[redacted]

PROJECT BOOK'S RECORD COPY

ATIC NO. ------

AF NO. ----

REPORT NO. ----

DATE OF REPORT ---

TIME OF SIGHTING ----

SHAPE ----

SIZE ----

COURSE ----

NO. IN GROUP ----

SOUND ----

PHOTOS yes not in file SKETCHES ----

DATE OF INFO 12 Oct 50

LOCATION Knoxville, Tenn (Oak Ridge)

SOURCE Many

DATE IN TO ATIC -------

COLOR -------

SPEED ----- Estimated / Measured / Estimated / Measured

ALTITUDE ------

LENGTH OF TIME OBSERVED ----

TYPE OF OBSERVATION Ground

MANEUVERS ----

Radar sighting believed to be spurious since fighter interceptors failed to make any contacts. Ground sightings by various observers vary in descriptions

(RADAR MALFUNCTION)

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

[redacted] UNCLASSIFIED

SUMMARY OF INFORMATION

DATE: 13 Oct 1950

PREPARING OFFICE: 111th CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

SUBJECT: OBJECT SIGHTED OVER OAK RIDGE, TENN.

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

The night of 12 and 13 October 1950, after 2325 hours on 12 October 1950, objects were sighted in the radar scope of the Knoxville, McGee-Tyson, Airport, radar scopes. The first objects were sighted at 2325 hours E.S.T., traveling at approximately 190 degrees, 1500 - 3000 feet altitude, at 100 to 125 miles per hour. The radar station immediately called Atomic Energy Commission to inform them that there was no report of any aircraft flying in the vicinity. At 2330 hours a fighter of the 5th All Weather Fighter Sqd., 52nd. All Weather Fighter Wing, stationed at McGee-Tyson Airport, Knoxville, Tennessee, "scrambled" to intercept these unidentified objects. At the same time Knoxville Civil Aeronautical authorities were contacted and they advised that no aircraft were known to be flying in the vicinity. The "scrambled" fighter was airborn at 2339 and shortly thereafter, according to the radar scope, was seen to intercept the hostile objects. The fighter pilot advised that no object was visible so the control vectored him so as to intercept this object two more times. On all three occasions neither the pilot nor the observor saw any object visually and no object was sighted in the fighter aircraft's radar scope. At 0014 hours on 13 October 1950 the fighter made a "complete sweep of the control area" in an attempt to locate any of the targets (approximately 5) shown on the control radar screen.

[redacted], Control Officer at the Knoxville Radar Station, stated that the radar targets were approximately the size of a small aircraft and that the "pips" would increase and fade in intensity making the target resemble, alternately, a L-5 and a C-47. [redacted] ordered the fighter to land and did not recall the fighter at a later hour, 0100 - 13 October 1950, when more targets of the same intensity, at approximately the same altitude, and flying in the similar magnitude were sighted, however, Capt. Summers of the Air Defense Command, Control Center, Sulfridge Field, Detroit, Michigan, was notified. Capt. Summers advised that there were no practice missions scheduled in that area. At 0210 hours, the Eastern Air Defense Command Headquarters, Stewart Air Force Base, Newburgh, N. Y. were advised of the existing conditions and they stated that investigators would be sent that day.

At approximately 1400 hours, 13 October 1950, investigators from the Eastern Air Defense Command; Office of Special Investigations; Security Division, Atomic Energy Commission, Oak Ridge, Tennessee; and Agents of this headquarters, met at the radar site in Knoxville to discuss these radar sightings. Several theories were advanced, some of which were technical in nature, and others which were rejected due to improbability.

It was not believed that unidentified aircraft were responsible for these radar sightings because before the second group appeared on the screen the Security Patrol of the Atomic Energy Commission, Oak Ridge, Tennessee, had been advised and

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1 to FBI, Knoxville, Tennessee

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SUMMARY OF INFORMATION

DATE: 13 October 1950

PREPARING OFFICE: 111th. CIC Detachment, FAO # 8, P. O. Box 379, Knoxville, Tennessee

SUBJECT: OBJECTS SIGHTED OVER OAK RIDGE, TENN.

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
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UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

were on the alert for any unusual occurrences. Atomic Energy Commission officials advise that the Security Patrol heard only the one aircraft identified as the Air Force fighter. Further, the idea of ballons, flocks of birds, flying objects from AEC, and light aircraft from Sulphur Springs Airport, were rejected with good reason.

An officer at the Knoxville radar site and an officer from the Eastern Air Defense Command stated that they have seen such a pattern on radar scopes in the past for which there was never an adequate explanation. They hazarded the opinion that this pattern could have been caused by atmospheric or technical interferences, however, the exact cause has not been determined.

SOURCE: Major R. C. Care, Capt. W. Akin, Lt. Clevenger, (Knoxville Radar Site), Lt. Wolf (Pilot of fighter aircraft), Eastern Air Defense Command Representatives, Special Agent OSI, and an official of the Security Division, Atomic Energy Commission, Oak Ridge, Tennessee.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA
[illegible] 1951

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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AFOIN-V/TC
Lt 1 Willis/aws/71095
4 Dec 50

[redacted]

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MEMORANDUM FOR RECORD

PROBLEM

1. To inform the Air Staff of action being taken to investigate operational difficulties encountered in the operation of the early warning radar of the Continental Air Command at Knoxville, Tennessee.

FACTS AND DISCUSSION

2. On 1 Dec 50, the Aircraft Section, AFOIN-V/TC, conferred with three officers connected with the Atomic Energy Plant, Oak Ridge, Tennessee. These officers were: Lt B. W. O. Dickinson, II, AFIT, Oak Ridge, Tennessee; Maj J. L. Steele, AF Plant Representative, Oak Ridge, Tennessee; and Maj B. E. Robertson, AMC, Engineering Field Office, Oak Ridge, Tennessee. They were accompanied by Maj F. W. Hess, AFOAT.

3. A letter from Hq Third Army, subject: "Unconventional Aircraft," was discussed with them. These officers furnished additional information on events occuring since 13 Oct 50. It appears that some form of unexplained radar phenomena has occurred at Oak Ridge which gives false targets on the screen. The discussion indicated that the false returns were not due to weather, as was stated in the 1st Ind prepared by Intelligence Department, AMC. It appears that the radar difficulties are due either to:

a. Chemical impurities in the air

b. Radioactive particles

c. Some form of radar phenomena.

4. The above-mentioned officers from Oak Ridge did not consider it necessary to inform the Department of the Army of the radar difficulties now being encountered until they could follow suggestions given to them during the discussion.

5. On Saturday, 2 Dec 50, approximately 1500 hours, Lt Col Willis was contacted by the USAF D/I Duty Officer concerning this problem. Maj B. P. Robertson and Senator-elect Monroney had been referred to the Duty Officer by General Bradley's office for a further discussion of the reports. Lt Col Willis talked to Maj B. P. Robertson again to determine what additional information could be furnished. Maj Robertson had no additional information. In view of the lack of technical information, Lt Col Willis recommended to the Directorate Duty Officer that the most practical thing to do at the moment, if it were of a serious nature, would be to request the Army to furnish a mobile radar unit capable of

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[redacted]

(4)

SUMMARY OF INFORMATION

DATE 21 October 1950

PREPARING OFFICE
FAO #8, P.O. Box 379, Knoxville, Tennessee

SUBJECT

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
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UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION (Refer: Summaries of Information, Subject; as above, dated 13 and 17 October 1950)

Attached to this Summary is eleven (11) inclosures which tend to clarify information contained in the former two (2) Summarries of Information on SUBJECT. These inclosures are composed of witness statements; background information concerning previous sightings of peculiar objects over Oak Ridge; and radar reports. The most reliable sources available were utilized in the compilation of this report. The employment records and the Federal Bureau of Investigation reports concerning the witnesses were inspected to ascertain their reliability, integrity, and loyalty to the United States Government.

The opinions of the officials of the Security Division, AEC, Oak Ridge; Security Branch, NEPA Division, Oak Ridge; AEC Security Patrol, Oak Ridge; FBI, Knoxville; Air Force Radar and Fighter Squadrons, Knoxville; and the OSI, Knoxville, Tennessee, fail to evolve an adequate explanation for SUBJECT, however the possibilities of practical jokers, mass hysteria, ballons of any description, flights of birds (with or without cobwebs or other objects attached), falling leaves, insect swarms, peculiar weather conditions, reflections, flying kites, objects thrown from the ground, windblown objects, insanity, and many other natural happenings have been rejected because of the simultaneous witnessing of the objects with the reported radar sightings; because of the reliability of the witnesses; because of the detailed, similar description of the objects seen by different persons; and because of impossibility.

The trend of opinions seem to follow three patterns of thought. The first is that the objects are a physical phenomenon which have a scientific explanation; the second is that the objects are experimental objects (from an undetermined source) guided by electronics; and the third is similar to the second except that an intended demoralization or harrassment is involved. The fantastic is generally rejected.

These objects have apparently followed only two patterns. The first is that they were sighted at the same hour on two consecutive days and the second is that the line of flight is either to or from the Northeast and Southwest, which directions parallel the terrain ridges in this locality.

Attention is invited to the 1947 photograph of a flying object (inclosure # 8). Atomic Energy Commission officials advise that the Air Force Laboratory at Wright Field, Ohio, indicate that the object is a water spot on the photograph. Because this object does not resemble other water spots of the photograph, and because the object in the second photograph is following the dim trail left by the first object, some officials at Atomic Energy Commission question the veracity of

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DATE 21 October 1950

PREPARING OFFICE
FAO # 8, P. O. Box 379, Knoxville, Tennessee

SUBJECT

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

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SUMMARY OF INFORMATION

this statement. They also believe it significant that the Air Force did not return the negative of this print.

Following is a chronological summary of the reported events which have occurred at Oak Ridge, Tennessee.

June 1947 - Mr. [redacted] photographed a flying object at Oak Ridge, Tenn. The [redacted] foreground has been identified as Illinois Avenue, Oak Ridge, Tennessee. (Inclosure # 8)

20 June 1949 - At 1900 hours Mr. and Mrs. [redacted] and Mrs. [redacted] sighted three objects at Oak Ridge, Tennessee, similar to SUBJECT. (Inclosure # 9)

1, 2, 3, 4, 5, 6, March 1950 - Mr. [redacted] reported peculiar readings on his "Ham" Radar Scope. These objects reappeared at approximately the same time of day which is similar to SUBJECT. (Refer: Summary of Information, Subject; Unidentified Objects Over Oak Ridge Vicinity, dated 6 March 1950.)

12 October 1950 - 2325 hours - Knoxville Airport Radar Unit indicated a series of unidentified targets over the "Restricted Zone" at Oak Ridge. (Incl.#1)

12 October 1950 - 2347 Fighter aircraft was at the position of the radar target and made three perfect interceptions but could see nothing. (Incl. #1)

13 October 1950-0000 to 0100 hours. Additional Radar plots as before. (Incl. #1)

13 October 1950 hours. Major [redacted], accompanied by his daughter, heard intermittent noises. (Inclosure # 7)

15 October 1950-1517 hours. Fighter plane made unsuccessful passes at a good radar target four (4) miles from the East Boundary (Kerr Hollow Gate). (Inclosure # 4)

15 October 1950-1520 hours. SUBJECT seen at Kerr Hollow Gate by Troopers [redacted] and [redacted], Mr. [redacted] and Mr. [redacted] (Inclosures #3, 10, 11)

15 October 1950-1520 hours. Radar scopes at McGhee-Tyson Airport indicate unidentified targets. (Inclosure # 4)

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SUMMARY OF INFORMATION

DATE 21 October 1950

PREPARING OFFICE
FAO # 8, P. O. Box 379, Knoxville, Tennessee

SUBJECT

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

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SUMMARY OF INFORMATION

16 October 1950-1455 to 1530 hours. Objects seen by Troopers [redacted] and [redacted] (Inclosures #5 and #6)

16 October 1950-1520 hours. Radar scopes at McGhee-Tyson Airport giving unintelligible readings. (Inclosure # 4)

16 October 1950-1956 to 2004 hours. NEPA Guards, [redacted], and [redacted] report peculiar sounds. (Inclosure # 7)

Attached to the original only are two Knoxville OSI reports concerning SUBJECT.

CORRECTION on second page of the S/I, Subject as above, dated 13 October 1950, replace the word Oliver Springs for "Sulphur Springs".

SOURCE: [redacted] (Knoxville Radar Site); Lt. [redacted] (Pilot of fighter aircraft); Eastern Air Defense Command Representatives; Special Agent OSI; Officials of Security Division, Atomic Energy Commission, Oak Ridge, Tennessee; Atomic Energy Commission Security Patrol; Security Troopers [redacted] Federal Bureau of Investigation; Officials of Security Branch, NEPA, Oak Ridge, Tennessee.

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[redacted]

FIELD AREA OFFICE #8
P.O. Box 379
Knoxville, Tenn.

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19 October 1950

The following accounts of activity at the Radar Operations Section, of Detachment # 2, 662nd AC & W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee, is extracted from their official report dated 13 October 1950. Other pertinent information was submitted in a previous Summary of Information, Subject; Objects Sighted Over Oak Ridge, Tennessee, dated 13 October 1950.

"The first target, H-47 at 2325 E.S.T., 12 October 1950, appeared as per diagram (Inclosure #2). Then in rapid succession, we had H-48, H-49, and H-51 appear.

"Called AEC; they had no report of an Aircraft at this time - 2325.

"Called Atlanta; they had no flight plans on anything coming from the North.

"Arrow (Fighter Aircraft) airborne at 2339 E.S.T. and vectored on 290 degrees, Angels (altitude) 2500. There were three perfect intercepts on the scope on H-48, but no joy (Fighter aircraft made no contact). Height Finder gave approximate angels of target at 3000. These angels varied from 1500 to 5000 feet on various targets throughout the evening. One intercept of H-48 was 14 miles at 270 degrees and from a stern approach; no joy.

"Pulled fighter off this target and sent him back into area at angels 5000. He made complete sweep of area and saw nothing.

"Notified Radar Maintenance, who checked the operation of the Radar and switched channels.

"By this time all targets had faded and area was clear. We steered Arrow back to base and he pancaked (landed) at 0014, E.S.T., 13 October 1950.

"Very shortly after pancake, various targets again appeared through the area. They gave good paints (images) on the Radar Scope but faded completely at times and then would reappear.

"AEC still had no report for us, but had alerted all guards and were beginning to get searchlights out in case they were needed.

"We did not report these additional plots to Nobody (Call sign for Air Defense Command Control Center, Selfridge Field, Ala.) until 0100. Called Captain Summers at this time and explained that the same Rat Race (activity on the radar scope) had started again. He knew of no practice mission by higher headquarters but said he w[redacted]tern Air Defense

Incl #1

COPY

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 [redacted] 50S-111807-A

[redacted]

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COPY

19 October 1950

Command, Stewart Air Field, Newburgh, New York). He called back and said their only instructions was to keep fighters on Alert Status. Told him we could have both off the ground in 4 (four) minutes.

"Targets were appearing with some regularity and proceeding South.

"They all traveled at a speed of between 100 and 125 miles per hour. Fading and reappearing at various intervals. All but one originated in the area. One did appear at 10 miles North of Clinton and faded right at the area line. Reappearance of this target or at least one on the same course 180 degrees was 8 (eight) miles inside area. This target faded after three sweeps (Revolutions of the indicator on the Radar Scope which makes four revolutions per minute).

"The tracks varied at time from one applicable to very light A/C (aircraft) up to A/C of the C-47 variety (Meaning the reflected intensity of Radar waves made the target appear at first like a small aircraft and then like a large one).

"We operated both on High and Low Beam and picked up the same tracks.

"All traveled at the same approximate speed and general course. During the night this course spread from 170 degrees to 230 degrees (magnetic compass heading).

"At 0210 E.S.T., called Captain Summers at Nobody; he called EADF, Captain Hutchinson, and received permission to release fighters to normal status."

AGENTS NOTES: This document was signed b[redacted], the Radar Controller on duty at the time of these occurrences.

THIS IS A CERTIFIED TRUE EXTRACT COPY:

BY:_____

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[redacted]

50S-111807-A

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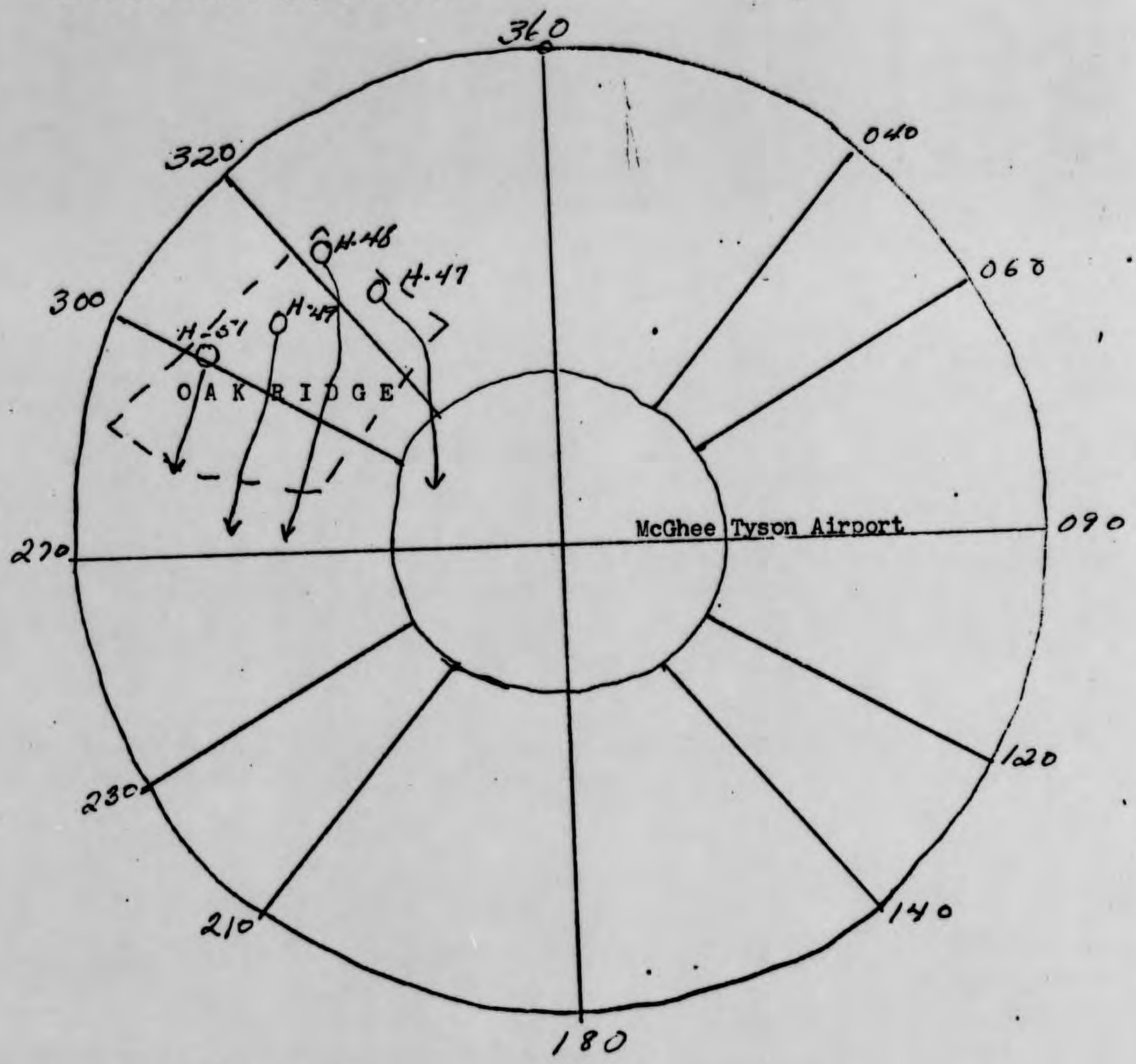
These objects appeared to be A/C small, traveling between 100 - 125 mph. AEC was notified but their guards didn't see a thing. 2339 E.S.T. our fighter was airborned to intercept H-48. Pass directly over one target. Pilot couldn't spot a thing. These targets appearing along the N.W. corner. One at a time Some were very strong echoes. Tracked from 15 to 20 minutes.

Boundary of Restricted Flying
Zone over Oak Ridge, Tennessee



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50S-111807-A

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[redacted]

FIELD AREA OFFICE #3
P. O. Box 379
Knoxville, Tenn

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16 October 1950

Description of object seen by Atomic Energy Commission Security Patrol Trooper [redacted]; who approached the object as close as Fifty (50) feet, at about 1520 hours on 15 October 1950, is substantially as follows: When first seen at an estimated altitude of twelve (12) to fifteen (15) thousand feet, the object appeared to be an aircraft starting to "skywrite". The "streamer" left behind is estimated to be approximately one-fourth (¼) of a mile long. The object then started a controlled descent, almost vertical, at a slower speed than an aircraft would dive, and the "tail" followed the object. "It" then appeared to take the shape of a large bullet with a streamer, or ribbon, as thick as the bullet, trailing in the path of the object but connected to it. The object then levelled off parallel to the horizon, decreased its speed, and passed within seventy (70) yards of Rymer and another observer whom [redacted] had stopped [redacted] had reported via telephone that this object was a "falling object". As the object decreased its speed to less than a mans normal walk, [redacted] attempted to approach the object, but when he got within fifty (50) feet of it, the object moved toward the Southeast at about six feet altitude above the terrain; made almost a mechanical maneuver to go over a nine (9) foot cyclone chain link fence; then another similar maneuver to pass over a willow tree and a telephone line; and finally gained altitude and speed and went over a hill about one mile distance.

When [redacted] was within fifty (50) feet of the object it appeared to be a two (2) by five (5) card (similar to the ones issued to vehicles entering the "Control Zone" at Oak Ridge) with a twenty (20) foot ribbon tail, the first two feet of which were easily visible and the last eighteen (18) feet of which was almost transparent and divided into several sections. The sections of the tail would pulsate a dim "glow" alternately. Through the entire length of the tail, was a black line which might be described as a "wire". The entire color was bluish-gray similar to the color of the top of a "wood cooking range". The "body" of the object was gently moving up and down, and the tail waved in the breeze like a ribbon or a worm and followed the path of the "body" of the object. There was no breeze at the time! (Knoxville Airport reports a high breeze of eight (8) miles per hour). Further, from fifty (50) feet away, the object looked no bigger than it did from two hundred and ten (210) feet away, and when it disappeared over the hill, one (1) mile away, it still looked the same size that it had appeared at only fifty (50) feet, but the "body" was then "bladder" or "pear-shaped".

When questioned further, [redacted] stated that the object had to change size from the time they first observed it until it came near the ground; and it had to get larger as it went over the hill or they would not have been able to see it at such distances.

The object appeared two more times within the next ten (10) minutes and [redacted]as able to get two other observers to verify that they could see the same "thing".

The three observers, other than [redacted]ere E. [redacted] Construction Corporation, Badge No. 6633; [redacted], caretaker of small animals at the University of Tennessee Agricultural Research Farm, Oak Ridge;

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(Page # 1 of Inclosure # 3)

Incl #2

[redacted]

506 11 1a07

and [redacted] Captain of the AEC Security Patrol, Oak Ridge, Tennessee. At no time were any noises from this object heard.

AGENTS NOTES: Mr. [redacted] AEC Security Division, stated that all these persons' description of the object was substantially the same when questioned separately, except that Rymer had been the closest and was the only person to report the transparent portion of the "tail". Moneymaker stated substantially the same except that he did not see the transparent portion of the "tail".

[redacted] was wearing his glasses at the time and his vision, with glasses, is 20/20 in the right eye, and 20/30 in the left eye. [redacted] vision is 20/20 in both eyes without glasses.

[redacted] record indicates that he is one of the "better" and most respected troopers on the AEC Security Patrol. Nothing in his record indicates any weaknesses or peculiar inclinations.

[redacted] stated that he would not have reported this incident if there had not been a witness. [redacted] was reluctant to give information because of the fantastic nature of the incident.

Captain [redacted] saw the object for only a moment on its third appearance and stated that the object appeared to be round as it crossed the sky at a high rate of speed.

NOTES: The above information was obtained on 16 October 1950 from interviews with Trooper [redacted] riculture Section, University of Tennessee; [redacted] ecurity Division, Atomic Energy Commission; [redacted] Chief of Atomic Energy Commission Security Patrol; and Captain [redacted]

In addition, the Atomic Energy Commission Security Division took Geiger counters to the scene of the incident but could get no reading.

[redacted]

P. O. Box [illegible]
Knoxville, Tenn

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18 October 1950

The following accounts of activity at the Radar Operations Section of Detachment # 2, 662nd AC & W Squadron, McGhee-Tyson Airport, Maryville, Tennessee, is extracted from their official report, dated 15 October 1950. (Refer: Summary of Information, Subject; Objects Sighted Over Oak Ridge, Tennessee, dated 13 October 1950):

"Prior to this report, (report by AEC patrolman [redacted] we had a reccurance of targets like Thursday night (Midnight 12 - 13 October 1950). We had sent one scramble (flight of aircraft) out and made several good passes at one target which painted (imaged on Radar Scope) very well. It was on a heading of 180 degrees (Magnetic compass heading) and approximately 4 (four) miles inside the Eastern boundary of the area (Restricted flying space where other aircraft are not supposed to fly). Our fighter worked from 2500 to 5000 feet but saw nothing. The speed of these targets varied from 40 to 100 miles per hour. Every characteristic was the same as before except that the speed was slower.

There was nothing on the scope (Radar Scope) at the location of this strange object (the location was called in by telephone from ground observers at Oak Ridge).

The strange visitor was reported to Captain Cole at Nobody (Call sign for Air Defense Command Control Center, Selfridge Field, Ala.) who carried through to EADF (Eastern Air Defense Command). Their orders were to put a patrol over the area, which was done.

Lt. Gutherie, operating under my control and later Captain Duffy's, saw nothing in the area except one large flock of birds, which were painting (giving images on the Radar Scope). He estimated their number between 200 and 300. This was at 7000 feet. His patrol up until 1730 E.S.T., when I left duty, ranged from a low level pass over the gates to 7000 feet.

He was vectored after several well painted targets, but saw nothing

EADF sent a list of questions to be answered by the observers. These answers were forwarded. They concerned speed, time, sky, and terrain conditions, altitude, when smoke disappeared, etc."

This report was signed b[redacted] Controller at the Radar Site, at the time of these occurrences.

CERTIFIED TRUE EXTRACT:

William B. Gray

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(Page 1 of Inclosure # 4) [redacted]

50S-1[illegible]

FCRI' 07-514
(April 1950)

Incident Rep
AEC PATROL

CAUTION

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This document contains information affecting the National Defense of the United States.
Its transmission or the disclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal Laws.

Closed:
Date:
By:
W.R.:
N.R.:

Incident Report No. 1424-50

Date 10-16-50

Time 1:30 p.m.

CLASSIFICATION	TROOPER	LOCATION
Flying Object	[redacted]	Blair Gate

PERSON INVOLVED	BADGE NO.
Trooper [redacted]	212
Trooper [redacted]	156

REMARKS:

At approximately 1:30 P.M., October 16, 1950, while working at Blair Gate, I saw an object in the air over K-25 traveling in a northeast direction from the southwest. It was traveling in a straight line and going very fast. The object was white or silvery in color and round like a ball and was about the size of a baseball as seen at the distance it was from me. It seemed to be very high.

At exactly 2:55 P. M., October 16, 1950, this object reappeared from the northeast at a considerably lower altitude and traveling a lot slower than before. I stopped a car that was coming in the gate in order to have witnesses to what I saw. The occupants of the car were Troopers [redacted] and Hank [redacted] going in to work. I pointed out the object to Troppers [redacted] and [redacted] and we watched the object for several minutes. This object was slowly circling in a wide circle and spinning very fast, that is, the object itself was spinning around and around. The object drifted toward the southwest and in just a few minutes it reappeared at a very high altitude going back into the northeast and going very fast. We watched the object disappear into the northeast.

This information was phoned in to Headquarters immediately by the undersigned. About fifteen minutes after the object disappeared into the northeast, an F-82 Fighter plane showed up in the area where the object was last seen but appeared to be thousands of feet lower than the object which Troopers [redacted], and the undersigned saw and reported.

[redacted]
Oak Ridge Patrol Force

Distribution:
1 - Callaghan
2 - Chief Davis' File
3 - Mail & Rec. File

UNCLASSIFIED

503- 11 1 0

CERTIFIED TRUE COPY:
William B. Guy

[redacted] 12-50--5,000-A17622

radar tracking, both in azimuth and altitude. With this additional unit, the Oak Ridge plant could be covered from a different direction and a cross check could be made of the operation of the radar at Knoxville Air Base. In addition, Lt Col Willis requested of Air Weather Service that they furnish meteorological data on 13 Oct 50 and 28 through 30 Nov 50. This information is not yet available.

6. On 3 Dec 50, Lt Col J. W. Brewer (D/I duty officer) discussed the problem with Col L. S. Harris, who recommended that further investigation of the problem be given to the Department of Intelligence, AMC, which is charged with this responsibility. Lt Col Seashore, AMC, and Col Dunn, AMC, were contacted by telephone and advised of the problem as it appeared at the moment.

7. On 4 Dec 50, Col Harris and Lt Col Willis conferred with Brig Gen Agee concerning action taken. Brig Gen Agee directed that the Intelligence Department, AMC, be contacted by telephone and instructed to proceed immediately with the technical investigation and render whatever assistance was necessary to the CONAC and Atomic Energy Commission.

8. Col Harris called Col Dunn, AMC, and advised him that the investigation was primarily a radar problem and stated that it appeared necessary that qualified electronic experts be dispatched immediately to secure technical information and to advise the Radar Unit at Oak Ridge.

CONCLUSIONS

9. Col Dunn stated that the Department of Intelligence, AMC, would keep D/I USAF advised of progress in the investigation. The Technical Capabilities Branch will assist in the coordination of the results of the investigation with other government agencies.

ACTION RECOMMENDED

10. Approval of action taken instructing the Intelligence Department, AMC to dispatch electronic personnel to Oak Ridge plant of the Atomic Energy Commission.

COORDINATION

None

[redacted]

FORM OR-514
(April 1950)

Incident Report
AEC Patrol

UNCLASSIFIED

CAUTION

This document contains information affecting the National Defense of the United States Its transmission or the disclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal laws.

Supplement
Incident Report No. 1424-50

Closed
Date
By
W.R.
N.R.

Date: 10-16-50

Time: 2:55 P. M.

CLASSIFICATION	TROOPER	LOCATION
Flying Object	[redacted]	Blair Gate
PERSON INVOLVED	ADDRESS	BADGE NO.
Trooper [redacted]		212
PERSON INVOLVED	ADDRESS	BADGE NO.
Trooper [redacted]		156

REMARKS:

On October 16, 1950, at approximately 2:55 P. M., Trooper [redacted] stopped us at this Installation and showed us an object in the north that was traveling toward the northwest. It looked to be about 2,000 feet in the air and a white-silverish looking color, rotating in a counter clockwise manner. It was round in shape and going in a rather fast motion. This object was at a high altitude and seemed to come in sight and then disappear. It looked about the size of a ball and round at every angle we looked at it.

/s/ [redacted]

DISTRIBUTION:
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3 - Mail & Rec. File

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William B. Gray
WO3G W904121

UNCLASSIFIED

AEC, Oak Ridge, Tenn., 4-12-50-5000-A17622

[redacted]

[redacted]

P. O. Box 379
Knoxville, Tenn

UNCLASSIFIED

19 October 1950

The "Contract Guards" who guard the building at the NFPA project were warned by the NEPA Security Section to report any peculiarity, regardless of how silly or fantastic it might seem. These guards were unaware of the previous events concerning objects seen over Oak Ridge, but some of the guards had reported peculiar sounds during the evening of 16 October 1950.

Independent reports from different guards were received by the Security Section, NEPA, Oak Ridge. These reports were submitted by Guards [redacted] an[redacted]. They all stated substantially the same and described hearing an intermittant noise resembling the blast of a Jet Fighter Aircraft. Each noise lasted for about three and one half (3½) seconds and would recur frequently between 1956 hours and 2004 hours on 16 October 1950. Each noise would sound like a jet plane which had increased its thrust tremendously. The sounds seemed to leave the vicinity making an ascent almost vertical. None of the guards could see an object in the sky.

On 17 October 1950, Major L. E. Ronniger, Sr. Instructor, ORC Group, Oak Ridge, Tennessee, returned from Nashville, Tennessee, and visited an official of the Security Division, Atomic Energy Commission, Oak Ridge, Tennessee. Major Ronniger was amused when informed of the fantastic sights that some of the persons at Oak Ridge had seen but then he recalled an incident which he thought was not connected to the "Objects Sighted over Oak Ridge." After having been away from Oak Ridge during Monday and Tuesday, the 16th and 17th of October 1950, and without knowledge of the occurrences which had taken place except for the item about which he was being told (which had to do with visual sightings of the object), Major Ronniger stated that he had heard a noise at about 1400 hours on 15 October 1950 which he described exactly as the guards who heard the noise on the night of 16 October 1950. Major Ronniger, accompanied by his daughter, attempted to locate a jet fighter in the sky but could see nothing whatever.

The Radar crew of Detachment #2, 662nd AC and W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee, did not get an image on their scope during either of these occurrences, according to Major R. C. Care.

NOTES: The above information was obtained on 17 October 1950 from Major L. E. Ronniger; Mr. George Rathman, Security Division, Atomic Energy Commission, and Mr. Gene Gaedjon, NEPA, Oak Ridge, Tennessee, and John S. Davis, Atomic Energy Security Patrol.

UNCLASSIFIED

000-11 1807

[redacted]
FIELD [redacted]
P. O. Box 379
Knoxville, Tenn

UNCLASSIFIED

20 October 1950

The attached photographs were taken in June 1947 by [redacted], [redacted] Oak Ridge, Tennessee, of what he thought was a fantastic flying object. The first photograph, in which only the smoke trail is visible, was taken a few minutes before the second photograph where the flying object is in view.

On 19 October 1950, [redacted] stated that this object was traveling in the same line of flight as the first object, and its distance appeared to be approximately over the hills in the background.

NOTE: Only one set of photographs is available.

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(Page # 1 of Inclosure [redacted]

SOS 111507

[redacted]
P. O. Box 379
Knoxville, Tennessee

UNCLASSIFIED

20 October 1950

The following is extracted from the files of the Security Patrol, Atomic Energy Commission, Oak Ridge, Tennessee. This report was originally an OSI report:

1661.00

"3. At 1900 hours, 20 June 1949, Mr. and [redacted], Tennessee, stated that at approximately 1200 hours, 19 June 1949, they sighted three unidentified objects flying from the southeast, over Oak Ridge, Tennessee. Mrs. [redacted] first sighted the objects and called Mr. [redacted] attention to them. They watched the objects until they came into closer view. They described two of the objects as being rectangular in shape, and identical. The third object was described as circular in shape, and flying either in between or slightly above the two rectangular objects. The two rectangular objects appeared to be flat and flexible. The third object was flat but did not have a flexible appearance. The rectangular objects in traveling, followed a wave-like course, and appeared to be dark in color underneath, and of bright metal finish on top. Their movements were coordinated, and their reflection in traveling was light and dark. The rectangular objects seemed to have an area of from four to ten square feet. The circular object was described as being the color of frosted glass. This third object did not follow the wave-like movement of the rectangular objects, but maintained a level flight. There was no noise to indicate how these objects were being propelled. They remained in view from 10 to 15 minutes after being sighted, and when last seen were traveling in a northwest direction. During this time the objects did not appear to either gain or loose altitude. The weather was clear with the exception of high scattered cumulus clouds, and the wind which was from an easterly direction was very slight.

"4. At 2000 hours, 20 June 1949, Mrs. J[redacted] Oak Ridge, Tennessee, stated that Mrs. [redacted], her neighbor, called her attention to the three flying objects sighted by the Andersons at approximately 1200 hours, 19 June 1949, and that she watched them for approximately 10 minutes. Mrs. [redacted] description and details regarding the objects were the same as Mr. and Mrs. [redacted]

"5. The witnesses of these objects are reputable people, and their statements are considered reliable. Mr. [redacted] is a biologist with the Oak Ridge National Laboratories, Mrs. [redacted] is a school teacher, and Mrs. J[redacted] is the wife of one of the members of the Security Division, Atomic Energy Commission, Oak Ridge, Tennessee."

CERTIFIED TRUE EXTRACT COPY:

UNCLASSIFIED

By: William D. [illegible]

(Page # 1 of Inclosure [redacted]

US-111807

(3)

[redacted]

UNCLASSIFIED

16 October 1950

The files

A. L. Rydzewski, Acting Assistant Chief, Security Division

REPORT OF MYSTERIOUS FLYING OBJECT

SYMBOL: S:ALR

Pursuant to receipt of a report from [redacted], Oak Ridge Patrol, indicating that a mysterious flying object was observed in the vicinity of the Kerr Hollow Entrance, [redacted], M[redacted]s interviewed by F. P. Callaghan, Acting Chief, Security Division, AEC, ORO, in the presence of A. L. Rydzewski, Security Division, ORO, and Charles Jones, Security Agent, Maxon Construction Company, at approximately 10:15 p.m., October 15, 1950. Hightower is an electrician employed by the Edenfield Electric Company, which is under subcontract with the Maxon Construction Company, performing work at the K-29 Plant. He was born June 24, 1896, and at present resides at the Edgemore Grocery along the Edgemore Road. Hightower gave the following account of his observations. He was driving to work at approximately 3:15 p.m., October 15, 1950, and upon nearing the Kerr Hollow entrance to the Oak Ridge Controlled Area, he was requested by the guard on duty to stop and observe an object which the guard and another civilian were looking at. He got out of the car and noticed a white spot in the sky. He said it was "awful high" and moved from a position southeast of [redacted]entrance in a westerly direction toward the Plant Areas. He noted that the sky was clear and the object was merely white, not shiny and emitted no trail of smoke and appeared to have no appendages. He observed the object for about 5 minutes and continued on his way to work before the white object disappeared from sight.

When asked what he thought of the object, [redacted] related that his first impression was that it might be a toy ballon, because it looked quite similar to a toy ballon which one of the neighbor-hood girls had released in his presence several weeks ago. [redacted] was not sure of the size or shape of the object, however he indicated by hand gesture that it might have been about 9 inches in diameter and probably was in the shape of a disc or ball.

[redacted] said that the guard and civilian appeared to be excited and told him that when they first saw it, the object was "Quite big" and that it moved along the road at very low altitude and that it suddenly ascended at an angle to the point where they were observing it at the time. He stated that the guard originally asked him to look at the object, just to make sure that he wasn't merely imagining he was seeing things.

UNCLASSIFIED

[redacted]

111507

[redacted]

The files 16 October 1950

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[redacted] stated that as far as he knows his eye-sight is good and that he only had to use glasses for reading purposes. He had his eyes tested about 4 years ago by Dr. Grubb in Knoxville, at which time the reading glasses were prescribed. He also had taken a pre-drivers license eye test about 3 weeks ago at the Maxon First Aid Station.

[redacted] stated that the only other person to whom he mentioned seeing the object was a guard stationed at Gate Two to the K-29 Plant.

Note: The Maxon Guard was later identified as being Jack Laxton, who was interviewed at approximately 11:15 p.m. Laxton stated that a man was driving through the portal shortly after 3:00 p.m. and stopped to chat with him for about 5 minutes. The man [redacted] stated that he had a headache and that he had been observing an object in the sky which was called to his attention by a guard at the Kerr Hollow entrance. According to [redacted] he man further related that the object was so high he didn't know what it was, but it looked more or less like a toy ballon. [redacted] stated that he was not excited by this report; however he did mention something about flying objects to a fellow guard about two hours later when they observed aircraft which they believed were P-38's flying over the plant areas.

Note: Other individuals who had observed the object were identified as AEC Patrolman E[redacted] and Joh[redacted] employee of the UT-AEC Farm.

[redacted]

Rydzewski:ks

CERTIFIED TRUE COPY:
By: William B. Gray

UNCLASSIFIED

 [redacted] 508-11 180

[redacted]

Knoxville, Tenn

Incident Report UNCLASSIFIED

AEC PATROL

Incident report No. 142-50
Date: October 15, 1950
Time: 3:25 P. M.

Classification	Trooper	Location
Unidentified Flying Object	E. D. Rymer	Kerr Hollow

Person Involved	Address	Badge No.	Company
Trooper [redacted]		[redacted]	"D" Troop

Person Involved	Address	Badge No.	Company
Capt [redacted] J [redacted] E [redacted]		UT Farm 1817 Maxon 6633	

[redacted] stopped at Kerr Hollow gate where I was on duty October 15, 1950, 3:20 P.M. He and I observed what appeared to be a skywriter in the air. He was one-quarter of the way through a letter "O". The object appeared to be 12,000 to 15,000 feet high and east by north of the gate, approximately one mile distance from the gate. At this time, the size appeared to be about the size of a four or five passenger plane. The object had a smoke trail the same crossectional size of its body and about one-quarter of a mile long. The smoke was grayish in color. The color of the body of the object was silver metallic. The object gave off no reflection. It was dull in appearance. When first observed, it was describing an arc toward the ground. When the object failed to complete the outside loop, I went into the gate house to report its appearance. Up till this time I thought it to be a plane doing some skywriting. While I was making the phone call [redacted] watched the object continue downward to 1,500 feet. At that altitude, a second object was noticed alongside the smoke trail. The second object was the same size and shape and was about 50 feet behind the first object. The second object appeared to be attached to the first object's smoke trail with about an 80 degree forward thrust, yet the second object was moving in the same direction of the first object and not drawing away from the smoke trail of the first object the way it should have been doing according to its angle and direction. At this altitude, both objects changed from a bullet shape to a bladder shape. Also, at 1500 feet both objects began pulling out of the vertical dive. During the entire descent, both objects diminished in size. From 1,500 feet, the angle of descent was about 45 degrees. At about 500 feet, the second or trailing object disappeared. The object continued downward to a point north of the perimeter fence over the roadway about 60 yards from the gatehouse toward Solway bridge. This was where the object was when I came out of the gatehouse. At this time, the object had diminished to about 2x5 inches.

UNCLASSIFIED

The smoke trail had discontinued but there was a tail that had the appearance of a ribbon about 5 or 6 feet long. At times the tail lengthened to almost 20 feet. While hovering, it had a burnt or dark brown appearance. The tail had an opalescent grayish appearance with a dark line running down through the center of it. The main object was still grayish metallic in color. The object was hovering about 5 or 6 feet above the road in a completely stationary position. I went toward the object and the object started moving southward as I moved toward it. When I got to within 50 feet of it, the main object was about 4 to 6 feet from the chain link fence on the south side of the road. It moved straight up to about 12 feet then described a horizontal movement southward across the fence, then it again moved straight up to about sixty feet where it again moved south over a light pole and a willow tree. After it passed over the willow tree, it changed its direction to the southeast. At this time, [redacted], of Maxon Construction Company, came along and I stopped him and asked him to observe it. He was unable to see the object at first and I returned to the gatehouse to make another report. [redacted] continued his observation of the object and soon after I went into the gatehouse, Hightower sighted the object. The object was now ascending at an angle of about 45 degrees in a southeast direction. As it moved away, it got larger in size and again assumed a pear or bladder shape. The object continued in this manner until it had passed over the ridge south of Solway road and disappeared.

About five minutes later, Capt. [redacted] drove up and as he came down the road I remarked that I wished it would show up again so he could see it. We looked toward the ridge and saw it again. The object was moving from west to east about 8 or 9 feet above the field south of the fence. Its speed was about 15 to 20 miles per hour. I motioned for Capt. [redacted] hurry out of his car. He came over to where we were standing on the first island from the gatehouse. Capt. [redacted] looked to where I pointed and saw the object immediately. At this time, the object was about 200 feet high and ascending at about 45 degrees in a southeast direction. We saw it for about 60 seconds before it disappeared at about 1,500 to 2,000 feet. It had a bladder or pear shape at this time.

In about five more minutes, Moneymaker and I saw it again about 20 degrees above the center island house. It had pear shape again and appeared to be about the same size as a small pear. The object was moving west at about 20 miles per hour. It continued west about 50 feet above the road until we lost it in the glare of the sun. This was the last time it appeared. None of us noticed any odor at any time.

When I first saw the object diving, its speed was very slow. It was much slower than a plane could dive. On the 45 degree downward slant, it slowed even more. When it moved across the road, the speed was about 15 miles per hour. During the upward slant, the speed was much faster than the downward slant and it must have been increasing in size because as it drew away, we could see it just as plainly and about the same size as when observed up close.

The wind direction was north-northwest and 6 MPH, according to the Knoxville Weather Station.

CERTIFIED TRUE COPY:

By: William R. Gray

UNCLASSIFIED

[redacted]

HEADQUARTERS THIRD ARMY
FORT McPHERSON, GEORGIA

UNCLASSIFIED

AJACI-3 360.33 27 October 1950

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attention: MCI (Control No. A-1917)

Inclosed herewith is newspaper clipping re objects sighted over Oak Ridge, Tennessee.

FOR THE COMMANDING GENERAL:

JOHN MEADE
Colonel, GSC
AC of S, G-2

1 Incl:
Clipping from KNOXVILLE JOURNAL, Knoxville, Tenn., dtd 26 Oct 50

1950 OCT 1 10 29

25 Oct 1950
Oak Ridge

UNCLASSIFIED

[redacted]

(Clipping from Knoxville Journal, dated 26 Oct 1950)

Saucers Bob Up—Again In Reports

Ridge Informants Insist Object Seen There Was 'Big As A House'

By BILL ANDERSON

OAK RIDGE, Oct. 25—Reports that an object like a flying saucer was seen near the top-secret Nuclear Energy for the Propulsion of Aircraft project here grew stronger today.

But they are all second hand reports like so many of the other stories about flying saucers.

The NEPA project is a joint effort by the Air Force, the Atomic Energy Commission, and several aircraft companies to make a study of the application of atomic energy to the propulsion of aircraft.

The reports, all unofficial and from private sources, described the object as "silver—like an airliner, and apparently of aluminum construction."

"When in the air it was accompanied by the sound of jets," they said.

FIRST RIDGE REPORT

It was the first detailed report of such an object to appear in the atomic city.

AEC officials told The Journal that they have "no comment on such reports." The commission recently passed out forms for guards at the Los Alamos plant to fill out in case they saw flying saucers. The forms were not distributed here.

The reports started to filter into The Journal Oak Ridge Bureau two weeks ago. They were at first discounted, due to the fact that on the same day the reports started the story of the AEC queries in Los Alamos appeared in The Journal.

Yesterday two reports were re-

Continued on Page 9, Col. 1

Saucer Reports Bob Up Again In Ridge Reports

Informants Say Aluminum Object Rose Near Secret Project, Was 'Big As A House'

CONTINUED FROM PAGE ONE

ceived, both from usually reliable sources.

The saucer-looking object was seen late Thursday, Oct. 12—a few hours before the form story appeared.

The following description was given of the object: "It was round and big as a four-room house. The color was silver—like an airliner, and it was of aluminum construction, or an element looking like aluminum. There was a "blister" at the top of the saucer, and it had windows.

ROSE—AND SWOOSH!

"The object rose, very slowly, for about 100 feet, and then moved slightly forward. The Journal informant said. "Again it rose, about the same distance up and forward and then—swoosh! It was gone at a fast rate of speed."

The person added that the object, during its fast flight away from the vicinity, seemed to "flatten out."

None of the sources questioned by The Journal had seen the object; they had just talked to someone who said they had seen it. And it was obvious that the persons who said they saw it did not realize what they were telling might fall under the head of classified or secret information. Strict security rules cover all classified material.

While the official AEC statement was "no comment," checks with several other sources indicate a rumor of the same object has made its rounds of the government buildings here.

In a routine check with various officials connected with the project here, the following information was given to them, and then a series of questions asked:

"Several persons working near and around the NEPA project and the K-25 plant have stated an object, termed by them as a 'flying saucer,' was seen early Oct. 13 or late Oct. 12 in the K-25 area.

"Have you heard similar reports of the same type objects near that area or the NEPA project either at those times or at an earlier or later date?"

NO AEC COMMENT

Gordon Molesworth, assistant to the manager for Public Information here, said, "no comment" to the questions.

Will Cole, public relations at NEPA said "no."

Both offices said flatly that there had been no "official" information passed on to them.

The latest quarterly report issued by the Office of Public Information for the AEC has a lot to say about the atomic propulsion project, but no recent information as to progress at the plant.

Last week, one woman reported to The Journal that her neighbor had spotted what she had described as a flying saucer. Her description placed the object flying in circles over the area for some length of time. Earlier in the same day, a fighter plane, stationed in Knoxville for protectional purposes here, had been flying over the area.

Previous reports during the past year came from the usual run of reporting flying saucers. One scare turned out to be a weather balloon that had broken its ties with the local weather station. Several persons saw the balloon, which accompanied by air pockets and directional winds, plus a light for the weather observers, actually appeared to be a saucer.

Another case was two jet plane

UNCLASSIFIED

[redacted]

U-file

[redacted]

MCGHEE TYSON AIRPORT
BOX 202, MARYVILLE, TENNESSEE

UNCLASSIFIED

26 October 1950

SUBJECT: Report on Unconventional Aircraft or Flying Object

TO: Commanding General
Air materiel Command
Wright Patterson Air Force Base
Ohio
Attn: MGIS

1. In compliance with paragraph 2, Department of the Air Force letter, file AFO-CG-1, date 8 September 1950, Subject: Same as above, the following report on unconventional aircraft or flying objects is hereby submitted.

2. In compliance with paragraph 2d cited letter the following detailed information is furnished:

a. The objects appeared to be about the size of 4 or 5 passenger plane when first observed. The color was silver metallic, with no reflection and dull in appearance. The object had a smoke trail approximately one fourth mile long. (for varing sizes and appearances see Incl #1). Object was bullet shaped when first observed, changing to bladder shape and diminishing in size as it descended and arc forward to the earth. The propulsion system could not be determined except the remote possibility of propulsion expansion and contraction through the use of unknown gases. The speed of the object was very slow, at times during the observation the speed was as low as 15 miles per hour. The air maneuvers was the increase and decrease in altitude which was at an angle of about 45°. The first observed altitude was estimated at 12,000 to 15,000 feet. The object emitted no sound.

b. Time sighted: 1520 hours EST, length of time observed: approximately twenty (20) minutes.

c. Manner of observation: Visual only

d. Location of observer: Kerr Hollow Gate, Oak Ridge, Tenn.

e. Observers reliability: Trooper [redacted] is an AEC patrolman and as such receives training as an aircraft ground observer. He was on duty at the time of the observation and the attached incl #1.

150c150

UNCLASSIFIED

File Grudge

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

[redacted]

NOVEMBER 1950 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
2	SE Canada, N England States, N Y	Air & Gd Visual	Astro (Meteor)
3	San Francisco, Calif	[redacted]	Balloon
5	Oakridge, Tenn	[redacted]	UNIDENTIFIED
5	Jonesville, La	[redacted]	Insufficient Data
7	Lakehurst, N Jersey	[redacted]	Balloon
10	Ruislip, England	GD (RADAR)	Other (WX Returns)
11 (Info)	(Balloon Recovery)		
13	Meridian, Miss	[redacted]	Balloon
14	Rome, Ga	Multi	Insufficient Data
14	Key West, Fla	Gd (RADAR)& Air Vis	A/C
23	Okinawa	[redacted]	Insufficient Data
23	Maxwell AFB, Ala	[redacted]	Birds
27	Bakersfield, Calif	[redacted]	A/C
29-30	Knoxville, Tenn	Gd (RADAR)	Other (False Return)
30	Alaska	Multi, Air & Gd	Astro (Meteor)
18	CALIFORNIA (Info only)	MILITARY	(No Card)

DECEMBER 1950 SIGHTINGS

Info Mid Dec	San Diego, Calif (Vallee)	[redacted]	
1	Charleston, S Carolina	[redacted]	A/C
2	Nanyika, Kenya, Africa	[redacted]	UNIDENTIFIED
5	Oakridge, Tenn	[redacted]	A/C
6	Westover AFB, Mass	[redacted]	A/C
6	Ft Meyers, Fla	[redacted]	UNIDENTIFIED
DR9	London, England	Newspaper	Other (Ice Fall)
11	Alaska	Air Vis Mil & Civ	UNIDENTIFIED
13	Lake Champlain, Vt	[redacted]	Astro (Meteor)
14	Bliss, Idaho	[redacted]	Other (Unrel Rpt)
18	Oakridge, Tenn	Vis [redacted], Gd (RADAR)	A/C Other(Random Noise)
21	Los Alamos, N Mexico	[redacted]	Astro (Meteor)
24	Los Alamos, N Mexico	[redacted]	Astro (Meteor)
24	Hickam AFB, Hawaii	Air Vis, Bowling, Multi	Astro (Meteor)
27 (Info)	Bradford, Ill	TWA Pilot, [redacted]	
27	Lakehurst, N Jersey	[redacted]	A/C
28	Los Alamos, N Mexico	[redacted]	Astro (Meteor)
29	IRAN		METEOR

Subject: Report on Unconventional Aircraft or Flying Object, Det #1, 30th AD

3. This report not submitted on AF form 112 due to non-availability of subject form.

Raymond C. Care

RAYMOND C. CARE
Major, USAF
Commanding

1 Incl
Report of Incident
by Trooper Rymer

Info cys:
CG, EADF
Attn: Intelligence Off
CG, ConAC
Attn: Intelligence Off

STATEMENT

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[redacted] stopped at Kerr Hollow gate where I was on duty October 15, 1950, 3:20 P.M. He and I observed what appeared to be a skywriter in the air. He was one quarter of the way through a letter "C". The object appeared to be 12,000 to 15,000 feet high and east by north of the gate, approximately one mile distant from the gate. At this time, the size appeared to be about the size of a four or five passenger plane. The object had a smoke trail the same cross sectional size of its body and about one quarter of a mile long. The smoke was grayish in color. The color of the body of the object was silver metallic. The object gave off no reflection. It was dull in appearance. When first observed it was describing an arc toward the ground. When the object failed to complete the outside loop, I went into the gate house to report its appearance. Up till this time I thought it to be a plane doing some skywriting. While I was making the phone call, [redacted] watched the object continue downward to 1,500 feet. At that altitude, a second object was noticed alongside the smoke trail. The second object was the same size and shape and was about 50 feet behind the first object. The second object appeared to be attached to the first object's smoke trail with about an 80 degree forward thrust, yet the second object was moving in the same direction of the first object and not drawing away from the smoke trail of the first object the way it should have been doing according to its angle and direction. At this altitude, both objects changed from a bullet shape to a bladder shape. Also, 1,500 feet both objects began pulling out of the vertical dive. During the entire descent, both objects diminished in size. From 1,500 feet, the angle of descent was about 45 degrees. At about 500 feet, the second or trailing object disappeared. The object continued downward to a point north of the perimeter fence over the roadway about 60 yards from the gatehouse toward solway bridge. This was where the object was when I came out of the gatehouse. At this time, the object had diminished to about 2 x 5 inches. The smoke trail had discontinued but there was a tail that had the appearance of a ribbon about 5 or 6 feet long. At times the tail lengthened to almost 20 feet. While hovering, it had a burnt or dark brown appearance. The tail had an opalescent, grayish appearance with a dark line running down through the center of it. The main object was still grayish metallic in color. The object was hovering about 5 or 6 feet above the road in a completely stationary position. I went toward the object and the object started moving southward as I moved toward it. When I got to within 50 feet of it, the main object was about 4 to 6 feet from the chain link fence on the south side of the road, It moved straight up to about 12 feet and then described a horizontal movement southward across the fence, then it again moved straight up to about sixty feet where it again moved south over a light pole and a willow tree. After it passed over the willow tree, it changed its direction to the southeast. At this time, [redacted], of Maxon Construction Company, came along and I stopped him and asked him to observe it.

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Incl #1

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He was unable to see the object at first and I returned to the gatehouse to make another report. [redacted] continued to observed the object and soon after I went into the gatehouse, [redacted] sighted the object. The object was now ascending at an angle of about 45 degrees in a southeast direction. As it moved away, it got larger in size and again assumed a pear or bladder shape. The object continued in this manner until it had passed over the ridge south of Solway road and disappeared.

About five minutes later, Captain [redacted] drove up and as he came down the road I remarked that I wished it would show up again so he could see it. He looked toward the ridge and saw it again. The object was moving from west to east about 8 or 9 feet above the field south of the fence. Its speed was about 15 to 50 miles per hour. I motioned for Captain [redacted] to hurry out of his car. He came over to where we were statding on the first island from the gatehouse. Captain [redacted] looked to where I pointed ans saw the object immediately. At this time, the object was about 200 feet high and axcending at about 45 degrees in a southeast direction. We saw it for about 60 seconds before it disappeared at about 1,500 to 2,000 feet. It had a bladder or pear shape at this time.

In about five more minutes, [redacted] and I saw it again about 20 degrees above the center island house. It had a pear shape again and appeared to be about the same size as a small pear. The object was moving west at about 20 miles per hour. It continued west about 50 feet above the road until we lost it in the glare of the sun. This was the last time it appeared. None of us noticed any odor at any time.

When I first saw the boject diving, its speed was very slow. It was much slower than a plane could dive. On the 45 degree downward slant, it slowed even more. When it moved across the road, the speed was about 15 miles per hour. During the upward slant, the speed was much faster than the downward slant and it must have been increasing in size because as it drew away, we could see it just as plainly and about the same size as when observed up close.

The wind direction was north-northwest and 8 MPH, according to the Knoxville Weather Station.

[redacted]
Trooper
AEC Patrol

UNCLASSIFIED [redacted]

AUTH: CG, AMC
INITIALS JI Rohn
DATE _____

NOV 10 1950

Hq Third Army ltr to CG AMC, dtd 10-24-50, subj: "Unconventional Acft"

1st Ind MCIAXA-1a/JJR/cps

Headquarters AMC, Wright-Patterson Air Force Base, Dayton, Ohio

THRU: Director of Intelligence, ATTN: TCB, Headquarters, USAF, Washington 25, D. C.

TO: Assistant for Atomic Energy, ATTN: AFOAT-1, Headquarters, USAF, Washington 25, D. C.

1. In view of the nature of the work being carried out at Oak Ridge, Tennessee, plus the fact that reports on individual sightings were accompanied by radar observations, it was decided that the investigation of this particular case warrants your attention.

2. The type of radar set used in detecting the unknown radar echoes described in Inclosure 1 is not given. However, based on two remarks contained therein, it is believed to have been an AN/CPS-1 radar operating at a frequency of approximately 3,000 mcs. The frequency of operation, e.g., HF, VHF, UHF, SHF, has considerable bearing on possible explanations of spurious radar echoes.

3. Meteorological information is an almost absolute necessity in explaining spurious radar echoes. This data is lacking in Inclosure 1. The shape or signal characteristics of spurious echoes are also of considerable assistance in analyzing the situation. For instance, the signal returning from an aircraft would occupy, in range, a space on the scope equal to the pulse length in seconds multiplied by the speed of electrical impulses through air. Thus, a pulse of one microsecond length multiplied by 186,000 (the speed of electromagnetic waves through air) would paint a target on the scope which would occupy 0.186 miles range. Spurious signals due to weather conditions always occupy more range than that from a single target and have a more rapid beating and/or changing of signal strength than that obtained from adjacent aircraft targets.

4. The echoes briefly described in Inclosure 1 are considered to be very similar to those obtained on the scope of the SCR-584 at Wright-Patterson AF Base on 8 March 1950. Fighter aircraft were vectored towards the spurious echoes at Wright-Patterson AF Base, but no targets were seen by the fighter pilots. However, the pilots reported the formation of ice-laden clouds at 10,000 feet altitude. The ice conditions of these clouds were considered to be responsible for the spurious echoes and the changing ice conditions of the clouds to have caused the signal strength to fluctuate and to appear to be moving at various speeds.

5. The spurious radar echoes described in Inclosure 1 are believed to have been caused by atmospheric conditions. Atmospheric conditions

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causing spurious microwave radar echoes usually consist of rain, heavily water-laden clouds, and ice-laden clouds. Abnormal temperature changes with altitude are usually associated with these atmospheric conditions and may be responsible to some extent for the spurious echoes.

6. While it is impossible to definitely explain the phenomena observed visually by people in the area, many of the details reported follow the pattern of reports on other incidents on which conclusions were drawn to the effect that people saw weather balloons, peculiar clouds or smoke formations, aircraft through an overcast, etc. Evidence to the effect that such sightings were made by numerous people usually breaks down since, in most cases, a would be object is first reported by one individual and the number of subsequent reports is usually determined by the publicity surrounding the incident.

7. In the event any photographs are available on recent sightings at Oak Ridge, Air Materiel Command is desirous of securing copies for evaluation.

FOR THE COMMANDING GENERAL:

2 Incls
n/c

HAROLD E. WATSON
Colonel, USAF
Chief, Intelligence Department