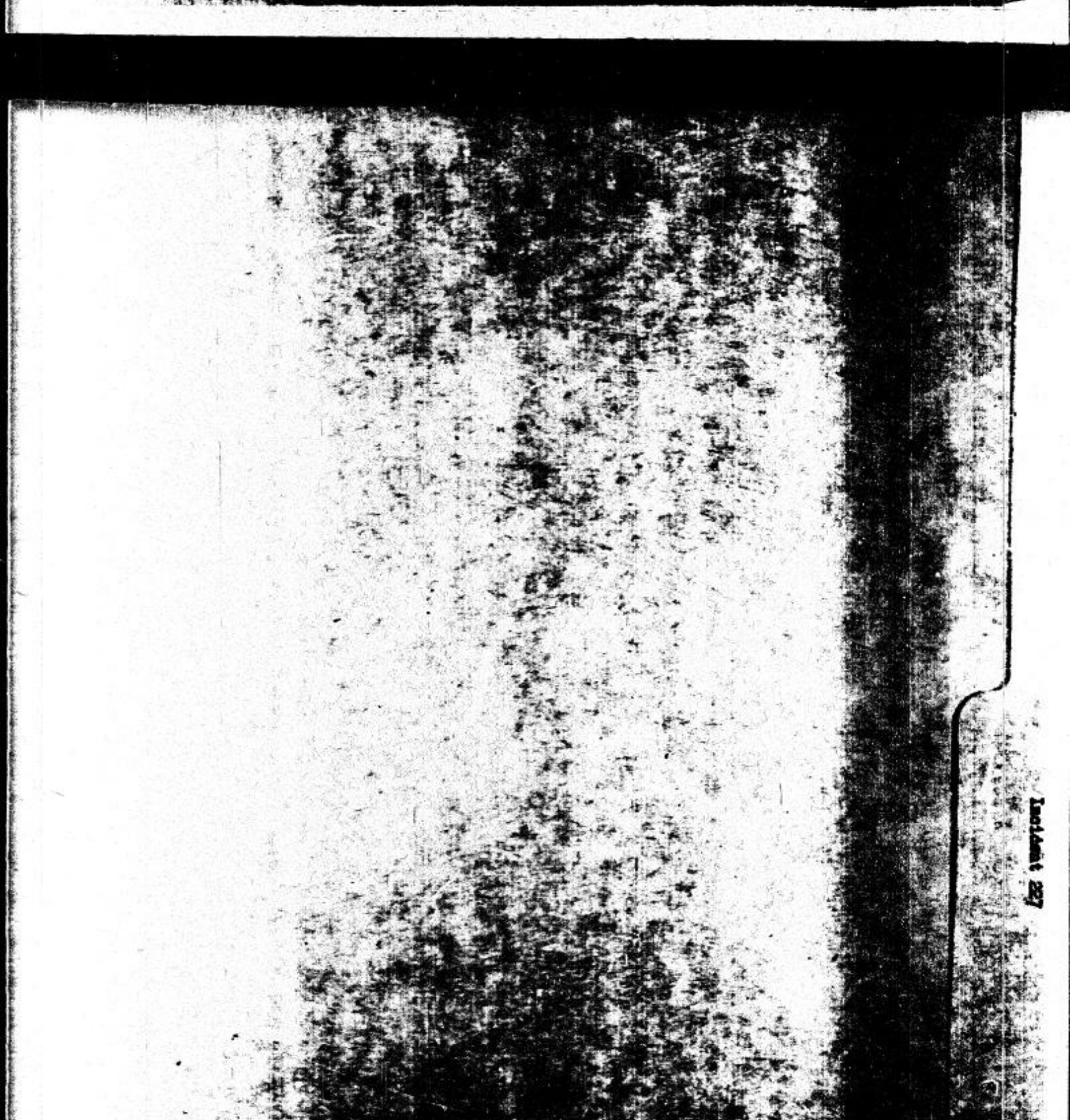
Remarks: (over)

Incident: 226

At approximately 2255 the evening of 1 December 1948, Mr Joseph H. Toulouse, A. E. C. Security, Sandia Base, observed a definite greenish flare in the sky almost directly overhead of Sandia Base. At the time he was driving west on 10th Street and had arrived at a stop sign at Main Street. The flare appeared in the upper right hand corner of the windshield slightly to the northwest.

It was approximately 1/3 the diameter of the moon and a slight arc emanated falling from east to west. The flaring tail appeared during the arc. The entire phenomenon lasted possibly two to three seconds after which it vanished.

See Incident # 226



Incident No. 227

Date and Time of Observation: 12 Dec 1948 Approx 9:00 1 m. 30 s
& 9:00 2 m. 30s.

Location: Near Bernal, New Mexico

Observer: ground - right front seat of car

Observer's Address: Dr La Paz, Director, Institute of Meteoritics,
University of New Mexico

Observer's Profession: Astronomer

Method of Observation: indirect vision

Number of Observers: 1

Apparent angular diameter: 3'

Color: very bright green

Shape: ball

Altitude: 8 to 10 miles altitude

Direction of Motion: N.E.

Speed: Either 8 to 12 miles or 3 to 6 miles per second
depending on the duration estimate used

Duration: 2.1 to 2.3 seconds

Path: Observed almost exact horizontal flight until a 1/10th second before
disappearance when a slight but definite curvature downward was noticed.

Sound: none noticed

Direction of Light: east to west - very low on the horizon

Appearance: "fireball"

Direction of Wind: N/S

Exact Trail: No trail noticed

Afterglow: Exploded into four smaller bright green fragments
which quickly disappeared

Weather: Clear

Remarks: See "Significant Differences Between the Fireballs
Observed in the Interval 5-13 Dec and Typical Meteors" by Dr La Paz.

Summary of Incident: (over)

(Signed and dated)

Dr La Paz's attention was directed to an area about 15° west of X-Cygni when by indirect vision he became aware of a very bright green ball (apparent angular diameter $5'$) to the right of the area in his center field of view which was moving from east to west very low on the horizon. Shouting "Look" to his companions (Maj C. L. Phillips, AF-CAP Liaison Officer, Kirtland Fld., Lt Allan Clark, Intel Officer, N. Mex. Wing CAP, and Inspectors Jeffers and McGuigan, AEC Security Service (Los Alamos, N. M.) who then timed duration of fireball which ranged from 2.1 seconds to 2.3 sec. The path of the green ball was almost exactly horizontal (altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Sirius (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed, the magnitude of the fireball rose slightly and it broke up into three or four smaller but still bright green fragments which disappeared almost instantly. Although Lt Clark stopped the car the moment the fireball disappeared and the occupants then stood outside the car and listened for meteoritic detonations or rumblings, nothing was heard. Two night guards at Los Alamos had also witnessed the phenomena simultaneously. The green fireball of December 12th, 9 h 2m plus or minus 30s appeared very near a point with the coordinates latitude $35^{\circ} 50'$ longitude $107^{\circ} 40'$ and disappeared near a point with the coordinates latitude $35^{\circ} 15'$, longitude $107^{\circ} 31'$, traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction. The velocity with respect to the earth works out at between 5 to 12 miles a second - depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Bernal and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of confirming azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with no evidence of green) were occasionally seen emanating from the Geminid radiant. This radiant was well above the horizon even at the time of the Starratt Peak incident. (near Bernal, N. M.) Consequently, the apparent paths of the meteors from the radiant appeared as

luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90° in value. In sharpest contrast, the path of the bright green fireball seen from near Starvation Peak was very nearly, if not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December. I am now convinced the various "green Flare" incidents reported to the O. S. I. are not meteoric in nature. See Incidents: 225, 226, 227, 223a, 224, 230

Significant Differences Between the Fireballs Observed in the Interval December 5-12 and Typical Meteors:

- a. The horizontal nature of the paths of most of the December fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.
- b. The very low height of the December fireball discussed in Section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.
- c. The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).
- d. In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.
- e. Genuine meteors normally show remarkable variations in brightness beginning as fine thin hair lines, which are scarcely visible to the observer and then brightening up to flash out near the end of their paths. In the case of the December fireballs, most of the observers have reported that the green balls appeared almost instantly at their full brightness.
- f. In the case of genuine meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach sectors show that there is a very pronounced tendency for the paths to come in from the north half of the sky.
- g. The three groups of anomalous greenish luminous phenomena show a curious association with well known meteor showers, although none

Incident: 227

of the e meteor showers normally produce extremely bright green fireballs such as those recently observed. For example, the observation mentioned by Mr Monnig (Incident 231) appeared near the maximum of the Quadrantid shower of early January. Mr McCullough's observation of August was near the time of the Persid shower (Incident 230) and the December observations (223, 223a, 224, 226, 227, all fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

h. As noted in an earlier communication the remarkably vivid green color reported for most of the December fireballs is rarely observed in the case of genuine meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the blowpipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5218 \text{ \AA}$.

i. The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a genuine meteorite fall (5 to 30 seconds or even longer).

j. None of the green fireballs seem to have a train of sparks or a dust cloud following. This contrasts sharply with the behavior noted in case of meteoric fireballs - particularly those that penetrate to the very low levels where the green fireball of December 12 was observed.

NOTE: Inquiry at Holloman AF Base, Alamogordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted.

See Incident 227

227 A.

12 Dec 1948

31 Jan 1949

Monte Vista, Colorado

ground

green

fireball

Object again had the appearance
of a bright green falling star

227A

Mr. Harold M. Wright, 115 Barfield Bldg.
Amarillo, Texas

N/S

In the interviewing agent, #1061 was an above-average
in intelligence. Agent did not believe the sightings
were figments of #1061's imagination.

Mr. #1061 was previously seen fireballs on 12
Oct 1948 (Incident 2237), and again on 5 Dec 1948 (Incident 223D) again
witnessed phenomenon on 12 Dec 1948 in the company of Mr. CHARLES HARRIS,
of the Valley Cooperative, Monte Vista, Colorado. Fireball was seen in
the vicinity of Monte Vista, Colorado and again had the appearance of a
bright green falling star. #1061 described the phenomena to the best of
his ability, but was unable to give concrete details regarding size, shape,
location, etc.

Incident 227

INCIDENT REPORT FORM

Incident No. 228

1. Date and Time of Observation:
2. Where sighted:
3. Observer's Position:
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Mr. C. A. Werner
1000 W. A. E. Preston Pa.
5. Organization and or duties:
6. Attention Attracted by:
7. Nature of Object(s) seen: Unidentified action Not received
8. Size of Object(s):
9. Shape of Object(s):
10. Color (Color of light):
11. Nature of light (light):
(i. e., beam of light?)
12. Altitude of object:
(Estimated)
13. Estimated Distance of Object from Observer:
14. Estimated Altitude of Object:
15. Direction of Object:
16. Direction of Flight of Object(s):
17. Direction of Flight of Object(s):
18. Direction of Flight of Object(s):
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(See attached page)

INCIDENT OBSERVATION

Incident No. 289A

1. Date and Time of Observation:
2. Where Sighted:
3. Observer's Position:
(i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: **XXXXXX** Mr. J. H. Ingram
Rt. 2, Carter Hill, New Brighton, Pa.
5. Occupation and/or Office:
6. Attention Attracted by:
7. Number of Object(s) Seen:
8. Size of Object(s):
9. Shape of Object(s):
10. Color (Sketch if Possible):
11. Nature of Illumination:
(Included beam of light?)
12. Altitude of Object:
(Estimated)
13. Estimated Distance of Object from Observer:
14. Estimated Direction of Object:
15. Time in Sight:
16. Duration:
17. Point of Entry (if applicable):
18. Direction of Flight of Object(s)
19. Apparent Construction:
20. Apparent Motion:
21. Exhaust Trail (Color of):
22. Nature of Disturbance:
23. Weather Conditions at Time of Sighting:
24. Alternative Notes:
25. Summary of Incident:
(See attached page)

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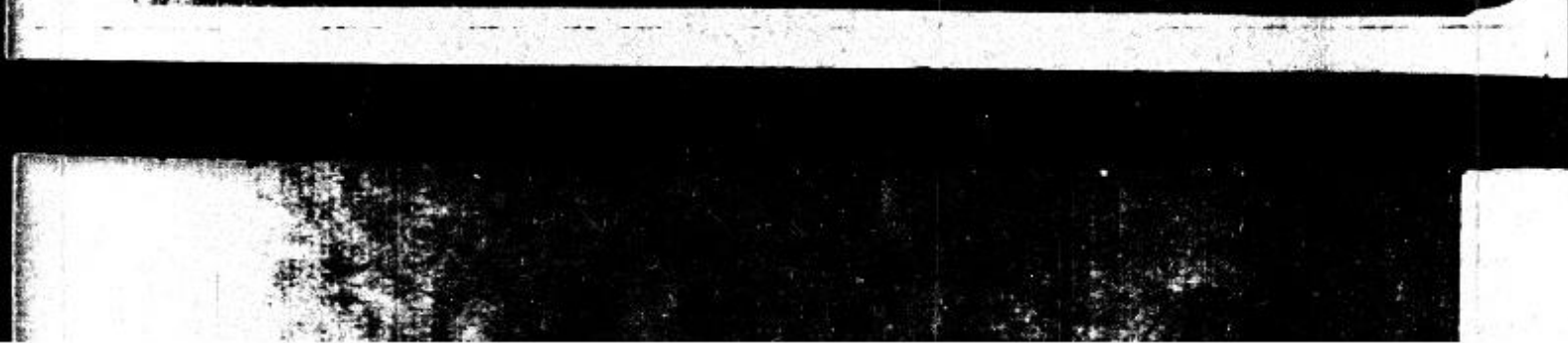
is incident.

irmed date a

Colonel,

Chief, Security and Intelligence Division

Colonel, Intelligence



INCIDENT REPORT

Incident No. 029

1. Date and Time of Observation: 13 Dec 47
2. Where sighted: South Bay, FL side
3. Observer's Position: Ground (with binoculars)
i. e., ground, air, control tower, etc.
4. Name and Address of Observer: n/s
5. Occupation and or address: n/s
6. Attention Attracted by: n/s
7. Number of Object(s) seen: n/s
8. Size of Object(s): n/s
9. Color of Object(s): Red Blue Yellow
10. Shape (circle if round): Like circle or disk of stars surrounding a
fading star.
11. Nature of Light: (direction of light)
12. Altitude of Object: (estimated)
13. Estimated Distance of Object from Observer:
14. Estimated Size of Object:
15. Time of Day:
16. Weather:
17. Sound made by Object(s):
18. Direction of Flight of Object(s):
19. Apparent Construction:
20. Effect on Clouds:
21. Exhaust Trail (color of):
22. Manner of Disappearance:
23. Weather Conditions at Time of Sighting:
24. Particularities noted:
25. Summary of Incident: Complete investigation not being carried out due to
(~~lack of interest~~) eagerness of report.

1. Date and Time of Observation: 1- Dec 1942
2. Where sighted: Riviera Beach, Florida
3. Observer's Position:
i. e., ground, air, water, etc. (Ground, Van Binnoculare)
4. Name and rank of Observer: J. S.
5. Organization and position: J. S.
6. Attention of other persons: J. S.
7. Number of specimens: J. S.
8. Size of specimen: 25 foot
9. Color of specimen: Silver with big white spot.
10. Shape of specimen: Like large fish.
11. Nature of specimen: In the water of the sea?
12. Altitude of specimen: J. S.
13. Direction of specimen: J. S.
14. Direction of specimen: J. S.
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(Specimen) Complete investigation not being made due to
carelessness of initial report.



Annual Christmas No. 1 Edited by Santa

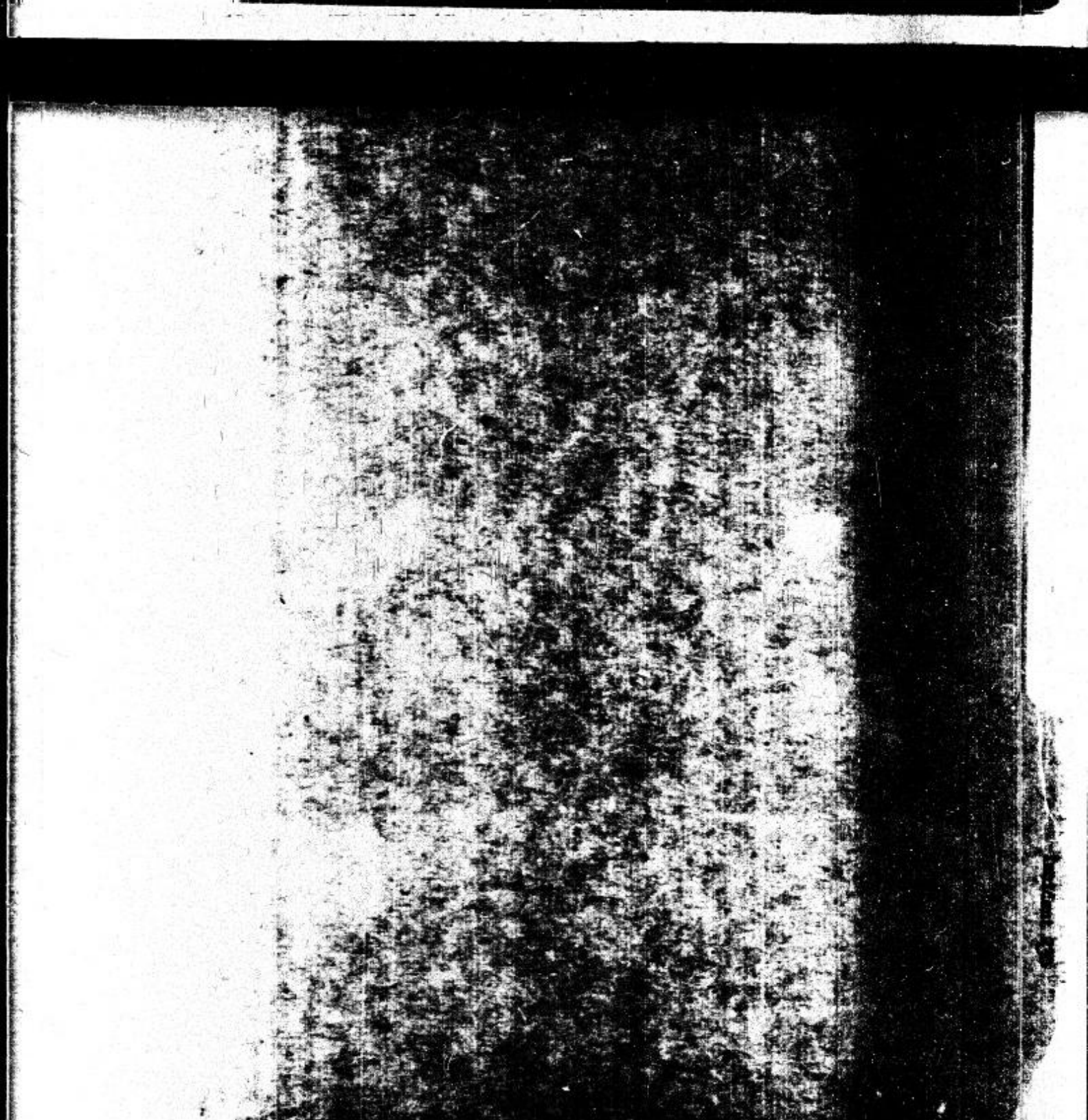
It's a Kite! It's a Blimp!—What Is It?
from The Denist
Odd Phenomenon Seen In Sky!

It was seen
by many
about

It was seen
by many
about

It was seen
by many
about

224



Incident No. 230

4 Aug 1948 - Between 2 & 3 A. M.

North Powder, Oregon - 2-1/2 miles north of

ground

J. E. McCullough, P. O. Box 2776, Boise, Idaho

N/S

N/S

1

N/S

high tensity of green possibly on light-green side

N/S - "fireball"

like meteor - had definite fluorescent glow
circumventing it

5,500 ft elevation above sea level

N/S

N/S

N/S

Performed a 5-1/2 mile trajectory and arched eastward in
a natural down grade. Arc equal to approximately 90°

N/S

northwest to southeast

"fireball"

N/S

Did not have much of a meteor type tail -
but did have a definite fluorescent glow circumventing it.
"After reaching the 'nth' degree of the arc, it
extinguished itself"

N/S

Green glow

(over)

(See attached page)

Incident: 230

"On August 4th, while traveling south on U. S. Highway No. 30, approximately two and one-half miles north of North Powder, Oregon, - somewhere between 2 & 3 A. M. - I was amazed to see in the heavens directly south of me, a fireball. This object appeared to come out of nowhere, but when first observed, was traveling in a horizontal line on an angle presumed to be northwest to southeast at an elevation above sea level of 5500' (absolute direction and elevation argumentative). It appeared to me - for a descriptive purpose - as having been ejected from a huge Roman candle, and this candle, by whatever power held, was on a horizontal plane with the earth. As the object in its trajectory, approximately five and one-half miles, became spent, it arched earthily in a natural down grade. As I recall it, this arc was equal to approximately 90 degrees. Immediately after reaching this 'into' degree of the arc, it distinguished itself. I do not recall that there was much of a meteor type tail, but the object did have a definite fire - went glow circumventing itself. As to the color, I can best describe it by referring your observation after dark to a light green - neon sign of green - neon signs on the light green side."

see Incident 223 for further details



Incident No. 231

1. Date and Time of Observation: 1 Jan 48 1:25 A. M. & 1:30 A. M.
2. Place of Observation: Abilene, Texas
3. Nature of Object: ground
4. Name of Observer: Mr. A. Schroeder, 1109 Highland Ave
Abilene, Texas
5. Direction of Observation: N/S
6. Direction of Light: glow on the horizon - due west of Abilene, Texas
(direction of White Sands Proving Grounds)
7. Color of Object: 1
8. Color of Light: N/S
9. Shape of Object: Bright blue green
10. Shape of Light: Like bell with a fan-shaped glow surrounding
11. Duration of Light: Like flare
12. Altitude of Object: N/S - observed on the horizon
13. Duration of Light: N/S - could not be estimated
14. Direction of Light: No apparent speed
15. Duration of Light: 2 seconds
16. Direction of Light: - remained stationary
17. Direction of Light: No sound
18. Direction of Light: No flight perceived
19. Direction of Light: flare-like
20. Direction of Light: Clear sky
21. Direction of Light: Fan-shaped glow seemed to surround object
22. Direction of Light: N/S
23. Direction of Light: Clear sky
24. Direction of Light: See
25. Summary of Incident: (over)
(See attached page)

Incident: 231

Information regarding this sighting taken from a letter of Oscar Monnig addressed to Mr A. Schroeder of Abilene, Texas, in regard to Mr Schroeder's query regarding a phenomena he witnessed the night of 1 Jan 48 at approximately 1:25 A. M. and again at 1:30 A. M.

Object was described as a fan-shaped glow which originated from a large bell on the horizon and which extended to the meridian due west of Abilene, Texas, in a perfectly clear sky. Phenomena was of 2 seconds duration. Five minutes later it was seen again for the same length of time. No sound was heard.

Mr Monnig thought the phenomena could possibly be attributed to:

- (1) Disturbance of an electrical system such as transformers blowing out, or
- (2) Experiments at White Sands Proving Grounds which are due west of Abilene.

NOTE: Inquiry at Holloman AF Base, Alamogordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted. See Incidents

See Incident # 223 in file

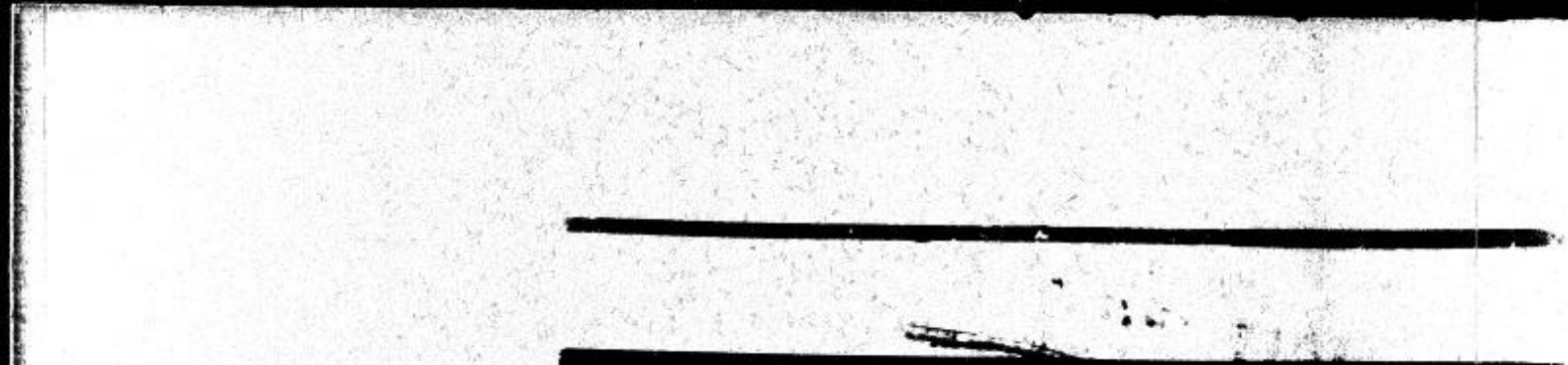


RECORD-117 UNCLASSIFIED FILE NO. 117

Incident #

32

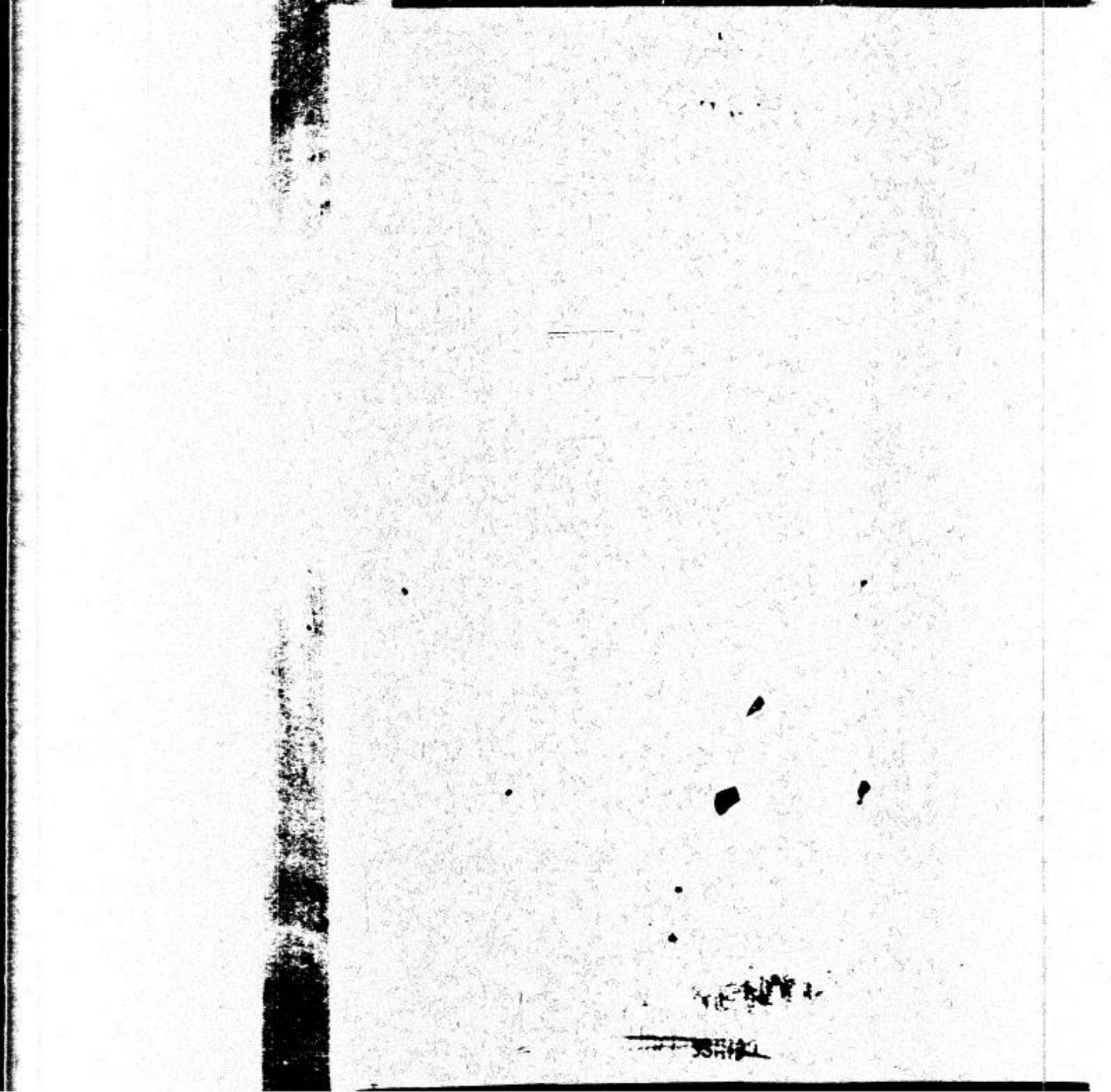
1. Date of Incident 14 Nov 1943
2. Time of Incident 1518 Hours
3. Place of observation Dearest A.J. (H) (See 117C) (House)
4. Name of observer Marie S. Green,
5. Organization of observer Halseville
6. Name of observer County Rd., Dearest A.J.
7. Name of the object road 1
8. Direction of observation toward
9. Time in light 1 min.
10. Altitude of object 1000 ft.
11. Color
12. Direction of flight North or South
13. Flares
14. Smoke
15. Sound
16. Heat
17. Color Aluminum : Silvery with dark red streaks in.
18. Shape Ball like
19. Character of
20. Material construction metallic
21. Estimated size
22. Weather conditions
23. Direction clouds
24. Nature of background
25. Nature of light source
26. Remarks: No further investigation was made in this office due to fact only one person witnessed phenomenon.

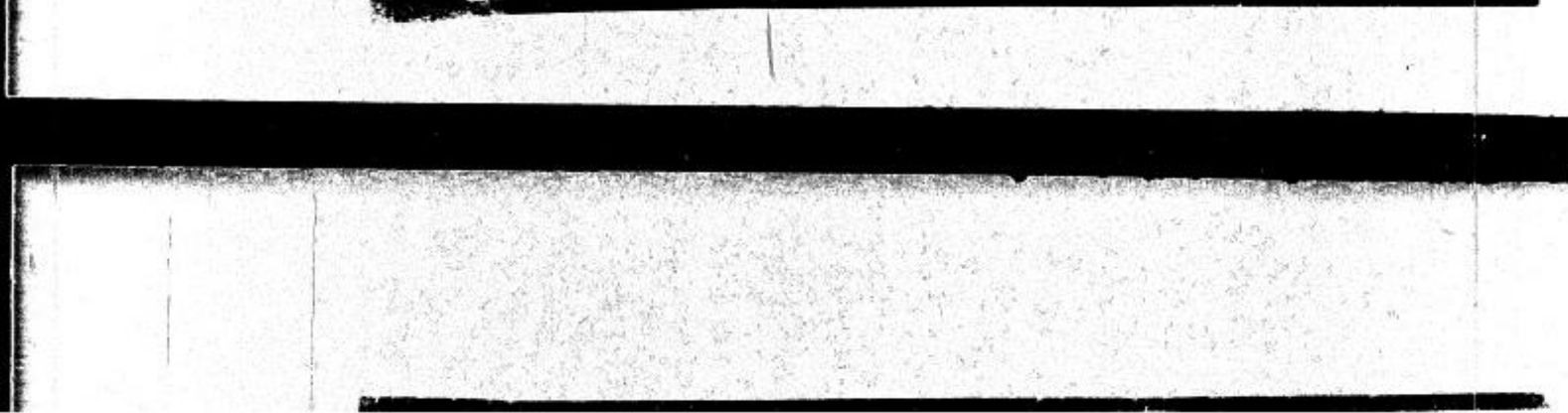


A.F.

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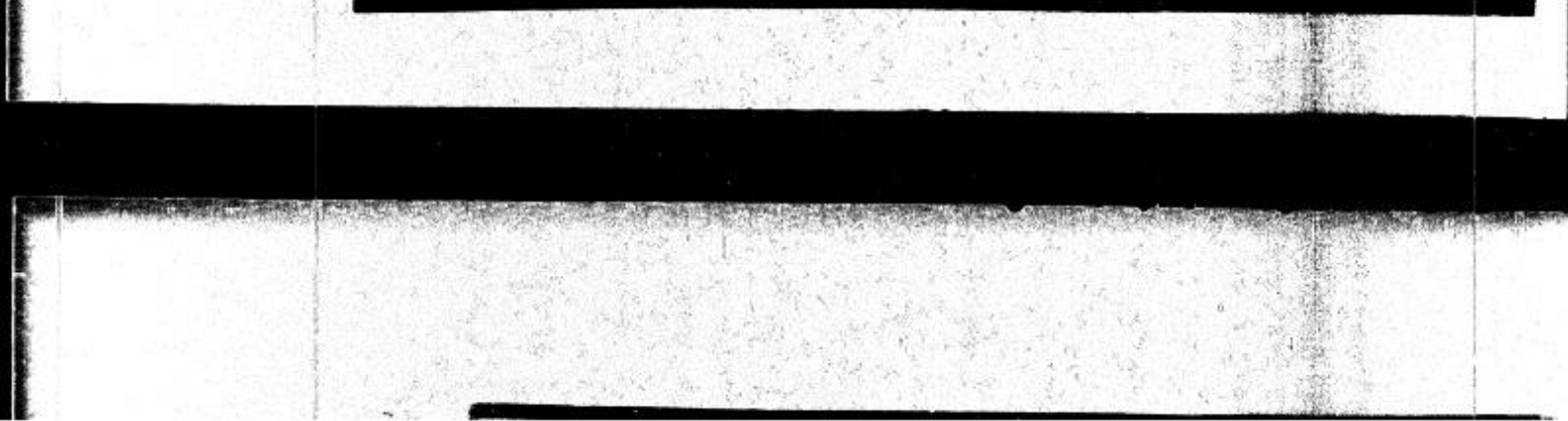
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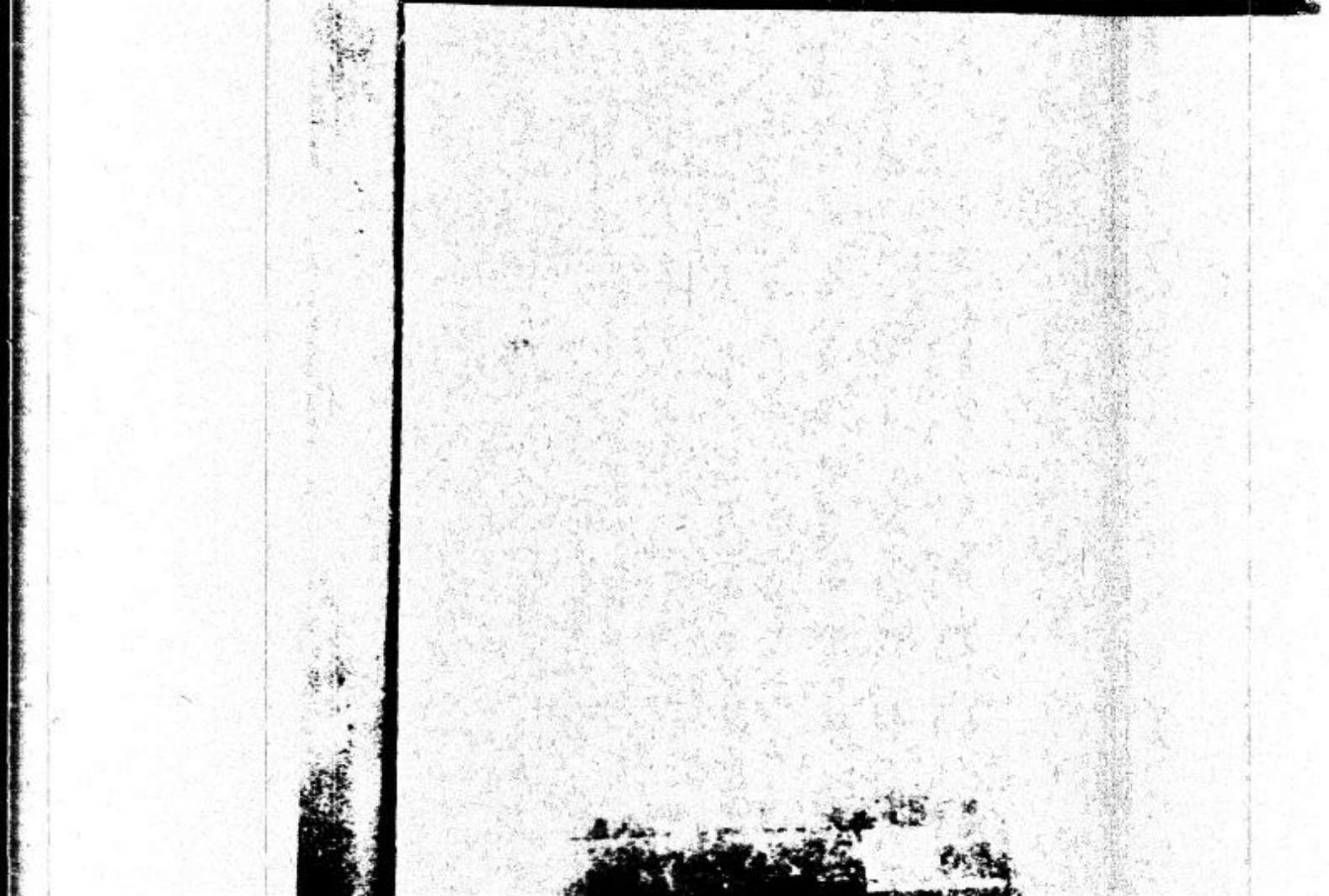




[REDACTED]

[REDACTED]

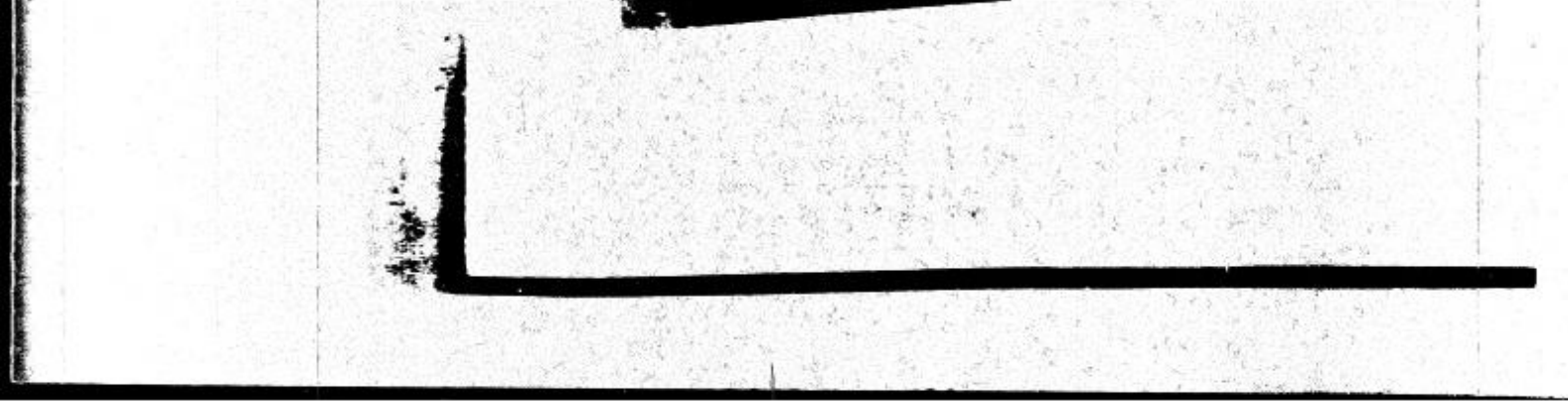


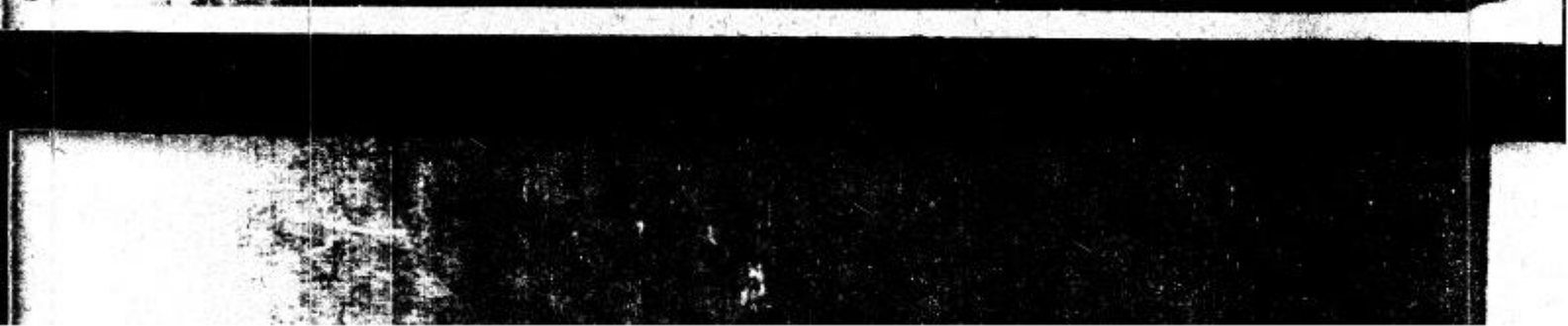




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INCIDENT REPORT

Incident No. **233**

1. Date and Time of Observation: **1 Jan 1949 1700**
2. Where Sighted: **2 miles east of Jackson, Mississippi**
3. Observer's Position: **from air at an altitude of about 1,500 ft (i. e., ground, air, control tower, etc.)**
4. Name and Address of Observer: **Mr & Mrs Tom Bush, 402 Mitchell Ave., Jackson, Mississippi**
5. Occupation and/or hobbies: **Pilot employed by Dixie Air Service at Jackson, Mississippi. Mr AAF pilot**
6. Attention Attracted by: **something fly/in front of them**
7. Number of Object(s) Seen: **1**
8. Size of Object(s): **60 ft long, 10 feet wide tapering to 4 ft**
9. Color of Object(s): **Dark blue or black**
10. Shape (Sketch if Possible): **cigar-shaped - not unlike sleeve target. (1st report mentioned short stubby wings)**
11. Nature of Luminescence: **N/S**
(Directed beam of light?)
12. Altitude of Object(s): **1500 to 1600 feet, then a gradual climb**
(estimated)
13. Estimated Distance of Object from Observer: **Crossed path of plane at 500 feet; after turn it was as close as 1,200 feet from them**
14. Estimated Speed of Object(s): **Approx 200 MPH when first sighted, then accelerating to approximately 400 to 500 MPH**
15. Time in Sight: **10 to 12 seconds**
16. Tactics: **Made 50° turn and increased speed as it headed southwest**
17. Sound Made by Object(s): **Similar to helicopter (1st report) roar (2d report)**
18. Direction of Flight of Object(s): **West then southwest**
19. Apparent Construction: **Similar to tow target**
20. Effect on Clouds: **N/S**
21. Exhaust Trail Color (if): **none visible**
22. Manner of Disappearance: **gradual climb toward southwest & disappeared**
23. Weather Conditions at Time of Sighting: **Weather clear to southwest**
24. Peculiarities Noted: **As object made turn object appeared to have no wings.**
25. Summary of Incident: **(over)**
(See attached page)

Incident: 233

Mr Tom Rush, a pilot with Dixie Air Service, Jackson, Mississippi, and his wife (private pilot), sighted an unidentified aerial object 2 miles east of Jackson, Mississippi, at 1700 G, 1 Jan 49 while waiting in for a landing at the Dixie Airport. Object was first described as being cigar-shaped with short stubby wings resembling a rocket. (Second report states there were no wings) Mr Rush specifically stated in a signed letter "as the object made its turn, it was then that I noticed the object didn't have wings." Object was first thought to be a tow target about 60 feet long and about 10 feet in diameter at one end and about 4 ft at the trailing end. The tail even fluttered like a target but there was nothing towing it and the object moved at greater speed than tow targets. When the object crossed in front of the plane Rush estimated the speed to be about 200 MPH and stated that the object crossed less than 100 feet in front of them. After the turn, the object was within 1,000 feet of the plane. Mr Rush attempted to point out the object to the other pilot but the pilot did not understand and apparently did not see the object. As the object turned to the southwest it accelerated its speed and flew out of sight. Object seen for some 10 to 12 seconds. Color was dark blue or black. Speed at first sighting - 200 miles per hour, later thought to have accelerated to between 400 to 600 mph.

Object was sighted by the above persons who were passengers in a Cessna civilian aircraft. No photographs were taken since a camera was not available. The Cessna was flying at about 1,800 feet. Investigation of flight schedules of adjacent airfields could throw no light on the incident.

CONFIDENTIAL

5D 21-4
(10 Jan 1949)

1st Inf

5D-021/227/rj

5th District (1), Wright-Patterson AFB, Dayton, Ohio, 26 January 1949

1. Major General, Air Materiel Command, Wright-Patterson Air
Force Base, Dayton, Ohio. Attn: Maj. C. L. Smith

referred as a matter pertaining to your office.

1 Incl
and cy 1/1

John F. Fawcett
Major General
Colonel, USAF
District Commander

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO:

9th OSI District
Barksdale AFB, La.
15 January 1954

SPEC. _____
IND. _____
GEN. _____
CLSY _____
FIL _____

See results
transmitted
in
letterhead
copy file.

are forwarded

Edward L. ...

| | |
|----------------------|------|
| AIR FORCE
GENERAL | |
| 24 JAN 1954 | |
| ROUTED TO | FILE |

CONFIDENTIAL

438

10:50 AM

[illegible]

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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• 2020 •
• 2021 •

10-10-68

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EXHIBIT C

EXHIBIT D

On January 10, 1936 the following airplane operations are indicated to
have taken place in the vicinity of Jackson, Miss. vicinity
of the area in question.

The following operations are indicated:

1. At 10:00 in the vicinity of Jackson, Miss. stream bed 1730 S.
The following operations:

Flight 1730 from Santa, Cal. to Dallas, Tex., approach Jackson, Miss. 1731

with flight in the vicinity between 1730 and 1731

Operations, 1730-1731, Jackson, Miss.

Flight 1731 from Santa, Cal. to Dallas, Tex., approach Jackson, Miss. 1732

Flight 1732

Flight 1732 from Santa, Cal. to Dallas, Tex., approach Jackson, Miss.

Flight 1732

EXHIBIT D

EXHIBIT IV

On 4 January 1949 the following airplane operations were contacted to determine the possibility of any flights within the Jackson, Miss. vicinity during the time in question.

Chicago and Southern Airlines Operations:

Collected in the vicinity of Jackson, Miss. between 1630 C and 1730 C.

7-20-68 - 4-16-69

Flight 399 from Atlanta, Ga. to Dallas, Tex., arrived Jackson, Miss 1731

-1- Alert in this vicinity between 1830 G and 1930 G.

*See Operations, 2588th AFHQ, Hawkins Field, Jackson, Miss.

MS-R-57-2-7-McMillens--From Meridian, Miss. started 1-29-68, to Jackson, Miss.

11-2-1110

NG-1457-6- ; crown--From Meridian, Miss. Collected 1912-5 also Jackson, Miss.

ATTN: 175-C

100 West 1 Avenue
Jackson, Mississippi
August 19, 1960

Reported by Original WFO
Investigation of WFO
FBI, New Orleans

Subject: KING, Martin Luther

Continued

On August 18, 1960, at approximately 10:00 a.m., I was driving south on I-10, near the intersection of I-10 and I-55, when I observed a white sedan, license plate number 1A-1000, which was being driven by a white male, who was driving at a speed of approximately 60 miles per hour. The sedan was being driven in the left lane of traffic, and it was being driven in a manner which was unusual for a sedan of that type.

At the time I observed the sedan, it was being driven in the left lane of traffic, and it was being driven in a manner which was unusual for a sedan of that type. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet.

I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet.

The sedan was being driven in the left lane of traffic, and it was being driven in a manner which was unusual for a sedan of that type. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet.

As the sedan turned right, it was being driven in a manner which was unusual for a sedan of that type. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet. I observed the sedan for a period of approximately 10 seconds, and I observed it from a distance of approximately 100 feet. I observed the sedan from the left side of the road, and I observed it from a distance of approximately 100 feet.

Exhibit E

It is a very old and well known fact that the
people of the world have been for many years
suffering from a lack of knowledge of the
true nature of the human mind and its
capabilities. It is a fact that the human
mind is capable of much more than we
are willing to believe.

There are many people who are willing to
believe that the human mind is capable of
much more than we are willing to believe.
They are willing to believe that the human
mind is capable of much more than we are
willing to believe.

It is a fact that the human mind is
capable of much more than we are willing to
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mind is capable of much more than we are
willing to believe.

WEATHER DETACHMENT 26-41
26th Weather Squadron
Hickam Field
Jackson, Miss.

BMQ/lrt

5 January 1949

SUBJ: CT Reporting of Information on Flying Discs

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

1. In compliance with Group letter 205-3, dated 22 September 1948, the following information is submitted.

- a. (1) Object was sighted two (2) miles East of Jackson, Mississippi at 1700G, 1 January 1949.
- b. Weather at the time: See inclosure number one (1).
- c. Names, occupations, and addresses:
Thomas A. Rush
Airport Manager, Dixie Airport
402 Mitchell Ave.
Jackson, Mississippi

Mrs. Thomas A. Rush
402 Mitchell Ave.
Jackson, Mississippi

Mrs. T. A. Deolittle
Housewife
3777 Kings Hwy
Jackson, Mississippi
- d. Photographs of object: None
- e. Sketches of objects: See inclosure number two (2).
- f. Object sighted:
 1. Number: One (1).
 2. Shape: Cigar like. Not unlike sleeve target.
 3. Size: Approximately 60 feet long and 10 feet diameter at the front tapering to the rear.
 4. Color: Dark blue or black

Cont'd SUBJ: Report of Information on Flying Discs

5. Speed: Approximately 200 MPH when first sighted, then accelerated to approximately 400 to 500 MPH.

6. Heading: West, turning to South to Southwest.

7. Maneuverability: Not noticed.

8. Altitude: 1500 to 1600 feet, then gradual climb.

9. Sound: None.

10. Exhaust trail: None.

g. General remarks: The persons who sighted the above described object were enroute from Gulfport, Miss. to Jackson, Miss. in a private aircraft and were making an approach for a landing at the Dixie Airport when the object was first sighted. After landing, Mr. Smith called the control tower at Hawkins Field to find out if the object had landed there and if so to find out its identity. The control tower reported the incident to Base Headquarters.

- 1. Weather Report
- 2. Sketch of Object

BENJAMIN L. JONES
Captain USAF
Commanding

DISTRIB:

cc Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Director of Intelligence

cc Commanding General
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.

2cc Commanding Officer
2059th Air Weather Wing
Tinker Air Force Base
Oklahoma City, Oklahoma

cc Commanding Officer
2104th Air Weather Group
Robins Air Force Base
Robins Field, Georgia

cc Commanding Officer
26th Weather Squadron
Brockley Air Force Base
Mobile, Alabama

RE

JACKSON WEATHER

16300 JACKSON WEATHER
E180-00 15. 173/53/35.27/003/E350-0

17300 JACKSON WEATHER
H160 15. 169/52/29.1/002/B140VC

WINDS ALOFT

| | | |
|------------|-------------|----------|
| 2000 FEET | 200 DEGREES | 10 KNOTS |
| 4000 FEET | 270 DEGREES | 10 KNOTS |
| 6000 FEET | 270 DEGREES | 15 KNOTS |
| 8000 FEET | 275 DEGREES | 20 KNOTS |
| 10000 FEET | 270 DEGREES | 15 KNOTS |
| 12000 FEET | 270 DEGREES | 20 KNOTS |
| 14000 FEET | 270 DEGREES | 20 KNOTS |
| 16000 FEET | 270 DEGREES | 20 KNOTS |
| 20000 FEET | 275 DEGREES | 35 KNOTS |

HEADQUARTERS
20th AIR FORCE BASE
HAWKINS FIELD
JACKSON, MISSISSIPPI

JABM/wrk

0.01-1

January 1949

Report of Information of Victim

Commanding General
20th Air Force Base
Hawkins Field
Jackson, Mississippi

1046.
SUN

1046.

1046.

Name, Charles E. ...

Rank, ...

Unit, ...

Address, ...

Phone, ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

Home, ...

3772 ...

Jackson, Mississippi

Sketches of ...

Sketches of ... two (2).

Sketch of ...

(a) ...

(b) Shape: ... target.

(c) Size: Approximately 50 feet long and 10 feet diameter at the front tapering to the rear.

(d) Color: Dark blue or black.

JACKSON WEATHER

16300

180-00.50 173/53/35 P/003/E150-0

17300

160415 169/50/2211/02/DEBOVC

WINDS ALOFT

| | | |
|------------|-------------|----------|
| 2000 FEET | 200 DEGREES | 10 KNOTS |
| 4000 FEET | 270 DEGREES | 10 KNOTS |
| 6000 FEET | 270 DEGREES | 15 KNOTS |
| 8000 FEET | 275 DEGREES | 20 KNOTS |
| 10000 FEET | 270 DEGREES | 15 KNOTS |
| 12000 FEET | 270 DEGREES | 20 KNOTS |
| 14000 FEET | 270 DEGREES | 20 KNOTS |
| 16000 FEET | 270 DEGREES | 20 KNOTS |
| 20000 FEET | 275 DEGREES | 55 KNOTS |

233

230

| | | | |
|---|--|---|-------------------------|
| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | | FILE NO.
9D 32-3 | DATE
18 January 1949 |
| TITLE

"BOMB" SIGN
INCIDENT FILED WHEN REPORTED AT
JACKSON, MISSISSIPPI, BY R. THOMAS
A. BUSH | | REPORT MADE BY
Bernard A. Price | |
| | | REPORT MADE AT
Jackson AFB Detachment, DO # 9 | |
| | | PERIOD
1 January 1949 - 6 January 1949 | |
| | | PLACE OF ORIGIN
D. # 9, Barksdale AFB, Louisiana | |
| | | STATUS
Closed | |
| CHARACTER
Subversive Activity | | | |
| REFERENCE
Request for investigation from the Commanding Officer, Jackson AFB, Mississippi | | | |
| SUMMARY
<p>This investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi.</p> <p>Investigation in Jackson, Mississippi, and vicinity revealed that a Mr. THOMAS A. BUSH, civilian, did, between the hours of 1630 and 1730 on the date of 1 January 1949, sight a strange object flying over Jackson, Mississippi, which Mr. BUSH was unable to identify but described as traveling at a rate of speed estimated at two hundred miles per hour when first sighted and upon this object's departure, it traveled at an estimated rate of speed from four hundred to five hundred miles per hour. BUSH further reported this object to be somewhat similar to a cigar in shape and approximately sixty feet to seventy feet in length.</p> <p>Investigation further revealed that Mr. BUSH is a reliable man and one who is not inclined to create objects of this type by his imagination.</p> | | | |
| DISTRIBUTION
5th OSI District
(Action Copies) - 4
H. OSI - 2
DO, Jackson AFB - 1
4th OSI District - 2 | | ACTION COPY FORWARDED TO
District Commander
5th OSI District (IO)
Wright-Patterson AFB
Dayton, Ohio | |
| | | APPROVED

<i>Edward R. Ford</i>
EDWARD R. FORD
Major, USAF
DISTRICT COMMANDER | |

CONFIDENTIAL

DETAILS:

4. This investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi, upon receipt of a NM from the Commanding General, Wright-Patterson Air Force Base, Ohio, requesting that a detailed report be obtained reference the unidentified aerial phenomena stated by Mr. THOMAS A. RUSH, 402 Mitchell Avenue, Jackson, Mississippi.

5. On 11/11/49, Mr. THOMAS A. RUSH, civilian, was interviewed and stated that on 11/11/49, at approximately 1300 hours, on the date of 11/11/49, while he was with his wife, Mrs. R. A. RUSH, and Mr. R. A. RUSH, were flying from Gulfport to North Jackson Air Park in a Cessna Aircraft, at a speed of approximately one hundred miles per hour, at an altitude of seventeen hundred feet, traveling westward, two miles east of Jackson, Mississippi, one half mile north of the Pearl River Swamp, and west of Anna Glass Bottling Company.

At 1300 hours, the object was observed at a bearing of 320° 20' North, 10° 10' East, (see attached map, Exhibit A). There was only one object. This object was about five hundred feet directly in front of RUSH's plane at the time it was seen. This object was about 100 feet below the horizon and gradually came above the horizon as the object went around, at an altitude of approximately sixteen hundred feet to seventeen hundred feet. RUSH further stated that he had an opportunity to view this object approximately ten to twelve seconds. RUSH further described the object as being either dark or black. RUSH drew a diagram of the object rather than describing its shape in words. For the shape of the object, see Exhibit "B". RUSH further stated this object appeared to be of solid construction. As to size, RUSH described this object as being sixty feet to seventy feet long, eight feet to ten feet in diameter, the front end tapering to two feet to three feet at the rear. RUSH further described the object as resembling a large sleeve target, the front opening much larger than the opening of a sixty foot sleeve target. RUSH described the object's direction of flight as being west toward Jackson, Mississippi, at a 50° to 60° turn toward the southwest. RUSH described the object's maneuvers as being horizontal, then turned, gradual ascent, picked up a tremendous speed, seemingly a very slow fluttering as it departed. As for evidence of exhaust, effect on clouds, lights, sound, propulsion, there was no evidence of any kind. RUSH stated that when first stated, this object was traveling at what he considered approximately two hundred miles per hour, but as it turned and departed, its speed appeared faster than jets, making four hundred to five hundred miles per hour. As to sound, RUSH did not notice any particular sound; however, RUSH's wife and the pilot's wife claim to have heard a seemingly humming sound as the object left the vicinity, and RUSH further added that this object just faded from view.

6. Information relative to the observer is as follows:

Name: THOMAS A. RUSH
Address: 402 Mitchell Avenue, Jackson, Mississippi
Occupation: Airport Manager

- 2 -

CONFIDENTIAL

Place of Business: North Jackson Air Park

He is: Pilot. RUSH is not considered an amateur pilot. RUSH considers himself well qualified to determine type, size, color, and distance of most objects, and particularly aircraft.

Informant claims RUSH is about 20 - 25. As to reliability of RUSH, he was given good recommendations by all who knew him. A check of law enforcement agencies was made concerning RUSH, with negative results. RUSH is his own employer, as he is the owner and operator of the Jackson Air Park. RUSH's opinions, in general, are considered excellent, and his attention was drawn to the subject by the actual sighting of it.

1. Other witnesses to this phenomenon were Y. B. R. and a Mrs. T. J. R. of 1077 Myers Highway, Jackson, Mississippi, housewife. According to informant, Mrs. R. is a reliable person.

2. Col. J. A. R. at the time of this interview, was accompanied by Lt. Colonel RICHARD L. RICHARD, Deputy Base Commander, Jackson Air Park, Jackson, Mississippi. Lt. Colonel RICHARD and the Lt. Colonel RICHARD during the interview considered RUSH to be a reliable and of better average intelligence, and a person of an excellent character. Mr. RICHARD is a former USAF Pilot.

3. There are no other witnesses in this area. The following weather report was received from the Jackson, Mississippi, office at the time this was received.

4. A check with the Airport Va. agents of the United States Air Lines and the Jackson Southern Airlines and with the Base Operations failed to reveal any flights in the vicinity of the time of the sighting, other than is shown. See Exhibit "C". It is unknown whether there were any test flights of the United States Air Force sent aloft in this area on this date.

5. See Exhibit "D" for report of information concerning this object from THOMAS A. R. There were no fragments or physical evidence available, nor was there any radio antenna to be observed, nor were there any other projections or extensions that might possibly be constructed as such.

In closure:

FOR DISTRICT OFFICE # 5, WRIGHT-PATTERSON AFB, OHIO:

- One copy of map showing line of flight of unidentified object, Exhibit "A".
- One copy of sketch of object seen by Mr. RUSH, Exhibit "B".
- One copy of weather report, Exhibit "C".
- One copy of Airplane operations in the vicinity of Jackson, Miss., Exhibit "D".
- One copy of letter to XI, Wright-Patterson AFB, Ohio, from Mr. RUSH, Exhibit "E".

- Closed -

- 3 -

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

There were 1,800 assumed and the leg

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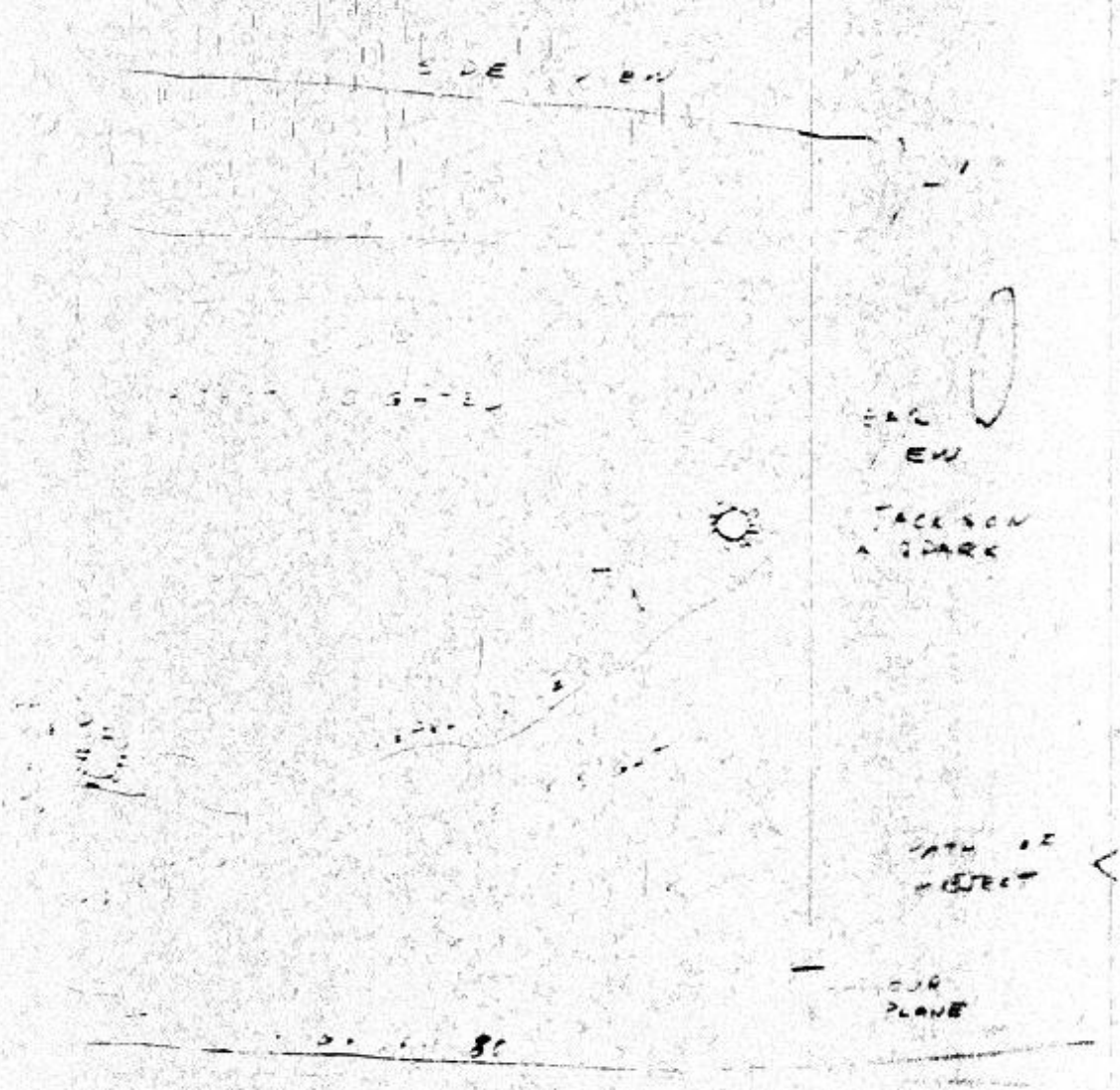
23'

... I thought the object was a large low
... feet ... 1.5 meter
... The
... nothing
... speed ...

... called
... died
... nothing
... ..

... pilot
... ..

... lighted.
... ..



MAXWELL FLIGHT SERVICE CENTER

MAXWELL AIR FORCE BASE

MONTGOMERY, ALABAMA

SUBJECT: Unidentified Flying Objects

2 January 1949

TO: Commanding General, Air Materiel Command
Wright-Patterson AF Base, Ohio
ATTN: MFLAEX-3

1. Reference letter, Headquarters USAF, subject: "Reporting of Information on 'Flying Discs.'" dated 6 February 1948 and Flight Service Regulation 200-4, dated 2 November, subject: "Unidentified Flying Objects," the following information is submitted:

- a. Location and time of sighting: Two (2) miles east of Jackson, Mississippi at 1700G, 1 January 1949.
- b. Weather at time: The 1630G weather sequence from Jackson, estimated 18,000 feet, broken clouds, visibility 15, temperature 53, dew point 35, surface wind south-southeast at 7 mph, altimeter setting 3003, remarks, estimated 55,000 feet thin broken.

The 1730G weather for Jackson was ceiling measured 15,000 feet, overcast, visibility fifteen(15) miles, temperature 52, dew point 29, wind south at one (1) mph, remarks, breaks in the overcast.

- c. Names, Occupations and addresses of witnesses:

Mr. Tom Rush, 402 Mitchell Avenue, Jackson, Mississippi
Employed by Dixie Air Service at Jackson, Mississippi as a pilot. He is an ex-AAF pilot. Telephone Jackson-Mississippi 5-1064.

Mrs. Willette Rush, 402 Mitchell Avenue, Jackson, Mississippi,
wife of the above, housewife and private pilot.

- d. Photographs, if available: None available.

- e. Sketches of objects configuration: To be forwarded.

Ltr fr Maxwell Flight Service Center, Maxwell AF Base, AL dtd 2 Jan 49
Subj: Unidentified Flying Objects

f. Object Sighted, description:

- (1) Number: One.
- (2) Shape: Cigar-shaped, with short stubby wings, resembling a rocket, also reported later as resembling a glider type target.
- (3) Size: Estimated sixty (60) feet long.
- (4) Color: Dark Blue or black.
- (5) Speed: Initially estimated as 200 mph, then increasing to 5-600 mph.
- (6) Heading: West when first sighted, then southeast when last sighted.
- (7) Maneuverability: Apparently very maneuverable.
- (8) Altitude: 1500 feet.
- (9) Sound: Similar to a helicopter.
- (10) Exhaust trail: None visible.

g. General remarks:

- (1) When the object was first sighted and reported to Flight Service at Maxwell AF Base at 17350 by the Jackson Operations Office, an attempt was made to investigate the object by calling all military airfields in the area from which a jet or rocket flight may have originated, or at which the object may have been sighted.
- (2) The following stations were contacted:
 - (a) Eglin AF Base, Florida
 - (b) Pensacola NAS and Chevalier Field NAS, Florida
 - (c) Whiting NAS, Florida
 - (d) New Orleans NAS, Louisiana
 - (e) Memphis NAS, Tennessee
 - (f) New Orleans Air Route Traffic Control Center was also contacted.

Ltr fr Maxwell Flight Service Center, Maxwell AF Base, Ala dtd 2 Jan 49
Subj: Unidentified Flying Objects

(3) No information was available at any of these stations.

2. The object was sighted by the witnesses from a Stinson civilian aircraft, and no photographs were taken because no camera was available. At the time of sighting, the Stinson was 3 or 4 miles east of Jackson, Mississippi on the east leg of the Jackson radio range at approximately 1200 feet altitude.

3. At 1400 on 1 January, 1949, New Orleans Air Route Traffic Control Center reported to Maxwell Flight Service Center that the Associated Press had advised them that the above mentioned object had been sighted 40 miles south of Jackson, Mississippi. This second report was evidently the same as the above because the reporting pilot was the same, i.e., Mr. Tom Rush. Maxwell Flight Service contacted Mr. Rush, who is preparing sketches of the object as reported. He also advised that he saw the object only once.

1. COMMANDER, OFFICE

Copies furnished:

Chief of Staff, S.F.
Washington 25, D. C.
ATTN: Director of Intelligence

MAJOR G. B. BISHOP
1st Lt., S.F.
Adjutant

Commander, Military Air Transport Service
Washington 25, D. C.
ATTN: Chief, Intelligence Division

Commanding Officer, Flight Services
Washington 25, D. C.
ATTN: A-2

[Handwritten signature]

F A

ACT 103 INFO

-1 8 :1

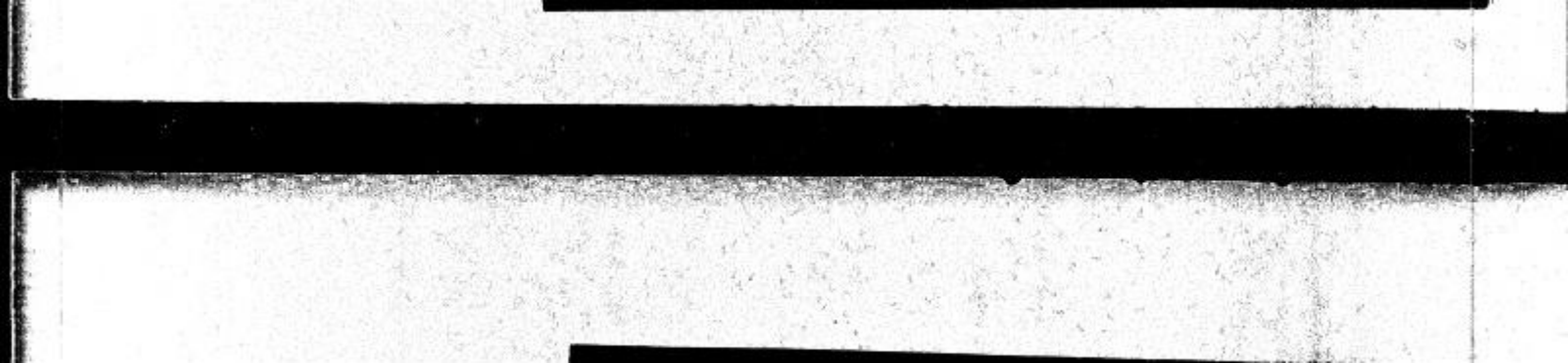
[illegible][illegible]

1. The first aircraft reported 2 mi east of Jackson, Miss.
2. The second aircraft, a C-47, reported 4 mi east of Jackson.
3. The third aircraft, a C-47, reported 4 mi east of Jackson.
4. The fourth aircraft, a C-47, reported 4 mi east of Jackson.
5. The fifth aircraft, a C-47, reported 4 mi east of Jackson.
6. The sixth aircraft, a C-47, reported 4 mi east of Jackson.
7. The seventh aircraft, a C-47, reported 4 mi east of Jackson.
8. The eighth aircraft, a C-47, reported 4 mi east of Jackson.
9. The ninth aircraft, a C-47, reported 4 mi east of Jackson.
10. The tenth aircraft, a C-47, reported 4 mi east of Jackson.

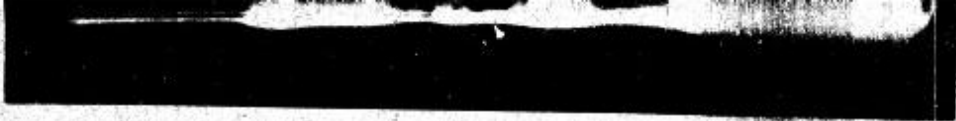




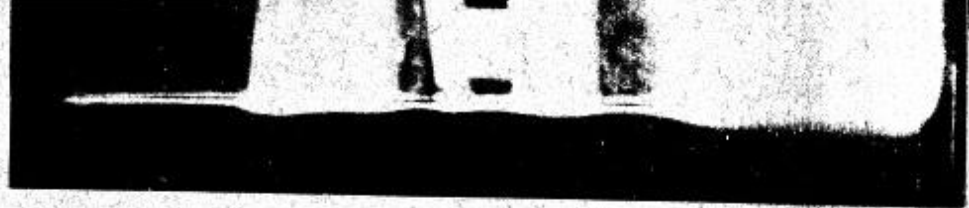


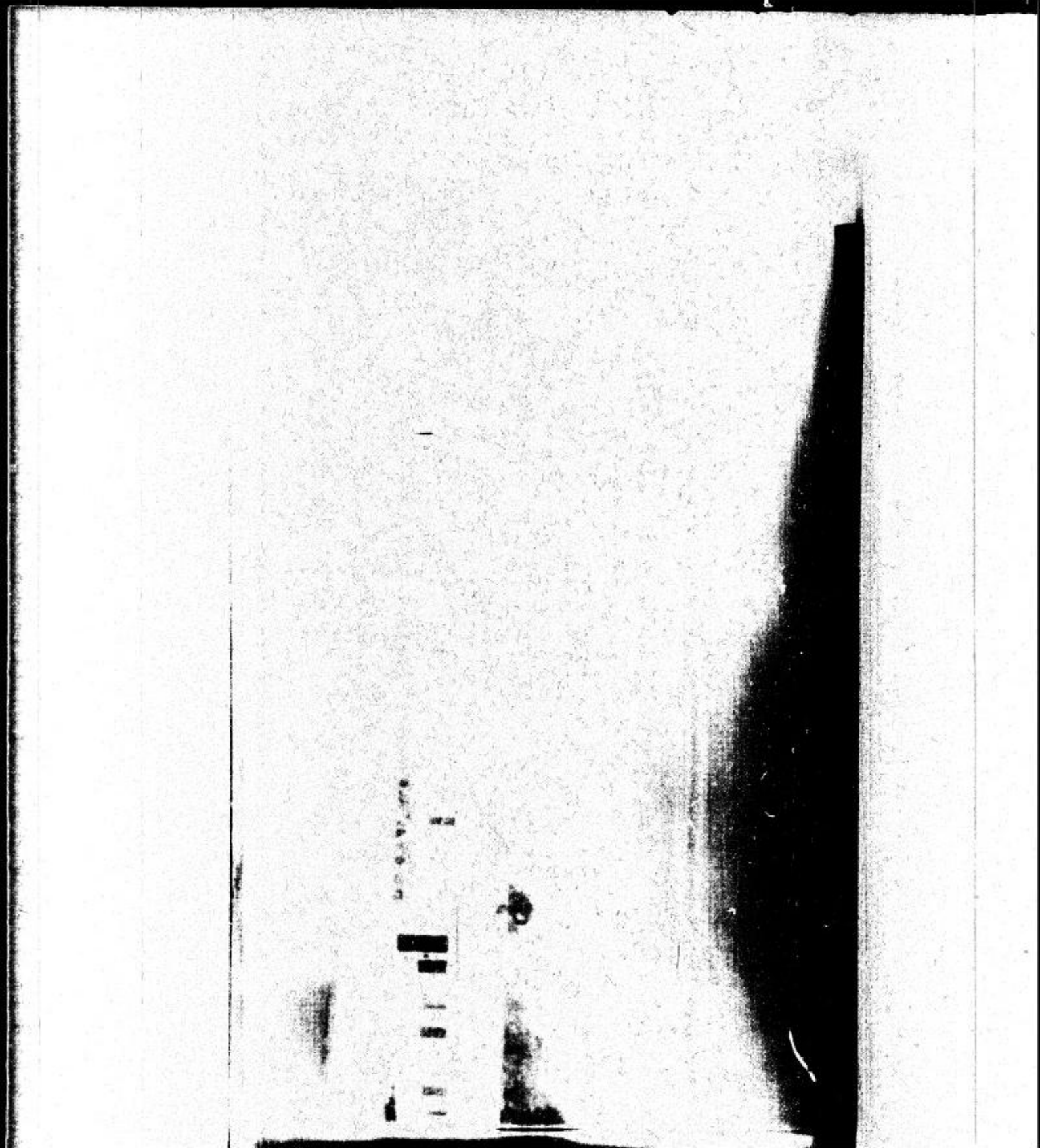








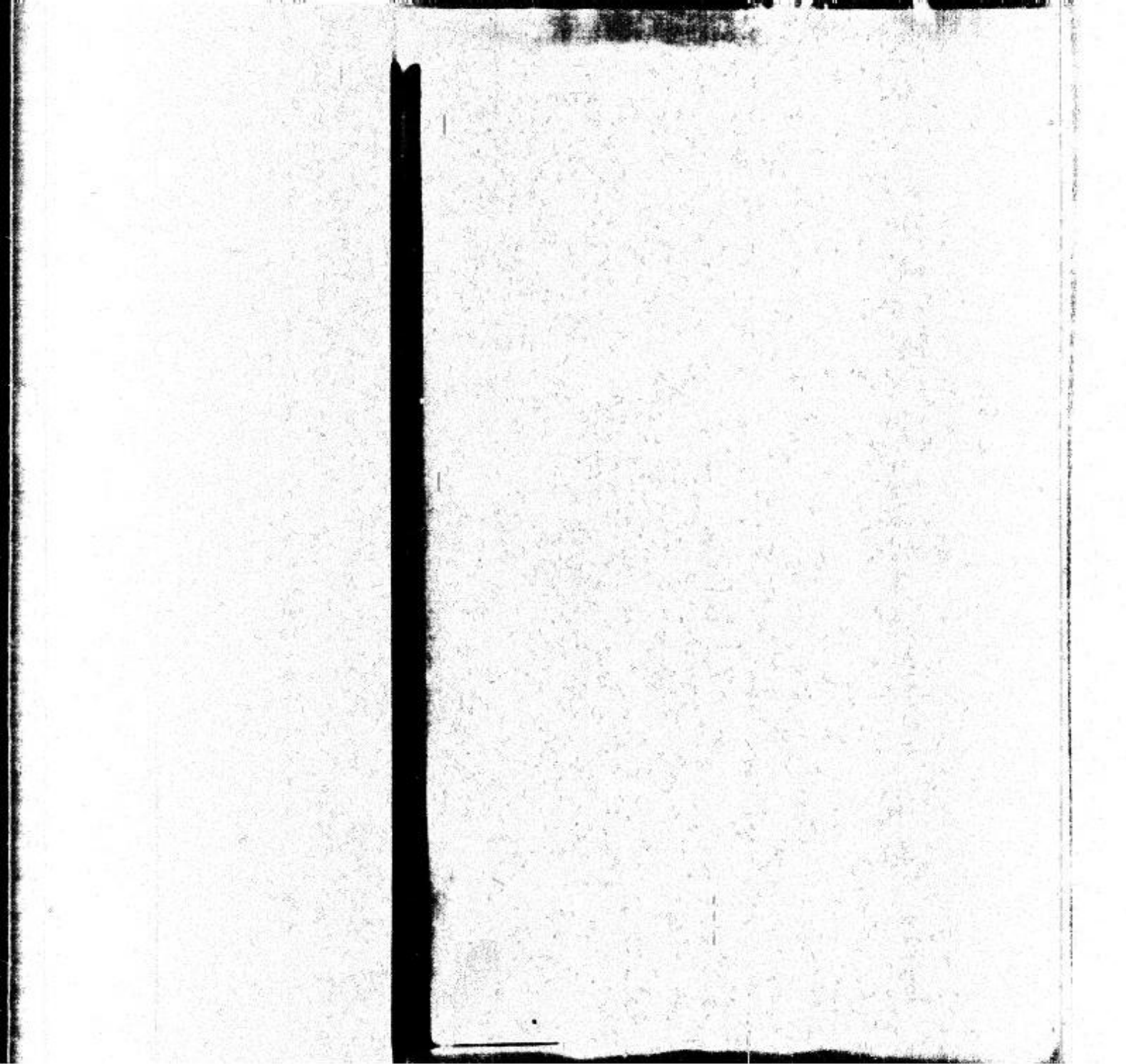




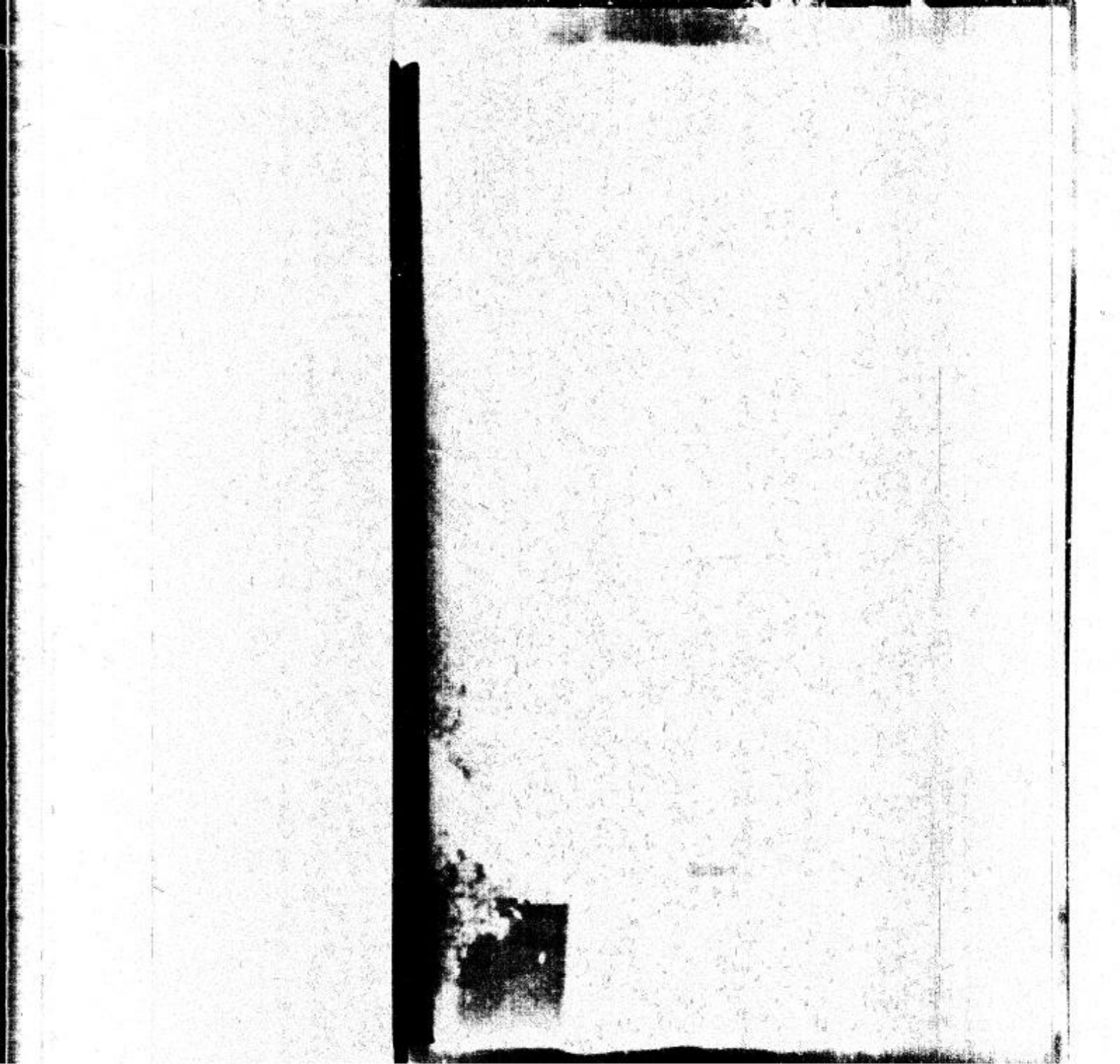
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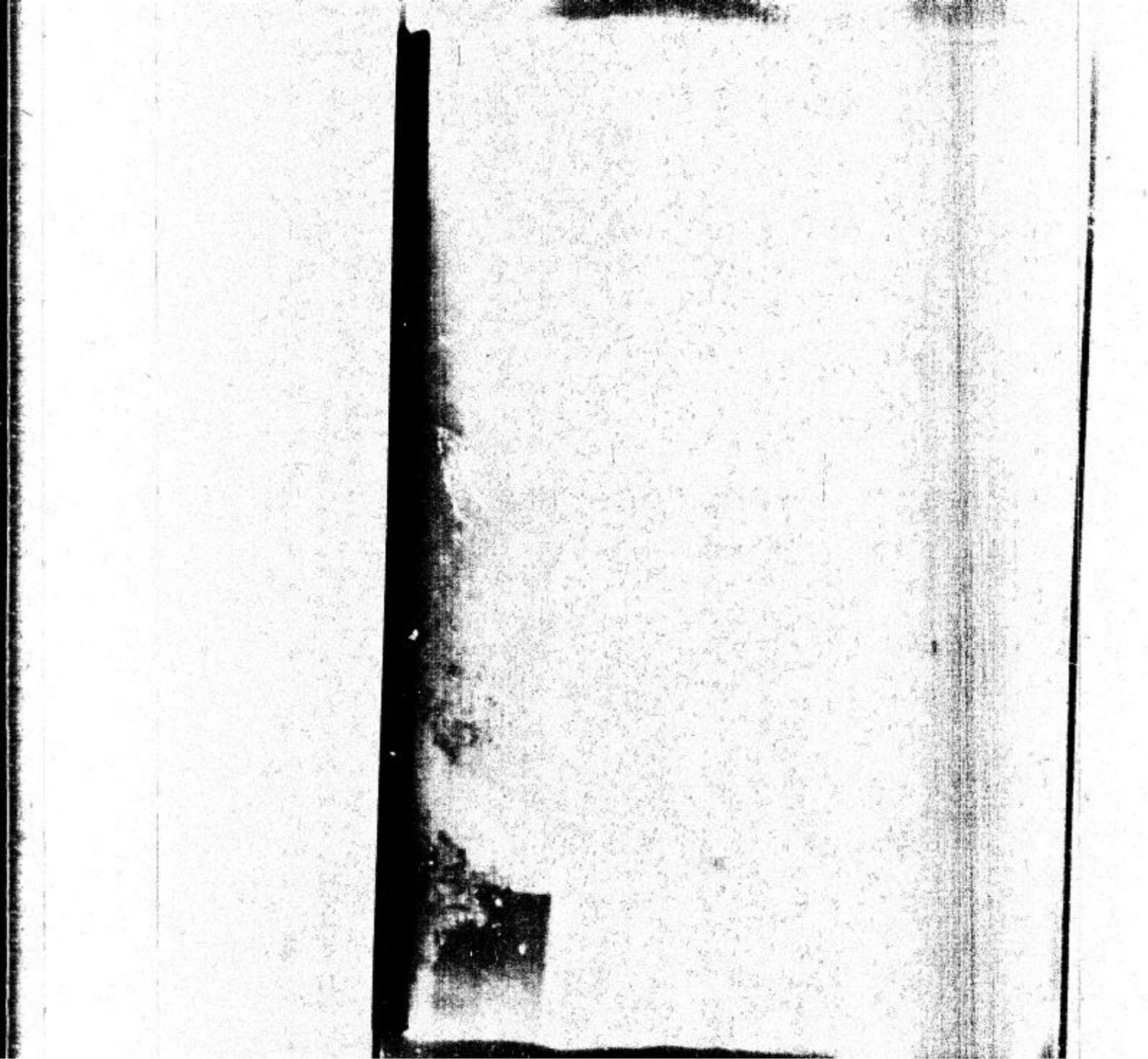




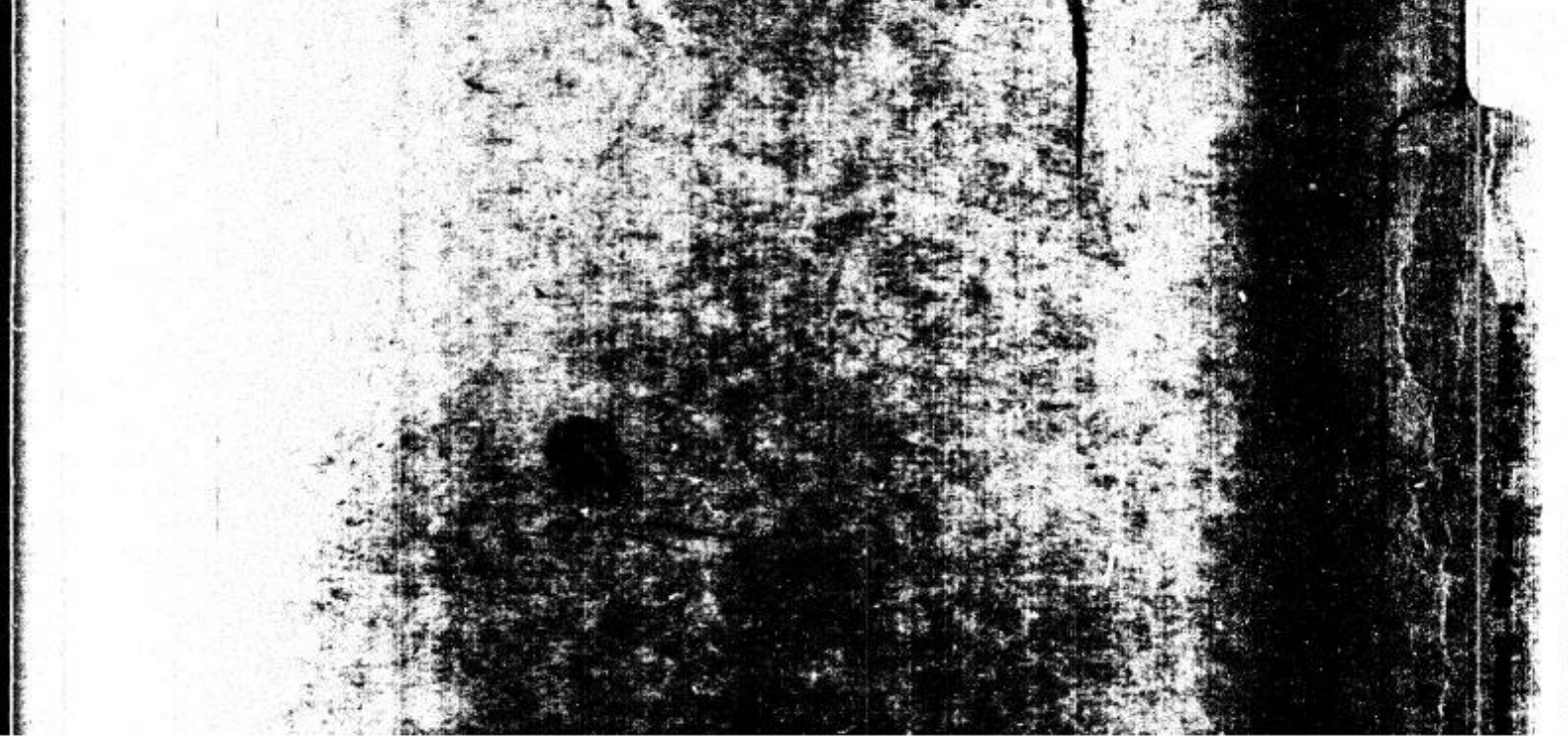












Subject: "Flying Saucer"

1st Ind

100-3/1000/aw

1. Original to Air Force Base, Dayton, Ohio

100-3/1000/aw

2. Engineering Division Officer, Air Force Base, PA Project, Dayton, Ohio, 100-3/1000/aw

3. The negative, former exhibit 100-3/1000/aw are returned

4. Analysis of the negative, former exhibit 100-3/1000/aw information:

5. When the negative, former exhibit 100-3/1000/aw, is examined by the incident, it is found that the negative is not a true negative. This indicates that the negative is a true negative. This indicates that the negative is a true negative.

6. Further examination of the negative, former exhibit 100-3/1000/aw, shows that when the negative is examined, it is found that the negative is not a true negative. This indicates that the negative is a true negative.

7. Still further examination of the negative, former exhibit 100-3/1000/aw, shows that the negative is not a true negative. This indicates that the negative is a true negative.

8. Still further examination of the negative, former exhibit 100-3/1000/aw, shows that the negative is not a true negative. This indicates that the negative is a true negative.

9. It is suggested that the negative, former exhibit 100-3/1000/aw, be returned to the Engineering Division.

10. In view of the above, it is recommended that the negative, former exhibit 100-3/1000/aw, be returned to the Engineering Division.

Incls

1. Original 100-3/1000/aw
2. No negative
3. No photograph (four w/d)
4. w/d

Colonel, Chief, Technical Intelligence Division
Intelligence Section

UNITED STATES
ATOMIC ENERGY COMMISSION

Oak Ridge, Tennessee
Dec 16, 1948

Maj Dana J. Grant, USAF
Contracting Officer
Air Materiel Command
Sub Office Fort Worth, USAF HPC
Post Office Box 100
Oak Ridge, Tennessee

Subject: PHOTOGRAPHS

Dear Sir:

In compliance with your recent request, there are enclosed eight photographs and two negatives received from William Presley, 12 Illinois Avenue, Oak Ridge, Tennessee. Also enclosed are four enlarged copies of the photographs, an affidavit of the Agent, and a letter dated July 1947.

Mr. Presley, when interviewed, stated that he was the man who took the photograph of the subject from his home during the month of June, 1947. He further stated that he carried a copy of the photograph to the Knoxville News-Sentinel, Knoxville, Tennessee, for publication. Presley said he did not believe a photograph of the subject to be of any interest to security. He said he did make prints of the photograph a few months later, and that he had sent a number of them to his friends. Presley promised to recover as many prints as possible and forward them to this office, or to the nearest post office, that he would like, if at all possible, to have the negative returned to him when available.

All photographs, when made available by Presley, will be forwarded to your office.

If this office can be of any further assistance in this matter, please do not hesitate to let us know.

Very truly yours,

G. W. Watson, Chief
Investigation Section

Encl
1. Photographs & 2 Negatives

Respectfully,
Dana J. Grant

CONFIDENTIAL

5 Jan 49

4.

1. In reply to paragraph 1, Comment No. 2, it is the opinion of this office that the enclosed negatives reveal the following information: When the negative, containing the camera is examined by strong incident light, it is noted that the emulsion is raised at that point above the normal level of the remaining emulsion. This indicates that either a drop of warm water or a drop of developer struck the film at this point and rolled down this negative and the succeeding negative.

2. To further substantiate this, it will be noted that when the two (2) negatives are placed side by side with the edges of the film aligned, the so called "trail" is continuous, that is the two sections match, indicating the drop rolled on from one negative to the next.

3. Still further proof is shown on the fogged edge of the negative containing only the trail. This is proven by the fact that the trail extends beyond the normal format of the negative. In other words there is a trail of that section of the negative which was not exposed in the camera. This effect shows up in one negative and not the other because the negative in question is fogged, therefore, this irregularity was "developed".

4. Still further proof of these defects lies in the number of unevenly developed sections of the negative.

5. Conclusion: These negatives contain no information pertinent to Project "Siam".

incl
n/c

LEWIS J. GUST
Chief, Science Survey Office
Intelligence Department

102/oc
2-6149

CONFIDENTIAL

237

Photographs of "flying saucers"

MOI

MORENF

28 Dec 48

1

Attn: Col F. M. MOODY

1. The inclosed material has been received from Colonel Casser's office at Oak Ridge, Tennessee, and is forwarded to your office for your information and such action as you may deem advisable to have taken.

R. J. WINTY
Colonel, USAF
Chief, Power Plant Laboratory
Engineering Division

RLW/mcd
2-0216
18-A
A-107

1 Incl
Ltr fr Col C. B. Casser dtd
27 Dec 48 w/4 incs. as listed

MOIA

MOI

30 Dec 48

2.

1. Reference to the attached photographs, it is requested that the negatives and copy of photographs be turned over to Mr Gust for his comments regarding their authenticity.

2. Action will be taken to acknowledge receipt of the material in question and to return the negatives after they have served their purpose.

R. M. MOODY
Colonel, USAF
Chief, Intelligence Department

Winty
2-0216
18-A
A-107

MOI

MOIALS

Attn: Mr Gust

1. Your attention is invited to para 1, comment 2, above.

2. Request that negatives and photographs be returned to this office with comments.

Incl
n/c

A. G. CLING RYAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

HKS/aw
6-0710
Bldg 248

234

CONFIDENTIAL

UNITED STATES AIR FORCE
AFC ENGINEERING LIAISON OFFICER

AIR MATERIEL COMMAND
WPA Project, P. O. Box 3
Oak Ridge, Tennessee

MCBDOLE/CLG/jk

13 December 1948

SUBJECT: Photographs of "Flying saucer"

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

ATTN: Engineering Division (WPAHXL)
Col. R. L. Wessell

1. Attached copy of a letter dated 11 December 1948, subject "Photographs", from the Office, Chief, Investigation Section, 10. CRC, regarding the subject matter is forwarded herewith for your information and referral to appropriate higher Air Force authority, together with the following inclosure:

a. Two negatives and six photographs of an alleged "saucer" and its trail.

b. Photostatic copy of a news item in paragraph 1. above, that appeared in the Knoxville, Tennessee News-Sentinel newspaper during the month of July 1947.

c. Your attention is invited to the statement made in the second paragraph of the attached copy of a letter, wherein turn of reference negatives is desired.

C. L. GARDNER
Colonel, USAF
AFC Engineering Field Officer

Inclos.
Ltr dtd 12 10 48
Two Negatives
Six Photographs
Photostat

CONFIDENTIAL

THE

[illegible]

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...photograph of
...make prints
...a number of
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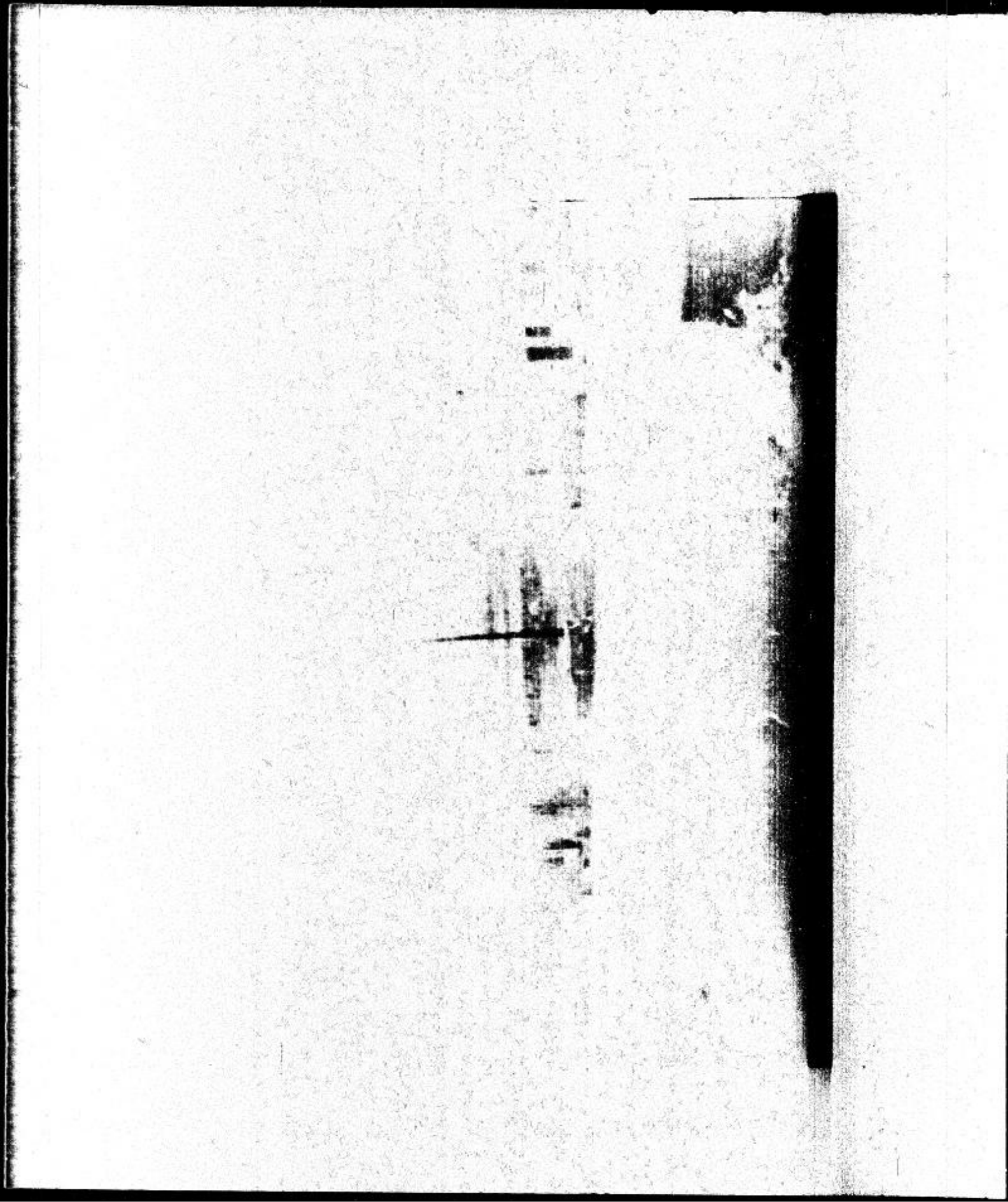
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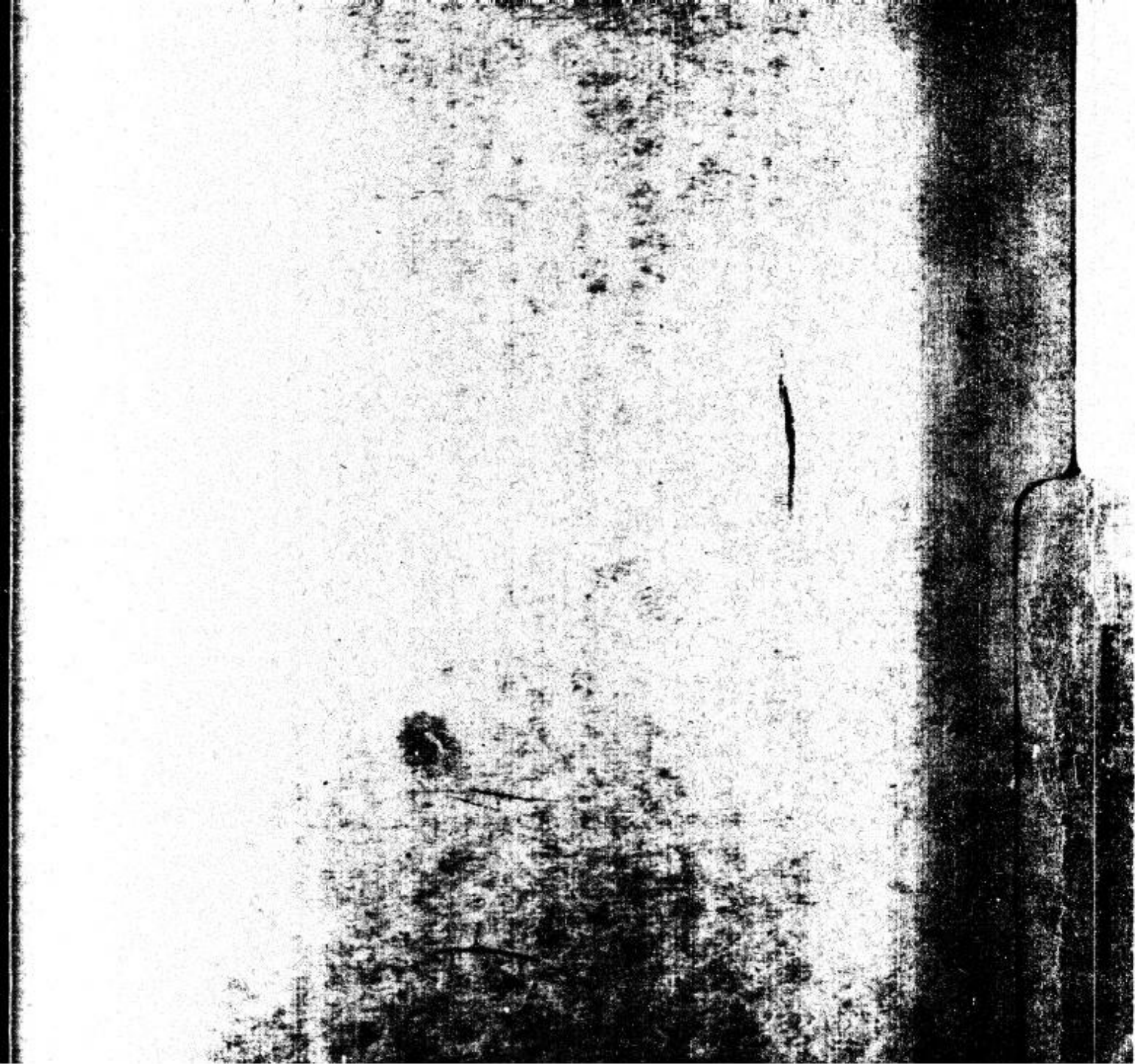
1992

[illegible]

2. **Figure 1**

U. S. Post Office, Chief
Investigator, Section





1500-1.00 E.T.

Indiana County, Pa.

Ground

1

football-shaped

Slower than a plane

No sound heard

Reflected light - it made object have the appearance of
a light

Traveled against the wind

Sunlight

Mrs Jessie J. Colgan
Elderton, Pennsylvania

S/S

Mrs Colgan and a companion observed a football-shaped object travelling thru the sky against the wind. The sun appeared to be reflecting against the object making it have the appearance of a light. They were unable to hear any noise of a motor. The speed was much slower than that of a plane. Time was between 3:00 and 4:00 in the afternoon.

10-11-

10-11-

10-11-

10-11-

• **Chlorophyll** is the green pigment in plants that captures light energy for photosynthesis.

: rml/10-86

1947-1948

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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON

DEC 14 1948

5

Direct

(cc) Floyd E. Dotson

Dec 5, 1948
Elderton, Pa

Chief of the Interior
Washington, D. C.
Dear Sir:

I wish an explanation concerning
a strange spot I saw while
fishing in Indian Lake, Tennessee.
The place and I saw a fast
moving object heading
towards the sky against the
clouds. I was not able to hear
any noise of a motor. The
sun appeared to be reflecting
against the object making it
have the appearance of a light
it was in the afternoon between
three and four o'clock. The speed
was much slower than an
airplane.

If you could give me an
explanation I would appreciate

at very much

— Sunday
Mr. Isaac J. Carson

Incident: 235 - Penn.

Incident: 235 - Penn.

Incident: 236

April 1, 49

17-15 local time

2 mi. S. of Hickam Field, Hawaii

0-11

110 in. (10 ft.) of reflecting surface

110 in. (10 ft.) of white cardboard

110 in.

A note:

Blurred, very faint, with decided
red tint, approx once a second

| | |
|-----------------|-----------------|
| Oscillations | right & |
| increased speed | increased speed |
| increased speed | increased speed |

maneuverability but a severe restriction at all times.

So it is that visibility 20 miles

Capt. Paul J. Stoney, USAF, 1310th AACS Gp
 Hickam Field
 Assistant Chief, 1310th AACS Gp, Twin Engine
 Pilot

Stoney is extremely cool and level-headed person who is not
 given to rash statements or using poor judgment.

An unidentified object was sighted by Capt Stoney
 approximately 10 miles due east of Hickam. It appeared similar to a large
 round object of flat white cardboard, oscillating continuously. In size
 it was estimated as 10 ft. The object seemed to be underneath while
 the inside portion seemed to have a dark, reflective surface. Speed
 was estimated as 500 mph. The object followed the area making right circles
 and then departed at approximately 5,000 ft, continuously gaining altitude and
 then suddenly departed, still climbing. The object's course of 25° magnetic.
 The object appeared to have limited maneuverability and seemed to be under
 complete control at all times. The object's path was executed and the turns
 were extremely wide and decisive. The object was lost sight of from the object.

Exact trail was visible. On 10/10/54, Capt Stoney was impressed by the
 brilliance of the whiteness of the underside of the object. Prior to its
 disappearance at a distance of about 10 miles from Hickam Field, it still
 seemed to have a bluish-white reflection. According to the witness,
 this bluish-white seemed to have a definite regularity. At all times
 and during the departure of the object, the bluish-white was extremely rhythmic
 and this rhythmic cycle was completed approximately once every second.
 The object ultimately departed in a straight line, it appeared to increase
 speed and to increase the angle of climb. The angle of climb approx-
 imated 75°. Capt Stoney stated that it was extremely difficult to approximate
 rate of speed during departure due to the distance involved and the inter-
 ference of the reflection. Capt Stoney reported the presence of a C-54
 in the vicinity of Hickam Field at the time of the initial sighting
 of the object, and he stated that he was almost convinced that the object was
 released from the C-54 aircraft.

July 1944

1944

1944

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1997

1. On 12/12/50, while on duty at the 1st Air Force Headquarters, the following information was received from a witness who stated the object appeared to be a flying disc over Hickam Field. This object was first seen by Capt. Paul A. Stoney, A-107, on 12/12/50. January 1951. The object was first sighted by Capt. Stoney when it was approximately 10 miles out over the water. The object was seen at 1500 feet and the visibility of the object was approximately 20 miles plus. Capt. Stoney is the Assistant Group Officer of the 32nd Air Group located at Hickam Field, T. H., and is also a Lieutenant Colonel. No photographs were a possibility due to the fact that Capt. Stoney was not in possession of a camera at the time and said he did not have sufficient time to procure one. In the words of Capt. Stoney, the object appeared to be a large round piece of flat white cardboard, approximately 10 inches in diameter. The object sighted was the only one seen and appeared to approximate the size of an A-107. Capt. Stoney stated that the object seemed to be extremely white on the underside, while the topside portion of the object seemed to have a dark, non-reflecting surface. The speed of the object was approximately 100 miles per hour. Capt. Stoney further stated that the object entered the area, making right circles and left circles at approximately

14-00000

Subject: Sighting of "Flying Object"

January 1949

1. The object was initially gaining altitude and then suddenly departed, still climbing on a straight course of 25 degrees horizontal. It is the opinion of the witness that the object had limited maneuverability, and that no audible sound emanated from the object. There was no exhaust trail visible.

2. The witness was much impressed by the brilliant whiteness of the underside of the object and stated that prior to the disappearance of the object at a distance of 40 to 50 miles from Hickam Field, the object still seemed to give off a blinding white reflection. According to the witness, this blinking seemed to go on at an off and on regularity.

3. Capt. Stoney reported the presence of a "C-47" type aircraft in the vicinity of Hickam Field at the time of the initial sighting of the object, and he stated that he was almost convinced that this object was released from the "C-47" aircraft.

4. Capt. Stoney reported that, at all times during the departure of the object, the undulation of the object was extremely rhythmic and that this rhythmic cycle was completed approximately once every second.

5. When object ultimately departed on a straight course, it appeared to increase speed and also to increase the angle of climb so that the angle of climb approximated 55 degrees. Witness stated that it was extremely difficult to approximate the rate of speed during departure due to the distance involved and the intermittency of the reflection. Witness stated that it was his opinion that this object was under absolute control at all times and that definite gyrations were being executed. The turns were extremely wide and decisive.

6. The opinion of Capt. Stoney on this subject is considered to be worthy of consideration as this officer is an extremely cool and level-headed person, who is not given to the making of rash statements or using poor judgment.

7. In the event that further information is desired by your headquarters concerning the object as reported, this headquarters will be ready to cooperate in every way possible.

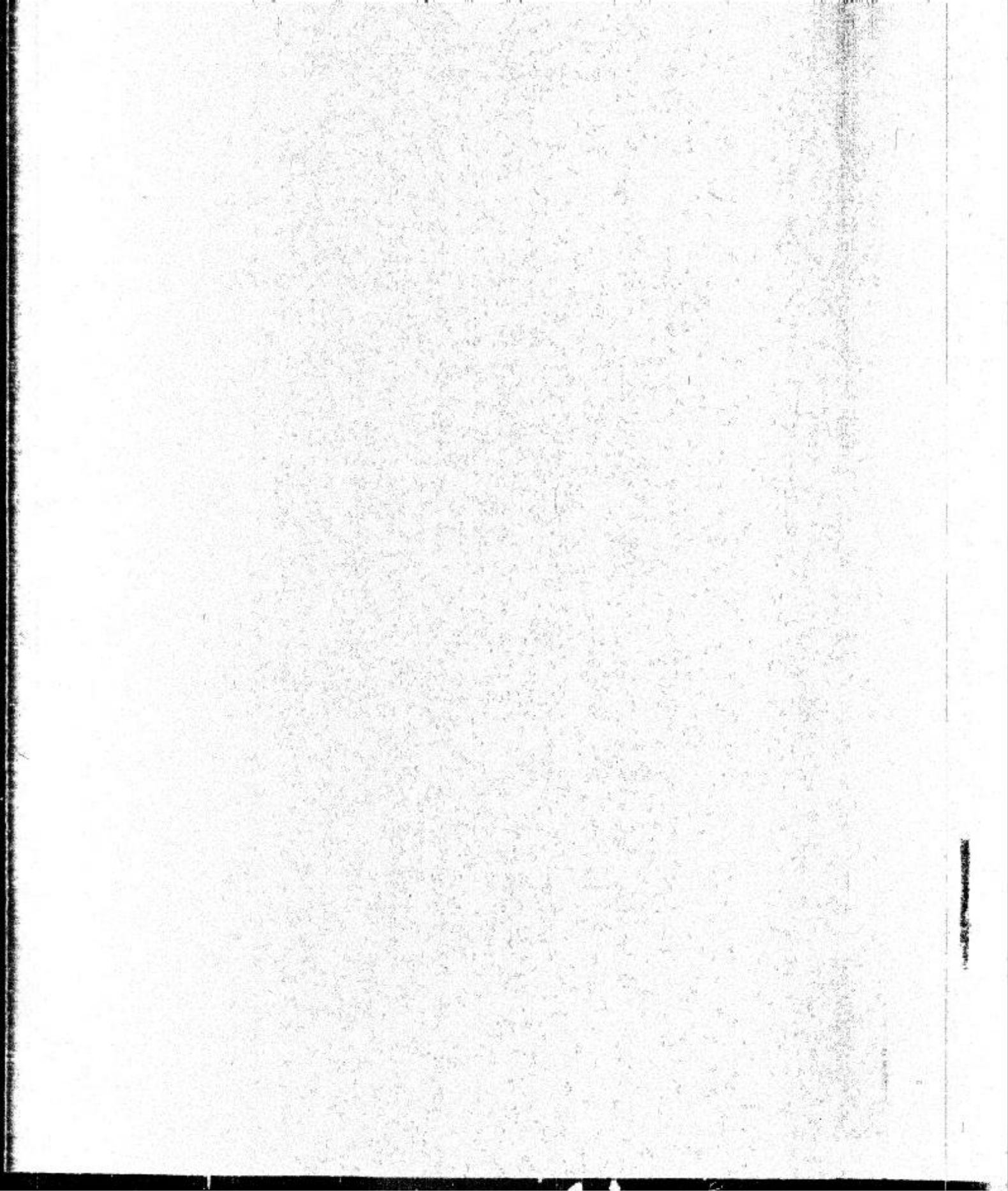
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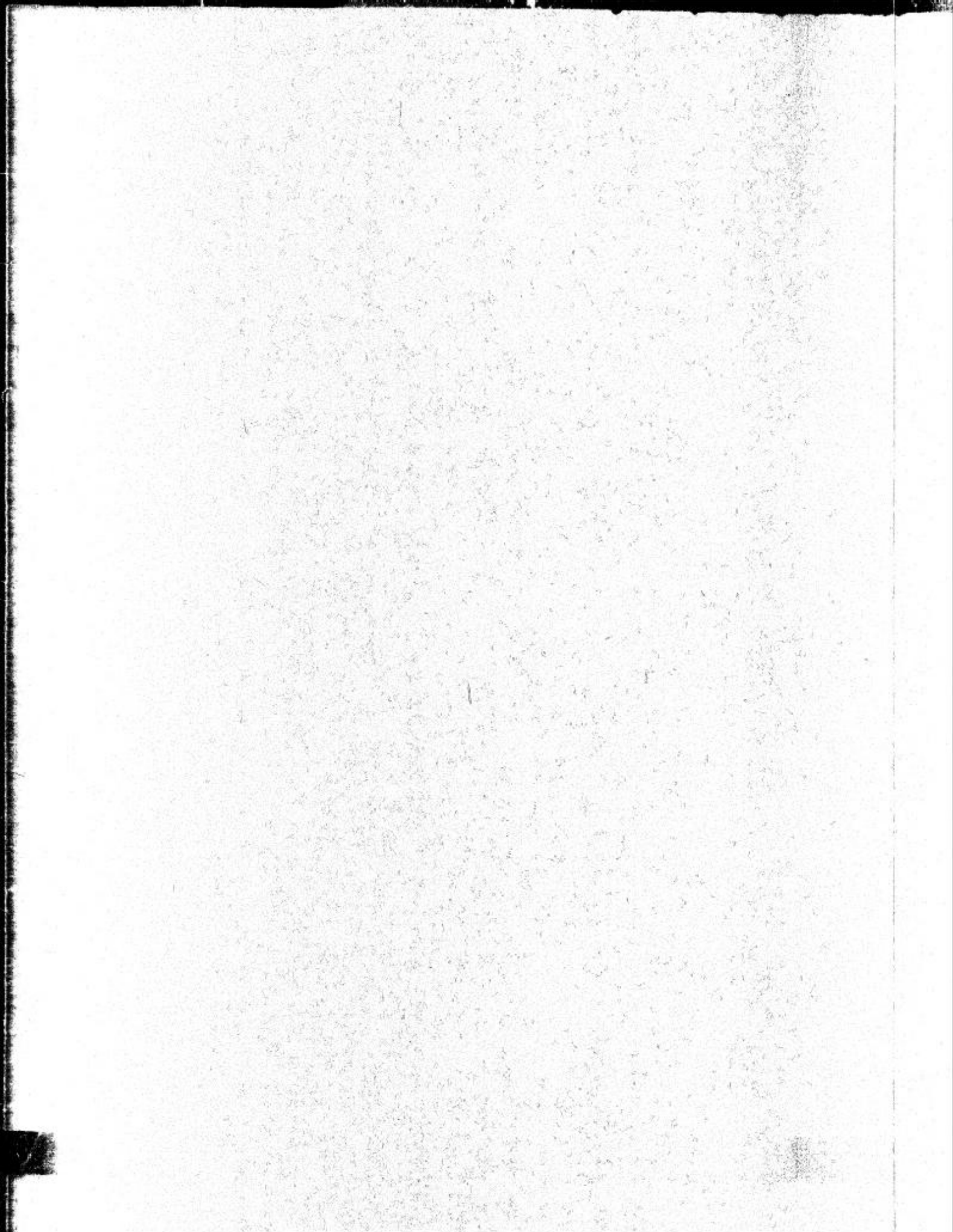
GEORGE E. MURRAY
Captain, USAF
Security & Intelligence Officer

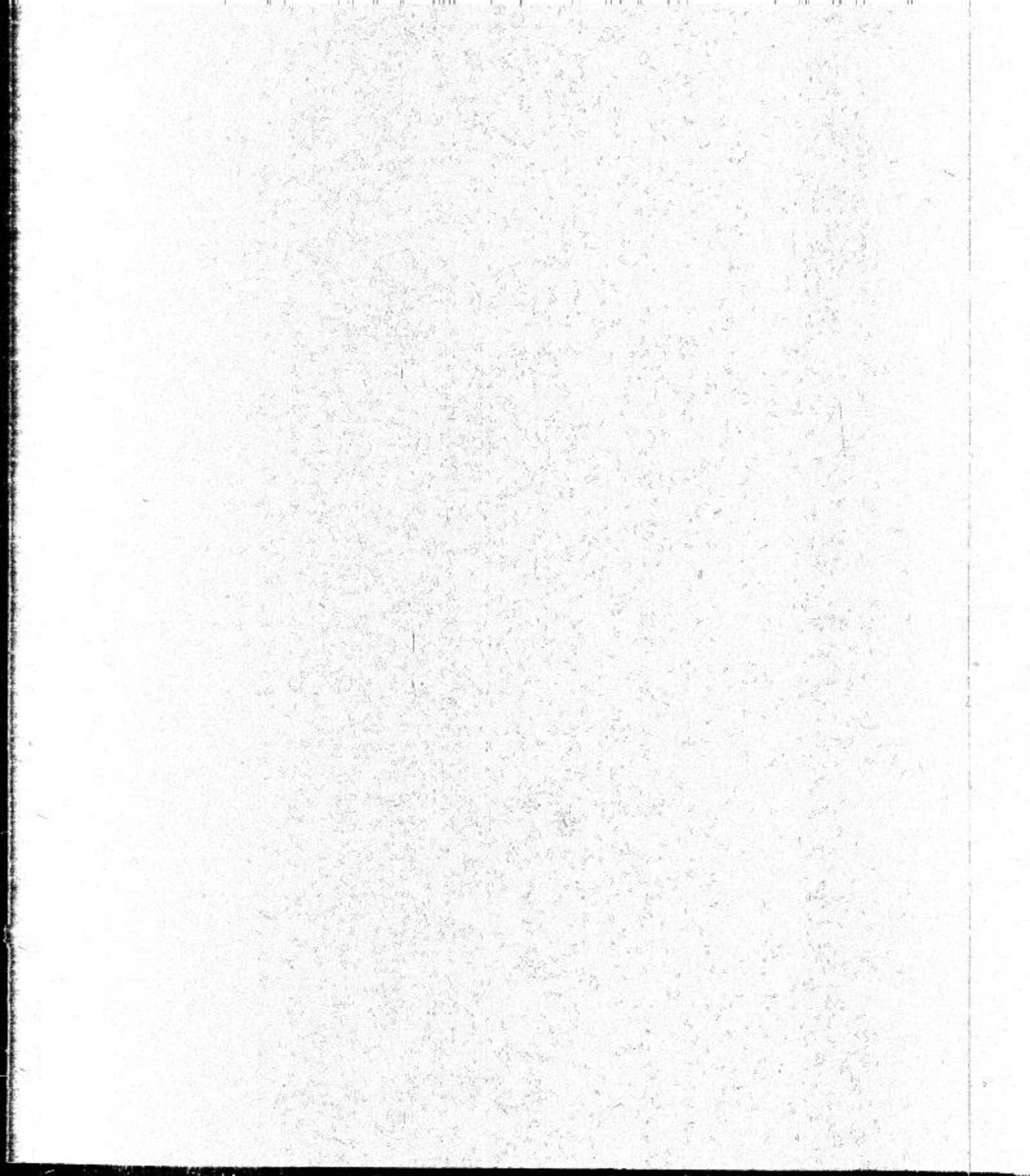
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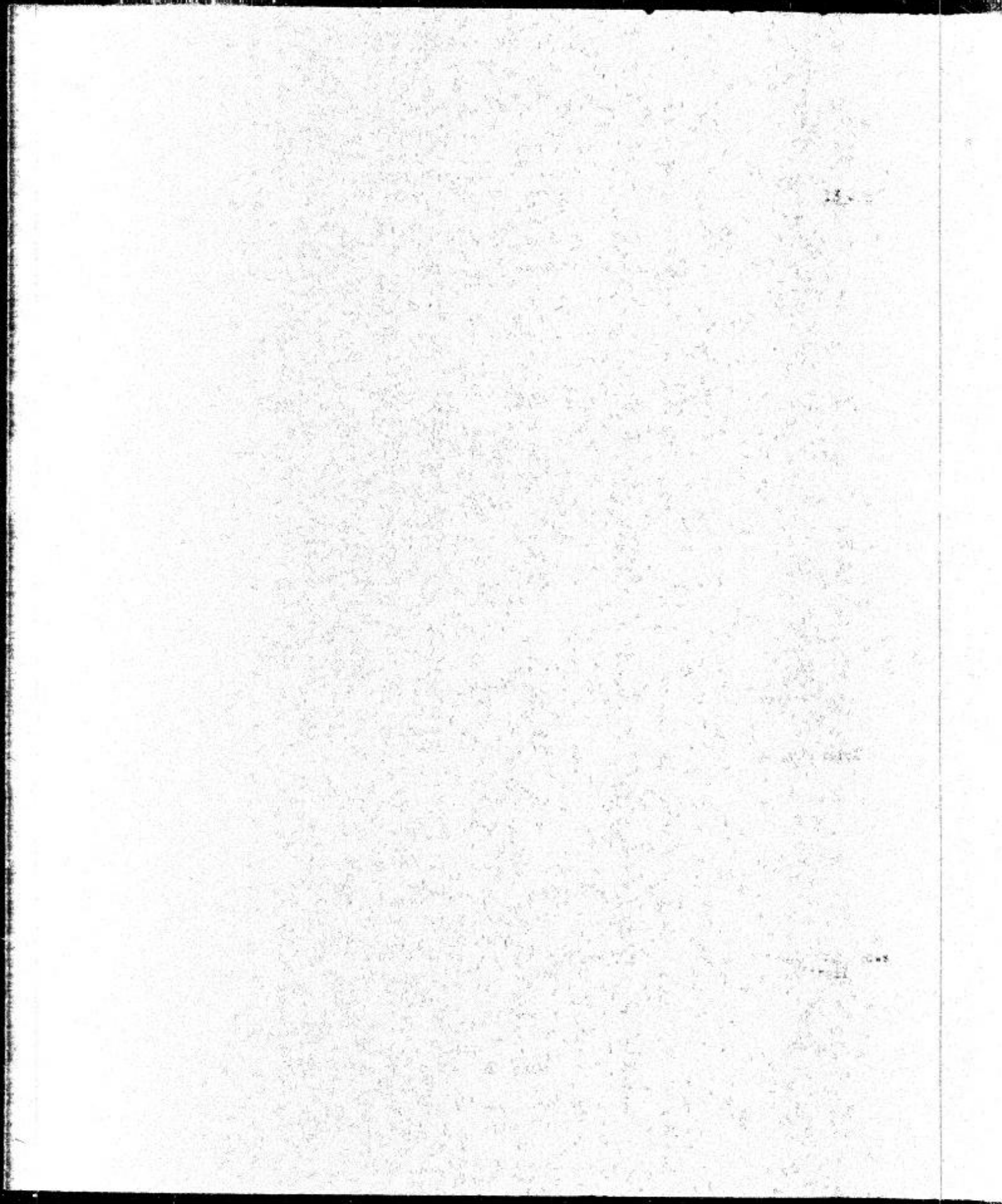
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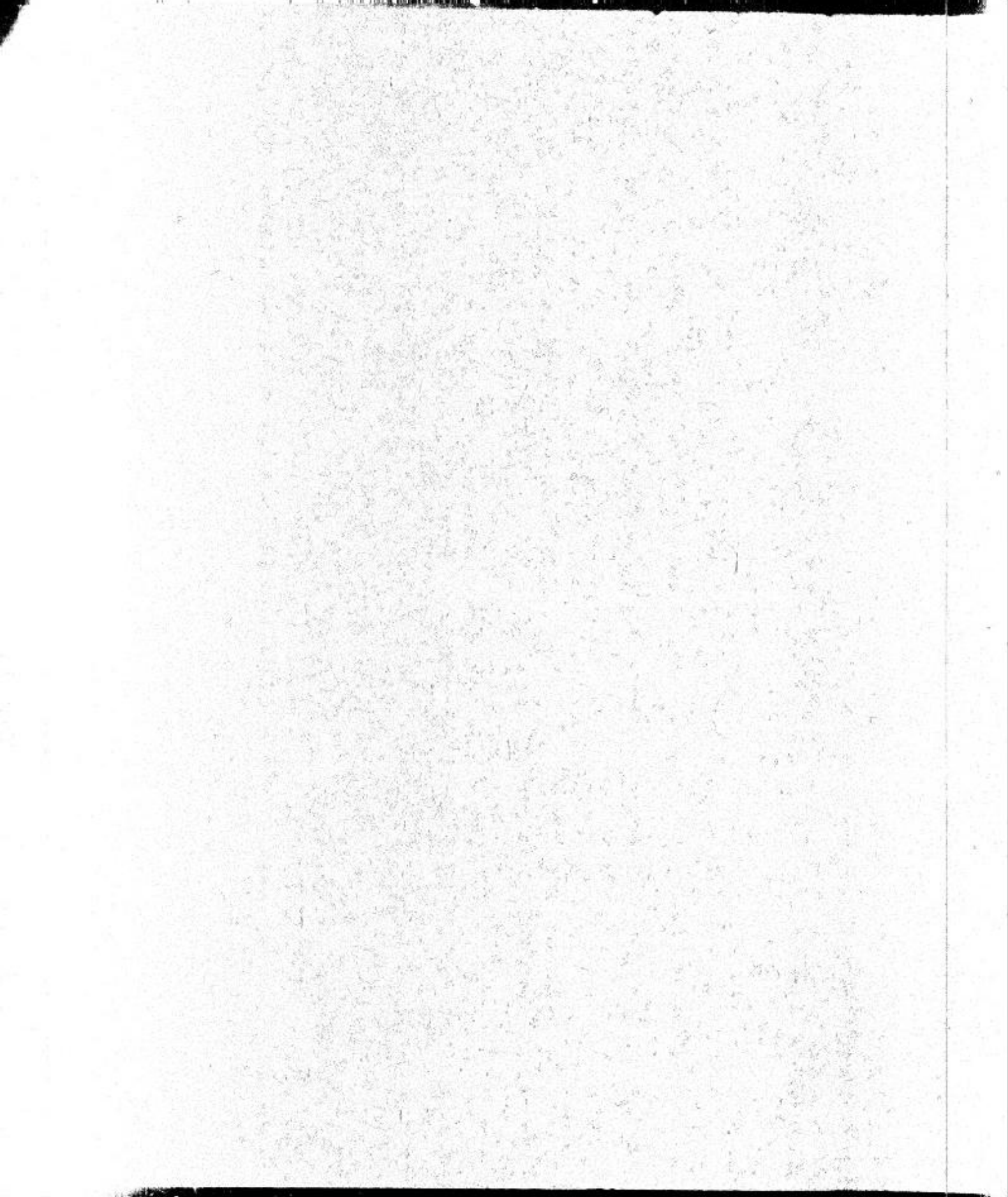
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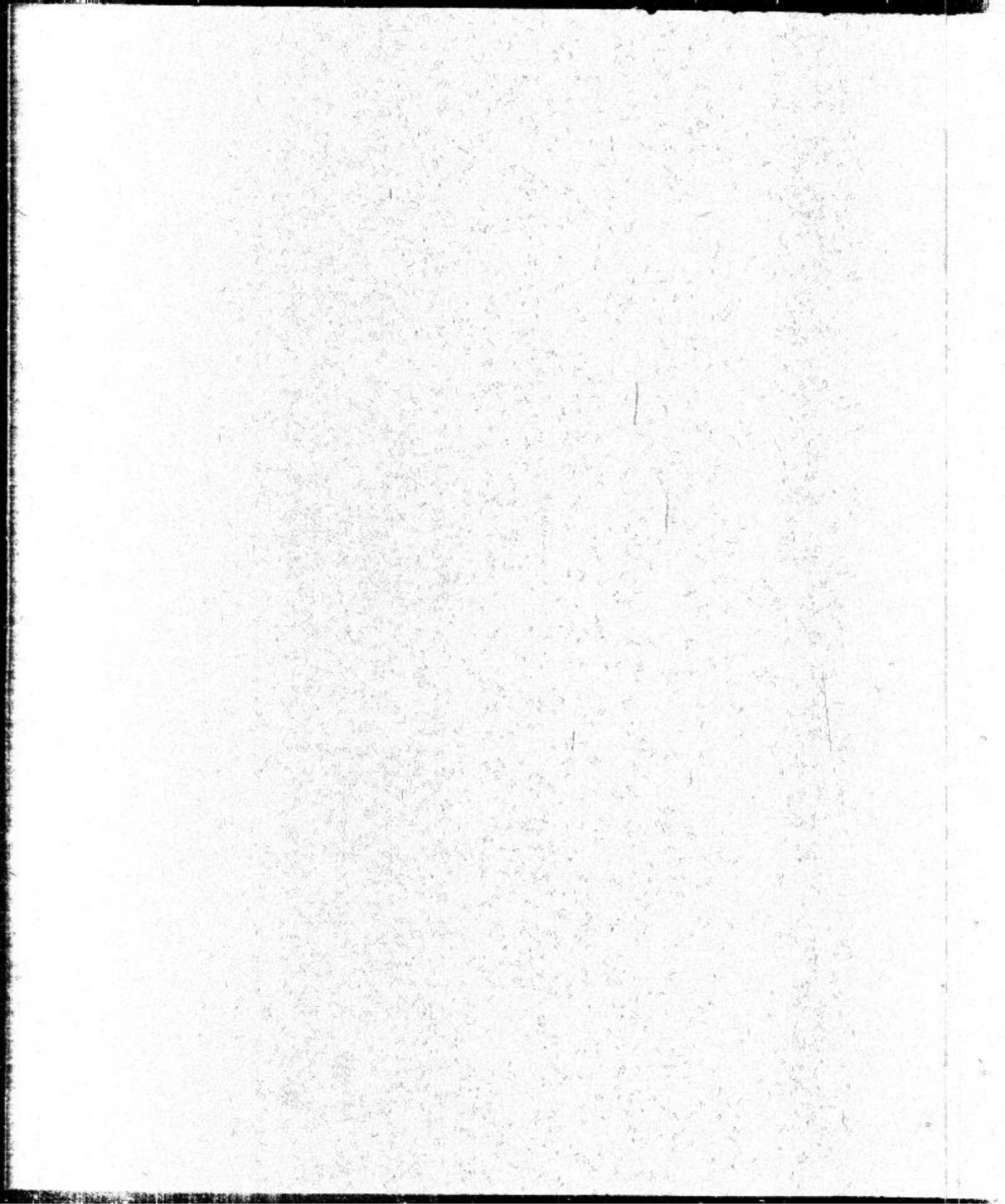
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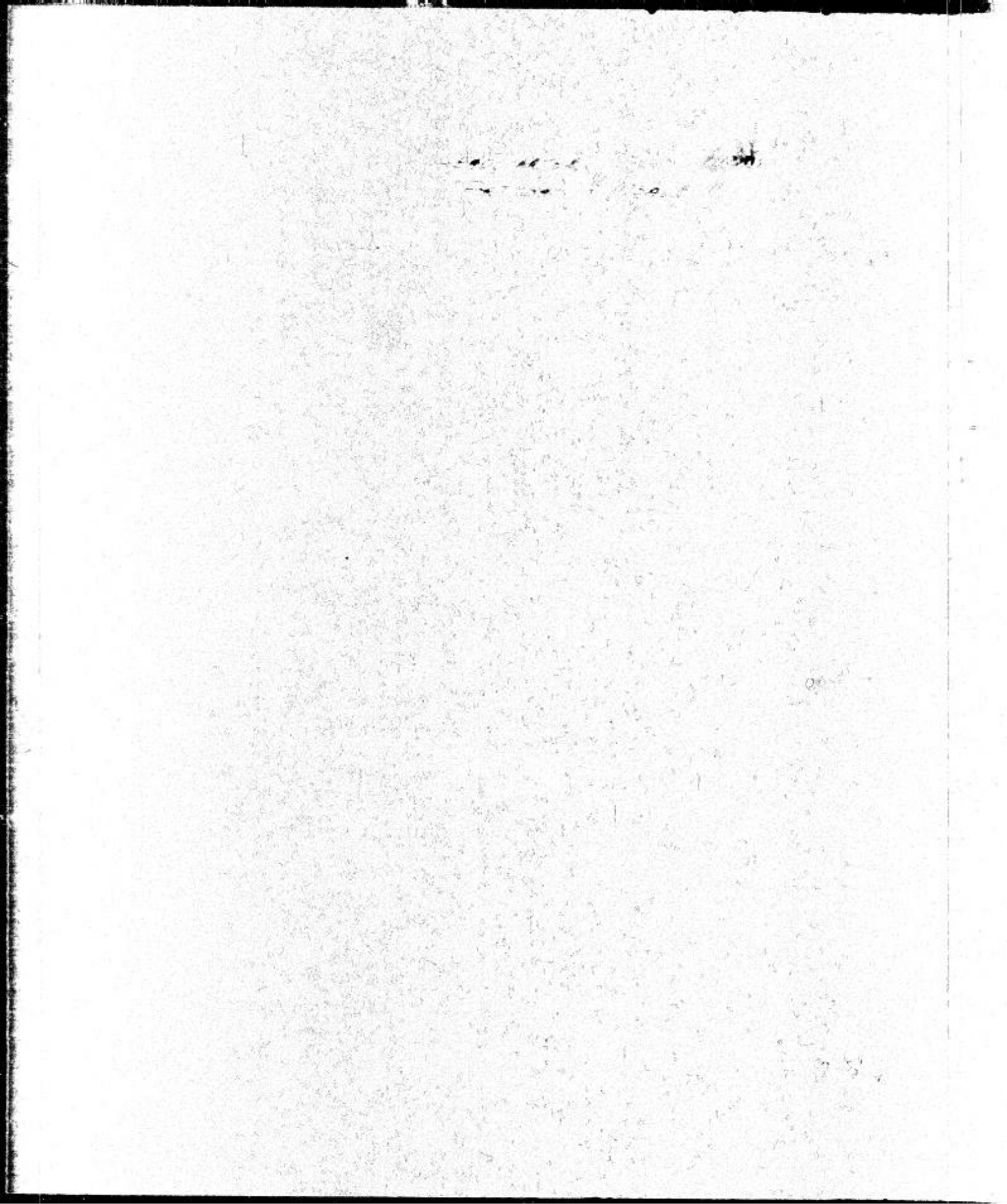
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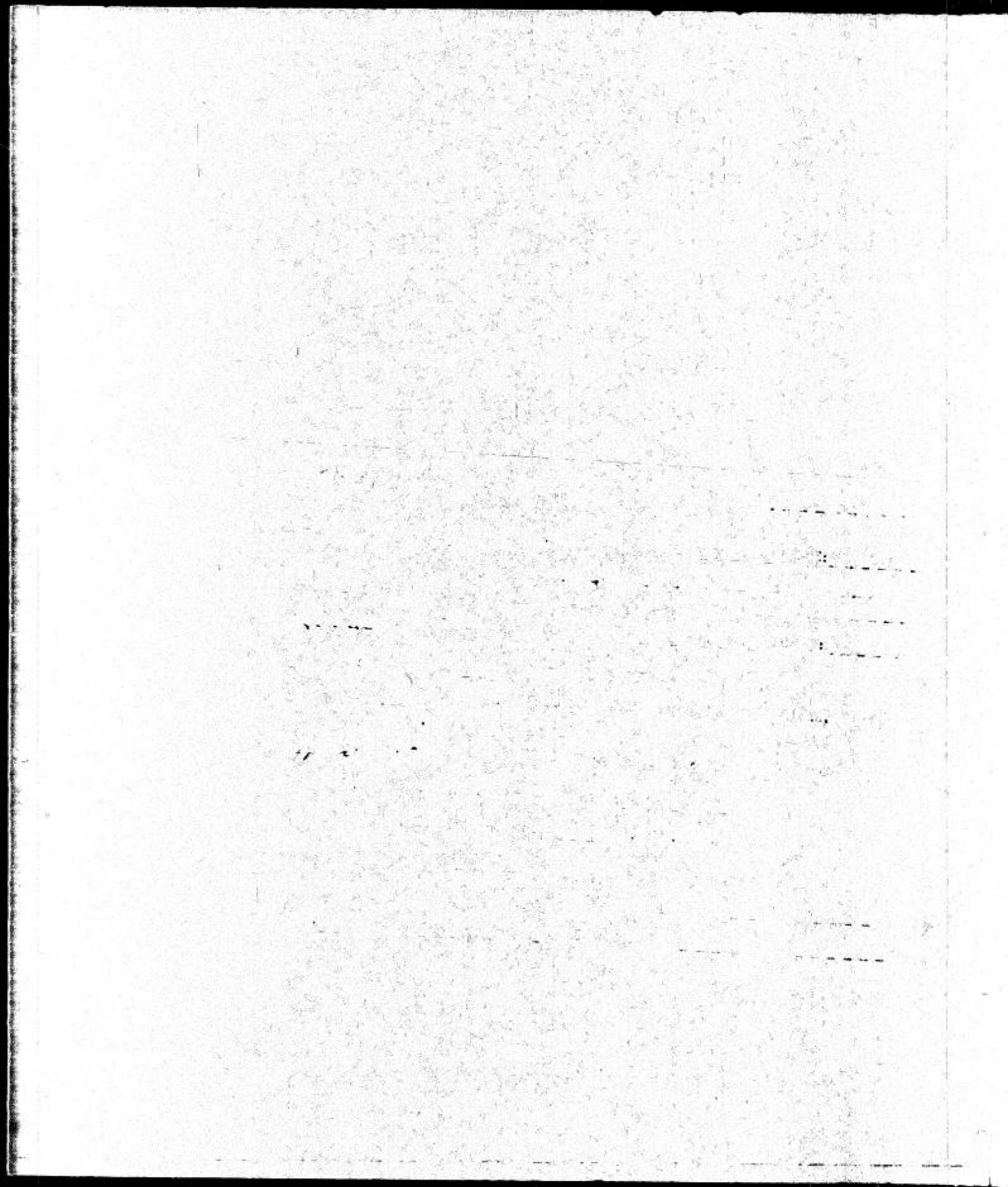
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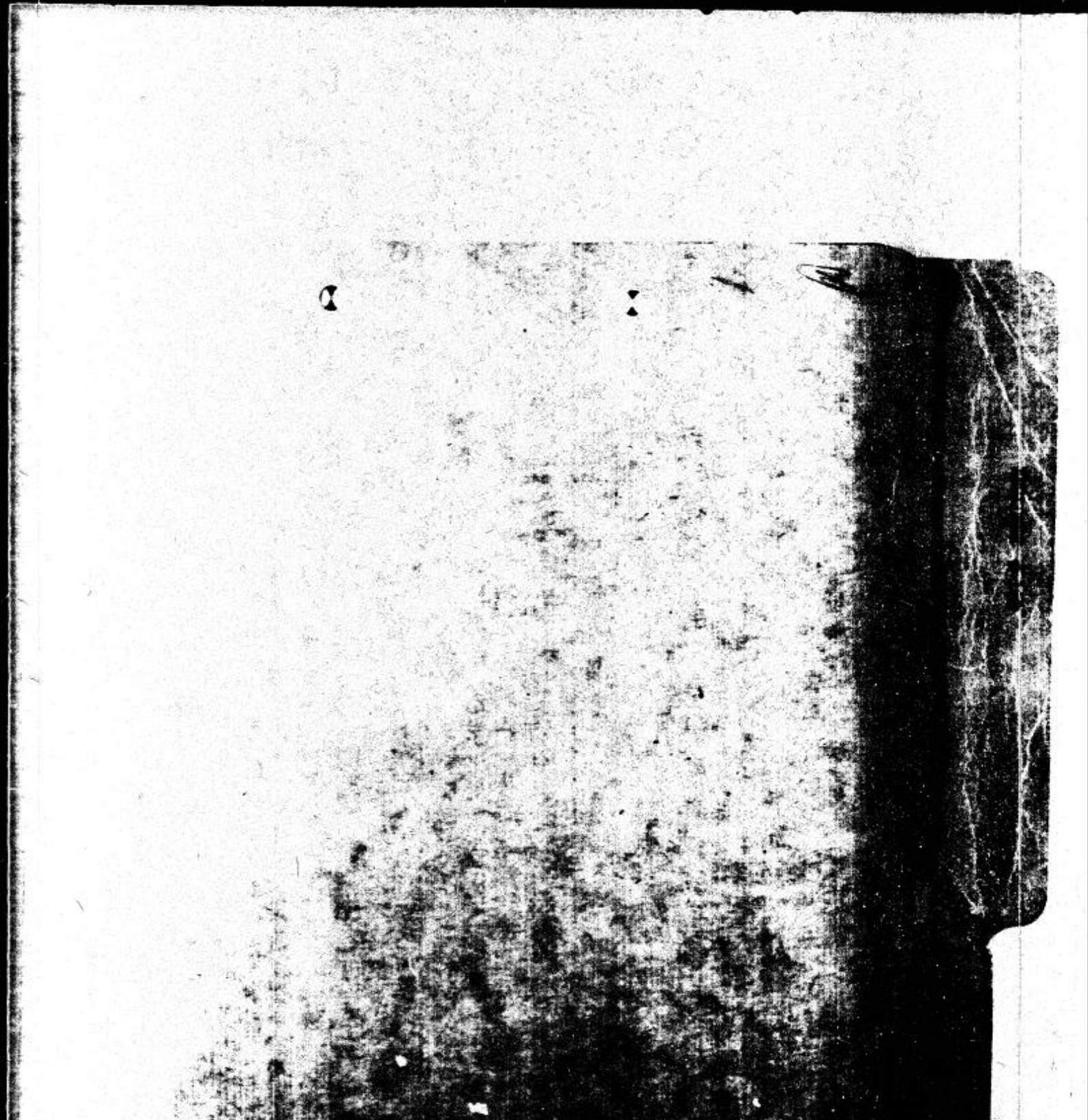
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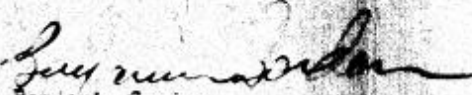


ACTION TAKEN ON HAMEL, MINN. INCIDENT

Reference letter 17 Aug 1948 from Hq 5th Army, received MCIAND-3 on 10 August 1948, pertaining to incident in Hamel, Minnesota, the following action has been taken:

On 20 Aug 48 a call was placed to Hq, 5th Army, contacting Lt Col William B. Allison, Executive Officer, 3-2. Colonel Allison informed this Headquarters that action would be taken to resurvey the incident and to accomplish photographic and earth-sample investigations of the area in which the incident occurred.

On 21 August (Saturday) a call was received by Capt Gordon from a Major Morgan of Hq, 5th Army, informing Capt Gordon (MCIAND-3) that the indentation occasioned by the missile had been covered since the incidence. Unfortunately, however, since the occurrence there had been two or three heavy rainfalls and the depression in the ground previously noted was found to be 1/3 full of water. Photographic coverage was made, however, and samples of rocks and earth in the depression were extracted. This evidence was being forwarded to 5th Army Hq Area as of Tuesday the 24th and would be forwarded this office (MCIAND-3) immediately upon receipt, and should arrive this Hq. by the end of the week.


Benjamin Gordon
Captain, USAF
Project Engineer

11 Aug 48

Incident # 162

1200 and 1215 hours CST

Hamel, Minnesota

Jerome Leuer (age 10 and Beane Leuer (age 8)

children

R/E 1 Hamel, Minnesota

As above - back yard

1

a matter of a few feet

H/S

rested on ground -

H/S

After resting on ground it ascended to a height of 30 feet and shot off in a northeasterly direction upon once, made whistling noise, shot straight up 20 ft. halted and again made whistling noise. Maneuvered around tree branches & tele wires. whistling noise - like steam whistle

1 ft thick - 2 feet wide

dull gray

round

H/S

metallic

H/S

H/S

H/S

None

into northeast

(over)

Informants stated that on 11 Aug 48 between 1200 and 1215 hours, CST, Jerome and Benno were playing in the backyard and noticed an object in descent approximately twelve feet from the ground which was descending between the two of them. It settled to the ground gently - much as a balloon. Upon hitting the ground the object spun once, made a sort of whistling noise, described by the two boys as resembling a steam whistle, and then shot straight up into the air approximately 20 feet, halted and again made a whistling noise. The object then droop upward to a height of about 30 feet, and, in this cent, maneuvered around tree branches and telephone wires. Upon reaching a height of approximately 30 feet the object shot off in a northeasterly direction. The object approached from the northwest.

The boys described the object as "approximately one foot thick, two feet wide and round." The object had no windows, wires, or any visible appendages. It was a dull gray in color and when it hit the ground, it made a slight clanking noise, such as metal hitting against metal.

Philip and Mrs. Leuer stated the boys were visibly frightened when they ran into the house and were afraid to tell what they had seen. Upon close questioning, the boys related the above story to them.

Mr. Leuer advised that he then had notified Mr. E. R. Sheridan, Postmaster at Hamel, Minnesota (who subsequently notified the proper authorities)

AGENTS NOTES: Agent noted that the spot where the alleged "flying saucer" had landed was approximately 2 feet in diameter and appeared as though some heavy object had landed there or had been set down - as the ground was dented and protruding rocks had been leveled. The spot was covered by a whetstone.

Mr. E. R. Sheridan, Postmaster, advised that he had no reason to doubt the story of the boys or of Mr. and Mrs. Leuer, and for this reason had reported the matter to the Federal Bureau of Investigation, St. Paul, Minn.

DATE: 10/10/68
BY: [illegible]
[illegible]

48

Ex. 101. 101

...evidence which
...attention.

On the other hand, in these matters,

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J. Edgar Hoover

John Edgar Hoover, Director

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Report of the
Federal Bureau of Investigation

Sept 1948

the report the last page of the report, further investigation
of the case of the subject. The report was
marked for the attention of the Division.
The report is being handled in this manner.

 $\text{Fe}_2\text{O}_3 \cdot \text{H}_2\text{O}$

CONFIDENTIAL

Confide

ALPOF-I

26 August 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright Patterson Airforce Base
Dayton, Ohio
ATTN: ECI AEO Project: Sign

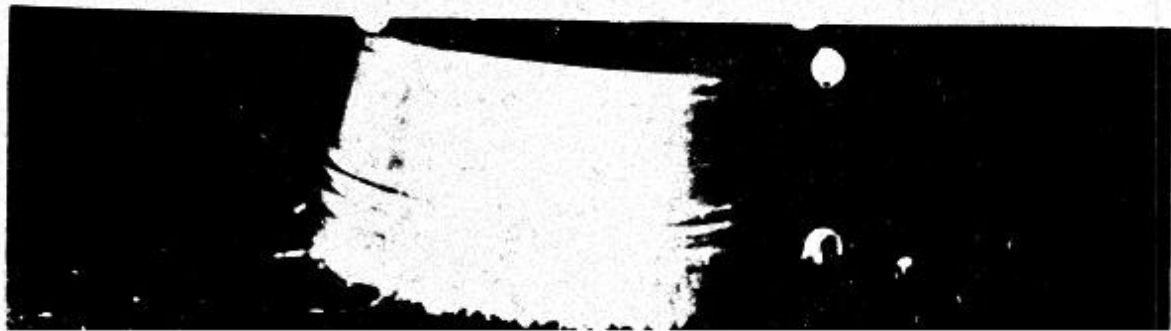
1. Reference is made to letter this headquarters, subject as above, dated 17 August 1948, and telephone conversation between Major Prentice G. Morgan, this headquarters, and Captain Ben Gordon on 22 August 1948.

2. Attached are samples of gravel and dirt taken from a depression made by an unknown object near Hamel, Minnesota on 20 August 1948. Also inclosed are four (4) photographs and negatives of the same area before samples had been removed.

FOR THE COMMANDING GENERAL:

Incls.
Sapls/gravel & dirt
4 Photos & Negs.

WILLIAM B. ALLISON
Lt. Colonel, GSC
Executive Officer - G-2









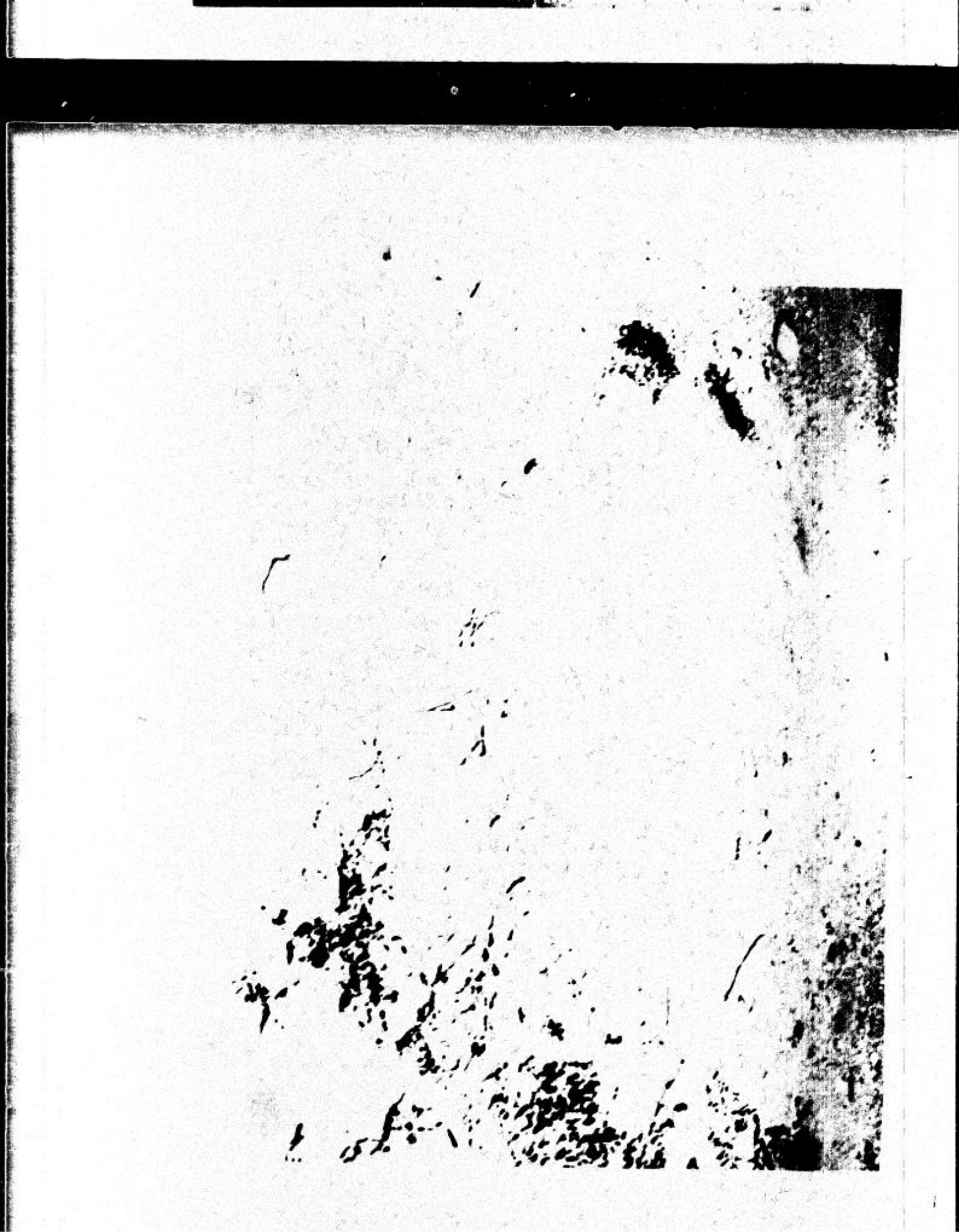
May 1948

1529

Phil. Lenz, Jr.

1. *mal. 10.*





20 Aug 48

800

Lilip Leuer

farm

7 and 1/2 miles

ALPGF

17 August 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright Patterson Airforce Base
Dayton, Ohio
(MCI)

1. Attached is Special Agent's report re reported flying saucers in vicinity of Hamel, Minnesota.

2. Attached information has been forwarded to Director of Intelligence.

FOR THE COMMANDING GENERAL:

1 Incl.
Report, subj as above

WILLIAM B. ALLISON
Lt. Colonel, GSC
Executive Officer - G-2

16 August 1946

Mr. Phillip Leuer
Mr. Phillip Leuer
Jerome Leuer (Age 2-)
Beano Leuer (Age 3)

[illegible]

2. The two boys were visibly frightened when they ran at the door and were afraid to tell what they had seen. Upon the questioning, the boys gave the above story to the agent.

When Smith, who arrived on the scene, he was taken to a spot covered by a wall. Mr. and Mrs. Decker advised was the spot where the alleged "flying saucer" landed. This spot was approximately two feet in diameter and appeared to have some heavy object had landed there or been set down there, as the ground was panted and rocks protruding from the ground had been leveled.

2. On 13 August 1948, this Agent interviewed Mr. E. E. Sheridan, Postmaster, Hamel, Minnesota, who substantiated the above information and advised that he had no reason to doubt the story of the boys or Mr. and Mrs. Loefer. For this reason,

CONFIDENTIAL

Al. ...
St. Paul, Minnesota

16 August 1948

V-8

... reported the matter to the Federal Bureau of Investigation, St. Paul, Minnesota.

(B-2)

... Agent thanked Mr. Sheridan for his interest in the matter and advised that the matter would be referred to higher authority, and also requested that he keep the matter confidential.

... letter received from W. E. Pines, Special Agent in Charge, Federal Bureau of Investigation, St. Paul, Minnesota.

U.C.I.C.

DM 2 BR

COPY

COPY

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
404 New York Building
St. Paul 1, Minnesota
August 12, 1948

Captain Charles L. Victor
Area Intelligence Officer
Office of AC of S, G-2
Room 1032, Post Office Bldg.
St. Paul 1, Minnesota

Dear Captain Victor:

On August 11, 1948, this office received a letter from Mr. K. R. Swridan, Postmaster, Hazel, Minnesota, which reads as follows:

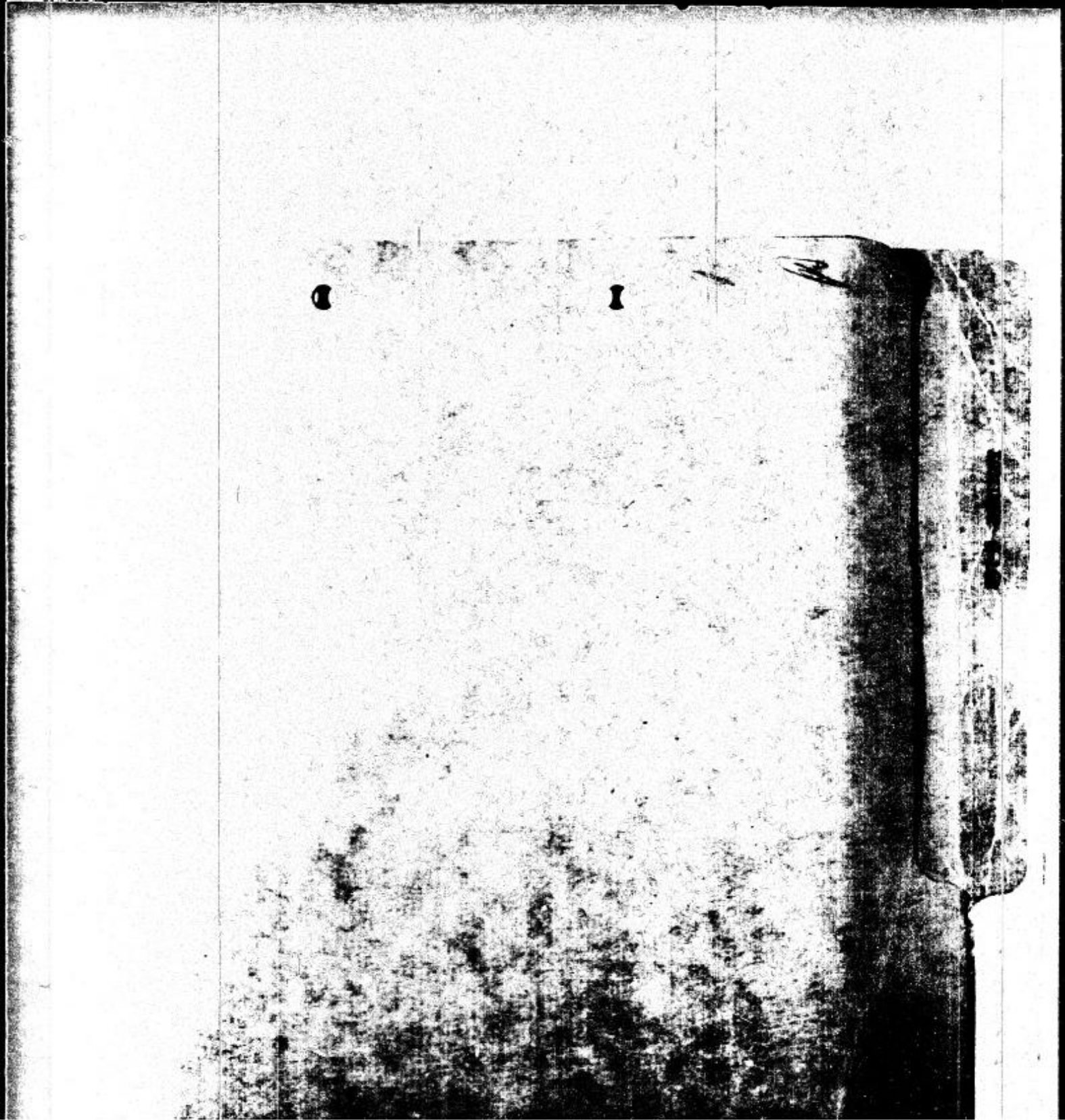
A farmer, who lives a short distance from this village, reported to this office that his two sons, age 8 & 10, had seen a "flying saucer". This object which looked like two plates inverted drifted to the ground about eight feet from one of the boys. When it hit the ground it rebounded very rapidly and disappeared.

"This object came in from the northwest & disappeared to the northeast. It was a silver colored object. Evidently this farmer believes that his sons saw some object and I have no reason to doubt his word. For your information."

This matter is being referred to you for whatever action you deem advisable. No investigation is being conducted by this office.

Very truly yours,

/s/ M. B. Rhodes
M. B. RHODES
Special Agent in Charge



INCIDENT # 173

Agure sighting

Shreveport, La.

173

18 Sept 48 17000

Det. Weather Detachment 20-11 Barksdale, Fld, La.

Ltr

14 Oct 48

Co Barksdale AF Base, Inlet Off.

Project "120"

12 September 1948.

Incident # 173

1700 Central Standard Time

3.5 miles SE of SHREVEPORT, La

ground

George A. JES, 250 Columbia Ave., SHREVEPORT, La.

xx while scanning sky with binoculars.

obj. (1)

by horizontal 12 feet in diameter

Aluminum

2 1/2 miles laterally/.50° off horizon

100-150 mph

10-15 seconds

smooth horizontal flight

none

South

metallic.

no clouds visible.

15 miles, winds 20 mph at 20,000 ft.

1/10. cumulous at 5500 ft. visibility

Object viewed with binoculars at an angle of 30-60° above horizon. One object estimated to be 12 ft in diameter was seen. It appeared round, aluminum in color and was drifting to the south at an estimated 20,000 feet making no sound and leaving no exhaust trail

Agents Note: A rawinsonde release was made from Barksdale Field La., at 15000 Central Standard Time followed for 15 minutes and then abandoned due to transmitter failure. It is possible that this was the object sighted at 1700 CST. (Diameter at 20,000 ft at 15-18 ft.)

Attach a Separate Sheet of Additional Space to Record

13 September 1948.

incident # 173

1700 Central Standard Time

3 miles SE of SHREVEPORT, La

ground

George AUBS , 256 Columbia Ave., SHREVEPORT, La.

xx while scanning sky with binoculars

one (1)

Approximately 12 feet in diameter

Aluminum

2 1/2 miles laterally / .50° off horizon

100-150 mph

10-15 seconds

smooth horizontal flight

none

South

metallic

no clouds visible

15 miles, winds 20 mph at 20,000 ft. 1/10. cumulus at 5500 ft. visibility

Object viewed with binoculars at an angle of 50° above horizon. One object estimated to be 12 ft in diameter was seen. It appeared round, aluminum in color and was drifting to the south at an estimated 20,000 feet making no sound and leaving no exhaust trail

Agents Note: A rawinsonde release was made from Barkdale Field La., at 15000 Central Standard Time followed for 15 minutes and then abandoned due to transmitter failure. It is possible that this was the object sighted at 1700 CST. (Elevator at 20,000 ft at 15-18 mph)

Attach a Separate Sheet of Additional Spec. if needed

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

1. Name of the person or organization to whom the report is being submitted

The author and office symbols to designate address and address

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

2. Name of the person or organization to whom the report is being submitted

Note warning signal at lower left of form. Remaining space is sufficient only for proper marking of typewritten signature

Separate comments by horizontal lines across page.

3. Title of the report

800.56

4. Date of report

FROM

TO

DATE 2 Feb. 49

COMMENT NO. 1.

1. The following comments are offered on the "Wind Visc" report, as requested in letter of 11 January 1949, subject as above.

a. The possibility of the report dated at 1700, 12 September 1948 being a wind balloon release from war scale AS cannot be ruled out. The winds as reported in the lower levels carried the balloon west of the station which lies north-west of the report. At winds aloft observations were reported above 5,000 feet at 2100Z. The chart is a medium vicinity, but a detailed analysis of the constant-level charts for the 12-13-48 and 14-48 and the following 1500Z map indicates that a near-cold front was available at the report during the time in question. The preceding chart shows signs of weak southwesterly flow at 5,000 feet while the 1500Z chart indicated a weak westerly flow.

b. Had the balloon lost hydrogen and remained near 5,000 feet during that two hour period, the flow of air could have carried it over the report and it could have been carried in the southerly direction.

c. In the future, these reports should be sent direct to HQ. AS as per conversation of 11 January 1949 and not be held on 1 January 1949.

W. H. HALL
Colonel, USAF
AS Liaison Officer

FAKISS 5-2234
Post 151B
Building 262A

1st. 1st

173

(13L)

Project "G.I.E."

Attn: Mr. Keel

RECEIVED

15 Nov 48

1.

Attn: Mr. Keel

Air Weather Division Officer

1. Pursuant to authority contained in paragraph four (4) Technical Instructions 5, 1-1-1, 3, this Command, dated 11 February 1948, this office has been authorized the assistance of all divisions and activities under the jurisdiction of the Air Materiel Command to permit the successful conduct of this project, and is also authorized direct communication with all Army installations by Department of the Army letter 100-1-1, 1-1-1, subject: "Unconventional Aircraft".

2. Your cooperation in conjunction with that of the Air Weather Service is therefore requested for the purpose of interpreting and analyzing the evidence attached hereto, in order to provide certain conclusions which will indicate the origin of the unknown aircraft.

3. From the evidence submitted, the object observed appears to correspond to the type of meteorological device now in use.

4. Your attention is invited to page 3 of inclosure 1 which gives local weather conditions at time of observation and to inclosure 2 which is a diagram (by the observer) of the object in relation to its position and that of a known aircraft. Note that the wind direction is not given in the wind aloft report.

5. A summary of the probable course taken by the navigable balloons (mentioned on page 3 of inclosure 2) as influenced by winds aloft would be of use in establishing whether or not this was the object seen by the reporting observer.

6. It is requested that a report be submitted directly to AECMD-3, Attn: Captain Keel.

Inc. 3

1. Attn: Mr. Keel

1/15/48

1. "11"

2. "11"

W. S. WING BROS.

Colonel, USA

Chief, Rec Intelligence Division

Intelligence Department

WAS/aw

6-310

Blg. 288

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1. *Journal of the American Medical Association*, 1997; 278: 1025-1030.

[illegible][illegible]

Reve. Rt. Hon. J. J. ... 205 Columbia
... the interview regarding original report
... is attached out-

Officer

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RESTRICTED

WEATHER DETACHMENT 26-11
26th Weather Squadron
Barksdale Air Force Base
Barksdale Field, La.

27 October 1948

Summary of Information on Flying Saucer.

1. SUMMARY REPORT
Air Materiel Command
Flight-Attendant 11,
Ayton, Mo. 1948: 11-11

2. In accordance with classified letter subject above, Dept of
the Air Force, the following report on a flying disc is submitted.

(a) Sighted 17000, 19 October 1948 at high altitude through
binoculars south east of 250 Columbia Avenue, Gretna, Louisiana,
approximately 3-6 degrees above horizon.

(b) Weather 1/10, cumulus estimated 5500 feet above surface
visibility over 15 miles.

(c) Sighted by George Agurs, 150 Columbia Ave., Gretna,
Louisiana.

(d) No photographs available.

(e) No sketches.

(f) One object estimated 40 feet in diameter, round, aluminum
color, drifting to south, estimated 20,000 feet no sound
or exhaust trail.

3. Rawinsonde release was made from this base at 15000, followed
for 18 minutes and then abandoned due to transmitter failure. It is
possible this could be the object sighted at 17000.

Info Copy to
1-Dept of the Air: ATTN: Dir of Intell.
1-C.O. MATS, ATTN: AG/1-2
2-C.O. 59th Weather Wing
1-C.O. 26th Weather Squadron
1-C.O. 104th Weather Group

WGT: 10-11,
Major, USAF,
Commanding

RESTRICTED

173

0191 01

1. Name of object -

2. Date of sighting - 16 September 1945

3. Time - 1700

4. Location -

a. Distance and direction from city - approximately
three hours' drive south of St. Louis.

b. Name of road or highway - Highway 100, Avenue in
south-east corner of St. Louis, Missouri.

c. Direction of travel - south

5. Description of object -

a. Color -

b. Shape -

c. Size -

d. Distance -

e. Direction of travel -

f. Elevation from sea level - approximately 500

g. Altitude - estimated at 20,000 ft

h. Size in light -

i. Appearance of object

a. Color - bright aluminum

b. Shape - spherical. See sketch.

c. Apparent construction - Undetermined.

Page 2
Essential Elements of Information

1. Size

Estimated size - diameter about 1/3 the length of
fuselage of an F-5 airplane or about 12 ft.

Size as it appeared from observer's view - Invisible
from the naked eye. Subject sighted through strong
binoculars while following the flight of a liaison
plane which was flying at about 10,000 ft altitude.

2. Direction of Flight - None

3. Location or Parameters

a. Vertical (ascend or descend, low altitude, etc.) - Horizontal
and smooth

4. Shape or Structure

a. Shape or structure - None

b. Length and width - None

c. Color - None

d. Rate of evaporation - None

e. Does trail vapor with sound? - None visible

5. Effect on clouds

a. Covered path thru clouds - No clouds visible

b. Covered cloud or mist - None

c. Reflected on clouds - No clouds visible

d. Covered thru clouds - No clouds visible

6. Lights

a. Reflected or attached - No lights visible

b. Luminescent - No

c. Flashed on and off - No

7. Support

a. Wings - None

• • • • •

... of ... or ... - ...

1st. Valuable or disvaluable subject appeared

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Figure 1

• • • • •

7-10-68

— — — — —

watched it for 60 seconds later it was gone. I solved it without
the aid of the microscope. I am sure you will find the object after
looking at it.

Active in the series

Page 12 of 12

10

3. Compensation - 1000000

4 Place of business - Gulf Oil Refining Company Commercial National Bank Building, New-Orleans, Louisiana

4. Employer or employee - employee of Gulf Oil Refining Company

Page 4

Essential elements of information

1. Observer - Name

a. Name of aged - 2 to 3 hours per week

b. Observer is not a amateur radio operator, pilot or engineer

2. Observer's training

a. Training - None

b. Observer's working objects - Good

c. Line of distance - Good

3. Reliability of Observer

a. Sources

(1) Source - None

(2) Source of information - None

(3) Source - None

(4) Source - None

4. Reliability of Observer

a. Flight time in general - Mr. Spurr was at airport at night to sight a B-26 aircraft that was scheduled to fly over airport at about 1700h, in September 1940, Mr. Spurr was. He was following the flight of a small commercial type aircraft when he noticed the unidentified object gliding through the sky at an estimated altitude of 20,000 feet. The speed was determined by rate that distance was left between the aircraft and unidentified object which were flying in opposite directions.

b. Observer's attention was drawn to object

(1) Sound - No

(2) Motion - Yes

(3) Glint of light - No

5. Witnesses - None.

1. Summary of Information

1. Summary of Information - The following information is of excellent quality and is quite sure of every-
thing except speed. Speed is estimated. Calculating the rate
in aircraft estimated at 1000 ft. and the rate of
change of direction at 1000 ft. directions at
1000 ft.

2. Summary of Information - The following information is of excellent quality and is quite sure of every-
thing except speed. Speed is estimated. Calculating the rate
in aircraft estimated at 1000 ft. and the rate of
change of direction at 1000 ft. directions at
1000 ft.

3. Summary of Information - The following information is of excellent quality and is quite sure of every-
thing except speed. Speed is estimated. Calculating the rate
in aircraft estimated at 1000 ft. and the rate of
change of direction at 1000 ft. directions at
1000 ft.

4. Summary of Information - The following information is of excellent quality and is quite sure of every-
thing except speed. Speed is estimated. Calculating the rate
in aircraft estimated at 1000 ft. and the rate of
change of direction at 1000 ft. directions at
1000 ft.

5. Summary of Information - The following information is of excellent quality and is quite sure of every-
thing except speed. Speed is estimated. Calculating the rate
in aircraft estimated at 1000 ft. and the rate of
change of direction at 1000 ft. directions at
1000 ft.

6. Summary of Information - The following information is of excellent quality and is quite sure of every-
thing except speed. Speed is estimated. Calculating the rate
in aircraft estimated at 1000 ft. and the rate of
change of direction at 1000 ft. directions at
1000 ft.

ESTIMATED DIAMETER 12'

WHITE ALUMINUM COLOR
REFLECTS IN SUNLIGHT BUT DID
NOT THROW BEAM OF LIGHT

UNUSUAL OBJECT

DIRECTION
OF FLIGHT
SOUTH

Diagram of object
in relation to observer

DIRECTION OF
FLIGHT - NORTH

airplane in flight
followed with binoculars
when unusual object
was sighted

60°
2 miles
Point from which
Observation was made
3 miles

Inc # 3

INCIDENT # 173

INCIDENT # 172

Exhibit No. 174

• Date: 11/11/1964 Page: 1 of 1 (Page Number) 0540

... from the ... Range 1 ...

STUDY

— — — — —

THE UNITED STATES OF AMERICA

[illegible]

• **1990** •

• • • • •

14-00000

Journal of Management Education 30(6)

1950

On 11/11/54, the object was observed in the sky. The object was observed in the sky.

[illegible]

7-10

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1. *Phragmites australis* (Cav.) Trin. ex Steud.

... ..

Journal of Management Education 30(6)

W. of W. May 1891

SECRET (U.S. GPO) REG. CLASS.

Page 1 of 1

Weather Conditions at Time of Landing: Variable with wind fairly, calm

Footprints noted: Object left no trail of any kind and did not
light up the area.

Summary of Incident: (over)

(See list and page)

WHITE HOT

IDENTNO 174

| | | | |
|---|--|--|--------------------------|
| HEADQUARTERS UNITED STATES FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | | FILE NO.
60 32-1 | DATE
29 November 1948 |
| TITLE

PROJECT "SIGN" | | REPORT MADE BY
Claude B. Gilliam | |
| | | REPORT MADE AT
DO # 9, New Orleans Detachment | |
| | | PERIOD
26 October 1948 - 29 November 1948 | |
| | | OFFICE OF ORIGIN
DO # 9, Barksdale AFB, Louisiana | |
| | | TUC | |
| CHARACTER
Subversive Activity | | | |
| REFERENCE
Ltr, dated 18 October 1948, from Colonel W. R. CLINGERMAN, To French Intelligence Office, 112th CIB Detachment, New Orleans, Louisiana | | | |
| SYNOPSIS

This investigation predicated upon request of W. R. CLINGERMAN, Colonel, USAF, Acting Chief of Intelligence, Headquarters, Air Materiel Command.

Investigation in New Orleans, Louisiana, concerning above SUBJECT only revealed one individual who saw the aerial object in that Section. | | | |
| DISTRIBUTION

CG, AMC - 3
Hq CSI - 2
DO # 9 - 2 | | ACTION COPY FORWARDED TO
Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
Attn: Chief of Intelligence Unit | FILE STAMP |
| INCIDENT NO 174 | | APPROVED

<i>Edward R. Ford</i>
EDWARD R. FORD
Major, USAF
DISTRICT COMMANDER | 174 |

CONFIDENTIAL

DETAILS:

1. This investigation was predicated at the request of the Acting Chief of Intelligence, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

AT NEW ORLEANS, LOUISIANA:

This investigation was turned over to the 4th AGI District by the Fourth Army Branch Intelligence Officer, as a matter pertaining to the United States Air Force, on 2 October 1948.

2. On 8 November 1948 Mr. E. BERNARD WILLIAMS, President of the United Lands Company, was interviewed at his home, 356 Audubon Street, New Orleans, Louisiana. WILLIAMS stated that on the morning of 1 October 1948 he was squirrel hunting on his property, and that he had gotten up very early in the morning and was standing on a little ridge facing south. This ridge was located in a clearing which had been cut for telephone lines. The clearing is approximately twenty feet wide and runs from the highway north to the swamps. At this particular time it was too dark to go into the woods hunting, but was light enough to see what time it was by his watch, and at 0540 hours WILLIAMS was looking to the south at the sky and saw the aerial object which he described as follows. "It looked like an ice cream cone traveling toward the east with the larger end in front. At the front it looked as if it were white hot (like the mantels in a gasoline lantern), and toward the rear it got gradually darker red. There was no visible metal or other material and no projections of any kind, only fire. The object made absolutely no noise and left no trail of any kind. It was traveling in a straight line from west to east and did not gain or lose altitude. There was no visible means of propulsion. It appeared to be about three-quarters of a mile away and at an elevation of approximately twenty-five hundred feet. I was looking up at an angle of about thirty degrees elevation relative to the ground, and I watched this object for approximately ten seconds before it was obscured by some trees. It appeared to be about the size of the average airliner and was traveling at approximately three hundred miles per hour. The larger end of the cone appeared to be thicker than the average airliner is through the fuselage, but it was about the same length. The object displayed no lights other than it appeared to be encased in flame, and it did not light up the area. There was no visible means of support and no control surfaces. There were no clouds that day, and the wind was fairly calm."

WILLIAMS stated that he was a student pilot but could not get a pilot's license because of poor muscular coordination in his eyes, but that his color perception was normal and that his hearing is excellent. There were no other eye witnesses to this phenomena, according to WILLIAMS. (P-6)

- RUC -

CONFIDENTIAL

| SUMMARY OF INFORMATION | | DATE | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------------------|-----------|--|----------------|---------------------|---|---------------------|------------------|---|---------------|-----------------|---|---------------|----------------------|---|----------|------------|---|------------|-----------------------|---|------------------------|
| PREPARING OFFICE
Branch Intelligence Office, New Orleans, Louisiana | | 4 October 1948 | | | | | | | | | | | | | | | | | | | | | |
| SUBJECT
Unidentified Flying Object | CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION
<table border="0"> <tr> <td>OF SOURCE</td> <td></td> <td>OF INFORMATION</td> </tr> <tr> <td>COMPLETELY RELIABLE</td> <td>A</td> <td>CONTAINED BY SOURCE</td> </tr> <tr> <td>USUALLY RELIABLE</td> <td>B</td> <td>PROBABLY TRUE</td> </tr> <tr> <td>FAIRLY RELIABLE</td> <td>C</td> <td>POSSIBLY TRUE</td> </tr> <tr> <td>NOT USUALLY RELIABLE</td> <td>D</td> <td>DOUBTFUL</td> </tr> <tr> <td>UNRELIABLE</td> <td>E</td> <td>IMPROBABLE</td> </tr> <tr> <td>RELIABLE TO A CERTAIN</td> <td>F</td> <td>TRUTH CANNOT BE JUDGED</td> </tr> </table> | | OF SOURCE | | OF INFORMATION | COMPLETELY RELIABLE | A | CONTAINED BY SOURCE | USUALLY RELIABLE | B | PROBABLY TRUE | FAIRLY RELIABLE | C | POSSIBLY TRUE | NOT USUALLY RELIABLE | D | DOUBTFUL | UNRELIABLE | E | IMPROBABLE | RELIABLE TO A CERTAIN | F | TRUTH CANNOT BE JUDGED |
| OF SOURCE | | OF INFORMATION | | | | | | | | | | | | | | | | | | | | | |
| COMPLETELY RELIABLE | A | CONTAINED BY SOURCE | | | | | | | | | | | | | | | | | | | | | |
| USUALLY RELIABLE | B | PROBABLY TRUE | | | | | | | | | | | | | | | | | | | | | |
| FAIRLY RELIABLE | C | POSSIBLY TRUE | | | | | | | | | | | | | | | | | | | | | |
| NOT USUALLY RELIABLE | D | DOUBTFUL | | | | | | | | | | | | | | | | | | | | | |
| UNRELIABLE | E | IMPROBABLE | | | | | | | | | | | | | | | | | | | | | |
| RELIABLE TO A CERTAIN | F | TRUTH CANNOT BE JUDGED | | | | | | | | | | | | | | | | | | | | | |
| TYPE: Friday morning, 1 October 1948, at 0540 hours
PLACE: Ascension Parish, Township 10 South, Range 4 East, Section 22
INFORMANT: E. Bernard Williams, President, United Land Company, Inc., 219 Dryades Street, New Orleans, Louisiana, Telephone, RA 0615, Residence, 338 Audubon Street, New Orleans, Louisiana, Telephone, WA 8497
<p>On 4 October 1948 Mr. E. B. Williams entered this office and had to say the following, concerning an unidentified flying object: That United Land Company, Inc. has a hunting lodge located in Ascension Parish, Township 10 South, Range 4 East, Section 22 (approximately 50 miles from New Orleans, Louisiana) and that on the morning of 1 October 1948 he, Williams, was hunting; that he was on a road which has been constructed in the swampland of this hunting site which runs north and south and that he was facing the south when an object traveling in an easterly direction came into his view; that this object appeared to be traveling at approximately 200 miles per hour at an altitude of approximately 1500 or 2000 feet; that this object remained in his, Williams, line of vision long enough for him to make a fairly detailed print in his mind. (Here Williams explained that he has had a good deal of flying experience and as a result was able to ascertain uncertain speed, elevation and direction.); that according to him, Williams, this sighted object was absolutely soundless and that it appeared to be approximately the length of a passenger air craft, cone shaped, with the larger end of the cone in front and that this portion of the cone appeared to be "absolutely white hot". (Here Williams compared the white hotness of this cone with a gasoline pressure lamp, i.e., such as a Coleman gas lantern) Williams then stated that the white hot section of this cone covered approximately one-sixth of the object and that flames were emitting from the balance of the cone, but did not resemble any color; that the line of flight of this unidentified object was straight and level. (Mr. Williams made a free hand sketch of the sighted object which is attached hereto.)</p> <p>Mr. Williams advised the personnel in this office that he did not wish any publicity concerning his sighting of this object but that he did not object to his name being used in a confidential report. Mr. Williams also stated that he told the caretaker of the lodge and a hunting companion of the incident and all agreed not to divulge the information as it might be an experiment being undertaken by this government.</p> | | | | | | | | | | | | | | | | | | | | | | | |
| 112th GSC Detachment - 2 cys
174 | | | | | | | | | | | | | | | | | | | | | | | |

WD 568

U. S. GOVERNMENT PRINTING OFFICE 16-42240-1

CONFIDENTIAL



CONFIDENTIAL

SUMMARY OF INFORMATION

DATE

6 October 1948

PREPARING OFFICE

Branch Intelligence Office, New Orleans, Louisiana

SUBJECT

Unidentified Flying Object

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE

COMPLETELY RELIABLE

PARTIALLY RELIABLE

NOT FULLY RELIABLE

NOT FULLY RELIABLE

UNRELIABLE

RELIABILITY UNKNOWN

OF INFORMATION

CONFIRMED BY OTHER SOURCES

PROBABLY TRUE

POSSIBLY TRUE

POSSIBLY TRUE

UNPROBABLE

TRUTH CANNOT BE JUDGED

SUMMARY OF INFORMATION

Mr. Williams had previously been to the Federal Bureau of Investigation, New Orleans, Louisiana, who directed him to this office as this information may be of interest to the Army.

COMMENT:

The personnel of this office who were present at the time Mr. Williams gave the information above are of the opinion that Williams is a reliable, level headed person; that Williams appeared to be conscientious and felt it was his duty to report the sighting of this unidentified object; that the ~~man~~ Williams desired no publicity was due to the fact that he did not desire his friends and business acquaintances to josh him concerning this matter.

NOTE:

Mr. Williams stated that he was not under the influence of alcohol at the time of the sighting of the object.

IDENT NO 179

STREET

112th CEC Detachment - 2 cys

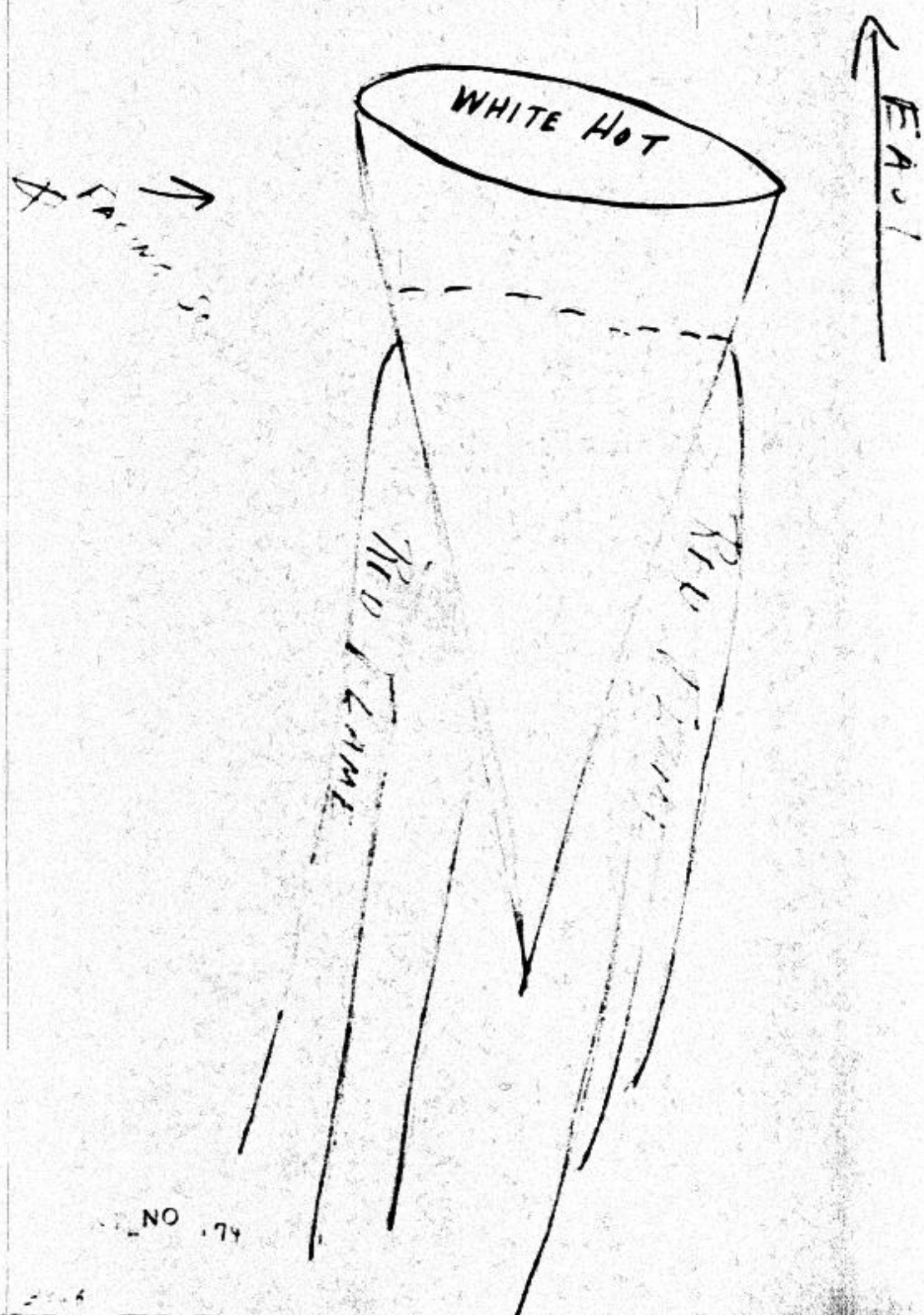
WD 568

8-66

U. S. GOVERNMENT PRINTING OFFICE 16-55500-1

CONFIDENTIAL





NO 74

INDEXED # 274



- [illegible]

I

I

October 17, 1944

Dear Mr. [illegible]

Sir:

[Faint, mostly illegible text in the main body of the letter]

Not
seemed to
from the
range to
the object
ward.
the dis-
for Fair-
served
south of the
state

SLI: Project "Sign", basic communication dated 18 October 1948.

File No. 2L-6

1st Ind

SLI/JJS/mfw

Headquarters, 17th District Office of Special Investigations (IG) USAF,
Kirtland Air Force Base, Kirtland Field, N. M. 17 November 1948

To: Commanding General, Air Materiel Command, Wright Field, Dayton, Ohio
ATTENTION: CHIAVO

1. Transmitted herewith Report of Investigation, this headquarters,
dated 18 November 1948, subject: Project "Sign", as requested in basic com-
munication.

2. Request for development of undeveloped leads as indicated in inclosed
report has been forwarded 10th District, Office of Special Investigations.

FOR THE DISTRICT COMMANDER:

1. 1c

2. n/c

3. -/1

4. 1c of Forest re Project "Sign" (dup)

J. H. C. STAHL, JR.

Captain, USAF

Deputy District Commander



IN REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL AIR MATERIEL
COMMAND ATTENTION
FOLLOWING OFFICE SYMBOL

HEADQUARTERS
AIR MATERIEL COMMAND

AIO-3/MS/ST
WRIGHT FIELD, DAYTON, OHIO.

OCT 18 1948

SUBJECT:

TO:

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175

CONFIDENTIAL

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

- ... at 1030 hours,
... 1064 miles.
... altimeter set to
...
... 1949; 10,000 ft.
... 30,000 ft.
... none.
... aircraft
... none.
... by
... organization,
... without de-
... departed/
... contact
... objects
... activity.
... etc. -
... involved.
... if not,
...
...
... Did not
...
... one (1) object.
... See enclosure ...
... not possible.
... observed, i.e., (any projections or
... extensions that might permanently be construed as such) - none observed.

3. At St. Peter's, the following interviews and agency checks substantiate the reliability of the observer. Reference page 4, "The Criminal Elements of Inferior Court."

4. Mrs. E. V. GUY (phonetic), 100 West 11th St., Santa Ana, Cal., stated in substance, that she has known R. MARSHALL approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. She stated that she is not sure of her own information and cannot say for sure.

5. Mr. LEO J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

6. Mr. J. J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

7. Mr. J. J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

8. Mr. J. J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

9. Mr. J. J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

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11. Mr. J. J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

12. Mr. J. J. MURPHY, 100 West 11th St., Santa Ana, Cal., stated in substance, that he has known R. MARSHALL for approximately 10 years and that he is a very capable man, hard, aggressive and, as expressed, a little bit. He stated that he is not sure of his own information and cannot say for sure.

CONFIDENTIAL

1. Will check the criminal and Federal records to determine if there is a record.

2. Will obtain details of the arrest of ... ANGIER ... observed.

3. Will obtain as much information as possible relative to the ... in the "Essential Element" Information ... attached ... additional evidence ... to the in- ... section " ... include .

October 1946

1947-1948

1957 - 1958

2

CONFIDENTIAL

26 October 1948

This statement was taken at the residence of Mr. John C. Fairchild at 1415 hours, on 26 October 1948, by Mr. William H. Pittson S/A Office of Special Investigations Kirtland AFB, Kirtland Field, New Mexico.

STATEMENT OF: John C. Fairchild

On September 23, 1948 at approximately 0930 hours, while on East Marcy Street down town Santa Fe, New Mexico. I discovered an oblong bright object flying at a high speed I estimated between seven (7) and eight (8) hundred miles an hour, at thirty (30) thousand foot or over this object gave a blue glare to the rear and was traveling from North East to South West. I did not hear any sound but discovered this object while looking up at W.T.C. radio tower. At first glance I thought this object was an insulator on one of the wires, but when I discovered it was moving an effort was made to detect sound and to establish height and direction of course.

John C. Fairchild
John C. Fairchild

WITNESS:

William H. Pittson
Chief

CONFIDENTIAL

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1

SECRET

CONFIDENTIAL

at radio
wire when

add.
wire.

K-140

Forwarded
Right-

Wright
Field

1st Ind

HEM/wdp

Office of the Intelligence Officer, 3565th Basic Pilot Training Wing,
Waco Air Force Base, Waco, Texas, 29 October 1948

TO: Commanding General, Headquarters, Air Materiel Command, Wright
Field, Dayton, Ohio, ATTENTION: WOIAYO-2

In compliance with basic communication, Headquarters, Air
Materiel Command, Wright Field, Dayton, Ohio, WOIAYO-2, Subject:
Project "Sign" dated 18 October 1948 the inclosed report is submitted

Hugh E. McCall
HUGH E. MCCALL
Captain, USAF
Intelligence Officer

- 2 Incl
1. Statement of
A. R. Angier
2. Rpt on EEI

CONFIDENTIAL



IN REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL AIR MATERIEL
COMMAND ATTENTION
FOLLOWING OFFICE SYMBOL

HEADQUARTERS
AIR MATERIEL COMMAND

WRIGHT FIELD, DAYTON, OHIO

OCT 18 1949

SUBJECT

TO

CONFIDENTIAL

AGENT R. JRT

UNIDENTIFIED AIRCRAFT

11 October 1948 (ek)

482.1 AFADB

W. A. Angler, 1425 Proctor Street, Waco, Texas on 8 October 1948 furnished the following information concerning the unidentified aircraft seen at Waco, Texas, on 23 September 1947:

a. Weather at time object was sighted was ceiling and visibility unlimited. Object was first seen at 0-45.

b. The only drawing of the object that could be drawn would be a perfect circle. Therefore, it was deemed unnecessary to include a sketch.

c. The object appeared to be a perfect circle, approximately 100 to 150 feet in diameter and white in color. At first the object seemed to move in a southerly direction, then south to east and finally to north east. This may have been a circular illusion. The estimated altitude was 10,000 feet, and because of this great height, the speed and maneuverability could not be ascertained. During the observation the object made no sound and did not create an exhaust trail. After the first sighting, however, the object remained stationary.

d. Angler has seen a pilot in a plane and a pilot in a jet with all types of conventional aircraft. He observed the object from 10,000 to 15,000 feet and there were no other observations. The object was seen on 23 September 1947, 042 W. Waco, Texas, Texas.

(S-1)

STANLEY ERISTANSEN, NIC, Fourth Army

STANLEY ERISTANSEN, NIC, Fourth Army

VD 400 FORM 341

175

U. S. GOVERNMENT PRINTING OFFICE: 1947

CONFIDENTIAL

STATEMENT

I, Walter Angier, to
 was the Intelligence Officer at Macle Air Force Base, Macle, Texas
 I was standing in front of the Santa Fe Radio Station, Santa Fe, New
 Mexico, approximately four (4) blocks Northwest of the Plaza at approximately
 10:00 P.M. September 19, 1940, watching a Government plane apparently coming
 in for a landing at Los Alamos when I noticed a strange object in the sky.
 Immediately, I lost interest in the plane and focused my attention on the object.
 It was approximately fifty (50) feet from the radio tower and easily lined
 up with the tip of the tower. To get the approximate height of the
 object, I walked a few feet West, and the object immediately disappeared clear out
 of the picture in relation to the tower. I lined it up again with the tip
 of the tower and walked off to the North. The object was clear out of the
 picture again. I walked to the tower. This was what I saw. The appearance
 of the object was a semi-circle, South and West, but this could possibly have
 been an illusion. Since this was a spectacle, I judged the altitude
 to be a maximum of thirty (30) to forty (40) feet. At this altitude it
 could have been at least one hundred (100) to one hundred and fifty
 (150) feet in diameter to have been visible.
 It was a perfectly white object, not being translucent or translucent,
 and having a metallic appearance. It was of a circular appearance, the
 only visible surface being the top, and the base of the object was not visible when
 I walked around it. There were no projections, no wings, no tail, no
 anything at all. I went to it, and we went
 into a building, transacted our business which lasted approximately eight
 minutes, came outside, and the object was still in approximately the
 same position.
 From the time I first saw the object to the last observation was
 approximately fifteen (15) to twenty (20) minutes.
 I left Mr. Fairchild and returned to Macle, Texas by Automobile.
 I did not observe the object after entering my automobile.
 I have read this statement consisting of 2 pages, and certify that it is
 true and correct to the best of my knowledge and belief. I have
 affixed my signature to this statement in the presence of Captain Hugh E. McCall
 whose signature appears on this page.

Walter Angier
 WALTER ANGIER

I, the undersigned, witness at Macle, McPherson County, Texas, this
 20th day of October, 1940, the signing of this statement by Walter Angier,
 being in his presence and signing at his request. I, the said Walter Angier,
 voluntarily affixing his signature.

Hugh E. McCall
 Hugh E. McCall
 Captain, U.S.A.
 Intelligence Officer

U. S. AIR FORCE OFFICE OF INVESTIGATION

(Re Sightings) of Unidentified Aerial
Object(s)

PROJECT "SIGMA"

1. Date of sighting:
 - a. 13 September 1948
2. Time of sighting:
 - a. 7:40 to 10:00 hours
3. Where sighted:
 - a. Ground
 - b. Santa Fe, New Mexico
 - c. Southwest from Plaza of Santa Fe, New Mexico
4. Number of objects:
 - a. One (1)
5. Distance of object from observer:
 - a. Not applicable
 - b. True angle from horizon
 - c. 25,000 to 30,000 feet
6. Time of sight:
 - a. 15 or 20 minutes
7. Appearance of object:
 - a. White
 - b. Perfectly flat in appearance, appeared to have a sky
 - c. Construction not determined
 - d. At least 100 to 150 feet in diameter
8. Direction of flight:
 - a. Approximately same vicinity, maybe moved a little south of where sighted

- 1. Tactics of perpetrators:
 - a. Very little movement if any noticed
- 2. Evidence of exhaust:
 - a. No evidence of exhaust noticed
- 3. Effect of clouds:
 - a. No clouds
- 4. Lights:
 - a. Sighted in daylight
- 5. Support:
 - a. Rotating cylinder
- 6. Impulsions:
 - a. Not determined
- 7. Air ducts:
 - a. Not determined
- 8. Control and stability:
 - a. Not determined
- 9. Speed-".".
 - a. Stationary at time sighted.
- 10. Sound:
 - a. No sound determined at time of sighting
- 11. Manner of disappearance:
 - a. Still in view when I left

Relative to the Observer

- 1. A. Rutle ANGIER
- 2. 202 Proctor Street, Waco, Texas
- 3. Neon sign manufacturer.
- 4. Own employer

4. Hobbies:

a. Pilot since 1928. Not a hobby

5. Ability to determine:

a. Not determined

b. Experienced Pilot

c. Same as b.

6. Reliability of observer:

a. Sources

(1) Not determined

(2) No information at Police Department

(3) No Employer

7. Other relative of observer is:

a. Was present while watching another aircraft

b. Was able to draw object

c. Heard

d. Little emotion

e. Was not hurt while watching another aircraft

8. Witnesses:

a. John Palmer, Jr., 141 West Washington, Santa Fe, New Mexico

b. Not at present

c. Reliability unknown

It is the opinion of the investigator that Mr Angier is approximately fifty (50) years of age and well settled. After giving his statement to the investigator he was interviewed concerning the essential elements of information and told the same story on two occasions. It seems that he was careful not to contradict himself, but told a straight-forward story. It is also the opinion of the investigator that Mr Angier is honest in his convictions in believing that he saw an unconventional object. Mr Angier seems to have a little above the average intelligence, is a good conversationalist and is evidently from a middle class family.

REPORT BY REQUESTING AGENCY ON STATUS
OF SPECIFIC REQUEST FOR INFORMATION

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150.1 AMAB

October 1948

Subject: Unidentified Aircraft Sighted at Santa Fe, New Mexico

Director of Intelligence
General Staff, U. S. Army
Washington 25, D. C.
ATTN: Chief, Intelligence Section

Reference is made to General No. A-1917, as requested in
Intelligence Division, G-2, 25 March 1948, subject,
Unidentified Aircraft.

Attached summary of information received 25 September 1948
for your information.

TRANS COPIED TO G-2

Incl
S. I. dtd 3 Sep 48

EXSTL - P. A.
Colonel, G-2
AT of S. I.

DATE **30 Sep 48**

Inconventional Aircraft

| FOR USE IN INFORMATION | |
|------------------------|------------------------------|
| 1. SOURCE | 1. INFORMATION |
| 2. NAME | 2. CONFIRMED BY OTHER SOURCE |
| 3. ADDRESS | 3. POSSIBLY TRUE |
| 4. PHONE | 4. POSSIBLY TRUE |
| 5. DATE | 5. POSSIBLY TRUE |
| 6. TIME | 6. UNUSUALLY TRUE |
| 7. PLACE | 7. UNUSUALLY TRUE |
| 8. METHOD | 8. UNUSUALLY TRUE |
| 9. COMMENTS | 9. UNUSUALLY TRUE |
| 10. DATE | 10. UNUSUALLY TRUE |
| 11. TIME | 11. UNUSUALLY TRUE |
| 12. PLACE | 12. UNUSUALLY TRUE |
| 13. METHOD | 13. UNUSUALLY TRUE |
| 14. COMMENTS | 14. UNUSUALLY TRUE |
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| 17. PLACE | 17. UNUSUALLY TRUE |
| 18. METHOD | 18. UNUSUALLY TRUE |
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| 30. DATE | 30. UNUSUALLY TRUE |
| 31. TIME | 31. UNUSUALLY TRUE |
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| 58. METHOD | 58. UNUSUALLY TRUE |
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| 63. METHOD | 63. UNUSUALLY TRUE |
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| 89. COMMENTS | 89. UNUSUALLY TRUE |
| 90. DATE | 90. UNUSUALLY TRUE |
| 91. TIME | 91. UNUSUALLY TRUE |
| 92. PLACE | 92. UNUSUALLY TRUE |
| 93. METHOD | 93. UNUSUALLY TRUE |
| 94. COMMENTS | 94. UNUSUALLY TRUE |
| 95. DATE | 95. UNUSUALLY TRUE |
| 96. TIME | 96. UNUSUALLY TRUE |
| 97. PLACE | 97. UNUSUALLY TRUE |
| 98. METHOD | 98. UNUSUALLY TRUE |
| 99. COMMENTS | 99. UNUSUALLY TRUE |
| 100. DATE | 100. UNUSUALLY TRUE |

(2-1)

(B-3)

08-21

(A-7)

EDD Dallas
EO, Santa Rosa
File

WD-568

U. S. GOVERNMENT PRINTING OFFICE 16-60904-

CONFIDENTIAL

1. Incl

2. Incl

3. Incl

4. Incl

5. Incl

6. Incl

7. Incl

8. Incl

SUMMARY OF INFORMATION

30 Sep 48

Office of the AC of S, G-2, Fourth Army, Fort San Houston, Texas

Unconventional Aircraft

| | |
|-------------------------|---------------------------|
| OF SOURCE | OF INFORMATION |
| COMPLETELY RELIABLE | CONFIRMED BY OTHER SOURCE |
| RELIABLY RELIABLE | PROBABLY TRUE |
| POSSIBLY RELIABLE | POSSIBLY TRUE |
| NOT RELIABLY RELIABLE | PROBABLY TRUE |
| UNRELIABLE | UNPROBABLE |
| WORTHY OF CONSIDERATION | NOT CANNOT BE DISCLOSED |

On 30 September 1948, the San Antonio Field Office of the Federal Bureau of Investigation reported to this Section that the FBI Resident Agent, Waco, Texas, had received the following information: (A-1)

On 23 September 1948, at 0945, a round, white, object in the sky, estimated at approximately 30,000 feet high and about 150 feet in diameter, was seen from the street in downtown Santa Fe, New Mexico, by A. R. ANCHER, 2620 Proctor, Waco, Texas, Telephone No. 118, and John FAIRCHILD, 842 West Manhattan, Santa Fe, New Mexico. (B-3)

ANCHER is a pilot who is familiar with weather balloons and he claims that the object seen above Santa Fe was not a weather balloon. (B-2)

This information has been furnished the Intelligence Officer, Waco Air Force Base, Waco, Texas, by the FBI Resident Agent, Waco, Texas. (A-1)

Air Materiel Command
B/I
BIO El Paso

BIO Dallas
IO, Santa Fe
File

WD 568

U. S. GOVERNMENT PRINTING OFFICE 16-55500-1

CONFIDENTIAL



Incident # 176

Rebels Sighting

File No. 176

Pimole, Calif

23 Sept 48 Time: 12:0 noon

Hq, 6th Army, Office Asst Chf of Staff G-2,
Presidio of San Francisco, Calif

1st - local

14 Oct 48

1st Cavalier 15th OSI Distri
San Bernardino AF Base, San Bernardino, Calif
Project "JCM"

Other

Other

Other

Other

Other

Other

Date: _____ To: _____ Date: _____
To: _____ Date: _____ To: _____
Status: Open ☒ Pending ☐ Closed ☐

U.S. DEPARTMENT OF COMMERCE

Control's Banner - 14 miles from San Pablo, Calif. L.

... ..

... (1)

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... State Dept. of Agr.
... when he observed
... the bomber

After the end of a long - winter - longer : . . .

... .. Party are.

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On May 13, 1968, [redacted] stated that [redacted] had been sighted in a very short time.

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He said:

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

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5D-24-4 (8 Dec 48)

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5D-OSI/VW2/du

SUBJECT: UNKNOWN SUBJECT, PROJECT "SIG"
Special Inquiry

5th District, P I (IG), Wright-Patterson AFB, Dayton, O., 20 Dec 48

TO: Commanding General, Air Materiel Command, Wright-Patterson Air
Force Base, Dayton, Ohio ATTENTION: (ALOG-3)

Inclosure: For your information and any action deemed appropriate
is the final report of Special Agent M. J. [redacted], District
Office, P I, [redacted] Air Force Base, California. With the
completion of this report, all logical investigative leads have been
covered and reviewed by this office and the case is closed.

1 Incl
a/c

[redacted]
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|--|--|---|---------------------------------|
| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | | FILE NO
24-3 | DATE
29 November 1948 |
| PROJECT "SIGN" | | REPORT MADE BY
MATTHEW R. HILLMAN | |
| | | REPORT MADE AT
DC #13, Fairfield-Guisan AFB | |
| | | PERIOD
15 November 1948 | |
| | | OFFICE OF ORIGIN
DC #5, Wright-Patterson AFB | |
| | | STATUS
CLOSED | |
| SPECIAL INQUIRY | | | |
| Ltr fr Hqs, Air Materiel Command, Reference File 00, AMO, AFPM; MCLAND, dated 18 October 1948. | | | |
| <p>Mr. SILVERMAN BENTHAM stated that on 23 September 1948 at approximately 1230 P.M., he sighted an object at a high altitude going at a very great rate of speed. Mr. BENTHAM's description as to the shape and direction and over-all appearance of this object is in direct contradiction with the statements made by Colonel HORACE RAKINS. This object was brought to BENTHAM's attention by Colonel HORACE RAKINS.</p> | | | |
| - CLOSED - | | | |
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G-2, Sixth Army (Info)
(Incl) 1
OSI, LHM, San Francisco
(Info) (Incl) 1
FBI, San Francisco
(Info) (Incl) 1
File (Incl) 2 | | Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio | |
| | | APPROVED | |
| | | <i>Raydon E. Mass, 1st Lt</i>
For DONALD G. SCHNEY
Captain, USAF
DISTRICT COMMANDER | |
| <i>1-1-1</i> | | NO 176 | |

DC #19, Case No. 24-3

DETAILS:

AT RICHMOND, CALIFORNIA

1. On 15 November 1948, Mr. SILVESTER BENTHAM, 2655 Dan Road, Richmond, California, a retired butcher, was interviewed at his home, and made the following statement in substance: On 23 September 1948 BENTHAM was visiting at Castro's Ranch and at approximately 1230 P.M. BENTHAM was talking to Colonel HOPKINS BAKINS when BAKINS called BENTHAM's attention to a single object in the sky. They saw the object, first, in the Northeast, moving faster than any airplane he (BENTHAM) had ever seen, and it appeared to be very high. BAKINS and BENTHAM watched the object for at least 3 minutes. The object moved toward the Northwest and in a straight line at a constant speed, finally turning to the North and fading from view. The object had a regular rectangular outline with sharp corners. It was buff or gray in color, with several darker vertical lines like ribs. The object appeared to be covered with a translucent material. It appeared like a "vegetable crate" flying through the air. The object's apparent size was approximately 2 inches by 1 inch by 1 inch. It made no noise and left no exhaust or trail. (Sketch is inclosed) Mr. BENTHAM further stated that neither he nor Colonel BAKINS was wearing glasses at the time and that he wears glasses only for reading. Mr. BENTHAM is 70 years of age.

Inclosures:

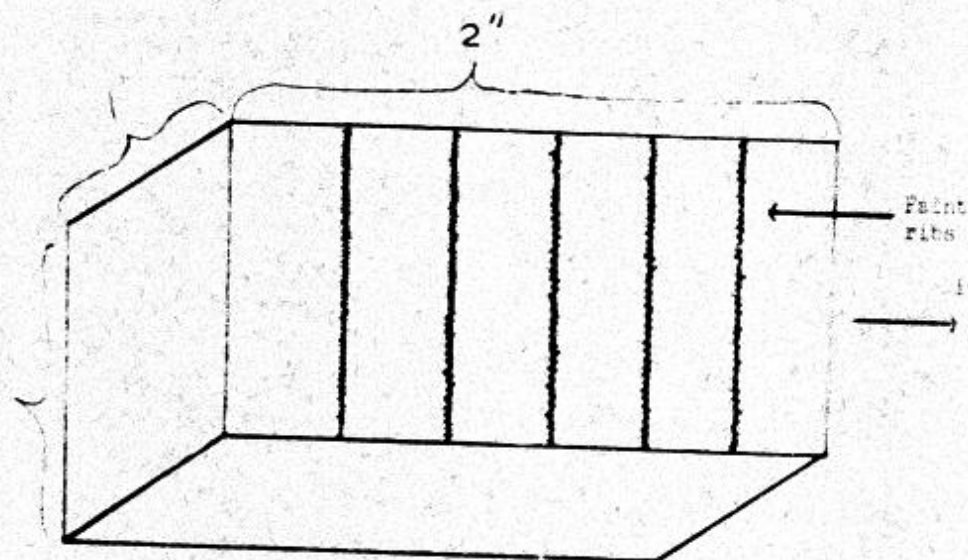
FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB;
DO #5, WRIGHT-PATTERSON AFB, OSI HEADQUARTERS, G-2, SIXTH ARMY;
ONI, 12TH NAVAL DISTRICT, SAN FRANCISCO; FBI, SAN FRANCISCO; AND FILE:

Rough sketch of flying object as described by BENTHAM.

- CLOSED -

Exhibit No. 3-2
1st District

Exhibit No. 3-2



Material - unpainted
 Weight -
 Color - buff-gray

176

Incl 1

CONT'D

1

41-7-10-2-10

2. Attached for your information is a copy of the report of the
of Special Agent Adm. W. J. [redacted], dated November 1948.

3. This investigation is continuing in this Office. The report will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl
Report of SA ARTHUR F.
WOLD, JR. dated Nov
28 (in tap)

DONALD C. JOSEPH
Captain, USAF
District Commander

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

FILE NO. 24-3 DATE 16 November 1948

REPORT MADE BY ARMIN P. HEROLD, JR

UNKNOWN OBJECT, Project "Sign"

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 12 and 13 November 1948

REPORT MADE AT DO # 5, Wright-Patterson AFB

PLANNING

SPECIAL INQUIRY

WRIGHT-PATTERSON AIR MATERIAL COMMAND, Ref File No. 24, AMC, ATTN: WRIGHT, 12 October 1948

On 12 October 1948, a report was received from the radar net of the San Francisco Bay Area; United Air Lines; Air Port Traffic Field, Mills Field; Western Air Lines; Pan-American Airways; American Air Lines; and the Flying Tigers, all of San Francisco, California, revealed no unusual radar readings or sightings during the period from 1100 to 1300 hours on 23 September 1948.

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Wright-Patterson Air Force
Base,
Dayton, Ohio

APPROVED

Donald C. Goewey
DONALD C. GOEWY
Captain, USAF

OSI File No. 24-3

DETAILS:

1. This investigation was predicated upon receipt of letter from Headquarters, Air Materiel Command, Reference File CGAMC, ATTN: DOLANO, dated 15 October 1948.

MILLS FIELD, SOUTH SAN FRANCISCO, CALIFORNIA

2. On 12 November 1948 Mr. JOE MCMAHAN, Senior Airport Traffic Controller (CAA), Mills Field, California, stated that there were no scheduled flights over the Pinole area at approximately 1200 hours on 23 September 1948.

3. On 12 November 1948 Mr. JOHN WANS, Traffic Representative, Pan American Airways, Mills Field, California, stated that their records for 23 September 1948 showed no scheduled aircraft over the Pinole area. One (1) unscheduled aircraft from Pan American Airways had been on a training mission on 23 September 1948, but the instructor, Mr. RICH MCPHERRY, stated that the aircraft had not flown north of Hunters Point, which is a considerable distance south of the Pinole area.

4. On 12 November 1948 Mr. FULMER, Dispatcher for United Air Lines, Mills Field, California, contacted the writer by telephone and stated that United Air Lines Flight No. 578 was over Bay Point, East of the Carquinez Bridge, which is 3.1 miles Northeast of San Pablo, California, and approximately 8 miles due North of Castro's Ranch, at 12:14 (Pacific Daylight Saving Time) on 23 September 1948; West-bound at an altitude of 4,000 feet. Flight No. 578 was a DC-4. Further he stated that Flight No. 562, a DC-4, was South-bound at 11:45 (Pacific Daylight Saving Time) on 23 September 1948, flying at an altitude of 5,000 feet.

5. On 12 November 1948 Mr. L. R. ALLEN, Western Air Lines Passenger Agent, stated that none of their flights of 4-engined aircraft were scheduled to fly over the Pinole area. A check of their daily flight log revealed no record of any training flights or other unscheduled missions on this date. The Western Air Lines Radio Communications Section also serves American Air Lines flights and it was revealed that American Air Lines had no 4-engined aircraft in the air after 0745 hours on 23 September 1948.

CSI File No. 24-3
DETAILS (cont'd)

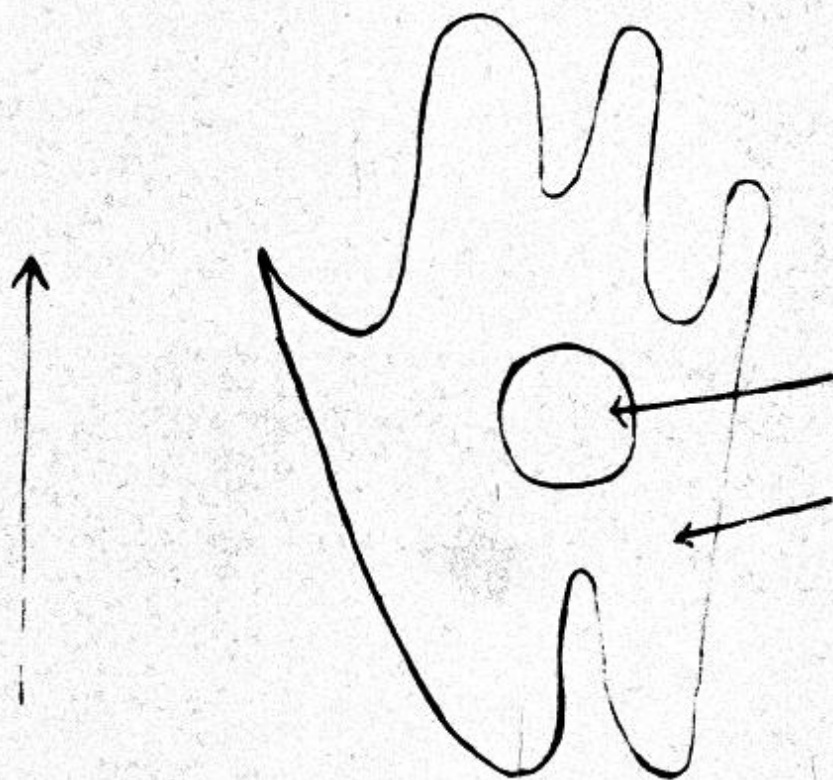
3. On 12 November 1948 Mr. R. F. HART, Radio Communications Officer for Trans World Air Lines, stated that none of their 4-engine aircraft had been in the Richmond-San Pablo area within two hours of the questioned time.

4. On 12 November 1948 Mr. MILES J. WINS, Station Manager, Pacific Western Air Lines, Mills Field, California, stated that none of their 4-engine aircraft were scheduled for day time flights to or from Mills Field and that on 23 September 1948, none of their aircraft were utilized for the day or any other scheduled flights.

AT HAMILTON AIR FORCE BASE, HAMILTON FIELD, CALIFORNIA

5. On 15 November 1948 the Army Airways Communications Service, who are charged with the responsibility of the radar net of the San Francisco Bay Area, were contacted and it was revealed that on 23 September 1948 at approximately noon, there were no radar readings reported, nor were there reported any Air Force 4-engine aircraft in the vicinity of Point Pinole Point, Point Three Point or Conquistador Straits.

PENDING



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| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | | FILE NO
24-3 | DATE
12 November 1948 |
| SUBJECT: EN-607, Project "Sign" | | REPORT MADE BY
AM-1E F. REEGLD, Jr. | |
| | | REPORT MADE AT
HQ #13, Fairfield-Suisun AFB | |
| | | PERIOD
4 November 1948 | |
| | | OFFICE OF ORIGIN
HQ #13, Fairfield-Suisun AFB | |
| | | STATUS
PENDING | |
| CHARACTER
Special Inquiry | | | |
| REFERENCE Ltr #1- HQ, Air Materiel Command, Wright-Patterson AFB, File: OS, AMO, ATEN; MCIAC, dated 18 October 1948 | | | |
| SYNOPSIS

Investigation requested by Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. At approximately 1800 hours, 3 September 1948, Colonel HORACE S. BARKINS, U. S. Army (RHS), reported an unknown object moving very fast at a considerable altitude, headed due West. This object was also seen by a Mr. J. H. HAN. | | | |
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Air Materiel Command,
Wright-Patterson Air
Force Base,
Dayton, Ohio
ATEN: MCIAC-3 | |
| | | APPROVED | |
| 176 | | <i>Donald C. Conner</i>
DONALD C. CONNER
Captain, USAF | |
| | | DISTRICT COMMANDER | |

Horace . . .
Colonel, . . . Ray, Ret'd.
-8548
Oakland, Alameda County, California

Dear Sir:

Your letter dated 23 September 1948 addressed to 2-2
Oakland, Alameda County, California, has
been forwarded to the Headquarters for necessary action.

This command is interested in all reports of unidentified
aerial objects and appreciates the interest you have taken
in this matter. Your letter is being reviewed.

Sincerely,
yours,

W. A. LILLY
Colonel, USAF
Tech Intelligence Division
Air Intelligence Department

2-176

Am J Surg

101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-109

NO 176

2/2 / 10

176

HEADQUARTERS SIXTH ARMY
Office of The Assistant Chief of Staff G-2
Presidio of San Francisco, California

100-100000

ATTN: Unconventional Aircraft

Commanding General
Headquarters Fourth Air Force
Hamilton Field, California
ATTN: AC of S, A-2

1. Reference, letter, DA, CSOID 452.1, 25 March 1948, subject as above.
2. Attached letter message S. AAI13, Walnut Creek, California, is forwarded for your information.
3. The report was not considered of sufficient importance to warrant direct communication with the Commanding General, Air Materiel Command, as provided for in reference letter.

/s/ Alexander L. Bailey

ALEXANDER L. BAILEY
1st Colonel PA
Actg AC of S, A-2

1 Incl:
as indicated in par 2

CSO 23 Sep 48
452.1 09/3-48

1st Incl

ATTN: 100-100000, Hamilton Field, Hamilton Field, California,
Commanding General, Air Materiel Command, Wright-Patterson AFB,
Dayton, Ohio. ATTN: 100-100000

FOR THE COMMANDING GENERAL:

1 Incl:
w/o

cc to CG, ADC, Attn: G/1

J. P. BAILEY
Colonel, USAF
Deputy for Operations

BOX 1213 - Walnut Creek,
California

03 September 1949

and from: C-2, Sixth Army, Lt.,
Residence of San Francisco, Calif.

Subject: observation

1. On September 2, 1949, at 10:00 AM, this date
at 10:00 AM, I was relatively 1/2 mile over the
of the raise his eyes, he saw that light blue object - much higher -
by appearing the white object - at a distance - at a fast speed.
2. The object appeared as large as a soccer ball, but with a dark
center - as in its center.

3. A. J. Bentler also saw it.

4. Upon the object, disappeared.

George E. Bentler,
Colonel, U. S. Army, Retd.
10-10-49

COPY

Incident # 176

INCIDENT # 177

McDaniel signing

Report No. 177

Kentwood, La.

5 Sept 48 between 3:00 and 3:30 P. M.

AFCIR

File ☒ By

To

local by OSI

15 Oct 48

HQ AMC

11 Oct 48

112th CIC Det, New Orleans

Request for Investigation

15 Oct 48

Other

Other

Other

Other

Other

Other

15 Oct

Exhibit No. 177

Exhibit No. 177

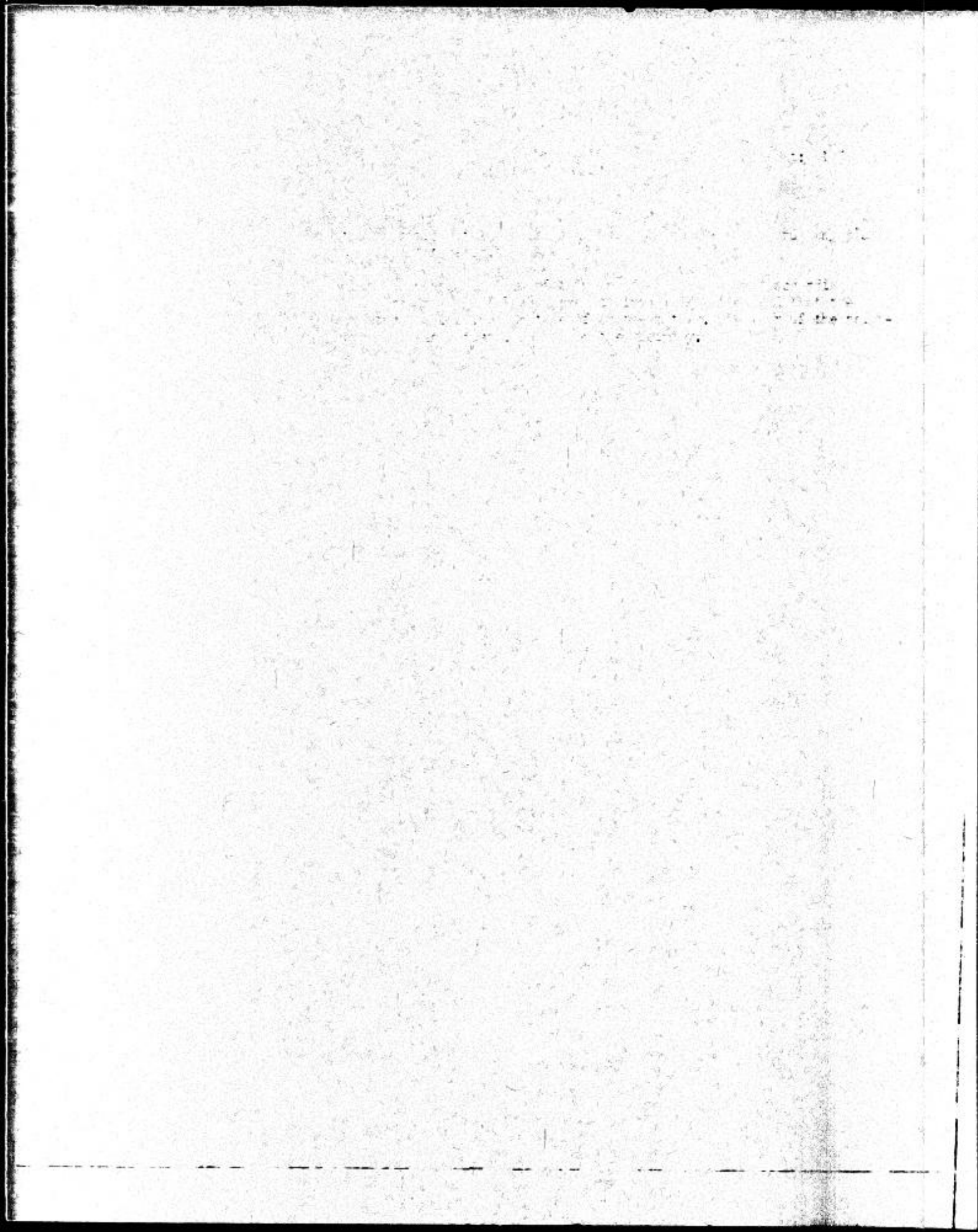
3:30 P.

Page 341 re.

11

1999

2000



50 21-4
(29 Nov 48)
Subj: Project "Sign"

1st Ind

SD-OSI/JW/fm

5th District OSI (IC), Wright-Patterson AFB, Dayton, Ohio. 8 Dec 48

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force
Base, Dayton, Ohio. ATTN: MCIAAC-2, Captain Snider

Forwarded in compliance with paragraph 2, basic communication.

2 Incls (in dup)
(one ex ca w/d)

H. A. GIBSON
Colonel, USAF
Acting District Commander

HEADQUARTERS, UNITED STATES AIR FORCE
 THE INSPECTOR GENERAL
 Office of Special Investigations

MEMORANDUM FOR THE RECORD

9th OSI District
 Barksdale AFB, La
 29 November 1948

SUBJECT: "Project Tiger"

TO: The Chief of Base
 9th OSI District
 Barksdale Air Force Base
 Bossier, La.

The attached reports are results of an investigation concerning "Project Tiger". This investigation was originally conducted by the Branch Intelligence Officer, 9th OSI District, New Orleans, Louisiana, in a report dated 10 October 1948, entitled "Project Tiger", by Major A. B. Gillingham, Acting Chief, Intelligence Department, Headquarters, 9th Air Force. This investigation was turned over to the 9th OSI District, Barksdale Air Force Base, Louisiana, for further investigation to the United States Air Force.

Report of this investigation is being transmitted to your Office to the Chief of Base, Acting Chief, Intelligence Department, Headquarters, 9th Air Force.

Yours

W. H. Ford
 Chief of Base

W. H. Ford

W. H. Ford

W. H. Ford

| | | | |
|--|--|---|--------------------------|
| HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION | | FILE NO.
61-520 | DATE
29 November 1948 |
| TITLE

SUBJECT | | REPORT MADE AT
Claude, Illinois
REPORT MADE AT
12 October 1948 - 21 November 1948
OFFICE OF ORIGIN
STAT. 5, Hannibal, Mo., Louisiana
SUBJ | |
| CHARACTER
Subversive Activity | | | |
| REFERENCE
Ltr, dated 18 October 1948, from Colonel [redacted], To Branch Intelligence
[redacted], 112th [redacted], New Orleans, Louisiana | | | |
| <p>Investigation at Kentwood, Louisiana, failed to verify information submitted to the Air Department from Mrs. [redacted] of Bayou La Batre, dated 9 September 1948. Investigation did reveal, however, that Mrs. [redacted] has a vivid imagination.</p> | | | |
| DISTRIBUTION | | ACTION COPY FORWARDED TO | |
| C, AIC - 3
HQ, ST - 2
C + 9 - 2 | | Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
Attn: Chief of Intelligence Unit | |
| | | APPROVED
<i>[Signature]</i>
EDWARD R. FORD
Major, USAF
DISTRICT COMMANDER | |
| | | FILE STAMP | |

AFCS FORM 4
23 JULY 1948

CONFIDENTIAL

177
D-2007-TC

CONFIDENTIAL

TABLE:

1. This investigation was predicated at the request of the Chief of the Intelligence Division, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, upon receipt of information from the War Department to the effect that the War Department had received a letter from a Mrs. ELBA Mc DANIEL of Tangipahoa, Louisiana, dated 20 September 1948, to the effect that she had heard strange noises over Kentwood, Louisiana, between 3:00 and 3:30 p.m. on 5 September 1948.

2. On 11 November 1948 Mrs. ELBA Mc DANIEL, age fifty-five to sixty, dairy farmer, stated in an interview that she had heard a strange noise around 11:00 hours on 1 September 1948, and that she had gone out of the house to see what it was, but by the time she was out of the house the noise had stopped. Mrs. Mc DANIEL described the noise as similar to that made by a fast stream-lined train, only much louder. Mrs. Mc DANIEL stated that her daughter had heard this same noise on 1 September 1948 around 11:00 hours and it was traveling from east to west. The noise was heard by both ELBERT Mc DANIEL (daughter, age twenty-five) and Mrs. Mc DANIEL again on 1 September 1948 at 10:30 hours, but this time it was going from west to east. At no time did either of them sight any object. The noise seemed to come from directly overhead.

3. Mrs. Mc DANIEL's daughter, ELBERT, could not be interviewed inasmuch as she was sick in bed.

4. On 11 November 1948 Mrs. WAT HARTLEY, neighbor of Mrs. Mc DANIELS, approximately sixty-five years of age, was interviewed and stated that she had not heard any peculiar noises at all, and that Mrs. Mc DANIELS frequently imagined things. Mrs. Mc DANIELS and her husband (now deceased, used to spread fabulous tales of supernatural activities around the neighborhood. Mrs. HARTLEY stated that Mrs. Mc DANIELS exerted quite a bit of influence over her daughter, ELBERT, and that ELBERT was inclined to be like her mother. Mrs. HARTLEY further stated, however, that Mrs. Mc DANIEL was a good woman and did not intend to do any harm in her story telling, but Mrs. HARTLEY is convinced the story is untrue, even though Mrs. Mc DANIEL actually believes what she is telling. (1-6)

5. On 11 November 1948 Mr. BEN N. BAUSER, neighbor of Mrs. ELBA Mc DANIEL, was interviewed and stated that he was retired because of a heart ailment, and further that he was around the house all the time and had never heard any peculiar noises in the vicinity. BAUSER further confirmed all of the statements made by Mrs. HARTLEY and related several incidents and stories which had been told by Mrs. Mc DANIEL, which were such as to convince almost anyone that Mrs. Mc DANIEL has hallucinations.

- RUC -

100-3/385/ej

2 November 1948

Mr. and Mrs. Daniel
Smith
1111 1st St.

Dear Sirs:

Your letter of 10 October 1948 to the War Department,
Washington, D. C., has been forwarded to this Headquarters
for necessary action.

It is the desire of this Bureau to acknowledge your
communication and inform you that your interest in this
subject is appreciated.

Your information will be made a matter of record.

Sincerely yours,

W. L. B. 100-3/385/ej
Colonel, USA
Tech. Intelligence Division
Intelligence Department

1/2/77

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/s/ Mr. [illegible]

INCIDENT # 178

Pacific

19 October, 1948 at 0310

C/S USAF, Washington

x

x

19 Oct

ltr

19 Oct 48

19 Nov 1948

1948

Pac Air Cmd

Project "SIZH"

Ent. No. 178

1705 - 1715 - 18 October 1948

COLLINS, T. J., 1950, p. 10

General

[illegible]

SECRET

32

1 each letter - 1 each or 4 separate

Size: 10 to 15 feet in diameter.

bright silver - compatible to aluminum in aircraft

THE UNIVERSITY OF CHICAGO

X/S No clouds - lights observed

2,6-Di-*n*-butyl-4-oxo-1,4-dihydropyrimidin-5(1*H*)-thione

2X 15-

For 10 seconds, the longest interval.

2017-18 - observed

5-11-1963

Northwest 22 3' 6" course

retailer

cloud formation blocked vision of other tower as object was in an angle between the two cloud formations. (See attached drawing)

NO EX. 440? 2744

225

Summit Base 3,500 ft; 2/10 alto cumulus 14,000 ft; 5/10s cirrus est. 30,000 ft. Was not conventional craft. Visibility: 15.

Viability: 15 +

Incident: 176

Major Maj

and glistening
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K/DP/3r/13275

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[illegible]

Major Drum
\$ 000.9.

1. If it is information for investigation

45C1

Colonel, U.S. Army
U.S. Army

— 27 —

S. J. ...
190-1.

...over ...

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

... in the water is great.

1947

Glenn, in the apartment

CONFIDENTIAL

HEADQUARTERS
PACIFIC AIR COMMAND

AFM 951

AFM/LIF/yr/13275

AFM 951
DATA

Commanding General
Pacific Air Command
Hickam Air Force Base
Honolulu, Hawaii
AFM 951

1. In accordance with AFM 951, Department of the Air Force, AFM 951, 1.220/1 October 1948, report is submitted regarding the witnessing of a "Flying Disc" by Watson, Robert L. W., USAF, and family on 1 October 1948.

2. Your attention is invited to the fact that information contained in preliminary report, AFM 951, 1.220/1 October 1948, as pertains to altitude of the object and formations is in error. Altitude should read 3,500 feet instead of 3,000 feet.

3. Report is as follows:

a. Location and time of sighting:

(1) Location from which object was sighted: Pacific Heights, residential area overlooking the city proper of Honolulu, approximately 1,000 feet above sea level. 15° 45' N latitude, 155° 30' W longitude.

(2) Time of first sighting: 1948 (1948). Periods of observation were intermittent, not exceeding 10 seconds at any one interval.

b. Weather at time of sighting:

High broken clouds, 3,500 feet.
Three-tenths cumulus bases 3,500 feet.
Two-tenths alto cumulus 1,000 feet.
Five-tenths cirrus estimated 20,000 feet.
Visibility 15 miles.

178

ADDRESS REPLY TO: COMMANDING GENERAL, PACIFIC AIR COMMAND

CONFIDENTIAL

CONFIDENTIAL

OIN 100.9

Subject: Investigation Regarding Report of "Flying Discs"

c. Witnesses:

- (1) Drun, Robert C., Major, USAF, rated pilot, age - 32.
- (2) Drun, Mrs. Robert C., age - 29.
- (3) Daughter of Major Drun, age - 8 years 6 months.
- (4) Address of witnesses: Headquarters, Pacific Air Command, APO 953, c/o Postmaster, San Francisco, California.

d. No photographs obtained.

e. Sketches of object as prepared by Major Drun inclosed.

f. Object sighted:

- (1) Number - not definitely determined, however, it is believed one object only sighted.
- (2) Shape - round or elliptical.
- (3) Size - From observation point, appeared to be 4 or 5 inches in diameter. Estimated actual size by witness, 10 to 15 feet in diameter.
- (4) Color - Major Drun described color of object as bright silver, comparable to aluminum in aircraft.
- (5) Speed - Witness appeared vague and unsure of object's speed but estimated 200 MPH.
- (6) Heading: North-east steady course.
- (7) Maneuverability: Object not maneuvering.
- (8) Altitude: 10,000 to 14,000 feet.
- (9) No sound or exhaust trail was evident.

g. Remarks: Witness (Major Drun) stated that object was traveling horizontally to earth's surface. No markings of any type were observed. He is positive that object was not a conventional

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OIN 000.9

Subj: Investigation Regarding Report of "Flying Discs"

type aircraft. Nor was it a cloud reflection of an aircraft. One B-26, one FM5 and one B-17 were flying in the vicinity during the period 0230/1 to 0330/1.

FOR THE COMMANDING GENERAL:

3 Incls:

1. Narrative stat of
Maj Drum (in dup)
2. Sketch rel to "flying
discs" (in dup)
3. Agents Rpt (in dup)

3

178

CONFIDENTIAL

Narrative Statement of DRUM, Robert C, Major, USAF
Regarding Sighting of Unidentified Aerial Object on 18 October 1948

After reaching my quarters at 2737 Pacific Hite Rd. Honolulu, T. H., I changed clothes and went out on the lawn to play with my children. While lying on my back I noticed a circular or elliptical shaped silver object high in the sky. Period of observation estimated to be 4 or 5 seconds as cumulus cloud formations blocked my vision. Maintaining a watch in the general area, I observed again the same object, this time for a period of approximately 10 seconds. At this time I pointed out the object to my wife and daughter, and they observed the object again for approximately 3 or 4 minutes. First observation was at 1705 - T and occurred at other times until 1715 HKT. Longest period of observation was estimated at 10 seconds. Cloud build-up obscured observation except for brief intervals during the entire period. It was noted definitely on two occasions that the lowest formation of clouds was at a greater altitude than the object observed and that the lower cloud formation blocked the vision of the observer, as the object was at an altitude between the two cloud formations or levels.

The object was a bright silver in color, was of circular or elliptical in shape. No vapor trail or exhaust was present and no lights were observed nor sound. The object was observed from a prone, sitting, and standing position. It was in the north sector of the sky and apparently heading in a N. E. direction. Speed was estimated by the rate of closure between the clouds and object, as an estimated 30 m.p.h. toward the swirling build-up of cumulus clouds.

It cannot be determined accurately as to where the object was sighted or how high as the cloud formation prevented observation period, and as the sighting the object was generally in the sky position as to altitude, direction, and movement and horizontal to the earth. The elliptical effect could result from the angle at which the observer and object were located.

ROBERT C. DRUM
Major, USAF

CONFIDENTIAL

FIDE

AGENT REPORT

20 October 1948

"FLYING DISCS"

On 19 October 1948 this Agent, accompanied by Special Agent Eidlén, drove to 2777 Pacific Heights Road, the Honolulu residence of Major Robert C Drum, AO-44828, Deputy Chief of Civilian Components, Pacific Air Command, APO 353. This trip was made with the hopes of observing a similar incident observed by Major Drum the previous afternoon from his home, that of "flying discs". Major Drum stated that on the afternoon of 18 October 1948 at approximately 1745 hours while lying on the lawn with his 8 yr old daughter, he observed what appeared to be a strangely shaped, silver, glistering object high in the sky in a northerly direction. The disc-shaped object was traveling in a northeasterly direction estimated at 10,000 feet altitude. At this particular time of day, the Major stated, a stratus layer of clouds was situated above the flying object at an approximate altitude of 14,000 feet. The "discs" were moving below this layer of clouds. Because of lower broken cumulus clouds at a very low altitude moving in a southwesterly direction, the Major was not certain whether he saw the same "disc" on four (4) different occasions or four (4) different "discs". Covering a period of ten (10) minutes the "discs" (or disc) were observed each time for approximately ten (10) seconds. On first observing the strange objects Major Drum called it to the attention of his wife and 8 yr old daughter. When asked what they had seen the previous afternoon, Mrs Drum and the small daughter, Linda, repeated precisely the same observation as stated above by the Major. Major Drum compared the "discs" with a silver roller slightly turned from a flat position, giving it a disc-shape, and held at an arm's length at a forty-five (45) degree angle above the eye level. Major Drum stated further that he did not observe any exhaust smoke, flame, vapor trails, or accompanying noise. The informant indicated that he was certain that the object was not a conventional type aircraft. At 1840 hours on 19 October 1948 this Agent and S/A Eidlén began a visual search of the sky area pointed out by Major Drum. This search from the lawn of Major Drum's residence, occasionally employing field glasses, was constant until 1800 hours when solid, low, cumulus clouds made further observation of the sky area impossible. During this period nothing that might even resemble an airplane or "disc" was observed by these Agents.

S/A James F Sourlock, 1st CI DBH

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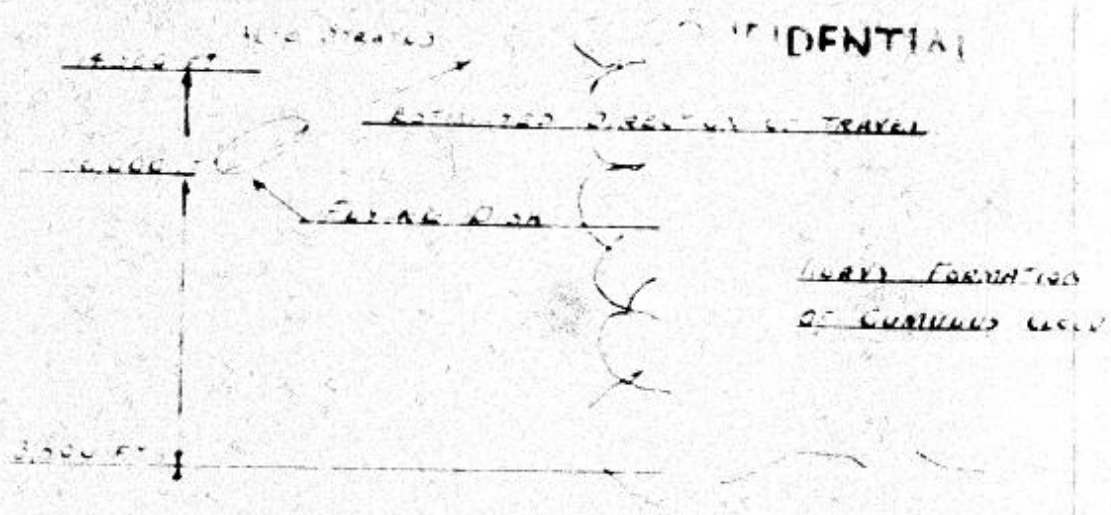
Narrative Statement of DRUM, Robert C, Major, USAF
Regarding Sighting of Unidentified Aerial Object on 16 October 1948

After reaching my quarters at 2737 Pacific Hgts Rd, Honolulu, T. H., I changed clothes and went out on the lawn to play with my children. While lying on my back I noticed a circular or elliptical shaped silver object high in the sky. Period of observation estimated to be 1 or 2 seconds as cumulus cloud formations blocked my vision. Maintaining a watch in the general area, I observed again the same object, this time for a period of approximately 10 seconds. At this time I pointed out the object to my wife and daughter, and they observed the object again in approximately 3 or 4 minutes. First observation was at 1705 HST and occurred 3 other times until 1715 HST. Longest period of observation was estimated at 10 seconds. Cloud build-up obscured observation except for brief intervals during the entire period. It was noted definitely on two occasions that the highest formation of clouds was at a greater altitude than the object observed and that the lower cloud formation blocked the vision of the observer, as the object was at an altitude between the two cloud formations or levels.

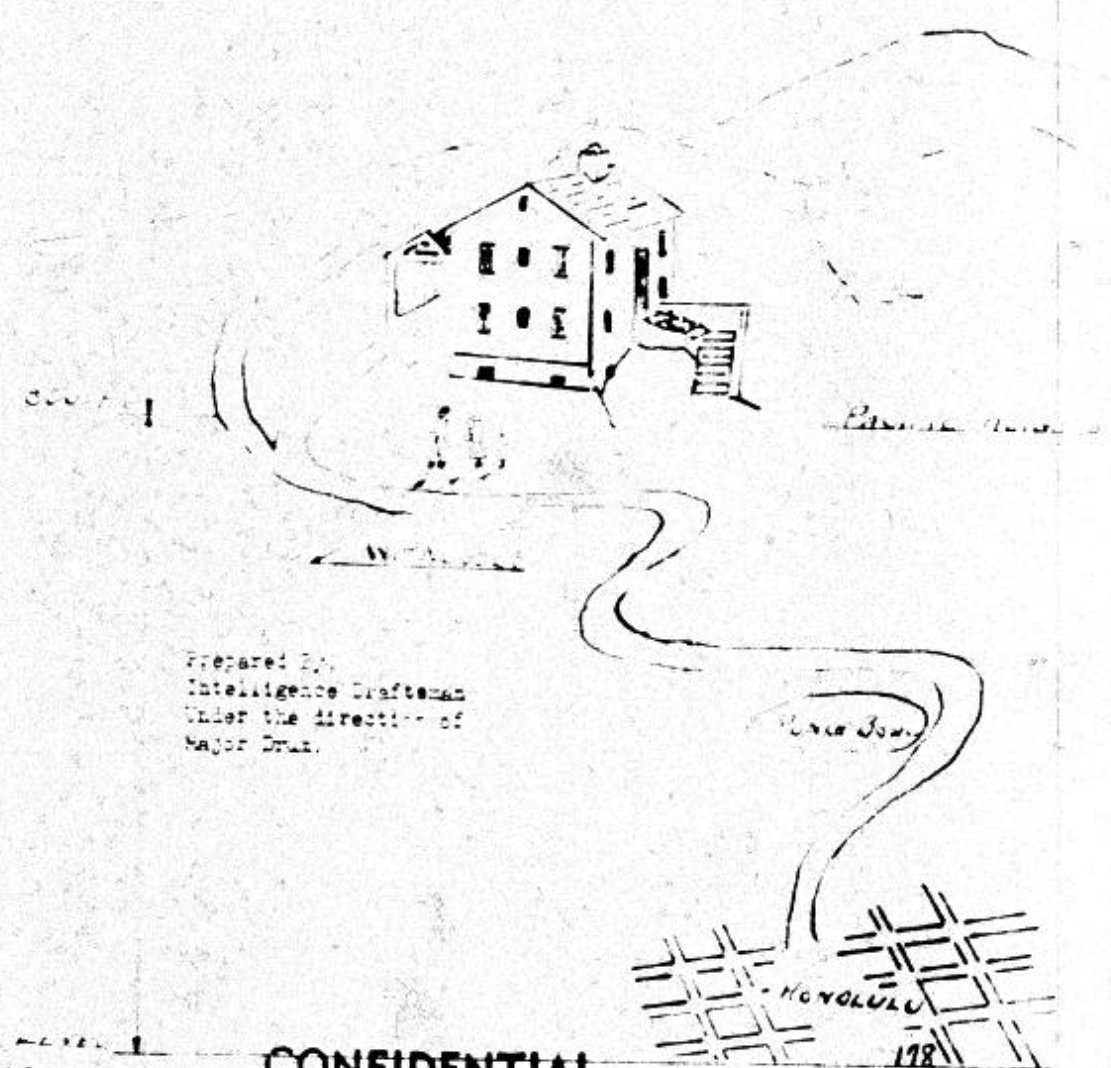
The object was a bright silver in color and was circular or elliptical in shape. No vapor trail or exhaust was present and no flame or lights were observed nor any sound. The object was observed from a prone, sitting, and standing position. It was in the north sector of the sky and apparently heading in a N. E. direction. Speed was estimated by the rate of closure between the observer and object, using an estimated 10 m.p.h. factor in the swirling build-up of cumulus clouds.

It cannot be determined accurately as to whether one object was sighted or more than one as the cloud formation prohibited a lengthy observation period, and on the 4 sightings the object was generally in the same position as to altitude, direction, and movement and horizontal to the earth. The elliptical effect could result from the angle at which the observer and object were located.

ROBERT C. DRUM
Major, USAF



LEADS FORMATION
OF CUSHING ROCK



Prepared by
Intelligence Draftsman
Under the direction of
Major Dray.

SEA LEVEL
100 FT

CONFIDENTIAL

1
JFCAT

**OPERATIONAL
PRIORITY**

19/2632Z OCT 1962

TO DIRECTOR, USAF, WASH DC

FROM WRIGHT PAT AFB DAYTON OHIO

CONFIDENTIAL

AF GRNC

ON 19 OCT 1962 AT 1200 HRS ATTN DIR OF INTELLIGENCE CHIEF OF STAFF
WRIGHT PAT AFB OHIO 19 OCT 1962 WRIGHT PAT AFB OHIO UNIDENTIFIED OBJECT SIGHTED
ON 19 OCT 1962 AT 1200 HRS FIFTY EIGHT DEGREES WEST LONGITUDE TWENTY
THREE DEGREES FIVE MINUTES NORTH LATITUDE PERIOD WINDS FROM ONE THOUSAND
FOUR HUNDRED FEET LEVEL AT ONE NINE ZERO THREE ONE ZERO ZULU A TIME OCTOBER
ONE TWO TWO ZERO PERIOD WEATHER HIGH BROKEN CLOUD THIRTY FIVE
THOUSAND FEET CLOUDS PERIOD THREE TENTHS CLOUDS BASE THIRTY
THOUSAND FEET TWO TENTH CLOUDS FOURTEEN THOUSAND FEET FIVE
THOUSAND FEET ESTIMATED TWENTY THOUSAND FEET PERIOD OBJECT OBSERVED
ON 19 OCT 1962 AT 1200 HRS WRIGHT PAT AFB OHIO PILOT TWO WIFE AND YOUNG

OF TWO UNIDENTIFIED OBJECTS SIGHTED ON 19 OCT 1962

DAUGHTER PERIOD NO PHOTOGRAPHS OBTAINED PERIOD BELIEVED ONE OBJECT ONLY
SIGHTED PERIOD ROUND OR ELLIPTICAL SHAPE TEN TO FIFTEEN FEET IN DIAMETER
PERIOD COLOR IN COLOR PERIOD SPEED ESTIMATED TWO HUNDRED MILES PER HOUR
WITH GENERAL NORTH EAST HEADING ON STEADY COURSE PERIOD ESTIMATED ALTITUDE
TEN THOUSAND TO FIFTEEN THOUSAND FEET PERIOD NO SOUND OR EXHAUST TRAIL
PERIOD FURTHER INVESTIGATION BEING CONDUCTED **CONFIDENTIAL**
19/2632Z OCT

1000
190320
no action taken

• Paraphrase not required. Handle as
intelligence correspondence
per paragraph 51.1 and 50a (4). AR 380-5.

T. J. [unclear] / [unclear]
C. [unclear]

INCIDENT # 17

San Francisco, Calif

Around Oct 1947 - Time: N/S

Colonel C. H. Welch, Public Relation Officer, Dayton, Ohio

... Around Oct 1947

179

W/S

... San Francisco, Calif. ...

... ground - 1/2 mile from the great highway and playgrounds

... John W. Dwyer

... student of ... of Aviation.

... "felt something like an electric arc"

W/S

W/S

W/S

W/S

and touch it

W/S

W/S

W/S -

W/S

W/S

"mysterious light"

W/S

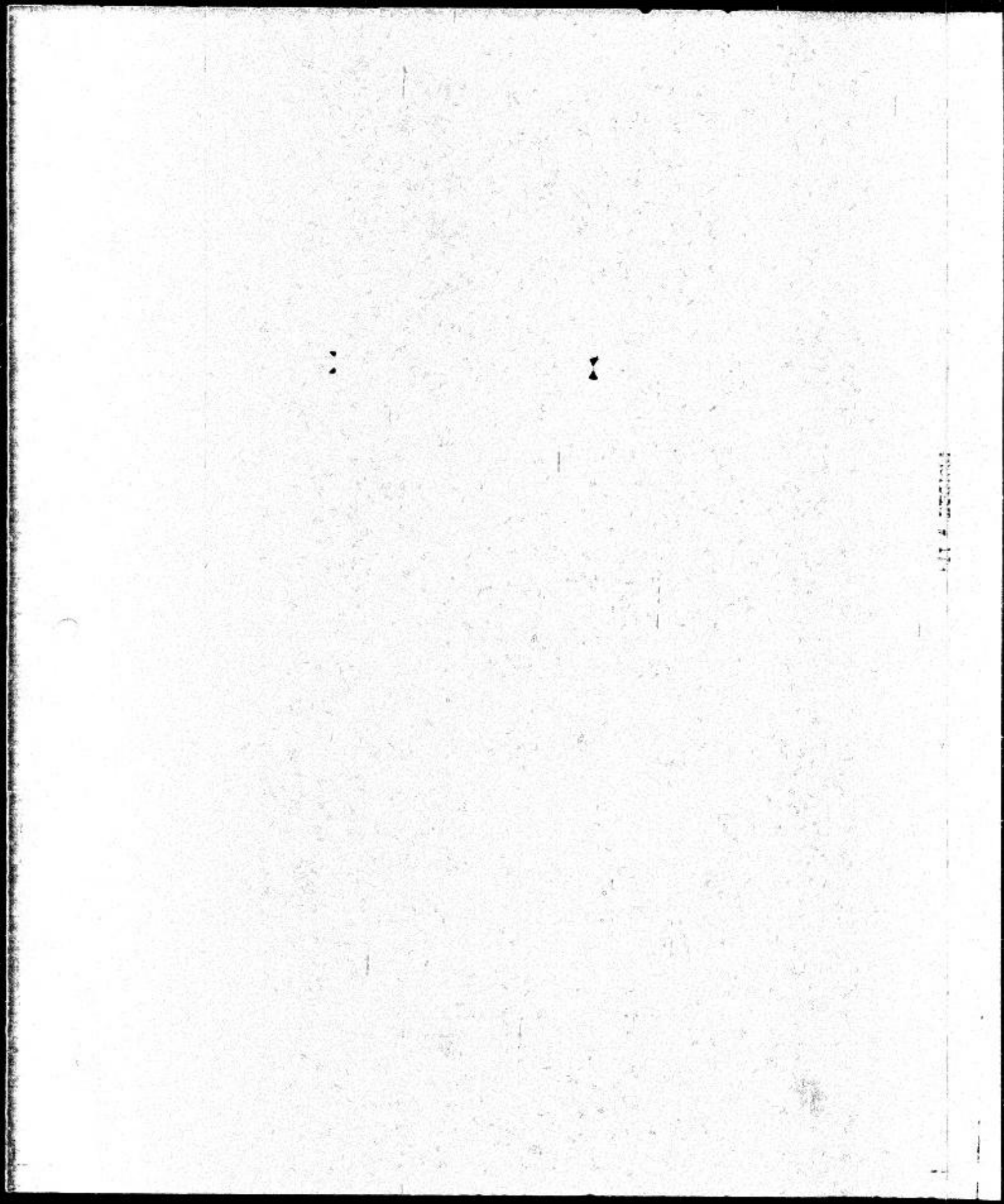
W/S

Seemed to fade

Observer was walking thru the Golden Gate Park, when he observed a mysterious light that illuminated the entire ocean (insofar as he could see). He felt something "like an electric arc" which seemed to have the power to lower his hand "like a sack of shot". Observer stated that he is subject to bruises and where the thing seemed to have contacted him he noticed a bruise the following day that had not been there before.

He stated that he couldn't find courage to report the incident since he didn't believe anyone would believe the story. He does not wish a further investigation.

2. 10. 1. The account is very incoherent and the observer apparently not well educated. An extremely unreliable account.



13 Oct 1948

1145

South Bend, Indiana

Window of office building

1

Smaller than 0-3 but larger than cub

silver - aluminum or chrome

flat object or disc-shaped

not over 1.5 ft

Could not estimate

8-10 - f/2.8 North to South
 15-20 seconds f/station

Great deal - three times that of normal

none heard

none notice

None observed

none observed

Spinning on a direct course

Faded from view

clear day - no clouds

Clear day average cloudiness -

190A

Miss Florence Brooks, Studebaker Corp.,
South Bend, Ind.
Secretary to Vice President

Highly recommended as to character. Ability to judge
color. I. K., ability to estimate size & size of objects fair.

While watching a conventional plane fading
from view another object caught the attention of Miss Florence Brooks.
At first she thought the object was a piece of paper but on closer
observation noted that it was not paper but it was possible
to see a piece of paper floating. Also, the object was traveling at a
high rate of speed. It was impossible for observer to determine the
altitude. Object was silver in color and was reflecting or
glowing so that the sun reflected on it. The object could not be
determined altho observer was certain it was not an airplane. It
appeared smooth-surfaced because of the flashing of the sunrays against
it. The object was traveling a direct course from northwest to southeast
and was seen for approximately 10 seconds.

1800

13 Oct 1948

1 Dec 1948

1145

South Bend, Indiana

window of office building

SI Brooks

1

Smaller than - but larger than sub

aluminum or chrome

first object of view -

not over 1.50 ft

Could not estimate

north-south -

8 to 10 seconds

great size - three times that of transport

none heard

none noticed

none observed

none observed

lining on direct course

faded from view

clear day - no clouds

)

clear day, over 80 cloudiness

1948

Cyril Thompson, Sturtebaker Corp

Chief clerk, Engineering

very reliable

On Wednesday, October 13, 1948 Cyril Thompson was called by Mr. Florence Burke to observe an unidentified flying object. Mr. Thompson observed a spinning or flashing object which seemed to be moving at a high rate of speed from northwest to southeast and holding a steady course. It appeared either silver or chrome in color. Observer was unable to determine what the object was, its size, height, or rate of speed.

WMAA-3
Subject: Project "LION"

20 Oct 1948

30-1

1st Lt

JCR/rew

Headquarters, 12th AF District, 10, 30th Ave, 10, 1 Jan 1949.

12th AF District Commander, 30th AF District, 10, Wright-Patterson AFB,
Dayton, Ohio.

12th AF District Commander, 30th AF District, 10, Wright-Patterson AFB,
Dayton, Ohio.

Inclases are copies of the report of investigation in compliance
with per 2, radio communication.

12th AF District Commander,
12th AF District, 10, Wright-Patterson AFB,
Dayton, Ohio.

12th AF District Commander,

12th AF District,

12th AF District, 10, Wright-Patterson AFB,
Dayton, Ohio.

12th AF District,

12th AF District,

12th AF District,

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12th AF District,

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12th AF District,

12th AF District,

12th AF District,

12th AF District,



HEADQUARTERS
AIR MATERIEL COMMAND

4. REFERENCE ADDRESS BOTH
COMMUNICATION AND IN
TELLIGENCE ATTENTION OF
AIR MATERIEL COMMAND SYMBOL

WOLAND-3

WOLAND-3/RRS/ew

WRIGHT FIELD, DAYTON, OH

OCT 22 1948

SUBJECT Project "SIGN"

TO Acting District Commander
12th Csl District (13)
Scott Air Force Base
Belleville, Illinois

1. In accordance with instructions contained in letter, USAF, dated 6 February 1948, subject "Report of Information on Flying Discs", this Command is engaged in an investigation of all reported sightings of unidentified aerial phenomena.

2. This Headquarters has received information that an unidentified aerial anomaly was sighted by a Mr. Waite Smith, Body Works Manager, Studebaker Plant, South Bend, Indiana.

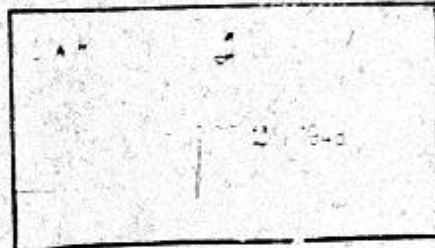
3. It is requested that Mr. Smith be interviewed concerning this matter and that the enclosed list of questions contained in the "Elements of Essential Information" be utilized.

4. All material should be forwarded directly to the Commanding General, HQ, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio, attention: WOLAND-3.

FOR THE COMMANDING GENERAL:

1 Incl
"EEL"

W. R. CLINGERMAN
Colonel, USAF
Actg Chief, Intelligence
Department



CONFIDENTIAL

This investigation was requested by Col M. G. Smith, A-1, Acting Chief, Materiel Branch, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, in a letter dated 12 October, subject: "Project 'Sign'", informed that the first in a series of anomalies had been reported from South Bend, Indiana. Said letter contained as an inclosure a list of questions to be utilized, entitled, "Series of Potential Information".

ALSO IN SOUTH BEND, INDIANA

1. On 28 September 1948, Mr. W. H. Smith, A-1, 1316 E. Wayne Street, S., South Bend, Indiana, a Executive Engineer for the Studebaker Corporation, South Bend, Indiana, stated that upon his return from Indianapolis, 12 October 1948, Miss BROCK, his wife, while sitting in the office window, observed a series of anomalies. Mr. Smith, Chief Engineer, Studebaker Corporation, South Bend, Indiana, also saw the series of anomalies. The first observation was called to the attention of Mr. Smith, A-1, by Mr. Smith, A-1, immediately upon his return. Mr. Smith, A-1, having noted this phenomenon, immediately called to the attention of Mr. Smith, A-1, the fact that he had never seen it before. Mr. Smith, A-1, is a former Captain in the United States Army Air Force and was Project Officer in the Project Division of the Army Air Force while stationed at Wright Field. During the early days of the war, Mr. Smith, A-1, was Chief Engineer of the Project Division of the Studebaker Corporation, South Bend, Indiana.

2. On 28 September 1948, the writer interviewed Mr. S. A. Brock, Vice President in Charge of Engineering of the Studebaker Corporation, South Bend, Indiana, who stated that he had heard about the series of anomalies, but did not observe its occurrence. Mr. Brock, in his opinion, the series of anomalies was a hoax.

3. On 28 September 1948, reporting Agent interviewed Miss BROCK, who stated that Mr. Smith, A-1, Vice-President in Charge of Engineering, Studebaker Corporation, South Bend, Indiana, Miss BROCK stated that at approximately 10:00 hours on 13 October 1948, while looking out the office window (facing north), she noticed a very dark object flying directly north, but it was so distant she could not determine what the object was, other than the fact that it was not a transonic plane, inasmuch as she saw transonic planes frequently, which she described as silver in color, traveling eastward, or westward and northwest, while within the scope of vision of her window. She watched the described plane fade from view, and the object caught her attention. At first she believed it to be a piece of paper being blown along by the wind. However, after observing it more closely, she noted that it was much higher than would be possible for a piece of paper to normally be flying. The object was traveling at what seemed to be a very fast rate of speed, and it was impossible for her to determine the altitude at which it was moving. The object was silver in color, and seemed to be turning or spinning so that the sun reflected from the object. As the object was traveling very rapidly, and, at what seemed a very high altitude, it was not possible to determine its shape. She was certain however, it was not an airplane. It, also, did not appear to be a smooth-surfaced object because of the flashing of the sun's rays against it. The object was traveling a direct course from Northwest to Southeast, and was within her scope of vision for perhaps 15 to 20 seconds.

4. A test was conducted by Mr. Smith and the writer to ascertain the accuracy of Miss BROCK'S conception of seconds. This test was repeated three times, and each time it was noted that her conception of time which she had estimated as 15 seconds varied from 5 seconds to 10 seconds.

CONFIDENTIAL

4. On 1 December 1946, Mr. CYRIL THOMPSON, Chief Clerk, Engineering Department, South Bend Corporation, South Bend 27, Indiana, stated he and Miss BROOKE occupy the same office, and that on Wednesday, 13 October 1946, at approximately 1145 hours, Miss BROOKE was sitting at her desk facing North. He stated that he observed across the sky at what seemed to be a high rate of speed, a spinning or flashing object of either silver or chrome appearance. This object seemed to be held by a steady course from Northwest to Southeast. Mr. THOMPSON was unable to determine what the object could be, or its size, altitude or rate of speed, but it did occur to him that it might be one of the flying discs of which he heard so much.

5. Mr. J. J. RINE, Assistant Vice President, Engineering Department, South Bend Corporation, South Bend, Indiana, stated that he did not see the aerial anomaly, but that he had heard of it as a joke, he did not pay any more attention to it. He stated, however, that Miss BROOKE and Mr. THOMPSON were of the high school and college age, and were, in his opinion, two persons that could be regarded as reliable.

6. The writer then obtained in question, the following additional checks were made in connection with Miss BROOKE and Mr. THOMPSON:

a. They were not like the other two persons, but stated that impression was due to the flashing of the object from the surface.

b. They were not sure of the object's altitude, but stated that it was not higher than 1500 feet.

c. The object was traveling in a northerly direction, and had approximately three times the speed of a normal airplane. Miss BROOKE stated that it flew over the city and she could see from Miss BROOKE's window, she was able to make this observation.

d. There was no other trail or object in the sky seen from the office.

e. Neither Miss BROOKE nor Mr. THOMPSON had any contact with the military, nor the aerial police, nor the police, nor the fire department, nor did they see any other objects of interest, or similar phenomena.

f. The writer asked if it might have been an escaped prisoner balloon, or a hot air balloon, but it was not spherical, and that it was not an airplane.

g. Miss BROOKE's estimate of the size was that it was not as large as a C-47, but larger than a Piper Cub.

7. Both Miss BROOKE and Mr. THOMPSON are considered as a type of person by their employers, and hold important positions with the South Bend Corporation of South Bend, Indiana. They have no criminal records, and no other information could be obtained concerning them in South Bend or Milwaukee, Indiana.

8. The writer checked with Mr. EDWARD J. SMITH, Chief, Weather Bureau, South Bend, Indiana. In company with Mr. SMITH, the writer's agent contacted the Civil Aeronautic Administrative Air Port tower, St. Joseph County, St. Joseph Air Port, South Bend, Indiana, and learned there were no unusual circumstances, 13 Oct 46. This determined by checking the log.

Enclosures:

1. Extract of Monthly Statement of Summary.
2. Statement of Miss R. D. Smith.
3. Statement of Mr. F. L. Smith.
4. Mr. F. L. Smith.
5. Air Line, Smith, Smith, Smith.
6. Air Line, Smith, Smith, Smith.

U. S. DEPT. OF AGR. - Bureau of Plant Industry
WASHINGTON, D. C. 20250
Rice Cooperative Seed

Name J-200; 90th series Date; Lat 41° 54' N, Long 86° 19' W; Elev 10 ft

Therefore,

[illegible]

Metaphors:

12345678910111213141516171819202122232425262728293031323334353637383940414243444546474849505152535455565758596061626364656667686970717273747576777879808182838485868788899091929394959697989910010110210310410510610710810911011111211311411511611711811912012112212312412512612712812913013113213313413513613713813914014114214314414514614714814915015115215315415515615715815916016116216316416516616716816917017117217317417517617717817918018118218318418518618718818919019119219319419519619719819920020120220320420520620720820921021121221321421521621721821922022122222322422522622722822923023123223323423523623723823924024124224324424524624724824925025125225325425525625725825926026126226326426526626726826927027127227327427527627727827928028128228328428528628728828929029129229329429529629729829930030130230330430530630730830931031131231331431531631731831932032132232332432532632732832933033133233333433533633733833934034134234334434534634734834935035135235335435535635735835936036136236336436536636736836937037137237337437537637737837938038138238338438538638738838939039139239339439539639739839940040140240340440540640740840941041141241341441541641741841942042142242342442542642742842943043143243343443543643743843944044144244344444544644744844945045145245345445545645745845946046146246346446546646746846947047147247347447547647747847948048148248348448548648748848949049149249349449549649749849950050150250350450550650750850951051151251351451551651751851952052152252352452552652752852953053153253353453553653753853954054154254354454554654754854955055155255355455555655755855956056156256356456556656756856957057157257357457557657757857958058158258358458558658758858959059159259359459559659759859960060160260360460560660760860961061161261361461561661761861962062162262362462562662762862963063163263363463563663763863964064164264364464564664764864965065165265365465565665765865966066166266366466566666766866967067167267367467567667767867968068168268368468568668768868969069169269369469569669769869970070170270370470570670770870971071171271371471571671771871972072172272372472572672772872973073173273373473573673773873974074174274374474574674774874975075175275375475575675775875976076176276376476576676776876977077177277377477577677777877978078178278378478578678778878979079179279379479579679779879980080180280380480580680780880981081181281381481581681781881982082182282382482582682782882983083183283383483583683783883984084184284384484584684784884985085185285385485585685785885986086186286386486586686786886987087187287387487587687787887988088188288388488588688788888989089189289389489589689789889990090190290390490590690790890991091191291391491591691791891992092192292392492592692792892993093193293393493593693793893994094194294394494594694794894995095195295395495595695795895996096196296396496596696796896997097197297397497597697797897998098198298398498598698798898999099199299399499599699799899910001001100210031004100510061007100810091010101110121013101410151016101710181019102010211022102310241025102610271028102910301031103210331034103510361037103810391040104110421043104410451046104710481049105010511052105310541055105610571058105910601061106210631064106510661067106810691070107110721073107410751076107710781079108010811082108310841085108610871088108910901091109210931094109510961097109810991100110111021103110411051106110711081109111011111112111311141115111611171118111911201121112211231124112511261127112811291130113111321133113411351136113711381139114011411142114311441145114611471148114911501151115211531154115511561157115811591160116111621163116411651166116711681169117011711172117311741175117611771178117911801181118211831184118511861187118811891190119111921193119411951196119711981199120012011202120312041205120612071208120912101211121212131214121512161217121812191220122112221223122412251226122712281229123012311232123312341235123612371238123912401241124212431244124512461247124812491250125112521253125412551256125712581259126012611262126312641265126612671268126912701271127212731274127512761277127812791280128112821283128412851286128712881289129012911292129312941295129612971298129913001

active

for Norma: -2

degree, says

26 27

1972-1973

1042 Jones C.C.

Wind: Prevailing Direction: NW

Weather: Average Cloud, etc. 100% 70% 70%

●●●

10

CONFIDENTIAL

In compliance with request submitted in "Elements of Essential Information, Pre-test, Sign", Miss [redacted] of [redacted] executed and signed the following statement.

South Bend, Ind. 4

December 1, 1948

It was a very large bird, at least 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 84

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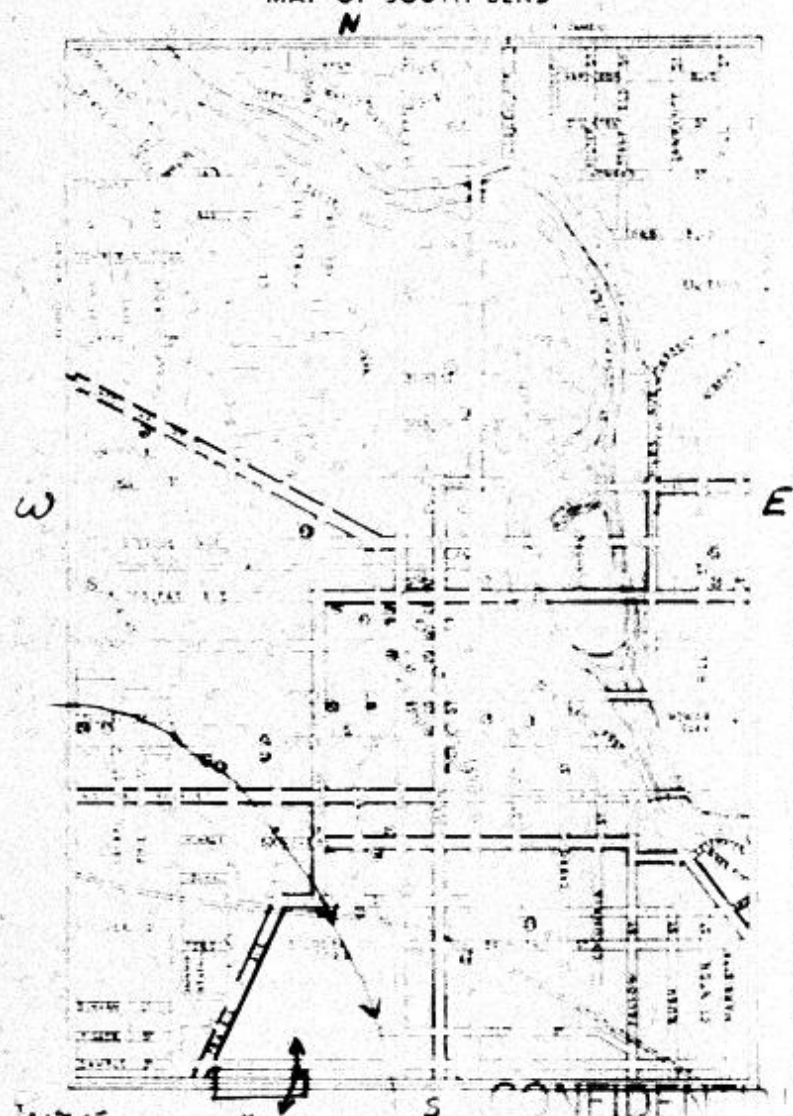
ed. by S. A. Sparrow,
U.S. Dept. of Energy.

W. S. 21
1940, 1941, 1942
1943, 1944

1. The first of these is the fact that the
2. Government has not been able to secure the
3. necessary funds to carry out its policy.
4. This is due to the fact that the
5. Government has not been able to secure the
6. necessary funds to carry out its policy.
7. This is due to the fact that the
8. Government has not been able to secure the
9. necessary funds to carry out its policy.
10. This is due to the fact that the
11. Government has not been able to secure the
12. necessary funds to carry out its policy.

[illegible]

MAP OF SOUTH BEND



ROUTE AT
ANAP... Shoon
1900

Map of South
Bend, Ind.
1900

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JOHN'S

208 AND WAPPING AVENUE
SOUTH BEND, INDIANA 46601

• GOULASH •
• CHICKEN PAPRIKA •
Steaks - Chops - Frog Legs
Fried Shrimp
PHONE 3-0847

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IN SOUTH BEND

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• DINNER
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Going to Coming See the

Complete Dinners
5 p.m. to 9 p.m.
Suburban Parking

RAMBLE IN

DIXIEWAY NORTH (U.S. 31) 1 Mile North of Notre Dame
Phone 2-8777



WAYNE
LEACH
and His
Harlequins
at the
Ramble In

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The South Bend, Indiana, flight schedules of seven Commercial Air Lines, are set forth below. No flights were scheduled to be over South Bend at 1145 hours, 13 October 1940.

DETROIT AIR LINES

| | <u>Leave</u> |
|------------------------|--------------|
| Flight 111, West Bound | 1115 P.M. |
| Flight 131, West Bound | 6:45 P.M. |
| Flight 209, West Bound | 7:45 P.M. |
| Flight 125, East Bound | 7:55 A.M. |
| Flight 136, East Bound | 12:05 P.M. |
| Flight 140, East Bound | 6:15 P.M. |
| Flight 200, East Bound | 11:45 P.M. |

DETROIT AIR LINES

| | |
|------------------------|------------|
| Flight 437, West Bound | 11:15 P.M. |
| Flight 467, West Bound | 11:45 P.M. |
| Flight 520, East Bound | 7:05 A.M. |
| Flight 470, East Bound | 7:15 P.M. |
| Flight 450, East Bound | 7:30 P.M. |

DETROIT AIR LINES

| | |
|------------------------|------------|
| Flight 729, West Bound | 11:45 P.M. |
| Flight 740, East Bound | 11:45 P.M. |

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Miss FLANNICK B. AKE, Secretary to Vice President in Charge, Engineering, and T. L. L. AKE, Chief Clerk, Engineering Department, Studebaker Corporation, South Bend, Indiana, collaborated on 1 December 1948 to supply the answers to the below listed questions contained in "Essential Elements of Information".

- | | |
|---|--|
| 1. Date of Sighting | 19 October 1948 |
| 2. Time of Sighting | 1145 hours |
| 3. Where sighted: | |
| a. <u>Ground</u> | |
| (1) City, town. | South Bend, Indiana |
| (2) Distance and direction from city. | Over main part of South Bend. |
| (3) From building, yard, etc. | Seen from building. |
| (4) Map coordinates. | Unknown |
| b. <u>Air</u> | |
| c. <u>Sea</u> | |
| 4. Nature of objects | None known |
| 5. Distance of object from observer | Not known |
| a. Laterally or horizontally | Not known |
| b. Angle of elevation from horizon | Not known |
| c. Altitude | Not known |
| 6. Time in sight | 10-11-48 |
| 7. Appearance of object | |
| a. Color | Aluminum or chrome |
| b. Shape | Definitely not a disc shape |
| c. Apparent construction | Unknown |
| d. Size | |
| (1) Estimated size | Unknown |
| (2) Size as it appeared from observer's view. | Not as large as a DC-3 transport, larger than a Piper Cub. |
| 8. Direction of flight | From west to east to Southeast |
| 9. Tactics or maneuvers | Along straight line |
| 10. Evidence of exhaust | |
| a. Color of smoke | None |
| b. Length and width | Unknown |
| c. Odor | Unknown |
| d. Rate of evaporation | Unknown |
| e. Does trail vary with sound | Unknown |
| 11. Effects on clouds | |
| a. Opened path thru clouds | Clear day |
| b. Formed cloud or mist | Clear day |
| c. Reflected on cloud | " |
| d. Shown thru cloud | " |
| 12. Lights | None observed |
| 13. Support | None observed |
| 14. Propulsion | None observed |
| 15. Control and stability | None observed |
| 16. Air ducts | None observed |
| 17. Speed - MPH | Very high rate of speed |
| 18. Sound | None heard |
| 19. Was any radio antenna to be observed | None observed |

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2. Manner of disappearance
 - a. Faced from view

Noted in view

relative to the observer

1. Name of observer: [redacted] MI
2. Address: 520 N 3d St., Mishawaka, Ind.
3. Occupation: Secretary
4. Place of business: Granger, Inc., South Bend, Ind.
5. Hobbies: None
6. Ability to determine:
 - a. Color: Not
 - b. Speed of moving objects: Fair
 - c. Size at distance: Fair
7. Relationship of observer:
 - a. Address: [redacted]
 - b. Police Department: No record
 - c. FBI records: No record
 - d. Employer: Not a trusted employee
8. Relationship to observer on:
 - a. Height of general: [redacted] going through sky
 - b. How attracted was drawn to object:
 - (1) Sound
 - (2) Motion
 - (3) Light of light
9. Witnesses:
 - a. Addresses: [redacted]
 - b. Occupation: [redacted] Mich
 - c. Reliability: [redacted] Corporation
10. Comments of investigator re intelligence:
 - a. Character of person interviewed: [redacted] recommended as to character, [redacted] to be very [redacted] agent.

relative to other sightings

Whether of two persons interviewed by [redacted] relative to that requested in questions one and two.

General

1. Reported sequences of local weather conditions - See [redacted]
2. Aids aloft report: No record
3. Local flight schedules of commercial, private and military aircraft: See Incl #5
4. Possible releases of testing devices in vicinity test aloft by, Grinnace, Navy, Air Force, Army, Weather Units, etc. No record of any
5. If object contacted earth, etc. Noted from sight.
6. If object came near other aircraft, etc. Unknown
7. Obtain photographs; secure sketches, etc. None obtained.
8. Secure signed statement. Incl #2 and #3.
9. Obtain fragments or physical evidence. None to be had.

14-00000-3/188/

-3-

Project 100

Subject: 1. District Council of
2. District Council of
3. District Council of
4. District Council of

1. As soon as the information is received from the District Council, the District Council should be notified of the information received. The District Council should be notified of the information received in the following manner: (a) by letter, (b) by telephone, (c) by radio, (d) by mail, (e) by other means.

2. The District Council should be notified of the information received in the following manner: (a) by letter, (b) by telephone, (c) by radio, (d) by mail, (e) by other means.

3. The District Council should be notified of the information received in the following manner: (a) by letter, (b) by telephone, (c) by radio, (d) by mail, (e) by other means.

4. The District Council should be notified of the information received in the following manner: (a) by letter, (b) by telephone, (c) by radio, (d) by mail, (e) by other means.

1. Incl

1. Incl
2. Incl
3. Incl
4. Incl
5. Incl
6. Incl
7. Incl
8. Incl
9. Incl
10. Incl

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Mr. [illegible] to the White
[illegible]

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... 3/1948/aw

Report

Chief of District Commander
1st District (10)
Air Force Base
Camp Hill, Illinois

... in ... dated
February 1948, subject "Report of Informant ... sightings
of unidentified aerial phenomena."

... received information ... identified aerial
phenomena ... State-
baker, Ind., ... Indiana.

... that ... concerning this
matter ... the enclosed list of ... the "Ele-
ments of Essential Information" be utilized.

All material will be forwarded directly to Commanding General,
... Dayton, Ohio, attention: AGI, in
accordance with ... dated 28 February, 1948.

... :
... :

1 Incl
1

...
Colonel, USA
Actg Chief, Intelligence
Department

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Incl ent 130

Action to be taken by Director in regard to
informing the public of action taken.

18

10 Dec '98

Memo:

I received verbal information to the effect that Mr. Smith had observed an unidentified about this news came to me from the Chief of the Eng. Analysis Division Area B as I recall.
We have no information until the report comes in.

JAS.

191 4 DEC 201

1. BIRMINGHAM AIRPORT REPORT
(To be filled out and retained on file)

2. Date of Observation . 14 October 1946 . Incident 181
3. Time of Observation . Approx 1430 hours local time
4. Where was Object(s) Sighted . Near Airport, Calif
5. Observer's Position . From a C-47 at 2,000 feet
above ground, air, control tower, etc.
6. Name and Address of Observer . Maj D.M. Smart, Pilot, 349 AF Ordnance,
Huntington, AF Base
7. Occupation and/or Hobbies . Pilot and Ordnance Officer
8. Attention Attracted to Object by
hick in order to avoid collision
9. Number of Object(s) Sighted . Three or four
10. Color of Object(s) . 1-1/2 feet long, w/ 1.5 inches across
11. Color of Object(s) . silver or silver-ry. white
12. Shape (Other if Possible) . teardrop
13. Nature of Luminosity . N/A
14. Estimated Distance of Object from Observer . Very close
15. Speed of Movement . Appeared to be traveling very fast
16. Time a second
17. Direction Traveled in straight line in gradient east
18. Sound and/or Object(s) . None noticed
19. Direction of Flight of Object(s) . East
20. Apparent Construction (of What Material or Substance) Metallic
21. Effect of Object(s) on Clouds and/or Background No evidence of exhaust;
except for slight tail on tear-drop object
22. Weather Conditions Existing at the Time hazy visibility for 15 miles
23. Manner of Disappearance:
24. ~~Disappeared~~ Disappeared under wing of aircraft
25. Summary of Incident (over)

(Attach a Separate Sheet if Additional Space is Needed)

Objects seemed to take no definite course but flew in a general easterly direction in a gradual descent. A few came close enough to cause the pilot & co-pilot to tuck as it appeared they might come thru the nose of the plane. Maj Smartt's analogy is as follows: "Take about 1/2 gallon of water and dump it 200 yards in front of an approaching aircraft about 200 feet above it, with the water taking the shape of a teardrop. These objects appeared to travel in a straight line toward the aircraft and gradually descended, passing from view under the wing of the C-47. The apparent speed of these objects appeared quite high as they remained in view for only a second. They were sighted one at a time at intervals of three or four minutes.

Discrepancies noted: In first report Maj Smartt reported seeing 15 to 20 objects. Later he reports seeing three or four.

In first report he states that they pursued no definite course in that some traveled downward and some traveled upward. In later report he does not mention that they pursued an upward course.

The analogy of comparing sighting of these objects to 1/2 gallon of water dumped approximately 200 yards in front of an aircraft and that teardrop objects were formed seems to indicate an impression of a group of objects seen at the time (as first reported) and not singly at intervals of three or four minutes.

1054

identities of unidentified aerial objects

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the of situation

the of situation

1.47

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degrees.

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the of situation

the size
the distance.
the aircraft

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the size be-
it with. How-
long and 9 inches

the of situation

the of situation

11. Object on clouds: no clouds visible

12. At the speed of the object, it appeared to be traveling very fast.

13. No noise

14. The object was seen under the aircraft.

15. The object was seen for about 10 seconds.

16. The object appeared to be traveling in a straight line.

17. The object appeared to be traveling at a speed of about 1000 mph.

18. The object appeared to be traveling in a straight line.

19. The object appeared to be traveling in a straight line.

20. The object appeared to be traveling in a straight line.

21. The object appeared to be traveling in a straight line.

22. The object appeared to be traveling in a straight line.

23. The object appeared to be traveling in a straight line.

... Air Material ... , Ohio, etc

and ...

... 1 Dec 48

... Wright
Patterson AFB, Wright Flt, Ohio

attention invited to inclosure

is

... Officer

12

1st Lt.

1. 1st Lt. H. B. Smith, Jr.,
Base, Hawaii.

2. 1st Lt. H. B. Smith, Jr.,
Base, Hawaii.

3. 1st Lt. H. B. Smith, Jr.,
Base, Hawaii.

4. 1st Lt. H. B. Smith, Jr.,
Base, Hawaii.

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Base, Hawaii.

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Base, Hawaii.

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Base, Hawaii.

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Base, Hawaii.

22. 1st Lt. H. B. Smith, Jr.,
Base, Hawaii.

23. 1st Lt. H. B. Smith, Jr.,
Base, Hawaii.

Delivered to Base
10-11-48
10-11-48
Wright Field, Ohio

Subject: "U.S."

Commanding Officer
Hamilton Air Force Base
Hamilton Field, California
AF 1749 AF Ordinance

1. Reference is made to teletype dated 10 October 1948 from this office to the 15th Fighter Group, Hamilton Air Force Base, Hamilton Field, California.

2. It is requested that the Base Intelligence Officer initiate an immediate investigation of the aerial phenomena observed by Maj G. J. Mart, Pilot, at 1400 hours, 10 October 1948, near Dayton, Ohio, near Indianapolis, Indiana.

3. The "essential elements of information" list is included for the interrogator's assistance in obtaining, insofar as possible, the information desired. It is further requested that special emphasis be placed on the following factors:

- a. Could the objects have been migrating birds?
- b. To what degree did the objects show the ability to ascend and descend?
- c. Was this "up and down" movement due to susceptibility of the objects to air currents? Was the movement seen intentional, or was it characteristic?
- d. Were the deviations in flight erratic or objective? Did they (the objects) seem unaware of the observer's craft, or could their maneuvers be interpreted as "aggressive"?
- e. Did Maj Mart make any attempt to identify or intercept these objects?

END 111

obj: subject

the objects of the law of right
the extent that they define the law of right

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the objects.

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! !

THE UNIVERSITY OF CHICAGO

[illegible]

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INC 227 141

INCIDENT # 183

SS Gulfport sighting

Report No. 182

74° 40' West 36° 42' North (at sea) - off ~~Guantanamo Bay~~

15 October 1948 time: 2220 GMT to 2310 GMT

UG for OTC relayed to CMAA Flight Service Center

X

X

aw

X

MCI XC-3

21 Oct 48

15 October 1948

Incident 182

2220 GMT to 2310 GMT

74° 40' as t by 30° 42' North

At sea - aboard the S/S Gulfport

S/S Gulfport

Ship's captain

N/S

1

1/4 size of full moon

bright

round

N/S

N/S

Could not estimate

50 minutes

N/S

N/S

southward

N/S

N/S

N/S

Had distinct bright center

(over)

(Attention & Separate Sheet if Additional Remarks are Needed)

Incident 182

A bright object similar in shape to the moon but with a distinct bright center was observed by the master of the S/S "Gulfport". The object gradually grew darker as daylight faded. Size was that of 1/4 of a full moon. It was traveling southeast by west.

| | | | | | |
|----------------|----------|---|----------|------|-------|
| First bearing: | 2230 GMT | - | altitude | 50° | |
| 2d bearing: | 2330 GMT | - | altitude | 358° | 40.18 |
| 3d bearing: | 0004 GMT | - | altitude | 69° | 57.05 |

Observed at 1310 GMT.

RESTRICTED

7/61

at all

control

the
moving
unit
trucks

inc
on

Chief, Federal Bureau of Investigation
Internal Security Division

RESTRICTED

102

Oct 16 5 13 PM '48

TRANSMITTED

COVER SHEET FOR SECRET MAIL

SECRET

2-103

Incident No. _____

File _____

SI _____

Initiated _____

Other _____

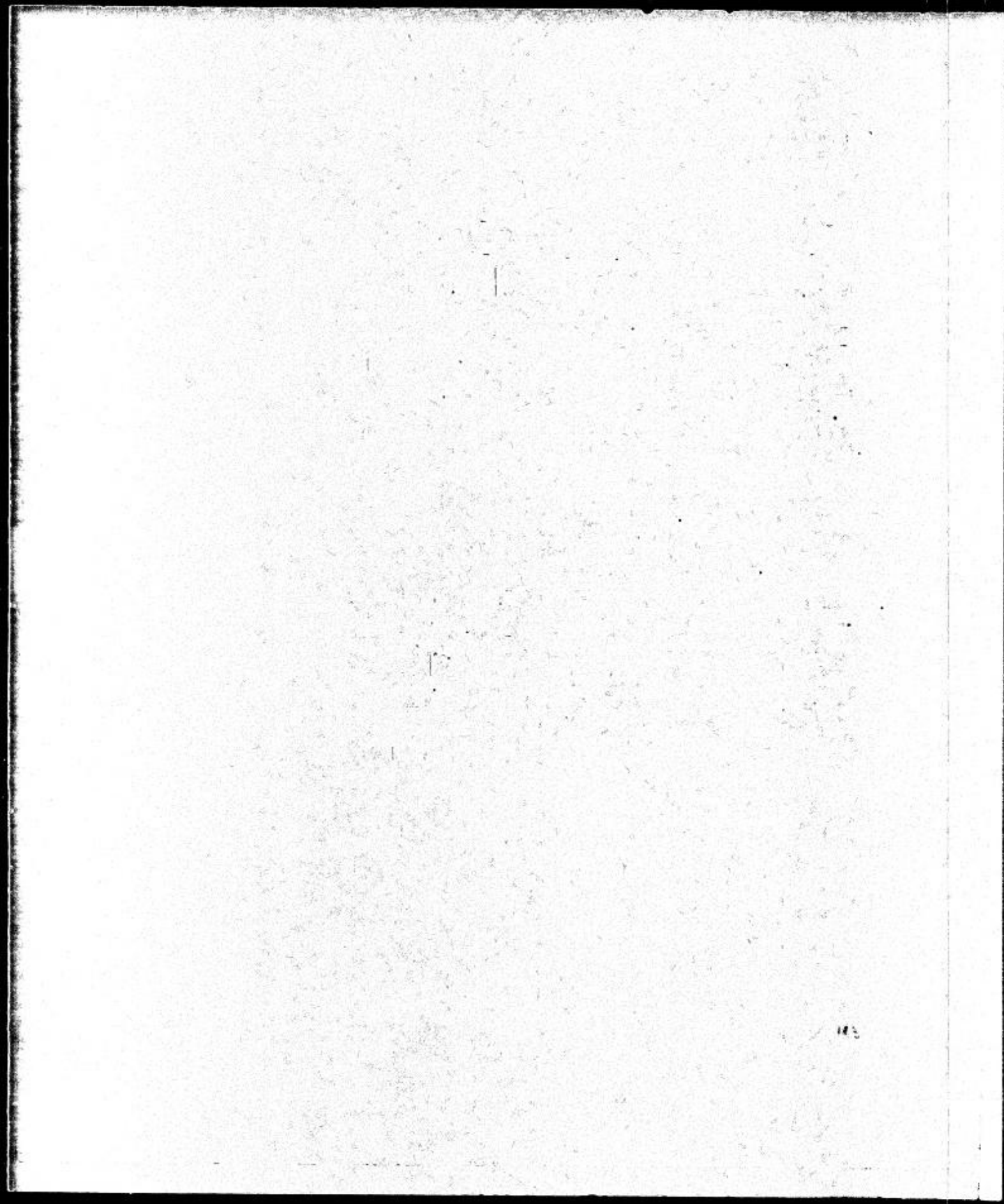
Other _____

Other _____

Other _____

Other _____

Other _____



-7000-

123

This radio in 2 parts. Re your radio message 14-0242, 23 Oct
 and 15 Oct. Part 1 of AX-850, 1 Oct's intercepts, AX-452, 18 Oct
 following information is submitted:

Interceptor since it visible : ... periodically as
 ... of permanent ground ... in which search
 The ... of ... and radar not
 ... was identified ... and low ...
 ... enough to establish
 ... and was clear ... of the ground return
 ... detected at ...
 ... the There were no ...
 Estimated distance
 ... as follows:

1. First ... 10 miles ... 6000 feet

2. ... 2 miles ...

Four, five and six ... 100 feet.
 The ... period, 1
 ... 4 miles
 ... the ...
 ...

Interceptor attempted to effect ... but
 ... time. After ... the
 ... continued to ...
 ... firing range
 ... for the ...
 ... visibility, 1115
 ... coverage 12 ...

Part 17. ... at Shigen ...
 ... at ...
 ...

126

[illegible]

16225

Page 2 of 2

10-11-68 10-11-68 10-11-68

PA-477777 AD

SECRET

645

27

65.

THE UNIVERSITY OF CHICAGO

10-10-57

0272

4-2-10

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

1. TWO PARTS RE REQUESTABLE XRAY TOLD NINE THREE TWO ABLE
TWO TO THREE OCTOBER ONE NINE FOLD EIGHT CMA WHICH FEELS TO
ONE OF AL XRAY FOLD EIGHT FIVE TWO CMA ONE SIX OCTOBER AND
TWO FOLD ABLE XRAY FOLD EIGHT FIVE TWO CMA ONE EIGHT OCTOBER CMA THE
MAIN INFORMATION IS SUBMITTED FOR PART ONE RE INTERCEPTOR AIRCRAFT
WILL BE GROUND RADAR ONLY PERIODICALLY AS IT FLIES IN AND OUT OF
PERMANENT GROUND RETURN AREA IN WHICH SEARCH WAS CONDUCTED RE TIME
OF INTERCEPTOR BY GROUND RADAR NOT LOGGED SINCE PICKUP
IDENTIFIED EACH TIME AS FRIENDLY AND LOG ON FRIEND

Y OBJECTS

1. AREA OF INTEREST

THE RADAR RETURN IN EACH INSTANCE WAS CLEAR ENOUGH TO ESTABLISH
POSITION AND WAS CLEAR FOR PICKUP OUT OF THE GROUND
ELEVATION. IT IS THEREBY ESTABLISHED THAT THE ONLY OBJECT
RETURNED BY GROUND RADAR AT SITE ONE WAS THE FOX BASH SIX ON
AFTERNOON AT CRASH OF THIS CO. AND AIRCRAFT AT THE TIME
THE ESTIMATED DISTANCE BETWEEN INTERCEPTOR AND OBJECTS IN
SIGHTING IS AS FOLLOWS: ONE FIRST PICKED UP AT ONE ZERO MILES
AT TWO ZERO ZERO ZERO FEET. A THIRD PICKED UP AT THREE MILES
AT ONE ZERO MILES. A FOUR ONE FIVE ONE SIX ALL PICKED UP AT
ONE ZERO AT

THE FIRST OF THE LAST THREE SIGHTINGS TOOK PLACE
AT ONE ZERO MILES. IN EACH INSTANCE THE FOX BASH SIX
OBJECT. THE SUBJECT APPROXIMATELY NINE MILES AWAY. LOWLY
AT TWO ZERO ZERO ZERO FEET WHEN THE SUBJECT SUDDENLY
DROPPED. THE SUBJECT WAS LOST FROM THE AIRBORNE RADAR
INTERCEPTOR ATTEMPTED TO EFFECT NORMAL PICKUP BY DIVING ALSO
BUT WAS UNSUCCESSFUL. AFTER SIX SIGHTINGS HAD
BEEN LOST THE SUBJECT WAS NOT DETECTED AGAIN. ALTHOUGH INTERCEPTOR
CONTINUED SEARCH TO AREA UNTIL APPROXIMATELY ZERO ONE THREE
ZERO FIVE ONE SIX OCTOBER PD CONFIRMING PHONE REQUEST FOR WEATHER
AND VISION OF INCIDENT. CMA WEATHER REPORTS FOR THE FLYLOMA
AREA INDICATED UNLIMITED CEILING CMA WINDS CALM CMA VISIBILITY FIVE

TO: [illegible] FROM: [illegible]

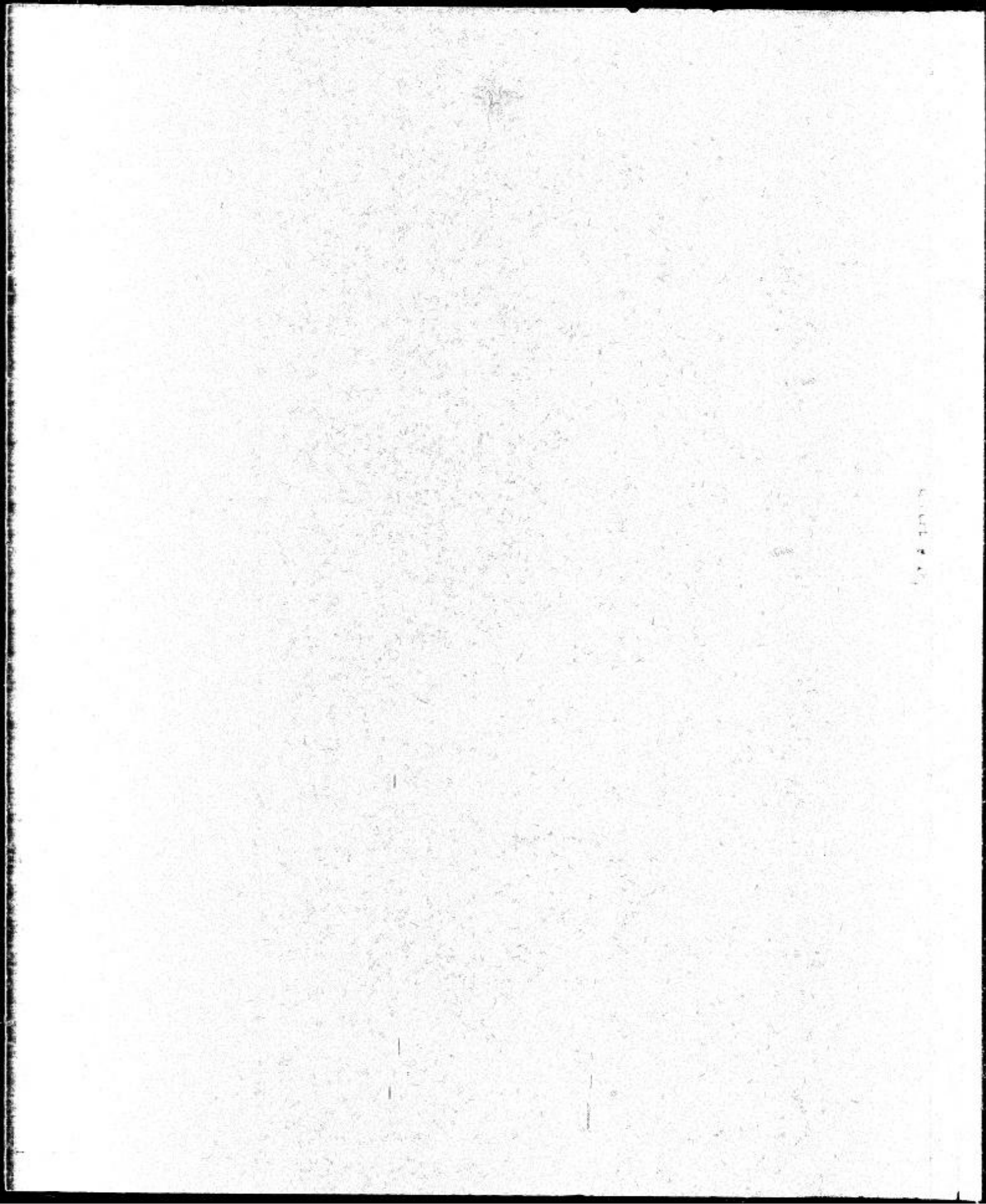
1. [illegible] WITH [illegible] COVERAGE ONE TWO TO ONE FOUR ZERO ZERO
2. [illegible] AT [illegible] T-0 PL [illegible] SITE, MENTIONED IN PREVIOUS
3. [illegible] AT [illegible] DASH SHINA AT THIRTY [illegible] DEGREES
4. [illegible] AT [illegible] DASH ONE THREE TWO DEGREES [illegible] TWO MINUTES
5. [illegible] AT [illegible] DASH SHINA AT THREE TWO DEGREES FOUR
6. [illegible] DASH [illegible] DEGREES FOUR ZERO MINUTES LAST

[Handwritten notes and signatures]

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

PRIORITY

SECRET T-10004



20 Oct 1928

W. H. Wilson, Wisconsin

W. H. Wilson, B. S. for Paul Zank,

W. H. Wilson, B. S.

W. H. Wilson, B. S.

W. H. Wilson, B. S.

W. H. Wilson, B. S. for Paul Zank,

W. H. Wilson, B. S.

W. H. Wilson, B. S.

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W. H. Wilson, B. S.

W. H. Wilson, B. S.

100-100-10

100-100-10

100-100-10

REF-1

5 November 1948

SUBJECT: "Reported Flying Disc"

1. Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Wright Field, Ohio
ATTN: DIVISION 1

2. The following is a report of possible identification of
"discs".

3. Investigation will be completed as quickly as possible and
a report will be submitted to your office.

FOR THE COMMANDING GENERAL:

RENTICE G. GORD
Major, GSC
Chief, Intelligence Division
Office of AD-1, S, 1

184
184
RESTRICTED

JOKE IT'S A JOKE

A ball of fire which left a trail of burning particles, was seen floating northward across the sky over the city yesterday morning. It was said to be a joke.

Several people who were under the impression that the familiar "ball of fire" was a joke, were reported.

At 10:30 a. m., P. J. Leach, 1215 S. 1st St., said he saw a small, bright object which broke up into many smaller lights over the city yesterday.

REPORTS

The object was said to be about 10 feet in diameter and appeared to be a "ball of smoke with a tail."

At Aberdeen, O., Walter G. Leach, 1215 S. 1st St., said he saw a light north of Britton, O., early yesterday morning. It was in the eastern sky. The light seemed to break into a cloud and change to a ball, he said.

The Washburn county sheriff, however, said there had been no reports of any object or anything else hitting the ground in the Britton vicinity.

A woman near Aberdeen said she was sitting on her porch when she noticed what she believed to be a comet or ball across the sky and disappear into the earth.

Apparently the same object was reported over Aberdeen, O., by W. C. Leach, 1215 S. 1st St., who said he sighted a bright, rolling fire, moving very fast from west to east a few minutes before 10 a. m.

REPORTS CONTINUED

Although the communities in which the mysterious light were sighted were many miles apart, there was an almost identical agreement on the hour and a. m. yesterday.

Lawrence A. Hansen, 1215 N. 1st St., said he noticed a "ball of fire" in the eastern sky as he ~~parked~~ parked his car in downtown Minneapolis a few minutes before 10 a. m.

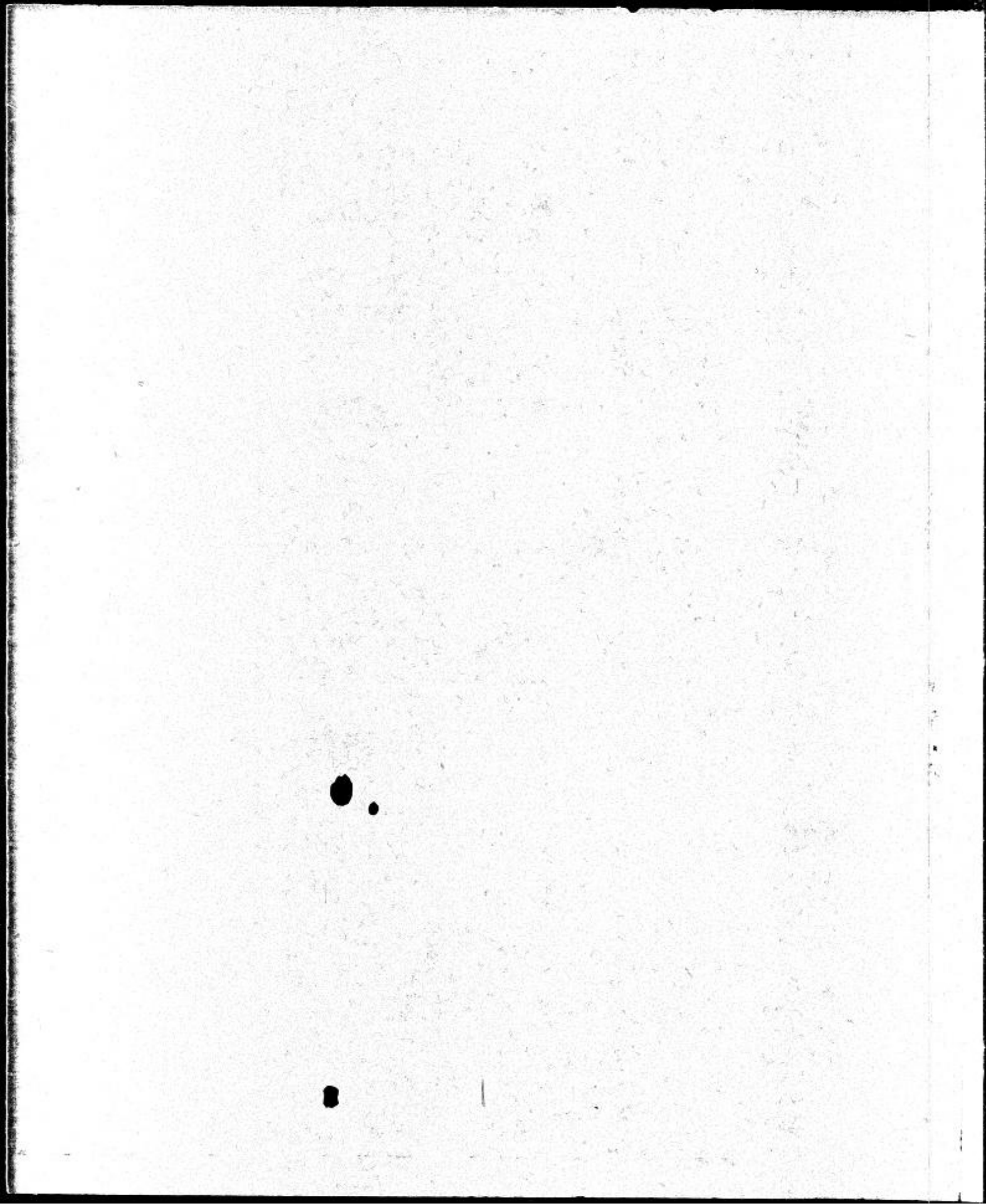
Harold Oliver, an office employee, was sitting at 1304 Thirteenth
avenue N.W., was waiting for a streetcar with a car about 5:15 p.m.
when he saw a big ball of fire. "It was like a fireball, moving away,
and it seemed to be leaving fire," Oliver said.

Three weeks ago a F-4 Phantom II, U.S. Air Force, was in a dogfight with a
Soviet MiG-21 fighter jet. The Phantom was hit by a missile. His unrelenting pursuit of the swiftly moving
MiG-21 was aided by two air controllers and two ground crew operators.

Herald Oliver, a postoffice employee, who lives at 2929 Thirteenth
Avenue S., was waiting for a streetcar with a companion about 5:45 a. m.
when both saw "a big ball of fire." The object came at once away, moving slowly,
and was red to be looking fire," Oliver said.

Three weeks ago a Fargo, N. D., pilot engaged in a dogfight with a
mysterious flying missile. His unsuccessful pursuit of the swiftly moving
object was witnessed by another pilot and the air tower operators.

Incident # 24



1941

1941 - 1942

2-1

2nd Inc.

JAL/gv

PTM 1001, 1660 E Hyde Park Blvd., Chicago 15, Illinois, 7 January 1949.

Commanding General, Hq Air Materiel Command, Wright-Patterson Air Force
Base, Wright Field, Ohio, ATTN: MCIAID-3.

Enclosed herewith is Agent's report and EIL on reported "flying
discs."

No further statements are available due to reluctance of
witnesses to testify.

FOR THE COMMANDING GENERAL

Enclosed:

47 - HQ

1 - WFO

1 - added:

1 - EIL re sighting of "flying
disc" on 1 Oct 48

1 - Agent's report of 23 Dec 48
(100-1)

FRANKLIN G. MASON

Major, USAF

Chief, Intelligence Division

Office of AFM 8, 1-2

*in
information*

CHIEF OF POLICE
CITY OF NEW YORK
NEW YORK, N.Y.

October 1948

1. Distribution - A Flyer, 1968

1000 210.1. 1000000
 Air 1000000. 1000000
 1000000. 1000000
 1000000. 1000000
 1000000. 1000000

1. ... Feb 1945, the

- Continued 2 series of ... at ...

Follow-up interviews with witnesses.

[illegible]

cloud bank
wing in the

- 1929 1st Ave South
 Minneapolis, Minnesota
 Occupied by: Sullivan

Witnesses contacted were Paul Tamm and Dr. F. E. Ben Jr., both of Chicago, Minnesota and Jack Taylor, pilot for Northwest Airlines, Seattle, Washington.

- (d) No additional photographs have been taken.

in Flight, 1950

October 19, 1950

Sketches of object's configuration are attached.

1. The object.

2. The object.

3. The object with tail, as long as the diameter of the object.

4. The object related to object or around object, used to be approximately six feet in diameter.

5. Orange flame colored.

6. The object related to object or around object, used to be approximately six feet in diameter.

7. The object related to object or around object, used to be approximately six feet in diameter.

8. The object related to object or around object, used to be approximately six feet in diameter.

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16. The object related to object or around object, used to be approximately six feet in diameter.

17. The object related to object or around object, used to be approximately six feet in diameter.

18. The object related to object or around object, used to be approximately six feet in diameter.

19. The object related to object or around object, used to be approximately six feet in diameter.

20. The object related to object or around object, used to be approximately six feet in diameter.

2. Lacks.
Sketches of witnesses
Clippings from "Win-
Cities papers

FOR THE BUREAU
let it. UAT
Intelligence

CONFIDENTIAL

CONFIDENTIAL

Bright Ball of Fire In the Sky Dazzles Observers Near Paris

By [illegible] and [illegible]

**Bright Ball of Fire In the Sky
Dazzles Observers Near Paris**

**Maybe Plane Trailing
Light Above Paris**

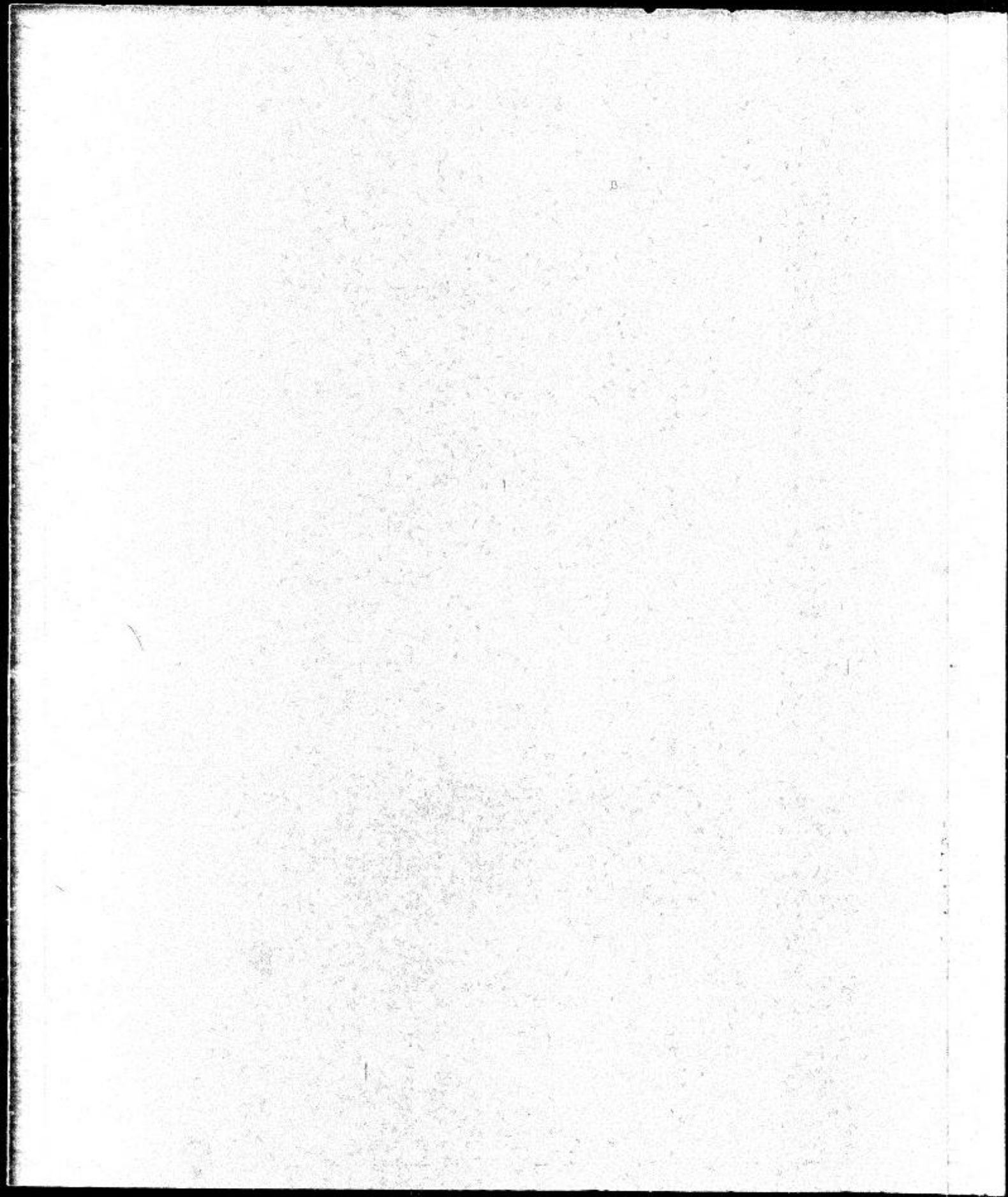
an unlicensed
publisher, and
by 1870.

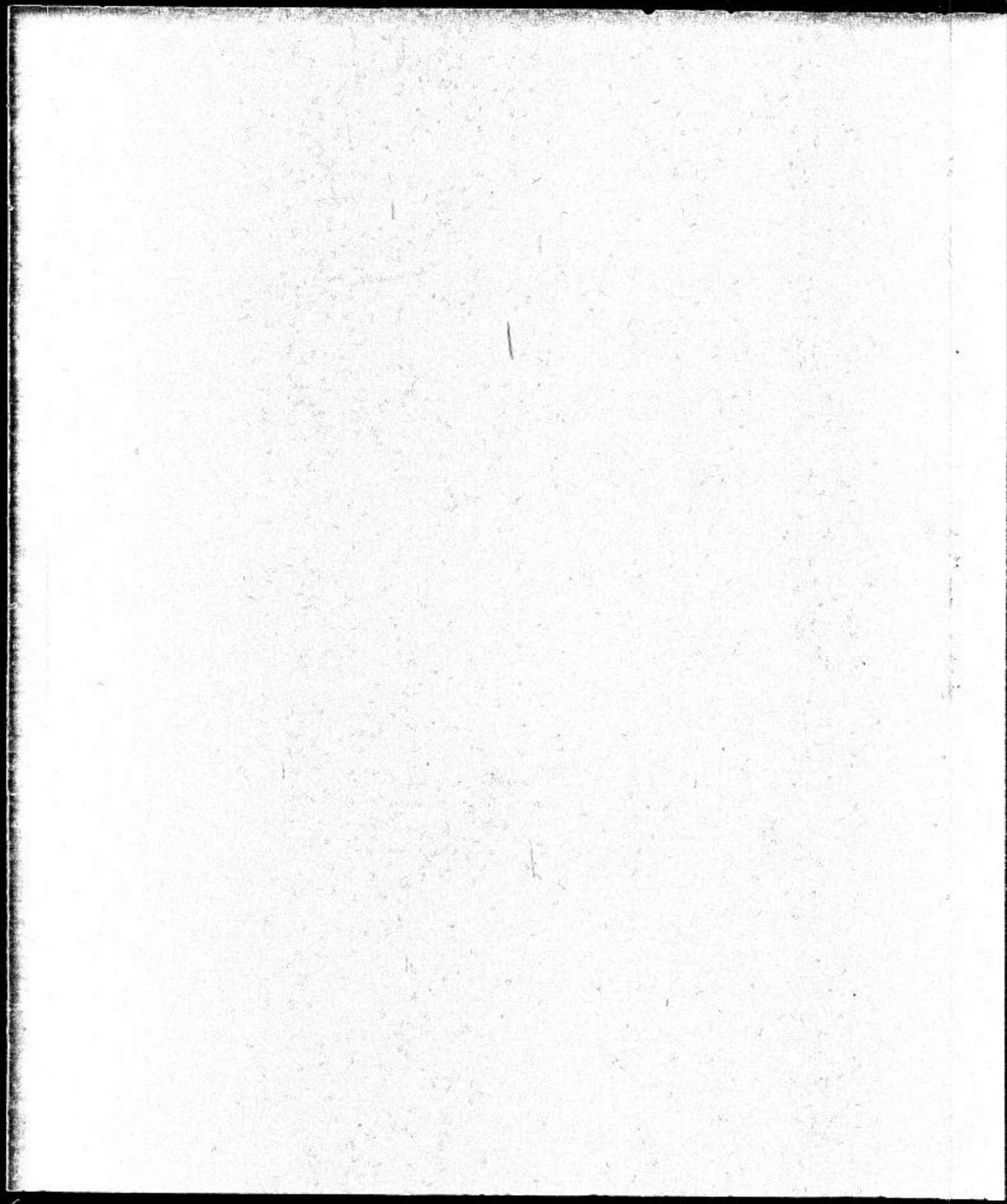
United States
Patent Office

by 1870.

1870-1871

In the
In the





12 JAN 11

0212

Location Indian House Lake, Canada

ground

1

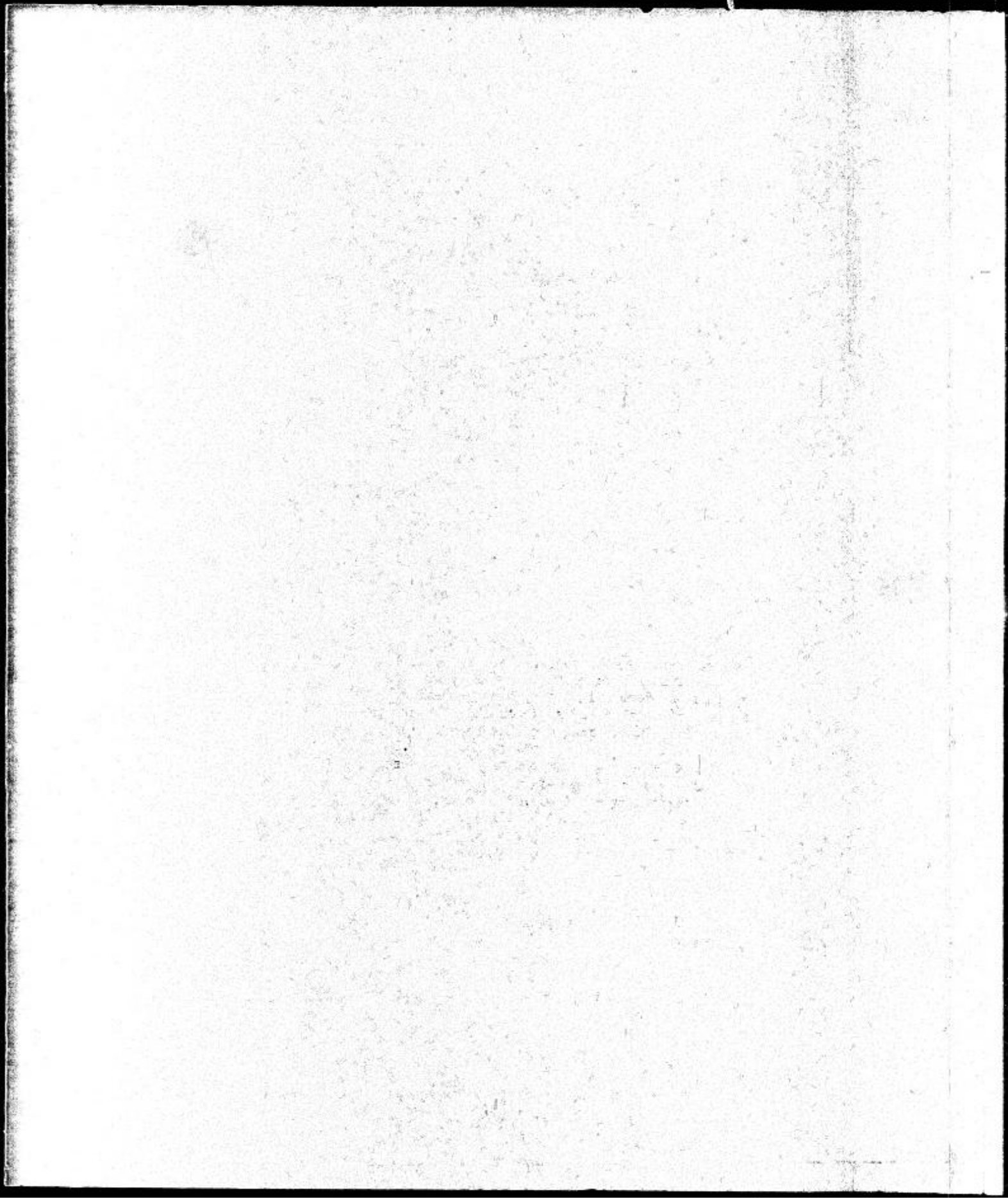
Exceed 100 feet

"bright light emitted from object"

1505 AAS Group, Ft. McAndrew Flid., Newfoundland

AAS Group

At 0221 hours 1. January an unidentified object was seen flying over Indian House Lake, Canada. Object was very bright light which traveled exceedingly fast. Was thought to be a shooting star or meteor. Further particulars will be received.



MESSAGE

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INCOMING MESSAGE

CLASSIFIED MESSAGE

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27 JUN 68 11:00

NO 407

MESSAGE

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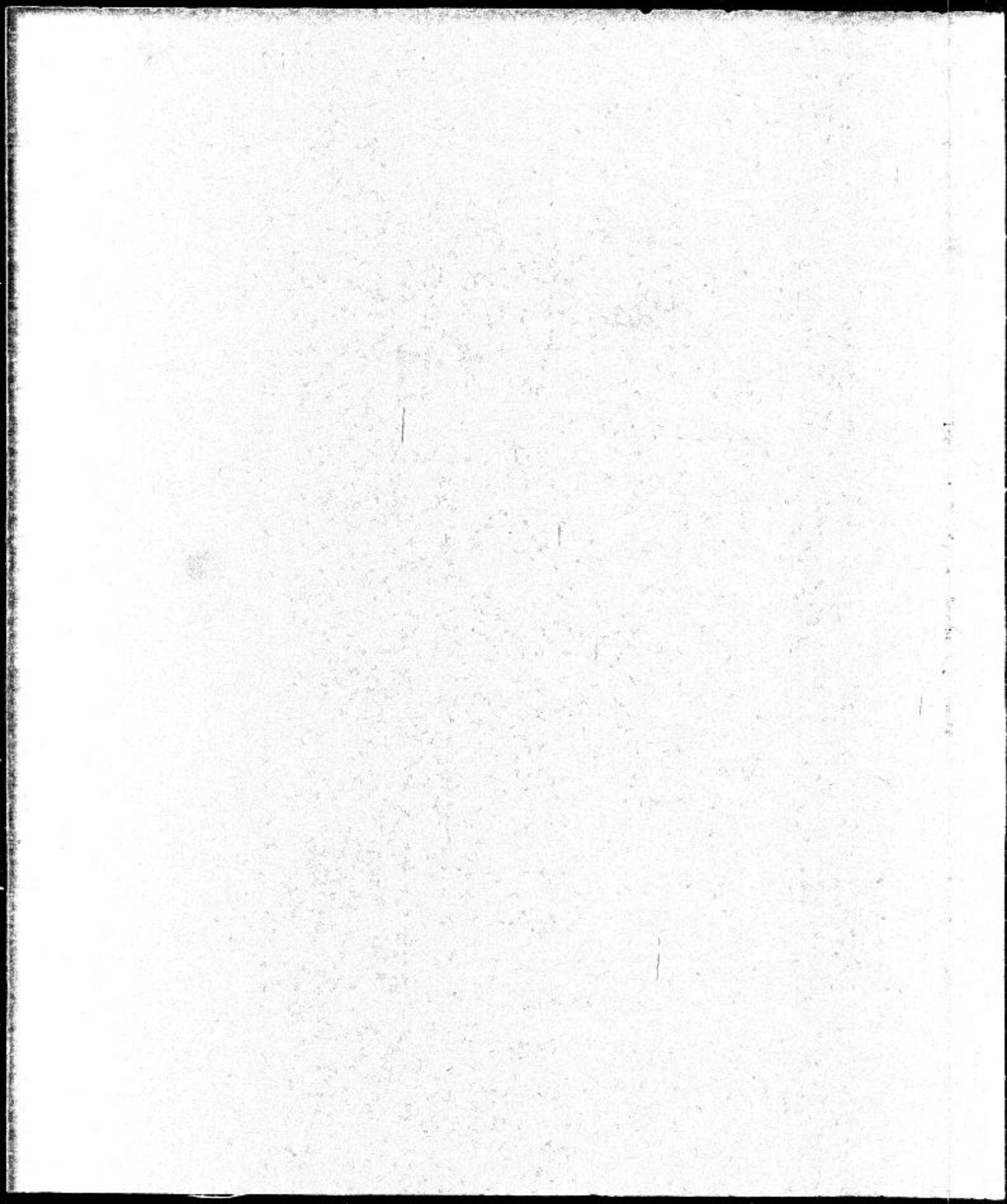
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RESTRICTED

CLASSIFIED



Page 29

RECEIVED
JAN 21 1964
FBI - NEW YORK

24 Oct

Over Phoenix, Arizona, in eastern sky

1

green

Like a star or fireball

Approached from East, then south, then
northwest

75 minutes to cross sky

Very slow (estimated 75 minutes to cross sky)

N/S

Faded, then flared up, fell apart and disappeared

Became brighter as it neared
other stars, then fainter as it left

Miss Ellen Peterson, 1442 E. Polk St, Phoenix,
Arizona

N/S

On 4th Oct 41 Miss Peterson noticed a very strange
light or fire in the Eastern sky. It was green and she thought
at first that it was a plane. It moved very slowly south, then slightly
north, if it were uncertain as to which way to go. It slowly changed
its course to Northwest. It took at least 75 minutes for the object
to cross over Phoenix. It seemed to be near to the stars, and when
it came close to them it would become very bright. Everytime the star
would light up and leave the other star it would be dimmer. Finally
she could hardly see it. When she thought it had completely disappeared
it suddenly became very bright and fell apart.

... , Subj:

1945

11 Jan 49

... , ...

1945

Report of
1945 by

REPORT OF INVESTIGATION

UNKNOWN

(Aerial phenomena)

SPECIAL INQUIRY

Report, S/A NAFFZIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

24-6

4 Jan 49

JACK L. BOLING

DO #17, Kirtland AFB, N. M.

22-24, 29 December 1948

DO #17, Kirtland AFB, N. M.

PENDING

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico, bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. LA PAZ giving his findings.

CO, Kirtland AFB
(Action copies)

Hq., OSI
File

1

CO, Kirtland AFB, N. M.

2

2

DOYLE REES
Lt Col, USAF

149

KAFB 3609

DETAILS

1. This is a joint investigation by the offices of SA MELVIN E. S. EDGAR, W. THART, and ROBERT R. JOHNS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss ELLEN PETERSEN, to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Arizona, dated 3 November 1948, was provided by Dr. LINCOLN LA PAZ. This letter states that Miss PETERSEN saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

Color: Green

Course: East to west, with erratic side motions

Speed: Very slow (estimated 15 minutes to cross sky)

Remarks: Seemed to be affected by forces and brilliance of stars; moved off course to the south in zig-zag; faded as it went further east, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 20th District OSI, for interview with Miss PETERSEN to develop precise details as to course and elevation. (Inclosure #1)

4. Letter from JAMES E. BIRD, News Editor, Star Publishing Company, Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. LA PAZ. This letter reports on the sighting of a "pale-white flash of light, accompanied by a loud noise, at 1230 hours, 11 December 1948." A summary of the letter follows:

At approximately 1230, a pale-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from BIRD, and obtaining further statements.

6. The writer made inquiries in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Schelle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Bilia, and Palma. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN S. NEEF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by WILSON AND TRUETT.

Report by Inspector BUFORD G. TRUETT, AESS:

At about 2054, 20 December 1948, in company with Inspector W. D. WILSON, a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector WILLIAM D. WILSON, AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. CLIFFORD E. STRAND, AESS (oral), and Mr. GEORGE S. SKIPPER (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEEF and Dr. LA PAZ on 29 December 1948. STRAND and SKIPPER reported concurrent sighting of the phenomena observed by TRUETT and WILSON. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by WILSON above. Transit readings were made by Dr. LA PAZ from location of sighting by STRAND and SKIPPER. A report was prepared by Dr. LINCOLN LA PAZ, meteorologist, University of New Mexico, who has cooperated in this investigation, giving

his findings and conclusions on the latest sightings. This report provided Special Agent NEFF, 30 December 1943. (Inclosures #5 and #6)

9. Report of Inspector JOHN D. HARDIE, ARSS, relative to sighting of fireball on 28 December was provided Special Agent NEFF by Lieut. HIGHTOWER, ARSS. This report indicates that at 0431, 28 December 1943, HARDIE saw a white light, like a falling star, descending in a vertical path. It was not falling as fast as a falling star, so HARDIE continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and HARDIE. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. BETHART and ROBERT R. JOHNS interviewed Mr. PHILLIP J. CARROLL, Las Cruces Auto Court, Las Cruces, New Mexico, on 23 December 1943. CARROLL is connected with Navy Project Task B, Word 8555, which requires that he and his associate, RICHARD E. MCCROSKEY maintain a watch on the skies for about 95% of the time at night. CARROLL denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with CARROLL's work to be furnished 17th District COT.

Inclosures for Complete Distribution:

1. Letter from Miss Peterson to Dr. Pruett
2. Letter from Gene H. Bird to Dr. Pruett
3. Report of Inspector Truett
4. Report of Inspector Wilson
5. Report of Mr. Skipper
6. Report of Dr. LaPas
7. Report of Inspector Hardie

• PENDING -

COPY

ENCLOSURE #1

1442 E. Polk St.
Phoenix, Ariz.
November 3rd

Dear Dr. Grueter:

On October 24th I noticed a very strange star or fireball in the Eastern sky. It was green and my first impression was that it was a plane. It moved very slowly South and slightly North as if it wasn't certain of which way to go. It slowly changed its course to N.West.

Being very curious about the star, I watched it very closely, without taking my eyes away once.

It took at least 75 minutes to drop over Phoenix. The star seemed to be drawn to other stars, and when it came close to them, it would become very bright.

Everytime the star would light up and leave the other star, it would be dimmer. Finally, we could hardly see it. When I thought it had completely disappeared, it suddenly became very bright and fell apart.

From here in Phoenix, I can point out just where the fireball travelled, but it is rather difficult to paper but it did start in the east and end up N.West.

If there is anything else I can tell you that you would like to know concerning the fireball, I will be very happy to tell you.

Yours truly,

/S/ Miss Ellen Peterson

COPY

COPY

INCLOSURE #2

THE SUN PUBLISHING CO.
HOOD RIVER COUNTY SUN - John H. Travis, Publisher
HOOD RIVER, OREGON

(no date)

Dr. J. Hugh Pruett
133 Longview Avenue
Bene, Oregon

Dear Sir:

I am writing you in regard to a rather startling occurrence on Saturday evening, December 11, which no one has been able to explain locally to either my own or several other interested people's satisfaction.

At about 7:30 p.m. in the evening, according to most witnesses, a brilliant blue and white flash of light flared for an instant at a point about five miles south of Hood River and slightly east. Most witnesses said that the light "might have been lightning" but most also agreed that they had never seen any lightning exactly like it, since it was more like a rapid burning of a flare than a bolt or sheet of lightning. Most also agreed as to the location, which is about directly over a small community called Pine Grove, marked on the accompanying map. A loud noise, such as might have been made by thunder was heard by everyone in the lower valley and across the river on the Washington side. The light, apparently either reflected or moving through a light fog that was over most of the Valley at the time, was said by one witness on the Washington side to move northwest towards Mount Adams, but this was the only witness to indicate that the light moved at all.

I was reading at home at the time and the flash was directly east of my window—I seem to have been the only person to have seen the flash actually originate—the rest apparently saw only reflections or a diffused flash. The center of the flash, which, by the time between it and the first sound, must have been between one and four miles away, was itself round and almost completely white, somewhat like a fluorescent light might be or a faraway searchlight. It seemed to flash, unlike lightning, which diffuses its light at the edges and does not beam itself.

Weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reporters. There were no further nor had there been previous flashes or thundering. Radio interference was strong at the time of the flash and a few seconds afterwards. Practically everyone, including those indoors, heard the thundering noise which rolled off the hills somewhat like artillery fire for several seconds.

No reports from the east valley indicated anything had fallen nor have any since then brought to light any reason for the disturbance.

THE SUN PUBLISHING CO.
HOLD RIVER, OREGON

-2-

I am writing to you in hopes that you may be able to surmise what the disturbance might have been and also to let you have what information we could gather. As a correspondent for one of the press services I was naturally interested in it. I am further interested in your comments on it, even though I realize that the information is not complete enough to make any deductions possible.

Do you have an observer for your meteor society in the Valley? I would be interested in having his name if you do.

Thank you for your time and interest in this matter.

Sincerely,

S. Gene M. Bird

News editor

COPY
ENCLOSURE #3

TO: Captain J. P. Shea
FROM: Inspector Buford G. Truett
SUBJECT: Observations

This report is being made in writing at the request of Lt. E. Strang.

It will be divided into three parts: 1. Observations, 2. Recommendations, 3. A map indicating the point of my observations. The third part of this report will not be submitted now, but will be given later when a map is available to make this map accurate.

Inspector W. D. Wilson and myself, being on patrol for the Reconnaissance Section AESS, arrived at Point Eagle 2050, December 20, 1948. We had driven up the road as far as it extended and was safe under the circumstances, and were sitting in the jeep with it headed in the general direction of the road at this point. The direction in which we were headed as well as all directions in this report will be referred to with some degree of accuracy from the map which will be submitted later to make this report complete.

As I was sitting in the jeep I observed a falling light in the sky at approximately 2054. At first it appeared to be a white light moving at about 45 degrees to the earth. It seemed to first be at a great height and to approach the earth at a continuing decreasing angle until it went out of my vision at about a twenty degree angle behind Point Eagle. I called the attention of Inspector Wilson to this falling light and he too observed it and has also been requested to make a report on his observations. I continued to observe this phenomenon. According to my first observations it appeared to be a white light, clear and unbroken, falling very visibly through the night. However, as I observed this light more closely it changed in appearance. It seemed now to be broken instead of a clear stream. Its color basically changed also. It now seemed to have a red flat core, its broken parts were red, its stream of light left seemed however to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken moving light. It seemed to have a flat base, leaving a broken red trail on each side. Where it had appeared at a great height it was now nearer the earth. Where its angle of slide had been 45 degrees, it now appeared to have an angle of twenty degrees slide, and reminded me very much of an airplane in flight. It seemed to fly through the air as if controlled and not to fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

At 2056 Headquarters was notified of our observations and the angle of movement of this light. We were told to stand by and later to 10-21 Headquarters. We returned to Station 340 to make the call, found there Lt. Strang and Mr. Skipper of Physical Security who had also observed the same things we did from a different point. Captain Shea was there also. We made verbal reports to them as well as to you. We returned to Headquarters to find a suitable map to make

our observations more accurate from a descriptive point and to make a written report of our observations.

These are my recommendations. It is my understanding and has been my observation that this light is of concern to the Security Service. Attempts have been made to observe it more closely. As a means of observing this more closely, of finding out what it is, and what happens to it, I would suggest that attempts be made to observe it from the air and from the land. To observe it from the air I would suggest these means. These suggestions are made with the impressions that this thing has been observed before about the same times and probably can be observed again. First the Air Forces of the Department of Defense have excellent Photographic Planes. These are fast and make good photographs. These could operate safely at night. This thing if of any importance to the defense of our country would necessitate no small means of detection but should enlist all our resources for its proper observations and understanding. Also the Air Forces have small observing planes that might be used. The Civil Air Patrol might be used. Certainly some attempts should be used to observe and find out about this thing from the air. It appears in the air. It disappears in the air. It might damage some of our Atomic Installations eventually if it is not a natural thing and man controlled. Also attempts should be made by our own personnel to observe this thing. Patrol 406 of the Reconnaissance section could be at this Point Eagle about the expected time of appearance each night. It might even be important enough to place other patrols at points of observations until this thing is understood and known about. Also in future attempts to observe this thing radio silence should be observed under all conditions by participating personnel until the thing is solved. However, it might be better if nothing is said over the radio in the future about it. Radio conversation, if this thing is man controlled, may give a clue to those controlling it that attempts are being made to observe it and may make difficult a discovery or an understanding of its nature. The use of radar may also aid in its discovery.

ENCLOSURE

UNITED STATES GOVERNMENT

7: 2001-2002

Inspector William D. Wilson

5.3.2. See also 5.3.1.

at St. Louis, Mo. on the 1st of May 1900. The first were

[illegible]

Deputy Chief of Police

A reverse side view of the main body of the object, showing the main body, the tail, and the tail fin. The main body is a large, rounded, cylindrical shape. The tail is a smaller, rounded, cylindrical shape. The tail fin is a small, rounded, cylindrical shape. The main body is the same color and intensity as the main body. The tail is the same color and intensity as the main body. The tail fin is the same color and intensity as the main body. The main body is the same size as the main body. The tail is the same size as the main body. The tail fin is the same size as the main body.

S. William L. Wilson
Secretary

COPY

INCLOSURE #5

B. O. Wells, Director of Security

December 30, 1943

G. S. Skipper, Jr.

TIME: 2053
DATE: December 27, 1943
DIRECTION: Approximately southwest to northeast
SPEED: Slower than a meteorite (approximately 1500 m.p.h.)
COLOR: White, with a pale greenish tail
ALTITUDE: Quasi-aurora
PLACE OF OBSERVATION: Route 1 - north of Dandellen turn-off
BY: G. S. Skipper, Jr.

STATEMENT BY OBSERVER:

At approximately 2053, December 26, 1943, while driving over State Route #4 toward the South Gate (Station 340), I observed what appeared to be, at first glance, a meteorite travelling from left to right, at right angles to the direction I was moving. However, the object seemed almost the size of a tennis ball and was colored a bluish white, similar to the color of polished steel in a smelter's furnace. It had a small, conical shaped tail that appeared to be pale greenish in color, and this tail was not as clearly defined as the ball itself, seeming more of a gaseous nature.

The object appeared to be travelling on a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. As I made a sharp right turn on the road, the object was again visible for approximately a second, and this time it was considerably farther away. However, during this short second period I observed a small light to the right of the object, which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane, and it seemed to be reddish in color. The object and accompanying light disappeared from view behind the tops of more trees, and I was unable to catch another glimpse of it.

Inasmuch as this event occurred at night, and due to the terrain I was travelling over, it is difficult to state the exact direction in which the object was travelling. In addition, due to the above first mentioned condition, as well as having no idea as to the size of the object itself, it is equally difficult to judge the altitude of the object.

COPY

INCLOSURE #6

The University of New Mexico

Albuquerque

Institute of Meteoritics

December 30, 1945

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (Third Report)

In the second report of this series, a description was given of the real path through the atmosphere of the green fireball of 1945, December 12, 9^h 2^m (plus or minus 30^s). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second station near Los Alamos, New Mexico, this fireball was found to have appeared near a point with the coordinates: latitude 35° 50' N, longitude 106° 40' W, and to have disappeared near a point with the coordinates: latitude 35° 45' N, longitude 107° 05' W, traversing a almost horizontal path, at an elevation of about 10 miles above sea level, with a length of about 25 miles, at a velocity of approximately 17 miles per second. (The minimum path length consistent with the observations was found to be about 11 miles, the corresponding velocities then falling between 3 and 6 miles per second, depending on the duration adopted.)

On the basis of corresponding observations of the greenish-white fireball of 1945, December 20, 5^h 54^m p.m. made by two pairs of Los Alamos observers, it has now become possible to work out another approximate real path. As will be apparent from the original accounts of the observations made by AESS Inspectors William D. Wilson, Buford G. Truett, Clifford E. Strang, and Physical Security Inspector George S. Skipper, the fireball of 1945, December 20 was observed under less favorable conditions than the green fireball seen by five persons on the night of December 12. However, on the basis of the original accounts of the observers named above, of sketches supplied by these four individuals on December 29 and of transit observations made by Captain M. E. Reef and the undersigned on the same date at the points of observation (viz., 35° 43' .9, 106° 18' .4 for Strang and Skipper and 35° 55' , 106° 23' .7 for Wilson and Truett), it has been possible to establish reasonable concordance between various points on the fireball path as seen by the two groups of observers. Because of the very short baseline (only 3 miles long) between the two points of observation and the difficult conditions under which the fireball of December 20 was observed, it is my opinion that the real path derived from the December 20 observations deserves considerably less weight than that obtained from the December 12 observations.

It is found that the fireball doubly observed by Messrs. Wilson, Truett, Strang, and Skipper appeared at a height of at least 80 miles and descended at an angle of about 45° to the vertical (according to Truett's estimate) to a point C at an elevation of only 2.3 miles above the horizontal plane through the point from which Strang and Skipper observed. As the fireball approached the point C, its path levelled off and from C to its point of disappearance, E, the fireball followed a nearly horizontal path approximately 7.5 miles long, moving with a velocity of between 3.75 and 7.5 miles per second, depending on the duration estimate adopted. The coordinates of the projection of C on the earth are $35^{\circ} 36' N$, $106^{\circ} 30' W$, and those of the projection of E are $35^{\circ} 57' N$, $106^{\circ} 23' W$. The forward extension of the fireball's trace on the earth, as determined by the above projections, passes some six miles to the north of the town of Los Alamos.

It should be noted that the descending portion of the path of the fireball was observed by Inspector Truett alone, but he was absolutely certain that his observation of this portion of the path was correct. It should also be noted that no sound was heard, although the distance from the observers to the fireball and from the fireball to the earth could have been only a few miles at most. I have no hesitancy in testifying that in respect possessing the real path and the other peculiarities observed by Messrs. Wilson, Truett, Strang, and Skipper was not a falling meteorite.

COPY

IN MEMORANDUM

OFFICE MEMORANDUM

UNITED STATES GOVERNMENT

TO: Lt. S. D. Hightower
FROM: Insp. J. D. Hardie
SUBJECT: Unknown Object

Date: 12/28/48

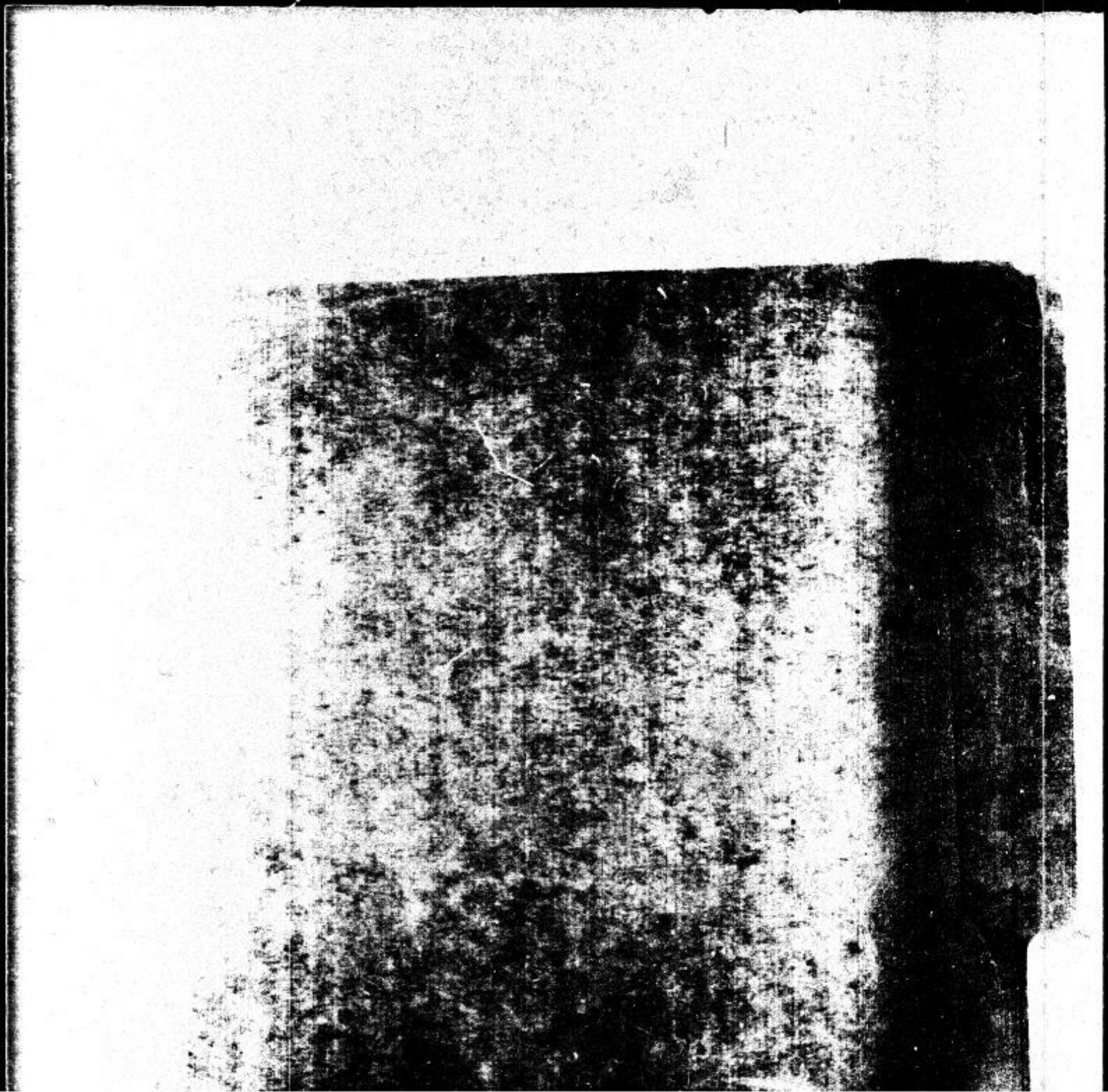
At approximately 10:11, on the date, while I was east from Station 101 towards Station 102, I noticed high in the sky what appeared to be a falling star, which I later, determining its position, observed. The object remained with the object when I noticed the flash. It appeared to be slower than that of a falling star. After watching it for several seconds, I saw it suddenly disappear with a greenish-tinged flash which momentarily illuminated a small cloud between the object and myself.

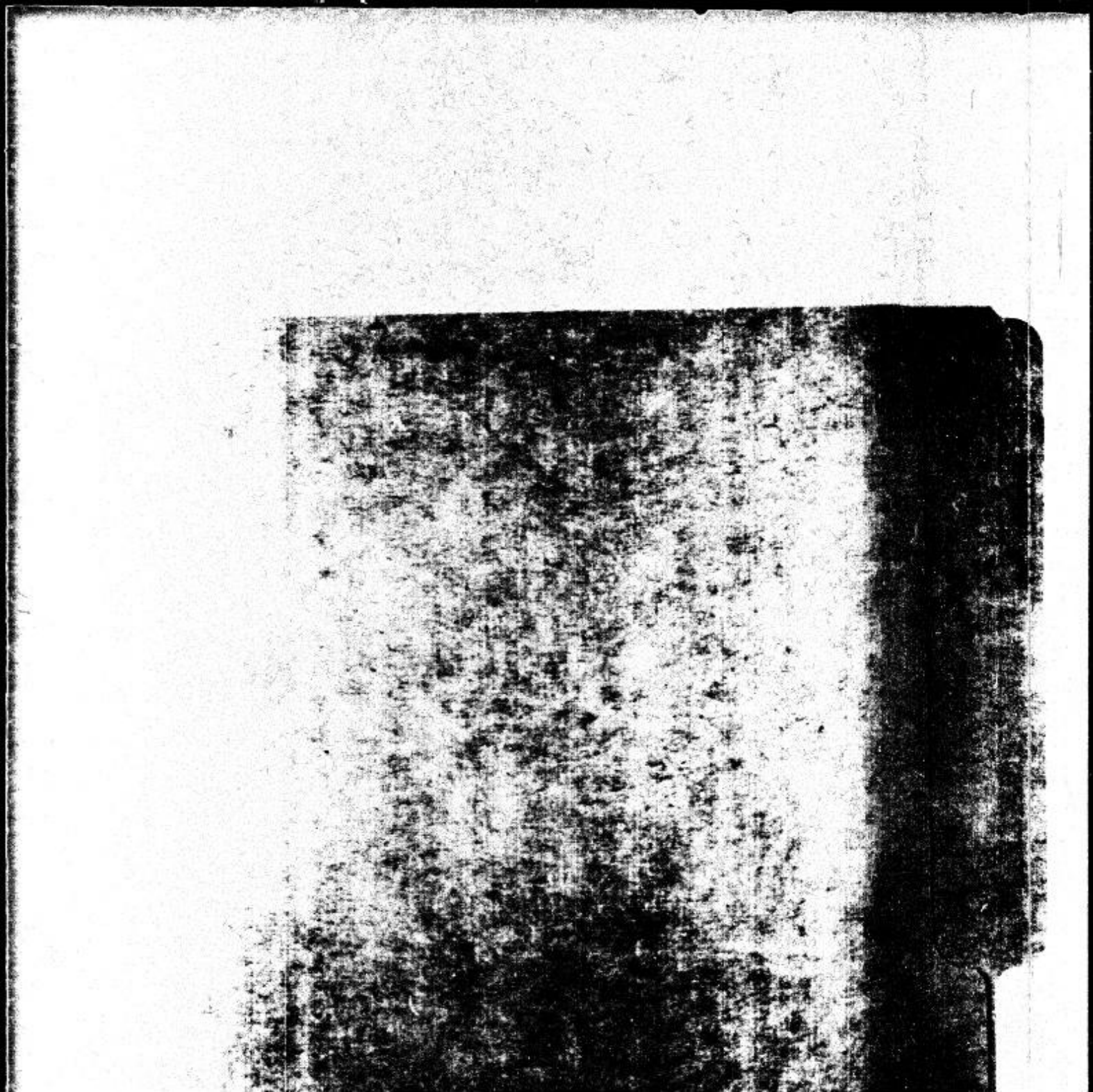
The object may also have been traveling east to some extent since I could not estimate that angle; however the object descended in a perfectly straight line with reference to North and South. At the time of the flash the object was a good distance east of Station 101 and at an estimated altitude of six thousand feet.

/S/ John D. Hardie

JDM

/c Capt. R. I. Dowd, Duty Officer





11 Dec 48

1930

5 miles south and slightly east of Hood River, Oregon
(Pine Grove, Oregon)
ground

: flash of light

1

white

flash of light - round in the center

1 to 4 miles

northwest or remained stationary

loud noise - N/S . Noise sounded like artillery fire
and continued for several seconds

flash of light

Radio interference noted
at time of flash and for a few seconds after
cold, light rain and snow - fog

Gene E. Bird
 Hood River, Oregon
 News editor, Hood River County Sun

About 7:30 P. M. in the evening (according to most witnesses) a brilliant blue and white flash of light flared for an instant at a point about 5 miles south of Hood River and slightly east. Most witnesses said that the light "might have been lightning" but most also agreed it was not like any lightning they had ever seen since it was more like a rapid burning of a flare than a bolt or sheet of lightning. A loud noise, such as might have been made by thunder was heard by everyone in the lower valley and across the river on the Washington side. The light apparently either reflected or moving thru a light fog which was over most of the valley at the time, was said by one witnesses on the Washington side to move northwest towards Mt Adams, but this was the only witness to indicate that the light moved at all.

Mr Bird was reading at home at the time and the flash occurred directly east of his window - he was the only person who saw the flash actually originate - the rest only saw reflections or a diffused flash. The center of the flash was itself round and almost completely round somewhat like a fluorescent light might be or a faraway searchlight. It seemed to flash, unlike lightning which diffuses its light at the edges and does not beam itself.

Weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reports. There were no further nor had there been previous flashes or thundering. Radio interference was strong at the time of the flash and a few seconds afterward. Practically everyone, including those indoors, heard the thundering noise which rolled off the hills somewhat like artillery fire for several seconds.

No reports from the east valley indicated anything had fallen nor have any since been brought to light which would serve to indicate any reason for the disturbance.

END

Exhibit 20

Incident 241

247

10 Dec 1946

106° 23' .7

UUA No 30 n'

red white

light trail that

it seems to be a red and white Eagle

Col. with white and red

Burford G. Truett

Atomic Energy Security Service Inspector

At about 1064, 20 December 1948, in company with Inspector W. L. ALLEN, a falling light was observed at a great height moving toward the earth at a 45° angle; this angle decreased as the light fell until it disappeared on about a 20° angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken moving light. It appeared to have a flat base leaving a broken red trail on each side. It was now nearer the earth. The angle of glide appeared to be 20° and reminded Truett of an airplane in flight. It seemed to fly thru the air as if controlled and did not fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

241a

20 Dec 48

29 Dec 1948

2054

Los Alamos, N. M.

ground 5° 55'; 106° 13' 12.7

by Inspector Buford G. Truett

1

: Attention called to object

basketball - 1/4 the size of the moon
intense
/blue-white light

400 to 500 ft, possibly a trifle to the
south

1-1/2 seconds

very fast rate of speed

No sound

faint trail of light behind it

travelled in an almost flat trajectory and its decline
formed an angle with the horizon of approx 20°

Behind a mountain directly to the northeast of
Pt. Eagle at a 20° angle

Two objects the size of a basketball
separated from the main body and followed it at even intervals of distance

Cold with snow and rain

William D. Wilson,

Atomic Energy Security Service Inspector

Inspector Wm. D. Wilson, AESS, in the company of Inspector Wm. Buford G. Truett, AESS, who called his attention to the phenomenon, describes his experience as follows:

"At 10:14, Dec 48, we saw the object described below making a path thru the sky. It was travelling in an almost flat trajectory and its declination formed an angle with the horizon of approximately 20°. The angle of elevation from our point of observation was approximately thirty°. The object was moving at a very fast rate of speed and disappeared behind the mountain directly to the northeast of Pt Eagle. Total time of visibility was about one and one-half seconds.

Description:

An intense blue-white light about the size of a basketball. As the object traversed the sky, there was a faint trail of light behind it, and two objects the size of a baseball separated from the main body. These objects were of the same color and intensity as the main body, and trailed behind it directly in its path at even intervals of distance equal to approximately three times the diameter of the main body. The size of the main body was approximately one quarter the size of the moon.

241b

20 Dec 48

29 Dec 1948

2053

Route - - north of Ben Llewellyn cut-off - Los Alamos
35° 42' N 116° 15' W
ground.

In an e blue - its light

out to et. possibly a trifle to the
south

~~instrument~~ E/S

very fast rate of speed

No sound

travels in an almost flat trajectory and its decline forming
an angle with the horizon of a few degrees

Cold with snow and rain

Clifford E. Strang

AEBB Inspector

An oral statement was made to Special Agent Reef and Dr. La Far on 19 Dec 1948. Inspector Strang accompanied Inspector Skipper. See Skipper's statement #241C. Both descriptions agreed with that of Inspector Wilson as to color, speed, trajectory and distance. Sightings were made concurrently.

2410

20 Dec 48

29 Dec 1948

2053

Route 4 - north of San Jelier cut-off - Los Alamos
35° 48' .9, 106° 18' .4
ground

1

Tennis ball

white with greenish tail

ball of light

not tunable

Southwest to Northeast

2 seconds

Slower than a meteorite - approx 1500 mph

No sound

Small conical-shaped tail of a pale greenish color
of gaseous nature

glaring white light similar to color of white-hot
steel in a smelting furnace

Level course

disappeared from view behind the tops of
trees

Ape red to maintain
Controlled flight

Cold with snow and rain

George S. Skipper, Jr

Inspector Atomic Energy Security Service
Los Alamos, N. M.

At approximately 1053, December 20, 1948 while driving over State Route #4, toward the South Gate (Station 390), AECIS Inspector Skipper observed what appeared to be at first glance a meteorite travelling from left to right, at right angles to the direction he was moving. The object seemed about the size of a tennis ball and was a glaring white similar to the color of white-hot steel in a smelting furnace. The ball had a small conical shaped tail that appeared to be pale greenish in color and this tail was not as clearly defined as the ball itself but seemed to be of a gaseous nature.

The object appeared to be travelling on a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. As he made a sharp right turn on the road the object again was visible for approximately a second and this time was considerably farther away. During this interval he observed a small light to the right of the object which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane and seemed reddish in color. The object and accompanying light disappeared from view behind the tops of more trees and he was unable to catch another glimpse of it.

Inasmuch as this event occurred at night and due to the terrain over which he was travelling it was difficult to state the exact direction in which the object was travelling. In addition, since he had no way of determining the actual size it was equally difficult to judge the altitude of the object.

Statement (oral) to Special Agent W. F. and Dr. La Paz on 29 Dec 48 was made by AECIS Inspector Strang who accompanied Skipper. Description of STRANG & SKIPPER agreed with that of the concurrent sighting by ~~XXXXXXXX~~ WILSON as to color, speed, trajectory and distance as well as time.

HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

25.5.1949

1. The following is a list of the
2. names of the personnel who
3. were present at the meeting
4. held on the 25th of May 1949
5. at the Headquarters of the
6. Fourth Army, Fort Sam Houston,
7. Texas.

Charles R. Haines

SUMMARY OF INFORMATION

13 Jan 49

1. Name of person making report: Frank J. Taylor, Houston, Texas

2. Date of report: 12 Jan 49

3. Name of aircraft: Boeing Stearman

4. Description of sighting: This report is a sighting of a small, dark object, subject to investigation.

5. Location of sighting: 10 miles west of Houston, Texas

6. Time of sighting: 10:45 PM

7. Description of object: Small, dark, cylindrical object, light blue, moving up and down.

8. Description of sighting: Speedometer sound, 1000 RPM, 10 seconds (time), 1000 RPM, 10 seconds (time), 1000 RPM, 10 seconds (time), 1000 RPM, 10 seconds (time).

9. Description of sighting: Object from 1500 to 2000 feet, 1000 RPM, 10 seconds (time), 1000 RPM, 10 seconds (time), 1000 RPM, 10 seconds (time), 1000 RPM, 10 seconds (time).

10. Description of sighting: Dr. McPherson, at the University of Texas, personally interviewed all persons who have made observations. He has no sightings to report. He has no report to the O.S.I. of the U.S. Navy. He has no report to the O.S.I. of the U.S. Navy. He has no report to the O.S.I. of the U.S. Navy.

D/I; C/S; -3; 14th AF; FBI; file

WD 568

Incl. 212 - 10 - Memo. N. W.

6 January 1949

0910

Security Station 101 (Patrol 406 passing thru 101)
Los Alamos, N. M.
Ground

1

Brilliant green incandescent light

1 to 5° - low in the sky

East to West

2 seconds

(Slower than meteor) high speed

Like incandescent light

Level flight

Ben. no mountains on western horizon

E. L. GILLIS, AESS, Los Alamos, N. M.

AESS Inspector

An object which appeared as a bright green incandescent light was seen for a period of approximately two seconds low in the sky to the northwest, at 0310 6 Jan 1949. The speed was slower than that of a meteor. It moved in a straight line at a high rate of speed. No surmise could be made accurately as to its actual size or altitude. Direction of movement was East to West. Course appeared level without apparent angle of descent. It disappeared behind the mountainous western horizon.

CONFIDENTIAL

REPORT OF INVESTIGATION

24-8

19 Jan 49

UNKNOWN
AERIAL PHENOMENA

JACK L. BOLING

DO #17, KIRTLAND AFB

6, 7, 17, 18 January 1949

DO #17, Kirtland AFB

PENDING

PHONED INQUIRY

Reports of Investigation, DO #17, dated 13 and 22 Dec 48 and 4 Jan 49

For the all... December report... Sighting... January 1949 reported from Los Angeles. Report of sighting from Kirtland Air Force Base, occurring in several features... the usual... and... usual, explaining... reported from... aircraft...

DO, Kirtland AFB

4

(3 Incls)

40 Col (3 Incls)

4

9000 (3 Incls)

2

DO, Kirtland AFB

LT Col, USAF

242

Details:

AT AIRPLANE AIR REPORT NO. 1:

1. On 18 January 1949 Mr. MINOCHA JR. provided a letter from one John F. McWHIRY, student at the University of New Mexico, relevant to an observation of 6 December 1948. The information contained in this letter is summarized below:

At about 2000 hours, 6 December 1948, while walking along the west side of Varst. Mall, a University housing area, McWHIRY saw a bright green "meteorite". The color was a brilliant green, as in a traffic signal or a neon tube. There was a definite area to the object, i.e., it was not merely a point of light. The size was very hard to determine, but was estimated at one third that of Venus when that planet is visible in the daytime. McWHIRY discounted any claim of accuracy as to the size, however, saying that he could not definitely say. The object appeared in the western sky, vertically to about five degrees. There was a definite aura or halo effect, but no streaks or trail were noticed. The sky was clear and there was some cloud cover at the time of the light, but McWHIRY did not recall the extent of the cloudiness. Two stars were visible in the part of the sky where the "meteor" was observed.

There is no other report of observation for McWHIRY gave a time element of 2000 hours. McWHIRY will be contacted by Mr. McWHIRY in the art to obtain precise measurements of his observational angles.

2. A report of observation of Inspector JAMES J. McWHIRY, was provided by Lt. Col. JAMES J. McWHIRY, Chief Inspector, AFB, Los Alamitos, New Mexico on 17 January 1949. This report provided the following data:

| | |
|-------------------------------|---------------------------|
| Date: 6 January 1949 | Color: Brilliant green |
| Time: 2000 | Elevation: 3 to 5 degrees |
| Direction: Azimuth 30 degrees | Trajectory: flat |
| Speed: Slower than a meteor | GP: Taylor 101 |

The object was visible for about two seconds, low in the sky to the northwest. It moved in a straight line at a high speed. It looked like a bright green incandescent light. No estimate of size could be made. Direction of movement was east to west, flew on a level course, disappearing behind the mountainous horizon to the west. (Inclosure 1)

3. On 7 January 1949 the Chief, Physical Security Branch, Santa Fe, New Mexico, (MATHIAS J. DYLE), forwarded a report of observation by Pfc. MATHIAS J. DYLE, AFB 38 552 954, 8450th M.F. Group. DYLE reported that on 6 January, 1949, while guarding an aircraft near the Ordnance Area, Kirtland Air Force Base, he had observed a bright object travelling across the sky. The time was approximately 1730, and the sky was clear, providing a light blue background. The object was diamond shaped, about two feet long, bright white in color, and moving at a high rate of speed. Altitude was estimated at 1500 to 2000 feet, and distance travelled was estimated at 500 feet. There was no smoke or trail. Two other persons with DYLE did not see the object. (Inclosure 2)

height estimates also as "two feet long", and "1500 feet high" are not to be accepted as actual, due to the lack of any object for comparison.

4. Mr. LA PAJ transmitted a report to the District Commander, 17th District Office of Special Investigations, on 8 January 1946 relative to certain unexplained sound phenomena observed at Los Alamos. Pertinent summary of his report follows:

Unusual sounds were heard at four different observation stations at Los Alamos on the night of 30 December 1945. Three of these stations were visited in company with the AFSC inspectors who had heard the sounds. At station 340 inspectors H. B. S., ERL, and FUG were questioned. ERL and FUG said that at approximately 2010, 30 December 1945 they heard a sound as if a truck laboring up the hill. The sound was so definite that they went out to inspect the truck, but found the roadway empty. Timing of their movements indicates that the duration of the sound was some seven seconds. Then at about 2020, the sound was heard again and they went out to check with the same results. Timing of this set of movements gave a duration of eight and one-half seconds. This repetition of the occurrence made quite an impression on the inspectors and they discussed the matter for about a half-hour. Then a "bogey" alarm was given over the communications net by Headquarters. FUG had left just before the alarm came in and his place was taken by ERL. The noise was heard again at 2050 by ERL and FUG. This time it was definitely an aerial noise. Both men said that an airplane motor was close to being the same type of sound, but neither would state definitely that the sound was wholly similar to that of an aircraft. Timing of movements showed a probable duration of 10 to 15 seconds for the aerial sounds. Azimuth and elevation readings were taken for each estimated position of the sound.

At station 350, Inspector H. B. S. was interviewed relative to the sounds reported by him. S. said that he had not heard the sounds reported at 2010, 2020, or 2050, but that about ten or fifteen minutes after the "bogey" warning he and Inspector WINAW had heard a sound like heavy wagons on the roadway, and later a sound like the whistle noise made by some airplanes in flight. The time measurements were inconclusive. Azimuth and elevation readings were taken of the estimated position of the sound.

Inspectors HARRY W. WELLS and ARTHUR F. W. were interrogated at station 350. According to WELLS, at approximately 2010 on 30 December he heard a noise which he believed to be the motor of a 140 horsepower Cub airplane. The sound lasted about 5 minutes. At about 2020 he heard the same noise again, this time for about two or three minutes. At about 2050 the same noise was heard. The "bogey" alarm was then sounded by headquarters, and WELLS believes that his reports of the sounds were responsible for the alarm. WELLS thought that the first noise sounded like a light tank coming along the road. Azimuth and elevation readings were taken of the positions as indicated by WELLS.

Inspector GEORGE BURSWORTH who had been at station 350 at 2010 was interviewed by telephone. BURSWORTH said that the noise sounded like a Cub type aircraft orbiting directly overhead, then moving off to the northeast and resuming an orbit at very low altitude. Total time given by BURSWORTH was 20 minutes.

COPIED

In his summary of the above interviews Dr. LA PAL finds that the sounds were unlike normal aircraft sounds, that a sub could not have operated at the altitude needed to conform with the figures given by the transit readings, that no heavy machinery or tanks had been operating, and two other inspectors had heard similar sounds on the morning of 31 December at about 0940.

Calculations based on the transit readings indicate that the sound originated at a point with coordinates 106 degrees 17 minutes, 35 degrees 52 minutes.

5. AACS at Kirtland Air Force Base was checked by the writer and so far as their records show no aircraft were near Los Alamos during the time of the sound observations.

AT WALKER AIR FORCE BASE:

6. AACS at Walker Air Force Base was checked by Special Agent SHERIDAN A. SAWYER, and reported that no aircraft were shown near Los Alamos by their log during the critical times.

INCLOSURES

FOR FULL DISTRIBUTION:

1. Copy of report from Lt. EARLE D. HIGHTOWER, Operations Officer, Protective Force, AACS, Los Alamos, New Mexico, to Lt. Col. JOHN A. CANNOLL, Chief Inspector, re sighting by Inspector EARL WILSON, dated 7 January 1949. (Duplicate.)
2. Copy of report from MATTHEW J. DOYLE, Chief, Physical Security Branch, Sandia Base, New Mexico, to Director, Intelligence and Security Division, re sighting by Pfc MERIDETH J. EVERITT, Hq 8450th MP Group, dated 7 January 1949. (Duplicate.)
3. Copy of letter, Dr. LINCOLN LA PAL, to Lt. Col. DOYLE HESS, re sound phenomena at Los Alamos, New Mexico, dated 6 January 1949. (Duplicate.)

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 17, KIRKLAND AVE

1. Will report on new sightings as they are made.

CONFIDENTIAL

Lt. Colonel John A. Carroll, Chief Inspector
Atomic Energy Commission Security Service

7 January 1949

Lt. Earle A. Hightower, Operations Officer, Protective Force, AFSC

AFSC - WPA

Time: 0310

Date: 8 January 1949

Altitude: Altitude of 30°

Direction: Estimated 30 to 50°

Appearance: Flat

Color: Brilliant green

Location: Approximately 101 (about 40' above gate 101)

Observer: Inspector Earl Hilde

Remarks: Lower than a meteorite

Statement by Observer:

"The object was seen for a period of approximately two seconds, low in the sky to the northwest from a point just inside gate 101. It moved in a straight line at a high rate of speed. It appeared as a bright green incandescent light. No surmise could be made accurately as to its actual size or altitude. Direction of movement was East to West. Object apparently disappeared behind mountainous western horizon. Course appeared to be level without apparent angle of descent."

C O P Y

To: Director, Intelligence & Security Division

7 January 1949

From: Chief, Physical Security Branch

Subject: Reported Observation of Unidentified Light or Flare Moving Across the Sky on 6 January 1949

1. On 7 January 1949, the writer interviewed Pfc. Meredith J. Everitt, ASN 38582954, Headquarters, 5480th W.P. Group, concerning the unidentified light or flare which he had reportedly seen moving across the sky.

2. Pfc. Everitt advised that on 6 January 1949 he was guarding a B-27 airplane at the landing strip, located adjacent to the Ordnance Area, when at approximately 1730 hours he noticed a bright object travelling across the sky, from the southeast towards the northwest. He related that the object was diamond shaped, approximately two feet long, and appeared to be much brighter in its center than at the edges. He estimated that the object was approximately 1000 to 2000 feet in the air and travelled approximately 500 feet, horizontal to the earth's surface, before he lost sight of it. Pfc. Everitt was unable to estimate the speed of the object but stated that he has seen low flying jet planes, and that this object travelled much faster than the jets that he has observed. There was no smoke or other vaporous material visible to Pfc. Everitt around or following the object.

3. At the time Pfc. Everitt witnessed the object, he stated that the sky was clear, furnishing a light blue background, and that the object appeared to be a bright white light, with no other apparent visible color.

4. Standing guard with Pfc. Everitt were Sgt. Robert Teleslegos and Cpl. Wilson, and according to Pfc. Everitt, neither of the other men saw the object. Everitt explained that he called to Sgt. Teleslegos, who was standing at the other end of the plane, and told him to look at the object in the sky, but by that time it had disappeared.

5. Pfc. Everitt stated that he attended night school, under the G.I. Bill of Rights in Houston, Texas, during the year 1947, and that he has had some experience in observing aircraft.

/s/ MATTHEW J. DOWNS
Chief, Physical Security Branch
Intelligence & Security Division

2031Y

THE UNIVERSITY OF NEW MEXICO
Albuquerque

January 6, 1949

Institute of Meteoritics

To: Lt. Colonel Doyle Hess, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaRaz, Director
Institute of Meteoritics

Subject: Report of Anomalous Sounds Observed by AF Personnel at Los Alamos
on 1948, December 30

On 1948, January 6, Major E. L. Phillips, USAF, and the undersigned
under the guidance of Mr. Earl A. Zimmerman, USAF, visited three of the four
stations at which anomalous sounds were heard during the night of 1948,

namely 340. In the recent preliminary report, a summary of the pertinent
data is given and, on the basis of azimuth and elevation readings taken at
the three stations where sounds were heard simultaneously, an approximate
determination is made of the location of the sound source in space.

At Station 340 statements were obtained from the inspectors Hodges,
Krug, and Pierce. According to Hodges and Krug, at approximately 2010 on
December 30 they both heard what they first thought was a truck laboring up
the highway below their station. The sound was so definite that they arose
and went to the door to make the customary inspection, only to find that the
roadway was empty. The sound terminated within a second or two after they open-
ed the door and stepped outside. Repetition of their actions and conversation
timed with a stop-watch showed that the sound endured approximately 7 seconds.
About 10 minutes later, at approximately 2020, the same incident occurred
again, both men rising from their chairs, opening the door, and stepping
outside only to discover that the roadway was again empty. A stop-watch
determination for this case gave a duration for the sound of 8.5 seconds.
This second repetition of the unusual sound made a considerable impression
on the inspectors involved and the matter was under discussion during the
half hour that elapsed before a bogey alarm came in over communications at
approximately 2050. By this time, Krug had left Station 340 and the third
observation was made by Hodges and Pierce. According to these inspectors,
the noise heard at approximately 2050 was definitely an aerial noise in
contrast to the noises heard at 2010 and 2020. Neither man was willing to
identify the noise as certainly originating from an airplane, although both
agreed that the sound of a plane motor probably came closest to representing
what they heard. A stopwatch determination indicated a duration of 10-15
seconds for the aerial noise. Because the inspectors felt that they made
more accurate determinations of position for the second and third incidents
than for the first, azimuth and elevation readings were taken only for the
occurrences at 2020 and 2050. According to Hodges, the azimuth of the sound
heard at 2020 was $43^{\circ} 27'$ and the elevation $-9^{\circ} 30'$; according to Krug,

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these quantities were $39^{\circ} 40'$ and 48° . According to Pierce, the azimuth of the sound heard at 2050 was $99^{\circ} 42'$ and the elevation $45^{\circ} 31'$; according to Hoxee, these quantities were $101^{\circ} 46'$ and $41^{\circ} 30'$.

3. At station 350 a statement was obtained from ASO Inspector Herbert Ross, his companion on the night of December 30, Inspector William Putnam, also heard the anomalous sounds, but Inspector Putnam was not available for interview on January 31. According to Inspector Ross, none of the sounds observed at station 340 at 2010, 2020, and 2050 were heard at station 350, but about 15 minutes after the bogey warning at 2050, both he and Putnam heard what first sounded like the rattling of heavy machine in a roadway and what later sounded like the whistling noise made by the airplanes while in flight. The duration of the sound as determined by a stop-watch measurement of Ross' actions in making notes, returning to the communications net, and again making notes, was 45 seconds. However, Ross reported that he believed the sound probably for a minute or more after he went outdoors to record time. According to Ross, the sound was heard at station 350 at $22^{\circ} 30'$ and the elevation $45^{\circ} 10'$.

4. ASO Inspector Ross also worked with ASO Inspectors Kelly, Bellhorn and Hoxee. According to Inspector Bellhorn, at approximately 2010 on December 30, he heard a noise in the sky which he believed to be the motor noise of a light tank. The duration of his first observation of the noise was estimated at about 5 minutes; on April 30 he made a second observation of the same noise, the duration this time was only about 2-3 minutes. He definite was the impression that the observed noise originated in an airplane flying over the prohibited area that a complete blackout was executed both during the first bogey time and the second in the hope that the lights on the plane would be observable. However, no visual contact whatever was established with the source of the noise. At approximately 2050 a third observation of the same noise was made and definite was the impression that an airplane was responsible that on this occasion a bogey warning was transmitted to all stations. It is the understanding of both Bellhorn and Ross that information transmitted by them to headquarters was responsible for issuance of the bogey warning. The duration of the third sound was estimated to have been approximately 2-3 minutes. Inspector Ross confirmed all of the statements made by Inspector Bellhorn with this qualification: That Ross' first interpretation of the noise heard at 2010 was that it came from a light tank cruising on the high road over into station 350 from the north. The improbability of confusing the motor of the heavier (22 H.P.) motor of a tank and the lighter (70 H.P.-140 H.P.) motor of a sub type plane had been the subject of discussions between Inspectors Bellhorn and Ross and they had resolved the issue by noting that even the light motor of a sub would be laboring heavily in the high altitude where the night flight of December 30 is believed to have taken place. According to Inspector Bellhorn, the azimuth of the sound heard at 2010 was $308^{\circ} 20'$ and the elevation $22^{\circ} 30'$; the azimuth of the sound heard at 2020 was $320^{\circ} 30'$ and the elevation $22^{\circ} 30'$; and the azimuth of the sound heard at 2050 was $384^{\circ} 30'$ and the elevation $22^{\circ} 30'$. Since Inspector Bellhorn had had experience in the use of a transit, it is believed that these are unusually accurate azimuth determinations. Since it would not have been feasible to have set up the transit in the position occupied by Inspector Ross at the time he observed the sounds on December 30, no azimuth-elevation readings were made by him.

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5. In addition to the men personally interviewed at stations 340, 350, and 360, a telephone conversation was held with Inspector Orville Burnsworth, who had also heard the anomalous noises at station 350. According to Burnsworth he first heard the noise (identified as the airplane motor of a Cub) at approximately 2010, at which time the noise to him seemed to be almost directly overhead at station 350. The plane (noise) seemed to orbit this position for approximately 2 minutes, and then the plane (noise) slowly receded toward the northeast and continued to orbit at very low elevation in this direction for approximately another 35 minutes.

6. On the basis of all the interviews held, the following summarizing statements can be made:

6.1. Each man interrogated was asked if at any other time during his experience he had heard such noises as were heard on the night of December 30. Without exception, all answers to this question were in the negative.

6.2. Although six of the seven observers interviewed, in one way or another, had stated the anomalous sounds with airplane noises, under questioning each had admitted that in certain respects the noises heard were unlike any plane noises he had ever heard. It was quite apparent that the men were attempting to describe very unusual sounds in terms of those aerial noises with which, as former Air Force fliers, they were best acquainted.

6.3. Since neither Bureau reports indicate the height under surface of the overcast blanketing the Los Alamos area nor at an elevation of approximately 13,000 feet, the identification of the noise as caused by motor noises of a Cub type plane is obviously impossible. This impossibility had already occurred to all of the men interviewed, although they had estimated the under surface of the overcast to lie at a height of not more than 11,000-12,000 feet.

6.4. The existence of the overcast at once suggests the possibility that the noises observed were really surface noises originating in the operation of heavy machinery and reflected from the overlying cloud layer in such fashion as to simulate sounds of aerial origin. Lt. Lightower states that this possibility has been exhaustively investigated and is definitely ruled out. No heavy machines and none of the tanks stationed in the Los Alamos area were in operation during the interval when the noises were heard.

6.5. Another possibility which occurred to nearly everyone who heard the noises was that instead of originating in a low-flying Cub type plane, the sounds had their origin in a heavier motored plane flying above the overcast and presumably lost. This hypothesis is regarded as unacceptable for several reasons. In the first place, careful investigation has failed to reveal that any plane of the sort described was actually in flight over the Los Alamos area. In the second place, no radio distress signals or

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other attempts by the crew of the hypothetical lost plane to make a position location were observed. And finally, two A333 inspectors (who had no knowledge of the anomalous sounds observed earlier on the night of December 30) reported precisely the same sort of anomalous sounds as heard at Station 370 at 0540 on the early morning of December 31. These sounds were heard for several minutes and were reported to have receded slowly toward the southeast.

7. If we assume that stations 340 and 350 observed the same sound sources at 2010 and 2020, then these sources are found to project into points lying near the paved highway which leads up the mountain side to Station 340. On the basis of the elevation determinations made at Station 340, it is furthermore found that the first source would be about 400 feet lower in elevation than Station 340 and the second source approximately 1350 feet lower than this station. These differences in elevation would again seem to suggest that the sound sources may have been situated on or near the paved highway. However, the very careful observations made by an experienced transit man, Inspector Hellborn at Station 350, are entirely incompatible with the assumption that the sound source heard at 2020 was only some 1350 feet lower than Station 340. Actually, Hellborn's 2020 observation shows that this sound source was at an elevation of more than 11,000 feet above the horizontal plane through Station 350. It must therefore, have been approximately 10,000 feet AGL, not below, Station 340. This impossibly large discrepancy shows that our initial assumption is unacceptable and it therefore seems impossible to establish a concordance between observations made at Stations 340 and 350 PRIOR to the bogey warning, i.e., during the time when the observers at Station 340 heard the sound only from within their observation hut in contrast to the observers at Station 350, who made their observations in the open air. Had the observers inside the house at Station 340 actually heard a sound emanating from a source located high above them, in accordance with the condition imposed by Hellborn's open-air observation, what they heard might well have been so distorted by the structural materials surrounding them and by their predisposition to assign all noises to highway traffic sources that they would have been led to report such negative elevations as were measured for them at Station 340 on January 5.

8. In sharp contrast to the discordance noted in the observations preceding the bogey warning at 2050, the open-air observations made at and immediately following this warning show a quite satisfactory concordance. In fact, if we assume that all three stations, 340, 350, and 390 were listening to the same sound source at 2050 and shortly thereafter, then the actual elevation above sea level of this sound source as computed from the angular elevation observed at Station 340 is 11,280 feet, at Station 350 is 12,213 and at Station 390 is 10,198 feet. If we pair Stations 340 and 350, the projection of the sound source on the surface of the earth has approximately the coordinates $106^{\circ} 17' 35'' 52''$; while if we pair Stations 390 and 350, the coordinates of the projection of the sound source on the earth differ from the above by less than one-half minute in longitude and by less than a minute and a half in latitude. In view of the nature of the noise observed

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and the delay between the time of observation and the time when transit measurements were made, it is felt that such a discrepancy in the projections is not surprising.

9. Unless some as yet undiscovered surface source of sound, which might have produced by reflection from the overcast such apparently aerial noises as were observed at stations 340, 350, and 360 is uncovered, the facts set forth above would seem to prove that on December 30 between the hours of 2000 and 2100 some sound producing source was in motion in or possibly beyond the overcast above the Los Alamos area. Whether this could have been a conventional airplane or not must be decided by those who have access to experience and information not at the command of the undersigned.

(signed) LINCOLN LA PAZ
490106

$$L^2(\mathbb{R}^n) \rightarrow L^2(\mathbb{R}^n) \quad \text{and} \quad L^2(\mathbb{R}^n) \rightarrow L^2(\mathbb{R}^n)$$

Incident 213

28 Dec 1948

Obj 1

Los Alamos, N. M. - Station 108

gr and looking east from Station 108 towards
Station 101

1

white

4,000 ft

east

North to South at falling in a
vertical descent

Several seconds

Not as fast as a falling star

N/S

Descended in a vertical path

Disappeared in a greenish-tinged flash

Momentarily illuminated a small cloud between object and
observer

John D. Hardie

Inspector

At approximately 0431 18 Dec 1948 while looking east from Station 108 towards Station 101 Inspector J. D. Hardie noticed high in the sky what appeared to be a falling star descending in a vertical path. It was white in color. Noticing that the rate of descent seemed slower than that of a falling star he continued watching it. It continued to lose altitude for several seconds and suddenly disappeared with a greenish-tinged flash which momentarily illuminated a small cloud between the object and himself. At the time of this flash the object was at an estimated altitude of 100 feet. Direction of travel was apparently north to south with perhaps a slight deviation. At the time of the flash the object was a good distance east of Station 101.

Incident 202

IN FRONT OF BRITISH FIELD OFFICE, N. Y.

6 Jan 49

7 Jan 49

1730

Kirtland AF Base, Albuquerque, N. M.

Ground near Ordnance Area

1

2 feet long

bright white light

diamond shaped

1500 to 2000 feet

Southeast to Northwest

Much faster than jet aircraft

None

Bright white light

Horizontal flight for 500 feet

In center than at edges

Object appeared much brighter

PFC XENITH J. EVERITT, Hq 8450th A. S. Gp
 Kirtland AFB.
 T.O. 8. 1. 2.

Pfc Everitt stated that he attended Flight School during the year 1947 and that he has had some experience in observing aircraft.

At approximately 1700 hours on Jan 1949 Pfc Everitt stated that he noticed a bright object traveling across the sky from the southwest toward the Northwest. He stated that the object was diamond shaped, approximately 2 feet long and was much brighter in the center than at the edges. He estimated the object was about 2000 feet in the air and traveled approximately 500 feet horizontal to the earth's surface before he lost sight of it. There was no smoke or other vaporous material visible around or following the object. The object traveled much faster than the jets he had observed.

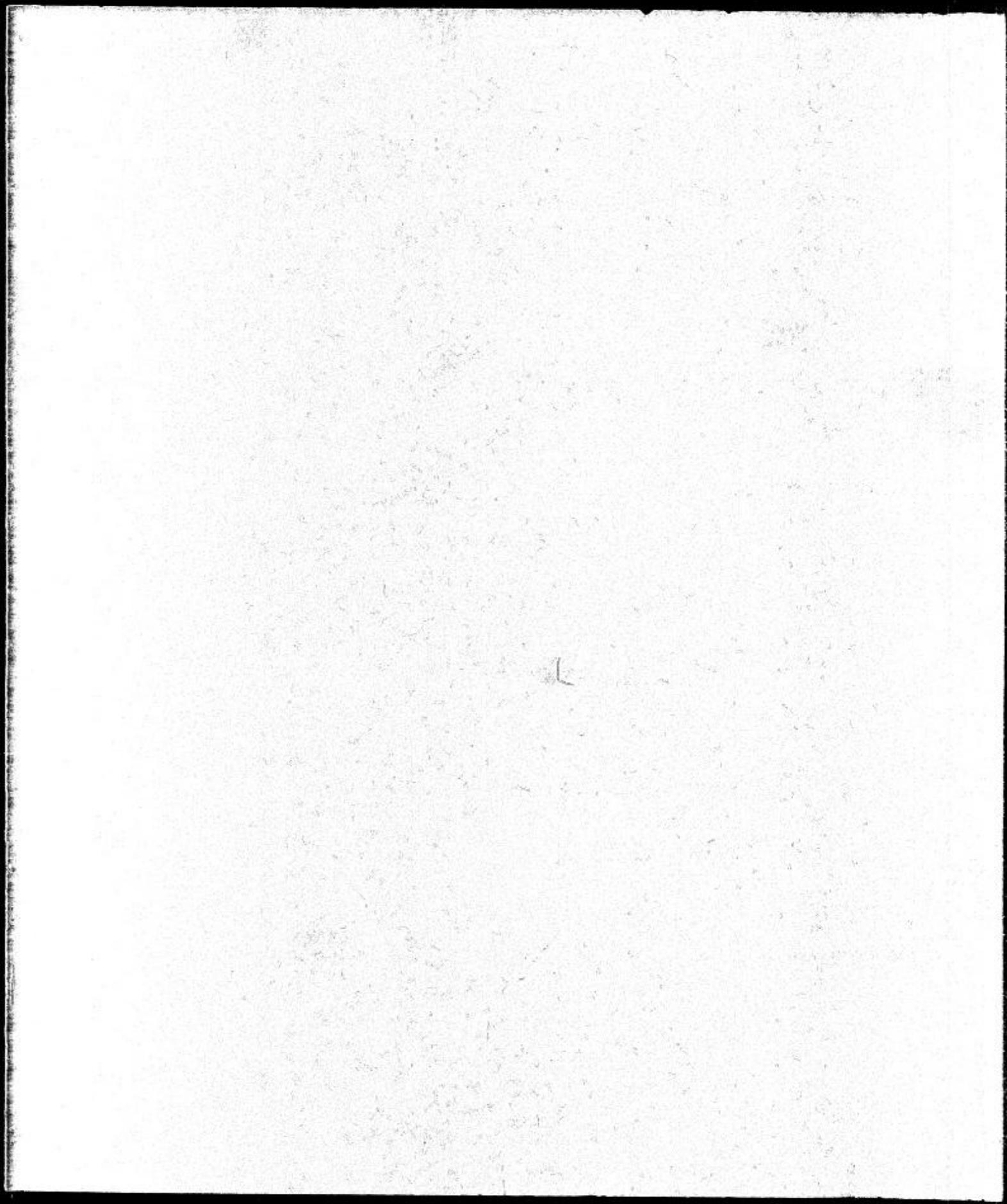
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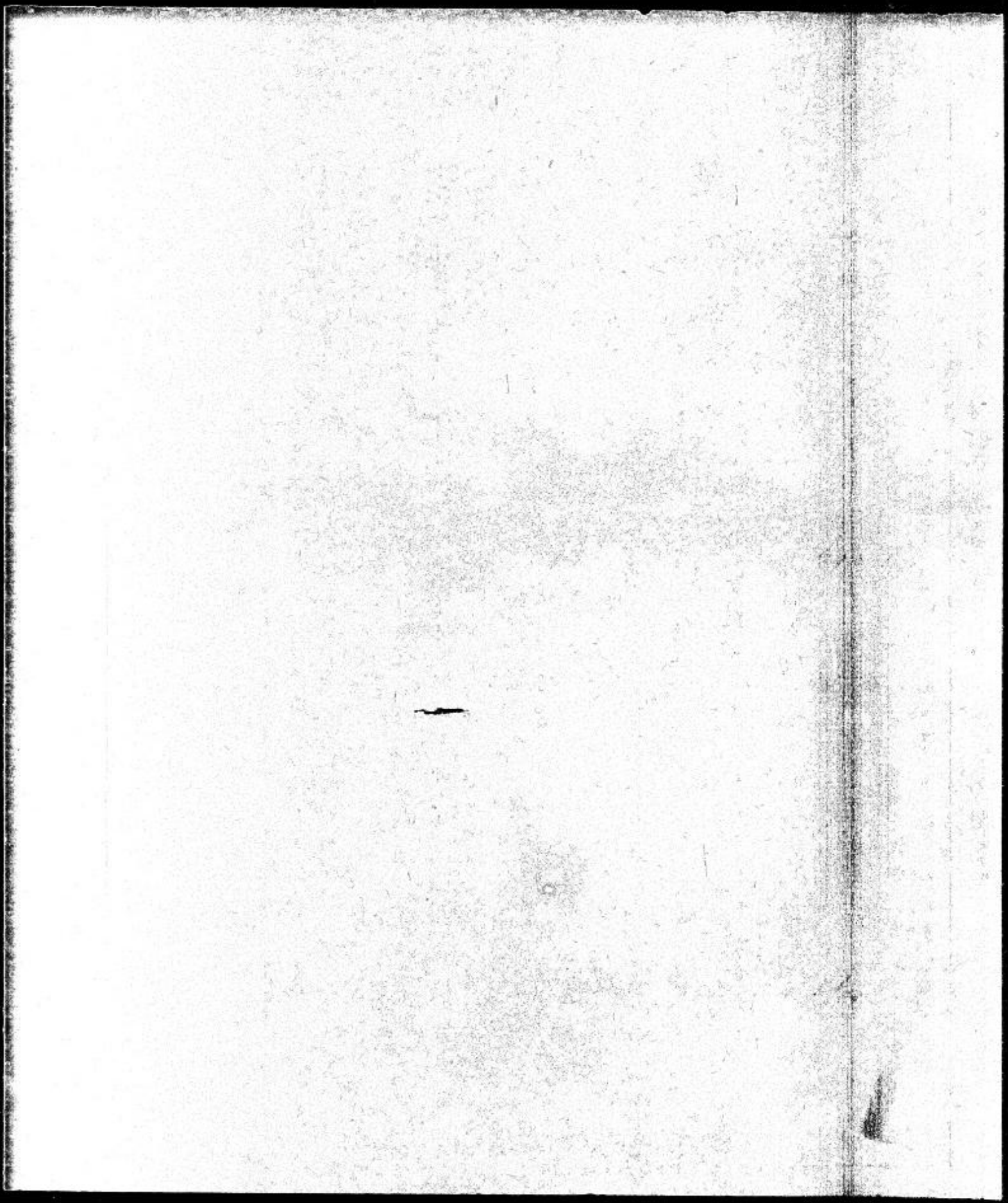
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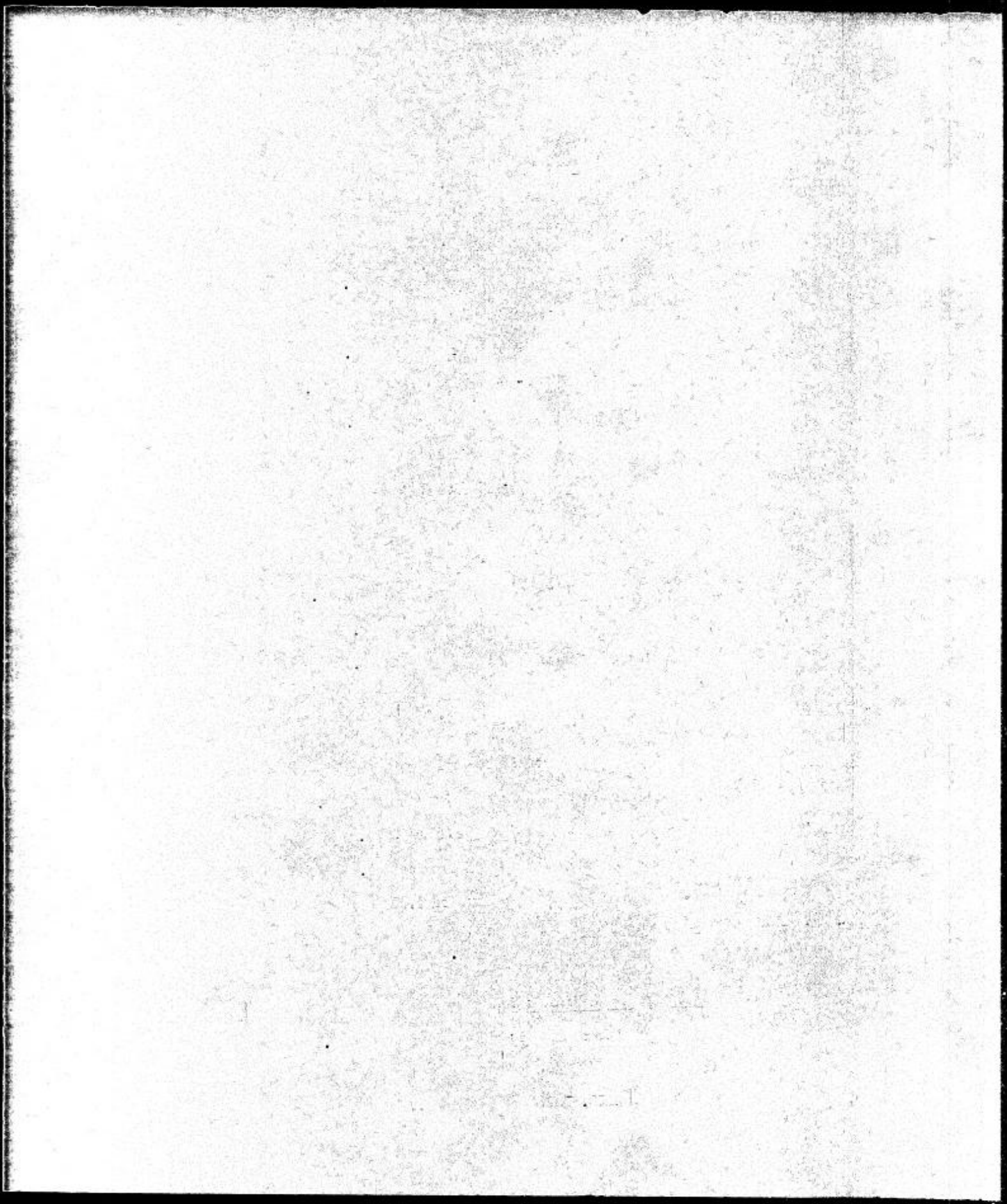
Incident # 17

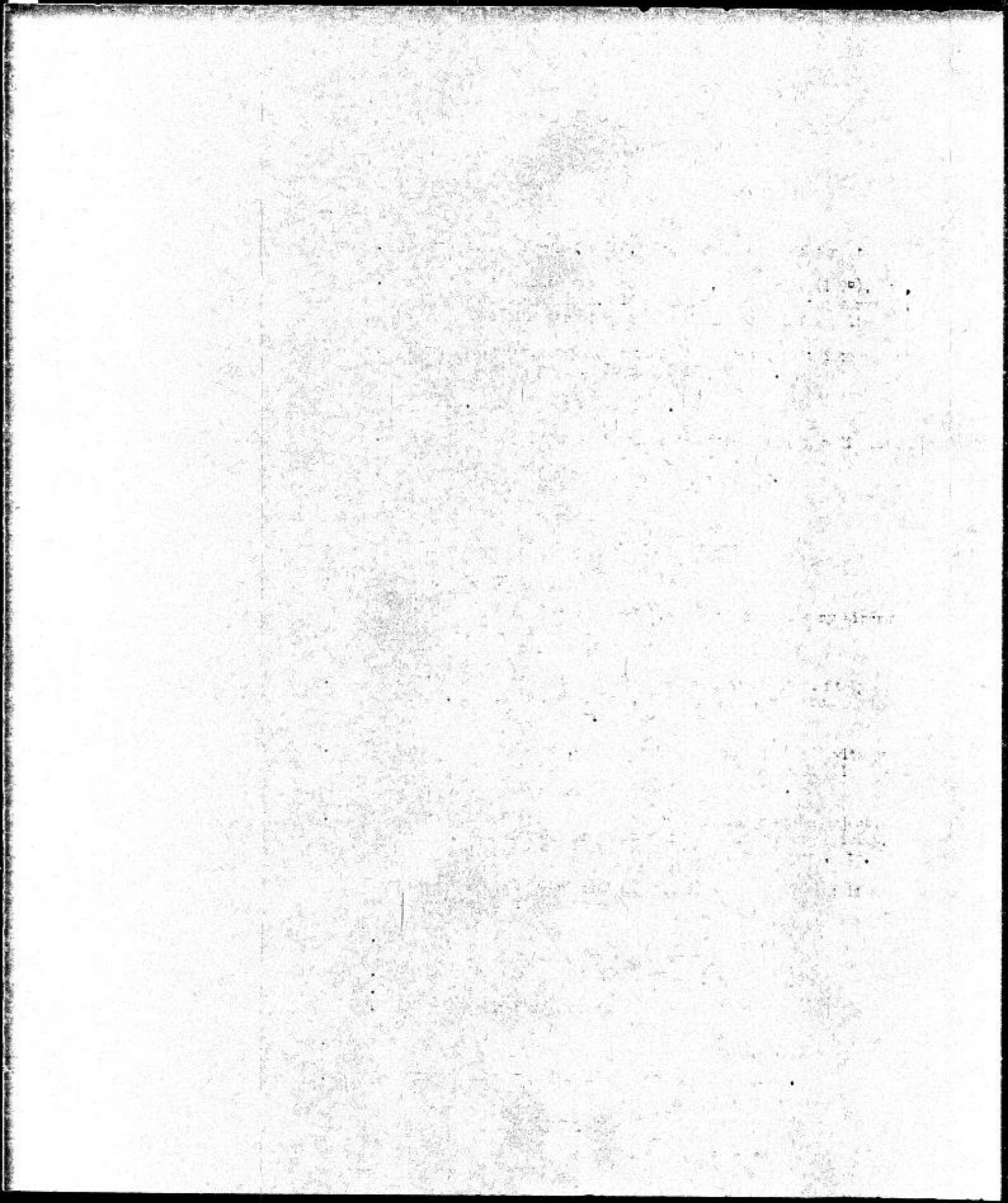


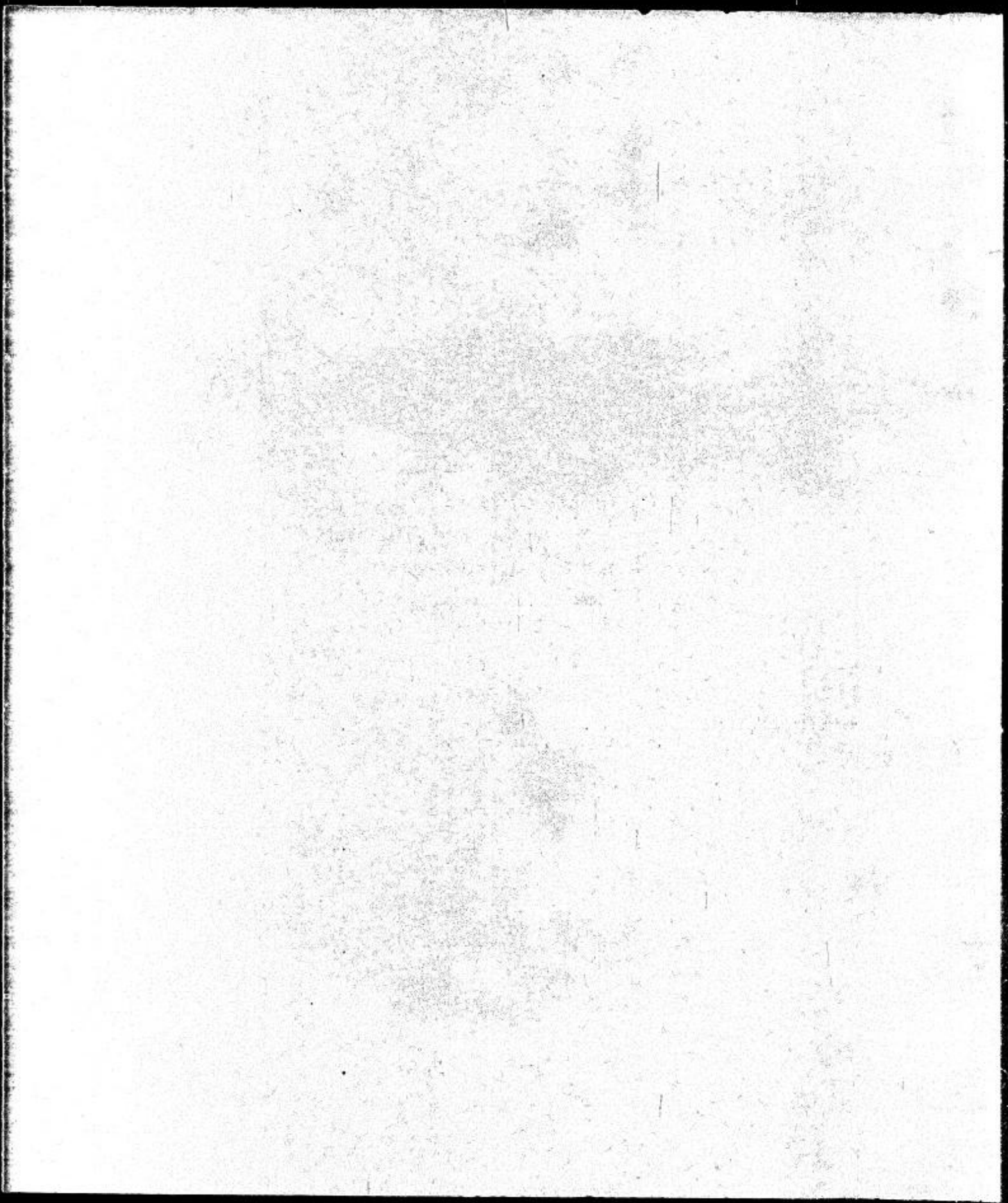
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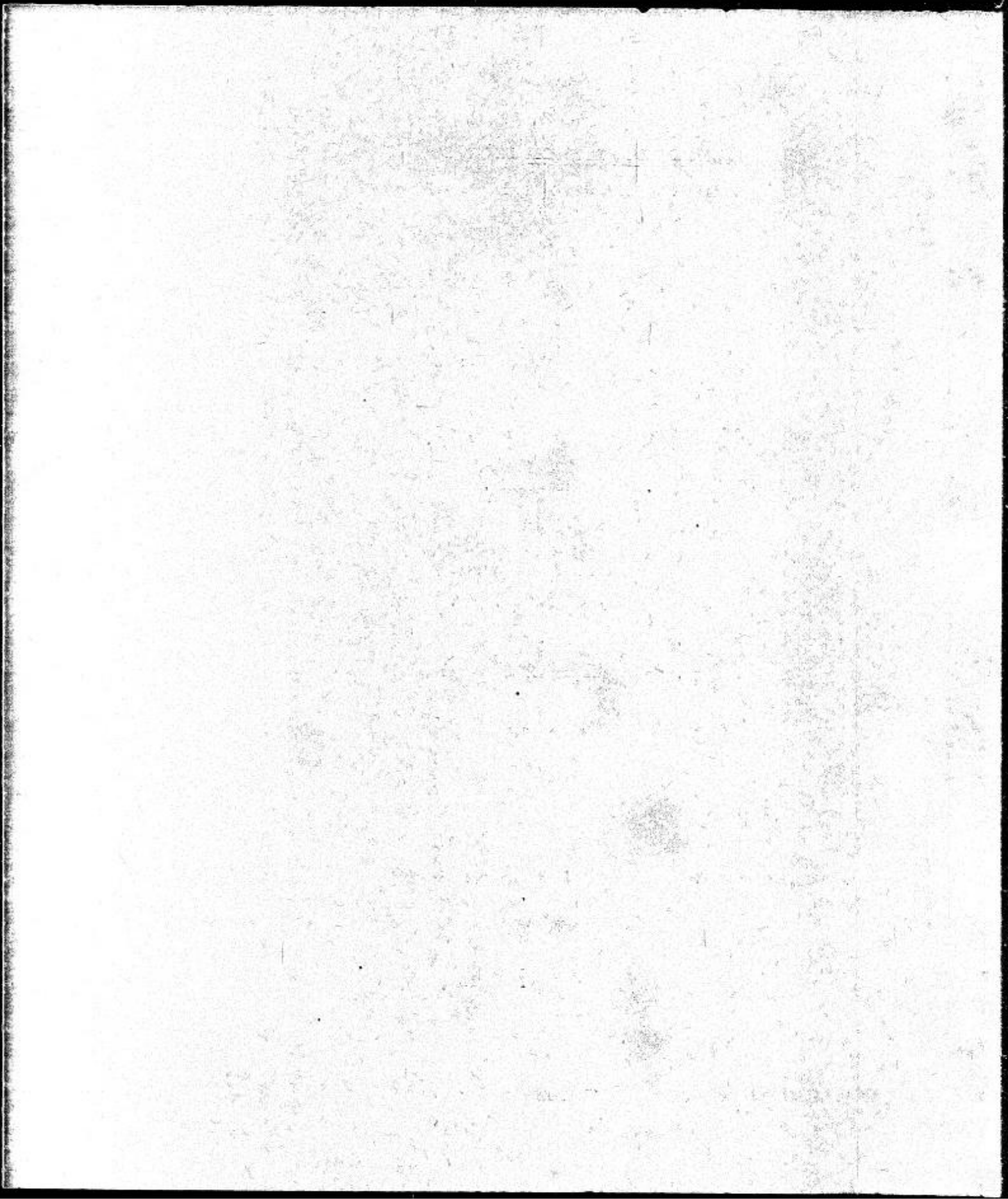
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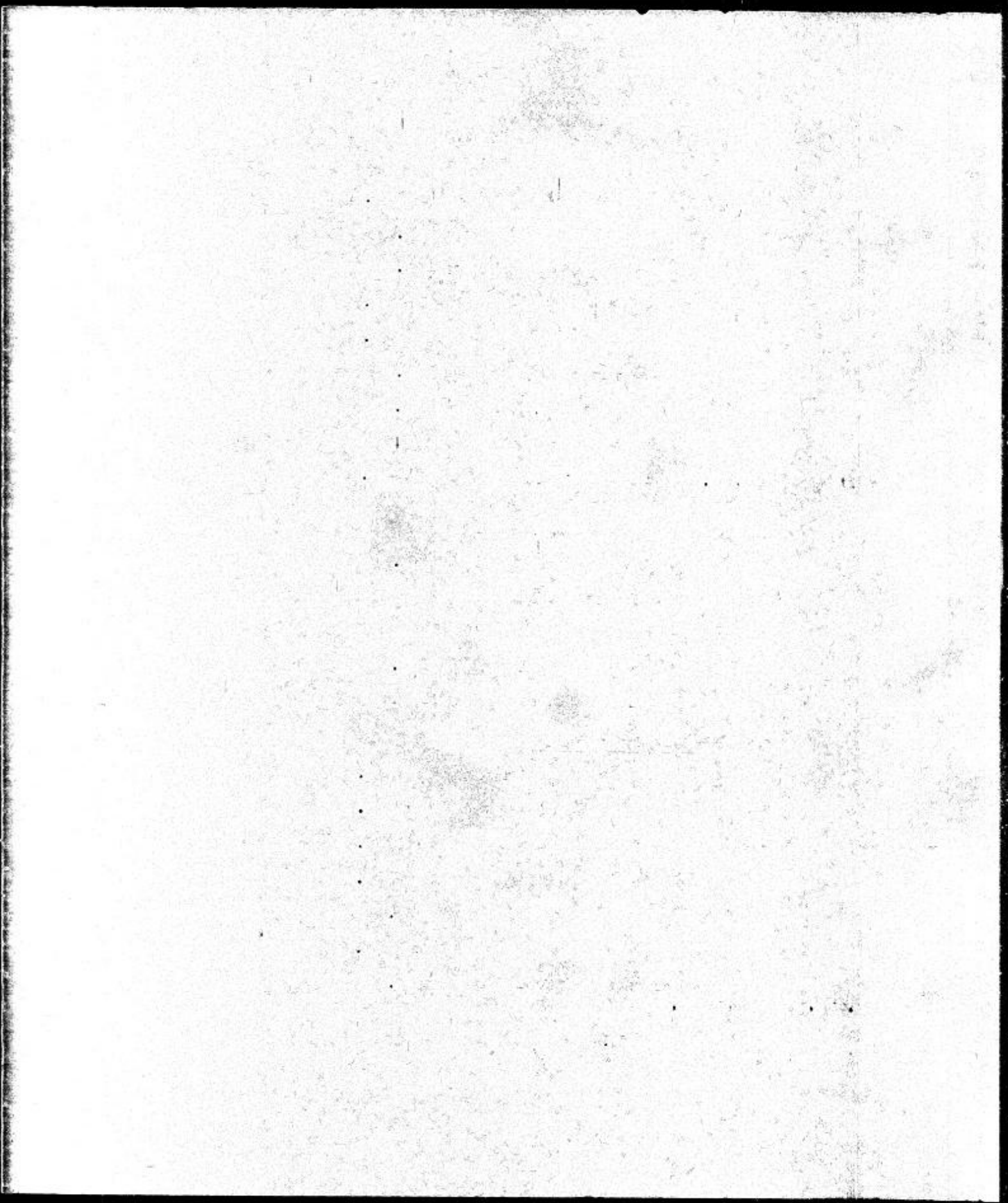


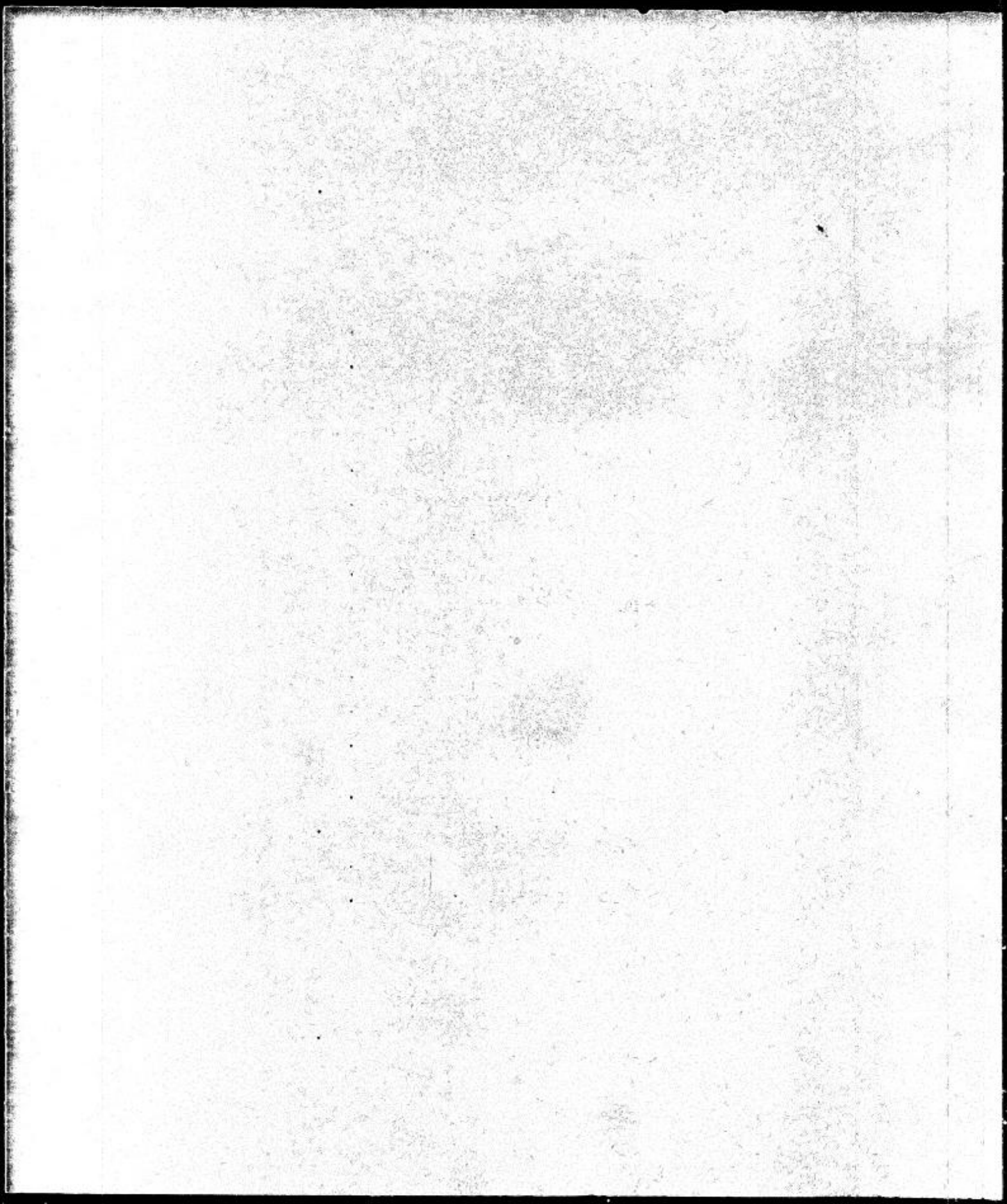


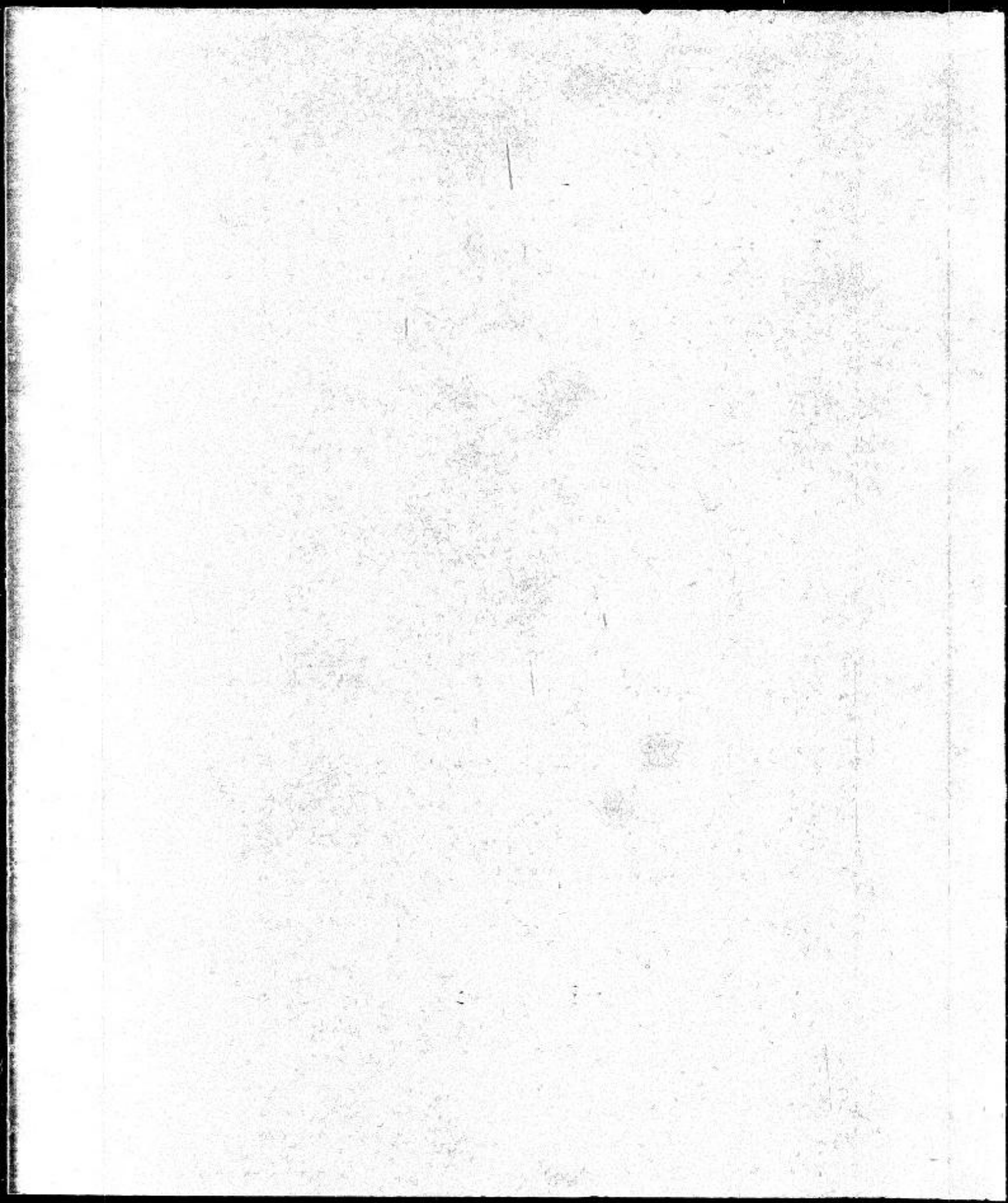












2 Nov 40

case 71201 ~~Department~~ letter 10/16/40

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re: [unclear] [unclear]

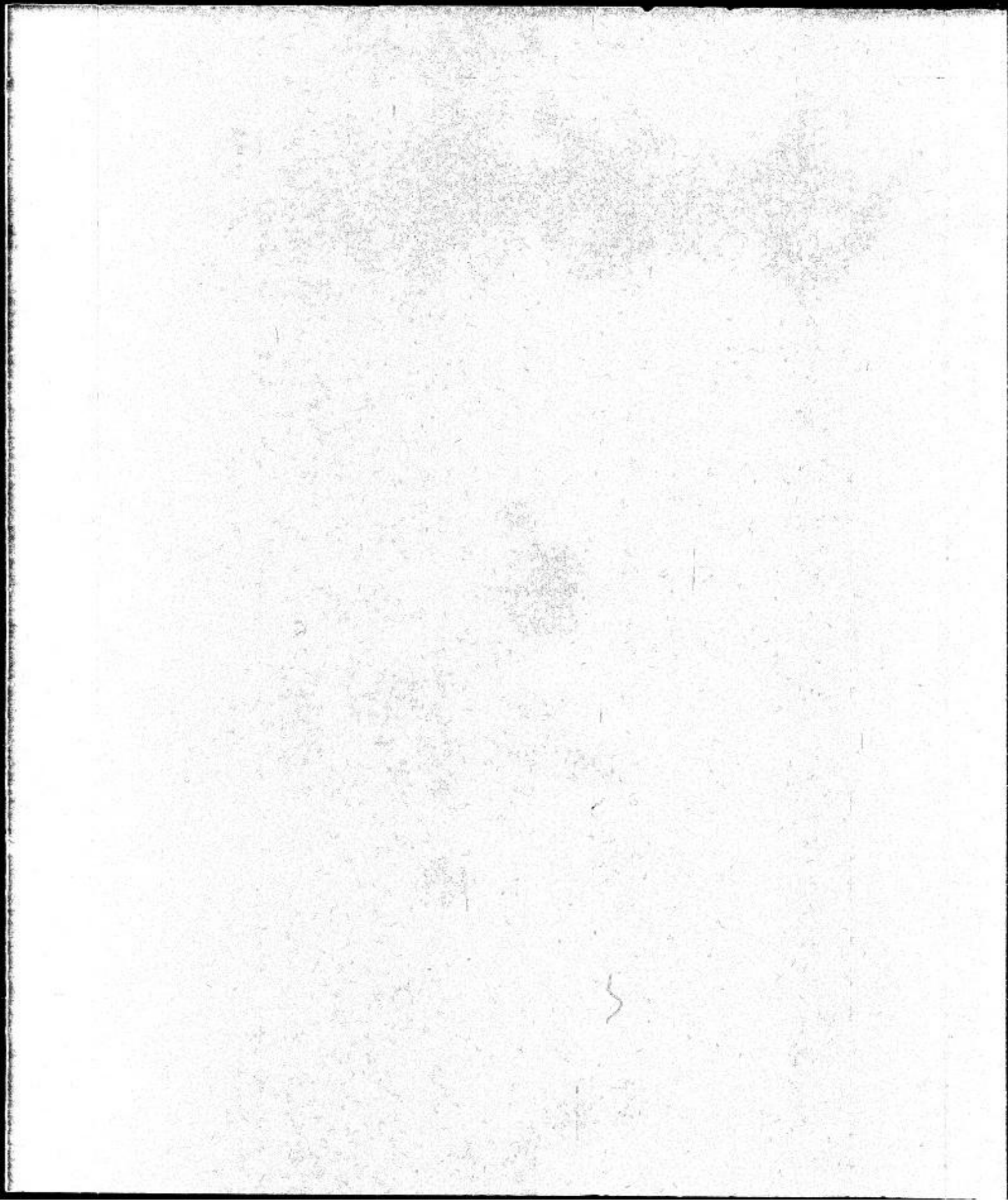
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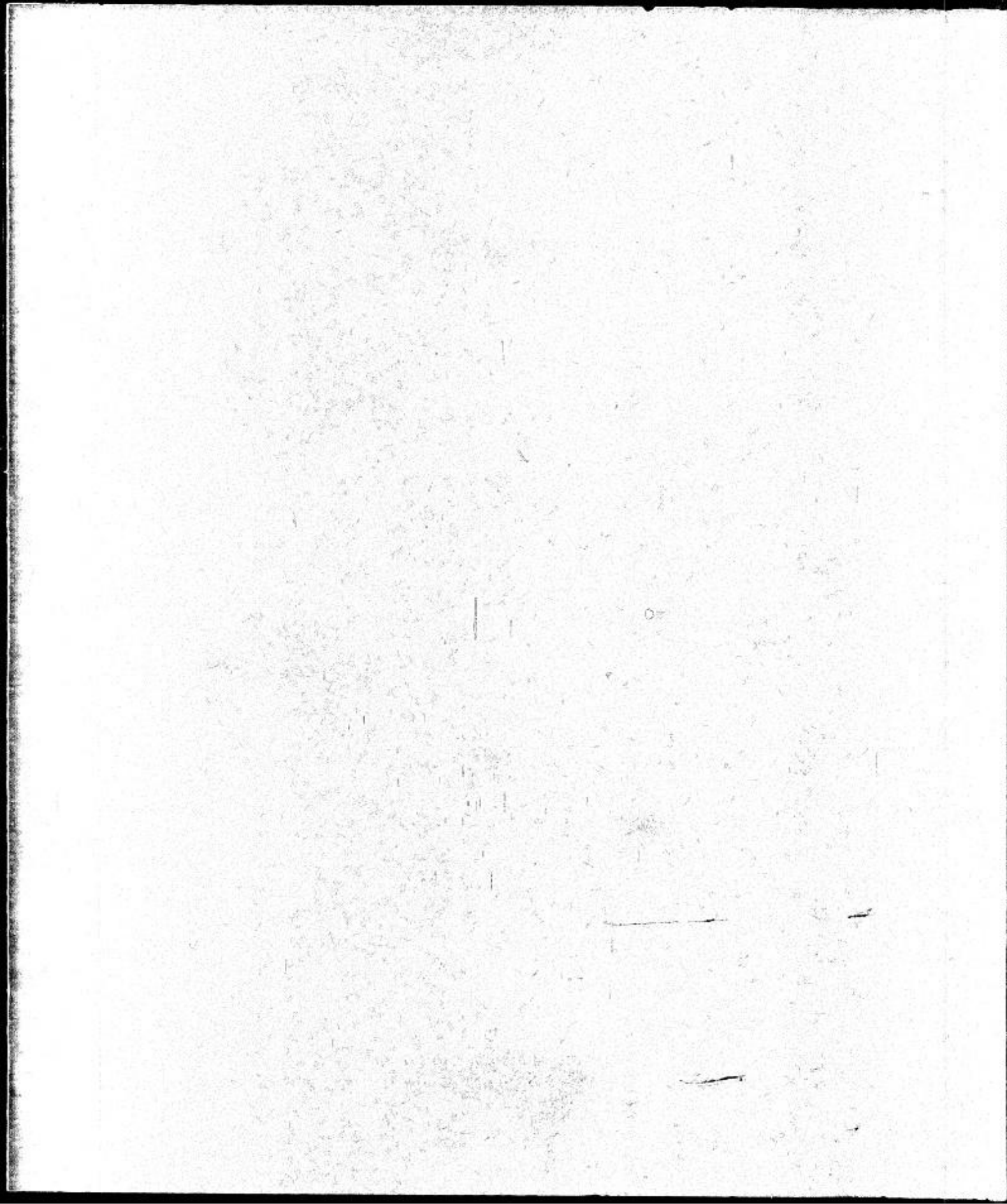
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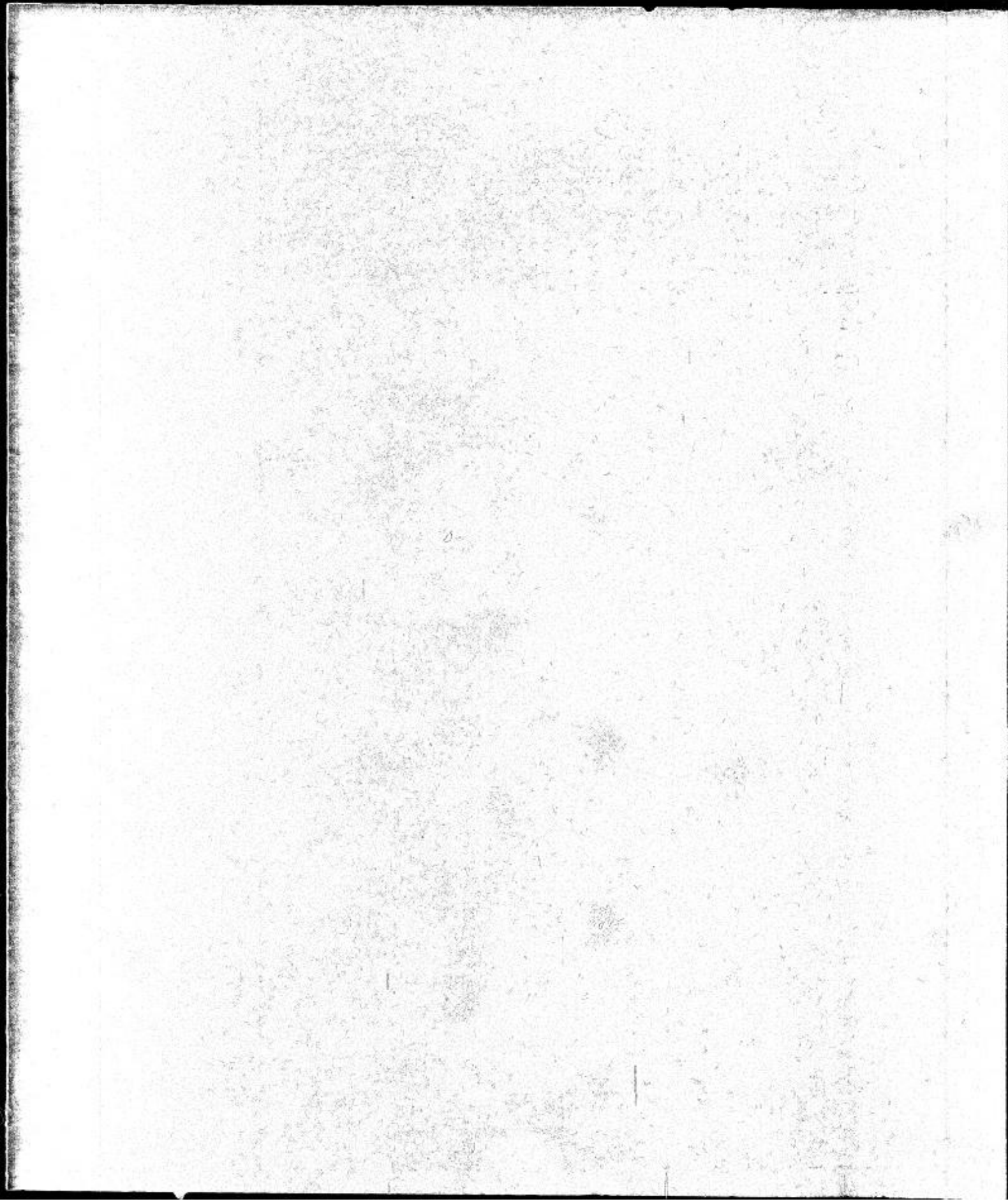
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Incident # 17

