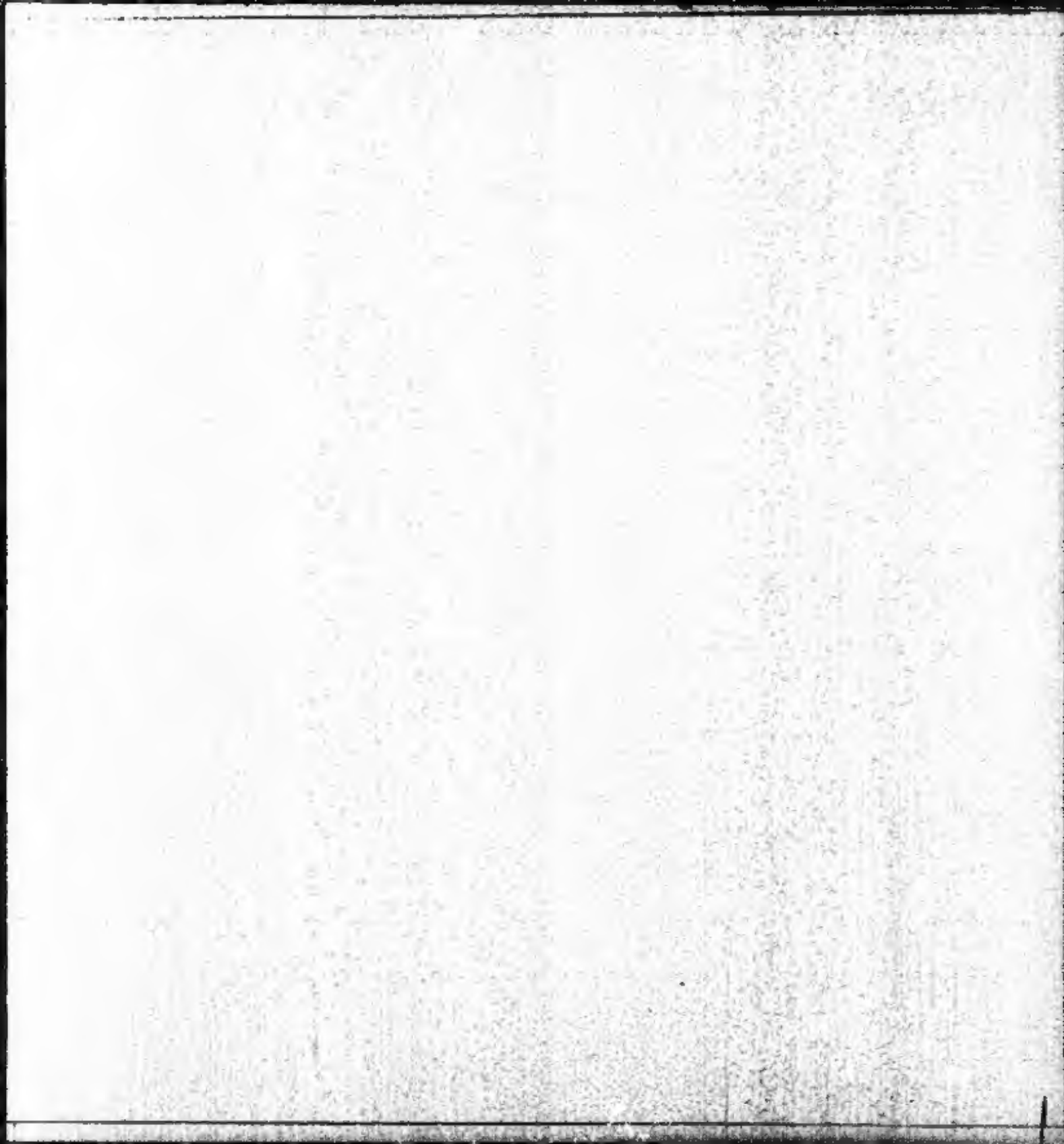


PROJECT

SIGN

R.O.B.



CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 5 July 1947 Incident # 1
2. Time 0930
3. Location Muroc Air Field, Muroc, Calif
4. Name of observer 1st Lt Joseph C. McHenry
5. Occupation of observer Billiting Officer in Charge, Muroc AAFld.
6. Address of observer Muroc, AAFld
7. Place of observation ground - Muroc, AAFld
8. Number of objects 2 at first - 1 sometime later
9. Distance of object from observer N/S
10. Time in sight N/S
11. altitude Approx 8000 ft
12. Speed 300 MPH
13. Direction of flight 320° due north heading
14. Tactics Performed a tight circle
15. Sound N/S
16. Size N/S
17. Color Silver
18. Shape disc-like or spherical
19. Odor detected N/S
20. Apparent construction N/S - Apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance in distance
26. Remarks At approximately 09:30 Lt McHenry left Post Building
(over)

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CONFIDENTIAL

CONFIDENTIAL

enroute to his office and before entering heard one of the local aircraft in the traffic pattern. Looking up he observed the aircraft had slightly to the left he saw 2 silver objects of either spherical or disc-like shape moving about 300 MPH at approximately 8000 ft heading about 320° due north. He immediately called S/Sgt Gerald E. Keenan, T/Sgt Joseph Ruvolo and Miss Janette Marie Scott. Witnesses all verified the sighting and the direction of the objects - all three stated that the objects were moving toward Mojave, Calif.

Witness was sure it was not an optical illusion or that the objects were not weather balloons since they traveled against prevailing wind and since the speed at which they traveled and the horizontal direction taken indicated that they were not weather balloons. Furthermore they could not remain at the same altitude so consistently if they were weather balloons. Witness then attempted to get personnel (medical officers) to further verify the sighting but by the time the additional personnel had arrived at the same the original objects had disappeared due to the speed at which they were traveling. However, two of them sighted a third object of a silver spherical or disc-like nature at approximately 8000 ft traveling in circles over the north end of the airfield. Five out of the seven personnel saw this object all looked away from the object several times to make sure there was no eye strain. He stated that this object performed too tight a circle to be any type of known aircraft.

Evaluation: Confirmed by other sources.

Witnesses: S/Sgt Gerald E. Keenan
T/Sgt Joseph Ruvolo
Miss Janette Marie Scott

CONFIDENTIAL

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 5 July 47 Incident # 1c
2. Time 0945
3. Location Marroc Air Fld., Marroc, Calif 34° 54' N 117° 53' W
4. Name of observer S/Sgt Joseph Rivolo
5. Occupation of observer HQ Charge Billeting Office
6. Address of observer Marroc Air Fld., Marroc, Calif
7. Place of observation Ground - Marroc
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Between 7500 or 8000 ft
12. Speed 350 - 400 MPH
13. Direction of flight Northwestern
14. Tactics N/S
15. Sound None
16. Size N/S
17. Color Silver
18. Shape Saucer or Disc shaped
19. Odor detected N/S
20. Apparent construction N/S - Apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Witness, HQ in charge of Bill: ing Office, Marroc AF Base,
(over)

INC FILE 1

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About 0945 Lt McHenry, Billeting Officer in Charge, upon returning from the Post Exchange contacted the witness, Sgt Buval and asked him to look up in the sky. Witness observed two (2) flying objects which appeared like two flying discs or saucer-shaped silver-colored objects flying in a northwestern direction at approximately 350 to 400 MPH at an altitude of about 7500 or 8000 ft. He could hear no motor roar and was positive that it was not a balloon.

He states: "I am of good health and sound mind and this was no hallucination"

Evaluation: Confirmed by other sources.

CONFIDENTIAL

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 47 Incident # 14
2. Time 1000
3. Location Marroc Air Fld., Marroc, Calif.
4. Name of observer S/Sgt Gerald E. Newman
5. Occupation of observer N/S
6. Address of observer Marroc Army Air Fld., Marroc, Calif.
7. Place of observation ground - Marroc Army Air Fld., Marroc
8. Number of objects 3 objects - 2 at first, 1 later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 7,000 to 2,000 ft
12. Speed 300 to 400 MPH
13. Direction of flight Northwest direction
14. Tactics Performed tight circle - the third object - other two kept horizontal course
15. Sound N/S
16. Size N/S
17. Color N/S - gave off a definite reflection from sun
18. Shape disc
19. Oder detected N/S
20. Apparent construction N/S - apparently metallic since they reflected light
21. Exhaust trails N/S
22. Weather conditions Sunlight
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S - Apparently in distance
26. Remarks: On 8 July 47 at 10:00 in the morning witness observed (over)

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RESTRICTED

flying discs traveling in a northwest direction at an estimated altitude of 7,000 or 8,000 ft at about 300 to 400 MPH.

Witness states he was in the Billeting Office when 1st Lt McHenry called him and 2 other witnesses outside. He was then asked what he saw. Sgt Nauman states he saw 2 objects and that he was positive that they could not have been aircraft, weather balloons or birds. Due to the altitude at which they flew they gave off a definite reflection from the rays of the sun. A few minutes later after the original two "discs" had disappeared he saw another object at the same altitude doing certain maneuvers such as flying in a tight circle. Its very tight maneuver precluded its being any known type of aircraft.

Witness states: "I have 20-20 vision"... "I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this."

Evaluation: Confirmed by other sources

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CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 47 Incident # 1a
2. Time 10:00
3. Location Marroc Army Air Field, Marroc, Calif
4. Name of observer Jannette Marie Scott
5. Occupation of observer Secretary to 1st Lt J. C. McHenry, Billing Officer
6. Address of observer Marroc AAFld, Marroc, Calif.
7. Place of observation Ground - Marroc
8. Number of objects 3 - two the first time - 1 later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 8,000 ft
12. Speed 300 to 400 MPH
13. Direction of flight Northwest - toward Mojave, Calif.
14. Tactics First 2 maintained straight horizontal course; the last performed a tight circle
15. Sound none - Witness heard no drone such as would come from any aircraft
16. Size N/S
17. Color Silver
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S Apparently metallic
21. Exhaust trails N/S
22. Weather conditions Sunlight
23. Effect on clouds N/S
24. Sketches or photographs N/A
25. Manner of disappearance N/S - apparently in the distance
26. Remarks: Witness was called by Lt McHenry together with 2/Sgt
(over)

CONFIDENTIAL

CONFIDENTIAL

Joseph Burvol and S/Sgt. Gerald R. Hamman to the front of the F.O.Q. "A" Bldg. Pointing up in a direction directly above the group he asked them to explain what they saw. Witness states that she saw 2 silver-colored disc-like objects flying toward Mojave, Calif, one directly back of the other, at a speed of about 200 to 400 MPH at an altitude of approximately 8,000 ft. She listened carefully for a few minutes but could hear no drone such as occasioned by any aircraft. Casting her eyes for a moment in another direction and then looking back to the same spot she was able to distinguish the same objects again. Aware that it was not eye-strain, she was convinced the objects were not weather balloons due to the horizontal position in which they traveled. Nor could they have been birds since they reflected the sun's rays.

Some three or four minutes after the objects had nearly disappeared she saw another flying object similar to the above-mentioned objects. It was silver-colored and disc-like in shape. Unlike the first two, it flew in a tight circle, neither losing nor gaining altitude, at approximately 8,000 ft. She thought it performed too tight a circle to have been any type aircraft with which she was familiar.

Evaluation: Confirmed by other sources

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COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by 1st Lt. Joseph C. Maloney, Militant Officer, Army Air Field, Army, California, statement given on 11 July 1947, to Mr. Thomas A. McMillan, CIC S/A, this Station.

The following statement concerning the actual observation of what has been termed as a "flying disc" or a "flying saucer" is true and correct and it will be noted that the above mentioned observation was made by me personally while enjoying complete health in mind and body.

On Tuesday 8 July 1947, at approximately nine-thirty A.M. (09:30) I was in conversation with personnel in the Post Exchange Office. A part of this conversation was as follows:

"Someone will have to show me one of these discs before I will believe it."

Upon leaving the Post Exchange, I went directly to my Office and before entering heard one of our local aircraft in the traffic pattern. Looking up, as I always do I observed the aircraft, and looked slightly to the left, whereupon I observed two (2) silver objects of either a spherical or disc-like shape, moving about three hundred (300) miles an hour, or perhaps less, at approximately eight thousand (8000) feet, heading at about three hundred twenty degrees (320°) due north.

When I first observed these objects I called S/Sgt Gerald E. Kauma, T/Sgt Joseph Revolo and Miss Janette Marie Scott who immediately came to where I was standing. I pointed in the direction of the objects and asked them the question "Tell me what you see up there." Whereupon, all the three (3) with sundry comments stated, "They are flying Discs". To further verify my observation I asked them to tell me in what direction the objects were traveling, without indicating their direction myself, and again, all three (3) in a consistent nature stated that the objects were moving toward Mojave, California.

I had time to look away several times and renew my vision of the objects to make sure that there were not any results of eye strain, or in any nature an optical illusion. The objects in question were not repeated, were not aircraft, the objects could not have been weather balloons released from this station, since they were traveling against the prevailing wind, and since the speed at which they were traveling and the horizontal direction in which they were traveling, disqualified the fact that they were weather balloons.

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COPY

After the observance of these phenomena and hoping that I might have time to enlist further witnesses, I immediately ran into the dispensary to get personnel who are medical officers to verify, for my own curiosity, the actual observance of these objects, but by the time I reached the bank porch of the dispensary, Mrs. A. C. Baum, who is a registered nurse, and about seven (7) other personnel were with me, the objects, had by that time, disappeared, due to the speed with which they were traveling. Upon further investigation, two (2) of us at the same time sighted another object of a silver spherical or disc-like nature at approximately eight thousand (8000) feet, traveling in circles over the North-end. I called the objects to the attention of Mrs. Baum and pointed it out to the other personnel standing near by. All of us saw the object, with the exception of two (2) out of seven (7) personnel. All of us looked away from the object several times to make sure there was no eye strain or from permitting the object to become an optical illusion.

From my actual observance the object circled in too tight a circle and too severe a plane to be any aircraft that I know of. It could not have been any type of bird because of the reflection that was created when the object reached certain altitudes. The object could not have been a local weather balloon for it is very impossible that a weather balloon would stay at the same altitude as long and circle in such a consistent nature as did the above mentioned object.

I am familiar with the results of too constant vision of the sun or any bright object and am aware that optical illusions are possible and probable. I wish to make this statement that the above mentioned observance was that of actual subject matter.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s Joseph C. McHenry
1st Lt JOSEPH C. MC HENRY AC

WITNESS:

s/s Thomas A. McMillan
THOMAS A. MC MILLAN

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June 10

AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by T/Sgt. Joseph Ruvalo, 4144th. AAFPM, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt J. C. McHenry, Billeting Officer.

This is my own written statement of what I saw on July 8, 1947.

I am NCO in charge of the Billeting Office, this Field, and First Lieutenant Joseph C. McHenry, is Billeting Officer in Charge.

About 09:45 he was returning from the Post Exchange when he called to me to come outside and asked me to look up to where he was pointing and to my surprise I saw two (2) flying objects which appeared to me like two (2) flying disc or saucer shaped silver colored objects, flying in a northwestern direction at speed approximately 350 or 400 miles per hour and at an altitude of about 7500 or 8000 feet. I could not hear a motor roar like one of our planes and it could not have been a balloon.

I am of good health and sound mind and this was no hallucination.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/ Joseph Ruvalo
S/SGT JOSEPH RUVALO

WITNESS:

s/ Thomas A. McWilliam
THOMAS A. MCWILLIAM

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CONFIDENTIAL

COPY

AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

June 21st

The following is a statement given by S/Sgt Gerald E. Beach, 4144th AAFSC, Maroo Army Air Field, Maroo, California, statement given on 14 July 1947, to 1st Lt. J. C. McHenry, Billing Officer.

On the eight of July 1947 at ten o'clock (10:00) in the morning I observed personally two (2) flying disc, flying in a north west direction at an estimated altitude of seven or eight thousand feet, traveling at approximately three or four hundred miles per hour.

Just a few minutes before this I was in the Billing Office and first Lieutenant Joseph C. McHenry, called me and two (2) others outside. He then asked us what we saw. I saw two (2) objects with my own eyes, and I am now and was then in perfect physical condition. I have 20-20 vision and I am positive these two (2) objects could not have been aircraft, weather balloons or birds. Due to the altitude in which they were flying, they gave off a definite reflection from the rays of the sun.

In addition to these two (2) disc I saw another object a few minutes later at the same altitude doing certain maneuvers such as flying in a tight circle. The two disc had already disappeared. This object to my knowledge of aircraft could not have been an airplane because of the very tight maneuver it was undergoing. I have been flying in and have been around all types of aircraft since 1945 and never in my life have I seen anything such as this. If necessary I can and will swear to this statement.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s G. E. Robinson
PFC G. E. ROBINSON

WITNESS:

s/s Thomas A. McMillan
THOMAS A. McMILLAN

CONFIDENTIAL

CONFIDENTIAL
APPIDAVIT

COPY
June 12

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given on 14 July 1947, by Jeanette Marie Scott, Secretary to 1st Lt J. C. McHenry, Billing Officer, Maroo Army Air Field, Maroo, California.

I am fully aware of my Civil and Constitutional Rights, and understand prior to making this statement.

On Tuesday morning 8 July 1947, at approximately 10:00, while typing some cards, and taking care of my routine work, Lieutenant McHenry called me, along with 1/Sgt. Joseph Arvold and 1/Sgt. Gerald A. Hanna, to the front of S.O.2. "A" Hdg. Pointing up in a direction directly above me he asked us to explain what we saw. There were two, silver colored disc like objects flying toward Mojave, California, one directly back of the other, at a speed of about 300 to 400 miles per hour, having an altitude of approximately 3000 feet. I listened carefully for a few minutes, and heard no drone, such as should be heard from any aircraft. I also used my eyes to another direction and looking back to the same spot, I was able to distinguish the same objects again. Having assured myself that there was no eye-strain, I was convinced these objects were not weather balloons due to the horizontal position in which they were flying. Nor could they have been birds of any nature, due to the definite reflection from the sun rays.

I have been at this base, considering an absence of six months, approximately eighteen months, and am familiar with all type aircraft.

About three or four minutes, after these flying objects had nearly disappeared, I glanced around and sighted another flying object, similar to the above mentioned objects. This flying object was silver colored and was in the shape of a disc. Unlike the first two this object was flying in a tight circle, neither losing nor gaining altitude, at approximately eight thousand feet, therefore I was convinced it could not have been a weather balloon, and because of the tight circle it could not have been any type aircraft.

This statement was given freely and voluntarily without threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

I am of sound mind and body, and swear that this statement is true and correct.

s/ Jeanette Marie Scott
JEANETTE MARIE SCOTT

WITNESSES:

s/ Thomas A. McMillan
THOMAS A. McMILLAN

CONFIDENTIAL

Incident # 1

Inclosed # 2

CONFIDENTIAL

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June 22

AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF MERE)

The following is a statement given by Major Richard R. Shoop, Office of Chief of Tech. Engineering Division, March Army Air Field, March, California, statement given on 11 July 1947.

At approximately noon on 8 July 1947, my attention was called to an object in the air by Colonel Wilkey. I observed between five (5) and eight (8) miles to the North what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying caused the sun to reflect like an apparently aluminum colored surface. The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again. It climbed to a fairly high altitude and moved off slowly into the distance. The object appeared to be the size of a pursuit airplane but did not have the shape of a conventional plane. The time that the object was in view was approximately eight (8) minutes. This same object was seen by my wife at the same time.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/ Richard R. Shoop
MAJOR, RICHARD R. SHOOP, AC

WITNESS:

s/ Thomas S. McMillan
[REDACTED]

INC FILE 2

CONFIDENTIAL

CONFIDENTIAL

COPY

A F F I D A V I T

June 20

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given orally by Colonel Gilkey, Commanding Officer, Warner Army Air Field, Warner, California, given to Captain Harry D. Black, Intelligence Officer, on 11 August 1947.

Colonel Gilkey, stated that the object he saw, he believed at the time to be paper and of no significance or the objects not important enough to be reported. There was nothing clearly enough seen by the Colonel to make any further reports justifiable.

This oral statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/ Harry D. Black
CAPT. HARRY D. BLACK, MAC

1 INC FILE 2

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~~UNCLASSIFIED FORM AIR FORCE~~
Office of the Assistant Chief of Staff, A-4
Intelligence
Wallops Field, California

Jan 4 22

Title Investigation of Flying Miss. Investigation MADE AT Wallops Field, WPAFB, Ohio

FILE No. 100-3 CHARACTER OF CASE Air Defense Command, Wallops Field

DATE 18 August 1947 PERIOD COVERED 8 July 1947
CASE CLASSIFICATION Secret
STATUS OF CASE Pending

REASON FOR INVESTIGATION: Investigation initiated at request of Air Defense Command reference letter HQ ADC, dated 7 Jul 47, file 100-5 ID, subject Investigation of Flying Miss.

SYNOPSIS:

On 8 July 1947, approximately 1800 hours, two incidents occurred in the vicinity of Wallops Flight Test Range.

No further investigation of these incidents is being considered by this headquarters.

Description	Copy	Remarks
100-3	1	
100-3	1	
100-3	1	
100-3	1	
100-3	1	

ENC FILE-3

MA 27001

(CONFIDENTIAL)

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 1947 Incident # 2.
2. Time Approximately noon
3. Location Maroo Army Air Field, Maroo, California.
4. Name of observer Major Richard R. Shoop
5. Occupation of observer Employed in Office of Chief of Tech. Engineering Div
Major -
6. Address of observer Maroo Army Air Field, Maroo, California.
7. Place of observation Ground
8. Number of objects One (1)
9. Distance of object from observer Five (5) to eight (8) miles.
10. Time in sight Eight (8) minutes
11. Altitude Fairly high altitude
12. Speed slowly
13. Direction of flight North
14. Tactics The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again.
15. Sound not stated
16. Size pursuit airplane
17. Color aluminum colored surface
18. Shape unconventional shape
19. Dier detected not stated
20. Apparent construction apparently metallic
21. Exhaust trails not stated
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs none
25. Manner of disappearance moved off slowly in the distance

26. Remarks: At approximately noon on 8 Jul 1947, Major Shoop, at the attention of Col. Gilkey observed five (5) to eight (8) miles to the north what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying the sun was reflected from an apparently aluminum colored surface.

CONFIDENTIAL

YINC FILE 1

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 2a

1. Date 8 July 1947
2. Time Approximately noon
3. Location Marco Army Air Field, Marco, California.
4. Name of observer Col Gilbey to Capt Black
5. Occupation of observer Commanding Officer, Marco Army Air Field, Calif.
6. Address of observer Marco AAF, Marco, California.
7. Place of observation Ground
8. Number of objects one (1)
9. Distance of object from observer not stated
10. Time in sight not stated
11. altitude not stated
12. Speed not stated
13. Direction of flight not stated
14. Tactics The object Col Gilbey saw he stated he believed at the time to be paper and of no significance or the object not important enough to be reported.
15. ~~Other~~
~~SOUND~~ not stated
16. Size not stated
17. Color not stated
18. Shape not stated
19. Odor detected not stated
20. apparent construction
21. Exhaust trails not stated
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs none
25. Manner of disappearance not stated
26. Remarks: The following is a statement given orally by Colonel Gilbey to Captain Henry B. Black, Intelligence officer on 21 August 1947. Colonel Gilbey, stated that the object he saw, he believed at the time to be paper and of no significance or the object not important enough to be reported there was nothing clearly enough seen by the observer to that effect.

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Incident # 2

Exhibit # 3

(CONFIDENTIAL)

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

June 73

The following is a statement given by Major J. C. Wise, Test Pilot, Muroc Army Air Field, Muroc, California, statement given to T. Thomas A. McMillan, CIC Agent, this station, on 13 August 1947.

On 7 July 1947, at approximately 10:10, while running up the XP- on the ground I noticed someone was looking up into the air. To the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 200 to 225 MPH, and heading from west to east.

The object was yellowish white in color and I would estimate that it was a sphere about 5 to 10 feet in diameter.

I did not have time to chase it in a P-50.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s J. C. Wise
MAJOR J. C. WISE, MC

WITNESS:

s/s Thomas A. McMillan
THOMAS A. MC MILLAN

INC FILE 3

CONFIDENTIAL

3

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 July 1947 Incident # 3.
2. Time 1040
3. Location Maroo Army Air Field, Maroo, California.
4. Name of observer Major J. C. Niss,
5. Occupation of observer Test Pilot
6. Address of observer Maroo AAF, Maroo, California.
7. Place of observation Ground - Maroo AAF, Maroo, California
8. Number of objects One (1)
9. Distance of object from observer Off to the north about 10,000 to 20,000 feet altitude.
10. Time in sight not stated
11. Altitude 10,000 to 20,000 feet
12. Speed 200 to 225 MPH
13. Direction of flight heading from west to east
14. Tactics Oscillating in a forward whirling movement without losing altitude.
15. Sound not stated
16. Size Five (5) to (10) feet in diameter
17. Color yellowish white
18. Shape sphere
19. Odor detected not stated
20. Apparent construction appeared at first to be a weather balloon.
21. Exhaust trails not stated
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs None
25. Manner of disappearance not stated **ENC FILE 3**
26. Remarks:

CONFIDENTIAL

CONFIDENTIAL

MEMORANDUM:

Statement given by Major J. C. Rice, Test Pilot, Muroc Army Air Field, Muroc, California.

On 7 July 1947, at approximately 1800h, while running up the 17-01, on the ground I noticed everyone was looking up into the air. Off to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 200 to 225 MPH, and heading from west to east.

The object was yellowish white in color and I would estimate that it was a sphere about 5 to 10 feet in diameter.

ENC FILE 3 CONFIDENTIAL



Doc 1000 # 3

Exhibit # 3

10/10/10



CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **8 July 1947** Incident # 4
2. Time **11:50**
3. Location **Area 3, Rogers Dry Lake, California.**
4. Name of observer **Captain John Paul Stapp**
5. Occupation of observer **Flight Test**
6. Address of observer **Naval Air Field, Muroc, California.**
7. Place of observation **Construction Truck, Area 3, Rogers Dry Lake, Calif.**
8. Number of objects **One (1)**
9. Distance of object from observer **20,000 feet**
10. Time in sight **30 seconds**
11. Altitude **Lower than 20,000**
12. Speed **Slower than the maximum velocity 50-60 aircraft**
13. Direction of flight **Slightly north of due west against prevailing wind**
14. Tactics **rotation or oscillation of color type (supported by 2 fins or ribs on the upper surface which crossed each other at intervals)**
15. Sound **not stated**
16. Size **about 30'**
17. Color **silvery**
18. Shape **resembled a parachute canopy at first then assumed ovaler shape**
19. Color detected **not stated**
20. Apparent construction **It presented a distinct ovaler outline with two (2) projections on the upper surface which might have been thick fins or ribs. These crossed each other at intervals suggesting either rotation or oscillation**
21. Exhaust trails **not stated**
22. Weather conditions **not stated**
23. Effect on clouds **not stated**
24. Sketches or photographs **none**
25. Manner of disappearance **lost sight of**
26. Remarks: **(over)**

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FILE 4

CONFIDENTIAL

CONFIDENTIAL

On the 4 July 1947 at 11:00 the undersigned was sitting in an observation truck located in Area 22, Rogers Dry Lake, and during upward toward a description of two (2) P-51's and an A-24 aircraft flying at 20,000 feet, preparing the carry out of a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occurred. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which ejected thirty minutes later. As it fell it drifted slightly north of the west against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity P-51 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct ovaler outline, with two (2) projections on the upper surface which might have been thin fins or ribs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke flames, propeller arcs, engine noise, or other audible or visible signs of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that came into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 30 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people included

Mr. Lane - Civilian, Wright Field, Dayton, Ohio.
(Other names not given)

The following is my own personal opinions about this object:

1. I think it was a manmade object, as evidenced distinctly by the outline and structural appearance.
2. It's size was not like Area 22 but with a parachute canopy.
3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other function of a sense.

CONFIDENTIAL

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Captain John Paul Strapp, F11 A 1st, Macco Army Air Field, Macco, California, statement given to W. Thomas A. McMillan, CIC Agent, this Station, on 12 August 1947.

At 11:50 hours, 8 July 1947, while the undersigned was sitting in an observation truck located in Area 3, Rogers Dry Lake, for the purpose of observing a P-52 ejection seat experiment, the following unfamiliarity was observed.

The undersigned was gazing upward toward a formation of two (2) P-52's and an A-26 aircraft flying at 20,000 feet, preparing to carry out a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occurred. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which was ejected thirty minutes later. As it fell it drifted slightly north of our seat against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity 50-60 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct ovalar outline, with two (2) projections on the upper surface which might have been thick fins or knobs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke flames, propeller arcs, engine noise, or other audible (?) or visible means of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that came into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 90 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people include:

Mr. Lane - Civilian, Wright Field, Dayton, Ohio
(Other names not given)

The following is my own personal opinions about this object:

1. I think it was ~~an~~ the object, as evidenced distinctly by the outline and functional appearance.

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CONFIDENTIAL

(CONFIDENTIAL)

COPY

- 2. It's size was not far from 25 feet with a parachute canopy.
- 3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other fancies of a sense.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s John Paul Strapp
CAPTAIN JOHN PAUL STRAPP, AC

WITNESS:

s/s Thomas A. McMillan
THOMAS A. MC MILLAN

REC FILE # 100-100-100

100-100-100

CONFIDENTIAL

4

Incident # 1

Incident # 5

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 9
2. Time **1305**
3. Location **Portland, Oregon**
4. Name of observer **Kenneth A. McInerney**
5. Occupation of observer **Patrolman, Portland City Police**
6. Address of observer **Portland City Police Dept., Portland, Oregon**
7. Field of observation **Parking lot back of police station**
75° 30' E 125° 30' W
8. Number of objects **5**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **Great speed**
13. Direction of flight **2 planes flying south, 3 in easterly direction**
14. Tactics **Spurred up and down in oscillating motion at great speed**
15. Sound **None**
16. Size **2 1/2 ft long**
17. ~~Color~~
18. Shape **Round - disc-shaped**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S - No visible signs of propulsion observed**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Nature of disappearance **Gradually - before any detailed description could be made**
26. Remarks:

INC FILE **5**

~~(CONFIDENTIAL)~~ CONFIDENTIAL

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Officer McNeill stated that at approximately 1:30, 1 July 1947 while he was on duty at President St. and feeding the pigeons in the parking lot back of the station he noticed that the pigeons became quite excited over something and fluttered in the air. Officer McNeill in looking around to see what had disturbed them saw 5 large discs in the air east of Portland, two discs flying south and three flying in an easterly direction. He stated he could determine no color to the discs but advised they were dipping in an up and down oscillating motion and were traveling at great speed. He was unable to give an estimate of the speed or altitude of the discs as they were out of sight before any detailed observation could be made. Officer McNeill advised that he notified the Police Radio and immediately broadcast an alert. He saw no indication of any activating force nor heard any sound coming from the discs and could give no description other than round.

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

4AFDA
333.8/10

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AB-2

Attached MOIC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

William J. ...
Lt. Colonel, USAF
U. S. Army,
Asst. Adjutant General.

Incls:

1. MOIC Sorenson 7 Jul 47. (dup)
2. Newspaper clipping dtd 5 Jul 47 (dup)

Info Cpy to: Air Defense Command
Mitchel Field, N.Y.

TING FILE 5

CONFIDENTIAL

CONFIDENTIAL

7 July 1947

MEMORANDUM FOR THE OFFICE OF ORIGIN

1. At 1808, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and listeners that some fast flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at 816 S. E. Nash Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southeast Division at 10th Avenue, had called in advising the dispatcher of the flying objects.

see #5

2. This agent interviewed Officer McDowell who stated at approximately 1808, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pigeons. At this time the pigeons became very excited over something and fluttered in the air all at once. Officer McDowell stated in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an Easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating motion and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any motivating force or heard any sound coming from these discs and could give no description other than round.

see #6

3. This agent interviewed Sergeant Claude Cross, Oregon State Police Officer on duty at District Number 1 Station, Milwaukie, Oregon. Cross stated upon hearing the radio alert he went outside and upon looking in an Easterly direction he saw three discs following each other at an undetermined altitude and at a terrific speed, traveling in a Northwesterly direction. Cross advised he noticed a whitish brown glint to these objects as the sun reflected from them. Cross was unable to give any other description nor could he judge the objects speed or altitude. No sound was made by the objects.

see #7

4. This agent interviewed Earl E. Patterson, Patrolman, Portland City Police Department, and residing at 124 Southeast 15th Avenue, Portland, Oregon. Patterson advised he was a former Air Corps pilot during the war. He stated that the time the radio alert sounded, he was at Southeast 12nd and Foster Road, Portland, and upon getting out of his car he saw one disc flying in a Southwesterly direction over Portland. Patterson advised this disc was aluminum in color, left no vapor trail or smoke trail and was traveling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not knowing the exact size of the object it is difficult to determine the altitude, he estimates its altitude at 20,000 feet.

Patterson further advised the flying disc was definitely some type of aircraft but he could not give any further suggestion as its speed made observation difficult. He heard no sound whatsoever from the flying objects.

Keith A. Swanson, SA/AS, State Dept.

ENC FILE

Incl #1

CONFIDENTIAL

7

(CONFIDENTIAL)

UNEXPLAINED FLYING DISCS
7 July 1947

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5. This agent interviewed W. A. Lissy and D. W. Ellis, both Patrolmen, Portland City Police Department and both possess private pilots licenses. Both officers advised that upon hearing the radio alert, they saw three flat round discs, having a white color to them. These discs were, according to these officers, flying at a terrific speed in a southerly direction away from Portland. They described them as flying in a straight line formation, the last disc fluttering very rapidly in a side way arc. They further advised the discs were equally spaced and kept in formation. Both officers estimated the discs altitude at 40,000 feet. They saw no evidence of any motivating powers and vapor trails or smoke trails. Both officers stated these discs were traveling so fast, they were out of sight before any detailed observation could be made, or any sound could be heard.

AGENT'S NOTE: All informants mentioned herein are known to this agent as very dependable and trustworthy officers, not being afflicted with hallucinations. The weather in the Portland area at this time was clear with little or no cloud formations being visible from the ground. Ground temperature at this time was 82 degrees Fahrenheit.

112 30
76
" 2 10 10

Keith A. Sorenson, S/A CIO, Sixth Army

CONFIDENTIAL

INC FILE 5

(CONFIDENTIAL)

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

"FROM THE SPOT DISKS IN SKY HERE"

Whatever they are, there are some disk-like objects flying around in the sky.

Or else eight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a coastguardman who claims to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:06 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two patrol cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolmen Walter Lissy and Robert Ellis in Car No. 52, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 13 stopped at SE 51st avenue and Foster road to look eastward from there the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former air corps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stopped out when they heard the all-car alert. Capt. E. A. Frahm, Harbor Pilot, A. T. Aucted and Patrolman K. C. Hoff all saw the objects and said they appeared to be going south high over the Globe mills at terrific speed. Capt. Frahm said the flashes kept them from ascertaining whether there were three or six.

"The disks would oscillate, and sometimes we would see a full disk, then a half-moon shape, with nothing at all," he reported. The objects looked more like a shiny aluminum hub cap off a car which wobbled, disappeared and reappeared."

There was a plane in the sky at the time, but all were emphatic that the disks were not planes.

20

Incl #2

CONFIDENTIAL

INC. FILE 3

CONFIDENTIAL

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

AIRLINES CREW CONFIRMS REPORTS OF FLYING DISKS: FIVE SPOTTED.

Circumstantial reports of flying disks in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

T. J. Smith, captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 5:04 p.m., he said.

"I saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outpaced us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryman, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Anna Hess Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don McCalfe, 19, Oaks Amusement park employe, reported that he saw several objects "like spinning disks" in the sky Friday. He said several picnicers, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies John Sullivan, Clarence McKay and Fred Krives heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

OTHERS DOUBTFUL.

Col. G. R. Dodson, commander of the Oregon national guard, made an inspection of this area from the air after the disks were reported here. He said he saw nothing "suspicious."

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. Al P. Sanford, Holgate seecrage, gave his opinion that the objects were cottonwood blossoms.

Burl Kellech, 64, of 8604 S. Barrage avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax." He said he saw objects in the sky about a minute after an airplane passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

INC 1122

CONFIDENTIAL

CONFIDENTIAL

From the Oregon Journal - continued.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Macadam avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. Lawrence J. Hayward, 6124 NE 21st Avenue, reported sighting a disk "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

Thomas W. Dwyer, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p.m. He reported another, headed northeast, over his home at 6:30 p.m.

C. J. Bague, Tigard, reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

Sherman Cook, 2000 NE 85th avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 23½ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

EUGENE, July 5 -(AP)- A Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

E. P. Smith, Rt 2, Eugene, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when --

CONFIDENTIAL

FINC FILE 5

Incident # 5

Incident # 6

10/10/10 10:10 AM

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 47** Incident # 6
2. Time **1905**
3. Location **Milwaukie, Oregon**
4. Name of observer **Sergeant Claude Cross**
5. Occupation of observer **Oregon State Police Officer**
6. Address of observer **District #1, Milwaukie, Oregon**
7. Place of observation **Police station**
8. Number of objects **3**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **Undetermined**
12. Speed **~~200~~ Terrific**
13. Direction of flight **Northwest**
14. Tactics **Three discs following each other at terrific speed**
15. Sound **None**
16. Size **N/S**
17. Color **Whitish brown glint as the sun was reflected from them**
18. Shape **Disc**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Number of disappearances **N/S**
26. Remarks: **(over)**

LINE FILE 6

RESTRICTED

RESTRICTED

Cross saw three discs following each other at an undetermined altitude at terrific speed, traveling in a northwesterly direction. He noticed a whitish brown glint to them as the sun reflected from them. Could give no other description nor could he judge the speed or altitude. No sound was made by the objects.

RESTRICTED

CONFIDENTIAL

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

GAFA/4
833.7 12

157 1247

SUBJECT: Investigation of "Flying Blind"

**TO: Commanding General, Army Air Force, Washington 25, D. C.
ATTENTION: AC of AF-2**

Attached WDC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchell Field, New York, subject as above, dated 7 July 47.

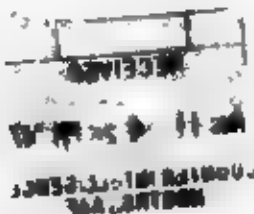
FOR THE COMMANDING GENERAL:

**WILLIAM J. TURNER,
COL, U. S. Army,
First Adjutant General.**

- 2 Incls:
1. WDC Bureau 7 Jul 47. (dup)
2. Newspaper clipping dtd
5 Jul 47 (dup)

Info by to: Air Defense Command
Mitchell Field, N.Y.

PING FILE - 6



CONFIDENTIAL

(CONFIDENTIAL)

UNEXPLAINED FLYING DISCS
7 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. At 1200, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and licensees that some fast flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at 622 S. E. Bush Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southwest Division at 10th Avenue, had called in advising the dispatcher of the flying objects.

2. This agent interviewed Officer McDowell who stated at approximately 1205, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pigeons. At this time the pigeons became very excited over something and flattered in the air all at once. Officer McDowell started in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating motion and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any activating force or heard any sound coming from these discs and could give no description other than sound.

3. This agent interviewed Sergeant Claude Green, Oregon State Police Officer on duty at Mitchell Harbor 1 Station, Milwaukie, Oregon. Green stated upon hearing the radio alert he went outside and upon looking in an easterly direction he saw three discs following each other at an undetermined altitude and at a terrific speed, traveling in a northeasterly direction. Green advised he noticed a whitish brown glint to these objects as the sun reflected from them. Green was unable to give any other description nor could he judge the objects speed or altitude. No sound was made by the objects.

4. This agent interviewed Earl E. Patterson, Patrolman, Portland City Police Department, and residing at 136 Southwest 10th Avenue, Portland, Oregon. Patterson advised he was a former Air Corps pilot during the war. He stated that when the radio alert sounded, he was at Southwest 10th and Foster Road, Portland, and upon getting out of his car he saw two discs flying in a southeasterly direction over Portland. Patterson advised this disc was aluminum in color, left no vapor trail or smoke trail and was traveling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not knowing approximate size of the object it is difficult to determine the altitude, he estimates the altitude as 2000 feet.

Patterson further advised the flying object was definitely some type of aircraft but he could not give any further description as its speed made observations difficult. He heard no sound emitted by the flying object.

Kenneth A. McDowell, 622 S.E. Bush Street

July 11, 1947

CONFIDENTIAL

(CONFIDENTIAL)

UNEXPLAINED FLYING DISCS
7 July 1947

5. This agent interviewed W. A. Lacey and B. W. Hill, both Patrolmen, Portland City Police Department and both possess private pilots licenses. Both officers advised that upon hearing the radio alert, they saw three flat round discs, having a white color to them. These discs were, according to these officers, flying at a terrific speed in a southerly direction away from Portland. They described them as flying in a straight line formation, the last disc fluttering very rapidly in a side way arc. They further advised the discs were equally spaced and kept in formation. Both officers estimated the discs altitude at 40,000 feet. They saw no evidence of any activating powers and vapor trails or smoke trails. Both officers stated these discs were traveling so fast, they were out of sight before any detailed observation could be made, or any sound could be heard.

AGENT'S NOTE: All informants mentioned herein are known to this agent as very dependable and trustworthy officers, not being afflicted with hallucinations. The weather in the Portland area at this time was clear with little or no cloud formations being visible from the ground. Ground temperature at this time was 52 degrees Fahrenheit.

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JUL 11 4 56 PM '47

COMMUNICATIONS SECTION
PORTLAND, OREGON

Walter A. Bowman, SA, FBI, Portland, Oregon

CONFIDENTIAL

CONFIDENTIAL

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

"PROUL CARS SPOT DISK IN SKY HERE"

Whatever they are, there are some disk-like objects flying around in the sky.

Or else eight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a constabulary who claim to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:00 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two patrol cars reported spotting the mystery craft.

PLANE'S SEEN, JOHN LACKING.

First to report in were Patrolman Walter Lacey and Robert Fille in Car No. 88, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude. Patrolman Earl Patterson in car No. 18 stopped at SE 24th Avenue and Foster road to look eastward from there the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former aircorps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol on the foot of SE Irving street stopped out when they heard the all-car alert. Capt. E. A. Frahm, Harbor Pilot, A. T. Aarstad and Patrolman E. G. Hoff all saw the objects and said they appeared to be going south high over the Globe mills at terrific speed. Capt. Frahm said the flashes kept them from ascertaining whether there were three or six.

"The disks would emit a light ^{if} someone in world was a ball disk, then a half-inch deep, then nothing at all," he reported. The objects looked more like a shiny Chrysler big top car which settled, disappeared and reappeared.

There was a plane in the sky at the time, but all were emphatic that the disks were not planes.

INC FILE 7 6

1 of 2
CONFIDENTIAL

CONFIDENTIAL

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

AIRLINES COOK CONFIRM REPORTS OF FLYING DISKS; FIVE SPOURED.

Circumstantial reports of flying disks in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

L. J. Smith, captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 6:04 p.m., he said.

"We saw them clearly," he reported. "We followed them in a westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outaged us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryann, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Lance News Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flash in the print.

Don Wrenthall, 19, Oaks Amusement park employee, reported that he saw several objects "like spinning disks" in the sky Friday. He said several pictures, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies John Sullivan, Clarence Kelly and Fred Ervine heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

OTHER DOUBTFUL.

Col. G. R. Dodson, commander of the Oregon national guard, made an inspection of this area from the air after the disks were reported here. He said he saw nothing "suspicious."

Only known military airplanes in the air at the time of the reports were 25 B-25 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. Al P. Sanford, Elgato manager, gave his opinion that the objects were outwashed balloons.

Earl Halloway, 64, of 6804 E. Burroughs avenue, telephoned the Journal to harass the newspaper for "perpetrating a hoax." He said he saw objects in the sky about a minute after an airplane passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

PINC. FILE - 2

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RECEIVED
JUL 11 1947

CONFIDENTIAL

CONFIDENTIAL

From the Oregon Journal - continued.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Burns, 8438 SW Macadam avenue, said he saw three fly east across the Willamette river near the Rose Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. Lawrence J. Hayward, 6124 NE Flat Avenue, reported seeing a disk "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas C. Dayer, 1232 E. 20th Avenue, said he sighted two white or silver objects flying southeast over Portland a few minutes before 2 p.m. He reported another, headed northeast, over his home at 5:20 p.m.

J. J. Dague, Tigard, reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

Sherman Cook, 2000 N. 68th avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 2 1/2 x 3 1/2 inches.

SILVERED DISKS, DROPPED BY PLANE.

SUGENE, July 6 (AP)— Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

E. P. Smith, 21 E. Eugene, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when —

1031 38
11 44
1001 27001

Incident # 6

11/11/00

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11/11/00

1. The
2. The
3. The

Exhibit 7

1. The
2. The
3. The

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 7
2. Time 1305
3. Location Oregon
4. Name of observer Earl E. Patterson
5. Occupation of observer Patrolman - former Air Corps pilot
6. Address of observer 124 Southeast 13th Avenue, Portland, Oregon
7. Place of observation Southeast R2d and Foster Road, Portland
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 30,000 ft
12. Speed Terrific - faster than any speed witness had ever seen
13. Direction of flight Southeasterly direction over Portland
14. Tactics N/A Performed 90° angle without difficulty - thought to be radio controlled
15. Sound None
16. Size N/S
17. Color Aluminum
18. Shape disc
19. Odor detected None N/S
20. Apparent construction N/S Apparently metallic or eggshell white didn't reflect light
21. Exhaust trails None
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks:

PINC FILE 7

RESTRICTED

"Flying Disks" Maneuvering Over Oregon

PORTLAND, Ore., July 4.—(AP)—Two police patrol cars reported today they saw a large formation of "flying disks" maneuvering over a Portland residential area today. Their radioed reports to headquarters followed the same general pattern of reports of similar objects reported over the week—that they were high, looked like large saucers, glided in the sun, and flew with an undulating motion. The police bureau asked the national guard aerial squadron to investigate.

WASHINGTON, July 4.—(UP)—A navy spokesman doubted tonight that the "flying saucers" seen in 11 states are a new experimental navy plane, known as the "Flying Saucer."

(A Los Angeles newspaper had suggested that the discs might be a new type navy airplane.)
He said the navy was checking reports that the "saucers" and the "Shoject" are one and the same. But he said, as far as could be learned immediately, none of the navy's new craft is in areas where the flying discs have been reported.

See 7

PINC FILE 7

7

From the Oregon Journal - 3 July 1947, Portland, Oregon
(References incidents 5, 6, 7, 8 and 9)

Whatever they are, there are some disc-like objects flying around in the sky.

On one night (10) Portland area policeman and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Beas, Idaho, and a mountaineer who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was issued over police radio at 1:06 P. M. Friday, after the East Side Station received a score of calls that the discs were overhead. Within minutes, two patrol cars reported spotting the mystery craft.

RAMON SERR, JOHN LAMON.

First to report in were Patrolman Edgar Lamy and Robert Hill in car No. 62, who stopped near Oaks Park. Both were U. S. veterans and civilian pilots, they claimed three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noise but saw flashes. The objects moved erratically and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car no. 13 stopped at 85 1/2 Ave. and Foster road to look southeast from where the discs were reported. Telephone calls located them coming out of the area. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

ALVIN UNRECORDED.

A former airplane veteran, he said the object was within my plane he'd ever seen. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

Members of the lumber patrol at the foot of W Irving street stopped and when they heard the all-out alert. Sgt. E. A. Fries, Motor Pilot, J. E. Axtel and Patrolman E. S. Hall all saw the objects and said they appeared to be going south high over the State hills at terrific speed. Sgt. Fries said the flashes kept them wondering whether there were three or six.

"The discs would oscillate and sometimes go south on a full disc, then a half-disc shape, then nothing at all," he reported. The objects looked more like a shiny aluminum ball than an oval or disk without, disappeared and reappeared.

There was a plane in the sky at the time, but all were certain that the discs were not planes.

INC FILE 7

AIRLINES GIVE CONFIRMING REPORTS OF BLIND HISS. FIVE OBJECTS.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

E. J. Smith, captain of the airplane, told United Press that he sighted five "something" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 6:04 p. m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 15 miles. Finally the objects dimmed and we were unable to tell whether they escaped us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardman Frank Ryan, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

Anna Rose Fickens, New York City, said a 7x7 print of the photograph showed two tiny dots, one of which was a star in the print.

Sam Hotalife, 19, Coles Amusement park employee, reported that he saw several objects "like spinning discs" in the sky Friday. He said several witnesses, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Charles McKay and Fred Erivo heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHER REPORTS

Col. G. E. Nelson, Commander of the Oregon national guard, made an inspection of this area from the air after the discs were reported here. He said he saw nothing "unusual".

Only known military airplanes in the air at the time of the reports were 21 B-29 bombers near Alaska.

INT

7

7

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. A. F. Sanford, Raleigh manager, gave his opinion that the objects were atmospheric balloons.

Earl Ballant, 64, of 6604 N. Haysville Avenue, telephoned the Journal to berate the newspaper for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette tappers.

WENT DOWN LATER.

Several late flights of objects over Portland were reported Friday afternoon. R. A. Evans, 7333 SW Madison Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic discs gliding in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north for many and very high.

At 4:30 p. m. Mrs. Laurence J. Hayward, 6124 NE First Ave., reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER DISCOVERED.

Thomas V. Egan, 1232 NE 75th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his house at 5:30 p. m.

G. J. Egan, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Charles Cox, 2102 NE 65th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 4 1/2 x 3 inches.

SIGHTED NEAR, SEVERAL IN PLACE.

WHELAN, July 5 (AP) A railroad worker said Friday he saw silver discs being dropped out of a light airplane flying over this city

R. F. Smith, 10 S. Eugene, an assistant conductor for the Southern Railway Railroad, said he was driving on a Eugene about 11:30 a. m.

11-12
1-17

of the ...

Incident # 7

Incident # 8

10/10/10

10/10/10

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 20
2. Time 1305
3. Location Portland, Oregon
4. Name of observer D. W. Ellis
5. Occupation of observer Patrolman
6. Address of observer Portland City Police Dept., Oregon
7. Place of observation Portland, Oregon
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 40,000 ft
12. Speed terrific
13. Direction of flight South
14. Tactics Straight-line formation except last which flutters to side in arc
15. Sound None
16. Size N.S.
17. Color White
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear - with little or no cloud formation visible from ground
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks (over)

PINC FILE

RESTRICTED

Patrolman B. E. Ellis (also a private pilot) perceived three flat round discs which flew at terrific speed in straight line formation, the last disc fluttering very rapidly in a side-way arc. He saw no evidence of any motivating powers and there were no vapor or smoke trails. No sound could be heard. Ground temperature was 82°F with little or no cloud formation.

NOTE: Corroborated account. Witnessed by Patrolman W. A. Lacey (also a private pilot) Both very dependable & trustworthy officers

RESTRICTED

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 8
2. Time 1305
3. Location Portland, Oregon
4. Name of observer W. A. Lisny
5. Occupation of observer Patrolman - also a private pilot
6. Address of observer Portland City Police Dept.
7. Place of observation ground
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 40,000 ft
12. Speed terrific
13. Direction of flight South
14. Tactics Straight-line formation except last disc flattered to side in arc
15. Sound None
16. Size N/S
17. Color white
18. Shape disc
19. Color detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear - with little or no cloud formations visible
free ground.
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (Over)

WING FILE #

RESTRICTED

RESTRICTED

Patrolman W. A. Lacey of the Portland City Police Department - possesses a private pilot license. He perceived three flat round discs which flew at terrific speed in straight line formation the last disc fluttering very rapidly in a side-way arc. They saw no evidence of any motivating powers and there were no vapor or smoke trails. No sound could be heard. Ground temperature was 82°F with little or no cloud formation.

NOTE: Corroborated account. Witnessed by Patrolman D. W. Ellis (also a private pilot) Both very dependable & trustworthy officers.

RESTRICTED

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7

From the Oregon Journal - 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9)

Whatever they are, there are some disc-like objects flying around in the sky.

Or else eight (8) Portland area policemen and deputy sheriffs also sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a mailman whose claim to have photographed one near Seattle, are all wrong.

In Portland, the alert was issued over police radio at 1:05 P. M. Friday, after the Post High Station received a score of calls that the discs were overhead. Within moments, two patrol cars reported spotting the mystery craft.

RAMON SMITH, FRONT LADDER.

First to report to news Publisher William Lacey and Robert Hill in the No. 22, who stopped near Gabe Park. With them were 11 veterans and civilian pilots, they sighted three of the objects within 30 seconds landing at great height and sped over the park. They reported they heard no engine noises but saw flashes. The objects moved erratic and changed direction of flight. The policemen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Policeman Earl Patterson in car no. 13 stopped at 25 1/2 Avenue and Foster road to look southeast from where the discs were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few moments later observed one coming out of the west and heading southeast. The craft seemed to be aluminum or copper-like white and didn't flash or reflect light, he said.

GEORGE WILSON, PILOT.

A former airplane veteran, he said the object was within my plane 1/4 over noon. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

None of the latter patrol at the foot of SE Irving street stopped and saw any of the all-over alert. Sgt. I. A. Fahn, Foster Pilot, A. 2. and Patrolman E. G. Hoff all saw the objects and said they appeared to be going south high over the Gabe hills at Seattle's park. Sgt. Hoff said the discs had been seen elsewhere whether there was time or not.

The discs would oscillate and sometimes go south on a full disc, that a half-disc shape, then nothing at all, he reported. The discs looked more like a shiny aluminum hub cap off a car than metal, disappeared and reappeared.

There was a plane in the sky at the time, but all were certain that the discs were not planes.

8 - data - 5-11-47

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AILING CITY CAPTURES EVIDENCE OF UNUSUAL FLIGHT. THIS MORNING.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guard cutter near Seattle, as well as from Portland area police and citizens.

E. J. Smith, captain of the airplane, told United Press that he sighted five "something" which were "flat and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:00 p. m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 4 1/2 miles. Finally the objects disappeared. We were unable to tell whether they captured us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they comets or clouds."

In Seattle, Coast Guard cutter Frank Brown, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

Ann Ross Peterson, New York City, said a 7x7 print of the photograph showed her tiny boat, one of which was a float in the print.

Joe McDevitt, 18, Gate Avenue, north end, reported that he saw several objects "like spinning discs" in the sky Friday. He said several pictures, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's deputies, John Sullivan, Clarence Kelly and Fred Brown heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

CHIEF INVESTIGATOR

Col. G. E. Nelson, commander of the Oregon national guard, made an inspection of this area from the sky after the discs were reported here. He said he saw nothing "unusual".

Only three military airplanes in the air at the time of the reports were 2) B-29 bombers near Astoria.

Despite all the reports, at least ten persons remained unconvinced of the existence of the discs. Al F. Sanford, Helgate message, gave his opinion that the objects were cottonwood blossoms.

Earl Ballack, GI, of 6124 E. Burrows Avenue, telephoned the Journal to berate the newspaper for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

WOMAN SEES LIGHTS.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Hamman Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Hayward, 6124 SE Elm Ave., reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

FARM KNOWLED.

Thomas E. Dyer, 1232 SE 77th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northwest, over his head at 5:30 p. m.

G. J. Fagan, Elmer, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Thomas Lee, 2000 SE 67th Avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. One of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 2 1/2 x 3 3/8 inches.

SIGHTED DISC, REPORTED BY SAILOR.

WHEAT, July 5 (AP) A Sageson railroad engineer said Friday he saw silvered discs being dropped out of a light airplane flying over this city.

E. F. Smith, 28 E. Sageson, an assistant engineer for the Southern Pacific Railroad, said he was driving on a Sageson street when --

Incident # 8

Incident # 9

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 9
2. Time **1305**
3. Location **Portland, Oregon**
4. Name of observer **Capt. E. A. Fahn**
5. Occupation of observer **Warner Pilot**
6. Address of observer **23 NW Irving St., Portland**
7. Place of observation " " "
8. Number of objects **3 to 6 - unable to ascertain**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **High**
12. Speed **terrific**
13. Direction of flight **South over the State Mills**
14. Tactics **oscillated, wobbled, disappeared & reappeared.**
15. Sound **N/S**
16. Size **N/S**
17. Color **chromium - shiny**
18. Shape **full disc, half-cresc shape. then nothing.**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust, trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **N/S**
25. Manner of disappearance **disappeared and reappeared**
26. Remarks: **(over)**

INC FILE - 9

RESTRICTED

RESTRICTED

Members of the harbor patrol at the foot of 22 Irving Street stopped and
when they heard the all-car alert. Capt. E. A. Frahm, Harbor Pilot, A.T.
Jested and Patrolman K. G. Huff, all saw the objects and said they appeared
to be going south high over the Glove Mills at terrific speed. Capt. Frahm
said the flashes kept them from ascertaining whether there were three or six.

"The discs would oscillate and sometimes we would see a full disc, then a
half-moon shape, then nothing at all," he reported. The objects looked just
like a shiny chromium hub cap off a car which whizzed, disappeared and reappeared.

There was a plane in the sky at the time, but all were emphatic that the discs
were not planes.

RELIABILITY: Corroborated report

RESTRICTED

From the Oregon Journal - 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9)

Whatever they are, there are more disc-like objects flying
in the sky.

On disc eight (8) Portland area policemen and deputy sheriffs a-
sighted the objects Friday, numerous private citizens, the crew of a
United Air Lines plane over Salem, Idaho, and a quartermaster who
claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sound over police radio at 1:05 P. M.
Friday, after the Post Office Station received a cascade of calls that the
discs were overhead. Within minutes, two patrol cars reported spotting the
sneaky craft.

RAMSIS ONE, MISS LARKIN.

First to report in case Paterson being Miss and Robert White in car
No. 12, who stopped near Gale Park. With Miss and II vehicles and civilian
pilots, they sighted three of the objects within 30 seconds traveling at
great height and speed over the park. They reported they heard no engine
noise but saw flashes. The objects moved erratic and changed direction
of flight. The policemen agreed that without knowledge of the size of the
objects it would be impossible to judge their speed or altitude.

Paterson Sgt. Johnson in car no. 13 stopped at 22 1/2 Ave and
Foster road to look southeast from where the discs were reported. Johnson
calls located that coming out of the sun. He saw nothing, but a few seconds
later observed one coming out of the west and heading southeast. The craft
seemed to be aluminum or eggshell white and didn't flash or reflect light,
he said.

GEORGE WILSON.

A former airplane veteran, he said the object was unlike any plane he'd
ever seen. He thought it appeared radio-controlled because the disc could
change direction at a 90° angle without difficulty.

Members of the higher patrol at the Post of St Irving almost claimed all
that they heard the all-air alert. Capt. I. A. Foss, Motor Fleet, I. S.
Armed and Paterson E. S. Hall all saw the objects and said they appeared
to be going south high over the Idaho hills at terrific speed. Sgt. Foss
said the flashes kept them from determining whether there were three or six.

The discs could oscillate and maneuver as well as a ball, that
a ball-thrower says, says nothing at all, he reported. The objects
looked very like a shiny disc-like ball up off a car which would
disappear and reappear.

There was a flash in the sky at the time, but all were confident that the
discs were not planes.

1 INC FILE 9

ALONG THE COAST NORTH OF ALASKA MOUNT. 21ST DISTRICT.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guard cutter near Seattle, as well as from Portland area police and citizens.

L. J. Smith, captain of the airplane, told United Press that he sighted five "unusually" white "discs" with "dark and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 6:00 p. m., he said.

"We saw them slowly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they merged as or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were man-made, oval or anything else," the captain said. "We discovered they were not aircraft, nor were they meteors or clouds."

In Seattle, Coast Guard cutter Point Barrow, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white object" flying over the north end of Lake Washington.

Ann Ross Peterson, Box 100, said a 7x5" print of the photograph showed two tiny dots, one of which was a star in the print.

Don Hotaling, 15, 6th Avenue, reported that he saw several objects "like spinning discs" in the sky Friday. He said several witnesses, including a woman pilot, noticed them.

In Vancouver, Wash., Sheriff's deputies, John Sullivan, George McKay and Fred Brown heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHER REPORTS.

Col. G. R. Nelson, commander of the Oregon national guard, made an inspection of this area from the air after the discs were sighted here. He said he saw nothing "unexplained".

Only seven military airplanes in the air at the time of the reports were 20 to 25 miles away from Alaska.

100-100000-1000
100-100000-1000
100-100000-1000

Pa

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. Al P. Sanford, Raleigh manager, gave his opinion that the objects were cottonwood blossoms.

Earl Hallack, 64, of 6604 N. Haverage Avenue, telephoned the Journal to berate the newspaper for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

NEWS THIS AFTERNOON.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3977 W. Madison Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. then, appearing in the west, they were out of sight in the east in ten to four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north for many and very high.

At 4:30 p. m. Mrs. Lawrence J. Hayward, 6124 SE 21st Ave., reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

FAREWELL REPORTED.

Thomas V. Fawcett, 1274 SE 37th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northwest, over his home at 5:30 p. m.

G. J. Fagan, 1124, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Thomas Lee, 2025 SE 67th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. One of its fall coincided with one of the reports of flying discs. The paper, of low quality, measured 2 1/2 x 3 1/2 inches.

WILSON REPORT, WASHINGTON BY WIRE.

WASH., July 5 (AP) A engine railroad worker said Friday he saw silver discs being dropped out of a light airplane flying over this city.

R. F. Smith, 16 1/2, Eugene, an assistant engineer for the Southern Pacific Railroad, said he was driving on a Eugene street when --

IN C FILE 7

Pa

Specimen # 9

Incident # 10

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **3 July 1947** Incident # 10
2. Time **8:00 P. M.**
3. Location **Quincy, Maine, Idaho**
4. Name of observer **Capt. H. J. Smith**
5. Occupation of observer **USAF Pilot**
6. Address of observer **USAF Office Boise**
7. Place of observation **Air - ~~Quincy, Idaho~~ ^{Over Emmett, Idaho}**
8. Number of objects **9 - 5 at first, then 4 more**
9. Distance of object from observer **N/S**
10. Time in sight **N/S - but followed them for about 1/2 mile**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **Northwest**
14. Tactics **preserved "loose formation"**
15. Sound **N/S**
16. Size **N/S**
17. Color **N/S**
18. Shape **Could not be ascertained but appeared thin and smooth on the bottom and rough on the top**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S** **however, a cloud was mentioned**
23. Effect on clouds **N/S**
24. Sketches or photographs **N/S**
25. Manner of disappearance **Could not be ascertained**
26. Remarks: **(L. 10)**

INC FILE # 10

CONFIDENTIAL

CO. [unclear] [unclear]
Capt E. J. Smith, US Pilot, reports to Seattle reported that he and the entire crew of [unclear] [unclear] [unclear] were also flying along near [unclear] [unclear]. At first he saw 3 discs flying what appeared to be a [unclear] formation. They called Harry Hoover, Stenwood, to the cockpit to verify that they were actually seeing the discs. He saw them too. Then they saw 4 more of them, three cluster together, and a 4th flying by itself, way off in the distance.

Capt Smith described them as follows:

5 "something" which were "flat and smooth on the bottom and rough appearing on top." Illustrated against sunset shortly after the plane took off at 8:00 p. m. "He saw them clearly," he reported. "He followed them in a northeasterly direction for about 45 miles. Finally they disappeared. He was unable to tell whether they escaped the plane or disintegrated.

He couldn't determine the shape. "He can't say whether they were saucer-like, oval or anything else." "But whatever they were, they were not other aircraft, nor were they comets or clouds."

RELIABILITY: Corroborated report by a US Pilot

111111 FILE 10

Resident
CAF 1204 I
16 July 1947

MEMORANDUM FOR THE DIRECTOR IN WASHINGTON

1. On 12 July 1947, Captain Smith, of the United Airlines, was interviewed at the Boise Municipal Airport, Boise, Idaho. Captain Smith was passing through Boise on a schedule flight at the time and had a 20 minute stop-over. Captain Smith reiterated the statements originally made by him to the press as to what he had seen in the late evening of July 4th, when 8 minutes out of Boise on the route to Seattle, Washington. It is the opinion of the interviewer that due to the position Captain Smith occupies, that he, Captain Smith, would have to be very strongly convinced that he actually saw flying disks before he would open himself for the ridicule attached to a report of this type.

INC FILE 10

THOMAS H. BROWN, S/A, and MR. [REDACTED]

COPIES TO [REDACTED]

COPIES TO [REDACTED]

3

10

Detroit News 5 July 1947

BLIND LIGHTS

The crew of a westbound Boise-to-Seattle United Air Lines plane reported they had seen nine flying discs near the airplane's route over Bennett, Ida.

Capt. E. J. Smith, of UAL Flight 108 which left Boise at 9:04 p. m., said that his co-pilot, First Officer Ralph Stevens, believed the transport's landing lights in the belief the discs were other aircraft.

Blinking landing lights during a night flight is a pilot's signal of warning to other aircraft that a plane is flying in the same area.

Smith said it was eight minutes after ~~leaving~~ from Boise that Stevens saw himself saw five discs, flying what appeared to be a "nose formation."

They called Harry Macrow, stewardess, to the cockpit to verify that they were actually seeing the discs, said Smith, and she agreed they were discs.

Then they saw four more of the discs, three clustered together, and a fourth flying "by itself, way off to the distance."

Disc #10

01

Incident # 10

Decision 411

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 47** Incident # 21
2. Time **Evening**
3. Location **Lake City, Seattle Wash**
4. Name of observer **Frank Ryan**
5. Occupation of observer **Coast Guardsman**
6. Address of observer **Lake City, Seattle, Wash.**
7. Place of observation **Ground - Lake City**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **10 minutes**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **over north end of Lake Washington**
14. Tactics **Horizontal flight**
15. Sound **N/S**
16. Size **N/S**
17. Color **"white"**
18. Shape **coner or ball shaped**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **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**
25. Number of sightings **N/S**
26. Remarks: **(scribble)**

RESTRICTED



DAYTON



JOURNAL

Dayton's Only Daily Newspaper With Best Advertising Rates and United Press Wire Service

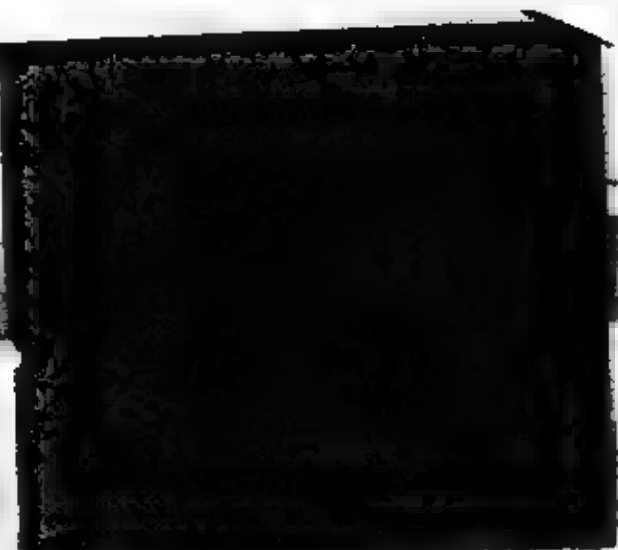
140th YEAR, No. 161

Published Every Morning

DAYTON, OHIO, WEDNESDAY, JULY 7, 1947

AAF PLANES HUNT

“FLYING SAUCERS”



IS THIS THE FLYING SAUCER?

SEATTLE, WASH.—(Special) A report from Lake City, a suburb of Seattle, said yesterday that a “white saucer” flashing when it flew over the town, arrived in a second away, he managed to see it. The object, which he described as white with a black stripe, was seen by several other people who were in the town at the time.

36 Saucers Reported
Objects Type
Of 5-Boomer
Seen In Lake
From the
SAN FRANCISCO
—A report from
was reported
by in various
quality and
Track, a
10 persons
discovered
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The
reported by
seen to at
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also seen
last year

Newspaper With Both Associated Press and United Press World-Wide News Services

DAYTON, OHIO, MONDAY, JULY 7, 1947

Telephone Adams 1111

PRICE FIVE CENTS

HUNT "FLYING DISCS"



IS THIS THE FLYING SAUCER?

SEATTLE, WASH.—Sitting on his front porch in Lake City, suburb of Seattle, Coast Guardsman Frank Elyman saw a "white saucer" flashing across the evening sky. Before it whizzed away he managed to snap its picture. Arrow indicates white speck which, says Elyman, is the mysterious "flying saucer." (Arise Photo.)

36 States Air Guard Pilot's Report "Discs" "Saucer" Fails.

Objects The Size Of 5-Room House Seen In Idaho

Marine Ace Orders 1st Pursuit Of Object With Silvery Tail Reported At Sioux Falls, S. D.

From Wire Dispatches
SAN FRANCISCO, July 6.—Mysterious "flying saucers" were reported seen again today in various parts of the country and, at Spokane, Wash., a witness declared that 10 persons saw eight of the disc-shaped objects land near St. Maries, Idaho, July 2.

The phenomenon has been reported by hundreds of persons in at least 36 states, the District of Columbia and Canada since June 21. Descriptions vary, but generally the witnesses agree that the objects glimmering through the skies are saucer-like discs.

One witness has been an airplane pilot flying over the Gulf of Mexico coast.

CHICAGO, July 6.—A military plane made an unsuccessful speed dash to catch down one of the mysterious "flying saucers" today as the army and scientists sought to ascertain whether recent reports about the discs meaning through the sky were fact.

A flight of eight P-61 pursuit ships and three A-38 bombers, carrying telescopic cameras, searched the northwest Pacific skies for "flying saucers" today but did not sight any. The ships cruised over the Cascade mountains of Washington, where the mysterious discs first were reported seen, and other areas.

But the National Guard in South Dakota was the first to order a plane to try to find a disc after a resident reported having seen one.

Gregory Hunter of Sioux Falls, S. D., said he saw a "flying disc" with a "tail" and "legs" when the disc landed near his home.

"Disc" Talk Gets Laugh In Europe

London, June 27.—Flying saucers are the talk of the Atlantic today but are regarded as an amusing

Army
the state department,
reporter asked whether anyone
inside or outside that agency is

(Other Stories, Page 11.)

investigating the possibility the
objects originated with a foreign
power.

Lincoln White, state depart-
ment press officer, said he didn't
know of any such inquiry.

Gen. Carl Spaatz, commander
of the army air force, was in
the Pacific Northwest. He denied
knowing anything about the fly-
ing discs—or of whom in the AAF
please to look for them.

Competent observers such as
airline pilots said they had seen
the totally unexplained discs or
saucers, larger than aircraft and
flying in "loose formation" at
high speed.

Twilight Air Materiel Com-
mand officials at Wright Field
were as mystified last night as
anyone concerning the sight of
so-called "flying saucers" in dozens
of areas throughout the country.

"We can find nothing official
regarding these discs," an AMC
official said last night. "We are
ready for action when something
official is learned. But thus far
we have not been provided with
any reputable information. If
reputable information is provided,
we will take whatever action is
necessary," he added.

dead on arrival at Marine Hospital.

Minor injuries were suffered by Layman, 42, of the 10th when the Gorybocovichs he was riding was struck by an auto at Duane highway and Northline road, Friday night. There were 25 passengers on the bus.

The bus, en route to Detroit from Indianapolis, was struck by a car driven by Philip Weber, of Ecorse. Police said Weber failed to observe a stop sign. He was given a reckless driving ticket.

BOY'S FACE BURNED

Serious burns of the face and eyes were suffered at Lake Orion by Walter Fajgon, Jr., 17, of 1722 Cass avenue, when he stooped over a giant firecracker. "To see why it didn't go off," it exploded in his face. Fajgon is in serious condition at Receiving Hospital.

Other deaths and injuries throughout the State:

Mrs. Nettie R. Delmore, 64, of Mason, was killed Friday and her husband, Joseph, was seriously injured when their automobile was struck by a Grand Truck

may throw of Republican plans was learned today.

Rep. Hallock, of Indiana, House Republican leader, said Congress would want to remain in session long enough to make final disposition of the tax bill. And if Democrats who oppose the legislation at this time resort to a stalling campaign, that could extend the session into next month.

The House will get the bill out of the way in a hurry, probably Tuesday. That would appear to allow plenty of time for Senate action.

The catch, however, is that if Senate Democrats decide to employ delaying tactics, they will have time on their side. The Republicans have to get the bill to President Truman 15 days before the end of the session or risk a chance of its being killed by a pocket veto.

In addition to that 15 days, the Republicans will have to allow themselves time to attempt to override a possible veto. Hence, every day saved in getting the bill to the White House will be important to the GOP.

consent of the government.

2. Changes request for bank hours.

3. Five of the embargo of knowledge, ideas and information among the peoples of the world, and maximum freedom in international travel and communication.

4. That nations shall derive their economic and financial policies to support a world economy rather than separate nationalistic economies.

WANE 'WINDMILL'

He called for an end to "irresponsible nostrums" which he said leads the world's people away from "peace and unity."

He said there should be no more "irresponsible attacks upon other nations" and suggested that other top world wars are

Buy Bonds for President at Age of 3 and Wins!

C. A. MOTTENVILLE, JR. July 5, 1947 - Hollywood, Calif.

Z
N
From

TINY SPOT SHOWS

Ryman said he took the picture from his home after his neighbors told him of sighting the disc high overhead.

The results of his photographic effort showed as a tiny light spot, about the size of a pinhead, against the dark background of the evening sky.

He said he took the picture when the disc was directly overhead.

His wife said they watched it for what seemed like close to 15 minutes as it seemed to speed across the sky. She said her impression was of a shiny ball, at great height.

Many Portlanders—including police, experienced fliers, and three newspapermen—declared they saw silvery discs undulating over Portland.

In New Orleans, Miss LEMMA

See NEWS—Page 2

June 11
11

Detroit News 5 July 1947

'Saucers' Fool Crew of Airliner

5 July
Think It Plane and Blink Lights

The "flying saucer" mystery, already at fever pitch in the West, reached Michigan Friday night when several persons flying southwest of Port Huron reported seeing them.

Moriches, Frank Ryman, of Seattle, a Coast Guard yeoman, had what he believed was the first picture taken of the "flying saucers," which he hoped would help clear up the mystery of their identity.

Others who reported seeing the discs were the crew of a United Air Lines plane, enroute of residents of Portland, Ore., 60 miles north near Twin Falls, Minn., a doctor in Philadelphia, and a woman in New Orleans.

CHINESE CREW THIS WAY

Those who saw the discs in the vicinity of Port Huron said they were the Chinese crew of a plane from the Philippines, and also around the city, mostly at night.

"They certainly were not the usual kind of plane,"

"Some of them were very dark and often went out of the harbor at night, and they were very fast," Mrs. John R. Walker reported. "Light which they had on them was very bright."

Section # 12

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. 4 July 1947 Incident # 12
2. Time 1335
3. Location Vancouver, Washington
4. Name of observer John Sullivan
5. Occupation of observer Sheriff's Deputy
6. Address of observer Vancouver, Washington
7. Place of observation Vancouver, Washington, "ground"
8. Number of objects 20 to 30
9. Distance of object from observer 3 to 5 - 100 easy over Portland
10. Time in sight N/S
11. Altitude I/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound low humming sound
16. Size N/S
17. Color N/S
18. Shape "V" shaped - like flock of geese
19. Odor detected Y.S
20. Apparent construction N/A
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks (over)

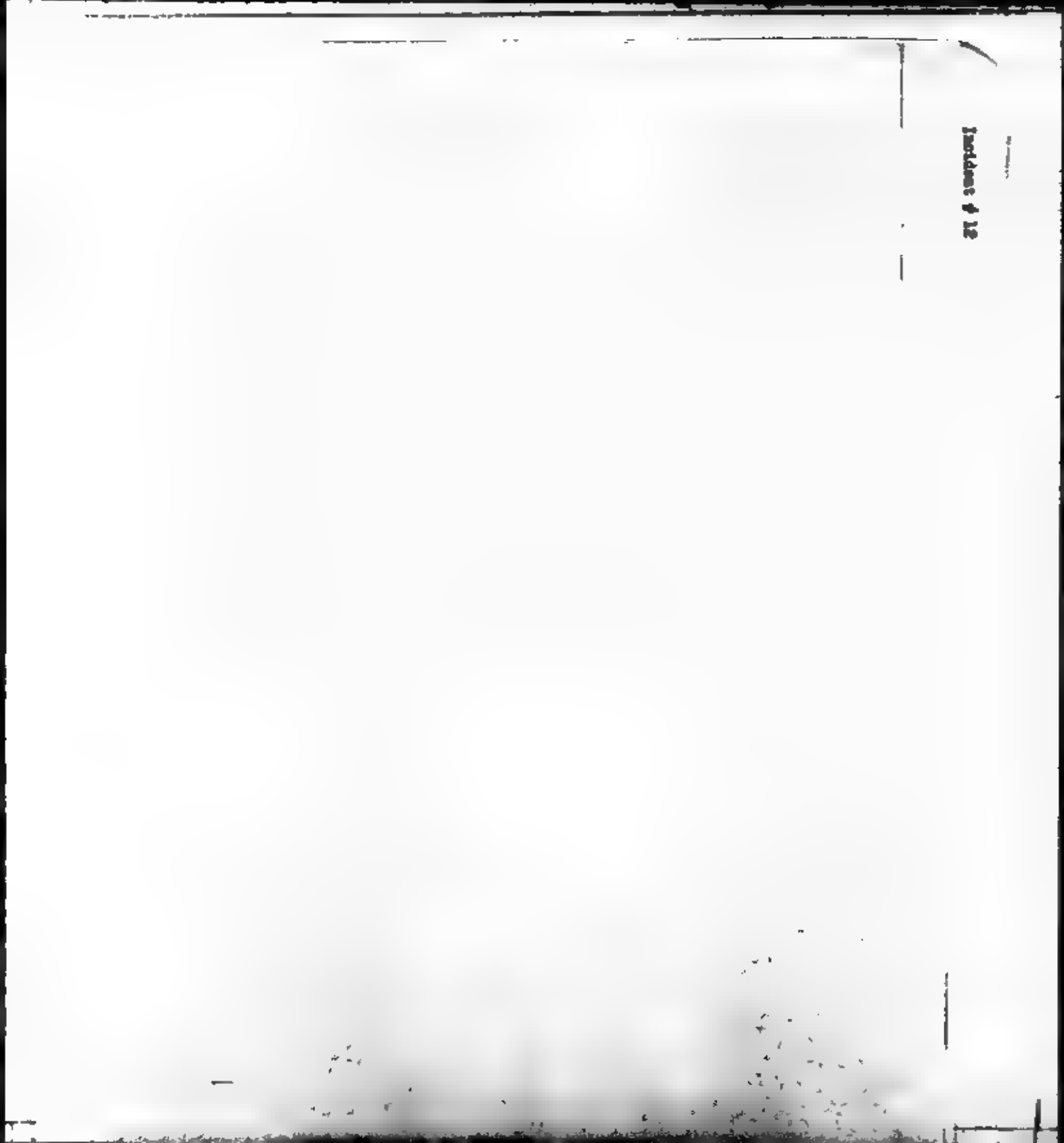
INC. FILE - 12

RESTRICTED

In Vancouver, Washington, Sheriff's Deputies, John Sullivan & Clarence
Lokaj and Fred Krivos, heard the Portland police radio broadcast and
ran out of the Sheriff's office to look at the sky. Over Portland about
three to five miles away, Sullivan said, they saw 20 to 30 objects "like
a flight of geese." They heard a low humming sound.

CONSECATED AC 1971

RESERVED



Incident # 13

Exhibit 13

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 13
2. Time 1400
3. Location Portland, Oregon
4. Name of observer E. A. Evans
5. Occupation of observer N/S
6. Address of observer 3433 SE Jackson Ave.
7. Place of observation Portland, Oregon - ground
8. Number of objects 1 at first 2 later
9. Distance of object from observer N/S
10. Time in sight 2 - 4 seconds
11. Altitude one object appeared not too high, other's approx red for many
is very high
12. Speed very fast
13. Direction of flight 1, west to east, 2 - orth
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Resembled metallic discs gliding in sunlight
18. Shape disc
19. Odor detected N/S
20. Apparent construction n/s - unless metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance, out of sight within 2 to 4 seconds
26. Remarks: (over)

RESTRICTED

JUN 19 1947

Three discs were observed by E. A. Evans & neighbors, one object appeared very high and two others were red for many and very high. One traveled from west to east, two others traveled north. They resembled satellite discs glinting in the sunlight. They first appeared in the west and were out of sight in the east in 2 to 4 seconds.

RESTRICTED

Incident # 23

Incident # 28

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 14

FORM 1 14

1. Date 4 July '77
2. Time 1500
3. Location Port. Or., Oregon
4. Name of observer Mrs. Lawrence J. Hayward
5. Occupation of observer N/S
6. Address of observer 6124 N. E. 21st Ave., Portland
7. Place of observation Portland, Oregon - ground
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3/3
11. Altitude N/S
12. Speed Slow
13. Direction of flight N/S
14. Tactics Flipping around
15. Sound N/S
16. Size disc
17. Color silvery
18. Shape round
19. Color detected N/S
20. Apparent construction N/S - apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S

RESTRICTED

26. Remarks: At 4:30 P. M. Mrs Lawrence J. Hayward, 6124 NE 21st Ave. reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.



Incidents of 19

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 15
2. Time 1700
3. Location Portland, Oregon
4. Name of observer Thomas M. Dyer
5. Occupation of observer N/S
6. Address of observer 1022 N. W. 5th Ave
7. Place of observation Portland, Oregon
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude High
12. Speed N/S
13. Direction of flight 1 - southwest; 2 - northeast
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks: One object was heading southeast and two others were going northeast.

1 INC FILE #

RESTRICTED

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 16

INC FILE #

1. Date 4 Jul 1947
2. Time 1100
3. Location Mt Jefferson, Oregon
4. Name of observer G. J. Bogue
5. Occupation of observer E/S
6. Address of observer Tigard, Oregon
7. Place of observation Near Redmond - ground
8. Number of objects 4
9. Distance of object from observer 7/8
10. Time in sight 2/3
11. Altitude 2/3
12. Speed 2/3
13. Direction of flight 1/3
14. Tactic 2/3
15. Sound 2/3
16. Size 2/3
17. Color 2/3
18. Shape disc
19. Color detected E/S
20. Apparent construction 2/3
21. Exhaust trails 2/3
22. Weather conditions 2/3
23. Effect on clouds 2/3
24. Sketches or photographs 2/3
25. Manner of disappearance 2/3
26. Remarks: G. J. Bogue, Tigard reported that four discs flew past Mt Jefferson at about 11 a. m., while he was driving near Redmond.

RESTRICTED

Ex. 100-5-17 enclosure

From the Oregon Journal - 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9)

Whatever they are, there are some remarkable objects flying around in the sky.

On one night (8) Portland area policemen and deputy sheriffs who sighted the objects today, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a newspaperman who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sound over police radio at 1:05 P. M. Friday, after the West Side Station received a number of calls that the skies were overcast. Within minutes, the patrol cars reported spotting the mystery craft.

FLAMES OVER, SILENCE LATER.

First to report in were Patrolman Robert Meyer and Deputy Billie in Car No. 22, who stopped near Lake Park. About 1:10 P. M. they saw an object in the sky. They sighted three of the objects within 30 seconds, traveling at great heights and speed over the park. They reported they heard no engine noises but saw flashes. The objects moved rapidly and changed direction of flight. The policemen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Paul Robinson in car no. 15 stopped at 22 1/2 Ave. and Foster road to look southeast from where the flames were reported. Telephone calls located them coming out of the area. He saw nothing, but a few minutes later observed one coming out of the west and heading southeast. The craft seemed to be glowing or emitting white and blue light or reflect light, he said.

OTHERS UNCONVINCED.

A former airplane mechanic, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the flap could have functioned at a 90 degree without difficulty.

Patrolman J. W. Baker parked at the foot of SE Irving street started out when they heard the call-out about 1:15 P. M. Patrolman Fred A. E. Jensen and Patrolman J. E. Hill all saw the objects and said they appeared to be going south high over the Lake Hills at varying speeds. Sgt. Hill said the flames kept them from maintaining contact with other cars or the

The flames were described as appearing as white and blue light, but a few minutes later they disappeared. The object appeared to be a shiny aluminum ball on a wire which rotated, disappeared and reappeared.

There was a plane in the sky at the time, but all were convinced that the flames were not from it.

ENC FILE-16

AIRLINE MEN SUSPECTED REPORTS OF FLYING DISCS. WITS QUOTED.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

E. J. Smith, captain of the airplane, told United Press that he sighted five "weird things" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:06 p. m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outgassed us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were meteor-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Orin Swartzman, Frank Evans, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white object" flying over the north end of Lake Washington.

Ann Ross Pictures, New York City, said a 7x5" print of the photograph showed two tiny dots, one of which was a star in the print.

Sam Metcalfe, 19, Gabe Atkinson park employee, reported that he saw several objects "like spinning discs" in the sky Friday. He said several sightings, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's deputies, John Sullivan, Glennace McKay and Fred Eriksen heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHER WITNESSES.

Col G. H. Adams, Commander of the Boeing National Guard, made an inspection of this area from his air base in Boise and reported here. He said he saw nothing "unexplainable".

Only seven military airplanes in the air at the time of the reports were 25 to 30 hours away from Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. Al P. Sanford, Helgato message, gave his opinion that the objects were cottonwood blossoms.

Earl Hollock, Ot., of 6604 N. Barragan Avenue, telephoned the Journal to berate the newspaper for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wipers.

MORE NEWS LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 St. Mandan Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in less than four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Hayward, 6124 NE 21st Ave., reported sighting a disc "like a new disc flipping around" in the air over the Study district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas H. Dyer, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northwest, over his house at 5:30 p. m. 716

G. J. Hayes, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m. while he was driving near Redmond.

Sherman Cox, 2005 NE 69th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. One of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 4 1/2 x 3 1/2 inches.

SILVERED DISCS, REPORTED BY PLANE.

NEWS, July 5 (AP) A Eugene railroad conductor said Friday he saw silvered discs being dropped out of a light airplane flying over this city.

E. F. Smith, 24 S. Eugene, an ex-conductor on the Southern Pacific Railroad, said he was driving on a Eugene road when

BEING FILED

Incident # 15

2

0

Document # 27

15-10-2

A. S. P.	
PRIORITY	
ROUTE	X
CLASS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

TYPE-17/18/19

FROM: AHC

DATE: 20 July 1947

TO: Kenneth Arnold
Box 387
Boise, Idaho

CLASS:

WILLIAM E. ARNOLD
1st Lt., Air Corps
Public Information Office

TYPE-17-7-47. STATE THE THE NEWS, INFORMATIONAL MATERIAL, AND THE ACCOUNT OF UNIDENTIFIED AIRCRAFT INCIDENT. MATERIAL BEING FORWARDED HERE, COPIES FORWARDED INFORMATION WASHINGTON FOR INFORMATION. REQUEST THIS SERVICE REQUEST PERMISSION TO PRINT REPORT FROM YOUR REPORT. ITEMS WITH POSSIBLY PUBLIC INFO MATCH OFFICE, WRIGHT FIELD, IN CASE. REPORT PUBLIC INFORMATION OFFICE.

INC FILE 17

17

COORDINATION

COMM	INFO	REPORTS	ACT	OTHER	FILE	OTHER

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **20th June 1947** Incident # 17
2. Time **1900**
3. Location **Mt. Rainier, Washington**
4. Name of observer **Kenneth Arnold**
5. Occupation of observer **Senior in fire control supplies holds private pilot's license**
6. Address of observer **Rm 307, Boise, Idaho**
7. Place of observation **Near Mounth, Washington**
8. Number of objects **9**
9. Distance of object from observer **approx 20 to 25 miles**
10. Time in sight **2-1/2 to 3 minutes**
11. Altitude **9,500 ft**
12. Speed **approx 150 MPH**
13. Direction of flight **North to South at 170°**
14. Tactics **Horizontal flight**
15. Sound **N/S**
16. Size **Approximately that of B-4 - 45 to 50 ft**
17. Color **silver like**
18. Shape **Approximately circular**
19. Color detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **clear**
23. Effect on clouds **N/S**
24. Sketches or photographs **See page**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

LINE FILE 17

CONFIDENTIAL

CONFIDENTIAL

Pilot Kenneth Arnold was flying his plane at an altitude of approximately 9,200 feet. He turned east plane in direction of Yukon, Washington which was almost directly east of his position and sat in his plane observing the sky and the terrain. To the left was a DC-4 and to his rear approximately 19 miles distant there was a 14,000 ft elevation. The sky was clear as crystal. A bright flash suddenly reflected on the plane. Upon looking to the left and to the north of Mt. Rainier he observed a chain of 9 peculiar looking craft flying from north to south at approximately 9,500 ft elevation and going seemingly in a definite direction of about 170°. Thought at first they were jet aircraft but noticed that every few seconds 2 or 3 of them would dip or change their course slightly just enough to cause the sun to strike them at an angle which reflected brightly on his plane. As they approached Mt. Rainier he could observe their outlines against the snow quite plainly, but couldn't find any tails. Checked speed and found it to be approximately 150 MPH. Never before had he observed planes flying so close to mountain tops. They flew directly south to southeast from the hag's back of a mountain range. Pilot thought they were at approximately the same elevation as he was. They flew in rather diagonal chain-like line as if linked together and seemed to hold a definite direction but curved in and out of the high mountain peaks. Distance which was almost at right angles seemed to be between 20 to 25 miles. Thought they were quite large to be observed at that distance even on a clear day. They seemed smaller than the DC-4 but he judged their span to be as wide as the farthest engines on each side of the fuselage of the DC-4 (45 to 50 ft). The chain seemed to be approximately five miles long.

NOTE: It was the opinion of the agent interviewing Mr. Arnold that he saw the "flying discs" in this report agent further stated that if Mr. Arnold could write a report of such a character and did not see the objects he was in the wrong business and should be engaged in writing Hank Rogers fiction.

The attached is what Kenneth Arnold later professed. See "Time" magazine article by Kenneth Arnold.

Seemed to travel in circular position and did not appear to whirl or spin



They seemed larger than other
discs being about 1/2
of width.

CONFIDENTIAL

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

4AFDA
333.5/423 Gen.

8 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Army Air Forces, Washington, D. C.
ATTENTION: AC of AS-2

1. The attached telegram was received by Lt. Col. Springer at Hamilton Field, California, 1 September 1947.

2. Reference is made to Summary of Information forwarded from this headquarters, File 4AFDA 333.5/15 (Gen) 1208-J, dated 27 August 1947. It is the opinion of this headquarters that Mr. Arnold, in all sincerity, will attempt to substantiate his investigation as stated in the attached telegram.

3. Inasmuch as this headquarters has no authority to request a civilian to maintain secrecy, no request will be made to Mr. Arnold with reference to the subject matter.

FOR THE COMMANDING GENERAL:



Major A. C. Burt
Acting Asst Adjutant General

1 Inclos
Photostab, telegram
dtd Aug 31. (dup)

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CONFIDENTIAL

GROUPS KEPT TO: COMMANDING GENERAL, THIRD AIR FORCE

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CONFIDENTIAL

WESTERN
UNION

WAS M. 73

BOISE IDAHO AUG 31

COLONEL SPRINGER

A-2 OFFICE HAMILTON FIELD CALIF

I HAVE OFFER TO SELL MY DETAILED ACCOUNT OF AN INVESTIGATION OF
FLYING DISC THAT TOOK PLACE IN TACOMA WASHINGTON JULY 29 THRU
AUGUST 3RD INCLUDING MY MOVIE FILM OF FACTS PERSONS PLACES AND
FRAGMENTS INVOLVED UNLESS I RECEIVE DEFINITE WORD TO THE CONTRARY
FROM A-2 WITHIN FIVE DAYS THIS STORY WILL NO LONGER BE PUBLISHED

~~CONFIDENTIAL~~

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MAILS 166/169 & EXTRA GOVT DL COLLECT

PENNINGTON ORG JUL 12 1934

COMMANDING GENERAL

WRIGHT FIELD DAYTON OHIO

DEAR SIR: YOU HAVE MY PERMISSION TO QUOTE GIVE OUT OR
 REPRINT MY WRITTEN ACCOUNT AND REPORT OF NINE STRANGE
 AIRCRAFT I OBSERVED ON JUNE 24TH IN THE CASCADE MOUNTAINS
 IN THE STATE OF WASHINGTON. THIS REPORT WAS SENT TO YOU
 AT LEAST SOME DAYS AGO. IT IS WITH CONSIDERABLE
 DISAPPOINTMENT YOU CANNOT GIVE THE EXPLANATION OF THESE
 AIRCRAFT AS I FELT CERTAIN THEY BELONGED TO OUR GOVERNMENT.
 THEY HAVE APPARENTLY HAD NO USE BUT USED AS AN INSTRUMENT
 OF DESTRUCTION IN COMBINATION WITH OUR ATOMIC BOMB THE
 EFFECTS COULD DESTROY LIFE ON OUR PLANET. CAPT SMITH
 CO-PILOT STEVENS OF UNITED AIR LINES AND MYSELF HAVE COMPARED
 OUR OBSERVATIONS IN AS MUCH DETAIL AS POSSIBLE AND AGREED
 WE HAD OBSERVED THE SAME TYPE OF AIRCRAFT AS TO SIZE SHAPE
 AND FORM. WE HAVE NOT TAKEN THIS LIGHTLY IT IS TO US OF
 VERY SERIOUS CONSEQUENCE AS WE ARE AS INTERESTED IN THE WELFARE
 OF OUR COUNTRY AS YOU ARE

500

500

KENNETH ARNOLD BOISE IDAHO PILOTS LICENSE 333467.

34 333467.

INC FILE

17

*As a matter
of record*

SOME LIFE DATA ON KENNETH ARNOLD

I was born March 29, 1915 in Sebeka, Minnesota. My father's name was Edward Erb Arnold; my mother's maiden name was Bertha E. Barden. I was a resident of Minnesota until I was six years old when my family moved to Scobey, Montana, where they homesteaded. My grandfather, Roland C. Arnold also homesteaded in Scobey, Montana, and became quite prominent in political circles along with Burton K. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Hells Thorpe, and also played football under ~~Bjorn~~ Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college

Page 2 - Some Life data on Kenneth Arnold

was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placing first with my dog in 1930 in the Lions Club Dog Derby.

In 1938 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Unce, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not find of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with some and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Cessair airplane, which is an airplane designed for high altitude take-offs and short rough field usage.

In the type of flying I do, it takes a great deal of

Page 5 - Some Life Data on Kenneth Arnold

practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 883 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

W 4 177

Incident
RAF 1208 T
16 July 1947

MEMORANDUM FOR THE DIRECTOR OF INVESTIGATION

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The aviation editor of the paper, Mr. David M. Johnson, was interviewed in regard to how well he knew Mr. Kenneth Arnold of Boise, Idaho, and as to the credibility of any statement made by Mr. Arnold. The purpose of this interview was an attempt to verify statements made by Mr. Kenneth Arnold on 26 June 1947, to various national news services to the effect that he, Mr. Arnold, had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying discs and will here-in-after be referred to as such in this report. Mr. Johnson stated that he had known Mr. Arnold for quite a period of time, having had relations with Mr. Arnold on various occasions, due to the fact that both he, Mr. Johnson, and Mr. Arnold were private fliers and frequently got together to talk shop. Mr. Johnson stated that as far as he was concerned anything Mr. Arnold said could be taken very seriously and that he, Mr. Johnson, actually believed that Mr. Arnold had seen the aforementioned flying discs. Mr. Johnson stated that after Mr. Arnold reported having seen the flying discs, that the editor of the paper had assigned him, Mr. Johnson, the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying discs having been seen in the northwest area. The results of this assignment to Mr. Johnson and what he subsequently saw is put forth in a sworn statement signed by Mr. Johnson attached to this report as Exhibit B.

AGENT'S NOTES: Mr. Johnson is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. Mr. Johnson has logged 2800 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, Mr. Johnson was the first pilot of a B-29 type aircraft being assigned to the Twentieth USAF and stationed on Tisler Island, in the Pacific. It is the personal opinion of the interviewer that Mr. Johnson actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that Mr. Johnson would have gone through the same process and would have to be very strongly convinced that he actually saw something before he would report such an incident and open himself for the ridicule that would accompany such a report.

1 Incl. Exhibit "B" - *Statement of David M. Johnson*

FRANK H. BROWN, S/A, C/O 9th AF

1276
July 1947

MEMORANDUM FOR THE DIRECTOR, FBI

1. On 12 July 1947, W. Kenneth Arnold, Box 387, Boise, Idaho, was interviewed in regard to the report by W. Arnold that he saw 9 strange objects flying over the Cascade Mountain Range of Idaho, U.S. State on July 25th. Mr. Arnold voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of Mr. Arnold is attached to this report as Exhibit A.

Mr. Arnold is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. W. Arnold has recently purchased a home on the outskirts of Boise, recently purchased a \$5,000 airplane in which to conduct his business to the extent of which is explained in the attached exhibit. It is the personal opinion of the interviewer that Mr. Arnold actually saw what he stated that he saw. It is difficult to believe that a man of Mr. Arnold's character and apparent integrity would state that he saw objects and write up a report to the extent that he did if he did not see them. To go further, if Mr. Arnold can write a report of the character that he did while not having seen the objects that he claimed he saw, it is the opinion of the interviewer that Mr. Arnold is in the wrong business, that he should be writing Jack Rogers fiction. Mr. Arnold is very outspoken and somewhat bitter in his opinions of the leaders of the U.S. Army Air Force and the Federal Bureau of Investigation for not having made an investigation of this matter sooner. To put all of the statements made by Mr. Arnold in this report would make it a voluminous volume. However, after having checked an aeronautical map of the area over which Mr. Arnold claims that he saw the objects it was determined that all statements made by Mr. Arnold in regard to the distances involved, speed of the objects, course of the objects and size of the objects, could very possibly be facts. The distances mentioned by Mr. Arnold in his report are within a short distance of the actual distances on aeronautical charts of this area, although W. Arnold has never consulted aeronautical charts of the type the Army uses. Mr. Arnold stated that his business had suffered greatly since his report on July 25 due to the fact that at every stop on his business routes, large crowds of people were waiting to question him as to just what he had seen. Mr. Arnold stated further that if he, at any time in the future, saw anything in the sky, he quotes Mr. Arnold directly, "if I see a ten story building

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1968

FRANK A. BEHRE, S/A, CHICAGO ILL. 60607

CONFIDENTIAL

By Kenneth Arnold

The following story of what I observed over the Cascade mountains, as impossible as it may seem, is positively true. I never asked nor wanted any notoriety for just accidentally being in the right spot at the right time to observe what I did. I reported something that I know any pilot would have reported. I don't think that in any way my observation was due to any sensitivity of eye sight or judgment than what is considered normal for any pilot.

On June 24th, Tuesday, 1947, I had finished my work for the Central Air Service at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Washington. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southwest side of Mt. Rainier in the state of Washington and to date has never been found.

I flew directly toward Mt. Rainier after reaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainier rises. I had made one sweep of this high plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where Ashford, Washington, is located.

CONFIDENTIAL

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Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,800 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima, Washington, which was almost directly ^{East} of my position and simply set in my plane observing the sky and the terrain.

There was a DC-4 to the left and to the rear of me approximately fifteen miles distance, and I should judge, a 14,000 foot elevation. *Washing north along the border bank.*

17
The sky and air was as clear as crystal. I hadn't flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 foot elevation and going, seemingly, in a definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course

Page 3

slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to make out their shape or their formation. Very shortly they approached Mt. Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but assumed they were some type of jet plane. I was determined to clock their speed, as I had two definite points ^(mountains) I could clock them by; the air was so clear that it was very easy to see objects and determine their approximate shape and size at almost fifty miles that day.

17 I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I had never before observed airplanes flying so close to the mountain tops, flying directly south to southeast down the hog's back of a mountain range. I would estimate their elevation could have varied a thousand feet one way or another up or down, but they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather curved in and out of the high mountain peaks. Their speed at the time

Page 4

did not impress me particularly, because I knew that our army and air forces had planes that went very fast.

What kept bothering me as I watched them flip and flash in the sun right along their path was the fact that I couldn't make out any tail on them, and I am sure that any pilot would justify more than a second look at such a plane.

I observed them quite plainly, and I estimate my distance from them, which was almost at right angles, to be between twenty to twenty-five miles. I knew they must be very large to observe their shape at that distance, even on as clear a day as it was that Tuesday. In fact I uncovered a screw fastener or screwing tool I had in my pocket with them - holding it up on them and holding it up on the DC-4 - that I could observe at quite a distance to my left, and they seemed smaller than the DC-4; but, I should judge their span would have been as wide as the furthest engines on each side of the fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am accustomed and familiar with most all objects flying whether I am close to the ground or at higher altitudes. I observed the chain of these objects passing another high snow-covered ridge in between Mt. Rainier and Mt. Adams, and as the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge,

Page 5

(later)
I measured it and found it to be approximately five miles long so I could safely assume that the chain of these saucer like objects were at least five miles long. I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the northernmost high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I would land there would be some explanation of what I saw.

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A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view.

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept going through my mind. I became more disturbed, so after taking a last look at Tiston Reservoir I headed for Yakima.

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I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the ~~sun~~ reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as ^{they} passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were hiding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western

Air Lines employees, (the gentleman) from Oklahoma City and the

(Oklahoma City Wash.)

of pilot.

INC. FILE 17

Page 7

locomotive engineer in Illinois.

*also Capt Smith and Co pilot stevens
and many marines of united air line
had work*

~~These~~ descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the world, principally Sweden, Bermuda, and California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one -- but, to continue further with my story. When I landed at the Yakima, Washington, airport I described what I had seen to my very good friend, Al Baxter, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't

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Page 8

dreaming or going crazy.

I quote Sonny Robinson, a former Army Air Force pilot who is now operating dusting operations at Pendleton, Oregon, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government".

Anyhow, the news that I had observed these spread very rapidly and before the night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Doe on the street corner or Fats Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the FBI as to the authenticity of my story or a mental or a physical examination as to my capabilities, I have received no interest from these two important protective forces of our country; I will go so far as to assume that any report I gave to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, if our Military Intelligence was not aware of what I observed, they would be the very first people that I could expect as visitors.

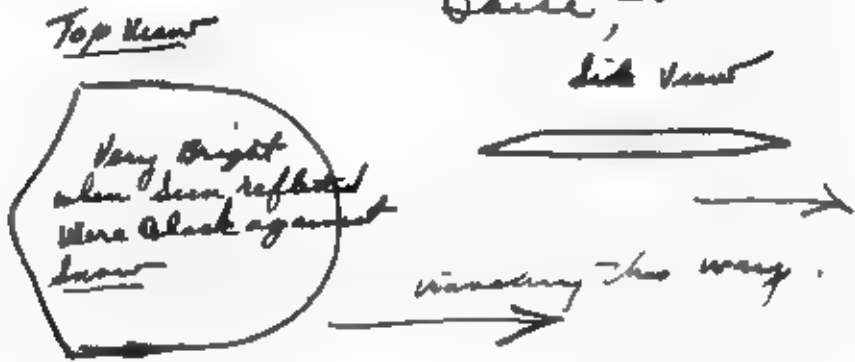
Page 9

I have received lots of requests from people who told me to make a lot of wild guesses. I have based what I have written here in this article on positive facts and as far as guessing what it was I observed, it is just as much a mystery to me as it is to the rest of the world.

My pilot's license is 333487. I fly a Callair airplane; it is a three-place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificate of my plane is 333555.

FILED 19

Signed
Kenneth Arnold.
Box 367
Baise, Idaho.





(Associated Press Wirephoto)
Kenneth Arnold, businessman here, looks upwards at Edna, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

1 JNC FILE 17

Who Has the Saucer? 40 States Join Game

(The Associated Press)
The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about the discs continued to swirl fully as rapidly as the objects themselves.

Handwritten mark



(Associated Press Wirephoto)
Kenneth Arnold, businessman from, looks camera at Boise, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

1 INC FILE 17

Who Has the Saucer? 40 States Join Game

(By Associated Press)
The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about two discs continued to swirl fully as rapidly as the objects themselves.

WASHINGTON.

Explorations of the phenomena ranged from the theory that they were radio-controlled flying machines sent aloft by U. S. military scientists, to the suggestion that they might be merely sunlight scattered on wing tanks of jet-propelled planes.

One That Didn't Move

A Spokane, Wash., woman insisted the objects she saw were "about the size of a two-room house" but a Clearwater, Fla., woman said the disk she observed resembled a pie pan.

At Rutland, Vt., a woman reported she and her husband witnessed a brilliant object in the night sky which she assumed to be a flying saucer, although it was stationary.

But at Cambridge, Mass., a housewife said she saw "a group of white, flying saucers whirling around and going at a tremendous speed."

The Massachusetts and Vermont reports brought to 23 the number of states in which the objects have been observed.

Think He Saw 'Em First

With New England getting into the game, the Harvard astronomer announced observations of the objects of the sky in photographs taken at the observatory.

The mysterious saucers first were reported June 25 in the state of Washington, but Charles F. Hooper, superintendent of the Kingsport, Tenn., Times News publishing house, said yesterday he had seen the objects two years ago.

that fact report which is miles in fact to be the V-1 the V-1 Arnold, a reported saucer made in A Civil A Civil traitor anything fact.

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1 INC FILE 17

TIMES, THURSDAY, JUNE 26, 1947

'Flying Pies' Stir Skepticism

Army, CAA Officials Unable to Explain Whizzing, Mysterious Objects

Pendleton, Ore.—(AP) Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over Western Washington at 1,200 miles an hour.

Kenneth Arnold, a flying Bobo Idaho businessman who boasted seeing them, clung to his story of the objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade Mountains with a peculiar winking motion "like the tail of a kite."

An Army spokesman in Wash-

ington, D. C., commented, "as far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3,500 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as flat like a pie-pan, and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:50 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25.20 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1.42 minutes for the 47 miles from Mt. Rainier to Mt. Adams, Arnold said, adding that he later figured by triangulation that their speed was 1,200 miles an hour.

"I could be wrong by 200 or

300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were comets but quickly saw they were too big—as big as a DC-4 that was about 20 miles away he said. The DC-4 pilot reported nothing unusual sighted. Then Arnold said he thought of jet planes and started to check them, "but their motion was wrong for jet jets."

"I swear I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

17 # 17

Reaction to His Story of Fly? Cancers Causes Makes Backbones to Doubler

PITTSBURGH, Pa., June 27.—(AP)—Katharine Arnold said Friday in vent she to get on one of her 1,200-mile-a-day "Flying Doctors" and camps from the State around by his story of mysterious ailments flanking over southern Washington.

"I haven't had a moment of peace since I first told the story," the 22-year-old State, Missa, Internationalist stated.

She said a preacher called the State Times and informed her that the strange ailments Arnold claimed to have been battling through the camps actually were beriberis of Germany.

Arnold said she didn't get the preacher's name during their phone conversation, but the publisher said he was giving his name "ready for the end of this world."

That was interesting, according to Arnold, but it wasn't half so disconcerting as the episode in a Pittsburgh club.

Arnold said a woman rushed in, took one look at her and then rushed out shrieking "there's the man who ate the meat from Mars." She rushed out of the eating place "wailing that the world have to do something for the children," Arnold added with a shudder.

Arnold, a representative of a fly control equipment firm, started the country Thursday by reporting he had seen nine shiny round objects skimming through the air in conversation between Mr. Hamer, Wash., and Mr. Adams Arnold said he was able to check them with the stop watch on his own plane's instrument panel. He said they were skimming off a speed 1,200 m. p. h.

"The whole thing has gotten out of hand," Arnold told me. "I want to talk to the FBI or someone."

"Half the people I see look at me as a combination Einstein, Flat, Curves and Curved. I wonder why my wife look to look like them."

But all the laughs and hysterics haven't helped Arnold to change his mind or back down. He doesn't care if the reports laugh him

up. He said most of the critics already tell him that what he saw was probably either one of two things: New planes or guided missiles used by the U. S. Army Air Force secret weapons. Some thought they were experimental equipment of another nation, probably Russia.

"Most people," he said, "tell me I'm right."

But apparently unimpressed reports in Washington and elsewhere were being cut on Arnold's story only facts and figures straight out of the books.

Their principal point seemed to be that if Arnold's stories proved as true as he claimed, they couldn't have been treated with anything short of radar.

The fastest man has yet been is 607 miles per hour—a record set recently by Col. Albert Boyd in a P-40.

WANTED
 A person who has been in the city of Pittsburgh, Pa. for the past few years. If you have any information regarding this person, please contact the following address: [Address obscured]

SADDLE HORSE
 For the information of the public, the following information is being furnished: [Address obscured]

WANTED
 A person who has been in the city of Pittsburgh, Pa. for the past few years. If you have any information regarding this person, please contact the following address: [Address obscured]

WANTED
 A person who has been in the city of Pittsburgh, Pa. for the past few years. If you have any information regarding this person, please contact the following address: [Address obscured]

THE DAYTON DAILY NEWS
SECOND EDITION

THURSDAY, JUNE 24, 1947

PAGE 11

**Fast "Flying Pie-Pans"
Stump Army CAA Men**

PENDLETON, Ore., June 23.—(AP)—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over western Washington at 1,000 miles an hour.

Kenneth Arnold, a flying Boiss, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade mountains with a peculiar wavering motion "like the tail of a kite."

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A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie pan," and as shiny that they reflected the sun like a mirror.

He said he was flying east at 2:30 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams, Arnold said, adding that he later figured by triangulation that their speed was 1,000 miles an hour.

"I could be wrong by 200 or 300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese, but quickly saw they were too big—so big as a DC-4 which was about 20 miles away, he said.

The DC-4 pilot reported nothing unusual sighted.

Then Arnold said he thought of jet planes and started to check them, "But their motion was wrong for jet jets."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued him on a business trip.

June 17

- 17 -

17

Incident # 27

Incident # 18

UNIDENTIFIED FLYING OBJECTS

INCIDENT NO. 18

TIME (No. Day, Hr) _____

1. Organization (official source of information)
- a. File Number
- b. Date of File . . . 20, Sept 57.
- c. agent
2. Sighting (country). . Canada
- a. Location Toronto . . . 43° 48' N 77° 24' W
- b. Time
- c. weather Clear
3. Reported by . . . Raymond Johnson and Jim Harrison
4. Witnesses
5. Photographs
6. Sketches
7. Object Sighted:
- a. Number 200
- b. Shape ball
- c. Size not stated
- d. Color yellow
- e. Speed not stated
- f. Maneuvers horizontal flight
- g. Altitude not stated
- h. Heading seen over west end of Toronto
- i. Sound not stated
- j. Exhaust Trail trail streaming out behind it like vapor behind airplane on a cloudy day
- k. Effect on Clouds

REMARKS:

Exhibit 11

Toronto, Canada

as reported by Raymond Johnson & Jim Harrison determined to be true

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SECRET

INC FILE #

18

SECRET

**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington, D. C.**

AFOLR-08-5

4 MAR 1948

SUBJECT: Flying Blacs

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

Attached report from Military Air Attache, Canada, closes the incident reported by Johnson and Harrison.

BY COMMAND OF THE CHIEF OF STAFF:

Samuel H. Wiseman

1 Incl.
MAA Canada Rpt.
dt'd 2 Feb 48

AL. C. ...
Executive ... Intelligence Requirements Div.
Directorate of Intelligence

INC FILE 18

SECRET

T-1040

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INC FILE 17



Incident # 115



CONFIDENTIAL

TLNAD-28

TRND-28/AGL/ans

"Flying Discs"

Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AC/AS-8
Lt Col George Garrett

1. Inclosed statement by Mr. S. C. Britton, regarding his sighting strange aircraft in the vicinity of Dayton, Ohio, is submitted for information and review.
2. A check of military aircraft operating in this area at the time the incident took place indicates that the objects seen are still unidentified.
3. An investigation indicates that Mr. Britton's testimony should be considered reliable. Objects seen could very likely be connected with the "Flying Disc" incident.
4. No further action will be taken unless requested by Headquarters, AC/AS-8.

FOR THE COMMANDING GENERAL:

1 Incl
Statement (2)

E. W. MCGY
Colonel, Air Corps
Chief of Intelligence
Intelligence Department

CONFIDENTIAL

Statement by Dr. I. C. Britton, Sr., of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 30 October 1947.

Dr. Britton's sighting was broadcast over the local Dayton station, "WIND", at 6780 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 31 October 1947.

Dr. A. C. Leeding of Analysis Division, Intelligence Department, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, who is project engineer for unidentified flying objects attempted to contact Dr. Britton by telephone on Tuesday evening but was unsuccessful. However, an appointment was made by telephone early Wednesday morning to meet Dr. Britton at his home around noon the same day. The statements made by Dr. Britton during this interview are as follows:

"At approximately 1230 Eastern Standard time Monday, 30 October 1947, I was strolling in my orchard in a westerly direction with my grandson, Dr. I. C. Britton, III. Suddenly the little fellow exclaimed, 'Look Grandpa the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from west to east, but slightly to the north. The sun was to my right and the sky was cloudless which caused the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is; they were much longer than they were wide. They were flying together. One object was to the rear and about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

I know that what I saw was real. They were not ordinary, birds, nor ordinary aircraft. I was so surprised and certain that the objects were strange that I felt duty-bound to make some sort of official report. However, I immediately called the Herald newspaper and told them what I had seen. I was not seeking publicity, and only thought that was the best and quickest way of getting an official report.

CONFIDENTIAL

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I was born and raised in Dayton and have been living at my present residence for the past twenty-two years, which is approximately six miles due south from the center of Dayton, and will invite anybody to check on my social standing and character."

Signed

R. C. Britton, Sr.
David Road
Montgomery County
New Paris Township,
Dayton, Ohio

Seen to and subscribed before me at
Dayton, Ohio this 23rd day of October, 1947.

Signed

Edith W. Davis
Notary Public in and for
Montgomery County, Ohio
My Commission expires
23 July 1949.

CONFIDENTIAL

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 2. Oct 47 Incident # 19
2. Time 1020
3. Location David Road, Dayton, Ohio
4. Name of observer Earl S. C. Britton
5. Occupation of observer Radio-Road- Dayton N/S
6. Address of observer David Road, Dayton
7. Place of observation ground - David Road, Dayton
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight 2/S
11. Altitude 7 to 8 1/2 miles - about 10000 ft - 10000 ft
12. Speed Very fast
13. Direction of flight West to East but still to the North
14. Tactics One object followed the other about a city block apart
15. Sound None
16. Size N/S
17. Color Reflected light
18. Shape like cigar
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails like a slight trace of steam
22. Weather conditions CAVU
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over) :

CONFIDENTIAL

37 19

CONFIDENTIAL

Witness standing in his orchard in an easterly direction when his attention was attracted to some funny flying fishes in the sky. Looking up he saw 2 strange looking craft flying very fast in a very straight course from West to East but heading to the North. The sun was to observer's right and the sky cloudless which means that the objects reflect the sun brilliantly. As a result the shade was not clearly evident but he distinctly observed that they did not have wings and they looked like saucers or plates that were wide. They were flying together, one object leading about one city block just to the right of the leading plane. The objects did not vary from a steady flight in any manner. Speed very fast but observer could not judge this except that they were at least a mile high and possibly 3 miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam coming from the plane which disappeared immediately. It did not waft in the air like vapor trails or smoke exhaust from ordinary planes and jet aircraft. Also, the objects did not look like aircraft since they flew in perfectly straight lines. He is positive that they were not jets, birds nor ordinary aircraft.

NOTE: Subsequent investigation by this God indicates that Mr. Britton's testimony should be considered reliable. The objects seen are not yet identified.

CONFIDENTIAL

2 Bright Streaks Against Sun Replace Flying Saucers Here

Hold your hats, folks... here we go again!

It's those strange things hitting through the heavens again. However, this time they aren't on westward flights, casting such glows against night skies.

They are right out in open daylight and, according to R. C. Britton, who lives out on David road, here in Dayton. "The darn things don't look like anything I've ever seen before."

It seems that Britton and his visiting five-year-old grandson, Steve Britton, of Bartholville, Ohio, were outting across the Britton orchard at 1:00 p. m. yesterday when the lad's eyes popped wide open as he gazed heavenward.

"Look, grandpa!" the youngster screamed, pointing a tiny finger to the skies.

Grandpa Britton looked, then called The Journal.

"I guess people should keep their mouths shut when they see these things," he said. "The people'll think they're crazy. But these things were so see reasonable anything I've seen before, and I've seen nearly everything that flies winging around here."

"There were two bright streaks striking off a big glow against the sun. They didn't seem to have wings, and they weren't round. I don't know what they were."

Steve agreed with his grandpa. And he should know planes, he says, because his dad is Maj. R. C. Britton Jr., a combustion engineer, now doing a two-week active duty tour at Wright Field.

A check at Wright Field could throw no light on the mystery. So, all we can do is wonder.

CONFIDENTIAL

State sent by R. S. C. Britton, Sr., of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 20 October 1947.

R. Britton's sighting was broadcast over the local Dayton station, "WISN", at 0730 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 21 October 1947.

R. A. C. Leedding of Analysis Division, Intelligence Department, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, who is project engineer for unidentified flying objects attempted to contact R. Britton by telephone on Tuesday evening but was unsuccessful. However, an appointment was made by telephone early Wednesday morning to meet R. Britton at his home around noon the same day. The statements made by Mr. Britton during this interview are as follows:

"At approximately 1230 Eastern Standard Time Monday, 20 October 1947, I was strolling in my orchard in a westerly direction with my grandson, J. C. Britton, III. Suddenly the little fellow exclaimed, 'Look Grandpa the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from west to east, but slightly to the north. The sun was to my right and the sky was cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is; they were much longer than they were wide. They were flying together. One object was to the rear and about one city block apart was to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

I know that what I saw was real. They were not meteors, birds, nor ordinary aircraft. I was so surprised and certain that the objects were strange that I felt duty-bound to make some sort of official report. Therefore, I immediately called the Herald newspaper and told them what I had seen. I was not seeking publicity, and only thought that was the best and quickest way of making an official report.

CONFIDENTIAL

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I was born and raised in Dayton and have been living at my present residence for the past twenty-two years, which is approximately six miles due south from the center of Dayton, and will invite anybody to check on my social standing and character.

S. G. Britton Signed
S. G. Britton, Sr.
David Road
Montgomery County
Van Buren Township,
Dayton, Ohio

Sworn to and subscribed before me at
Dayton, Ohio this 23rd day of October, 1947.

Edith W. Gavin Signed
Edith W. Gavin
Notary Public in and for
Montgomery County, Ohio
My Commission expires
23 July 1948

CONFIDENTIAL

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

of FILE JNC

1. Date 29 Oct 47 Incident # 20
2. Time 1100
3. Location, Xenia, Ohio
4. Name of observer Edith Atkinson
5. Occupation of observer W/S
6. Address of observer R 1, Xenia, Ohio
7. Place of observation Xenia, Ohio
8. Number of objects 1
9. Distance of object from observer W/S
10. Time in sight W/S
11. Altitude 1000 - 1500 ft
12. Speed fast
13. Direction of flight Southwest
14. Traction straight course
15. Sound None
16. Size 12" in dia.
17. Color Silver
18. Shape Round
19. Odor detected W/S
20. Apparent construction W/S
21. Exhaust trails W/S
22. Weather conditions W/S
23. Effect on clouds W/S
24. Sketches or photographs None
25. Manner of disappearance W/S
26. Remarks: Could not see any propellers or dome which observer thought strange nor was the object making any noise at all.
NOTE: Observer mentions two witnesses

RESTRICTED

Information Request

Speed - Fast.

Shape - It looked round from this distance.

Size - About 13 in. in diameter

Color - Silver, and it did not reflect any light.

Altitude - About 1000 to 1500 ft.

Direction - South west.

Time - About 11 A.M.

Date - October 20, 1947

Flight Path - Straight forward.

I could not see any propellers or doors, and I thought it was strange because I see airplanes go over every day or so and hear the noise, and this object "missile" making any noise at all, and I had never seen anything

that looked just like that
object did.

Age - 36

Education - High School

Name - Ruth Atkinson.

Witness -

Martha E. White
Marvin E. White

1 INC FILED 1920

London 17 20

Incident # 22

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 29 June 47 Incident # 21
2. Time 1645
3. Location Des Moines, Iowa
4. Name of observer Dale Bays
5. Occupation of observer Agent of Amazing Stories magazine
6. Address of observer Box 12, Crocker, Ia.
7. Place of observation Not stated
8. Number of objects at first 5, then 13
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 1200 ft.
12. Speed 300 mph
13. Direction of flight E-W
14. Tactic single file
15. Sound like an electric motor or dynamo
16. Size about 12 ft. thick & 175 to 250 ft. in diameter
17. Color Dirty white
18. Shape Between circle and oval - inverted saucer
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Number of disappearances Not stated
26. Remarks: None

PINC FILE 21

RESTRICTED 20

1880

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **21 June 1947** Incident # 22
2. Time **Shortly before noon**
3. Location **Spokane, Washington**
4. Name of observer **Guy R. Overman**
5. Occupation of observer **Not stated**
6. Address of observer **621 N. Pollock Ave., Spokane, Washington**
7. Place of observation **Spokane, Washington on ground**
8. Number of objects **one at first. later others more indistinct**
9. Distance of object from observer **Not stated**
10. Time in sight **Not stated**
11. Altitude **7,000 or 8,000 feet**
12. Speed **Slower than 2 motorized planes.**
13. Direction of flight **South, a little to the west of south**
14. Tactics **Flashed repeatedly as it moved along**
15. Sound **Not stated**
16. Size **Quite large**
17. Color **Shiny - silvery**
18. Shape **Flashes or discs**
19. Odor detected **Not stated**
20. Apparent construction **Flashes or discs**
21. Exhaust trails **Not stated**
22. Weather conditions **Not stated**
23. Effect on clouds **Not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **became less distinct but flashed repeatedly.**
26. Remarks: **(over)**

On Saturday June 21st, shortly before noon, I was in our yard at home when I happened to glance up at a passing plane. I would say this was a two motored one from one of the army bases, flying south at about 10,000 or 12,000 feet. On the same glance at the plane a bright white flash attracted my attention, coming from approximately two or three thousand feet lower than the plane, but slightly ahead of my line of vision of the plane. My first thought was that the plane had thrown out hand bills, but this could not be as they (the flashes or disks) were ahead of the plane. One thing different tho, it seems to me they were not traveling as fast as the plane. We realize to, now, that whatever they were, they must have been quite large, being as plain as the nearest one was, yet so high. And again, they were traveling south against prevailing winds. At least some of the smaller flashes, if not all were as high or higher than the plane, but the nearest one seemed lower, both when it flashed and otherwise, as it did intermittently.

RESTRICTED

621 N. Hoffman Ave.
Spokane, Wash.
July 4th, 1947.

Off. Com.
1st Lt.
Spokane, Ohio.

Inc # 2

Dear Sir:

Re: Matter of reported 'Flying Disks'.

As by local paper, information unrecanted,
 on June 21st, shortly before noon, I was in our yard at home
 and I decided to glance up at a passing plane. I was not too familiar
 with the type of planes, but I would say this was a two motor
 plane of the Army bases here, flying south at about 10,000 or
 12,000 feet.
 As I glanced at the plane, a bright shiny flash attracted my
 attention, coming from a point only two or three thousand feet lower
 than the plane, but slightly ahead of my line of vision of the plane.
 After the flash, I could see a more or less distinct line,
 which may have been the flash had been, only farther south, and as I look-
 ed I saw a series of other more indistinct flashes, above, ahead,
 and to the right. First, but so far away that I could see nothing more than
 a point of light. The first tho, would flash repeatedly as it
 moved.
 I do not know what the plane had thrown out and bills, but it is
 not likely they (the flashes or disks) were ahead of the plane,
 unless they were from the engine, and saw them so distinctly as
 we wondered what they could be. We realized they could not be
 bills, as they must have been of good size to show so plain from
 that distance, and again they were all silvery.
 As I look on, they were still traveling south, possibly a little to
 the left of center, and by this time the plane was ahead of them. In other
 words, they were to the back of the plane in our line of vision.
 I did not know of them until we saw them mentioned in the papers,
 and realized we perhaps had seen what others had.
 The flashes, different, tho, it seems to me they were not traveling as
 fast as the plane, as will be noticed from the above.
 As I look on, tho, that whatever they were, they must have been quite
 large, being as plain as the nearest one was, yet so high. And again, they
 were traveling south, against prevailing winds.
 I do not know of the smaller 'flashes', if not all were so high or
 in front of the plane, but the nearest one seemed lower, both when it
 flashed and otherwise, as it did intermittently.
 This is to you as it may be of some use.

Respectfully

Guy R. Sherman

P.S. Haven't heard of anyone else in, or near Spokane reporting
 on this. S.R.O.

Incident # 23

23

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **30 June 1947** Incident # **25**
2. Time **9:15 PM approximately**
3. Location **Boise, Idaho**
4. Name of observer **Angela Dowdrie**
5. Occupation of observer **Not stated**
6. Address of observer **917 East Sunnyside Street, Boise, Idaho**
7. Place of observation **Boise, Idaho** traveling west to Flamingo Golf Course
8. Number of objects **1**
9. Distance of object from observer **20 miles**
10. Time in sight **few minutes**
11. Altitude **3,000 feet**
12. Speed **Stationary**
13. Direction of flight **Stationary**
14. Tactics **None**
15. Sound **Not stated**
16. Size **Not stated**
17. Color **Bright and silvery**
18. Maneuvers **Half circles**
19. Odor detected **Not Stated**
20. Apparent construction **Looked like a mirror in the sun**
21. Exhaust trails **Not stated**
22. Weather conditions **Not stated**
23. Effect on clouds **Seemed to be clinging to a large cloud**
24. Sketches or photographs **None**
25. Manner of disappearance **Not Stated**
26. Remarks:

INC FILE 25

(over) RESTRICTED

RESTRICTED

An object was seen in this locality on 30 June 1947. The hour was approximately 5:45 PM and we (my wife and I) were traveling west to the Plantation Golf Course, which is approximately five miles from Boise. On the way, I happened to spot something in the sky which seemed to be clinging to a large cloud. It was half circled in shape and just as bright and silvery looking as a mirror caught in the rays of the sun. After a few minutes of traveling and looking the object disappeared. I would say it was about 10 miles distant, and from our location, approximately 3,000 feet in the air.

Note: Witness states he has had "Airman's Recognition" in the USAF about 4 times and is positive that the object sighted was not an airplane

RESTRICTED

Mr. Angelo Demofrio
917 East Darnock St.,
Boise, Idaho

June 23

Commanding General
Wright Field,
Dayton, Ohio

Dear Sir:

After reading the reports of "Mysterious Air Objects" in the local newspaper today, I, the undersigned, desire to report an object which I had seen in this locality on June 30, 1947.

The hour was approximately 5:45 PM and we (my wife and I) were traveling west to the Plantation Golf Course, which is approximately five (5) miles from Boise. On the way, I happened to spot something in the sky which seemed to be clinging to a huge cloud. Consequently, I brought the matter to my wife's attention and we both looked very hard to make it out, but to no avail. It was half circled in shape and just as bright and silvery looking as a ~~mirror~~ caught in the rays of the sun. After a few minutes of traveling and looking the object disappeared. I would say it was about ten (10) miles distant, and from our location, approximately three (3) thousand feet in the air.

I would like to state further, that I have had "Aircraft Recognition" in the USAAF about four (4) different times and I'm positive that the object was not an airplane.

Very truly yours,


Angelo Demofrio

PINC FILE 23

Incident # 24

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12 June 1947 Incident # 21
2. Time 6:15 P.M. evening
3. Location Weiser, Idaho
4. Name of observer Mrs. Herbert Erickson
5. Occupation of observer Not Stated
6. Address of observer R. #2, Weiser, Idaho
7. Place of observation Weiser, Idaho toward the west
8. Number of objects 1 at first later 1 more
9. Distance of object from observer Not stated
10. Time in sight few seconds
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight South easterly course
14. Tactics shooting up and down
15. Sound None
16. Size Not stated to far away to determine
17. Color Glistening in the sun
18. Shape Not stated to far away to determine
19. Odor detected Not stated
20. Apparent construction Tiny object which emitted vapor
21. Exhaust trails Vapor looked like clouds, kept shape and seemed to glide across the sky to the east.
22. Weather conditions Clear
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Number of disappearances only a glister and vapor could no longer be seen
26. Remarks: (over)

RESTRICTED

On the evening of June 12 about 6:15, a neighbor and I returning home from another neighbors, glanced into the sky toward the west, and saw what we thought was smoke from an airplane. She mentioned that she had never seen that before, so we stopped to look and listen, thinking we would see the plane. But there was no sound, so we kept looking until we saw a tiny object from which the vapor was emitting. It was so far away we could not determine the size or even the shape. Its only identity was a glister in the sun. We had watched this one for a few seconds, when from the general direction of the sun, another object shot into the sky. It followed the general direction of the first, shooting up and then before settling to a south-easterly course across the sky, where we followed them until they were only a glister and the vapor could no longer be seen. After the objects were gone, we continued to look and to watch the vapor that had been left which now looked like clouds but kept a shape, and this shape seemed to glide across the sky to the east where there was a black streak leading to the horizon. The vapor stayed in the sky for over an hour.

RESTRICTED

Weiser, Idaho
July 3, 1947

you #24

*Commanding General
Flight Field
Dayton Ohio
Dear Sir.*

On the evening of June 12 about 6:15, a neighbor and I returning home from another neighbors, glanced into the sky toward the West, and saw what we thought was smoke from an airplane. She mentioned that she had never seen that before, so we stopped to look and listen, thinking we would see the plane. But there was no sound, so we kept looking until we saw a tiny object from which the vapor was emitting. However, it was so far away that we could not determine the size or even the shape. Its only identity was a glint in the sun. We had watched this one for a few seconds, when from the general direction of the sun, another object shot into the sky. It followed the general direction of the first, shooting up and down before settling to a south-easterly course across the sky, where we followed them until they were only a glint and the vapor could no longer be seen. After the objects were gone, we continued to look and to watch the vapor that had been left which now looked like clouds but kept a shape, and this shape seemed to glide across the sky to the East where there was a black streak leading to the horizon. The vapor stayed in the sky for over an hour. So far as notes have been given in the papers, this is the first time the objects were seen.

It seems probable that what we saw is what others are seeing and that we weren't seeing things, as some around here thought. There were four of us who watched this spectacle at this time: Mrs. Harold Boles, Mr. and Mrs. G. C. Beecher and myself.

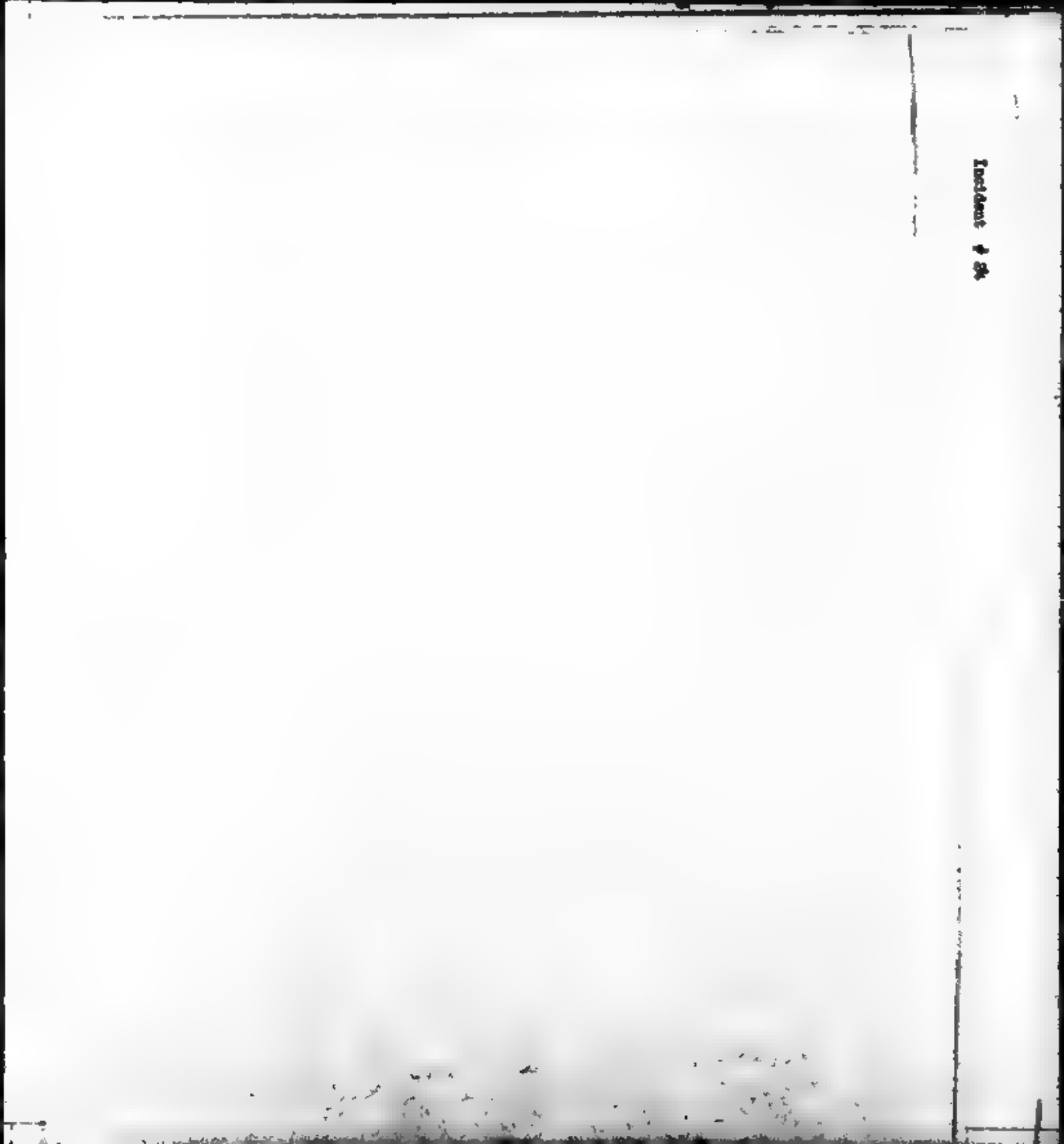
Very truly yours,

Mrs. Robert Erickson

R#2

Weiser, Idaho

Incident # 84



Booklet # 29

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 25
2. Time **11:45 p.m.**
3. Location **East over West Trenton, New Jersey**
4. Name of observer **Miss Marion Marshall**
5. Occupation of observer **Not stated**
6. Address of observer **WILJ Western Electric, Trenton, New Jersey**
7. Place of observation **Southbound platform of the West Trenton station of the Reading railroad**
8. Number of objects **1**
9. Distance of object from observer **Not Stated**
10. Time in sight **Not Stated**
11. Altitude **High**
12. Speed **Fast**
13. Direction of flight **East over West Trenton**
14. Tactics **Not stated**
15. Sound **Not stated**
16. Size **Not stated**
17. Color **Luminous**
18. Shape **Flying saucer - no tail or hole**
19. Odor detected **Not stated**
20. Apparent construction **Not stated**
21. Exhaust trails **None**
22. Weather conditions **Bright moonlight**
23. Effect on clouds **Not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **Not stated**
26. Remarks **See**

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I wish to report having seen a "Flying saucer" on May 1, 1957, travelling east over West Irwin at 11:45 p.m. It was "flying" high and fast, was self-direction with no tail or hole. The moonlight was bright at the time and I was standing on the southbound platform of the West Irwin station of the Reading railroad.

RESTRICTED

W T N J

8

TRENTON, NEW JERSEY
1310 K C

RESTRICTED

Inc # 45

FRANKLYN J. WOLF
Commanding Officer

July 6, 1947.
Our 25th year.

Commanding Officer,
Air Materiel Command,
Wright Field,
Dayton, Ohio.

Dear Sir:

I wish to report having seen a "flying saucer" on July 4, 1947, travelling east over West Trenton at 11.45 p. m. It was "flying" high and fast, was self-luminous with no tail or halo. The moonlight was bright at the time and I was standing on the southbound platform of the West Trenton station of the Reading railroad.

Very truly yours,

Marion Marshall

(Miss) Marion Marshall

M:hg

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INC FILE 25

Endowment 4 25

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June 1946

2001

Conclusion of Report

**Commanding General,
Hawthornfield Army Ground
Force Hospital, Hawthornfield
170 010 470 Postmaster
San Jose, San Jose**

NFI D File

1. In compliance with letter Order No. 12320 dated 20 July 1946, Headquarters Air Materiel Command, Dayton Field, Dayton, Ohio, copy of which is attached, there is herewith submitted for your information a copy of the report which was made as a result of the investigation directed by the attached order. Due to the exigencies of the situation and the short period of time involved, it was not possible to write the report while at Newark Field.

2. Colonel William F. Stone, the Commanding Officer of Newark Field, was most cooperative and assisted the investigating officers with every ounce of his strength, which contributed in no small degree to the successful conclusion of the investigation.

FOR THE COMMANDING GENERAL:

**W. H. Stone
Colonel, Air Materiel
Command, Newark Field**

**W. H. Stone
Colonel, Air Materiel
Command, Newark Field**

June 27 1946

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CONFIDENTIAL

June 24

SECRET/NO/212

SECRET/NO/212

Transmittal of Report of Investigation

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

**ATTN: AG/AS-2
Colonel Robert Taylor III**

1. Transmitted herewith are two copies of a report on an investigation conducted at Maxwell Field, Montgomery, by Colonel W. R. Clinger and Lt. Colonel S. G. Rabell of this Command. This investigation was accomplished in accordance with a verbal request from General Schilgen of AG/AS-2 to Colonel H. H. Holey of Headquarters, Air Materiel Command.

2. This letter may be declassified upon removal of the attached report, in accordance with paragraph 9, AR 300-9.

FOR THE COMMANDING GENERAL:

Incl:
Rpt of Investigation
w/Incls. (in Cop)

**H. H. HOLEY
Colonel, Air Corps
Deputy Commanding General
Intelligence (D-2)**

1 INC FILE 26

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INTELLIGENCE INFORMATION REPORT

2 August 1947

1. In accordance with AHS Letter Order 17180, dated 20 July 1947, copy attached, Colonel V. R. Clineburn and Lt. Colonel R. G. Howell, Jr. proceeded to Hanes Field, Stephensville, Newfoundland, arriving at Hanes Field, 21 July 1947. Upon arrival they reported to Colonel William F. Slane, the Base Commander, who was also present at the interview conducted at Hanes Field and who also gives a verbal briefing of such information as was obtained.

2. Colonel Slane called to Captain W. R. Smith, Base Intelligence Officer for discussion. Captain Smith stated that personnel of the American Airways and Trans World Airways voluntarily came to his office and reported sighting an object on the 18th of July 1947. The personnel were Mr. John H. Johnson, TWA, Mr. Robert S. Ledy, TWA and Mr. John F. Woodruff of TWA, who agreed to furnish sworn statements of the phenomena that they had viewed, copies attached hereto, as exhibit "A". Furthermore, Mr. Ledy had taken two photographs of the phenomenon on Kodachrome film, which he had an objection to the Army developing and viewing for the purpose of accepted identification. This film was sent to New York by courier and eventually was forwarded to AG/AS-2. These two pictures showing the phenomenon, which had been forwarded to the AHS, were in the possession of the investigating officers at the time of the trip to Hanes Field. Captain Smith arranged to have Mr. Ledy and Mr. Johnson brought to the office of the Base Commander to be interviewed, at which time their statements substantially coincided with the attached sworn statements. These gentlemen did qualify the statements to the extent that normally Mr. Woodruff was prone to kid quite a bit and they did not believe him when he first made the statement about seeing the phenomenon, however, he convinced them quickly and they further insisted that the phenomenon that they viewed was, exactly as described in the sworn statements. They had one correction to make in the type of engine used, it being a star engine instead of an Argus, and had a (P-40) lens.

3. Inasmuch as Mr. Woodruff had been transferred to Gander, a special trip was made to that point where arrangements had been made to have Mr. Woodruff meet the plane at the airport for the purpose of having an interview. Mr. Woodruff in substance reiterated the statements that were contained in the sworn statement with a few slight qualifications for instance he insisted that they saw the object at 1700 altitude Standard time and he was positive that the trail and the spot in the cloud persisted for at least one hour and fifteen minutes and was still visible in the sky after their arrival at Hanes Field. Mr. Johnson and Mr. Ledy stated that the trail as it appeared against the sky was only visible because it was slightly darker in color than the sky. Mr. Woodruff stated as he observed the phenomenon that it was happening so fast that the trail appeared and the cloud was expected to see the plane almost instantaneously and he was positive that he could see through the cloud where the phenomenon had occurred. Mr. Woodruff stated that the trail appeared to be a flat silver-like trail, which was in fact like the exhaust of a jet engine. It was in a horizontal plane pointing in a north-southwardly direction. In one other particular he stated that the object was of a cylindrical shape and appeared to be cylindrical in shape in a 90-degree position. It did not appear to be a sphere.

INC FILE

Intelligence Investigation Report
4/2/57

depth or have any outside view. It was noticeable in the statements of Mr. Leidy and Mr. Robinson that each insisted that the break in the cloud was clean in shape and it appeared to be as wide as the object that Mr. Eastwell allegedly saw, and that each stated that they could see the trail leaving the cloud indicating that the object disappeared over the horizon. All agreed that there was no explosion at the time of the visible event.

4. After interviewing the observers of the phenomenon, further discussion was held with the Intelligence Officer and the Base Commander in which it was revealed that the observer's reports had been checked and there was no reported aircraft in the vicinity at the time the phenomenon was reported. The statement was also made that if a Canadian or British aircraft had been flying in the vicinity of Sussex Field, there would have been a report of it available. The weather conditions were also noted and reports verified that it was a clear sunny day having scattered cumulus clouds from 2,000 to 10,000 feet with excellent visibility conditions. Visibility and brightness conditions at 1700 on a sunny day at Sussex Field are usually very excellent. It was difficult for Mr. Leidy, who made the Redoubtarn photographs, to obtain the film with respect to the angle in which the pictures were taken and it is unfortunate that they were over-exposed so that better conditions could be obtained. From the photo prints it is evident that some such phenomenon did occur. The existing part was that a cloud was rent asunder and left in two definite parts and did not appear to join together again. This would lead to the conclusion that a body having a terrific heat or other power to split a cloud had passed through. It is a matter of common knowledge that when an airplane passes through a cloud the cloud is not usually disturbed. It was very noticeable that the course of the phenomenon was approximately 30° East of true North, which could be an indication that it was not originated from a foreign country. From an engineering standpoint it is difficult to ascertain how a body having the magnitude or heat content could be projected as up to tear a cloud apart in this particular location. One possible interpretation was that it was a day time appearance of a shooting star which was difficult to substantiate because of the apparent relatively low altitude and the apparent horizontal course that it pursued.

5. Also attached herewith are copies of statements obtained by the Base Intelligence Officer of other objects sighted in the vicinity of Sussex Field. These reports are included as a matter of interest. It was not feasible to interview the observers in the time involved and it was considered that the statements were complete and apparently no further information could be obtained. During the evening of 21 July a final discussion was held with the Commanding Officer of Sussex Field at which time a Mr. Leidy of the Sussex Air Force Base was present and reported that Captain William Hunter of the Royal Canadian Air Force was on duty from Sussex, Nova Scotia to Sussex, New Brunswick, and on the night of 21 July 1957 and that he had not seen any aircraft or other objects flying in the vicininity of Sussex. Mr. Leidy stated that in his opinion it is very unlikely that any aircraft was on this evening on the night of 21 July, but that he would be unable to say during the night and was relying on the fact that he is usually present in the vicininity of the base and that he would not have seen any aircraft if he had been there. Mr. Leidy stated that he had not seen any aircraft flying in the vicininity of Sussex on the night of 21 July and that he would be unable to say during the night and was relying on the fact that he is usually present in the vicininity of the base and that he would not have seen any aircraft if he had been there.

ENC FILE

Intelligence Investigation Report

4/2/43

tip light of an airplane and aircraft carrier than the ones as viewed on the horizon. Mr. Larkin stated that he had spent considerable time in Alaska where he had formerly viewed the Northern lights and was positive that the flashes he saw were not the Northern lights and was not a common natural phenomenon. The flashes were visible at a 90° angle to the horizon, but it was not possible to estimate the distance from the ship.

6. The interviewing officers departed Egan Field on the morning of 1 August and proceeded to Westover Field where they were detained practically all day due to airplane trouble. After departing Westover Field, they proceeded to Walling Field, where Colonel Robert Taylor, III of AG/AG-2 was contacted by telephone and a verbal report was given to him of the visit to Egan Field. Colonel Taylor then requested that a written report be forwarded to AG/AG-2 for record. A copy of this report is being forwarded to the Newfoundland Base Command in accordance with paragraph 5 of I.O. 47189, Hqs. Air Materiel Command.

7. The two Kodachrome slides which are the property of Mr. E. H. Laidy are also attached to this report.

Prepared by Colonel W. R. Clingman and Major Colonel E. G. Howell of Hqs.,
Air Materiel Command, Wright Field, Dayton, Ohio.

2 Items

1. Copy by Base Intelligence Officer
Egan Field, Newfoundland, 2/4/43
w/2 Incls.
2. Copy by Base Intelligence Officer
Egan Field, Newfoundland, 2/4/43
w/2 Incls.

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 26
2. Time Between 3:00 and 5:00 PM in the afternoon
3. Location Pan American Airways, Harmon Field, Newfoundland
4. Name of observer Robert J. Leidy
5. Occupation of observer Station Mechanic
6. Address of observer APC 664, c/o Postmaster, New York, New York
7. Place of observation Traveling in a car returning from fishing.
8. Number of objects 1
9. Distance of object from observer Not Stated
10. Time in sight Not stated
11. altitude Not stated
12. Speed terrific rate of speed in a circle because of the arcs in the path.
13. Direction of flight Not stated
14. Tactics definite trail and caused clouds to break open as it went through.
It looked to be traveling in a circle and left sharp edges to cloud
15. Sound Not stated
16. Size Not stated
17. Color No difference in color looked as if object broke the cloud and left
this opening.
18. Shape Trail horizontal
19. Color detected Not stated
20. apparent construction object or flying discs
21. Exhaust trails bluish streak
22. Weather conditions Clear with clouds
23. Effect on clouds Cut a path through the cloud & you could see the trail
right through the clouds, and it left sharp edges on the clouds.
24. Sketches or photographs Kodachrome film
25. Manner of disappearance Not stated
26. Remarks: (over)

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

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"FLUKE MACHINES"

- 1. Organization : 1380th AAF Sq, HHC, ATD, ATC, Harnes Field, Newfoundland.
- 2. Sighting : Flying disc or other airborne object.
- 3. Place : Approx six (6) miles SW of Harnes Field.
- 4. Time : 2000/L, 10 July 1947
- 5. Altitude : 8- 10,000 ft.
- 6. Weather : Clear, Scattered Cumulus 8 - 10,000 ft.
- 7. Heading : NNE on horizontal course.
- 8. Speed : Very high velocity.
- 9. Shape & Size : Circular like a wheel, estimated to be same size as a G-64 as seen from 10,000 ft.
- 10. Color : Translucent or Silvery, left a Bluish Black trail approx. 15 miles long.
- 11. Photographs : Mr. Robert S. Leidy reported that he took two (2) Kodachrome snap shots of the trail.
- 12. Reported by : Mr. John W. Horkman, WMA mechanic; Mr. John W. Woodruff, PMA mechanic; and Mr. Robert S. Leidy, PMA mechanic reported the above facts to the Intelligence Officer on 16 July 1947. A Flash Report was TMR ed to: Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding General Hq. ATD and Hq. HHC
- 13. General : Master's Horkman, Woodruff, and Leidy were enroute from Stephenville Crossing to Harnes Field at the time of the sighting. Mr. Woodruff was the first to see the disc, it appeared to rent or split the clouds through which it passed and left a Bluish Black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. Horkman and Mr. Woodruff. Mr. Leidy stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Newfoundland Base Command for processing.

Information furnished above is considered significant and bears a striking resemblance to other reports in connection with the "Flying Saucer." The bluish black trail tends to indicate ordinary combustion from a turbo-jet engine, ignited rocket, or some combination of these. The kind of power plants. The absence of noise and apparent dissipation of the clouds to form a clear path indicates a comparatively large mass flow of rectangular white smoke vapors and a considerable amount of heat.

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~~CONFIDENTIAL~~

Classification cancelled on

HEADQUARTERS 148TH AAF BOMBING GROUP
HEADQUARTERS 148TH AAF BOMBING GROUP, 148th AFB, (Rank) (Date)
AFB 64, c/o Postmaster, New York, N. Y.

26 July 1947

Interrogation of **ERNEST W. HENY**, Station Mechanic, Pan American Airways, Hunter Field, Newfoundland, taken at 1488 HQT, 16 July 1947, by Captain William S. Smith, AG, Intelligence Officer.

- Q. Were you with Mr. Woodruff and Mr. Johnson on the evening when they saw an object or flying disk passing over the sky on 16 July 1947?
- A. Yes, I was.
- Q. Were you or any members of the party drinking?
- A. No, I had one cup of beer, that was about half hour before that.
- Q. Can you tell us the circumstances under which you saw the object or its trail?
- A. Well, Mr. Woodruff saw it first and said he saw the thing travelling through the sky. We did not believe him at first but when he was so convinced about it we stopped the car and got out. I had my camera so took a picture of it. There was a distinct streak left in the sky which could not have been a cloud formation. It was a definite trail and caused the clouds to break open as it went through.
- Q. Did it cut a path through the clouds?
- A. Yes, it was very clear, and you could see the trail right through the cloud, it looked to be travelling in a big circle and it left sharp edges to the clouds.
- Q. What was the trail like?
- A. I would not say it was unusual, it looked as if an object passed through similar to that of a pebble leaving a ring in the pond.
- Q. Was there any disturbance in the air?
- A. No, it looked as if the object broke the cloud and left this opening.
- Q. Was the trail horizontal, going up, or coming down?
- A. It looked horizontal.
- Q. What was the altitude of the clouds?
- A. I don't know, etc, they were pretty high though.
- Q. What time was that?
- A. I don't know exactly etc, but it was between three and five o'clock in the afternoon, so about eight hours from setting.

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~~CONFIDENTIAL~~

R W L

~~RESTRICTED~~
~~CONFIDENTIAL~~

Interrogation of Robert V. Luddy (Cont'd)

- Q. Did you see the object?
A. No.
- Q. How long do you think the trail was?
A. I don't know, sir, but the trail was very long, that is why I think something went through the sky because of the trail and black smoke it left, you could easily see it.
- Q. Was the trail on a straight course?
A. Well, as I said before, it looked to me from the ground, that it was travelling at a terrific rate of speed in a circle because of the area in the path.
- Q. Have you ever seen a meteor?
A. No.
- Q. Can you estimate the size of the cut in the clouds?
A. No.
- Q. How long have you been working around planes, etc?
A. Six (6) years.
- Q. Were you in the Army during the war?
A. No.
- Q. How many pictures did you take?
A. Ten.
- Q. What type camera did you have?
A. An Argus, F-2.
- Q. Was the film black and white or color?
A. It was black and white.
- Q. Where are the film now?
A. Well, I took three or four rolls and I am not sure which one the pictures are on.
- Q. I understood from Mr. Woodgett that they are being developed.
A. I think it is out of the camera sir, but I have not seen them yet.
- Q. Will you give us the name of the name of the person who gave you the camera?
A. Yes, sir.

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~~CONFIDENTIAL~~

R. V. L.

~~CONFIDENTIAL~~

Interrogation of ~~Robert W. Leidy~~ **RESTRICTED**

- Q. Are you willing to give the Army a copy of the pictures of the trail?
A. Yes.

Robert W Leidy
~~Robert W. Leidy~~
Station Newlands
Pan American Airways

Sworn and subscribed to before me
this 17 day of July 1947.

W. H. Smith
W. H. SMITH, JR.
Captain, Air Corps
Adjutant

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

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

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

File # 76

1. Transmitted herewith three (3) rolls of Kodachrome Film belonging to Robert W. Liedy, mechanic for Pan American Airways.
2. Mr. Liedy states that on one of the three (3) rolls there are two (?) pictures of a Flying Disc's or other Airborne Object's trail, taken on 10 July 1947.
3. The Assistant Chief of Staff, Intelligence, Newfoundland Base Command directed that the film be transmitted to your Headquarters for processing and further disposition, and that "X's" have been dispatched giving further information from Headquarters, Newfoundland Base Command.
4. According to the statements of the observers, the object itself may not be on the film, but its trail, which is said to have been bluish black, or the object's effect on the cloud formations, will appear on the photographs.
5. Request that the rolls of film be returned to Mr. Robert W. Liedy, APO 864, c/o Postmaster, New York, New York, after they have served their official purposes.

FOR THE COMMANDING OFFICER:

WILLIAM H. SMITH
Captain, Air Corps
Intelligence Officer







Incident # 27

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 27
2. Time Evening
3. Location Haines Field, Newfoundland
4. Name of observer John H. Mahman, Jr.
5. Occupation of observer Supervisor and Mechanic
6. Address of observer PMA American Airways, Haines Field, Newfoundland
7. Place of observation Going up over the mountain between Haines Field and Stephenville Crossing.
8. Number of objects 1
9. Distance of object from observer Did not see the object saw the trail as it was left behind
10. Time in sight Not Stated
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight Not stated
14. Tactics Object was horizontal and seemed to remain on true course.
15. Sounded No noise
16. Size Did not see object
17. Color not stated
18. Shape not stated
19. Odor detected Not Stated
20. Apparent construction Not stated
21. Exhaust trails Bluish black, lined across the sky in a ~~rough~~ ~~line~~
22. Weather conditions Scattered clouds
23. Effect on clouds The object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered.
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks (None)

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

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(**SECRET**)

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 27 A
2. Time 1700 M 30170-A
3. Location Harmon Field, New Foundland
4. Name of observer John E. Woodruff
5. Occupation of observer Chief Mechanic, Pan American Airways
6. Address of observer Pan American Airways, Harmon Field, Newfoundland
7. Place of observation Between Harmon Field and Stephenville Crossin
coming over the Hill
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight ~~XXXXXXXXXX~~ Split second
11. Altitude ~~XXXXXXXXXX~~ Between 5000 to 10,000 ft
12. Speed Terrific rate
13. Direction of flight North north East
14. Tactics Travelling horizontal
15. Sound Not stated
16. Size About the size of a 54 or a Constellation
17. Color Translucent
18. Shape Disk like a wheel
19. Odor detected Not Stated
20. Apparent construction disk
21. Exhaust trails dark bluish approx. 15 to 20 miles long
22. Weather conditions Very clear and clouds very scattered
23. Effect on clouds Opened the clouds as it went through the air.
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. ~~XXXXXXXXXX~~ (over)

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U-30170-A

SECRET

John E. Woodruff saw one of the so called "flying disks" or other object on 10 July, at approximately 1700. We were coming back from a fishing trip, and coming over the hill between here and Stephenville Crossing, you can see the cloud formation ahead, I saw the object break out where the clouds opened and it left its trail behind it. It was very clear and the clouds were very scattered.

I say the approximately altitude of the clouds was from 5000 to 10,000 feet. The object appeared to be a translucent disk like a wheel travelling at a terrific rate of speed and opened the clouds as it went through the air. The disk was travelling horizontal. It appeared to be about the size of a plate or some elevation. It spread the clouds out about half mile. It cut a clear path right through the cloud. It left a trail dark bluish in color similar to a power light. The trail was approximately 15 to 20 miles long.

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EX-105-1

ROUTING AND READ SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and addresser.

Place initials of director and type, telephone number and location in right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT

REPAIR OF AIRCRAFT ENGINE, INCIDENT 0

TO

FROM

DATE

13 Jul 48

COMMENT NO. 1

Reference is made to the weekly intelligence summary, dated 17 Jul, 1947, which reported that the aircraft engine was repaired.

The report states that the engine pistons were made of an unidentified material which was found to be made of on 10 July 1947.

The engine was repaired and returned for study. The engine is now returned for file.

Approved: _____
Special Agent
Air Materiel Command

Approved

4-30178-A

APR 1

~~RESTRICTED~~

Classification of
changed to *Restricted*
Authority of CC, AD-ATC
6 Aug 47
(Date)

HEADQUARTERS (Howe)
Newfoundland Base Command, ATIS-ATC
Fort Pepperrell, Newfoundland
AFB 642, c/o Postmaster, New York, N. Y.

20 July 1947

SUBJECT: Letter of Transmittal.

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

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

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

2. Reference TWE - NW 14(69), this headquarters, dated 121730H July 1947, regarding sightings of "Flying saucers" by Constable HENR KRAMER, Newfoundland Constabulary, at Grand Falls, Newfoundland, on the night of 9 July 1947, attached herewith, as inclosure 4, is signed statement of this sighting by Constable KRAMER.

FOR THE COMMANDING GENERAL:

Harison C. Miller
HARISON C. MILLER,
Captain, Air Corps,
AS/S, Intelligence.

4 Inclos:

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

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Extract from Weekly Intelligence Summary, 224, 23 Jul 47

"FLYING OBJECTS REPORTS": The following is a digest of the only current reports that have been received through the intelligence system of this Command concerning unidentified flying objects. On 16 June 1947, rumors were drifting into Subjport from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Iris Harvey, has reported to personnel of the 1800th Air Base Unit, AFU, Newfoundland Base Command, Port Roperell that on 9 July at 2130 hours local time (2000Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying west, moving very fast, and parallel to the ground, at an altitude of "50,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that 2130 weather provided in the Grand Falls region at the time these objects were reported as being seen. Mr. John H. Mahrous, Supervisor of Mechanics for Trans World Airline and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Barnes Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular saucer-shaped disc of silver color which, at its estimated altitude of "12,000 feet", appeared to be of equal size to the wing span of a C-54. Weather conditions were that the weather at Barnes during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Barnes; the two observers report that the disc seemed to "cut the clouds as it passed" over on a SW course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the boom seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1800th Air Base Unit, AFU, Barnes Field, St. John's, who relayed Mahrous's and Woodruff's report to this office state that Mahrous' pictures were taken of the disc which are now being developed, probably by Barnes at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col Bruce E. Perry and Major William E. Guyard of the 50th Airbase and Air Communications Service Group, Ellsworth Field, Anchorage, observed an object resembling an aluminum colored balloon "about 5 feet in diameter" travelling at an estimated altitude "at a great speed" in a NE direction in the vicinity of the field. On 12 July at 0230 hours local time (2000Z), Major Edward Stubbs of this unit and two unidentified officers of the Alaska Department observed a "white balloon" approximately 20 feet in diameter in the vicinity of Ellsworth Field flying in a NE direction following the perimeter of the command's 10th airbase. The object was reported as flying at an altitude of "1000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-54 heading into a 20 mile per hour wind. This office has been so constituted as to be of the above reports and to report on reports concerning such objects in Hungary and

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

Classification: SECRET

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~~CONFIDENTIAL~~ Class" (after cancelled or
changed to ~~RESTRICTED~~
INTELLIGENCE DIVISION authority of DC, AD-ATC
HEADQUARTERS 1305th AAF Base Unit
NEWFOUNDLAND BASE COMMAND, AFB (NSC)
APO NS, c/o Postmaster, New York, N. Y. [Rank] (Date)

16 July 1947

Interrogation of JOHN W. WHELAN, JR., Supervisor and Mechanic,
Newfoundland Airbase, Newfoundland, taken at 1230 HRT,
16 July 1947, by Captain William E. Smith, AD, Intelligence Officer.

- Q. How long have you been associated with aircraft and aviation?
A. Since approximately 1938.
- Q. Were you in the Army during the War?
A. Yes.
- Q. What did you do in the Army?
A. Aerial Gunner.
- Q. Did your job during the war entail you to be able to judge distances
and sizes of objects and ranges?
A. Yes.
- Q. On the evening of 10 July 1947, did you see one of the so called
"Flying Saucers" or an object in the sky?
A. Yes, we were coming up over the mountain between here and Stephen-
ville Crossing. The car was going up hill and we could see the sky
through the windshield. Mr. Woodruff said "look at the car in the
sky". I looked up and saw a bluish black vapor trail.
- Q. Did you see the object?
A. No, I just saw the trail as it was left behind.
- Q. Can you describe the effect the object had on the cloud formation?
A. The clouds were very scattered and were about from 2500 feet to
10,000 feet, the object passed through and cut the cloud leaving a
gap where you could see the blue sky, like a knife had cut it. The
edges were feathered similar to a void, as if you cut a void in half.
- Q. Did the object appear to be descending, ascending, or horizontal?
A. It was horizontal and seemed to remain on a true course.
- Q. What was your estimate of the course?
A. Approximately North North East.
- Q. Can you give any estimate as to the size of the object?
A. I did not see the object.


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Interrogation of John S. Johnson, Jr.

- Q. Can you describe the trail?
A. It was bluish black in color, very easily distinguished from the blue sky. A diesel exhaust would be similar to it.
- Q. Was the trail thin shaped?
A. No it was more or less a band across the sky in a straight path.
- Q. Did it make a noise?
A. No noise.
- Q. What went on in the car when you sighted the object?
A. We stopped the car and got out and looked at it. One of the boys had a camera and took a photograph of the trail that the object left.
- Q. What was the name of the man who took the photograph?
A. Robert Leidy.
- Q. Do you know what type of film Mr. Leidy was using?
A. Kodachrome, I believe.
- Q. Do you know whether Mr. Leidy saw the disk or object?
A. I don't believe so.


J. S. Johnson, Jr.
Supervisor and Technician
Trans World Airplane

Seen and subscribed to before me
this 17 day of July 1947.


C. L. Smith, Jr.
Captain, Air Corps
Albuquerque

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ESTABLISHED OFFICE authority of CE, AB-470
INTERVIEWING 130000 AAF 1000 1000
INTERVIEWING 130000 AAF 1000 1000
SPO 504, c/o Postmaster, New York, N. Y. (Rank) (Date)

26 July 1947

Interrogation of JOHN E. WOODRUFF, Chief Mechanic, Pan American Airways, Newark Field, New Brunswick, taken at 1405 HQ, 16 July 1947, by Captain William E. Smith, AB, Intelligence Officer.

- Q. Did you see one of the so called "Flying Saucer" or other object on the 10th July?
- A. Yes, I did.
- Q. Can you give the approximate time?
- A. Approximately 1700.
- Q. Tell me the circumstances under which you saw this object.
- A. We were coming back from a fishing trip, and coming over the hill between here and Stephenville crossing you can see the cloud formation ahead, I saw the object break out above the clouds ahead and it left its trail behind it.
- Q. Had you been drinking?
- A. No.
- Q. You were riding in a car at the time you saw it?
- A. Yes, in the front seat of the Pan American car.
- Q. What was the weather like that day?
- A. It was very clear and the clouds were very scattered.
- Q. What was the approximate altitude of the cloud?
- A. It's say from 2000 feet to 10,000 feet.
- Q. Did you see the disk itself?
- A. Yes, that it appeared to be was a translucent disk like a disk travelling at a terrific rate of speed and spread the clouds as it went through the air.
- Q. How was this disk travelling, horizontal, descending or ascending?
- A. It was horizontal.
- Q. About how big did it appear to you?
- A. From the height of 20, I'd say it was about the size of a 5' or 6' Constellation.
- Q. About how far apart did it break the clouds?
- A. It spread the clouds out about 1000 feet.

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Interrogation of John H. Woodruff (Cont'd)

- Q. What kind of a break did it make in the clouds?
A. It cut a straight path right through the cloud.
- Q. Did it leave a trail?
A. Yes, it left a trail dark bluish in color similar to a high power light. The trail was from approximately fifteen (15) to twenty (20) miles long.
- Q. Have you ever seen a meteor?
A. Yes.
- Q. Do you think this was a meteor?
A. No, I don't think so, it was out too clean. This was as straight as an arrow.
- Q. What was the course of the object?
A. Well, looking at the map I'd say North North East.
- Q. Have you been working around airplanes long enough to know the size of an aircraft and the height from a distance?
A. Yes.
- Q. How long have you been working around aircraft?
A. Seven (7) years.
- Q. Were you in the Army during the time of the War?
A. No.
- Q. Did you take any pictures?
A. No, I did not, but one of the boys took some.
- Q. Do you think the pictures will show up?
A. Yes, it was an ideal day for pictures.

John H. Woodruff
JOHN H. WOODRUFF
Chief Technic
Pan American Airways

Sworn and subscribed to before me
this 12 day of July 1947.

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W. H. Smith
W. H. SMITH, JR.
Captain, Air Corps
Adjutant

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FINAL REPORT OF SIGHTING

Classification cancelled or
changed to RESTRICTED

Authority of CC AD-ATC

(Place) (Rank) (Date)

- 1. Org. : 1385th AAF HC, WBC, ATLD, ATC. Harmon Field, Newfoundland.
- 2. Sighting : Flying Disc or other airborne object.
- 3. Place : Approx six (6) miles SSW of Harmon Field.
- 4. Time : 2000/?, 10 July 1947
- 5. Altitude : 8- 10,000 ft.
- 6. Weather : Clear, Scattered Cumulus 8 - 10, 000 ft.
- 7. Heading : NNE on horizontal course.
- 8. Speed : Very high velocity.
- 9. Shape & Size : Circular like a wheel, estimated to be same size as a C-54 as seen from 10, 000 ft.
- 10. Color : Translucent or Silvery, left a bluish black trail approx 15 miles long.
- 11. Photographs: Mr. Robert W. Leidy reported that he took two (2) Kodachrome snap shots of the trail.
- 12. Reported By: Mr. John V. Bertman, TMA mechanic; Mr. John F. Woodruff, PAA mechanic; and Mr. Robert E. Leidy, PAA mechanic reported the above facts to the Intelligence Officer on 15 July 1947. A Flash Report was Tail ed to : Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding Generals Hq. ATLD and Hq. ATC
- 13. General : Mister's Bertman, Woodruff, and Leidy were enroute from Stephenville Crossing to Harmon Field at the time of the sighting. Mr. Woodruff was the first to see the Disc, it appeared to rent or split the clouds thru which it passed and left a bluish black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. Bertman and Mr. Woodruff, Mr. Leidy stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Newfoundland Base Command for processing.

William H. Smith
WILLIAM H. SMITH
CAPT. A.C.
Intelligence Officer

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THE INVESTIGATION OF ONE FIGHTER PLANE, WHICH OCCURRED IN JULY 49, OVER
 HANCOCK FIELD, BIRMINGHAM, AT APPROXIMATELY 10000 FEET, CAME
 DOWN FROM 10000 FEET TO 7000 FEET. WHEN WITH SOUTHERN COURSE AT 6-30000 FEET
 TO 6000 FEET. BELIEVED TO BE THE FIRST CRASHED ABOUT 6 MILES SOUTH WEST
 WEST FROM HANCOCK FIELD IN THE MOUNTAIN, THE INVESTIGATION AND IN
 SOCIETY, THE INVESTIGATION TO BE THE AFFAIRS ABOUT THE SAME SPAN AS
 6-30, AT 10000 FEET, WAS SIMILAR IN SHAPE LIKE TRACKING TRAIL, THAT
 SEEMED TO CUT THE CLOUDS OPEN AS IT PASSED THEM AND LEFT A BROWN BLACK
 TRAIL APPROXIMATELY FIFTEEN MILES LONG TO TRAIL WAS SIMILAR TO THE
 TRAIL SEEN AFTER A HIGH POWERED LAUNCH LIGHT OR SEARCH LIGHT IS SHUTTING
 OFF TO EXHAUSTIVE PROCEEDS WHEN TAKEN AND ARE BEING DEVELOPED ON THE
 SIDE TO BEING WILL BE FORWARDED AS SOON AS THEY ARE RECEIVED BY
 MR. WOODRUFF AND

June 21

Into ... High ... *Schulzger* what left does ...
 (Gen T-2 and Eng Div) *Gen ...*
 ref. to ... *reporting to Gen Schulzger A/C ...*
 Room 3 E 183

what has ... prepared?
 " " ...
 7 ...
 long ...
 does ...
 Is ...

Incident # 27

1/18/1982
EJC

Incident # 28

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 24 June 1947 Incident # 28
2. Time Not stated
3. Location Idaho
4. Name of observer Lt Governor Donald S. Whitehead
5. Occupation of observer Lt. Governor
6. Address of observer Not stated
7. Place of observation Idaho western sky
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed ~~Unknown~~ Remained immobile
13. Direction of Flight Didn't move just seemed to go below the horizon with the rotation of the earth
14. Tactics ~~Maneuvering~~ hovering
15. Sound Not stated
16. Size Not stated
17. Color Not stated
18. Shape comet-like
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds comet-like hanging in the western sky
24. Sketches or photographs Not stated
25. Manner of disappearance ~~Not stated~~ seemed to go below the horizon with the rotation of the earth.
26. Remarks: ~~(redacted)~~

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14 Gov Whithead said that he saw a "saucer-like object hanging in the western sky June 24." He stated that the object "didn't move but just seemed to go below the horizon with the rotation of the earth."

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UP - Persons in 7 states including the Lieutenant Governor of Idaho today reported they had seen the mysterious "flying saucers".

The projectiles variously described as "too fast for an airplane and not fast enough for a falling star", "not moving at all" and "traveling at great speed", were reported seen last night streaking over Denver.

It was the first report of the saucers in almost a week. Persons in Oregon, California, New Mexico, and Idaho reported seeing various versions of the unexplained projectiles.

Idaho
Lt. Governor Donald S. Whitcomb of Idaho said today that he saw a strange "comet-like object hanging in the western sky June 24." That was the day Kenneth Arnold of Boise, Idaho first reported seeing the projectiles over southeast Washington. Whitcomb said the object he and 3 other witnesses saw "didn't move but just seemed to go below the horizon with the rotation of the earth."

At Denver, Henry Martin and Walter Herrod said they caught a brief glimpse of a group of "bright objects" flying at about 5,000 ft. last night.

WASHINGTON - Army research experts can't explain the flying saucers but they are investigating, they said.

At first, Army officers laughed off the reports, now they are beginning to take them seriously. At any rate, the air research center at Wright Field, Ohio is looking into the reports and all service intelligence agencies are at work on them.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 14 June 1947 Incident #29
2. Time 1200 noon first time later at 1415 approximately
3. Location ~~XXXXXXXXXXXXXXXXXXXX~~ Portland, Oregon
4. Name of observer Richard Rankin
5. Occupation of observer Pilot
6. Address of observer 1808 South 7th St., Lakesfield, California
7. Place of observation Ground Front yard
8. Number of objects 10 first time 7 second time
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 8500 feet
12. Speed 350 miles per hour
13. Direction of flight First group South to north. Second group north to South
14. Tactics Flying in "V" formation with one object straggling in the rear
15. Sound Not stated
16. Size Resembled the XF5U-1
17. Color Not stated
18. Shape resembled the XF5U-1, the so called "Flying Flapjack"
19. Odor detected Not Stated
20. Apparent construction Flying machines
21. Exhaust trails Not stated
22. Weather conditions Clear and Sunny
23. Effect on clouds Not Stated
24. Sketches or photographs None
25. Manner of disappearance Not Stated
26. Remarks: (Over)

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At approximately 1200 noon on the 14 of June I was lying in the front yard of my home. There was a lad mowing the lawn at the time. I looked into the sky and saw ten articles flying from the South to the North at what I would judge to be 1,000 ft. The objects were flying at approximately what I would judge to be 550 miles per hour. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers on the deserts of Southern California. The objects resembled the pictures that I have seen of the XF5U-1, the so called "Flying Lapjack" that the Navy is testing. At approximately 1415 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from North to South, although this time there were only seven of the articles. When I first saw the original ten objects they were flying in a "v" formation with one object seemingly straggling in the rear of the formation. When the objects appeared the second time they were still in the "v" formation although there was only seven of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that this was the case, that the other three objects had probably come back to their base on the other side of the mountains fromakersfield. I am firmly convinced that the articles I saw are actually some sort of flying articles although I cannot say from where they came or to where they were going.

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

4AFDA 110
333.5.1D

Handwritten initials and number

SUBJECT: Investigation of "Flying Discs"

5 B1

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-3

1. Attached statement and newspaper clipping forwarded your office per request of TMI from Headquarters Air Defense Command, Mitchel Field, New York, dated 10 July 47.

2. Information copy furnished Headquarters Air Defense Command.

FOR THE COMMANDING GENERAL:

Julian J. Turner

Acting Commanding General

Incls:

1. Statement re RANKIN, dtd 30 Jul. (dup)
2. Newspaper clipping, dtd 3 Jul (dup)

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F. H. L. T., C. 6046
30 July 1947

C-127-4-1-0-2-4

On 30 July 1947 Mr Edward Martin, 814 N. W. Hudson Street, Portland, Oregon was interviewed by this agent and stated in substance as follows:

My name is Edward Martin, I am 47 years old and have 2 eyes since I was fifteen years old. I first sailed in an air craft in 1919. I have flown over all the western parts of the United States many times and have capped all of the western part of the United States during the years before the late war for the U. S. Forest Service. I am familiar with almost every part of the western United States. During a great part of my life I have done stunt flying for air shows and various other types of aeronautical exhibitions. My brother was Tom Martin who was quite well known in both civilian and military flying circles for many years before his death and during the late war ran a series of flying cadets through primary training schools and not operated by him. To date I have accumulated 7000 hours in the air as pilot of both civilian and military aircraft. I am well acquainted with most articles that one could see in the air and I feel that I am well qualified to say when I see articles flying through the air, although I would not attempt to say that I am infallible and state that I could definitely identify every object that might be flying through the air. The following is an account of what I saw on 14 June 1947 from the yard of my home at 141 South 9th St., Inverfield, California.

At approximately 1200 noon on the 14 of June I was lying in the front yard of my home. There was a lad mowing the lawn at the time. I looked up into the sky and saw two articles flying from the South to the North at what I would judge to be 5500 ft. The objects were flying at approximately what I would judge to be 350 miles per hour. As I have stated before, I have done quite a lot of map work for the US Forest Service. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers or the forests of Southern California. Having quite a knowledge of aircraft in general I attempted to explain to the lad mowing the lawn that the objects were probably on some sort of training mission for either the Army or Navy. At that time I did not give the slightest thought to anything but that the objects were some sort of test ship for the Government services. The objects resembled the pictures that I have seen of the F5U-1, the so called Flying Saucer or aircraft that the Navy is testing. After the objects disappeared I proceeded into the house and had my usual meal. At approximately 1:15 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from South to North, although this time there were only seven of the articles. When I first saw the original two objects they were flying in a "V" formation with one object seemingly straggling in the rear of the formation. When the objects appeared in a second time they were still in the "V" formation although there was only one of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that had was the case, that the other three objects had probably gone back to their base on the other side of the mountains from Inverfield. A week or so later when I read of Mr Kenneth Gould claiming that he had seen articles flying through the air over the Cascade Mountains in

Incl # 1'

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Washington I realized that the articles that I saw were probably the same thing. I was still reluctant to mention this to anyone thinking that they would probably say that I was crazy. After sometime I mentioned the incident to the editor of the "Oregonian", a Portland, Oregon newspaper. At this time I was in Portland for the remainder of the summer. The results of the conversation with the editor of the paper is put forth in the accompanying newspaper article.

I fully realize that this is a broad statement in view of the fact that there has been so much publicity ~~mentioned~~ put forth in various newspapers of the country. I am of sound mind in every respect and I am finally convinced that the articles I saw are actually some sort of flying machines although I cannot say from where they came or to where they were going. I say what I have said with no idea of publicity or personal gain.

SIGNED

Richard Rankin

Richard Rankin
Portland, Oregon
30 July 1947

RECEIVED
JUL 31 4 50 PM '47
MAIL ROOM
U.S. AIR FORCE

CONFIDENTIAL

Pilot Recalls Seeing Discs

Dick Rankin Tells Of Odd Aircraft

More reports of "flying saucers" turned up Wednesday one from no less than Dick Rankin, brother of the late Tex Rankin, and himself an experienced pilot of more than 7000 hours flying time.

Rankin, who is recovering from an old back injury received in an automobile accident, came to Portland over the week end to spend the summer. He saw the "saucer" over Bakersfield, Calif., on June 23, while flying on his way back to his home in Oregon. He said he had nothing to tell the Oregonian.

He stated he saw such and them Rankin said, "until I sawed at the hubbaloos in the papers, I puzzled over their strange shape for a while and finally concluded that they were the navy's new XF5U-1 flying saucers, which are thin and round, with twin propellers and stubby tail."

Only One XF5U-1 Built

The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut.

The one plane was flying high maybe 3000 feet and fast, about 300 or 400 miles an hour.

Rankin said he saw the "saucer" over Bakersfield, Calif., on June 23, while flying on his way back to his home in Oregon. He said he had nothing to tell the Oregonian.

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"I saw it LA" Portland, Oregon
3 July 1947

Plane Ve' Flying S

PORTLAND, Ore., July 2. The report of a long-time West Coast pilot was added today to the growing account of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious discs over Bakersfield, Calif., and going "maybe 200 or 300 miles an hour."

There were ten in formation flying north, he told a reporter when "they returned on the reverse course headed south, there were only seven."

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Veteran Airmen of 'Flying Saucers'

Portland, Ore., July 2. (AP) The report of a long-time West Coast pilot was added today to the growing account of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious discs over Bakersfield, Calif., and going "maybe 200 or 300 miles an hour."

There were ten in formation flying north, he told a reporter when "they returned on the reverse course headed south, there were only seven."

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Veteran Pilot Spots Ten Flying Discs

BY HERBERT BATTEN
Seen at Bakersfield, Calif., Also Over Portland

PORTLAND, Ore., July 2. (AP) — The report of a long-time West Coast pilot was added today to the growing account of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious discs over Bakersfield, Calif., and going "maybe 200 or 300 miles an hour."

There were ten in formation flying north, he told a reporter, but when "they returned on the reverse course headed south, there were only seven."

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Mr. Rankin said he saw them June 23, but hesitated to describe what he saw until he noted others were reporting the same thing.

New reports meanwhile came in from three Oregon cities, Astoria, Madras and Portland. Mr. and Mrs. Herbert Batten, pilot of Portland, said they saw at least ten of the "saucers" winging noiselessly high over the Columbia River yesterday.

Rankin said he saw the "saucer" over Bakersfield, Calif., on June 23, while flying on his way back to his home in Oregon. He said he had nothing to tell the Oregonian.

New reports meanwhile came in from three Oregon cities, Astoria, Madras and Portland. The Portlanders making the report, Mr. and Mrs. Herbert Batten, said they disbelieved stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

Manager Seized at Dude Ranch

Portland, Ore., July 2. (AP) — A manager of a dude ranch in Oregon was seized today by federal agents on suspicion of participating in the "saucer" sightings.

rising pilot of more than 7000 hours' flying time.

Rankin, who is recovering from an old back injury received in an automobile accident came to Portland over the week end to spend the summer. He saw the "silver saucers" over Bakerfield, Calif. June 23, while lying on the lawn sun bathing, he told The Oregonian.

"I hesitated to say much about them, Rankin said. "until I noticed all the headlines in the papers I puzzled over the strange shape for a while and finally concluded that they were the navy's new XF3U-1 flying flappers which are thin and round, with twin propellers and stubby tail.

Only One XF3U-1 Built

The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut.

The planes were flying high, maybe 8000 feet, and fast, about 300 or 400 miles an hour. I first counted ten of them in formation going north. About 2:15 P. M. they returned on the reverse course headed south. But there were only seven in the formation.

They were not weaving or bobbing in formation. I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared a most round. They looked like pictures of the navy's flying flapper. Rankin said.

Rankin who plans to spend the summer here at 324 N. E. Simon street is now able to resume a little flying for fun but not commercially he said. He now operates a string of 4 in courts, spending his winters at Palm Springs.

Two Descriptions Check

Rankin's description of the mysterious aerial objects agrees with that of Kenneth Arnold, a 40-year-old Idaho business man, who first reported them over the state of Washington, except that Arnold clocked them at an estimated 1200 miles an hour.

Other reports came Wednesday from Astoria.

Jack Hayes, patient in St. Mary's hospital there, said he saw ten of the discs Monday flying southward at a rapid speed and that they vanished behind the hills.

Mrs. Earl Seade, Fort Stevens said she saw a disc flying north over Fort Stevens Tuesday noon, and that other observers saw the same object.

The army at Fort Stevens and the coast guard at nearby Point Adams did not see the discs.

The report of a Conzalia, Wash. man Wednesday coincided in number of discs with the original report made by Arnold. Sidney B. Gallagher of Conzalia said he saw nine unidentified objects flying north at 3 P. M. June 24. He was working 11 miles southwest of Mineral, Wash., at that time.

PORTLAND, Ore., July 2 (AP).—The report of a long-time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious discs over Bakerfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter but when "they returned on the reverse course, headed south, there were only seven."

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared about round."

**Photo by
Veteran Airmen
of 'Flying Sauc'**

Portland, Ore., July 2-4 (AP).—The report of a long-time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious discs high over Bakerfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter but when "they returned on the reverse course, headed south, there were only seven."

Leaders making no sense, Mrs. Herbert Salter, said.

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"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared about round."

Mr. Rankin said he saw them June 23, but hesitated to describe what he saw until he noted others were reporting the same thing.

New reports meanwhile came in from three Oregon cities: Astoria, Madras and Portland. Mr and Mrs. J. B. J. Miller of Portland said they saw at least ten of the "saucers" winging noiselessly high over the Columbia River yesterday.

JUL 3 1947

Experimental Navy "flying saucers" The Navy's new flying saucers has only one XF3U-1 and it has not left Connecticut.

New reports, meanwhile came in from three Oregon cities: Astoria, Madras and Portland. The Portlanders making the report: Mr and Mrs. Herbert Salter said they disbelieved stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

REPORTS OF OTHER TOWN

Rankin, and himself an experienced pilot of more than 7000 hours' flying time.

Rankin, who is recovering from an old back injury received in an automobile accident, came to Portland over the week end to spend the summer. He saw the "flying saucers" over Bakerfield, Calif. June 23, while lying on the lawn sun bathing, he told The Oregonian.

"I hesitated to say much about them," Rankin said. "until I noticed all the bulletins in the papers. I puzzled over their strange shape for a while and finally concluded that they were the navy's new XP3U-1 flying flapjacks, which are thin and round, with twin propellers and stubby tail."

Only One XP3U-1 Built

The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut.

These planes were flying high, maybe 9000 feet and fast - at about 300 or 400 miles an hour - first rounded ten of them in formation going north. About 2:35 P. M. they returned on the reverse course headed south. But there were only seven in the formation.

They were not wearing or bobbing in formation. I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round. They looked like pictures of the navy's flying flapjack, Rankin said.

Rankin, who plans to spend the summer here at 324 N. E. Simpson street, is now able to resume a life flying for fun, but not commercially, he said. He now operates a string of air courts, spending his winters at Palm Springs.

Two Descriptions Check

Rankin's description of the mysterious aerial objects agrees with that of Kenneth Arnold, Boise Idaho, business man, who first reported them over the state of Washington, except that Arnold checked them at an estimated 1200 miles an hour.

Other reports came Wednesday from Astoria.

Jack Hayes, patient in St. Mary's hospital there, said he saw two of the discs Monday flying southward at a rapid speed and then they vanished behind the hills.

Mrs. Earl Seade, Fort Stevens, said she saw a disc traveling north over Fort Stevens Tuesday noon, and that other observers saw the same object.

The army at Fort Stevens and the coast guard at nearby Point Adams did not see the discs.

The report of a Centralia, Wash., man Wednesday coincided in many particulars with the original report made by Arnold. Sidney B. Callaghan of Centralia said he saw nine unidentified objects flying north at 3 P. M. June 24. He was working 12 miles southeast of Astoria, Wash., at the time.

PORTLAND, Ore., July 2. (AP)—The report of a long-time west coast pilot was added Wednesday to the growing accounts of "flying saucers" over the west.

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There were ten in formation flying north, he told a reporter, but when they returned on the reverse course, headed south, there were only seven.

"ALMOST ROUND"

"I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round," he said.

Veteran Airman Joins Ranks of 'Flying Saucer' Witnesses

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There were ten in formation flying north, he told a reporter, but when they returned on the reverse course, headed south, there were only seven.

Rankin said he saw them from the ground on June 23, but hesitated to describe what he saw until he noted other were reporting the same thing.

A first, he continued, he assumed he had seen the XP-3U-1, the experimental Navy "flying flapjack." The Navy since has announced it has only one XP-3U-1, and it has not left Connecticut.

New reports, however, came in from three Oregon cities, Astoria, Madras and Portland. The Portlanders backing he report Mr. and Mrs. Herbert Seade, said they disbelieved stories about the "saucers" until they saw at least ten of them winging hither-thither high over the Columbia River yesterday.

believed stories about the "saucers" until they saw at least ten of them winging hither-thither high over the Columbia river Tuesday.

Still another such account came from four states away. At Albuquerque, N. M., Max Hood, Chamber of Commerce executive, told of seeing "a disc-like bluish object following a zig-zag path in the northwestern sky" only Tuesday night. It disappeared in about half a minute, he said.

There have been similar reports in the past several days from other points in New Mexico, west Texas and Oklahoma.

CONFIDENTIAL

Incident
MAY 1208 I
14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 10 July 1947, a check was made at the following locations in Palm Springs, California for the purpose of trying to locate Mr. Richard Rankin: Palm Springs Police Department, Palm Springs Newspaper, "The Desert Sun", Palm Springs Star Company, Southern California Gas Company, Palm Springs Telephone Company, Palm Springs Employment Office, Palm Springs Chamber of Commerce, Royal Palm Hotel, 5 Palm Springs real estate offices, and the City Offices of Palm Springs including waste disposal, water rights, tax records and etc. No record of Mr. Rankin existed in any of the above mentioned offices.

2. On 11 July 1947, Mr. Hyland A. Gorham, Postmaster of Palm Springs, California for the past 14 years was interviewed. Mr. Gorham stated that he had lived in Palm Springs for the past 24 years and that he was unsure if a person named Richard Rankin had ever lived in Palm Springs. Mr. Gorham stated that due to the fact that Palm Springs is a resort area and due to the fact that in the summer months only 3 to 5 thousand people resided in Palm Springs, whereas in the winter months 10 to 12 thousand resided in Palm Springs, it was very possible that Mr. Rankin could have lived in Palm Springs more or less on a non-permanent status and he, Mr. Gorham, not being aware of it.

A check of General Delivery records revealed a letter addressed to Mr. Richard Rankin, Palm Springs, mailed from Cicero, Indiana, postmarked at Cicero, Indiana July 1947, at 5 P.M. The return address on the envelope was listed as the Gospel Tract Society, Route 1, Cicero, Indiana. Mr. Gorham permitted the contents of the envelope to be examined inasmuch as the contents was 3rd class material and the envelope not sealed. The records were of a religious nature concerning the sad plight of American non-church goers, the second coming of Christ and etc. Superintendent of Mails was contacted by Mr. Gorham and stated that there was a Mr. Richard Rankin who had received mail through the general delivery office of the Palm Springs Post Office, but that the last mail, other than the letter mentioned above, came through the Post Office approximately two years ago. The Superintendent of Mails seem to have a very wobbly memory and recalled where the mail coming in for Rankin had been addressed to. This mail was addressed to Mr. Richard Rankin in care of a trailer camp located in Palm Springs. On calling the trailer camp office, it was found that Mr. Richard Rankin had lived in the camp but departed approximately two years ago and left no forwarding address. Investigation is continuing in an effort to locate Mr. Rankin and obtain a statement from him.

FRANK M. BROWN, S/A, CUC 4th AF

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2. On 11 July 1947, Mr. Hyland M. Gorman, Postmaster of Palm Springs, California for the past 14 years was interviewed. Mr. Gorman stated that he had lived in Palm Springs for the past 24 years and that he was unaware if a person named Richard Rankin had ever lived in Palm Springs. Mr. Gorman stated that due to the fact that Palm Springs is a resort area and due to the fact that in the summer months only 3 to 5 thousand people resided in Palm Springs, whereas in the winter months 10 to 12 thousand resided in Palm Springs, it was very possible that Mr. Rankin could have lived in Palm Springs more or less on a non-permanent status and he, Mr. Gorman, not being aware of it.

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Pilot Says He Saw "Flying Saucers"

185
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PINE BLUFF, Ark., July 20. — The report of a long time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 400 hours in the air, said he saw "he much-debated saucer disks high over Rankin field, Ark., and going maybe 300 or 400 miles an hour."

They were "in formation flying north," he told a reporter, but when "they returned on the reverse course, headed south, there were only seven."

"I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round," he said.

Rankin said he saw them June 20, but hesitated to describe what he saw until he noted others were reporting the same thing.

'Saucers' Flying in Formation Seen Over California by Veteran Pilot

2 July
The navy however has reported that the flying saucer—the X-48—has never left Connecticut. Rankin brother of the late stunt pilot Tex Rankin and pilot with more than 2000 hours in the air himself said he hesitated to report what he saw until he read where others had reported the saucers. He said he observed them from the ground.

While new reports came in from Pacific Northwest residents—Tom Portlanders, Mr. and Mrs. Herbert Balliet, who said they didn't believe the story when they read it in the newspaper, reported they saw at least 10 of them flying noiseless over the Columbia river about noon today.

Shortly after Max R. A. Hunt wife of the Jefferson county agent at Madras, Ore. 100 miles south-east of Portland, said she saw six of them high overhead.

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Incident # 29

Incident # 30

TRANSMIT OF LONG DISTANCE TELEPHONE CONVERSATION

20
18 January 1948

0200

Mr. Leeding, Keenbrook Hill - 21804, Air Intelligence, Wright Field, Dayton, Ohio

Col. B. G. Davis, Jr., Commanding Officer, 3384 Fighter Wing, 1448, Coln. 17, G.

Subject: Request for information re: objects in the sky

Mr. L.: Colonel Davis, this is Mr. Leeding, Air Intelligence, Wright Field. I understand that a conversation took place January 7, Wednesday, between Goshen Field, Kentucky and your base at Leckbourne regarding an unidentified flying object.

Col. D.: If it did I am not aware of it Mr. Leeding. I read about it in the Air Force Times yesterday. A statement about Col. Riets saying something looked like a flying saucer. That is all I know about it.

Mr. L.: Capt. Duale said there was a call from Leckbourne Air Base and they were assisting in this thing.

Col. D.: I personally know nothing of that Mr. Leeding.

Mr. L.: I wonder if you could make an investigation - and think if somebody in the tower did see it, maybe you could call the base and I could come there and talk to somebody. Like to interrogate them.

Col. D.: Whether anybody on this station saw a foreign object in the air -

Mr. L.: and whether they discussed it with anyone - particularly Goshen Field. If you call me and I will drive over and talk to them.

Col. D.: Shall I call you in case I don't find anybody?

Mr. L.: It would be a good idea to tell me what you find out. My number is 21804, Keenbrook Hill, Wright Field.

Col. D.: I will be glad to do that Mr. Leeding.

Mr. L.: I will appreciate it, Colonel. What is your extension?

Col. D.: No 7-072 extension 20.

Mr. L.: Thank you very much, sir.

1/12/48 replyng call to Wash. at 11:15 with not transcribed.

TRANSCRIPT OF LONG DISTANCE TELEPHONE CONVERSATION

18 January 1946

Mr. Loedding, Leebrook Hill - 21804, Air Intelligence, Wright Field, Dayton, Ohio

Col. B. O. Davis, Jr., Commanding Officer, 322d Fighter Wing, LAAW, Cole. 17, O.

Subject: Request for information re: objects in the sky

Mr. L.: Colonel Davis, this is Mr. Loedding, Air Intelligence, Wright Field. I understand that a conversation took place January 7, Wednesday, between Colonel Field, Kentucky and your base at Leebrook regarding an unidentified flying object.

Col. D.: If it did I am not aware of it Mr. Loedding. I read about it in the Air Force Times yesterday. A statement about Col. Hicks saying something looked like a flying saucer. That is all I know about it.

Mr. L.: Capt. Dular said there was a call from Leebrook Air Base and they were assisting in this thing.

Col. D.: I personally know nothing of that Mr. Loedding.

Mr. L.: I wonder if you could make an investigation - and think if somebody in the tower did see it, maybe you could call me back and I could come there and talk to somebody. Like to interrogate them.

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Mr. L.: It would be a good idea to tell me what you find out. My number is 21804, Leebrook Hill, Wright Field.

Col. D.: I will be glad to do that Mr. Loedding.

Mr. L.: I will appreciate it, Colonel. That is your contact?

Col. D.: Mr. F-211 Extension 211.

Mr. L.: Thank you very much, sir.

11/10/46 saying call to Davis at 11/10 date not transcribed

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 January 1948** Incident # 30
2. Time **1945 EST**
3. Location **Lockbourne Army Air Base, Columbus, Ohio**
4. Name of observer **Charles E. McFee, Capt. USAF**
5. Occupation of observer **Asst. Operations Officer (Pilot)**
6. Address of observer **Airframe Operations, Lockbourne AAB, Columbus, Ohio**
7. Place of observation **Runway 25 Overhead approach**
8. Number of objects **1**
9. Distance of object from observer **first 4-5 miles Southwest of Base
second time 6-7 miles West and moved westerly in a hovering manner**
10. Time in sight **Not stated**
11. Altitude **3000 ft approximately**
12. Speed **slow**
13. Direction of flight **West**
14. Tactics **Flashed on and off, on constant flight appeared to be fading**
15. Sound **No noise**
16. Size **Large size of a flood light**
17. Color **white later yellowish to orange**
18. Shape **Oval as if looking at spot light**
19. Odor detected **Not stated**
20. Apparent construction **like a spot light**
21. Exhaust trails **no exhaust visible streaks like a jet effect out
from right (according to Lt. Swanson on "square" box)**
22. Weather conditions **sky still overcast**
23. Effect on clouds **Not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **disappearing and turning out**
26. Remarks: **(Over)**

RESTRICTED

RESTRICTED

Very bright white light southeast of the field. The light did not cast a beam and seemed the size of a flood light. From the ground the light appeared to move westward. It was farther west and lower than I saw it in the air, also the light was similar to that of a lantern light in that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning off. The latter observation may be that in its westward movement it appeared to be falling out and descending however the light was not nearly as bright on the second observation. At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a x fast descent. With the naked eye I could at no time make out any shape other than the light being oval shaped as though looking at a large spot light. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's movement outweighs such a thought. I heard no noise in connection with the object. I estimated at the first observation that it was 4-5 miles southeast of the base. At the second appearance it was 6-7 miles West and moved Westward in a hovering manner but spring away.

RESTRICTED

(To be filled out and retained in files)

1. Date of Observation . . . 2 Jan 45
2. Time of Observation . . . 10:05 AM
3. Where was Object(s) Sighted . . . WASHINGTON AIR BASE, DC
4. Observer's Position . . . [redacted]
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . . . [redacted]
. . . [redacted] . . . WASHINGTON AIR BASE, DC
6. Occupation and/or Hobbies . . . [redacted]
7. Attention Attracted to Object (s) By
8. Number of Object(s) Sighted . . . 1
9. Size of Object(s) . . . 8-12'
10. Color of Object(s) . . . [redacted]
11. Shape (Sketch if Possible) . . . [redacted] OR [redacted]
12. Nature of Luminosity
13. Estimated Distance of Object from Observer . . . [redacted] FROM OBSERVER TO
1,000 FT.
14. Speed of Object(s) . . . [redacted] (Approx. 5 Miles per hour)
15. Time in Sight . . . 20 Min.
16. Tactics . . . [redacted]
17. Sound Made by Object(s) . . . [redacted]
18. Direction of Flight of Object(s) . . . [redacted]
19. Apparent Construction (if What Material or Substance)
20. Effect of Object(s) on Clouds and/or Exhaust Trail . . . [redacted]
21. Weather Conditions Existing at the Time . . . [redacted]
22. Peculiarities Noted
23. Summary of Incident . . . [redacted]
was only noticeable during the forward pass which occurred on a [redacted]

(Attach a Separate Sheet of Additional Sheet to Report)

the same color (shin color) as the object. Visible for 20 Min.
Was 3-5 miles away. Appeared to be in the vicinity of Commercial Point.
Definitely not a Star, Comet or Astronomical Body, Balloon, Flare, Dirigible
Military or other Aircraft.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1942 Incident # 507
2. Time between 1715 and 1930 EST Later 1935 to 1940
3. Location Lockbourne AAF, Columbus, Ohio
4. Name of observer Mr. Bourdeaux
5. Occupation of observer Tower Operator
6. Address of observer Lockbourne AAF, Columbus, Ohio
7. Place of observation Tower, Lockbourne AAF, Columbus, Ohio
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight about 15 minutes
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight Southwest
14. Trajectory ~~unimpaired~~ Bobbed up and down
15. Sound ~~unimpaired~~ None
16. Size ~~unimpaired~~ Increased
17. Color white to amber as it moved southwest it changed from amber to red
18. Shape Glowing object with a cone-shaped streak to the right
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Bluish streaks like a jet effect out from the right
22. Weather conditions Sky overcast
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Went out
26. Remarks: (over)

RESTRICTED

RESTRICTED

far that he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourns Power Plant; just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. Mr. Bourmaux, said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish streaks like a jet effect out from the right. He stated that it went out while Capt. McGee was in the pattern. During the conversation he said it could be seen again (1935-1940).

RESTRICTED

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 30a
2. Time Around 1940
3. Location Lockbourne AAB, Columbus, Ohio
4. Name of observer Mr. Nicols
5. Occupation of observer LF Operator, Lockbourne Control Tower
6. Address of observer Lockbourne AAB, Columbus, Ohio
7. Place of observation Ground, Lockbourne AAB
8. Number of objects 1
9. Distance of object from observer An estimated 5 miles - altho rpt
I/Godman Fld, Clinton Cy Airport & relayed rpt I/Columbus, O, indicated much greater distance
10. Time in sight Around 15 minutes
11. Altitude 5,000 ft
12. Speed 500 MPH - as indicated by rpt I/Godman Fld & Clinton Cy airport
13. Direction of flight Appeared to hover but performed elliptical, counter-
clock wise curves when it descended to horizon (1st) remained stationary (3rd) returning
original position (3rd)
14. Tactics See 13
15. Sound No sound
16. Size About size of runway light when viewed from 900 ft - apparently
unknown - see 9 above
17. Color Red to amber-yellow
18. Shape Circular
19. Color detected N/S
20. Apparent construction N/S
21. Exhaust trails Thin wisp of trail five times diameter of object
22. Weather conditions High overcast
23. Effect on clouds N/S - was under overcast
24. Sketches or photographs None
25. Manner of disappearance Faded and lowered into horizon
26. Remarks: (over)

RESTRICTED

RESTRICTED

Object first seen 15° above horizon in the West-Southwest of Lockbourne emitting a ruddy red light which changed to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude were greater than that of any star - a good comparison of the size and magnitude would be a runway light at full intensity viewed from a distance of 500 ft. Shape - circular with the exception of a thin wispy tail extending towards the horizon, the tail being 5 times the diameter of the object in length. For approximately 10 minutes it remained motionless, thereafter it descended to the horizon in about 4°, hovered on the horizon in 3°, then ascended to its original position in about 3°, the course being elliptical, counter clockwise. It then faded and lowered toward the horizon disappearing at 1955. No sound was heard from the object at any time.

Note: Object appeared about 5 miles from Lockbourne, however info received f/Godman Fld and Clinton County Tower plus a relayed report from a pilot over Columbus, O., indicated that they all had observed a similar phenomenon in the same general direction and position at the same time.

RELIABILITY: Witness spent 37 mos in AF in communications work including C. W. as a Control Tower Operator. Holds valid CAA Certificate for Control Tower Operator and Aircraft Communications and has worked at Lockbourne in this type of work for over 1-1/2 yrs. Enthusiast of astronomy.

CORROBORATED ACCOUNT: See also incidents 30, 30a and 30b.

RESTRICTED

Report of Foreign Object in Sky

Major Campbell's 22nd Fighter Group.

No information came out of criticism while the Fighter Group was at Godman Field to indicate the appearance of any foreign objects in the sky. Pilots were questioned as to whether they had seen anything unusual while flying in this vicinity, or had contacted anyone at Godman Field, and replied in the negative. Maj. Campbell, personally, has not noticed anything unusual.

Capt. Watson investigated and received the following information:

Mr. Boudreau, Tower Operator. He says he saw what he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lookbourne Tower Plant, just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. This happened between 1918 and 1920 EST on 7 January. The only thing he did was to talk to Capt. McOen about it and Mr. Kisele, the DF Operator.

Mr. Kisele, DF Operator. He says he saw it too before he and Mr. Boudreau got together. Both observed it at the same time but didn't talk it over until after the thing had appeared and said each was looking at it without knowing it. He saw a strange light that faded out and came back again. This light was west southwest of the field about 15° above the horizon. The light was much brighter than a star and appeared to be hanging motionless in the sky. It changed from ruddy red to amber and then to yellow and then back to red. It dipped to the horizon and back again several times. It also made several circles and it appeared to have a streak to the right of it.

Capt. McOen, Assistant Operations Officer. He saw the same thing about 1920 EST. He was flying at the time. He noticed a bright and unusual light southwest of Lookbourne and at first it looked like a spotlight but then realizing it there was nothing from the light at its source. As he turned at final approach to land he noticed that the light disappeared as if it had been turned off. After he landed he gave it no further concern until he walked into Operations and the tower operator asked him if he had seen the light. Immediately after this conversation the Tower Operator called him outside the building to look again because the light had re-appeared. The light appeared further west and much lower in the sky. The color had changed from a white color to an orange color. It continued to flicker and move westward and appeared to go out.

h
1

Around 1980 7 January, the P-51s in Kentucky were facing the object, whatever it was supposed to be. About 1935 one of them crashed up and conclusions were drawn by the men in the Lockbourne tower. This P-51 was stationed at Mitchell Field and Flight Service at Patterson Field was giving Flight Service at Middletown a summary of what had taken place during the afternoon. It seems that the conversation picked up again between Patterson Flight Service and Clinton Flight Service around 1945 and at this time Mr. Haele and Mr. Schramm told Flight Service at Patterson Field what they had seen a few minutes earlier, i.e., around 1915 - 1930, with regard to this light and also at the same time Clinton County broke in on the conversation and told them they had seen the same thing, and by some manner of means Godman Field got in on the conversation and told Flight Service they were observing the same phenomena - this happened at 1948.

The crash-up referred to was just something that was heard about over the inter-phone, but definite information regarding the light was given to Patterson Field Flight Service at 1948, 7 January.

HEADQUARTERS, 332d FIGHTER WING
LOCKBOURNE ARMY AIR BASE
OKL/50

Jan # 300

IN REPLY REFER TO

COMMUNIC. NO. 0100

A. 513.5

20 January 1943

FROM: Letter of Transmittal

TO: Commanding General
Air Materiel Command
Wright Field,
Dayton, Ohio
ATTENTION: Mr. Loedding, Air Intelligence

Transmitted herewith letter, Subject: Report of unusual circum-
stances, dated 16 January 1943, which is the statement of Mr. Frank
E. Hinkle, civilian tower operator at this station. This statement
is furnished in compliance with the request of Mr. Loedding, Air
Intelligence Section, your station, who recently visited Lockbourne.

FOR THE COMMANDING OFFICER:

1 Encl.
Rpt of Unus Cir, 16 Jan 43,
Frank Hinkle (quad)

Quinn E. Hogue
QUINN E. HOGUE
1st Lt., USAF
Adjutant

100-1000

DETACHMENT 73RD AF BASE UNIT
103RD AACB SQUADRON
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

16 January 1948

SUBJECT: Report of Unusual Circumstance.

1. Commanding officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

At approximately 1940 hours January 7, the Central Tower operator advised me that he had been observing a strange light in the Southwest for sometime. However by the time I reached the entrance steps in front of the operations building the light had disappeared. I had not returned to my position for more than 2 minutes when the tower operator advised the light had again appeared. I returned to the operations steps and this time I saw the object.

It was 15 degrees above the horizon to the West Southwest of Lockbourne, emitting a ruddy red light changing to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude was greater than that of any star. A good comparison of size and magnitude would be with one of the runway lights turned on at full intensity as viewed from a distance of 500 feet.

Its shape appeared to be circular with the exception of a thin strip of tail extending towards the horizon the tails length being 3 diameters of the object long. From the time I first saw the object to approximately 1950 hours, it appeared to remain motionless in the sky. At this time the object descended to the horizon in an interval of about 4 seconds, hovered on the horizon for about 3 seconds, and then ascended to its original position in an interval of 3 seconds. Its course was elliptical, counter clockwise. It then faded and lowered towards the horizon and disappeared at 1955 hours. There was no sound audible from the object at any time.

Its distance appeared to be about 5 miles from Lockbourne. However, information received from Clinton County Tower that they too observed a similar or the same object in the same general direction and position at the same time as our observations at Lockbourne. If the object were the same the distance would be much greater than 5 miles, and velocity well to the excess of 500 miles per hour. The object actually looked to be traveling at a speed around 500 miles per hour.

Ltr, Subj: Report of Unusual Circumstance (16 Jan 48) cont'd

Flight Service also advised that Godman Field observed a similar phenomenon at the same time, and that the object disappeared at 2000 hours at Godman.

Clinton advised the object they observed disappeared about 2000 hours. It is not known to me what time either Clinton or Godman first observed the object or objects. The information from Clinton and Flight Service was received by direct line telephone communication from Clinton and Flight Service at Patterson. Our Weather Department was reporting a high overcast and not one heavenly body was visible. The object apparently being under the overcast, and its erratic movement proves that it was not an astronomical phenomenon. Air Force 9944, a C-45, relayed a position report to the Lockbourne Airways, over Columbus at 1955 hours at 5000 feet, on a round robin flight from Wright Field to Washington and return. I asked him if he had seen any strange light to the west Southwest of his position and he reported that he observed a bright light off his right wing, appearing like an oversized beacon.

I have been a member of the American Museum of Natural History which is closely associated with the Hayden Planetarium of New York City for 5 years, and have always been somewhat of an enthusiast of Astronomy.

I spent 39 months in the Air Force in communications work including Radio and Control Tower operation. I now hold a valid C.A.A. Certificate for Control Tower Operator and Aircraft Communications and have worked at Lockbourne in this type of work for better than 1 1/2 years.

I am of sound mind and health, and am of 25 years of age. I have described the incident exactly the way I saw it, also as to what I heard on the interphones.

Frank M. Eisel

FRANK M. EISEL
Airways Operator
CAF-7

DETACHMENT 733RD AF BASE UNIT
10TH AGCS SQUADRON
LOCKPORT ARMY AIR BASE
COLUMBUS 17, OHIO

14 January 1947

3. 7. 7: Report of unusual circumstance.

Commander Officer, 372d Fighter Wing, Lockbourne Army Air
Base, Columbus 17, Ohio.

On the night of January 7th between the hours of 1915 and 1930, there
appeared in the sky a bright glowing object which I could not identify.
At first I assumed it to be a star but the sky being overcast, I knew
definitely that it was not a star nor an aircraft because the only air-
craft flying in the local area was landing at the time. It was not a
paraffin flare nor a balloon because it appeared to be enormous in size.
I then observed it through my binoculars. It appeared to be cone-
shaped, blunt on top and tapering off toward the bottom. I could not
discern the attitude in which the object appeared to be. It was
colored from a bright white to an amber color with a small streak trail-
ing. It was at a distance between 5 and 7 miles from the control tower
at an altitude of approximately 2000 to 3000 feet bobbing up and down and
moving in a south-westerly direction at a speed exceeding 500 miles
per hour. Also the wind at the time was blowing from east to west and if
it had been a balloon or lighter-than-aircraft it would have drifted in
the direction the wind was blowing. There was no sound or unusual noise.
Its performance was very unusual and the light emitting from it seemed to
fade out at times. Just before it disappeared beyond the horizon the
light changed to a sort of red color. The same object was later sighted
in the vicinity of Clinton County Air Field by the operators on duty in
the control tower.

I have been actually engaged in aviation as an Air Traffic Control
Tower Operator and a Private Pilot for a period of 5 years and thus for
in all of my experience, I have never encountered an optical illusion or
any physical defect that would disqualify my possessions of such ratings.

Alex A. Boudreau
ALEX A. BOUDREAU
Air Traffic Controller
CAF-6

AIRDROME OPERATIONS
LOCKBURN ARMY AIR BASE
Columbus 17, Ohio

CR /vew

ADGE/ 319.1

14 January 1948

REPORT Report of unusual circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

1. At approximately 1925 EST on the 7 January 1948 I turned to runway 15 for an overhead approach at traffic altitude (1000 ft). Just prior to break-away I saw a very bright white light southwest of the field. I began my 300° approach. It struck me that the light was very unusual and it was not on the ground so I looked in its direction again from my base leg position. It appeared the same and as though it were about 3000 feet in the air. While on my base leg the light suddenly disappeared. The light did not cast a beam and seemed the size of a flood light. While on my approach it flashed on and off again immediately. I landed and taxied to the ramp, thinking that it may have been a reflection from the ground or the like.

2. Before flying I had heard part of an interphone conversation from Jefferson Center to Winston Center relative to a circular object seen over Tennessee. I returned to the operations building. While there the airways operator, Mr. Kinsle, said the tower operator, Mr. Boudreaux, reported seeing something unusual southwest of the field. I stated that I had seen an unusual light and suggested calling him to check. He called the tower on the "squawk" box, and Mr. Boudreaux, said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish streaks like a jet effect out from the right. He stated that it went out while I was in the pattern. During the conversation he said it could be seen again (1935-1940). We went to the door to observe.

3. From the ground the light appeared to move westward. It was further west and lower than I saw it in the air, also the light was similar to that of a letterhead that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning out. It moved very slowly and finally disappeared. The latter observation may be that in its westward movement it appeared to be fading out and descending, however the light was not nearly as bright on the second observation.

Ltr, Subj: report of Unusual Circumstance (13 Jan 48) cont'd

At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a fast dash. With the naked eye I could at no time make out any shape other than the light being observed as though looking directly at a large spot light.

4. This object was too large and too sharp a light to be a reflection from the ground. It was not a heavenly body of any type in that the sky was solid overcast in the Lochburne area and the object's movement defied such a thought. I heard no noise in connection with the object. I estimate at the first observation that it was 4-5 miles west of the base. At the second appearance it was 0-7 miles west and moved in a southerly manner but moving away. The winds at this time were west-southwest averaging 10 miles per hour.

Charles E. McLean

Charles E. McLean
Captain, USAF
Asst Ops Officer

ATTACHMENT 75702 OF R488 UNIT
103RD AACH SQUADRON
LOCKBOURNE ARMY AIR BASE
COLUMBUS 17, OHIO

14 January 1948

SUBJECT: Report of Unusual Circumstances.

TO : Commanding Officer
3304 Fighter Wing
Lockbourne Army Air Base
Columbus 17, Ohio

On Wednesday January 7, 1948 at about 1925 Eastern time I observed in the sky an object which I could not identify. It appeared to hover in one position for quite some time, moving very little. It disappeared once for about one minute and I assumed it entered the overcast, which was about 10,000 feet. After descending again below the overcast it circled one place for the duration of three 360 degree turns, then moved to another position to circle some more. Turns required approximately 30 to 40 seconds each, diameter estimated about two miles.

In moving from one place to another a tail was visible of approximately five times the length of the object. Not knowing how close or how far the object was from me at the time, I could not estimate the size very accurately, but it appeared as large or larger than one of our C 47 planes, and of a different shape. Either round or oval shaped. Just before leaving it came to very near the ground, staying down for about ten seconds, then climbed at a very fast rate back to its original altitude, 10,000 feet, leveling off and disappearing into the overcast heading 180°. Its speed was greater than 500 mph in level flight. It was visible to me for a period of twenty minutes. No noise or sound could be detected. The color was amber light but not sufficiently bright to cover or obscure the outline of the configuration which was approximately round. During up and down movement no maneuvering took place. Motion was same as an elevator, climbing and descending vertically. Exhaust trail was noticeable only during forward speed. It appeared as a thin mist approximately same color (amber) as the object. Length about 5 times length of object.

During descent it appeared to touch the ground or was very close to touching it. It was approximately 3 to 5 miles away from Lockbourne Air Base in immediate vicinity of COMMERCIAL POINT. It positively was not a star, comet or any astronomical body to the best of my knowledge of such things. I also rule out the possibility of it being a balloon, flare, dirigible, military or private aircraft.

Ltr, Subj: Report of Unusual Circumstances, 14 Jan 48 (Cont'd)

I am 28 years old and in good health and have excellent vision. I have been actively engaged in aviation 6 years. I have a private pilot license and spent 3 years 10 months in the U. S. Army Air Corps as a Sergeant link trainer instructor, instrument flight observer.

The statements made herein are true and accurate to the best of my knowledge and may be used for any official purpose as deemed necessary.

Albert E. Pickering

ALBERT E. PICKERING
VHF/DF Operator
CAF 7

OFFICIAL USE
LOOKBOURNE A. B. COLUMBUS, OHIO

13 JANUARY 1948

SUBJECT: Report On Unusual Circumstances

TO: CO 432nd FIGHTER WING LOOKBOURNE A B

At approximately 1940 hrs Jan. 7th the Control Tower operator advised he observed an extremely strange bright light in the south west. However by the time I reached the operation steps at the entrance the light faded out. About two minutes later the Tower advised that the phenomenon was visible again. This time I saw the object at about 15 degrees above the horizon to the west south west of Lookbourne. The object was extremely bright, more so than any star, I would say about as large as and as bright as one of the runway lights at full intensity as viewed from the Control Tower. It appeared to have a tapering tail about 3 diameters long and predominantly was of a ruddy red color changing to a amber-yellow at different intervals.

The position of the object in the sky and the fact that we were reporting a high overcast at the time added to the mystery.

UP until approximately 1950 hrs the object appeared to be motionless, at this time, however, it descended to the horizon in an interval of about 3 or 4 seconds, hovering there for 3 or 4 seconds and then ascended to its original position in an interval of about 3 seconds. It then rapidly began to fade and lower in the sky and disappeared at 1955 hrs.

AF9944 made a position report to me at 1955 hrs over Columbus at 5,000 ft on round robin flight out of Wright Field to Washington and return, and reported a mysterious bright light to the west south west of his position, appearing like an oversized beacon.

Further information on reports from other stations observing the phenomenon can be obtained from flight service at Patterson.

Robert E. Hill

*J. J. Kaminiski, E. A.
25238*

Incidents 4 30



Incident # 21

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 21st-December 1946 Incident # 31
2. Time Early morning
3. Location Northern Arizona, Route 66
4. Name of observer K. D. Wood
5. Occupation of observer Professor and Head Aeronautical Engineering
6. Address of observer University of Colorado, Boulder, Colorado
7. Place of observation In flight on a trip through the southwest
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 20,000 feet to 50,000 feet
12. Speed 600 mph, \pm 200
13. Direction of flight First vertical then west to East overhead
14. Tactics No maneuvers
15. Sound None
16. Size Not stated
17. Color ~~White~~ - Did not see object
18. Shape Not stated - did not see object
19. Odor detected Not Stated
20. Apparent construction Not stated - did not see object
21. Exhaust trails White, heavy
22. Weather conditions Clear
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Saw only vapor trail, like rocket or jet exhaust.
Not like usual jet airplane trail.

CONFIDENTIAL

FORM-23

FORM-23/42/43

8 November 1947

Professor E. D. Wood
Department of Aeronautics
University of California,
Berkeley 4, California

Dear Professor Wood:

It was indicated during your recent visit to the WAF Institute of Technology at Wright Field that you observed a strange aircraft in flight while on a trip in the southwest.

The high performance mentioned is significant and shows a similarity to other similar incidents that have occurred from time to time over a large area. Certain information is necessary for plotting and charting for important intelligence purposes. It is suggested, therefore, that the following items be considered in your reports:

1. Sighting
 - a. Location
 - b. Time
 - c. Weather
2. Altitude
3. Maneuvers
4. Nature of configuration
5. Sight sighted
 - a. Color
 - b. Size
 - c. Shape

Mr. AHN, 8 November 1947 to Professor E. D. Wood, Dept of Aeronautics,
University of California, Berkeley 4, Calif.

- d. Color
- e. Speed
- f. Heading
- g. Maneuverability
- h. Altitude
- i. Sound
- j. Exhaust trail

6. General remarks

Any information and enlightening comments or suggestions that
you may care to make will be greatly appreciated and held in strict
confidence.

Sincerely yours,

W. B. CLINEBARGER
Colonel, Air Corps
Chief, Analysis Division
Intelligence Department

BOULDER, COLORADO

DEPARTMENT OF
AERONAUTICAL AND MECHANICAL ENGINEERING

January 8, 1946

Headquarters Air Materiel Command
Wright Field
Dayton, Ohio

Gentlemen:

Attn. ISKAD-2B

Replying to your letter of November 5, 1947, signed by Colonel
W. R. Clingerman, the following information is submitted regarding a strange
aircraft which I observed in flight on a trip through the southwest about a
year ago.

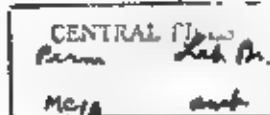
The information supplied herewith follows the form suggested in
your letter. It is quite possible that this information is of no importance,
but I feel that I should send it in to complete your records.

1. Sighting
 - a. Location - Northern Arizona, Route 66
 - b. Time - Early morning, mid-December, 1946
 - c. Weather - Clear
2. Witnesses - Mrs. Wood and two children
3. Photographs - None
4. Sketches of configuration - Saw only vapor trail, like rocket
or jet exhaust
5. Object sighted
 - a. Number - One
 - b. Shape - Object not visible
 - c. Size -
 - d. Color - White
 - e. Speed - Estimate 600 mph, ± 200
 - f. Heading - First vertical, then W to E overhead
 - g. Maneuverability - No maneuvers
 - h. Altitude - Estimate 20,000 feet to 50,000 feet
 - i. Sound - None
 - j. Exhaust trail - white, heavy
6. General remarks - Not like usual jet airplane trail

Very truly yours,



K. D. Wood, Prof. and Head
Aeronautical Engineering



Incident # 31

Incident # 32

RESTRICTED

GHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 32
2. Time 1955
3. Location Columbus
4. Name of observer Lt. C. W. Thomas
5. Occupation of observer Pilot
6. Address of observer Flight AF 9944 Dayton to Washington
7. Place of observation Cross Country flight from Dayton to Wash. at Columbus Airways to the West
8. Number of objects 1
9. Distance of object from observer About 15 miles
10. Time in sight Not stated
11. Altitude 3000 feet
12. Speed Seemed stationary
13. Direction of flight Stationary
14. Tactics No maneuvers
15. Sound Not stated
16. Size Large
17. Color Amber
18. Shape Like a large star or planet
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails None
22. Weather conditions Dark and overcast
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Large bright light off to the west. They estimated it below them, or about 3000 ft. It seemed stationary. The light was amber and looked like a large star or planet. It was about 15 miles away from them. (over)

RESTRICTED

RESTRICTED

Lt C.W. Thomas and Lt Sims were making a regular cross country flight and reported in to Columbus Airways who asked them if they saw any unusual object in the sky. This report was relayed to Lockbourne - See Nichols's report - incident 30a.

RESTRICTED

UNIDENTIFIED FLYING OBJECTS

INCIDENT NO. _____ TIME (Mo, Day, Hr) _____

1. Organization (official source of information) -)
- a. File Num Flight AF 2044, 7-20-53 fr Dayton
- b. Date of 1st. Capt. James G. [unclear] (SE-0220)
- c. Agent
2. Sighting (con
- a. Location
- b. Time
- c. Weather
3. Reported by
4. Witnesses
5. Photographs
6. Sketches
7. Object Sights
- a. Number
- b. Shape
- c. Size
- d. Color
- e. Speed
- f. Manuevers
- g. Altitude
- h. Heading
- i. Sound
- j. Exhaust Trail
- k. Effect on Clouds

June 1953 June 52
Direction west Southwest
(from Enclave Report hour 310)

REMARKS:

Incident # 32

Incident # 33

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33

1. Date 7 Jan 48
2. Time Between 1345 and 1350
3. Location Godman Fld, Fort Knox, Ky
4. Name of observer T/Sgt Quinton A. Blackwell
5. Occupation of observer Cof Operator in Control Tower at Godman Fld, Ky.
6. Address of observer USAF, Airways & Air Communications Svc, AEC Detachment 733-5 AF Base Unit (1030 AACS Sq) Godman Fld., Ft Knox, Ky.
7. Place of observation Tower, Godman Fld.
8. Number of objects 1
9. Distance of object from observer 2 1/2 mi
10. Time in sight N/S
11. Altitude Over 15,000 ft
12. Speed In excess of P-51
13. Direction of flight South
14. Tactics N/S continued climbing
15. Sound Not Stated
16. Size Tremendous
17. Color Silvery or metallic
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S - seemed metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks (over)

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0 1237000

At approximately 1320 Sgt Cook from the CG's office notified the observer (T/Sgt Quinton A Blackwell) that according to Ft Knox Military Police & "F" Town State Police, a large circular object about 250 to 300 ft in diameter was over Madisonville, Ky. Advised him to check with Army Flight Svc. They advised negative but shortly thereafter reported object over Irvington, Ky, then Cowanboro, Ky. Object first sighted by Blackwell about 1345 to 1350 over south Cowan Fld.

Verification: 1st Lt Orner (Detachment Commander)
Capt Carter (Operations Officer)
Col Rix (CO) sighted it about 1400

At approximately 1430 to 1440, four F-51's approached Cowan Fld/south ~~Madisonville~~ Marietta, Ga. to Standiford Fld, Ky. ~~Blackwell~~ Flight Leader NG 869 to attempt to identify object. Accompanied by two other planes he proceeded south f/Cowan. ~~Blackwell~~ plane proceeded to Standiford Fld alone.

About 1445, flight leader (NG 869) reported sighting object "ahead and above - still climbing" At 15,000 ft he reported "Object directly ahead and above and moving about half my speed." Again "it appears metallic of tremendous size." Still later "I'm still climbing - object is above and ahead moving about my speed or faster - I'm trying to alone in for better look". This was about 1515. Five minutes later the other two ships turned back. NG 800 reported "it appeared like the reflection of sunlight on an airplane canopy" Shortly afterward this same pilot (NG 800) resumed search going to 33,000 ft, 100 miles south but did not sight anything.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 48** Incident # **138**
2. Time **Shortly after 1400 GMT**
3. Location **Cothran Fld., Ft. Mon., N.Y.**
4. Name of observer **1st Paul I. Gonyer**
5. Occupation of observer **Detachment Commander**
6. Address of observer **Cothran Fld., Ft. Mon., N.Y.**
7. Place of observation **Control Tower**
8. Number of objects **1** See Note attached.
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **half speed of P-51**
13. Direction of flight **N/S**
14. Tactics **Appeared stationary**
15. Sound **N/S**
16. Size **N/S**
17. Color **white**
18. Shape **like parachute - round**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Seemed to be some red light around the lower part of it.**
22. Weather conditions **High - scattered but clear**
23. Effect on clouds **None**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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Unknown object first reported by Military Police at Ft. Rucker, approx 1400 GMT, vicinity of Magnolia, later over Irvington & Oyster, N. Highway, Camden, by Macmillan, 1st Central Group. Lt Greer then left office of CG, proceeding to Central Tower where he sighted a small white object in the overcast sky. It appeared stationary. Could not determine if object radiated or reflected light. Two minutes it appeared partially as parachute with bright sun reflecting from top of the silk, however, there seemed to be some red light around the lower part of it. Three F-51s started to pursue object. Took a course of approx 240°. Approx 9:30 later object sighted. Lt SAI (flight leader) reported 20,000 ft high and traveling about 1/2 his speed at "12 o'clock" later he stated he was "slipping in to take a good look" This was his last message. WOOD then reported Lt SAI had disappeared. At the time of his disappearance he was reported high and ahead of wing and at approx 18,000 to 20,000 ft and wing was at approx 15,000 ft. Wing was (MAGDO) returned for fuel and received permit going to altitude of 15,000 ft but did not sight object. At about 16:05 Lt Greer left tower.

Later, Lt Greer, returned to Central Tower (about 17:35 GMT) and perceived bright light at a position of about 240° azimuth and 5° elevation. It was a round object and did not resemble a missile. Although there was a haze when the object remained visible and did not disappear until it went below the level of the earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hangar roof.

RELIABILITY: Verified by Commanding Officer, Operations Officer, S-2 and Executive Officer. However, these officers were apparently present when second sighting took place.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 48** Incident # 33B
2. Time **Approx 14 1320 GMT**
3. Location **Godman Fld., Ft Rucker, Ky.**
4. Name of observer **PFC Stanley Oliver**
5. Occupation of observer **N/S - duty in control tower**
6. Address of observer **Godman Fld., Ft Rucker, Ky.**
7. Place of observation **Control Tower, Godman Fld., Ft Rucker, Ky.**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **Over 25,000 ft**
12. Speed **N/S**
13. Direction of flight **Southwest**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S**
17. Color **Object appeared like "tan-green cone topped with red" -
apparently white with red above**
18. Shape **cone**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **Good conditions**
23. Effect on clouds **None below clouds**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(none)**

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FPO Stanley Oliver was on duty at the Control Tower at Columbus AFB when Col Sir's office informed the tower that an unidentified object (apparently some 250 ft to 300 ft in diameter) was sighted over Houston, Tex. This was approx at 1530 GMT. Lt FPO Oliver saw the object [redacted] of Columbus AFB to him it resembled an ice cream cone topped with red. Could not ascertain if it was moving or not.

RELATIONSHIP: Witnesses [redacted] [redacted] to [redacted] [redacted]

NOTE: The report of sighting the F-2 aircraft contained in FPO Oliver's statement and the witnesses corroborates material contained in the other reports.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 330

1. Date 7 Jan 48
2. Time 1430 GMT
3. Location Central Tower, Godman FIA
4. Name of observer Capt J. F. Hatcher, Jr.
5. Occupation of observer Capt, USAF
6. Address of observer Godman FIA, Ky
7. Place of observation Godman FIA Central Tower
8. Number of objects 1 at 1430
9. Distance of object from observer N/S
10. Time in sight From 1430 to 1600 GMT - Over an hour and a half
11. Altitude N/S
12. Speed 360 MPH - according to statement of Hatcher
13. Direction of flight Apparently from 234° to 239° South to West
14. Tactics N/S
15. Sound N/S
16. Size Believed large
17. Color Silver - bright
18. Shape - like tear drop - round; later, object seemed flared
19. odor detected N/S
20. Apparent construction N/S
21. Exhaust trails No trail -
22. Weather conditions N/S - Scattered but clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Obscured by clouds
26. Remarks (over)

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At approx 1400 7 Jan 54, Dasekar accompanied by Lt Col R. G. Wood went to Godman ~~Area~~ to observe an unidentified aerial object. Shortly after their arrival Col Eix, the Commanding Officer was summoned. At about this time Dasekar first sighted a bright silver object. Then Col Eix arrived. Shortly thereafter a flight of four P-51's flew over Godman. Dasekar was contacted to pursue object. He ascended and three P-51's climbed on the course, the fourth P-51 returning to base. Flight leader called to observe that "object was twelve o'clock high." Asked to describe it, he stated "it is bright and climbing away from us." He stated at first that it was going about 150 MPH. Then Central Tower lost sight of the flight but could still see the object. (In connection with this, Lt Col R. Harrison Wood who witnessed the sighting stated that while it appeared about 1/10 the size of a full moon, if the thing were a great distance away, as compared to the diminishing size of the P-51's flying toward it, it would seem that it was at least several hundred feet in diameter.) Shortly after 1500 hrs. the flight leader, stated that he was "at 15,000 ft and still climbing." He stated that he judged the speed to be the same as his or approx 360 MPH. One of his planes then asked him to level off but no reply was heard from the flight leader. That was the last message received from any member of the flight.

After dark, another or the same object appeared in approx 20° from Godman at 6° elevation. This body moved to the west (299°) and then down. The shape was fluid but generally round with no tail, the color changing from white, to ~~red~~ to red to yellow and had a black spot in the center at all times.

At 1600 GMT it was obscured by clouds.

NOTE: Later, an astronomer was contacted who attempted to account for this phenomenon as either Venus or a comet. (1)

SEE ALSO: Report of civilians and state police and corroborated version on this incident.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 138

1. Date 7 Jan 48
2. Time After 1800
3. Location Colson FIA
4. Name of observer Capt Gary E. Carter
5. Occupation of observer Operations Officer
6. Address of observer Colson FIA., Ky
7. Place of observation Control Tower
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3 to 4 minutes
11. Altitude Very High
12. Speed Approx 360 MPH - 2/Flight leader's reports
13. Direction of flight 230° E/Colson FIA
14. Tactics None
15. Sound N/S
16. Size Could not be determined
17. Color white
18. Shape Round - at times cone shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails ~~None~~ N/S
22. Weather conditions High overcast - ~~clouds~~
23. Effect on clouds Could be over the clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks (None)

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At approx 1407, 7 Jan 54, Capt Carter was called by Lt Gandy, A&S Detachment Commander, to come to Tower to witness an unidentified aerial object.

Object appeared round and white (whiter than the clouds that passed in front of it) and could be seen thru other clouds.

After observing it thru field glasses for some 1 - 2 minutes, he called Col Hix's office. Col Hix, Lt Col Wood & Capt Mueller came to the tower shortly thereafter.

Capt Carter then suggested that a group of F-51 aircraft in the vicinity be contacted to pursue the object. T/Lt Mastell, Tower Operator, contacted the flight leader to take a look. Three planes presented on a heading of approx 270°. One of the planes (Mastell's) spotted it at 12000 ft alt position. Another plane relayed "This is 15,000 ft, let's level out" First speed as relayed by Mastell (180 MPH) later, "object going up and forward as fast as I can" - or 300 MPH. Mastell then stated he was going to 20,000 ft and if no signal would check down. Last radio contact heard by Capt Carter.

NOTE: Apparently, Mastell bled out at 20,000 ft or descended on since the object apparently appeared clear (if such were the case) and then caused thro lack of oxygen.

Does not seem to tally with report that the phenomenon was "fume or a cloud"

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # **238**

1. Date **7 Jan 48**
2. Time **2005**
3. Location **Coconut Fld, Ny**
4. Name of observer **Col Guy G. Metz**
5. Occupation of observer **Commanding Officer, Coconut Fld**
6. Address of observer **Coconut Fld, Ny.**
7. Place of observation **Control Tower, Coconut Fld**
8. Number of objects **1**
9. Distance of object from observer **1/2**
10. Time in sight **5 minutes**
11. Altitude **25,000 ±**
12. Speed **180 MPH**
13. Direction of flight **215° South to the west**
14. Tactics **Remained stationary for approx 1-1/2 hours**
15. Sound **None**
16. Size **1/4 size ball size**
17. Color **white**
18. Shape **round**
19. Odor detected **N/A**
20. Apparent construction **N/A**
21. Exhaust trails **Seemed at times to have a jet burner at the top end
of the object**
22. Weather conditions **Clear**
23. Effect on clouds **None**
24. Sketches or photographs **None**
25. Manner of disappearance **Seemed to melt**
26. Remarks: **None**

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At approx 1300 hrs State Police reported flying object near Kingsport. Ten minutes later sighted near Hollandsville. A third call reported it over Huntington. (all south of Indiana) Search then alerted. Search sighted object at 1400 and notified Col Hix who went immediately to tower where he observed the object thru 8-power binocs. Object also lined up with sighting bar. Three F-51 planes were already pursuing the thing on a course of 210°. (One pilot reported the thing to be traveling at 180 MPH) Col Hix reported the object appeared to the south and near the sun. "It was very white and looked like an umbrella," he stated. "I thought it was a celestial body but I can't account for the fact it didn't move." "I just don't know what it was." Appeared about 1/3 size of full moon and white in color. thru the binocs it appeared to have a red border at the bottom at times and a red border at the top at times. It remained stationary (meaningly) for 1-1/2 hours.

REMARKS: Co. of Cobles FIA. Obj chased by National Guard planes and fell out from the ground by State Highway patrolmen. No corroborating accounts.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 January 1946** Incident # **337**
2. Time **1515**
~~1515~~ **1445**
3. Location **Godman Field, Ky.**
4. Name of observer **Flight Leader ED 869 (Capt. Thomas F. Marshall)**
5. Occupation of observer **Flight Leader**
6. Address of observer
7. Place of observation **Over Godman Field, Ky.**
8. Number of objects **1**
9. Distance of object from observer **Not stated**
10. Time in sight **Not stated** **Apparently over 1 hour and a half**
11. Altitude **above** ~~15000~~ **20,000 ft**
12. Speed **Approximately 900 mph**
13. Direction of flight **approximately 210° from Godman Field**
14. Tactics **None**
15. Sound **Not stated**
16. Size **Translucent**
17. Color **Metallic**
18. Shape **Not stated**
19. Odor detected **Not stated**
20. Apparent construction **metallic**
21. Exhaust trails **Not stated**
22. Weather conditions **Not stated**
23. Effect on clouds **Not stated**
24. Sketches or photographs
25. Manner of disappearance **Not stated**
26. Remarks: **This information taken from report describing a radio conversation between Flt. Leader ED 869 who investigated the object at the request of Godman Field Tower. The Flt. Leader Capt. Thomas F. Marshall crashed and was killed after his plane contacted with Godman Field at 1500 hours.**

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Info taken from reports of radio conversation between Control at Godham and Hq 569 essentially as follows:

Col. Ehr's account: Hq 569: "Object traveling at 180 MPH - half my speed"

1st Quar's account: Hq 569: "high and traveling about 1/2 my speed at 12 o'clock position."

Later: "Heading in to take a good look"

No further word heard by Quar

S/Sgt Winston A. Blackwell: Hq 569: At 1445. "Object traveling at 180 MPH Directly ahead of & above us now and moving at about 1/2 my speed."

Later: "I'm trying to close in for better look"

At 15,000 ft: "Object directly ahead of and above us now and moving about 1/2 my speed. It appears metallic of translucent sim. I'm trying to close in for better look"

No other word heard by Blackwell from Hq 569.

Capt Gary H. Carter: Hq 569: "Object going up and forward as fast as he can" - approx 360 MPH.

"going to 25,000 ft and if no closer will abandon chase"

No further contact heard by Capt Carter -
"Successfully lost word and was received from Hq 569."

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 48** Incident # **132**
2. Time **1330**
3. Location **Nationville, Ky.**
4. Name of observer **N/S**
5. Occupation of observer **N/S**
6. Address of observer **Nationville**
7. Place of observation **Nationville, Ky**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **275 1/2 miles**
12. Speed **10 MPH**
13. Direction of flight **SW**
14. Tacties **N/S**
15. Sound **N/S**
16. Size **100 ft from top to bottom and 1/3 ft across**
17. Color **N/S**
18. Shape **cone shape**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **Smaller than Nationville school building - they had observed this a week before on object described as a (over)**

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estimated size 100 ft from top to bottom, 45 ft across and 3 miles ~~high~~
presenting SW at 10 MPH.

NOTE: Kentucky State Police were informed by unknown individual(s)
that an unusual aircraft or object was flying thru the air,
circular in appearance, with an approximate size of 250-300
ft which was moving westward "on a pretty good clip". This
was relayed to Salem Fld.

NOTE: See also report by James Mahan, Inc. 48

NOTE: Course of object on 7 July 48 is reported roughly as follows:

0730 Sherrillsville, Illinois Object of unknown appearance
without apparent wings or control surfaces which moved
southwest remaining visible for about 30 minutes

1300 Highland, Ky No description

1310 Louisville, Ky. No description
Highland, Ky. - as reported in this.

1400 Highland, Ky No description

After 1400 Irving, Ky No description

After 1400 Quincy, Ky No description

1630 - 1640 Memphis, Tenn A Dr. Seyfert, Astronomer at Vanderbilt
Univ. spotted an object SW of Nashville, Tenn. between
1630 with basket attached which moved first SW then West
at a speed of 10 MPH at approx 25,000 ft.

1730 Salem Fld Control Tower See Gruber's account (13)
See Hunter account (13)

201 1950 Lebanon, Mo. Columbia, Miss See Incident 30, 30a, 30 b
& 30c

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ROUTING AND RECORD SHEET AIR TECHNICAL SERVICE COMMAND

This form is distributed continuously
with instructions.

Use authorized office symbols to designate
division and address.

Place initials of division and name, address
number and location in right of signature.

Use only words of short, full titles.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT Request for Transcription

TO TSNLP FROM MCIA DATE 15 Jan 49 COMMENTS NO. 1

1. It is the understanding of this office that conversations between the tower at your facility and aircraft in flight within certain ranges are recorded. During an investigation 9 January 1948 at Godman Field, Kentucky, it was learned that such a recording was made 7 January regarding an unidentified flying object. This event took place sometime between 1400 and 1600 hours E.S.T. To complete the intelligence investigation of this incident, it is important that all pertinent information be obtained, particularly the discussion that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. It is requested, therefore, that a typewritten report of this transcription be furnished this office as soon as possible. If certain words are not readily understandable as a result of static and interference, an attempt at an interpretation by a qualified operator should be made to obtain at least some bit of information that might prove significant.

*See TSNLP
memo to W. A. ...
4 Jan 49*

R. F. Clinger
R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department
RCL/mb
2-1204
Rm 258
Bldg 11A

MCIA TSNLP 15 Jan 49

1. This office does not have a record of the conversation that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. If there is a record of the information noted in paragraph 1, comment 1, it would be available from the Detachment Commander, 733rd AFWS (103rd AACS Sq), Godman Field, Ft Knox, Kentucky.

William E. Matthews
WILLIAM E. MATTHEWS
Major, USAF
Commanding
JEM/dag
5-1107
Bldg 206

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100-400,000

SCIA

JAN 14 1948

Request for Report on Crashed F-61 National Guard Aircraft

Commanding Officer
819th AAFBW (Reserve Training)
Cohen Field, Kentucky

1. It has been brought to the attention of this office that an official report has been made regarding the National Guard F-61 aircraft that crashed as a result of chasing an unidentified object on 7 January 1948. Information contained in this report may contribute greatly in the accomplishment of intelligence investigations of unidentified flying objects, or so-called "flying discs".

2. It is requested, therefore, that a copy of this report be made available to this Command as soon as possible.

FOR THE COMMANDING GENERAL:

L. B. BROWN
Colonel, USAF
Chief of Intelligence

JAN 17 1948

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**MEMORANDUM
AIR MATERIEL COMMAND**

KCIA/JCB/amb
Wright-Patterson Air Force Base

WRIGHT-PATTERSON, OHIO

IN REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL, AIR MATERIEL
COMMAND, ATTENTION
FOLLOWING OFFICE SYMBOL

11A

APR 9 1948

SUBJECT Project "SICR"

TO: Commanding Officer
315th APTU (Reserve Training)
Cadeau Air Force Base, Kentucky

1. It is requested this office be informed of action taken in accordance with letter from this Command, dated 14 January 1948, copy of which is inclosed.
2. Further request status of investigation promised Mr. A. C. Loedding, Technical Assistant, Technical Intelligence Division by Captain James Dussler.

FOR THE CO LANDING GENERALS

1 Incl
cy ltr dtd 1/14/48
Subj: Req for Rpt on
Crashed P-51 PG Acft

James J. Haneman
E. L. JOY
Colonel, USAF
Chief of Intelligence

CONFIDENTIAL

Incident # 33

CI 2-3

MCIAID-2/1002/43

13 Oct 48

Unidentified Aerial Object

Commanding Officer
Cannon Air Force Base
Fort Knox, Kentucky

1. Receipt of the report of an unidentified aerial object on 19 August 1948 by personnel of your installation is acknowledged.
2. It is the desire of this Command to express appreciation for the efficient manner in which this report was accomplished.

FOR THE COMMANDING GENERAL:

H. H. HOOVER
Colonel, USAF
Chief of Intelligence

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COPT

STATION IN MIDDLE FIELD SURVEY

19 August 1948

R. S. P.	AZIMUTH	ELEVATION
10:26	206.3	69
	211.2	67.1
	217.4	68
Readings at 8 minute	222.2	68.4
intervals	226.5	69.9
	230.5	70.9
	233.9	71.1
	237.2	70.0
	239.8	70.6
	242.3	70.0
	244.8	70.3
	247.4	70.6
	250.9	70.6
	256.8	70
	259.5	70

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24 August 1948

MEMO FOR Col. McCoy

SUBJECT: Unidentified Flying Objects

The following message was telephoned to Major Mathews, W-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 Naugh, Executive Office, Goddard 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 available."

Major Mathews said he would send us a confirming RSR.

Mr. Department 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 Goddard Field to the effect that there was a 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 at $246^{\circ} 45'$ 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 $230^{\circ} 53'$ Azimuth and $61^{\circ} 35'$ elevation. At 11:30 the object was reported as 241° Azimuth 56.9 elevation whereas Venus at that time is approximately at $25^{\circ} 17'$ 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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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 Neagh, 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 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 1100Z, 19 August 1948, the above information was relayed verbatim to the Commanding General AWC (MC1) 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 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 235°, at an elevation of 60° 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 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 1150Z, 19 August 1948, the above information was relayed verbatim to the Commanding General, AWC (MC1).

At 1219Z, 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 Astronomer, University of Louisville, Louisville, Kentucky.

At 1228Z, 19 August 1948, this information was relayed to the Commanding General AWC, (MC1), 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 Dr Armand E. Matthews and was delivered to Commanding General, AWC (MC1), who confirmed the assumption that the unidentified object was the planet Venus, due to the location, time, and trend of movement.

At 1340Z, 19 August 1948, Major Dr Armand E. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

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Codman Field Air Force Base Sightings - 7 Jan 1948 and 19 Aug 1948

THRU: NCIAD

NCIAD-5

8 Nov 48

1

Attn: Mr. Mosey

TO: NCIAD

Attn: Mr. Hayward

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

3 Incls:

- 1. Rpt of Unusual Incident**
- 2. Memo dtd 26 Aug 48**
- 3. Reading f/ Codman taken
19 Aug 48**

G. A. GRIFFIN

**Chief, Operations Section
Tech Intelligence Division
Intelligence Department**

WHA/aw

Ex 6-530

Edg 208

P 208

RESTRICTED

THRU: MELAO
 Attn: Mr. Honey
 TO: ~~SECRET~~
 Attn: Mr. Department

MELAO-3

6 Nov 1948

1

RESTRICTED

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

c. Jupiter is the only other planet within 90° of the sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

<u>Time Local</u>	<u>Altitude</u>	<u>Azimuth</u>
10:00	24° 00'	197°
10:30	26° 00'	204°
11:00	27° 00'	211°
11:30	28° 00'	217°
12:00	17° 00'	223°
12:30	15° 00'	228°

4. The evidence obtained from ~~MOON~~ conclusively proves that this object was not the planet Venus.

5. Sighting of 19 Aug 1948: Reference is now made to Incident No. 157 and to an enclosed 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 newest sighting seems to establish this object as being the planet Venus.

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

<u>L. S. T.</u>	<u>Station - 12000 ft</u>		<u>Station - 12000 ft</u>	
	<u>Altitude</u>	<u>Azimuth</u>	<u>Altitude</u>	<u>Azimuth</u>
10:26	206.3	210	206.3	210
10:34	212.2	214	212.2	214
10:42	217.4	219	217.4	219
10:50	222.2	223	222.2	223
10:58	226.5	226	226.5	226
11:06	230.5	230	230.5	230
11:14	233.9	233	233.9	233
11:22	237.2	236	237.2	236
11:30	239.8	239	239.8	239
11:38	242.5	242	242.5	242
11:46	244.8	244	244.8	244
11:54	247.4	246	247.4	246
12:02	249.9	248	249.9	248
12:10	252.8	250	252.8	250
12:18	255.5	252	255.5	252

RESTRICTED

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Base
Coburn Field Air Force/Flights - 7 Jan 1948 and 19 Aug 1948

TO: MCIAD
Attn: Mr. Honey
Cc: MCIAS
Attn: Mr. Raymond

MCIAS-3

6 Nov 48

100

1. Re Sighting of 7 Jan 1948: Reference is made to your communication with Capt Essler on 19 October 1948 concerning your desire for a check on the position and visibility of Venus on 7 Jan 1948 between the hours of 1330 and 1350 as compared to the position of an unidentified aerial object.

2. A verbal report was rendered you ~~on 19 Oct 1948~~ the date of your request, to the effect that Venus was not visible at the date and time mentioned. Attached versions of pertinent information follow:

a. Statement by 1st Lt Paul L. Orner, O-655766, Airways and Air Communications Service APO, Detachment 733-5, Air Force Base Unit (103rd AAGC Sq) confirms the fact that the weather station theodolite viewed and tracked the object; that the object was first seen at about 20° azimuth 2° elevation at 1400 hours, and that it disappeared from its view at about 20° at 1645 hrs.

b. A statement by Colonel Guy F. Hix, Sounding Officer, Headquarters, 315th Air Force Base Unit (Res Tsg) Coburn Field, Fort Rucker, Kentucky, dated 9 Jan 1948, states that on or about 1445 hours the object was first sighted at 210° and that it could be plainly seen with the naked eye, was about 1/4 the size of a full moon, white in color and apparently stationary for 1-1/2 hours.

3. Comment No. 2 to B & B from MCIAS-3 to MCIAS-3, dated 27 Oct 1948 states as follows:

Position of Venus Time - Local	Azimuth	Altitude
10:00	11° 00'	12°
10:30	16° 00'	12°
11:00	21° 00'	12°
11:30	26° 00'	12°
12:00	31° 00'	12°
12:30	36° 00'	12°
13:00	41° 00'	12°
13:30	46° 00'	12°
14:00	51° 00'	12°
14:30	56° 00'	12°
15:00	61° 00'	12°
15:30	66° 00'	12°
16:15	71° 00'	12°

Jan 33
187

RESTRICTED

10-4-152

RESTRICTED

ROUTING AND RECORD SHEET

Use this form for office correspondence within headquarters.

Number all messages sequentially.

Use entire width of sheet, both sides.

Do not include office copies in duplicate messages and attachments.

Write legibly and use proper left margin. Attachments should be indicated only by proper marking of separate signatures.

AIR MATERIEL COMMAND

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

Forward messages by handmail from across page.

Request for Information

TO: MEXEIB-45 FROM: MEXIAD-3 DATE: 20 Oct 48 COMMENT NO. 1.
 ATTN: Capt. Beabout

1. Reference is made to recent telephone conversation between Capt. Beabout and Mr. Colling, concerning the location of the planet Venus on 7 January 1948 between the hours of 1330 and 1515 when viewed from the vicinity of Godman Field, Kentucky.

2. It is requested that the following information be submitted hereon as comment 2:

- a. Position of planet at half-hour intervals during time mentioned.
- b. Opinion as to whether or not planet could be seen from aircraft at 15,000 ft. or from the ground.
- c. Was any other major planet in sighting distance at the time?

Richard F. [Signature]
 W. R. CLYDEMAN
 Colonel, USAF
 Chief, Tech Intelligence Division
 Intelligence Department

TO: 63
 65310
 P 202F
 B 288

TO: MEXIAD-3 FROM: MEXEIB-45 DATE: 27 Oct 48 COMMENT NO. 2

The following information is submitted as requested in the above comment:

- a. The position of the planet Venus, at half-hour intervals, to nearest degree:

Time, Local	Altitude	Azimuth
10:00	11°00'	122°
10:30	16°00'	127°
11:00	21°00'	134°
11:30	24°00'	140°
12:00	28°00'	147°
12:30	31°00'	154°
13:00	33°00'	163°
13:30	35°00'	171°
14:00	35°00'	180°
14:30	34°00'	188°
15:00	33°00'	197°
21:15	32°00'	200°

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

c. Jupiter is the only other planet within 90° of the Sun during this period and its magnitude of brightness is only -1.4, as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

<u>Time Local</u>	<u>Altitude</u>	<u>Azimuth</u>
10:00	28°00'	197°
10:30	26°00'	201°
11:00	23°00'	211°
11:30	20°00'	217°
12:00	17°00'	223°
12:30	13°00'	228°

Handwritten:
 J. C. HARVELL
 for Lt Col 1954

J. C. HARVELL
 Colonel, USAF
 Chief, Equipment Laboratory
 Engineering Division

J/18
 V12/md
 25186
 Bldg. 45



RESTRICTED

Re: AMC, Wright-Patterson Air Force Base, Dayton, Ohio, "Request
for Accident Report", 23 April 1948

1st Incl.

AFCAI-980

Department of The Air Force, Hq USAF, Washington 25, D. C. 31 MAY 1948

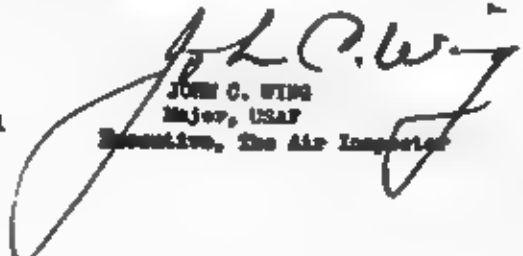
TO: Commanding General, Air Materiel Command, Wright-Patterson Air
Force Base, Dayton, Ohio, Attn: NCTA

1. Attached herewith is a photostatic copy of an AF Form 14, Report
of Major Accident which occurred on 7 January 1948 near Franklin, Kentucky
and involved P-51D, No. 44-63869, piloted by Captain Thomas F. Mantell,
Jr., O-806873.

2. The use of the attached report and any further dissemination is
governed by AF Regulation 62-7 and AR 380-5.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Photo Cy of Acc #48-1-7-1


JOHN C. WING
Major, USAF
Executive, The Air Inspector

RESTRICTED

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form to accompany with AF Form 1
 Investigator's Checklist (Form 1-44) and AF Form 1-44
 Form 1-44 is all-branch except where otherwise indicated.
 If additional space is needed, use separate sheets of
 vertical letter and subsection number.



Section A - GENERAL INFORMATION

1. **PLANE NUMBER** 4223
TYPE Standard, Franklin, 328 miles SW
LOCATION Sedona Field, 70 miles SW
DATE 7 Jan 48 **TIME** 1518 CST

Section B - AIRCRAFT

2. **MODEL** 42-2500
REGISTRATION 11th ANS
UNIT 143rd Par Co (M)
STATUS 100th

Section C - OPERATOR (Name of person or firm of operator)

3. **NAME** MARSHALL, THOMAS F. JR.
GRADE Capt, USAF
UNIT 11th ANS
TYPE Pilot
MODEL B-50-45
STATUS Pilot

Section D - OPERATOR'S FLYING EXPERIENCE (Including previous)

Period	As Pilot or Pilot in Command	As Pilot or Pilot in Command	As Pilot or Pilot in Command	As Pilot or Pilot in Command
1. Total	1400:00	1800:00		
2. As Pilot	07:00			
3. As Pilot in Command	07:00			
4. As Pilot in Command	01:00			
5. As Pilot in Command	14:00			
6. As Pilot in Command	0:00			
7. As Pilot in Command	107:00	34:00		

Section E - PERSONNEL INVOLVED (Including ground crew and all other persons, whether in plane or not)

Name	Grade	Unit	Position	Remarks	Signature	
					Signature	Date
MARSHALL, THOMAS F. JR.	Capt	11th ANS	Pilot	Standard, Franklin, 328 miles SW	[Signature]	7 Jan 48

O. K. FOR FILES
 BY [Signature]

Section B - GENERAL

Check the status of the items in the "Checked" column. The items in the "Not Checked" column should be checked.

1. To Ammunition: **Checked**

2. To Store: **Checked**

3. To Station: **Checked**

4. To Support Personnel (Status of Ammunition):

Section C - POWER PLANT FAILURE

The Operator of the Main Generator must fill out a malfunction report form in duplicate. This must be signed by a qualified officer.

1. Name of Generator	2. Generator Type		3. Generator Status
	4. Voltage	5. Capacity	
6. Name of Generator			
7. Voltage			
8. Capacity			
9. Name of Generator			
10. Voltage			
11. Capacity			
12. Name of Generator			
13. Voltage			
14. Capacity			

15. Summary of Condition, or Abstract, or History of Power Plant and Malfunction as Discussed Immediately Below.

16. Statement by Station's Command, Chief, and Staff as to What Fault and Previous History Was.

17. Copy of Report of Fault (Enclosure) (Check, Check, and Check)

Section D - AIRFRAME, LANDING GEAR, OR OTHER MATTER

(This also applies to engine failure and malfunction unless noted to the contrary. This must be signed by a qualified officer.)

1. Damage and Malfunction, Failure, Breakdown, Malfunction, or How at Facility at the Time or Location and All Previous Status Since Last Completion of Repair.

1234

Enclosure: (Check, Check, and Check)

Section E - SPECIAL EQUIPMENT

(This also applies to engine failure and malfunction unless noted to the contrary. This must be signed by a qualified officer.)

1. Equipment used for special equipment (Enclosure) to the account of, or for, Station.

Oxygen system was not serviced. System was in working order.

Section 1 - AIRPORT AND FACILITIES AND AIRWAY

(This information is the domain of the Traffic Control Unit. It should be a controlling factor in the routing, altitude, and speed of aircraft.)

1. Report

1. What Was the Nature of the Traffic and Class of the Aircraft?

CAW

2. If Weather Was a Factor in the Incident, State ICAO and Visual Obs or Weather Summary

WEATHER OFFICE
(Name, Class, and Number) →

Section 2 - GENERAL INFORMATION

1. Is there an Air Port of Landing Status with the Aircraft? Was a Port of Call Used?

1. What Was the Reason?

Deviation of Operational Control

2. Did You Observe?

3. What Other Information or Details of Relevance? (Status)

Violated AAF Reg. 60-16 Dev. 60. Saw over Capt. Marshall was requested by
Columb Field Central Tower to investigate objects in the sky, causing this
Officer to go above limits of AAF Reg. 60-16

023050

- 3 -

4. Describe Any Other Circumstances

5. How Reported?

6. How Reported? (Name, Class, and Number)

7. How Reported? (Name, Class, and Number)

8. How Reported? (Name, Class, and Number)

9. How Reported? (Name, Class, and Number)

1. The following information was received from the Pilot of the aircraft involved in the crash on 7 February 1944.

On 7 February 1944 at approximately 10:30-10:40, Captain Mantall was leading a flight of four (4) P-40 aircraft on a flight from Maxwell Air Base, Marietta, Georgia to Goodfield Field at Louisville, Kentucky. During enroute flight, Kentucky, the flight was contacted by the Goodfield Control Tower and requested to identify an object in the sky if the mission would permit. Captain Mantall replied that his mission was surveying aircraft and that he would attempt to identify the object in the sky. Captain Mantall began a climbing climb in left spirals until about 10,000 feet and from there a straight climb at heading, on a compass heading of approximately 230 degrees. No communication between Captain Mantall and any member of his flight revealed a clue as to his intentions. The pilot left the flight as the climb began, the remaining two discontinued the climb at approximately 20,000 feet. When last observed by the wing man Lt. Clements, Captain Mantall was in a maximum climb at 20,000 feet, the aircraft in perfect control. Captain Mantall was heard to say in ship to ship conversation that he would go to 30,000 feet for about ten minutes and then come down. Transmission was garbled and attempts to contact Captain Mantall by his flight were unanswered. Lt. Clements was the only pilot equipped with an oxygen mask. This flight had been planned and scheduled as a ferry and navigational trip at low level.

It is assumed that Captain Mantall lost consciousness at approximately 20,000 feet, the P-40 being trimmed for a maximum climb continued to climb gradually leveling out as increasing altitude caused decrease in power. The aircraft began to fly in reasonably level attitude at about 30,000 feet. It then began a gradual turn to the left because of torque, already increasing degree of bank as nose depressed, finally began a spiraling dive which resulted in excessive speed causing gradual disintegration of aircraft which probably began between 10,000 and 20,000 feet.

Since canopy lock was in place after crash, it is assumed that Captain Mantall made no attempt to abandon the aircraft, and was unconscious at moment of crash or had died from lack of oxygen before aircraft began the spiraling dive from about 30,000 feet.

Parts of the aircraft were found as far as six-hundred (estimated) feet from central wreckage. The parts were scattered from North to South. The aircraft came straight down in a horizontal position and landed on the left side. The left wing came off while in the air and landed 100 feet from the central wreckage. The aircraft did not slide forward after contact with the ground. Throttle was set at one-fourth open, mixture control in "Idle-Cut-Off", and prop control in "Full Increase RPM".

It is recommended that all pilots be briefed again on use of oxygen and the effects of lack of same. That all pilots be issued properly fitted mask. Another order issued that no pilot go above 10,000 feet without oxygen under any circumstances. No aircraft be cleared for Cross-Country unless it be certified with oxygen.

The engine be sent to Wright Field for further study.

Oxygen classes will start immediately for all pilots and crew members. All aircraft will be equipped with oxygen. Pilots carry mask, helmet, goggles, and gloves on all flights.

REPORT MADE AT: Goodfield Field, Kentucky
DATE: 10 February 1944
BY: [Signature]
TITLE: [Signature]
1. [Signature]
2. [Signature]
3. [Signature]
4. [Signature]
5. [Signature]

INSPECTION		LOCATION OF AIRCRAFT	
DATE OF INSPECTION	BY	AIRPORT	STATION
10-23-54	W. J. [unclear]	Standard Field	Wichita, Kan.
TIME	2:25-47		
IN. NO.	100-40		
REG. NO.	100180		
LOG NO.	242-50		
REMARKS	Daily 2/15/50		
EXCEPTIONAL RELEASE			
WHEN THE STATUS TODAY INDICATED BY A RED SYMBOL AND AN EXCEPTIONAL PLANK HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.			
RELEASED FOR PILOT			

REMARKS - PILOT AND MECHANIC
 Flight 1 & Daily OK O'Brien
 J. L. Carroll let. 11.

AIRCRAFT AND ENGINE TIME SHEET				
ENGINE	NO.	NO. H	NO. M	NO. S
1	100180			
2	1110			
TOTAL	100180			
ENGINE TIME	100			
FLIGHT TIME	100:00			
TOTAL	100:00			
PILOT	W. J. [unclear]		100:00	
MECHANIC	[unclear]		1:10	
TOTAL			101:10	

W. J. [unclear]
 WICHITA, KAN.

1 2 Service by O'Brien

-6-

DATE	AIRCRAFT REG DATA	AIRCRAFT DATA	ENGINE DATA
10-23-54	1110		V-1650-F
Standard Field	W. J. [unclear]	Flitzer	V-30000
	100180, P. W. [unclear]	P-2-B-20-54	
	100180 P. W. [unclear]	44-43087	TOTAL FLIGHT TIME → 1:10

12 January 1948

Subject: Compiled Report Concerning
Major Accident of Capt.
T.F. Mastell, Jr. on 7 Jan.
1948 at 1815 CST.

When It May Concern:

1. This report will be informal and fragmentary, but it is accurate to the best of my knowledge. The mission of the transport was to fly four ferry pilots, volunteer pilots of the guard, to Marietta Army Air Base where they were to pick up four P-51's that were left there because of weather 20 December 1947.

2. Upon arrival at Marietta the four P-51's were preflighted by mechanics from there on the same transport, for that purpose. Capt. Mastell filed a VFR clearance to Standiford Field at Louisville. The flight took off and I watched them form and proceed north in formation at about 400 feet.

3. Upon arrival of our C-47 at Standiford at 1815 CST on 7 January 1948 we were met by mechanics who told us about flying objects, and that our P-51's were after something and that is all we gathered. In operations about 1700 CST a phone call was received by Major Doyle that the plane had crashed near Franklin and the pilot killed.

4. At 1730 I was taken to the air in the C-47 aircraft by Bowling Green where I was to get transport via to Franklin. I had mechanics, administration specialist, and a co-pilot aboard. We stopped at 1815 CST at Bowling Green and proceeded to Franklin via Highway 2141 547.

5. At the scene of the accident we carried on as much of an investigation that was possible at night. We had affidavits from Mr. Hillis-

1235590

Mr. ... the and watched
the plane Our formal accident report is
awaiting action by the investigation board that
will meet at Standiford in the next 48 hours.

A Summary of my opinion of the cause of the
accident is compiled through what I have heard
from and affidavits concerning the
accident.

At Mantell passed near Field
he switched to B channel to call Standiford Tower,
the message was intercepted at tower and
he was directed to attempt to find out what the
object was that they were watching. Lt.
was on Mantell's wing as in a hurry to get
to Standiford, so he asked to break off and was
given permission by Mantell. Clements moved up
and could see Mantell was talking so he switched
from C channel to B channel.... Mantell pitched
up at high over setting and finally took a heading
of about 375 degrees and was climbing about 100 MPH.
Parts of the conversation between Mantell and Clements was that
Mantell thought the object was travelling about the speed
he was climbing. At 22,000 feet Clements told Mantell they
were getting too high, Clements warned Lt. had
no oxygen as was getting dim. Clements likely had
a plane that had some oxygen in it and he was wearing his
mask because he could see a mask better for transmission
than he could a throat mike. When Clements had reported
to Mantell that he was turning back Mantell told him
they would go to 20,000 feet level off, fly 20 minutes
and then go down. When Clements broke off with his
wingsman at about 22,000 he called Mantell and informed
him he had left and Mantell's reply was garbled. Clements
last seen Mantell heading into the climbing at high
power. Clements and Lt. landed at Standiford and
Clements refueled and took off again at 1075 CST, climbing
to and the area. Upon reaching 22,000
feet he reported over B channel that he was at 22,000 feet
and didn't see a thing.... this was about 1000 or 1000
CST. Clements left a vapor trail near on the
way south and passed under it on the way back north.

1235000

-8-

...the pilot, flying a Republic
...over Harrison,
...they were at
...they
...about 1200 feet.

...the opinion of the witness
...at an altitude of approximately
...as long as possible, even
...left of course.
...I believe he pulled out level
...altitude of about
...that it was three to four miles
...altitude, slowly rotating
...I believe that
...at about 10,000 feet
...part started coming
...nearly a mile in a north
...direction, assuming the lightest part
...I think the pilot was
...that he started down. Then the last
...as a fix or
...and guided the plane
...parallel to the ground. The plane
...at 1200 feet.

6. Captain Mastell was graduated from a
...school, A-4...he was put in a
...overseas to North Africa...from there to England...
...the United States...flow the United States...
...to the transition to B-24's and B-29's
...back in the States at Dayton he taught cadets
...to the B-24. He was discharged about Nov.
...1945. His terminal leave was up about Jan.
...1947...the 1st day of March 1947. Mastell
...started in business as part owner of a flying
...school, Mastell-Mastell Flying School, Brownsville,
...He was federally recognized by
...the 10th of February,
...1947. He started flying the B-24 about May of 1947
...and built his time on around 7,000 up to his
...his death. He was a flight instructor. His military
...time was approximately 2000 hours. His civilian time
...was around 700 hours.

Accident, Major

9. Captain Mastell's home life was normal. He had a wife and two boys...one 18 months and one about 8 years.. I was Mastell's closest friend and am sure that he never had any personal problems, except the normal business worries, which were unknown to me if he had any of that type. His interest in flying would not be recalled. He loved the F-86, felt he was the master of it, and flew...and carelessly but like an aggressive fighter pilot. I firmly believe that if he thought he had any chance of catching this object he would have pursued it knowingly to his death. I think he sees something more than a star or balloon...he was above average intelligent. He did respect the air-lane and the dangers of space. If some outside force did not cause his death, I think he passed out too quickly to change his line of flight. Mastell was six feet, weighted 180 lbs. A husky, well-build man.

Richard L. Ryan
RICHARD L. RYAN
Captain, KY, ARS,
Operations Officer &
Investigator of the
Accident.

MEMORANDUM
SIXTH AF BASE UNIT (RMS TMS)
COLUMBIA FIELD, FOUR ENGINE, KENTUCKY

25 January 1948

MEMORANDUM FOR THE RECORD

On the afternoon of 7 January 1948 I was on duty in the Control Tower, Columbia Field, as Chief Operator. We had been sighting an object in the sky which we were unable to identify from our position in the tower.

At approximately 1430 hours we sighted a 4-engine formation of P-51's approaching Columbia from the northeast heading towards Louisville. As they crossed near Columbia Field, I attempted to contact the flight of ships in the following manner:

"Columbia Tower Calling the flight of 4 ships northbound over Columbia Field. Do you read tower?"

I gave that call twice and finally after the second call-up the flight leader of the formation acknowledged, "Roger, Columbia Tower. This is National Guard 600, flight leader of the formation. Over".

"National Guard 600 from Columbia Tower. Do have an object out north of Columbia from that of our position in identify, and we would like to know if you have any information as to what it is and what you want to do if we call."

The flight leader acknowledged, "Roger, I have the gas and I will take a look out for you if you give me the correct heading and any information you have on locating the object".

One of the four ships continued on towards Louisville. 3 of them swung around to the right and reversed their course, making good a heading of approximately 310° from Columbia Field, and climbing steadily.

At about 1445 or 1450 hours, National Guard 600 notified Columbia Tower in the approximate 15,000 feet.

"I have an object in sight above and ahead of me, and it appears to be moving at about half my speed or approximately 100 miles an hour."

When asked for a description of the object, he replied, "It appears to be a metallic object or possibly reflection of sun from a metallic object, and it is of tremendous size."

Approximately 1455 or 1500 hours, the flight leader reported the object as, "Directly ahead of me and slightly above, and is now moving at about my speed or better. I am trying to close in for a better look."

That was the last contact we had with the flight leader in the tower.

Very soon after that National Guard 600 who was in the flight with National Guard 600, attempted to contact the flight leader and then he was unable to do so announced that he was returning to Standiford Field, as he was unable to contact the flight leader.

The foregoing tapes mentioned are approximately only.

The conversation was not recorded. I have stated it in the way I remember it, to the best of my ability.

A CHECKED TRUE COPY:


RICHARD L. HILL
Captain USMC

/s/ Quinton A. MacKinnon
QUINTON A. MACKINNON
Technical Sergeant
Serial No. 1816476



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the model. The model is run for 100 yr, and the first 50 yr are discarded as spinup. The last 50 yr are used for the analysis.

The model is run with a 2.5° latitude by 2.5° longitude grid. The vertical coordinate is the pressure in hPa, with 10 levels from 1000 to 10. The model is run with a 10-day time step. The model is run with a 10-day time step.

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AFFIDAVIT

January 1, 1948
Franklin, Kentucky

I, William C. Myers of Route 28, Lake Spring Road, Franklin, Kentucky, Simpson County do state that on 7 January 1948 at approximately three-fifteen P.M. I heard an airplane overhead making a funny noise as if it were diving down, and pulling up, but it wasn't; it was just circling. After about three circles the airplane started into a power dive slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrific noise, ever increasing, as it descended. It exploded half way between where it started the dive and the ground. No fire was seen. It hit or crashed at three-twenty P.M. on the trail. It didn't explode when it hit the ground and it did not burn.

The witness thereof, a copy hereof is set up with a copy of this affidavit on Route 28, Lake Spring Road, Franklin, Kentucky, this 1st day of January 1948.

William C. Myers
Route 28, Lake Spring Road,
Franklin, Kentucky

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

Nicholas L. Taylor
Notary Public,
Captain, Ky. Air
Department, Frankfort, Ky.

Nicholas L. Taylor
Notary Public,
Captain, Ky. Air
Department, Frankfort, Ky.

APPROVED

January 1965
Columbia, Kentucky

12/20

1875
Standard
U. S. Air Corp
Maintenance

- Listed below are the previous flights of the aircraft:
- 10-24-47: Muster trip indicates as the last flight. 10-25-47
 - 11-8-47: Coolant leak. Under hood repaired, parts washed and tank reinstalled. Replaced all hose with new hose. Plane run up and checked OK for flight. S. Bryan. Worked on a plane found OK for flight. (C. T. Baker Flight chief). 11-8-47
 - 11-8-47: Coolant leak. Coolant leak stopped by Vermillion. 100 hr. inspection completed. Work covered a plane found OK for flight. (C. T. Baker Flight chief). 11-14-47
 - 11-19-47: NE receiver VERY weak today, caused by fuel pump booster. OK when pump off. Buffalo. 200-400-NE receiver checked OK at ground. Marie & Duncan. 11-23-47
 - 11-28-47: Compass being checked. Compass checked by Marie 11-27-47
 - 12-15-47: 20 hour inspection completed by Marie & Fran. 12-15-47
 - 12-18-47: "A" channel very weak. Marie & Fran. 12-18-47
- Form 1. 14 used for
etc.

















100TH FIGHTER SQUADRON (AFSC)
Randolph Field
P. O. Box 1247
Lexington, Kentucky

21 January 1948

SUBJECT: Transmittal of WD AAF Form 14

TO: Headquarters, Army Air Forces, Field Office, The Air Inspector,
Langley Field, Va.

1. Transmitted herewith in accordance with HHS AAF Memorandum 22-4 dated 27 January 1947 is WD AAF Form 14 and allied papers pertaining to aircraft accident 7 January 1948 involving P-51B type aircraft, serial number 44-43880, the P-51B # 44-43880 piloted by Captain Thomas F. Hestell Jr. ASN 2-002 078, Pilot.

W. J. Hestell
W. J. Hestell
Captain USAF
Commanding

- 13 Encl: *PHH*
1. WD AAF Form 14
 2. WD AAF Form 23
 3. WD AAF Form 14
 4. WD AAF Form 1
 5. List of previous write-ups on Form 14
 6. Statement of Investigating Officer
 7. Statement of Godwin Field Control Tower Operator
 8. Lt. Clemens Statement
 9. Statement of Glenn T. Hagan
 10. Statement of Mrs. Carrie A. Phillips
 11. Statement of William C. Hayes
 12. Statement of William J. Phillips
 13. Photographs of accident.

24

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud.

2. The second part of the document outlines the specific requirements for record-keeping, including the need to maintain original documents and to keep copies of all records for a minimum of seven years. It also discusses the importance of ensuring that records are accessible and retrievable at all times.

3. The third part of the document discusses the role of internal controls in ensuring the accuracy and reliability of financial records. It emphasizes that internal controls should be designed to prevent errors and to detect and prevent fraud. It also discusses the importance of regular internal audits and the role of the internal audit function.

4. The fourth part of the document discusses the importance of transparency and disclosure in financial reporting. It emphasizes that financial statements should be prepared in accordance with generally accepted accounting principles (GAAP) and that all material information should be disclosed to investors and other stakeholders.

5. The fifth part of the document discusses the importance of ethical behavior in financial reporting. It emphasizes that financial reporting should be conducted in a fair and honest manner and that all transactions should be recorded accurately and completely.



1. **TO:** _____
 2. **FROM:** _____
 3. **CLASS:** _____
 4. **DATE:** _____
 5. **TIME:** _____
 6. **FLIGHT NO.:** _____
 7. **ORIGIN:** _____
 8. **DESTINATION:** _____
 9. **TYPE OF SERVICE:** _____
 10. **FARE BASIS:** _____
 11. **FARE:** _____
 12. **TAXES:** _____
 13. **TOTAL:** _____
 14. **AGENCY:** _____
 15. **AGENT:** _____
 16. **PHONE:** _____
 17. **ADDRESS:** _____
 18. **CITY:** _____
 19. **STATE:** _____
 20. **COUNTRY:** _____
 21. **ISSUE DATE:** _____
 22. **ISSUE TIME:** _____
 23. **ISSUE PLACE:** _____
 24. **ISSUE OFFICE:** _____
 25. **ISSUE AGENT:** _____
 26. **ISSUE PHONE:** _____
 27. **ISSUE ADDRESS:** _____
 28. **ISSUE CITY:** _____
 29. **ISSUE STATE:** _____
 30. **ISSUE COUNTRY:** _____

I hereby certify that the (pilot) (captain) has acknowledged receipt of adequate weather briefing for this flight.
 THE PASSENGER STATES: _____

(B) System used was: IATA
 (C) I certify that the (pilot) (captain) has acknowledged receipt of adequate weather briefing for this flight.

123500

 Director Int. A. 1948

January 1944

Temperature 50.0, 60.0, 70.0, 80.0

Wing 20.0

Humidity 40.0, 50.0, 60.0, 70.0

30.0

Temperature

Wing 20.0

30.0

30.0

8

2

Executive Summary of Additional Information
Received from Marietta, Georgia, WE to Mansfield Field, GA
approximately 30 minutes SE of Mansfield Field, GA 11/28/58
Aircraft and requested that they investigate the area
by the vicinity of Union Field, GA, near, Ga. 30084
Field, and in 2009, 2010, and also investigate the area
in 2011 and 2012. Contact, Ga. 30084

123456789

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1 January 1946

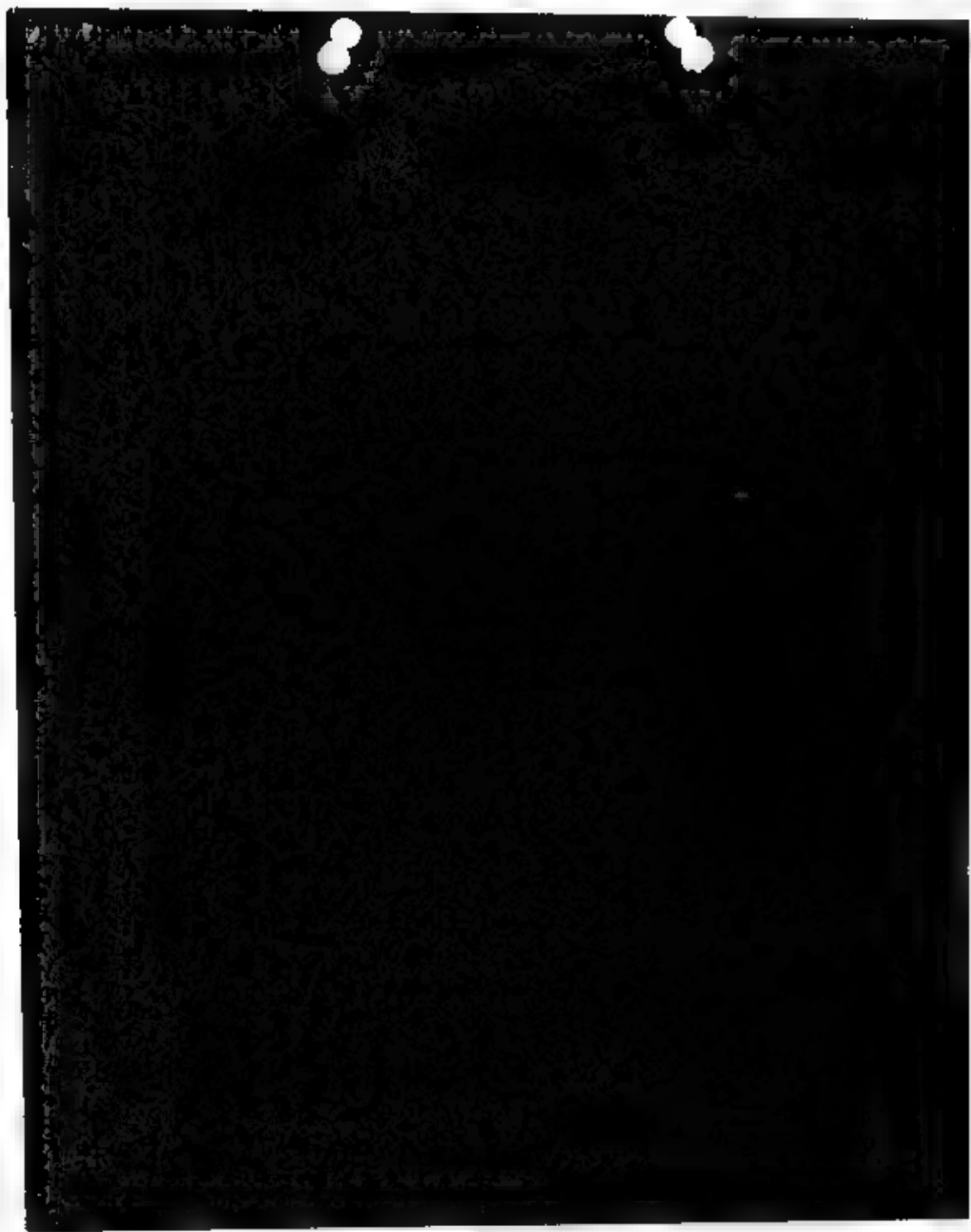
7 Jan 1946 212000 4-F51 Marshall, Louisville Ky, Va
Standford Field, Louisville Ky 30 D18426 110/800/52

7 Jan 1946 approximately 1946
1. Pilot M. E. ...

Each was assigned to ... operations ...

Flight

As they flew at 4 P.M. passed over ...
Pld. Louisville Ky and requested ...
hovering in the ...
climb toward ...
Standford field ...
22,000 feet ...
because of lack ...
pilot ...
accident ...



REPORT OF SPECIAL INVESTIGATION OF AIRCRAFT ACCIDENT
INVOLVING FORM NO. 14-5840

1. NAME OF OWNER OR LESSEE: V. ...
2. LOCATION OF ACCIDENT: 5 miles southeast of Franklin, Kentucky
3. AIRCRAFT: P-51B No. 14-5840
4. UNIT DESIGN AND ORGANIZATION: 10th Fighter Squadron, Kentucky ANG, Maxwell Field, Louisville, Kentucky
5. MODEL OF AIRCRAFT: Mustang
6. HISTORY OF AIRCRAFT AND ENGINE:

AIRCRAFT

Date of manufacture - 15 December 1944
Total hours - 14,120, 23 December 1946, 100 hours to time of crash
Date last overhaul - 1944

ENGINE

Model - V-1200-7
Index - 20000
Total hours - 17,415
Date last overhaul - 1944

PROPELLER

Model - Hamilton Standard
Date last overhaul - 1944

7. PILOT, CO-PILOT AND OBSERVERS:

Thomas E. ...
...
Maxwell Field, Louisville, Kentucky

8. FLIGHT RECORD:

	Actual	Estimated
Total hours	14,120	
Hours since last flight	0700	
Hours since last overhaul	0700	
Hours since last 25 days	14,120	
Hours since last 30 days	14,120	
Hours since last 60 days	14,120	
Hours since last 90 days	14,120	
Actual engine hours	17,415	

123500

9. SPECIAL NOTES: Not applicable

44

10. FLIGHT RECORD AND REPAIRS REPORT, UNIT DESIGN, ORGANIZATION AND UNIT

Not applicable

RESTRICTED



RESTRICTED

1235J00

25



1235000

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[The main body of the document contains several columns of text that are extremely faint and illegible due to the quality of the scan. The text appears to be organized into a structured format, possibly a list or a table, but the individual entries cannot be discerned.]

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PLATE PLACEMENT INFORMATION

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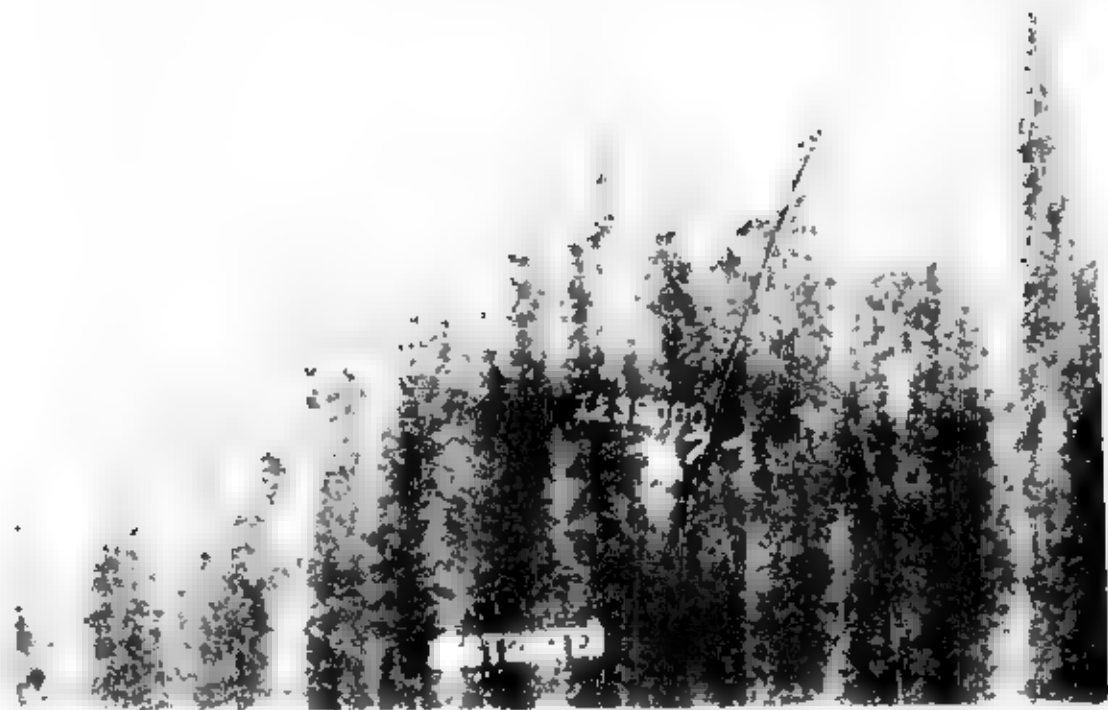
The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This not only helps in tracking expenses but also ensures compliance with tax regulations.

In the second section, the author provides a detailed breakdown of the monthly budget. It includes categories for housing, utilities, food, and entertainment. The goal is to allocate funds wisely to avoid overspending and to save for future needs.

The third section covers the topic of debt management. It suggests creating a repayment schedule for all outstanding loans and credit cards. Regular payments are crucial to avoid penalties and to improve one's credit score.

Finally, the document concludes with advice on emergency fund preparation. It recommends setting aside a portion of each month's income to build a safety net for unexpected expenses. This financial cushion can provide peace of mind and prevent financial crises.

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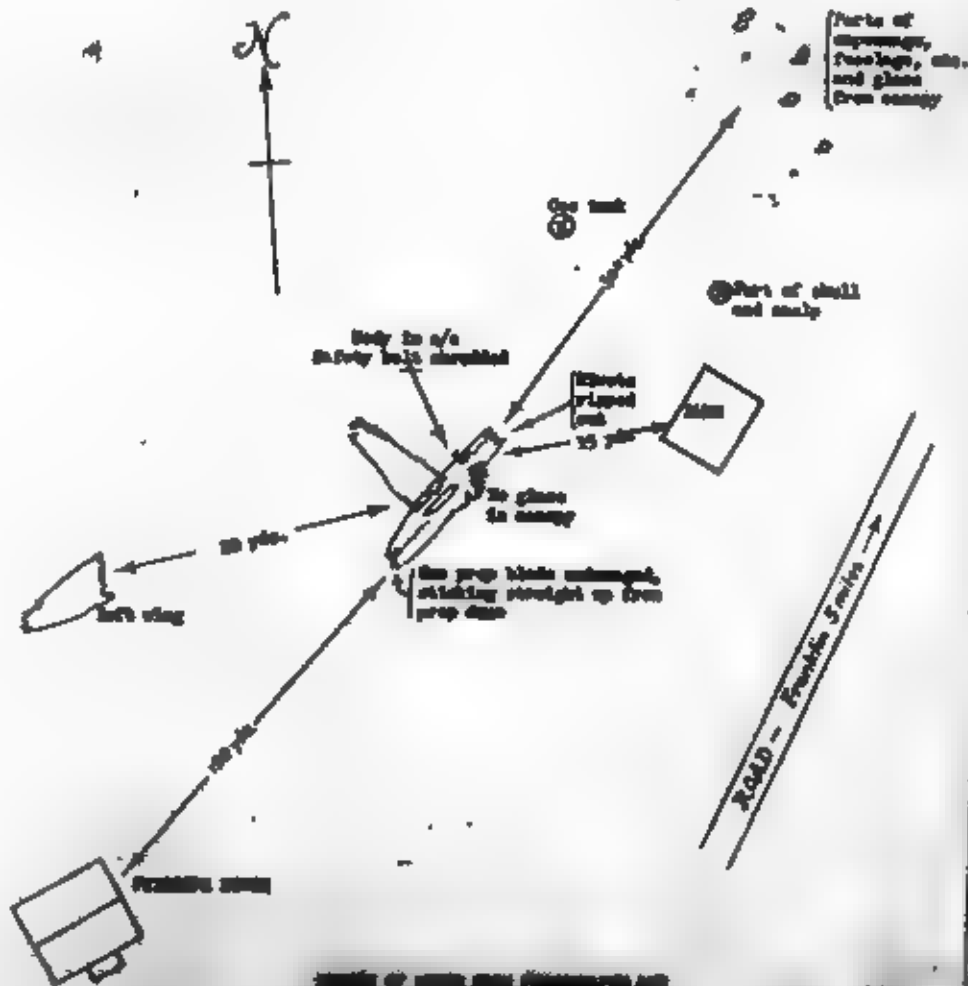


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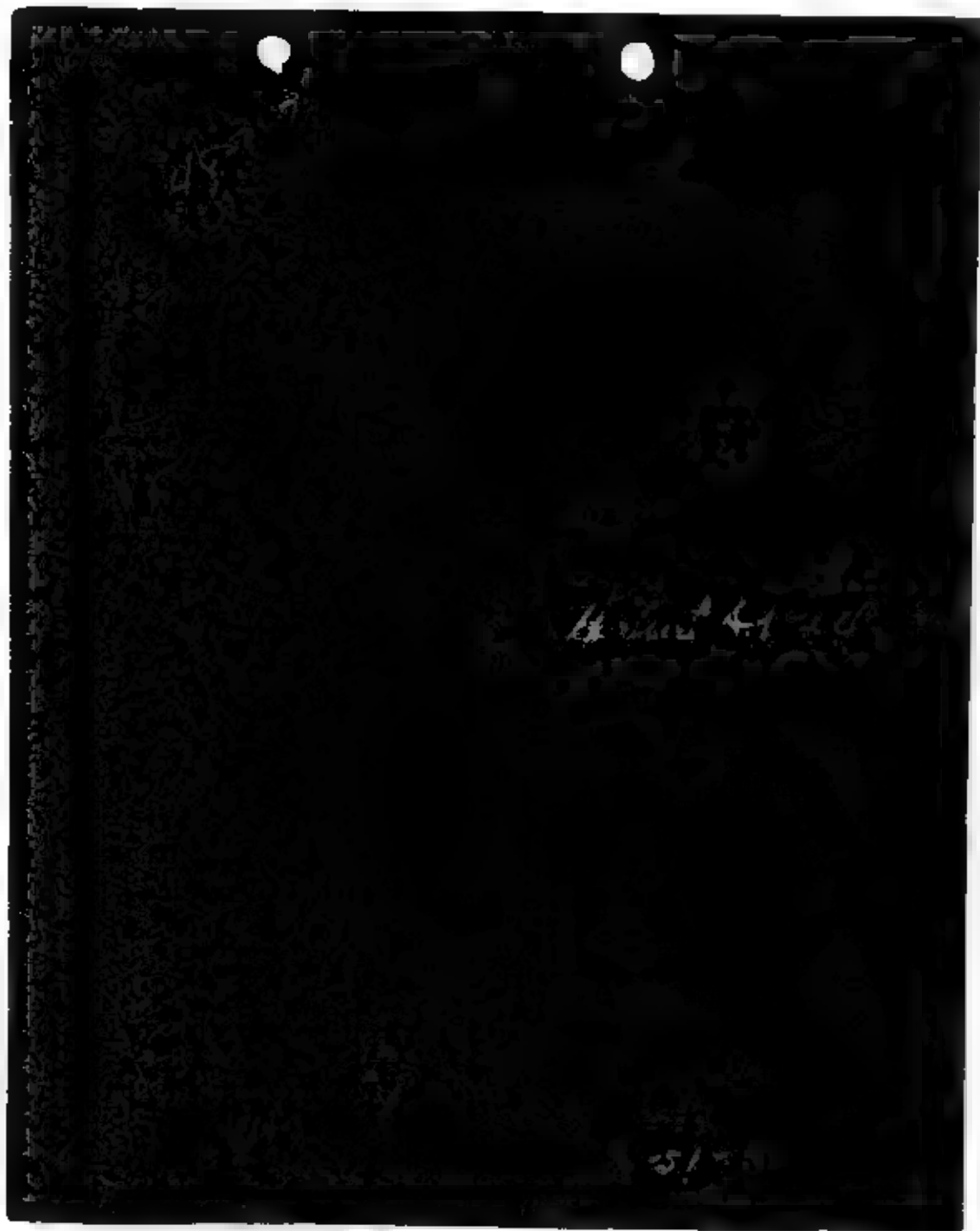
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Scale of 1 inch = 10 feet



H. L. ...

51

MASTO, Office of Senior Air Instructor, by Air Mail, Louisville, Ky. (Transmitted)
of "Amittal" of 10 AF Form 14, 1st Edition.

4-10-44 4-10-44 4-10-44

COMMANDEMENT DE SERVICE MILITAIRE, 430, Franklin Street, New York 17, N.Y.

Commanding General, 430 Franklin Street, New York 17, N.Y.

Paragraph 2, basic communication, applies to the

Roscoe L. Merrat

ROSCOE L. MERRAT,
Brigadier General, U.S. Army,
The Adjutant General.

12 Incls.
3/4

Off of Senior Air Instructor
Subject: Transmitted

12 Incls.

12 Incls.

John

FROM: [Illegible]

10/

TO: Chief of Staff, Air Force, Langley
[Illegible]

Subject: [Illegible]

R. B. [Illegible]

1. [Illegible]

2. [Illegible]

3. [Illegible]

CONFIDENTIAL

HEADQUARTERS
315TH AF BASS UNIT (BASS TMO)
GOODMAN AF BASS, FORT KNOX, KENTUCKY

12 April 1948

SUBJECT: Project "Sign"

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base
Dayton, Ohio
(ATTN: MCLIA)

1. In compliance with letter your Headquarters, dated 9 April 1948, and letter dated 14 January 1948. One copy of requested report is enclosed herewith.

2. Capt. James F. Duesler is no longer a member of this Organization, therefore status of investigation promised Mr. A. C. Loeding by subject officer can not be determined.

Louis B. Reynolds
ALSWIS 3, 441328
Major, USAF
Commanding

3 Incl

1. cy ltr dtd 1/14/48
subj: Req for Rpt on
Crashed F-51 NG Acft
2. cy ltr dtd 4/9/48
subj: Project "Sign"
3. cy ltr dtd 9/1/48
subj: Report of Observation
Unidentified Object above
Goodman Field

CONFIDENTIAL

'Saucer' Cause Of Plane Crash

LOUISVILLE, Ky., Jan. 8. (AP)—The Kentucky National Guard headquarters revealed here today that Capt. Thomas F. Mantell Jr. 25 was killed in a plane collision near Frankfort, Ky., yesterday while chasing what was believed to be a flying saucer.

Mantell was one of three Kentucky National Guard officers sent to investigate a report of flying saucer in the air near Fort Knox. The object also was reported at Hodgkissville, Ky., Nashville, Tenn., and other points in the two states.

Mantell was flying a P-51 National Guard plane when witnesses said apparently exploded in the air and crashed near Frankfort.

Capt. R. L. Tovar, Louisville operations officer for the Kentucky Air National Guard with headquarters at Standford Field, said his investigation into the crash convinced him that Mantell "blacked out" because he reached a height of about 30,000 feet.

He said the plane went into a dive at this time and began to disintegrate at about 15,000 feet because of its great speed. He added that Mantell was chasing some object in the sky.

'Flying Saucer' Seen In State

FORT KNOX, Ky., Jan. 7. (AP)—A "flying saucer" reportedly was seen here Wednesday and Col. Guy V. His, commander of Godman Field, sent three airplanes after it but the "saucer"—if that's what it was—got away just as did those which

traced a saucer seen on at Churchill Downs.

Praise for the Louisville orchestra has been spread by many of the top-ranking musical figures, instrumental and vocal soloists, who have performed with the organization in its 11 years of playing.

"Don't worry about Louisville," these soloists have been told in New York. "You won't have any trouble with that orchestra."

The Paris concert at 7:30 and 8 p.m. will be given under the auspices of the Bourbon County Women's Club. At the afternoon concert, the children of Bourbon county will be guests of Paris businessmen who have helped guarantee the orchestra's appearance.

performed all sorts of takes last year.

Col. His said the saucer became visible here about 2 p. m. "It was to the south and near the sun, very white and looked like an umbrella," he elaborated.

Three National Guard planes happened to be circling overhead at the time, so the colonel said he ordered the crew to give chase. But a few minutes later the pilot radioed back the saucer was too high and going too fast for them to catch.

The Army officer said he watched the saucer through powerful binoculars, and that from an observation tower it appeared motionless.

"I thought it was a celestial body but I can't account for the fact it didn't move. I just don't know what it was."

Dr. Walter L. Moore of the University of Louisville said the planet Venus was near the sun at the time the saucer was reported seen.

Thursday Aft

CONFIDENTIAL

UNITED STATES AIR FORCE
AERIAL AND AIR COMMUNICATIONS SERVICE, AEC
DETACHMENT 734-8 AF HANS UNIT (1300 AACB SQ)
Coburn Field, Fort Knox, Ky

9 January 1948

STATEMENT OF T SGT QUINTON & BLACKWELL

I, T Sgt Quinton & Blackwell, AF15150475, was on duty as chief operator in the Control Tower at Coburn Field, Ky. on the afternoon of 7 January 1948. Up until 1315 or 1320 matters were routine. At approximately that time I received a telephone call from Sgt Cook, Col Six's office, stating that according to Ft Knox Military Police and "K" Team state police, a large circular object from 250 to 300 ft in diameter over Harroville, Ky. and requested I check with Army Flight Service to see if any unusual type aircraft was in that vicinity. Flight Service advised negative on the aircraft and took the other info, requesting our CO verify the story. Shortly afterward Flight Service gave Coburn Tower positions on an object over Irvington, Ky. then Owensboro, Ky. of about the same size and description. About 1345 or 1350 I sighted an object in the sky to the South of Coburn Field. As I wanted verification, I called by Detachment Commander, 1st Lt Ormer, in the Tower. After he had sighted the object, he called for the Operations Officer, Capt Carter, over the teletalk box from the Traffic Desk. He came up stairs immediately, and looked at the object through the field glasses in the Tower. He then called for the CO, Col Six. He came to the tower about 1400 (approx) and sighted the object immediately. About 1420 to 1440 a flight of four P-51's approached Coburn Field from the South, enroute from Marietta, Ga. to Standiford Field, Ky. As they passed over the tower I called them on "C" channel, VHF and asked the flight leader, "C 540, if he had enough gas and if so, would he mind trying to identify an object in the sky to the South of Coburn Field. He replied in the affirmative and made a right turn around with two planes and proceeded South from Coburn Field. The fourth plane proceeded on to Standiford Field alone. The three ship formation proceeded South on a heading of 210°, climbing steadily. About 1445 the flight leader, SE 900, reported seeing the object "ahead and above, I'm still climbing". To which a wing was retorted, "What the hell are we looking for?" The leader reported at 15,000 ft that "The object is directly ahead of and above us now, moving about half up speed". When asked for a description he replied, "It appears metallic object of translucent disc". At 15,000 ft, the flight leader reported, "I'm still climbing, the object is above and ahead of us moving at about my speed or faster, I'm trying to close in for a better look. This last contact was at about 1515. About 5 min. afterward, the other two ships in the flight turned back. As they passed over Coburn SE 900 reported "It appears like the reflection of sunlight on an airplane canopy". Shortly afterward, the same pilot and plane took off from Standiford and resumed the search. He went to 20,000 ft, one hundred miles South and did not sight anything. I left the Control Tower shortly afterward.

RESTRICTED
HEADQUARTERS
AIR TRANSPORT COMMAND
WASHINGTON 25, D. C.
OFFICE OF AD/8, A-3

15 January 1948

SUBJECT: Report of Unusual Incident

TO: Commanding General
Air Materiel Command
Wright Field, Dayton, Ohio
ATTN: 1-2

1. Transmitted herewith is a report of an unusual incident, forwarded to this office by the Air Transport Command, Flight Service Center, Wright Field, Dayton, Ohio.

2. Subject report is forwarded for your information due to the possibility that a copy may not have been furnished your office by the Unit referred to in par. 1.

1 Incl
as above

James F. Brady
JAMES F. BRADY
Lt. Col., USAF
Assistant Chief of Staff,
A-3

RESTRICTED

j-22

~~CONFIDENTIAL~~

At approximately 1400H, 7 January 1948, Kentucky State Police reported to Ft Knox Military Police they had sighted an unusual aircraft or object flying through air, circular in appearance approximately 250 - 300 feet in diameter, moving westward at "a pretty good clip." This in turn was reported to the Commanding Officer, Godman Field, Ft Knox, Kentucky, who called Godman Tower and asked them to have Flight Service check with Flight Test at Wright Field to see if they had any experimental aircraft in that area.

Captain Hooper at Flight Test Operations stated, "We have no experimental aircraft in that area, however we do have a B-29 and an L-26 on photo missions in that area." This information was relayed to Godman Tower by dispatcher on duty and a verification on report was asked for.

Godman Tower later called back and stated first report was by radio to Ft Knox Military Police and followed by telephone call to same from State Police.

Information on P-51's and further reports are reported as follows by Captain Arthur T. Jehli, Supervisor of the 1600H - 2400H shift,

"When the 1600H - 2400H shift reported for duty we were advised that a "disc", or balloon, or some strange object was seen hovering in the vicinity of Godman Field. This object was seen by the Commanding Officer and Operations Officer of Godman Field who advised that they would attempt to send aircraft to ascertain the size and shape of the object.

"At this time there was a flight of 4 P-51's enroute from Marietta, Georgia to Standiford Field, Louisville, Kentucky. The lead ship was NO 3869, pilot Mastell. The Commanding Officer, Godman Field contacted this pilot and requested that he investigate the object overhead.

"One of the ships of the formation, NO 336 pilot Sandrichs, landed at Standiford Field. The 3 other aircraft started to climb toward the object.

"At 22,000 feet pilot Hammond, NO 797, advised Clements, NO 800, that he had no oxygen equipment. Both pilots then returned to Standiford Field; pilot Mastell, NO 3869, continued climbing.

"Pilot Clements, NO 800, refueled and went back up to 30,000 feet but did not see either the strange object or the aircraft NO 3869 again, and so returned to Standiford Field.

"At 1750H, Standiford Field advised that NO 3869, pilot Mastell, crashed 5 miles SW Franklin, Kentucky approximately 1645H.

"We then sent on arrival of 1500H for the 3 aircraft, NO 336, NO 797, and NO 800, also notified Maxwell Flight Service Center that NO 3869 had crashed.

CONFIDENTIAL

100-33

"Maxwell Flight Service Center made a long distance call to Franklin, Kentucky and spoke to police officer Joe Walker, who took charge at the scene of the accident.

"Officer Walker stated that when he arrived the pilots body had been removed from the aircraft. Upon questioning eye witnesses, Officer Walker learned that the aircraft had exploded in the air before it hit the ground, but, that the aircraft did not burn upon contact with the ground.

"The wreckage was scattered over an area of about one mile, and at that time the tail section, one wing, and the propeller had not been located.

"Lt Tyler, Operations Officer at Standiford Field, departed Standiford Field for Bowling Green, Kentucky in EC 4101 to investigate the accident - Also at our suggestion an investigation party and Military Police were dispatched from Godman Field to the scene.

"So much for the accident - now hold on to your hats!

"Godman Tower again contacted us to report that there was a large light in the sky in the approximate position of the object seen earlier. Then Lockbourne Tower and Clinton County Tower advised a great ball of light was traveling southwest across the sky.

"We then contacted United Flight Service Center and gave them all the information available to deliver to the Air Defense Command at Mitchel Field, Hempstead, New York.

"Later we received a call from St Louis Tower advising that a great ball of light was passing directly over the field - Scott Tower also verified this.

"We then received a call from Air Defense Command through United Flight Service Center advising us to alert Coffeyville, Kansas, Ft Smith, Arkansas, and Kansas City, Missouri, and that they had plotted the object as moving WSW at 250 miles per hour.

"We then received information from Maxwell Flight Service Center that a Dr. Seyfert, an astronomer at Vanderbilt University, had spotted an object SW of Knoxville, Tennessee that he identified as a pear shaped balloon with cables and a basket attached, moving first SSW, then W, at a speed of 10 miles per hour at 25,000 feet. This was observed between 1630C and 1645C.

"United Flight Service Center then advised us to instruct Godman Field to forward a complete report of the whole incident to Air Defense Command at Mitchel Field, Hempstead, New York as soon as possible.

100-337
"The Military Police at the scene of the accident called back and advised Godman Field that someone at Madisonville, Kentucky had observed, through a binocular telescope an object described as cone shaped, 100 feet from tip to bottom, 1/2 foot across, and 1/2 miles high proceeding SW at 10 miles per hour.

RECORDED

2-23

"All this time the weather observer at Godman Field was spotting the object with a Theodolite and keeping a record of times, elevations and azimuths.

✓ "St Louis ATC advised of an article printed in the "Edwardsville Intelligencer", Edwardsville, Illinois, describing an object, over the town at 0720C, of aluminum appearance without apparent ~~control~~ or control surfaces which was moving southwest. This object remained visible for about 30 minutes. This article went on to describe the amazement and wondering of the editor regarding this object - and you can bet that he was no more confused than I am at this moment."

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UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-8 17 BAZZ UNIT (1050 AACB SQ)
Godman Field, Fort Knox, Ky.

9 January 1948

STATEMENT OF PFC STANLEY OLIVER

I, Pfc Stanley Oliver, was on duty in the Control Tower at Godman Field on the afternoon of 7 January 1948. When first heard of the object in the sky about 1320 CST, we received a phone call from Colonel Hix's office that a large object was sighted at Harrodsburg, Kentucky, the supposed object was supposed to be about 150 feet to 300 feet in diameter at 1330 CST or more.

Sgt Blackwell sighted an object to the southwest of Godman Field and he called me if I saw it. I saw the object but thought I was imagining I saw it and Sgt Blackwell told me to look again. This time I was really sure I saw an object and then we called Lt Orner, who came to the Control Tower and he too saw the object. Lt Orner then called Captain Carter who, after coming to the Control Tower, also saw this object. Captain Carter called Colonel Hix who came to the Control Tower and he too saw the object. We all then attempted to figure out just what it could be and to me it had the resemblance of an ice cream cone topped with red.

At or about 1445 CST we sighted five (5) P-51 aircraft coming on from the southwest and as they came over the Control Tower someone suggested contacting the aircraft. Sgt Blackwell contacted them on "3" channel (VHF) and aircraft acknowledged his call. Someone suggested they try to overtake the object and we requested the pilots to try and the flight leader stated he would. The call sign of this ship was NG889. They turned around and started toward the southwest again. One pilot in the formation told the flight leader that he would like to continue on to Louisville with the flight leader giving his permission to do so. We kept in contact with the flight leader for about twenty-five (25) minutes. The last contact we had with the flight leader was when one of his wingmen called and said "what the hell are we looking for". Flight leader stated he had the object in sight and he was going up to see what it was. He said at present he was at 15000 feet and was still climbing. Those were the last words I believe we heard from him. Other pilots in the formation tried to contact him but to no avail.

In about another ten or fifteen minutes another P-51 took off from Standiford Field to look for the object. He gave us a call and asked if we still had the object in sight. He was told that at present the object was behind a cloud formation but he said he would try and locate it and in the meantime he tried contacting his flight leader but was unable to do so. He then reported he was unable to see the object and was coming back in when he came over the Control Tower.

I received a call from Standiford Operations that the plane had crashed and the pilot was killed at Franklin, Kentucky. He then sighted

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June 33 4

STATEMENT OF PFC STANLEY OLIVER (Cont'd)

the object again and to my belief the object was a great distance from
Godman Field and it was so far I couldn't tell if it was moving or not.

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HEADQUARTERS
EIGHTH AIR FORCE (REAR HQ)
OFFICE OF THE AIR INSPECTOR
COWAN FIELD, FORT MON, ARIZONA

1/27/46

373-2

9 January 1946

SUBJECT: Report of Observation of Unidentified Object
in Skies Above Cowan Field

TO: Commanding General
Eighth Air Force
1612 South Cameron Street
Harrisburg, Pennsylvania
ATTENTION: Lt. Col. Chandler F2D Section

1. The inclosed certifications are of personnel from Cowan Field who witnessed the object in the southeastern sky from Cowan Field on 8 January 1946, with additional information concerning the loss of a P-51, (N3069).

2. Staniford Tower, Staniford Field, Louisville, Ky., reported that two aircraft of an unspecified type were taking off from Staniford at approximately 1500 hrs. and would be directed to proceed to Cowan to assist in determining a definite status of the reported object. These aircraft did not appear. Another flight composed of four P-51's flew directly over Cowan Tower at approximately 1500 hrs., at which time they were asked their identification. Upon being informed that they were National Guard aircraft from Staniford Field, and upon their replying in the affirmative that sufficient gas was available, they were asked if they would deviate from their course to assist in determining the nature of the object. Their MA for the flight to Staniford was changed at that time.

3. The object, as it appeared to the undersigned, was circular in shape and, if it was a great distance away, was 1/10th the size of a full moon. If it was an earthy object, the disc, as compared to the disappearing disc of the P-51's flying toward it, seemed to be at least several hundred feet in diameter.

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3. Statement Capt. Gary E. Carter
4. Statement Capt. James F. Decker, Jr.
5. Statement Col. Guy F. Ma, Commanding Officer
6. Statement Lt. Orner

JTB-2

1st Ind

A/OSR/hag

NO SIXTH AF BARR UNIT (RSM TND), Cresson Field, Ft. Knox, Ky. 9 Jun 48

TO: Commanding General, Eleventh Air Force, 1412 South Cameron Street
Harrisburg, Pennsylvania

ATTENTION: Lt. Col. Chandler, FID Section

1. Forwarded in accordance with telephone instructions, your office, this date.
2. A Mr. Leeding, civilian investigator for the Intelligence Division, Department of the Air Force, assigned to Wright Field, Ohio, arrived at this headquarters, this date, and made a thorough investigation of the matters listed in basic letter.
3. After obtaining statements and full information on the matter, he issued instructions that no reports on the subject would be made until further notice was given.
4. This report, however, is forwarded in compliance with your instructions.

6 Encls
a/s

GUY F. MA
Colonel, USAF
Commanding

CERTIFIED A TRUE COPY

JAMES F. DECKER, JR.
CAPTAIN, USAF

CONFIDENTIAL

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SIXTH AF BOMB UNIT (SABU) (SABU TWO)
OSWALD FIELD, FORT MEADE, KENTUCKY

1/9/50

9 January 1950

The undersigned was on duty at Bowman Field 7 Jan 48 as Operations Officer.

At approximately 14:00 hours and 7 minutes, 7 Jan 48 I received a call from Lt. Ormer, 14th Bombardment Squadron, that the Tower had spotted an unidentified object and requested that I take a look. Lt. Ormer pointed out the object to the southeast, which was easily discernible with the naked eye. The object appeared round and white (whiter than the clouds that passed in front of it) and could be seen through cirrus clouds. After looking through field glasses for approximately 3 or 4 minutes I called Sr. Six's office, advising that office of the object's presence. Lt. Col. Reed and Capt. Swisher came to the tower immediately. Col Six followed them.

About this time a flight of four P-51 aircraft were noticed approaching from the south. I asked Tsc. Sgt. Kitchell, Tower Operator to contact the planes and see if they would take a look at the object for us. The planes were contacted and stated they had sufficient gas to take a look. One of the planes proceeded on to Staniford, the other planes were given a heading of 235°. One of the planes said he spotted the object at 1200 o'clock and was climbing toward it. One of the planes then said, "This is 19,000 ft., let's level out". One of the planes, at this point (approximately the plane who saw the object) estimated its speed (the object's) at 1800 P.M. A few seconds later he stated the object was going up and forward as fast as he was. He stated that he was going to 20,000 feet, and if no clouds was going to observe the chase. This was the last radio contact I heard. It was impossible to identify which plane was doing the talking in the above report. Later we heard that one plane had landed at Staniford to get Reed and suggest to resume the search.

The undersigned reported to Flight Service a description, position of the object while the planes searched for it.

"RECEIVED A TIME COPY"

JAMES F. SWANSON, Sr.
CAPTAIN, USAF

1/4 Guy S. Barker
MAJ. G. GARDNER
Captain, USAF

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CONFIDENTIAL

UNITED STATES AIR FORCE
AHEADS AND AIP COMMUNICATIONS SERVICE, ATC
DETACHMENT 783-S AF HEAD UNIT (1050 AACB SQ)
Godman Field, Fort Knox, Ky

Jan 31 1948

9 January 1948

REPORT OF LT PAUL J. OKNER

Following is an account of the sighting of unknown objects from the Control Tower on 7 January 1948 at Godman Field:

On the above date at approximately 1400 CST a report came in to the Control Tower through Lt Sgt Cook of a report of an unidentified object flying at terrific speed in the vicinity of Maysville. This call was cancelled minutes later by the military Police at Fort Knox who had instructions from the Kentucky State Police.

Very soon thereafter several reports of the same nature came from Flight Service saying this object was over Irvington and Owensboro, Kentucky. At the same time an object was reported by T Sgt Blackwell, Chief Control Tower operator on duty. I was in the office of the Commanding Officer checking the call from the Fort Knox Military Police at this time. When the call was cancelled I was returning to the Control Tower to see the object sighted by them. I immediately went to the Control Tower and saw a small white object in the southwest sky. This object appeared stationary. I was unable to tell if it was an object radiating its own light or giving off reflected light. Through binoculars it partially appeared as a parachute does with bright sun shining on the top of the silk but there also seemed to be some red light around the lower of it.

The Commanding Officer, Operations Officer, S-1 and Executive Officer were called immediately. Several minutes after the object was sighted a flight of four (4) P-51's came over the field from the south. I instructed T Sgt Blackwell to call flight leader and ask if they had seen any evidence of this object. The flight leader answered negative and I suggested to the Operations Officer that we ask them if they had enough gas to go look for this object. The Tower operator was instructed to call the flight leader and he answered "yes" to this question. One (1) P-51 had permission from the flight leader to break formation and continue where he landed several minutes later on their original flight plan. The flight leader and two (2) other planes flew a course of 210° and in about five (5) minutes sighted the object. At first the flight leader reported it high and about one-half his speed at "12 o'clock". Shortly thereafter the flight leader reported it at about his speed and later said he was closing in to take a good look. This was the last message from 80849, the flight leader. 80849 shortly thereafter reported 80849 disappeared. From pilots reports in the formation 80849 was high and ahead of the wing man at about 1515 CST to 1430 CST when he disappeared. 80849 said he was breaking off with other wing men to return to Standard Field due to lack of gas. This was about 1515 CST to 1530 CST. From messages transmitted by the formation it was estimated the flight leader was at 15 to 20 thousand feet and the wing man at approximately 10 thousand feet wide formation when the flight leader 80849 disappeared. 80849 and other wing men returned to Standard Field.

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(CONFIDENTIAL)

June 22

STATEMENT OF LT PAUL I ORNER (cont'd)

NG800 gassed up and got more oxygen and flew a second mission on the same heading of 210° to a position of about 100 miles south of Godman Field to an altitude of 33 thousand feet and did not sight the object. At about 1846 CST when NG800 reported not seeing the object I left the Control Tower.

At about 1735 CST I returned to the Control Tower and a bright light different than a star at a position of about 240° azimuth and 8° elevation from the Control Tower. This was a round object. It seemed to have a dark spot in the center and the object moved north and disappeared from the horizon at a point 250° from the tower. The unusual ~~fact~~ about this object was the fact that it remained visible and glowed through the haze near the Earth when no other stars were visible and did not disappear until it went below the level of the Earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hangar roof.

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HEADQUARTERS
SIXTH AIR BASE UNIT (MSG TRO)
GODMAN FIELD, FORT HOOD, KENTUCKY

A/MSG

9 January 1946

At approximately 1300 hrs. a call came to this Headquarters from State Police, reporting a flying object near Elizabethtown. Another report came in from Madisonville about ten minutes later. A third call came in from Lexington, Kentucky. (All towns towns are south of Godman Field).

We alerted the Tower to be on the lookout for flying objects. At 1445 hrs. the Tower notified us that an object had been sighted at about 225°. I went to the Tower and observed the object until 1550 hrs., when it disappeared behind the clouds.

The object observed could be plainly seen with the naked eye, and appeared to be about one-quarter the size of a full moon, white in color. Through eight-power binoculars, the object seemed to have a red border at the bottom, at times, and a red border at the top at times. It remained stationary for 1 1/2 hours.

When I arrived in the Tower, Tech. Sgt. Quinton Blackwell had contacted three P-51 airplanes over the field and suggested that they have a look if they had sufficient fuel. When I arrived, they were within sight of the Tower, headed on a course of 215°.

I heard one of the pilots report that he saw the object straight ahead and estimated the speed of 150 M.P.H. The pilot stated that the object was very large and very bright.

/s/ Guy F. Hill
GUY F. HILL
Colonel, USAF
Commanding

QUALIFIED & TRUE COPY

JAMES F. WHEELER, JR.
CAPTAIN, USAF

CONFIDENTIAL

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STATE OF MISSISSIPPI (AND TERR)
COLEMAN FIELD, JACKSON, MISSISSIPPI

9 January 1948

At approximately 11:20, 7 Jan 48, I accompanied Lt. Col. E.S. Good to the Coleman Field Control Tower to observe "an object hanging high in the sky south of Jackson".

Shortly after reaching the tower, Col. Guy F. Hix, Commanding Officer, was summoned; it was at that time that I first sighted the bright silver object.

Approximately five minutes after Col. Hix came into the tower, a flight of four P-51's flew over Jackson. An officer in the tower requested that the Tower Operator call this flight and ask the Flight Leader to investigate this object if he had sufficient fuel. The Flight Leader (Capt. Thomas F. Hestell) answered that he would, and requested a bearing to this object. At that time one member of the flight informed the leader that it was time for him to land and broke off from the formation. This A/C was heard requesting landing instructions from his base field, Stanfield, in Louisville.

In the meantime the remaining three P-51's were climbing on the course given to them by Jackson Tower towards this object that still appeared stationary. The Tower then advised the Flight Leader to correct his course 5 degrees to the left; the Flight Leader acknowledged this correction and also reported his position at 7,500 feet and climbing. Immediately following the Flight Leader's transmission, another member of the flight asked "Where in the hell are we going?" In a few minutes the Flight Leader called out an object "to five o'clock high". Asked to describe this object, he said that it was bright and that it was climbing away from him. When asked about its speed, the Flight Leader stated it was going about half his speed, approximately 150 M.P.H.

None of us in the Tower lost sight of the flight, but could still see this object. Shortly after the last transmission, the Flight Leader said he was at 10,000 ft. and still climbing after "it", but that he judged its speed to be the same as his. At that time a member of the flight called to the leader and requested that he "level off", but we heard no reply from the leader. That was the last message received from any member of the flight by Jackson Tower.

RECEIVED A TOWER COPY

JAMES F. SOMMER, JR.
CAPTAIN, USAF

/s/ James F. Sommer, Jr.
JAMES F. SOMMER, JR.
CAPTAIN, USAF

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WASH. A. P.

Flying Saucers Again Reported Over Kentucky

Fort Knox, Ky. Jan. 1 (AP).—Flying saucers are said to be sailing Kentucky skies again.

The object spotted early this afternoon by Col. Guy F. Nix commander of Goddard Field here was chased by National Guard planes and followed from the ground by State highway patrolmen.

He ordered three National Guard planes to follow the object and the pilots reported later they were 20,000 feet high and the saucer was still above them. They estimated its speed at about 100 miles per hour.

Highway patrol headquarters at Elizabethtown also reported receiving calls from cruisers whose occupants said the disk resembled an egg cream cone with a little disc at the bottom.

AP Wire - Jan 8 1948

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MAR. 7, 1948



CHASES FLYING SAUCERS—DIE—Louisville, Ky., Jan. 9. — National Guard headquarters reported Capt. Thomas F. Mantell Jr., 25, was killed when his plane crashed while he was chasing what was reported to be a flying saucer. Mantell was an air hero during the allied invasion of Normandy. (AP Wirephoto)

Incident # 33

Incident # 34

SECRET

T-53351

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **★**
2. Time **5:30 a. m. - shortly before dawn**
3. Location **16 miles North of Ruppia, Manitoba, Canada**
4. Name of observer **Judge Henry**
5. Occupation of observer **Judge**
6. Address of observer **N/S**
7. Place of observation **Car en route to Winnipegosis (14 miles N of Ruppia)**
8. Number of objects **1**
9. Distance of object from observer **Could not be estimated**
10. Time in sight **3 seconds**
11. Altitude **Could not be estimated**
12. Speed **Moderate**
13. Direction of flight **From West to East**
14. Tactics **N/S**
15. Sound **No noise**
16. Size **Grew from size of large grapefruit to size of large football**
17. Color **N/S - white blue light observed at the explosion stage**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **None**
22. Weather conditions **Calm**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **Exploded like a sky-rocket**
26. Remarks: **(over)**

SECRET

T-5335-1

SECRET

On 13 Oct 47, at approx 5:30 a. m., Judge Henny in the company of G. D. Bates were traveling via a closed car north on highway to Winnipegosis about 14 miles north of Duffin. Dues had not yet broken. Sky to the northwest clear with stars visible. Object first observed traveling from west to east. When first noticed it was about the size of a large grapefruit which increased in size to that of a large football. Object in view approx 3 seconds and moved eastward horizontally to the earth at meteoric speed. At first thought to be aircraft light but it kept getting closer to earth. Slightly west of due north at estimated elevation 10° it exploded throwing a brilliant reddish tinged cone of fire forward & downward. No noise heard. At the time of the explosion, Mr Bates commented to Judge Henny that there must have been terrific heat from the object to give it such a bluish tinge. No tail on the object. When it exploded fragments were thrown forward & downward giving off bluish light.

NOTE: A group consisting of Mr. A. E. Wickson, Mr. V.E. Marley (graduate of the CIT jet propulsion course) both of the Guided Missile Section of the Defense Research Board, Lt Col W. B. Wilcott, AWO 2/Wright F14 and Dr. J. K. Rowless examined the object to be a meteor in that the 10° elevation as first seen together with terrific speed observed would place the object in the stratosphere to be seen by the several groups who witnessed the phenomena.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # 344
2. Time **5:30 - 5:45 A. M.**
3. Location **14 miles north of Dauphin, Manitoba, Canada on highway to Winnipegosis**
4. Name of observer **G. A. Bates**
5. Occupation of observer **Sgt Govn Ldgpr ^{Off} ~~Woods~~, Dauphin, Manitoba, Can.**
6. Address of observer **Govn Ldgpr Office, Dauphin, Manitoba, Can**
7. Place of observation **Closed car 14 miles N of Dauphin**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **Approx 3 seconds**
11. Altitude **N/S**
12. Speed **that of meteor or falling star**
13. Direction of flight **SW to NE**
14. Tactics **N/S**
15. Sound **No noise**
16. Size **Was first observed: size of first magnitude star which grew ~~disproportionately~~**
17. Color **Was ball of fire**
18. Shape **ball**
19. Color detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **None**
22. Weather conditions **Clear -**
23. Effect on clouds **N/S - no clouds**
24. Sketches or photographs **None**
25. Manner of disappearance **Exploded like a skyrocket**
26. Remarks: **(over)**

SECRET

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On 13 Oct 47 at 5:30 - 5:45 A. M., Mr. G. D. Bates in the company of Judge Kamey were proceeding north on the highway to Winnipegosis some 14 miles north of Dauphin. It was not yet dawn. Sky to northwest clear with stars visible. First noticed a blue light to the northwest at an elevation of 25°. It was moving eastward with the speed of a meteor. First thought to be aircraft light but as it moved across sky it grew larger and kept getting closer to the earth - apparently traveling from NW to the SE. When first observed it seemed the color and size of a first-magnitude star. At a point slightly west of due north at about a 10° elevation it exploded, throwing a brilliant & reddish tinged cone of fire forward and downward. No noise was heard. The cone appeared to be composed of fine specks of incandescent material with some larger pieces - such like an explosion of a sky rocket. But at no time was any tail seen - simply a bright ball growing larger and then the explosion. The ball seemed to grow in size - an analogous comparison - the spread in diameter between a golf ball to a football. It appeared as a ball of blue fire until the explosion.

NOTE: Mr. Bates account tallies with that of Judge Kamey with the exception that the Judge apparently did not notice the blue tinge until the time of the explosion.

SECRET

Incident 34-4
9-5335-1

SECRET

13550

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 13 October 1947 Incident #301
2. Time 0550
3. Location Manitoba
4. Name of observer Dr. J. J. Wiesbrecht
5. Occupation of observer Veterinary Surgeon
6. Address of observer 145 Kingston Way, Dauphin, Manitoba
7. Place of observation north on highway between Grosse Isle and Warren
8. Number of objects 1
9. Distance of object from observer 2 miles
10. Time in sight 30 seconds
11. Altitude 1000 feet
12. Speed not stated
13. Direction of flight South South west
14. Tactics appeared to dip toward the ground and then disappear
15. Sound no noise
16. Size Soccer ball
17. Color green
18. Shape Soccer ball
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails trail of green colored sparks
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance go out
26. Remarks: (Over)

SECRET

9-2135-1

SECRET

W. L. Mesbrocht and F. W. Sawatsky going north on the highway between
Trosse Isle and Warren about 0530 hours 13 Oct 52 when they saw a green coloured
object cross the sky. They estimated its distance ahead of them at about two miles a.
and its altitude at about 1,000 feet. Its shape and size was that of a soccer ball.
They watched it about 30 seconds and while they heard no noise the windows of
the car were closed. It appeared to have a tail of green coloured sparks and
they assumed it to be a flare shot at a very gradual angle and from a south-south-
west direction. Toward the end of the 30 seconds it appeared to dip toward the
road and to go out before it would have struck the ground.

SECRET

2-5333-1
Incident 2-3

(**SECRET**)

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 13 October 1947 Incident # 34C
2. Time 0530
3. Location Jasso's Lake Canada
4. Name of observer Gilbert Steers
5. Occupation of observer Apprentice undertaker
6. Address of observer 133 Ethelbert Street, Jamaica, N.Y.
7. Place of observation at a point at Jasso's Lake, west of Steley
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight 30-40 seconds
11. Altitude 1000 ft.
12. Speed rapid speed
13. Direction of flight south of west
14. Tactics Not stated
15. Sound none
16. Size Not stated fairly large
17. Color orange-yellow
18. Shape round
19. Color detected Not stated
20. Apparent construction Not stated
21. Exhaust trails flame or tail or flame and sparks at the rear
22. Weather conditions clear with little wind
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance seemed to disappear rather than explode
26. Remarks: (Over)

SECRET

9-535-1

SECRET

Saw the object from a point at Cassiopeia, north of Seattle at about 0530
on 12/1/41. The west was clearish little fog and he watched it for
about 10 seconds. It was more or less round in shape, orange-yellow in color
with a line or tail or flame and appeared to be traveling
at a high speed and did not have any wings. He estimated a plane of
the type he described to be at an altitude of about 4000 feet and it seemed to
disappear rather than explode. It was not a flare or rocket, comet or fall
of meteorite as there were no noise.

While stationed on the British Columbia coast he had observed a number of
Japanese balloons and while the object was fairly large it was not as large
as one of these.

CONCERNED REPORT: Robert Smith of 368 Bowen Ave., Memphis, reported
the incident to the newspapers. He was with
Spears when the sighting occurred.

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1 333-

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 313

1. Date 12 October 1946
2. Time 3:20 a. m.
3. Location Antioch, Canada
4. Name of observer R. S. Chapman
5. Occupation of observer not stated
6. Address of observer not stated
7. Place of observation 10 mile north of Antioch, Canada 1 mile south of Antioch, Canada
8. Number of objects 1
9. Distance of object from observer not stated
10. Time in sight 1/2 to 1 1/2 seconds
11. Altitude ~~XXXXXXXXXXXXXXXXXXXX~~ Did not appear to be very high
12. Speed not stated
13. Direction of flight west to east
14. Tactics not stated
15. Sound not stated
16. Size small football
17. Color ball of fire
18. Shape small football
19. Odor detected not stated
20. Apparent construction not stated
21. Exhaust trails ~~XXXXXXXXXXXX~~ Left path of sparking fire about 2 ft in length approx the same depth as the diameter of the object - it grew as object grew in size
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs none
25. Manner of disappearance seemed to explode
26. Remarks: (Over)

SECRET

3-537-1

SECRET

While Mr. [redacted] was waiting for a water hunter to join us, we noticed what appeared to be a very small ball of fire appear in the sky to the north-west of us. The time was 5:15 a.m. This object travelled from west to east, and did not appear to be a star or comet. The distance of flight as measured by the eye was approximately 1000 yards, and it took about three quarters of a mile in the time it took to appear. During its flight, it followed a path of what could be described as a parabola. The object was first seen in the sky about the same time that the object, probably in the air, was seen to be in the air. The object was about the size of a small ball. Just before reaching the end of its flight, the object seemed to have come to a halt, then exploded into a number of glowing fragments. The surrounding space appeared to be filled with the explosion for approximately 10 to 15 seconds, then fading out. The object to be seen.

NOTE: While the observers came to the conclusion that the object was a meteor there are some peculiar discrepancies. Observers thought it strange that (1) time of flight was so long - 12-15". (2) that it appeared to move across the sky rather than in a downward movement until just before the end of its flight, at which time it seemed to drop somewhat.

WITNESSES: Two brothers of Chapman.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **342**
2. Time **N/S**
3. Location **Saskatoon District**
4. Name of observer **Alden Fredericksen**
5. Occupation of observer **N/S** Reported by **Walter Ross, Saskatoon**
6. Address of observer **N/S**
7. Place of observation **N/S**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **N/S**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S**
17. Color **reddish changing to green before breaking up.**
18. Shape **N/S**
19. Other detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **trail of light followed it**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **breaks up**
26. Remarks: **(over)**

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While out duck hunting on Oct 13, Alden Frederickson saw a reddish coloured object in the eastern sky. It appeared to be traveling toward him and growing larger. It turned a greenish color before breaking up. A trail of light followed it.

Others who reported seeing this strange light were Don Adams and Charlie Irving.

SECRET

2-1175-1
Incident 38

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **30**
2. Time **Between 5:00 and 5:30 A. M.**
3. Location **Kennebec District**
4. Name of observer **H. Purton, Harry Lipsett & Jim Park.**
5. Occupation of observer **H/S Reported by "Kennebec Times"**
6. Address of observer **H/S**
7. Place of observation **H/S**
8. Number of objects **1**
9. Distance of object from observer **H/S**
10. Time in sight **H/S**
11. Altitude **H/S**
12. Speed **slow - like a meteor**
13. Direction of flight **west to east**
14. Tactics **H/S**
15. Sound **H/S**
16. Size **1/2 about the size of a baseball**
17. Color **flaming luminous mass**
18. Shape **SPK Ball**
19. Odor detected **H/S**
20. Apparent construction **Flames**
21. Exhaust trails **orange tinted wisp of smoke and flames**
22. Weather conditions **H/S**
23. Effect on clouds **H/S**
24. Sketches or photographs **None**
25. Manner of disappearance **H/S**
26. Remarks: **(over)**

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2-2335-1

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A strange phenomenon was witnessed early Monday morning, Oct 13, blazing its way through the heavens between 5:00 and 5:30 a. m. The ball as described by M. Farion was a flaming luminous mass with an orange-tinted white. The tail left by this object was made up of smoke as well as of flames. This "celestial invader" described as being about the size of a baseball was reported to have passed rather closely from west to east.

Corroborated account: M. Farion, Harry Lipscomb and Jim Park.

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8-537-1
Incident 3-3



SECRET
THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Office of Military Air Attache
 United States Embassy
 Ottawa, Ontario, Canada

C-1473147 WNB/med

12 December 1947

Mr. Carl G. Brooks
 Box 1504, Area B
 Wright Field
 Dayton, Ohio
 Attn: Mr. A. C. Loedding, TSNAD

Dear Mr. Loedding:

Find inclosed a report on so-called flying saucers reported in Northern Canada. This report was submitted through Washington channels by Dr. J. K. Rouleau and will probably reach you eventually. In making triangulations and computing the speed of this "ball of fire" it is undoubtedly a meteor. However, I am sending you all material of this nature as you requested.

Very truly yours,

Woodrow B. Wilcox

WOODROW B. WILCOX
 Lt Colonel, USAF
 Air Technical Liaison Officer

Incl:
 Report (dup)

*1. rpt K 872 (NA-R-539:47, (says the incident was a meteor)
 Canada
 Report K 7176 (NA-R-29-48 (Continuation of above report
 also says the incident was
 a meteor)*

copy to be distributed to various agencies as requested by...

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DEPARTMENT OF NATIONAL DEFENSE

H. 99-550-2-2

Mr. J. A. Rouleau

Flying Saucers

1. At your request, I attach herewith copy of report on enquiries which have been conducted as to a certain phenomenon ("Flying Saucers") observed in the vicinity of Dauphin Manitoba on 13 Oct 47.
2. Further enquiries are being conducted in this area and the results will be passed to you when received.

(R. H. Macdonald)
A/D Sci Int Div

Enclosure 1 to Letter ~~Q-17-17~~
Military Attache, Ottawa, Canada.

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0-53023

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FILED 17-11-1947 - 17-11-1947

Ref. 17-H-194
17-B-292

Reference

On the date in question, October 13, 1947 at approximately 5:30 a.m., accompanied by G. D. Bates, Manager, Government Liquor Control Store at Dauphin, Judge Heaney was travelling in a closed car proceeding north on the highway to Winnipegosis at a point about 14 miles north of Dauphin. Dawn had not broken. The sky to the northwest was clear, stars clearly visible. The spectacle they observed was travelling from the west to the east and when first noticed was the size of a large grapefruit and increased in size to about the size of a large football. The object was in view for a period of approximately three seconds and it was moving eastward, horizontally to the earth at the speed of a meteor or falling star. At first, Judge Heaney and his companion thought the light might be an aircraft light and as it moved across the sky it kept getting closer to the earth. At a point slightly west from due North and at an estimated elevation of 10 degrees it exploded, throwing a brilliant and reddish light some of five forward, and downward. There was no noise heard. At the time of the apparent explosion there was a bluish light, so much so that Mr. Bates remarked to Judge Heaney that there must be a terrific heat from the object.

Judge Heaney informed me there was no noise during the time this object was travelling across the sky, nor at the time it disintegrated. There was no tail on the object and when it apparently exploded, what appeared to be fragments, was thrown forward and downward, and it was at that time that the bluish light was observed. I asked if he could estimate how far north of his position the object would be, but Judge Heaney stated that it was impossible to make an estimation as it might have been several hundred miles north of where they were. This, of course, is understandable as these gentlemen not knowing the size of this object could not be expected to estimate the distance between them and the point where the object was observed.

Calling on Mr. Williams now with the Canadian Press at this point, I solicited his assistance and later as a result of enquiries made by him he furnished me with copies of letters he had received from individuals who saw the object in the sky on the date in question.

346 Letter from G. D. BATES, Manager, Government Liquor Office, Dauphin, Manitoba:

On date mentioned and between 5:30 and 5:45 a.m. Judge Heaney and I were travelling in a closed car, proceeding North on the highway to Winnipegosis at a point about 14 miles north of Dauphin. Dawn had not broken. The sky to the Northwest was

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clear, stars clearly visible. Duration of the spectacle was approximately 3 seconds. We first noticed a blue light to the northwest, at an elevation of about 25 degrees. It was moving eastward at about the speed of a meteor or falling star. We thought it might be an aircraft light. It seemed to be the color and size of a first magnitude star. But as it moved across the sky it grew larger and kept getting closer to the earth. So it was apparently travelling from the NW towards the SE. At a point slightly east from our fort, and at an estimated elevation of 10 degrees it exploded, throwing a brilliant and reddish tinged cone of fire forward, and downward. There was no noise heard. The cone appeared to be composed of fine specks of incandescent material, with some larger pieces - much like the explosion of a sky rocket. But at no time was there any tail seen; simply the bright ball growing larger and the explosion. The growth in size might be compared to the spread in diameter between a golf ball and a foot ball. The light would probably be visible on the ground - but we were looking at the object itself. Judge Heaney and I were so impressed that we discussed the occurrence at length, and minutely, and I think agreed on the salient facts. That- ever it was, it was not loose feathers. The description as a ball of blue fire, until the explosion, is not far off, I think.

There has been corroboration. Mr. Art. Lenzoff, well known Dauphin sports man, noticed the flash when he was sitting on his porch. Mr. Allen Gills, local traveller for Western Grocers and Cereals, who of Lachine, was on his way some 5 miles East of Ogura River, when they saw the ball but not the explosion. Mr. Wilfred McCallion, proprietor of a dairy farm just north of here, was travelling North near Dauphin, when he saw the light. I have been informed that a farmer's wife near Cameron, Sask. also saw the ball travelling across the northern sky from West to East, at her farm-house, but I did not check this report - could probably get more particulars if you are interested. All agree on the time mentioned.

It will be observed that Mr. Bates corroborates in detail the information given by Judge Heaney.

The following information was supplied to Mr. Williams by Dr. W. R. Giesbrecht:

3413 Dr. W. R. GLASHBURN, veterinary surgeon, 148 Kingston Row, said he and F. W. SAWATSKY, were going north on the highway between Grosse Isle and Warren about 0530 hours 13 Oct when they saw a green coloured object cross the sky. They estimated its distance ahead of them at about two miles and its altitude at about 1,000 feet. Its shape and size was that of a soccer ball.

They watched it for about 30 seconds and while they heard no noise the windows of their car were closed. It appeared to have a tail of green coloured sparks and they assumed it to be a flare shot at a very gradual angle and from a south-south-west direction.

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Towards the end of the 30 seconds it appears to dip toward the ground and to go out before it would have struck the ground.

Interviewing Wilbert SPARKS of 188 Ethelbert Street, Winnipeg, Mr. Williams obtained his story which reads as follows:

Wilbert SPARKS of 188 Ethelbert Street, an apprentice undertaker and an R.C.A.F. veteran, said he saw the object from a point at Inawasis Lake, north of Nettley about 0530 hours 13 Oct.

The weather was clear with little wind and he watched it for about 30-40 seconds. It was more or less round in shape, orange-yellow in colour with a flame or tail or flame and sparks at the rear. It seemed to come from slightly south of west. He estimated the direction as about 240 degrees, assuming north to be zero.

It appeared to travel at a rapid speed and not to be passing very high. He estimated a plane of equivalent size would be at an altitude of about 8,000 feet and it seemed to disappear rather than explode.

It was not a flare or rocket, comet or falling star and at no time was there any noise.

While stationed on the British Columbia coast he had observed a number of Japanese balloons and while the object was fairly large it was not as large as one of those.

He said he was not aware his son-in-law, Robert Smith of 360 50th Avenue, had told the newspapers about it until it appeared in the paper.

Mr. Williams supplied me with the following letter which had been received in this connection by the Winnipeg Free Press from Mr. G. W. Chapman, former member of the R.C.A.F.:

When reading your publication this evening, I noticed an article titled "Spectacular Sight".

My two brothers and I also noticed this seemingly ball of fire. We were on our way back hunting and were approximately one mile south and west of Mivers, Man. While parked waiting for another hunter to join us, we noticed what appeared to be a very small ball of fire appear in the sky to the north-west of us. The time was 5:25 a.m. This object travelled from west to east and did not appear to be of great height. The distance of flight as measured by the eye in the sky, I would judge to be about three quarters of a mile and the time 12 to 15 seconds.

During its flight, this object left a path of what could be best described as sparking fire about two feet in length about

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to same depth as the diameter of the object, growing in depth as the object did in size, the maximum being the size of a small football. Just before reaching the end of its flight, the object seemed to lose considerable altitude, then burst into a shower of glowing fragments. The surrounding space appeared dimly lighted by the explosion for approximately 2 to 3 seconds, then fading out. It did not appear as a flash but more as a soft glow. We assumed the object to be a meteor, but all remarked on the length of time of its flight.

We thought it strange that this object appeared to move across the sky rather than in a downward movement until just before the end of its flight at which time it seemed to drop somewhat.

Of general interest in this connection is an extract shown in a retransmit from NEIGHBORLY NEWS Broadcast, November 4, 1947. This broadcast is carried by the CBC and originates in Winnipeg:

Where there is no vision, the people perish. That may be the reason why some of our neighbors on the prairies have been seeing things lately. The Wadena News, Saskatchewan, reports that whilst out duck hunting on October 13, Alfie Fredericksen saw a reddish coloured object in the eastern sky. It appeared to be travelling toward him and growing such larger. It turned a greenish colour before breaking up he declared. A trail of light followed it. Others who reported seeing the strange light were Tom Adams and Charlie Irving.

Stories of that fiery ball seen by a number of persons in Manitoba and Saskatchewan find corroboration in the Kansas district, where, according to the Kansas Times, it was seen by L. Farlow, Harry Lissett and J. Park. The strange phenomenon was witnessed early Monday morning, October 13, blazing its way through the heavens between 5:00 and 5:30 a.m. The ball is described by L. Farlow as a flaming luminous mass with an orange-tinted wake. As nearly as he could tell, the trail left by the 'comet' was made up of smoke as well as of flames. The "celestial invader" described as being about the size of a baseball is reported to have passed rather slowly from west to east.

All of the individuals interviewed by J. P. Williams are considered very reliable citizens whose word may be relied upon. From knowledge of Judge Henney I would say that the story he has told can be considered to be actual facts.

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MA Rot # R 1539: 47
"Flying Discs"

120369

Inc #34

M/A OTTAWA
A-2

Date of Info: 3 Dec 47
Date of Rpt 8 Dec 47

E-872

Incl 2 Prepared by Dr. J. K. Bouless

Source: Army Intel

1. Army Intelligence thru the RCMP contacted Judge E. J. Henny,
subject of the enclosed clipping, from the OTTAWA CITIZEN of 15 Oct 47

2. After consideration of the enclosed report it was concluded that
the object was a meteor

- 3 Incl (1) newspaper clipping
(2) official report from Army Intelligence
(3) Aeronautical Chart (218) Lake Manitoba

APPROVAL:

A. L. S. WILLANSON
Colonel, USG
Military Attache

MAD 10430

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1-105-1

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1. A group consisting of Mr. A. E. HIGSON, Mr. W. E. HOLLEY (a graduate of the CIT jet propulsion course) both of the Guided Missle Section of the Defense Research Board, Lt C-1, W. A. WILLIAMS, AFSC from Wright Field and Dr. J. E. KULEBA, after considering the report concluded that the object seen was probably a meteor.

2. Dr. FET E WILLIAMS, Russian Astronomer at the observatory in OGDEN was contacted and he stated that he had learned of the "meteor" thru the newspaper account but not in any official manner. This observatory is the one to which all officially recorded meteors are reported.

3. Preliminary considerations led to three possibilities:
- a) The object seen was a super-rocket. On the basis of geographical distances and present available knowledge of the stage of development of super-rockets, this possibility was rejected. This possibility was considered on the basis that the "explosion" seen by Judge KILBY was due to the cutting in of the "second stage."
 - b) The object was a jet propelled aircraft. A twin jet propelled aircraft approaching from the Northwest towards the Southeast and changing course between 13 degrees E and 11 degrees E might account for the stated increase in size of the "fireball" as described by the Judge KILBY group and the constant size of the "fireball" as reported by the Dr. E. A. GIBSON group near WASH. Even assuming that the explosion reported by the KILBY group was a rocket to assist to change course, the short radius of turn and the speed that an object would have to have in order to account for such a change in angular travel ruled out this possibility. Assumption was made that the object was in the stratosphere, in order to compute height and speed.
 - c) The object was a meteor. Assuming that the object was a meteor at 7 miles high, the usual meteor streak, the "fireball" at an elevation of 10 degrees (elevation estimated when the "explosion" took place) the object would be about 100 miles North of the KILBY group near OGDEN. At this distance, allowing for the curvature of the earth, the "fireball" would have to be 11 miles above a point projected on the earth to be visible by the KILBY group. A "fireball" located at this same point would have to be about 27 miles above a point projected on the earth to be seen by the GIBSON group near WASH. This would explain the statements that an "explosion" was seen by the KILBY group, while the GIBSON group merely saw the object disappear.

4. A description of meteors in the Encyclopaedia Britannica explains in way of the associated phenomena described by the observers that the "fireball" was exactly probably such an object.

3 Incls:
As noted above
APPROVED: R. R. E. WILLIAMS
Col, USAF
Military Academy

B. I. D. No. 6410.0106

Country: Canada

NA R-29-48
Subj: "Flying Disc"

SECRET

B. I. D. No. 63243

EX 7176

From: W/A Ottawa Reference: R-1539:47
Evaluation: A-2 Date of Info 13 Jan 1948 Date of Report 13 Jan 1948
Incl: 1 Prepared by: Dr. J. K. Rouleau Source: NK RCAF thru Mil. Int.

1. Nine additional statements have been obtained by the RCAF from witnesses who saw a "flying disc" near DANIEL, Manitoba on 13 Oct 47.

2. As indicated in the report there is considerable disparity in the statements and nothing that would tend to change the opinion given in R-1539:47 that the object seen was a meteor.

1 Incl.

APPROVE:

R. A. S. WILLIAMS
Col., J. S. C.
Military Attache

Inc 34

6-11423-1

END 1948

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1. Further in above connection; it has been learned that an object similar to that under investigation was seen on Oct 13/47 by three Yorkton citizens whilst on a hunting trip north of Langenburg, Sask. Those seeing this object are M. L. Starzer, Canadian Colonization Board, Dr. W. R. Watchler, dentist and John Norton, retired farmer. All are considered to be men of good judgment and of undoubted loyalty.

Statement secured from M. L. Starzer follows:

Statement of M. L. Starzer, Yorkton, Sask.

REGIES: "On Oct. 13/47, I was with Dr. Watchler and John Norton. At between 6 and 6.30 a. m. we were about ten miles north of Langenburg, Sask. The land description would be approximately T.23 in R.31, W.-1st at about between Sec. 10 and 1. We were travelling in a closed car. I think one window was open.

I think we all noticed the object in the sky at the same time. When we first saw it, it was about the size of a football. I was in the back seat. The car was facing north. The object crossed in front of the wind shield horizontally from west to east. It didn't seem to be travelling very high. It lit up the horizon in front of us as well as the earth underneath it. It left a trail of fire or light behind it. I have seen moving pictures of rocket propelled missiles and this object gave me the same impression. It did not change size but seemed to lose speed before disintegrating.

It was a very bright yellow white-hot colour and the trail of sparks left by it was in length about three times the diameter of the object. It looked like fragments were breaking off it. I saw no smoke. The trail showed some rainbow colouring.

It was in view for only about a second. It seemed to maintain constant height and did not seem very high. I heard no sound during its flight or when it disintegrated.

When it exploded, I think there was more blue colour. As it blew up I could see small fragments but it immediately became dark and I could not tell if they fell to earth.

I think it would be about 5 degrees east of true north when it disintegrated. It only seemed to be about 100 ft. in the air but this is only a guess. END.

Statement of John E. MURKIN, Yorkton, Sask.

REGIES: "On Oct 13/47 I was duck hunting with Matt Starzer and Dr. Watchler. We were 11 miles north of Langenburg, Sask. We were travelling in a closed car and I can't recall whether or not the windows were open.

We were driving north and I was in front with the driver. I don't know the hour but it would be about three quarters of an hour before daylight.

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I noticed a brilliant light in the north west. It lit up the whole sky and the country underneath it. I shookland Dr. Watchler stopped the car. It was travelling in a very slight south easterly direction - almost straight east. It appeared to be about 500 ft. high and was travelling at a terrific speed. I have seen a 5 litre plane in flight and compared to this object, the plane would be standing still.

The object was a mass of rainbow coloured flame about 3 ft in diameter. It was like a big blow torch flame about 15 ft. long trailing out behind and white flame at the end.

The object was in our sight for about ten seconds. It then seemed to black out. There did not seem to be any explosion and I heard no sound at any time. I saw no fragments drop. It seemed to be dropping very slowly all the time it was in our view. It seemed to go out or fall just north of straight east of our position. I didn't think it was more than a mile away when it passed in front of us" SMO. Sgt: J. R. Morton

Statement of V. R. WATCHLER R. D. S., Fortson, Ga.

SMO. "On Oct. 13/47 at about a little after 6 a.m. I was about 12 miles north of Langenburg, Ga., in company with Mr. Storer and Mr. Morton. We were duck hunting. We were driving north in my car.

I was driving and I noticed what I took to be an Aircraft on fire. This object was travelling more to the horizontal than the vertical. I mean to say that it was slowly losing elevation. I figure that it was from 500 to 1000 ft high when I first saw it. It was about a mile in front of us. I thought it was travelling to the north east. Its direction would be only very little north of straight east.

I got the impression that it might be a large air liner fully alight or more correctly glowing. It was an orange colour and got dimmer and went out suddenly as it approached the earth. I don't remember it having any tail. I saw no smoke. There may have been a glow at the rear of the object but I saw no tail.

There was no sound to be heard. The car windows were up and the car heater motor was running and unless the noise was very loud we would not have heard it. It didn't seem to change size throughout its course. I got the impression that it burst into flame as it approached the earth. That is to say, I think it was in our range of vision before it became visible due to its ignition. I think that ten seconds would be the maximum time the object was visible. It seemed to me that it suddenly went out. I saw no explosion. It was close to the earth at that time. I don't think it could have dropped behind the horizon. It seemed too close. The ground under the object was not lit up at any time but the light in the sky was very brilliant. Before it went out, the object seemed to fall more sharply towards the earth." SMO

Sgt. V. R. Watchler.

SECRET

Page 1

Michael FARION, Kameck hotel proprietor was interviewed. He is considered as being very reliable.

Statement of M. FARION, Kameck, Sask.

HIGINS. "On Oct 13/47, I was duck hunting. My son Ernest was with me. We were walking west in a field (4 miles east of Kameck, Sask). I saw a brilliant light in the north west. This was between 5 and 5.30 a. m. I think this object or light was about the size of a baseball. It was a reddish-orange colour - very bright. It was round in shape. There seemed to be a white tail behind the object. It was not flame nor sparks and looked more like smoke. The tail was in length from 4 to 6 times the width of the object. It did not give a very brilliant light.

It was travelling practically straight east. It was falling at about a 45 degree angle. It was not travelling very fast. It was in sight for from 20 to 30 seconds. It was falling all the time it was in my sight.

I got the impression that it was from 5 to 10 miles north of us. There was no sound to be heard.

The light was suddenly extinguished. I think it exploded but I am not sure. The colour of the object remained the same right to the end. When it went out, it was about 60 degrees east of us and I was facing north.

There was no special noise, flame or smoke when it disappeared. It just went out and I think it exploded and scattered fragments". **END**

(Sgd) M. Farion

Statement of E. G. (Sgd) FORBANE, Kameck, Sask.

HIGINS: "On Thanksgiving day about 6. a. m. I was with Barry Lissett and Jim Park duck shooting. We were about 5 miles south and 2 miles east of Kameck. (SAS-29-31 42). We were sitting on the side of a hill facing north.

We saw a ball of light in the sky to the north west. It seemed to be about 6" in diameter. It was a yellow-white colour but was not particularly brilliant. It seemed to leave a path of light about 5 or 6 ft. behind it. There was no smoke or sparks.

It seemed to be travelling from North West to South East. It was pretty well in front of us when I first saw it and continued its path pretty well at the same level until it went out. It was 40-45 degrees to the east of us when it went out. Its speed was constant throughout. I can't estimate its distance from us or from the earth.

I heard no sound from it. It was under our observation for about 5 seconds.

The light suddenly disappeared without any sound, explosion or changing of colour. I think it started the same way, i. e., suddenly glowed high in the sky.

Except for it being the longer than the average falling star and travelling horizontally I would have taken it to be a falling star or meteor." **END**

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Sgt. E. A. Brown

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Statement of R. A. FREDERICKSON, Wagon, Rank. 19 yrs ago

BOJMS: "On Oct 13/47, about 5 a. m. or slightly earlier I was out hunting with Donald Adams, Bill Middell and Chas. Irving. We were in an open field on Sec. 62-34-13-2. I was facing west. It suddenly became bright and I saw my shadow. I turned and looked west and saw a real bright spot in the sky in the north east. It seemed to be travelling very fast and heading east. It was falling and getting larger as it fell. When I first saw it, it was a bright white-hot colour. It changed in colour but I cannot recall the shades. When last seen it was about the size of a football. There was a trail of fire of the same colour behind the object. I saw no smoke. I figure it was in our sight about ten seconds and it was going much faster than the average aeroplane. There was no sound. It disappeared low in the eastern sky. It just seemed to go out. I figure that it was at least a 30 degree angle from the earth when it went out. There did not seem to be any explosion when the light went out. I figure that the light was almost 90 degrees due east of us when it went out. I could not venture a guess as to the distance this object was from us". EADS

(Sgd) R. A. Frederickson.

Statement of Donald ADAM, Wagon, Rank. 17 yrs. ago.

BOJMS "I remember being out shooting with R. A. Frederickson and Charles Irving last Fall but don't recall the date. About 6 or 6.30 a. m., it was just beginning to get light. It suddenly became brighter and I noticed something like a big flaming falling star in the sky to the north and a little east of us.

It looked about the size of a man's fist. It was a white colour at first but turned yellow.

When I first saw it, it was to the north and about 15 degrees to the east of us. It was falling and seemed to come towards us. It gradually increased in size but did not really get much bigger except that there seemed to be a few more flames. I figure it was travelling from the North East to the South West.

I think it was in our view for about ten seconds. I thought it travelled slower than the average shooting star.

I heard no sound at any time. There was a stream of fire following this object. I saw no sparks or smoke. I have no idea how far away it was.

It flared a little and suddenly went out. At that time it would be about 75 to 80 degrees east of us and about 70 degrees elevation when it went out. It was not close to the earth." EADS

(Sgd) Donald Adam

Statement of Chas. F. B. IRVING, Wagon, Rank 17 yrs of age.

BOJMS: "I remember being out shooting with the boys sometime in October 1947. I think it was about 6 a. m. when we first saw the object.

It seemed to brighten up all of a sudden. I looked at the sky in the north east and saw a red object about the size of a softball. It left a trail of sparks about three times the width of the object in length. The colour remained constant.

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When first seen, the object would be about 30 degrees east of true north and about 40 degrees elevation. It seemed to fall to the south east and when last seen was almost due east at about 15 degrees elevation.

It seemed to travel at the same speed as an average shooting star. It was in our view about 5 seconds. I heard no sound at all. The colour remained constant throughout. It grew larger, possibly doubled in size.

It suddenly went out. It was almost as though a light had been switched off.

I am not sure of the colour of the sparks that trailed this object. I have no idea how far away this object was from us. I thought it was a meteor." EDC

(Sgd) Charles F. R. Irving

Statement of Bill RIDGELL, Madona, Sask 17 YRS AGO.

EDINS. "I was out shooting with the boys on Thanksgiving Day. At about 5 a. m. or about 1/2 hr. before daybreak I noticed what I took to be a very bright falling star in the sky to the north east. It was falling slower than the average falling star. It at first seemed to be about 2" in diameter and gradually increased in size until about doubled.

When first I saw it, it was about 65 degrees east of us and about 45 degrees elevation. It was in my view for about 6 seconds. It was falling at an angle all the time.

I was not with the other boys at the time and I lost sight of the object behind a rise in the land.

The object was about the colour of a falling star but increased in brightness with time. I saw no tail. I heard no sound. I have no idea how far distant it was." EDCS
Sgd: Bill Ridgell

While there is considerable disparity in the foregoing statements in regard to time of occurrence, physical description, etc., the preponderance of testimony indicates that this reported occurrence has actually some basis in fact. Shortly before dawn on the morning of October 13/47, a fiery object was definitely seen in the sky at Madona, Sask. proceeding apparently in a south easterly direction. At about the same time, it was observed from near Kennack, Sask. and Langenburg, Sask. still travelling in a south easterly direction. It was observed co-incidentally from a point some 14 miles north of Dauphin Man. where the informant state that it disappeared slightly west of due north and at an approximate elevation of 10 degrees.

SECRET

Incident # 24

Incident # 29

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **12 Nov 47** Incident # **35**
2. Time **Early**
3. Location **40 miles south of Cape Blanco, Oregon. 20 miles offshore.**
4. Name of observer **Second Officer Claude Lee Williamson**
5. Occupation of observer **Second Officer**
6. Address of observer **N/S (Excerpt from "Oregon Journal" 13 Nov 47)**
7. Place of observation **At sea, 20 miles offshore, 40 miles south of Cape Blanco, Oregon**
8. Number of objects **2**
9. Distance of object from observer **N/S**
10. Time in sight **45 seconds**
11. Altitude **N/S**
12. Speed **700 to 900 MPH**
13. Direction of flight **from north horizon in westerly direction**
14. Tactics **Performed a long, low arc**
15. Sound **N/S**
16. Size **N/S**
17. Color **N/S**
18. Shape **ball**
19. Odor detected **N/S**
20. Apparent construction **fire**
21. Exhaust trails **jet-like streams of fire**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

1 INC
FILE - 35

RESTRICTED

Two flying discs trailing jet-like streams of fire were sighted from the bridge of the tanker Ticonderoga, early Wednesday. Second Officer Claude Lee Williamson radio-telephoned the United Press. The discs moved at tremendous speed out of the north horizon and curved in a westerly direction in a long low arc. Thought they were moving between 700 to 900 MPH. Didn't think they were meteors because they generally do not travel in pairs and usually fall to the horizon. Thought they were "flying discs"

Also observed by: Ordinary Seaman James S. Lynde who claimed he also saw "discs"

CONFIDENTIAL

RESTRICTED

FILE 35

RESTRICTED

Incident 435

Incident # 36

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date Incident # 36
2. Time after dark
3. Location Boise, Idaho
4. Name of observer J.A. O'Garra
5. Occupation of observer Not stated
6. Address of observer Not stated
7. Place of observation between Boise and Mountain Home
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight south west at disappeared in northeast
14. Tactics N/A
15. Sound Not stated
16. Size Not stated
17. Color bluish green
18. Shape Not stated
19. Color detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Mr. Dave Johnson of the "Statesman" newspaper in Boise reported that a CIA official had seen an object that was giving off a pulsating bluish-green light that appeared in the southwest and disappeared in the northeast over the mountains between Boise and Mountain Home.

RESTRICTED

UNIDENTIFIED OBJECTS
by
Lt Colonel Jenkins, TSPRO

(Phone 6-1338)

June 26

The following information was obtained by telephone as requested by Colonel Clingerman, 8 December 1947, regarding unidentified objects sighted in Boise, Idaho and off the coast of Oregon:

Mr. Dave Johnson of the "Statesman Newspaper" in Boise reported that a GAA official had seen an object that was giving off a pulsating bluish-green light that appeared in the southwest and disappeared in the northeast over the mountains between Boise and Mountain Home.

Similarly, the steamer Ticonderoga, 25 miles off the Oregon coast, reported seeing two objects going from horizon to horizon (direction unknown), with the same characteristics. They were estimated to be 30 feet across.

The dates are unknown. The first incident was sighted after dark.

Note: Lt Col Jenkins, TSPRO, Wright Field, called Press Section, Director of Information. He gave the information stated above to Captain Tom Brown who was requested to relay the information to Lt Col Robert Taylor III of Air Intelligence Requirements Division.

The following information was sent by telecon 8 December 1947:

Please inform this office regarding contemplated action in connection with message given to Captain Tom Brown, Press Section, Director of Information, by Lt Colonel Jenkins, PRC, Wright Field for relay to Colonel Robert Taylor III of Air Intelligence Requirements Division.

PINC FILE 36

Incident # 36

10/1/88

(CONFIDENTIAL)

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 1 October 1947 Incident # 37
2. Time 1200
3. Location Phoenix, Arizona
4. Name of observer J. L. Clark
5. Occupation of observer Airline owner (Pilot)
6. Address of observer Route 12, Phoenix, Arizona
7. Place of observation at a mine located approx. 11 miles north of Phoenix, Arizona
8. Number of objects 1
9. Distance of object from observer 25 degree angle
10. Time in sight 15 seconds to 1 minute
11. Altitude 10,000 feet
12. Speed 500 miles per hour
13. Direction of flight Northwest toward the northwest
14. Tactics Not stated
15. Sound No noise
16. Size about 3 feet in diameter
17. Color reddish cast when the object had blue background, black when it had a white cloud for a background
18. Shape resembled a flying wing
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated with the exception of some clouds
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: (Over)

CONFIDENTIAL

Mr. Clark's attention was first drawn to the object by his partner, Mr. Anderson. It appeared to be a black object which was traveling at an estimated high height of 8/10,000 ft above the ground and was moving in a straight line from northwest to southeast. It was traveling some 350 MPH. It did not change elevation nor direction. From their range of vision where they were standing upwards to the object would be at about a 25° angle. It remained within their vision from 45 seconds to a minute. No sound was audible. Mr. Clark thought the nearest thing it resembled was a "flying wing." However, both men stated positively that there was no tail visible. From where they were the object appeared about 3 feet in diameter but could offer no estimate as to its size were it on the ground. As to color both stated that the object appeared red against a blue background and black against a white cloud. Ground wind was about 15 miles in velocity and was blowing in a northeasterly direction which would tend to carry any sound away from them.

Both men are pilots. Mr. Clark was a pilot in the U. S. A. F. for a period of 5 years, flying fighter type of jet planes during most of this period. Mr. Anderson was a gunner in the AAF for 2 years and is also a pilot. Both appeared level headed and not excitable, and were very sincere in making the report.

CONFIDENTIAL

CONFIDENTIAL

WALTER S. COLE, JR.
Office of the Assistant Chief of Staff, -2
Intelligence
Hamilton Field, California

W-330.5/1700-1

Chief Investigation of Flying Squad.

OCT 31 1947

11-63

Chief of Staff
United States Air Forces
Washington, D. C.
AFSA-13-2

Attache summary for your information.

Ronald H. Springer
Lt. Colonel, USAF
AFSA-13-2

1 - C.
1 - listed.

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

June 27

1-63

4.264-333.5/1208-1

33722: Investigation of Flying Disc.

SUBJECT: I FORMATION: The following interview was received from a very reliable source:

On October 23, 1947, R. J. L. CLARK, age 28, Route 12, Box 831, Phoenix, and R. E. ANDERSON, age 22, Route 3, Box 342, Glendale, Ariz., furnished the following information concerning an unexplainable object which they had observed.

These gentlemen stated they own and are developing a mine located approximately eleven miles north or northeast of Cave Creek, Arizona. The ground elevation at this point is approximately..... 12 noon on October 14, 1947, while they were eating their lunch at the mine, they observed a B-25 plane going over in a northwesterly direction. They estimated the elevation of the plane to be about 12,000 feet above the ground. They stated the B-25 was flying high enough that it was just above the clouds. They advised that the plane was easily distinguishable as a B-25 and they could hear the sound of the plane for at least a full minute or more after they first observed it.

R. Anderson stated that at about the same time he lost sight of the B-25 he observed a black object traveling the course taken by the B-25 but in the exact opposite direction which he first thought was a buzzard. However, while watching it he reached the conclusion that it was not a buzzard and called his partner's attention to the object.

Both Clark and Anderson stated that the black object they observed was traveling at an estimated height of 8/10,000 feet above the ground and was moving in a straight line traveling from the northwest towards the southeast. They estimated the object was traveling at least 360 miles per hour; that it did not change elevation nor direction. They stated they would guess that their range of vision from the point where they were standing upwards to the object would be at about a 25 degree angle; that the object remained within their vision from 45 seconds to one minute. Both men stated that there was absolutely no sound audible to them.

In endeavoring to obtain a detailed description of the object, neither man could give an accurate description. Mr. Clark stated the nearest thing he could say it resembled was a "flying wing". However, it was not a flying wing. Both men stated positively that there was no tail assembly visible. They estimated the size of the object as about 3 feet in diameter from their point of view, but would offer no estimate as to the size it might be had it been on the ground. In

CONFIDENTIAL

1-26 #1

CONFIDENTIAL

Reference file #1

When in the color, both stated that when the object had a blue
cloud or a background it appeared to have a reddish cast, and when
in front of a white cloud for a background, it appeared to be black.

In view of the fact that neither man could hear any noise,
they were questioned as to the direction and velocity of the wind
on the date and they advised that the ground wind was about 15 miles
per hour, and was blowing in a northeasterly direction which would
carry the sound away from them.

Reference states that he was a pilot in the United States Army
and was a member of the Army Air Corps, flying fighter type of planes
and was a member of the Army Air Corps. Anderson advised that he was
in the Army Air Corps for two years and he is also a pilot,
and that he was very sincere in making their report on the above
subject. Anderson was thanked for their information and advised that
they would be referred to the Army Air Corps.

EVALUATION
Of Source Of Information
3 2

DocId: 157

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **N/S around June 10 47** Incident # 36
2. Time **Daytime**
3. Location **Hungary**
4. Name of observer **N/S** **Extracted from Weekly Intel Summary, ATG,
16 Jul 47**
5. Occupation of observer **N/S**
6. Address of observer **N/S**
7. Place of observation **rural areas in Hungary**
8. Number of objects **N/S**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **N/S**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S**
17. Color **silver**
18. Shape **ball-shaped**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Nature of disappearance **N/S**
26. Remarks: **On 10 Jun 47 rumors were drifting into Budapest from rural areas in Hungary that "silver balls" were flashing across the sky in daytime. No accurate description or confirmation of report obtained.**

SECRET

U-7426

SECRET

Extract from Weekly Intelligence Summary, ATC, 10 Jul 47

UNIDENTIFIED OBJECTS REPORTS SUMMARY: The following is a digest of the only current reports that have been received through the intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky 1. daytime." No accurate description or confirmation of this report was obtained. Newfoundland constable named Iris Kearney, has reported to personnel of the 1300th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 8 July at 1300 hours local time (0800Z), he observed for a few seconds four "egg-shaped phosphores colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "50,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a certain unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAFF weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John A. Behrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmer Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmer during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from 5000 to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Harmer; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NE course leaving a "milky black trail approximately fifteen miles long" which is described as similar in appearance to the boom seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1300th AAF Base Unit, ATC, Harmer Field, Staphorville, who relayed Behrman's and Woodruff's report to this office state that photographs were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col. George W. Perry and Major William E. Guyer of the 50th Airway and Air Commandant's Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 5 feet in diameter" travelling at an unidentified altitude "at a great speed" in a N/E direction in the vicinity of the field. On 12 July at 0830 hours local time (0600Z), Major Edward Straben of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a SW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1500 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 landing into a 10 mile per hour wind. This office was drawn to conclusions on the part of the above summary item based on reports emanating from rural areas in Hungary Jan 38
Jan 41
Jan 41
Jan 41

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14-00000

14-00000-0-1

than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elzendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pilot. In this regard it is noted that it is standard operating procedure for weather stat one to release pilots every six hours daily - at 0600Z, 1200Z, 1800Z and 2400Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pilots is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to blow in opposite directions.

Classification: SECRET

SECRET

Excerpt from Semi-Monthly Intelligence Summary, HQ ACSI

10 July 1947

HUNGARY

MILITARY:

I. More "Strange Object" Reports:

Reports drifting in from rural areas of Hungary mention "silver balls flashing across the sky in daytime". No accurate description or confirmation of this phenomena has yet been obtained, but it does recall the flashing objects over the Scandinavian countries thru late 1946 and early 1947, and the current riddle of similar metallic objects reported seen over most of the United States since the 1st of July.

(Evaluation: S-6, RESTRICTED)

Received AFBR-10
15 July 47

Incident # 98

Incident 13

Incident 13

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **9 July 47** Incident # 39
2. Time **Between 11:15 and 11:40**
3. Location **Grand Falls, Newfoundland**
4. Name of observer **Eric Hamray**
5. Occupation of observer **Constable**
6. Address of observer **Newfoundland Constabulary, Grand Falls**
7. Place of observation **Grand Falls,**
8. Number of objects **5. 4 seen at first 1, later**
9. Distance of object from observer **N/S**
10. Time in sight **brief period**
11. Altitude **N/S**
12. Speed **terrific**
13. Direction of flight **First four - flying in easterly direction
Last object: N/S**
14. Tactics **Maintained formation - flew side by side, last one: ~~N/S~~
Flew in a rocking motion**
15. Sound **N/S**
16. Size **Large about size of barrel head**
17. Color **N/S - seemed phosphorescent**
18. Shape **round - about size**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S However, there appeared to be a phosphorescent glow
about it**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

RESTRICTED

3
Four "flying saucers" were seen by Constable Kearney's wife just before his arrival home at approx 11:30, on 9th of July. A Mr. John Jackson, a resident of St. John's and a friend of the family also witnessed them. They were flying in an easterly direction, and appeared to be four round figures that had passed overhead at terrific speed, flying side by side.

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

Note: The last object was seen by Constable Kearney, his wife and Mr. Jackson.

3

SECRET

Extract from Weekly Intelligence Summary, 227, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Subsector from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." In accurate description or confirmation of this report was obtained. A Newfoundland coastwatcher named Iris Murray, has reported to personnel of the 1300th AAF Base Unit, AFU, Newfoundland Base Command, Fort Pepperell that on 9 July at 1330 hours local time (2000Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the coastwatcher, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "20,000 feet". The first four were in trail formation. The coastwatcher described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that 2175 weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John H. Mahruza, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Goose Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular opaque wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-47. Weather records indicate that at Goose during the time this incident occurred the clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles NW of Goose; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NE course leaving a "black black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1300th AAF Base Unit, AFU, Goose Field, Stephenville, who relayed Mahruza's and Woodruff's report to this office state that instantaneous pictures were taken of the disc which are now being developed, probably by Section at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, 2nd Lt Bruce H. Perry and Major William S. Cooper of the 50th Airgroup and Air Communications Service Group, Ellsworth Field, Anchorage, observed an object resembling an aluminum colored balloon "about 8 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NE direction in the vicinity of the field. On 12 July at 0930 hours local time (2000Z), Major Edward Graham of this base unit and some unidentified officers of the Alaskan Department observed a ground balloon "approximately 10 feet in diameter" in the vicinity of Ellsworth Field flying in a SE direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 having had a 20 mile per hour tail. This office can draw no conclusions on the part of the above summary item based on reports circulating from rural areas in Hungary concerning

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7-20175-0-3

SECRET

then to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radars that reported the Eindhoven sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pilot. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0600Z, 1200Z, 1800Z and 2400Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Amberage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to blow in opposite directions.

Classification: SECRET

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RESTRICTED



NEWFOUNDLAND CONSTABULARY

STATION Grand Falls,
DATE July 19th, 1947.

SUBJECT Re:- Strange objects seen flying over Grand Falls on night of July 18th at approx. 11.15 and 11.40.

Sir:
I respectfully report for your information that on Wednesday night, the 18th. inst. I arrived home from duty at approx. 11.30.

Upon arrival at home I joined my wife, my mother-in-law, and Mr. John Jackson a resident of St. John's and friend of the family, who were sitting on the front steps of the house. I was asked by my wife if I had seen the "flying saucers" I thought she was joking and replied that I had seen nothing flying. Jackson and my mother-in-law then told me that they had really seen four objects flying in an easterly direction just before I arrived. I asked them to describe what they had seen. Jackson said that four round shaped figures had passed overhead at a terrific speed and were flying side by side.

On looking skywards again my wife, Jackson, and myself saw a object which I would describe as being a large jelly fish flash across the the sky. It would be difficult to determine its height and speed owing to the brief period it was visible. It's colour also would be hard to say, but there seemed to be a phosphorescent glow about it, it was round in shape and about the size of a basketball, it appeared to be flying in a wiggling motion.

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

[Handwritten signature]

CONFIDENTIAL

FROM: CG AFB AND FOUR EIGHT, N.Y.

TIME AND DATE FILED: LONDON JULY 1947

TO: CG AND AFB CHIEF OF STAFF

MESSAGE FROM NEWCASTLE BASE COMMAND SUBJECT QUON FILED DISC URGENT
GIVES FOLLOWING SUMMARY OF INCIDENT WITH INFO KNOWN VIA NEWCASTLE
COMBATANT GLE CONTAINS REPORTED SIGHTS FOUR DISC SHAPES PROPORTION COLOR
DISC ABOVE GRAND FALLS NEWCASTLE AT TWO THREE THREE P.M. FOUR LOCAL
TIME NINE JULY AND A SINGLE DISC ONE KING SEVEN LAST PD AT FIRST APPEAR-
ANCE ACCORDING TO KNOWN FOUR DISC WERE CLOSING TOGETHER IN A LINE & TRAIL
FORMATION MOVING EAST PARALLEL TO GROUND PD SINGLE DISC LONG CLEAR BUT
TRAVELING SAME DIRECTION PD KNOWN WOULD NORMALLY ESTIMATE ALTITUDE OF DISC
AT THREE KING SEVEN FEET SINGLE APPARENTLY MOVING VERY FAST AS THEY
DISAPPEARED IN AREA PD KNOWN PD KNOWN SAID SHAPE OF DISC WAS LIKE
SMALL BALL OR DISC WHICH WOULD BE EASY TO MISS IN DARKNESS
SINGLE AND NEXT REPORTED THAT ALTITUDE UNKNOWN COMPARED SHAPE OF DISC TO
THIRD LAST PD END OF OBSERVATION FROM NEWCASTLE BASE COMMAND PD SUB-
MITTED BY INVESTIGATOR GLE NUMBER IN GRAND SUPPLEMENT SECTION GRAND FALLS GLE
THIS REPORT WAS RECEIVED AT THREE SEVEN

AND ON-27 1944

CONFIDENTIAL

Incident # 10

MEMO
11 9:28

10071 100.X

10071 100.X

10071 100.X

10071 100.X

17 34

LETTER DATED MAY 16 CAN BE EXPECTED WHEN I COMPLETE
INVESTIGATION THIS WEEK I SUGGEST YOU CONTACT MR
10071 100.X
AND BETTER PHOTOGRAPHS OF THE OBJECT
10071 100.X

10071

CONFIDENTIAL

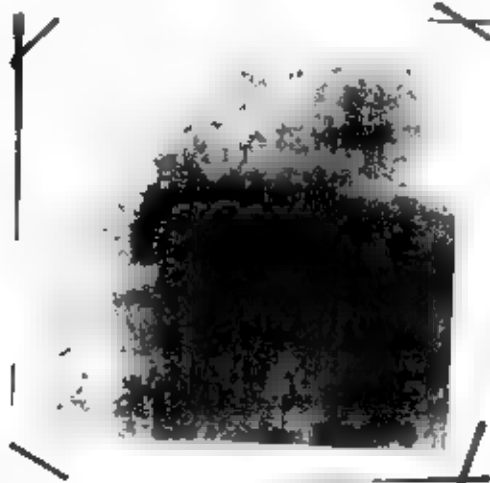


FIGURE 2

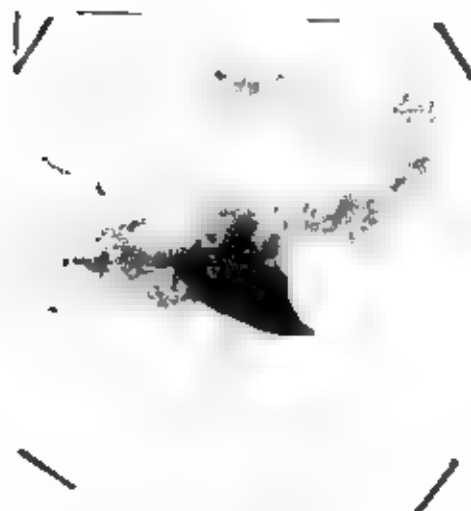


FIGURE 11

CONFIDENTIAL

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

41722/L
333.3 ID

5 AUG 1947

SUBJECT: Investigation of "Flying Mass"

**TO: Commanding General, Army Air Force, Washington 25, D.C.
ATTENTION: AS of AS-2**

Attached MOIC is forwarded your office in compliance with
Letter Headquarters Air Defense Command, Mitchel Field, New York,
subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

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4000 11 11 11 11 11
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1 Encls
MOIC Abridged 14 Jul 47 (copy)

RECEIVED
AUG 11 11 11
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

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CONFIDENTIAL



SECTION 2



SECTION 11

CONFIDENTIAL

7-1970 File 1-2

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CONFIDENTIAL

00F

UNIDENTIFIABLE OBJECTS,
WILLIAMS FIELD, CHANDLER,
ARIZONA.

14 July 1947

REPORT OF THE OFFICE OF ORIGIN

On 8 July 1947, this Agent obtained pictures of unidentified objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Rhoads, 4333 N. 14th St., Phoenix, Arizona, at sunset, on 7 July 1947. The subject objects flew at unaccountable speeds, making three circles in the vicinity of Mr. Rhoads' home. The pictures were taken with a box camera, size 620. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Rhoads, and Exhibit 2 as the object turned towards Mr. Rhoads. The height of the object was estimated at 1000 feet.

AGENT'S NOTES: See Exhibits 1 and 2, photographs of unidentified objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Lynn C. Aldrich, Special Agent, KIC - AAF, FOTEC

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CONFIDENTIAL

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

ALPDA/23
333.6 ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

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

Attached DIC is forwarded your office in compliance with letter Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

William J. Turner
W. J. Turner
1947

2 Incl:
DIC Aldrich 14 Jul 47 (dup)

CONFIDENTIAL

1. 2. 3.



15 mils

~~CONFIDENTIAL~~

RHODES, William Albert
Investigation of "Flying
Discs"
2 September 1947

photograph includes the tops of some trees and a telephone pole. Mr. Rhodes stated that he developed the negatives himself. He still had the negative of the first photograph (Exhibit III), but he could not find the negative for the second photograph.

George Pagata, Jr., Special Agent, CIG-ADC-447

~~CONFIDENTIAL~~

RHODES, William Albert
Investigation of "Flying
Discs"
1 September 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

On 29 August 1947 in the presence of S/A Brewer (FBI Office, Phoenix, Arizona) Mr. William Albert Rhodes was interviewed at his residence at 6333 North 14th Street, Phoenix, Arizona, in connection with investigation of "Flying Discs". Mr. Rhodes stated that on the afternoon of 7 July 1947 immediately following a local thunderstorm, at about 1:00 P.M., he was at home from his home toward his workshop (located approximately 100ft. directly back of the house) when he saw a plane in the east which seemed to him to be like the up rear of a jet airplane, possibly a P-51. He observed and looked to the east but saw nothing for several minutes. A few seconds later, however, an object appeared from the north-east. The object seemed elliptical in shape with a diameter of 70-80ft. At first sight, it appeared to be at about 8000ft., traveling about 600 to 800MPH. Its color was grey, which made it blend into the clouds and difficult to see at a distance. As soon as it appeared in the north-east, the object spiraled downward reaching a level of about 2000ft. at the end of its second spiral, and then started upward into the sky at an angle of 45 degrees, disappearing into the cumulus clouds which appeared to be at about 8000ft. at that time. The object was visible from the time of its appearance in the north-east to its disappearance into the west about 40 seconds. In spite of the fact that a noise was heard prior to the appearance of the object, while in view, it produced no audible sound. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles, which had an approximate radius of 1/4 to 1/2 miles. The object had what looked like a conical canopy in the center extending toward the back and under the object. The canopy did not protrude from the surface but was clearly visible with the naked eye. The object was not revolving on its own axis. It had no discernible landing gear nor propellers. It appeared to have an excellent air foil (tapered from wing tip to wing tip). Mr. Rhodes stated that it is possible that he did not hear the object while it was in sight because of the rustling of trees leaves set up by a wind velocity of 10-15MPH. He also stated that the first sight of the object caused him to think it might be the Navy's new Flagjack plane illustrated on the cover of the May 1947 issue of "Mechanix Illustrated". He later altered his opinion because the object appeared to have no landing gear and no propellers, and the Navy ship is illustrated as having both. Rhodes stated that immediately after the object had started into its first spiral he ran to get his camera, which he kept locked and set at all times for the purpose of taking candid shots of his family and which he kept right inside the door of the workshop. By the time he returned with it, the object had completed one circle and had started on its second. At the same time he called to his wife who was in the house, but by the time she arrived in the back yard the object had disappeared. Rhodes stated that he managed to take one photograph of the object while it was at its lowest point (about 2000ft.) (Exhibit I) and another just as it turned out of its second spiral and started upward. (Exhibit II). The second

George Pagano, Sr., Special Agent, 628-428-427

1241

PANORAMIC RESEARCH
Laboratory and Observatory
Wm A. Rhodes, Chief of Staff
4337 North 14th Street Phoenix, Arizona

H. M. McCoy
Colonel, USAF
Chief of Intelligence

Dear Sir:

Since I talked with Lt Col Bean and Mr. Loedding I have been trying to run down additional photographs of the unidentified object.

Mr. Lewis Larnore of this city has some in his possession and I believe you can obtain copies of them by writing him. Whether or not they are real I do not know. Some of them look faked while others do not. The general shape of the ship as it was going away from me looked like this: there seemed to be a bubble on top and on bottom

while the trailing edge looked open and black like a vent. I judge by past experience that the ship was about 1500-2000 feet altitude when it started to climb and was out of sight in the base of the cumulus within 5 to 7 seconds. Allowing for a little time for acceleration this would put the object well past the speed of sound by the time it reached the cumulus (10-12000 ft). This also might account for the fact that after the ship turned its nose up the sound (which was like a P 80) faded out altogether. Judging by my past experience with aircraft recognition which I taught during the war, the ship couldn't have been under 20 or over 30 feet across.

There were no rudders visible to the unaided eye. I couldn't possibly make a trip to the base because of current debts. I couldn't stand the loss of being swa, from my work. After Sept 15, I could accept this invitation.

Having to be of further service.

Sincerely,



/s/ W. A. Rhodes

Enc 40

PLATE 4



CONFIDENTIAL

Identification of Subject Matter (as per [redacted])

MEMO

NYT

10 Feb 68

1

1. Reference is made to the film frame by Mr. [redacted] (Subject #4) which was forwarded for examination. The following data were derived from a study of the exposure:

a. It is concluded that the image is of two photographic nature, and is not due to imperfections in the emulsion, or lack of development in the section in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the f/stop of the shutter. This tailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately 2000 feet at the time of exposure. The observer also reports being able to see clearly a canopy or enclosure. The visual acuity of an average person would allow for this perception, but certainly not such distance as the subject had low visual contrast, being grey against a grey sky. If we can establish the distance from camera to subject, we will have quantity #1. The report states that a 350 camera was used, indicating several possibilities, since the 350 is nomenclature for the opening and width of the film so may have negatives $2\frac{1}{2} \times 3\frac{1}{2}"$, $2\frac{1}{2} \times 3\frac{1}{2}"$ and $2\frac{1}{2} \times 4\frac{1}{2}"$. The sample exhibited had been cut out it was not possible to establish the exact frame size. For $2\frac{1}{2} \times 3\frac{1}{2}"$ size was ruled out, leaving $2\frac{1}{2} \times 3\frac{1}{2}"$ and $2\frac{1}{2} \times 4\frac{1}{2}"$. If it were the former, then the focal length of the lens would be F' , and using 2000 feet as the approximate subject distance and the image size at $7/36"$, we have an approximate size of 44 feet as the diagonal of the object. Now if we choose the latter value of F' for focal length, we have an approximate value of 57' for the diagonal. Points of measurement are indicated from x to x on Exhibit "A".

c. It should be pointed out, the need for more detail in reports is brought out in this report. A summary would suggest the following points:

- (1) Size of camera, type of film used, developer as well as [redacted] and lens aperture, exposure time, focal length of lens and F value used.
- (2) If possible, the camera should be aimed to include some ground and horizon so this will help fix the distance from camera to subject by imaging reference points. These reference points can be referred to for evaluation.

NYT - 51 11:13

1 Encl
Exhibit "A"

1 Encl II

CONFIDENTIAL

CONFIDENTIAL

ROUTING AND RECORD SHEET

CONFIDENTIAL

AIR ATTACHE COMMAND

Use this form for inter-office communication with headquarters.

The recipient office supplies its address and address.

Please indicate of direction and speed, altitude, number and location in sight of aircraft.

The entire width of sheet, both sides.

Number of separate coverings.

Reports submitted by technical personnel.

Identification of Subject Matter (as per sample)

TO **MCIA** FROM **MCIT** DATE **19 Feb 48** CONTROL NO. **1**

1. Reference is made to the films taken by Mr. Woodcock (Incident #40) which were forwarded for examination. The following data were derived from a study of the specimens:

a. It is concluded that the image is of true photographic nature, and is not due to imperfections in the emulsion, or lack of development in the section in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the fixed speed of the shutter. This trailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately 2000 feet at the time of exposure. The observer also reports being able to see clearly a canopy or enclosure. The visual acuity of an average person would allow for this perception, but certainly not much further as the subject had low visual contrast, being gray against a gray sky. If we can establish the distance from camera to subject, we will have quantity #1. The report states that a G20 camera was used, indicating several possibilities, since the G20 is manufactured for the spacing and width of the film we may have negatives $2\frac{1}{2} \times 3\frac{1}{2}$ ", $3\frac{1}{2} \times 3\frac{1}{2}$ " and $2\frac{1}{2} \times 4\frac{1}{2}$ ". The sample submitted had been cut and it was not possible to establish the exact frame size. The $2\frac{1}{2} \times 3\frac{1}{2}$ " size was ruled out, leaving $3\frac{1}{2} \times 3\frac{1}{2}$ " and $2\frac{1}{2} \times 4\frac{1}{2}$ ". If it were the former, then the focal length of the lens would be $4\frac{1}{2}$ ", and using 2000 feet as the approximate subject distance and the image size at $7/64$ ", we have an approximate size of 44 feet as the diagonal of the object. Now if we choose the latter value of $5\frac{1}{2}$ " for focal length, we have an approximate value of 36' for the diagonal. Points of measurement are indicated from x to x on Exhibit "A".

c. It should be pointed out, the need for more detail in reports is brought out in this report. A summary would suggest the following points:

- (1) Make of camera, type of film used, developer as well as time and temperature, exposure time, focal length of lens and F value used.
- (2) If possible, the camera should be aimed to include some ground and horizon as this will help fix the distance from camera to subject by imaging reference points. These reference points can be referred to for evaluation.

1 Incl
Exhibit "A"

Louis C. Gony
LOUIS C. GONY, Chief
 Technical Projects Officer
 Intelligence Department

LC/amb
 25227
 234g 008

CONFIDENTIAL

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 July 1947 Incident # 40
2. Time 1600
3. Location Phoenix, Arizona
4. Name of observer William Albert Rhodes
5. Occupation of observer N/S
6. Address of observer 4333 N. 14th St., Phoenix, Arizona
7. Place of observation 37° 27' N 112° 3' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 2,000 ft to 5,000 ft
12. Speed 400-600 MPH
13. Direction of flight ~~N~~ NE to West
14. Tactics Spiraled down from 5000' to 2000 ft and then ascended at ^{45° angle}
15. Sound Noise like jet on approach - no sound heard while in view
16. Size 20-30 ft
17. Color grey
18. Shape elliptical
19. Uder detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions Cumulus clouds
23. Effect on clouds N/S
24. Sketches or photographs Photos (2)
25. Manner of disappearance N/S
26. ~~Remarks~~ (Over)

CONFIDENTIAL

Object appeared elliptical in shape and had a diameter of 20-30 feet. When first seen it was at about 5,000 ft and traveling from 400 to 600 MPH. Its gray color rendered it difficult to perceive at a distance as it blended with the clouds. Although a jet-like noise was heard prior to the object's appearance no audible sound was produced while it remained in view. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles which had an approximate radius of 1/4 to 1/2 miles. The object had what appeared to be a cockpit canopy in the center which extended toward the back and beneath the object. The "cockpit" did not protrude from the surface but was clearly visible with the naked eye. The object did not revolve on its own axis. It had no discernible landing gears nor propellers. It appeared to have an excellent air foil (tapered from wing tip to wing tip). Mr. Rhodes thought that the 10-15 MPH wind velocity which caused a rustling of tree leaves might have made it impossible for him to hear any noise connected with the object. He also stated that he thought the object was the Navy's new "Flapjack Plans" but altered his opinion since the object seemed to have no landing gears and no propellers. (The Navy ship is illustrated as having both). Rhodes managed to take one photograph of the object at its lowest point (about 2000 ft) and another as it turned out of its second spiral and started upward.

CONFIDENTIAL

Request for Additional Information on Camera (Memphis, Incident #40)

MCIAED

MEMA

27 Feb 48

2

1. Reference is made to inclosed copy of "Memorandum for the Officer in Charge", dated 14 July 1947, pertaining to pictures taken by Mr. William Albert Rhodes.

2. It is requested that action be taken to obtain the information listed below so that it will be possible to determine the size of the object:

- a. Make of the camera used.
- b. The exact frame size.
- c. Focal length of lens and "F" value used.

1 Incl
Memorandum 14 Jul 47 (in copy)

A. G. LORRIS
Technical Assistant
Analysis Division
Intelligence Department

WHL/amb
2-2500
Rm 222
Bldg 12A

Enc 40

CONFIDENTIAL

CONFIDENTIAL
1221

UNIDENTIFIED OBJECTS
WILLIAM HEADS, CHANDLER,
ARIZONA

14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 8 July 1947, this Agent obtained pictures of unidentified objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Heads, 4333 N. 14th St., Phoenix, Arizona, at sunset, on 7 July 1947. The subject objects flew at unmeasurable speeds, making three circles in the vicinity of Mr. Heads' home. The pictures were taken with a box camera, size 650. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Heads, and Exhibit 2 as the object turned towards Mr. Heads. The height of the object was estimated at .

AGENT'S NOTE: See Exhibits 1 and 2, photographs of unidentified objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Ign. G. Aldrich, Special Agent, CIO - 447, TUCUM

CONFIDENTIAL

22

MCIAQ-3

Mr. William A. Hanks
4337 North 14th Street
Phoenix, Arizona

Dear Mr. Hanks:

Receipt of your letter to Col McCoy is acknowledged.

A letter has been written to Mr. Louis Lammere as per your suggestion in an attempt to secure copies of the photographs mentioned.

It would be appreciated if you would forward any additional information about this or other sightings that may come to your attention.

Yours very truly,

E. M. MCCOY
Colonel, USAF
Chief of Intelligence

Jan 40

PANORAMIC RESEARCH
LABORATORY AND OBSERVATORY

Wm. A. BRIDGES
CHIEF OF STAFF

4000 N. 10TH STREET
PHOENIX, ARIZONA

NSAID-3/JEB/aw

16 June 1948

NSAID-3

Mr. Louis Lomax
2625 North 10th Street
Phoenix, Arizona

Dear Mr. Lomax:

During the course of an intelligence investigation concerning the sighting of an unidentified aerial object over Phoenix, Arizona, on or about 7 July 1947, it has come to the attention of this Headquarters that you took, or have in your possession, several photographs of the object in question.

It would be appreciated if you could furnish this Headquarters with copies of these photographs together with a complete report of the circumstances surrounding the sighting of this object. Since this Headquarters is charged with performing investigations on all unidentified aerial objects it is requested that all possible information on this or any other future sightings be forwarded to this Headquarters, attention NSAID-3.

Yours very truly

JEB

H. E. GILMOUR
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

1. enc copy 16 found

Jan 40

3-2-2

A. C. P.	
PRIORITY	
ROUTINE	
URGENT	
SECRET	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

00

FROM: AND

DATE: 8 Jun 1948

TO:

Mr William A. Rindes
206 North 14th Street
Phoenix, Arizona

V. E. [Signature]
 Colonel, USAF
 Chief, Technical Intelligence Div
 Intelligence Dept.
 NAME, RANK AND TITLE OF AUTHORIZING OFFICER

CLASS:

NOVAD-6-1. SUBJECT ABOVE IN CONNECTION WITH THE MATTER AS TO THE
 ADMIRALTY TO ENTER THE AIR FORCE IN THE AIR FORCE. SUBJECT NOT REPLY
 TO TECHNICAL INTELLIGENCE DIVISION, NOVAD-3.

Re 404

COORDINATION

SEARCHED	SERIALIZED	INDEXED	FILED				

CONFIDENTIAL

SECRET/CONFIDENTIAL
TOP SECRET
SECRET

MAY 26 1948

MCLAD-3

Mr. William A. Rector
1017 North 10th Street
Tulsa, Oklahoma

Dear Mr. Rector:

Reference is made to your interview of 25th May 1948 with
Lt Col Ross and Mr. A. G. Hedding, representative of the
Federal Intelligence Division, Tulsa Headquarters. Informa-
tion is requested concerning the status of the additional report
you promised to submit relative to pictures of your sighting
made 7 July 1947 of an unidentified aerial object. Information
is also desired as to whether or not you were able to secure
copies of photographs taken on or about the same date as your
original sighting by another civilian in Florida.

In the event it is possible to furnish Government trans-
criptions, would you consider making the trip to Wright-Patterson
Air Base here for another interview? Information as to how
we can be of any additional assistance. Please refer
your reply to the attention of W-1111, as indicated in the
upper left-hand corner of this letter. The procedure facilitates
prompt handling of your communication.

This document contains information affecting the national
defense of the United States within the meaning of the Espionage
Act of 1917, and the transmission or the revelation
of its contents in any manner to an unauthorized person is
prohibited.

Please return file copy showing date to MCLAD-3

Very truly yours,
Special Agent in Charge



Students of the

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W 3017-1A-11

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 42

1. Date 11 July 47
2. Time N/S
3. Location Elmendorf FIA., Anchorage, Alaska
4. Name of observer Col Bruce H. Perry &
Maj Wm E. Gagner
5. Occupation of observer 99th Airways & AOS Group
6. Address of observer Elmendorf FIA (99th Airways & AOS Group)
7. Place of observation 61° 10' N-145° 0' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed great
13. Direction of flight South
14. Tactics N/S
15. Sound N/S
16. Size Three ft in diameter
17. Color aluminum
18. Shape round
19. Color detected N/S
20. Apparent construction aluminum
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks: Object resembling an aluminum colored balloon about three feet in diameter was seen at an undetermined altitude flying at great speed in a north to south direction.

~~SECRET~~

W-3017-1A-11

MESSAGEFORM		THIS CENTER NO. OR 97	THREAT/TYPE CODE ROUTED	CLASSIFICATION OR CODE TEXT	
CLASS	CLASS.	PRECEDENCE CONFIDENTIAL	MANAGEMENT SYMBOLS	PRECEDENCE	DATE-TIME GROUP 120007Z July 57 0000 0000
FROM: (Priority) STATE 59th AACH Group Klamath Falls					
ACTION TO:			SECURITY CLASSIFICATION CONFIDENTIAL		
COMAS ACH ASSISTANT CHIEF OF STAFF INTELLIGENCE			PRIORITY FOR <input type="checkbox"/> CHIEF, STATE REFER TO ACTING HEADQUARTERS OPERATIONS ADMINISTRATION		
INFORMATION TO:					
<p>OBJECT RESEMBLING AN ALUMINUM COLORED BALLOON ABOUT THREE FEET IN DIAMETER WAS SPOTTED WHILE AT AN INVESTIGATION ALTHOUGH NOTING AS A BOMB WHICH IS A BOMB IN WHICH ALTHOUGH IS OBSERVABLE HAS BEEN IN VICINITY OF CLAMMERT FIELD AT THE TIME FOR THE BOMB WAS TAKEN BY MILITARY PERSON AND BOMB WHICH THIS INVESTIGATION IS</p> <p>CONF</p> <p>Paragraphs not required. Handle as CONFIDENTIAL correspondence per paragraphs 511 and 62a (4), AF 300-3, 15 August 1956.</p>					
SECURITY CLASSIFICATION CONFIDENTIAL			AUTHORIZATION		
DATE	TIME	CLASS.	CLASS.	CLASS.	PAGE OF

SECRET

Secret ~~For~~ Intelligence Summary, AFB, 15 Jul 47

"FLYING DISCS" REPORTS SUMMARY: The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into England from rural areas in England to the effect that "silver balls were flashing across the sky in daytime." In accurate description or confirmation of this report was obtained. A Newfoundland constable named Eric Murray, was reported to personnel of the 1200th AIF Base Unit, AFB, Newfoundland Base Command, Port Moresby that on 9 July at 2200 hours local time (0200Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Great Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "20,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "vase-headed" in shape. A check of weather records reveals that BSV weather prevailed in the Great Falls region at the time these objects were reported as being seen. Mr. John M. Johnson, Supervisor of Mechanics for Trans World Air Lines and Mr. J. S. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Barnes Field, Newfoundland, report that on 10 July at 1700 hours local time (2000Z), they observed over that installation a circular saucer-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Another observer, Lieutenant Colonel [unclear] of Barnes during the time this incident occurred the clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Barnes; the two observers report that the disc seemed to "cut the clouds as it passed" over as a B-29 course leaving a "black black trail approximately 15 feet wide long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1200th AIF Base Unit, AFB, Barnes Field, Newfoundland, who relayed Johnson's and Woodruff's report to this office state that Johnson's pictures were taken of the disc which are now being developed, probably by Section of Mechanics, TWA, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col. James H. Fowey and Major William H. Saper of the 12th Airway and Air Command-William Service Group, Standerd Field, Labrador, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" traveling at an estimated altitude "at a great speed" in a NE direction in the vicinity of the field. On 12 July at 0800 hours local time (1000Z), Major Edward [unclear] of this command unit and some unidentified officers of the Liaison Department observed a "great balloon" approximately 10 feet in diameter in the vicinity of Standerd Field flying in a NE direction following the "course" of the weathering line with the object was reported as flying at an altitude of "1000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 landing gear at 10 miles per hour that. This office was kept in possession of the fact of the above object being seen based on reports delivered from rural areas in England.

June 28

July 27

July 11

June 11

June 11

SECRET

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them to point out that these Hungarian rumors were received fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the East of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further investigation of the sources from whence these reports were derived. However, an analysis of the two radars that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pilot. In this regard it is noted that it is standard operating procedure for weather stations to release pilots every six hours daily - at 0100Z, 1300Z, 1900Z and 2300Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pilots is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to blow in opposite directions.

Classification: **SECRET**

SECRET

Excerpt of 112

Inclined 4 1/2

SECRET

u 30176-A-5

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12 July 1947 Incident # ■
2. Time 1400
3. Location Wassenaar Fld., Anchorage Alaska
4. Name of observer Maj Edward Graham
5. Occupation of observer USAF
6. Address of observer 59th Airways and Communications Group
7. Place of observation Wassenaar Fld. (61° 10' N 146° 0' W)
8. Number of objects 1
9. Distance of object from observer Est: 5 miles away
10. Time in sight several minutes
11. Altitude 1,500 ft
12. Speed 100 MPH
13. Direction of flight SW
14. Tactics N/S
15. Sound N/S
16. Size 10 feet in diameter
17. Color grayish balloon
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

SECRET

U-30176-A-5

SECRET

Major Edward Graham and some unidentified officers of the Alaskan Command observed a grayish balloon approximately 10 feet in diameter in the vicinity of Hinesdorf Fla. flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of 1500 feet at an estimated rate of 100 MPH; paralleling the course of a C-42 landing into a 20-mile per hour wind.

NOTE: See also incidents M and N. (Info extracted from Army Intel Summary AEC 16 July 1947)

SECRET

4-2076-43
Continued on

SECRET

Extract from Weekly Intelligence Summary, AFB, 25 Jul 47

"FLYING DISC OR UNIDENTIFIED OBJECT": The following is a digest of the only current reports that have been received through the intelligence system of this command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Newport from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Eric Hargrey, has reported to personnel of the 1200th AAF Base Unit, APO, Newfoundland Base Command, Fort Soperall that on 9 July at 2000 hours local time (GMT), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "50,000 feet". The first four were in trail formation. He described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that APO weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John H. Mahoney, Supervisor of Mechanics for Base World Air Line and Mr. J. B. Goddard, Senior Maintenance Supervisor, for Base American Airways, both stationed at Sussex Field, Newfoundland, report that on 10 July at 1700 hours local time (GMT), they observed over that installation a circular wavy oval-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-47. Weather conditions indicate that the weather at Sussex during the time this incident occurred was clear with scattered cumulus clouds at an altitude of 2000 feet to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Sussex, the two observers report that the disc seemed to "cut the clouds as it passed" over on a NE course leaving a "black black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1200th AAF Base Unit, APO, Sussex Field, St. John's, the subject Mahoney's and Goddard's report to this office state that instantaneous pictures were taken of the disc which are now being developed, probably by Weston at Antigonish, New York, and that Goddard will forward the prints "as soon as received". On 11 July 1947, Capt Bruce H. Perry and Major William S. Brown of the 12th Air Base and Air Communications Service Group, Sigbee Field, Antigonish, observed an object resembling an aluminum colored ball "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NE direction in the vicinity of the field. On 12 July at 0900 hours local time (GMT), Major Edward Brown of this unit and some unidentified officers of the Liaison Department observed a "pearl ball" "approximately 10 feet in diameter" in the vicinity of Sigbee Field flying in a NE direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1000 feet" at an estimated rate of "300 miles per hour", paralleling the course of a C-47 heading into a SE wind per hour which. This object was first observed by the 12th Air Base and Air Communications Service Group at Sigbee Field on 12 July 1947.

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them to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radars that reported the Klondike sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pilot. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0600Z, 1200Z, 1800Z and 2400Z. It is pointed out that the 18 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to blow in opposite directions.

Classification: **SECRET**

SECRET

MESSAGEFORM

JOB ORDER NO. 08-1

APPROPRIATE OR CLEAR TEXT

CLASS	NO. OF PAGES	CLASSIFICATION	CLASSIFICATION	CLASSIFICATION	CLASSIFICATION
V		PRIORITY			
ACRIP					

122146Z
July 67

SPACE ABOVE FOR SIGNAL CENTER ONLY

FROM: (Optional) **FIFTH 59th ASAS Group
Sitka Alaska**

SECURITY CLASSIFICATION
CONFIDENTIAL

ACRIP TO:
• COMAD ATTY ASST CHIEF STAFF
INTELLIGENCE

PRECEDENCE FOR	
ACRIP	OPERATION
<input type="checkbox"/> SPECIAL SERVICE	
REFERS TO PREVIOUS MESSAGE	CLASSIFICATION

INFORMATION TO:

OBJECT RESEMBLED A GRAYISH BALLOON APPROXIMATELY ONE ZERO ZERO
 IN DIRECTION OBSERVED FROM BLANDING FIELD FIFTEEN IN NORTHEAST
 DIRECTION FOLLOWING COURSE OF MOUNTAINS FIVE MILES AWAY TO OBJECT
 FLYING ALONG ONE FIVE ZERO ZERO ZERO ESTIMATING ONE ZERO ZERO
 MILES PER HOUR IT WAS OBSERVED PARALLELING THE COAST OF CHARLEY
 BAY FOUR SEVEN LANDING SCHEMATIC INTO TWO ZERO NINE PER HOUR
 WIND TO OBJECT WAS OBSERVED ONE TWO ZERO FOUR THREE ZERO THREE
 FOR SEVERAL MINUTES BY NAACP GRAIN THIS HEADQUARTERS SEVERAL
 OFFICERS WERE ALERTLY WATCHING SURROUNDING THE AREA IN

COPY

Paragraphs not required. Handle as CONFIDENTIAL correspondence per paragraphs 511 and 60a (4). At 500-5, 15 August 1966.

SECURITY CLASSIFICATION		CLASSIFICATION	
CONFIDENTIAL			
NO.	OPERATIONAL ADDRESS	OPERATIONAL	OPERATIONAL

Incident # 12

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Exhibits 1 to 10

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

- Incident # 43
1. Date 29 June 1947
 2. Time 1645 - ^{18:45} 2:45 P. M.
 3. Location 7 miles out of Clarion Iowa in direction of Mason City, Iowa
 4. Name of observer Dale Rags
 5. Occupation of observer Had been bus driver
 6. Address of observer Box 12, Crocker, Mo.
 7. Location of observation 7 miles out of Clarion - $42^{\circ} 43' N - 93^{\circ} 44' W$
 8. Number of objects 5 in first group; 13 in second
 9. Distance of object from observer N/S
 10. Time in sight several minutes
 11. Altitude 1200 ft
 12. Speed 300 MPH
 13. Direction of flight South by Southeast and North Northwest
 14. Tactics Observed single file
 15. Sound sound like that of an electric motor or dynamo
 16. Size From 175 to 250 ft in diameter by 12 feet in thickness
 17. Color "dirty" white
 18. Shape between a circle and an oval - inverted saucer
 19. Odor detected N/S
 20. Apparent construction N/S
 21. Exhaust trails N/S
 22. Weather conditions N/S
 23. Effect on clouds N/S
 24. Sketches or photographs N/S
 25. Manner of disappearance N/S
 26. Remarks (over)

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About 7 miles out of Clarion, Iowa, observer saw an object shoot across the sky in front of the bus he was driving. It was followed by four more. The height appeared about 1200 feet. Observer stepped out of the bus which was facing east and noticed some dots in the sky approaching from the opposite direction. They were flying about the same altitude at a speed of about 300 MPH. These 13 objects flew in a single file. Roughly, the objects were between a circle and an oval in shape. In appearance they looked like an inverted saucer flying thru the air. The thickest part seemed to be about 12 feet. The diameter could have been anywhere from 175 to 250 feet. They were dirty white in color. The second group disappeared into the NW sky in a matter of a few minutes. They made a noise as they passed overhead similar to an electric motor or dynamo.

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my friends in prison, without wanting to look at a dog.

E. A. Gault
Central Radio & Signal Station
Box 1245,
Central, Calif.

Oh, yes, what do you know about you on the other side of that marble wall? As for the locality, we've heard a great many sensational stories of what the army is finding in Central America. You know, certainly we no longer abound to what this news, according to a newspaper story recently published, which seemed something of a mystery.

BOES FLYING OVER

I bought the Chrysler lease of Ansonia, Vermont about a week ago, but for some reason or other, I haven't had the time read it until this morning. I happened in the "Clearway" press article about the flying discs, asking for information about them. Until the 15th of this month, I was driving a taxi for the Dan Melton, Springfield and Southern Station, 317 1/2nd Street, Dan Melton, Vt. I was discharged on this date due to the fact that the work manager and myself (didn't get along together).

But to get along with my story. On June 20, 1947 I left Dan Melton, Vt. at 1:30 P.M. on my regular schedule headed for Mount Clay town, a distance of 144 miles. I had been reading the "Flying Saucers" tales in the newspapers, but I had been scoffing at them. When I was about 7 miles out of Chelsea, Vt. there was an object that crossed the sky to west of me at a roughly estimated height of 1,000 feet. This object was rather large and was followed by four more. And as I sat one of these fellows that he to lead one what it is going on when anything happens, I stopped the bus and got out. When I stepped out of the bus, which was facing east, I noticed something in the sky coming from the opposite direction from which the bus was west, which was roughly south by southeast. In the group there was 1 object flying in a single file. There were about the height of the bus and as near as I know at a speed of about 100 m.p.h. There was, roughly between a circle and an oval. In shape. It appeared they looked like an inverted saucer flying through the air. At the instant that they were, I would say about 12 feet high. And as for the distance they could have been anywhere from 175 to 275 feet. And they were a "they" white in color. They disappeared into the N.W. sky in a matter of a couple of minutes. They made a noise when they were over head like an electric motor or dynamo. I ate the time at about 4:41 P.M.

Later, I'm not one of those fellows who can be impressed by what the public sees, and I am not subject to attacks of nerves, nor am I a fainter.

that was my story with me. When I am anything it is really there. And I can see them. As for what they were or where they came from, I don't completely in the dark. But I will say "they are not native to the planet earth." Or such is my belief.

I have been interested in Science-fiction and have concerning the stars ever since I could read. The first I ever read was "Flash Rogers" of the comic strip. That a fellow who was a mechanical guru on a handle of space fiction with the names torn off. I guess this was about 1935. I was about nine years old then. I am 21 now. So you see no how long I've been reading it.

I've always been interested in interplanetary travel. Right now day I can do some myself. Richard Rovere and I are up to eye on them stories in his column. I know of some things that have happened, similar to what happened to him. If you would be interested get in touch with me, and I'll be glad to write them to you—confidential, upon whatever I think of one of them, they is a steady address outside in my mind. I've never told anyone about them since they I think I was about, reading that. In fact, it seems to me if it will help matters any, for God's sake, let me tell them. Every time I think of this one day, it seems if there is something other kind of my brain and begins to appear. And well I don't think about anything else, I am in space. If you want my my column, please let me know.

How about a list three interplanetary stories in Ansonia Journal. Keep up the great work. Hoping to hear from you soon, I am.

Walt Dyer
Box 11
Chelsea, Vt.

If you ever get'd like you to tell me anything you are up-to-date on what's happened at it. We have paper. Thanks for your report on matters. You presented the case probably and correctly. You will be hearing more about the matter shortly.

RADIATION IN OUR ATMOSPHERE

I have visited many times to discuss Ray Phlegel's novel "On That Va Day" because I wished to make some observations upon the matter of radiation on cosmic radiation in regard to interplanetary and also extraterrestrial conditions.

As I understand it the various taking the place of alpha particles in our atmosphere would cause the ionosphere layer to lose much of its ionization against the conventional cosmic rays. Likewise the gamma radiation would also cause changes in the ionosphere patterns of the zone of being ionosphere. As you know long exposure to X Rays will cause sterility. X Rays are very low intensity compared to cosmic and gamma radiation, therefore it is evident that there there is

(Continued on page 171.)

Incidents # 19

Decisions of the

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

- 1. Date **25 June 47** Incident # 48
- 2. Time **3:43 P. M.**
- 3. Location **16 miles NW of Milwaukee**
- 4. Name of observer **N/S - brother to Marion Boucher the reported incident**
- 5. Occupation of observer **"farmer"**
- 6. Address of observer **2324 Rockfield, Wisconsin**
- 7. Place of observation **16 miles NW of Milwaukee 43° 05' N 89° 22' W**
- 8. Number of objects **unknown seven to ten**
- 9. Distance of object from observer **N/S**
- 10. Time in sight **N/S**
- 11. Altitude **N/S**
- 12. Speed **"like blue blazes"**
- 13. Direction of flight **south**
- 14. Tactics **N/S**
- 15. Sound **N/S None**
- 16. Size **N/S**
- 17. Color **N/S**
- 18. Shape **"cigar"**
- 19. Odor detected **N/S**
- 20. Apparent construction **N/S**
- 21. Exhaust trails **N/S**
- 22. Weather conditions **N/S**
- 23. Effect on clouds **N/S**
- 24. Sketches or photographs **None**
- 25. Manner of disappearance **N/S**
- 26. Remarks: **(over)**

RESTRICTED

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Witness saw the flying saucers (about seven to ten of them) which flew directly over their home. Said they went like "blue blazes" and didn't make any noise and were headed south.

Witness did not report this info. It was reported by Marion Beucher, a sister. Her address is Neenah Falls, Wis.

Reported in Amazing Stories, Page 170

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FLYING SAUCER WITNESS

Sir:

I have just finished reading the October issue of *ASTORIC STORIES*, in which you ask for "flying saucer" information.

Here is what I know: On June 28, 1947, at 3:45 P. M. my brother saw the flying saucers—about seven to ten of them—which flew directly over our house. He said they went like "blue blazes"—didn't make any noise and were heading approximately north (Rockfield, where my brother's farm is, is just 16 miles northwest of Millwaukee). But what is really strange is that some afternoon the discs were seen over Illinois (they must have been the same ones). This information was given on June 29th—Sunday—over WGN—"The Latest News" at 8 to 8:15 A. M. with Charles Sebastian. He reported that the discs had been sighted over Illinois the preceding afternoon.

Perhaps the information is valuable to you. At any rate please keep this confidential! Our neighbors think we're slightly "queer" to have seen the discs. (I didn't see them but I believe my brother.)

I have been following the Shaver stories and I hope you have many more of them.

Marion Descher
 McOmney Falls, Wis.

The flying saucers are real, and you can be sure of that! Let your neighbors think what they will, in a few months you will be able to prove how good your brother's eyesight is! Thanks for your report, and we hope many more readers and them in. Rough drawings would also be helpful.—Ed.

Contents of the

Incident # 10

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 25 June 47 Incident # 44
2. Time 3:43 P. M.
3. Location 16 miles NW of Milwaukee
4. Name of observer H/S - brother to Marion Bouscher the reported incident
5. Occupation of observer "Farmer"
6. Address of observer ~~WPK~~ Beckfield, Wisconsin
7. Place of observation 16 miles NW of Milwaukee 43° 05' N 88° 22' W
8. Number of objects ~~seventeen~~ seven to ten
9. Distance of object from observer H/S
10. Time in sight H/S
11. Altitude H/S
12. Speed "like blue blazes"
13. Direction of flight south
14. Tactics H/S
15. Sound ~~WPK~~ None
16. Size H/S
17. Color H/S
18. Shape "saucer"
19. Odor detected H/S
20. Apparent construction H/S
21. Exhaust trails H/S
22. Weather conditions H/S
23. Effect on clouds H/S
24. Sketches or photographs None
25. Manner of disappearance H/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

Witness saw the flying saucers (about seven to ten of them) which flew directly over their home. Said they went like "blue blazes" and didn't make any noise and were headed south.

Witness did not report this info. It was reported by Marion Reacher, a sister. Her address is Neenah Falls, Wisc.

Reported in Amazing Stories, Page 170

RESTRICTED

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AMAZING STORIES MAGAZINE -JANUARY -1948

FLYING SAUCER WITNESS

See

I have just finished reading the October issue of AMAZING STORIES, in which you ask for "flying saucer" information.

Here is what I know: On June 28, 1947, at 1:45 P. M. my brother saw the flying saucers—about seven to ten of them—which flew directly over our house. He said they went like "blur blurs"—didn't make any noise and were heading approximately south (Rockfield, where my brother's farm is, is just 14 miles northwest of Mt. Vernon). But what is really strange is that same afternoon the discs were seen over Illinois (they must have been the same ones). This information was given on June 29th—Sunday—over WGBH—"The Latest News" at 8 to 8:15 A. M. with Charles Sebastian. He reported that the discs had been sighted over Illinois the preceding afternoon.

Perhaps the information is valuable to you. At any rate please keep this confidential. Our neighbors think we're slightly "queer" to have seen the discs. (I didn't see them but I believe my brother.)

I have been following the Shaver stories and I hope you have enjoyed some of them.

Maxine Deucher

—Macon, Ga., U.S.A.

The flying saucers are real, and you can be sure of that! Let your neighbors think what they will. In a few months you will be able to prove how good your brother's eyesight is! Thanks for your report, and we hope many more readers read them in. Rough drawings would also be helpful.—Ed.

Incident # 44

19 4 20

Incidents of 1875

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 28 June 47 Incident # 1247
2. Time afternoon
3. Location Illinois
4. Name of observer N/S - Taken 1/"The Latest News" at 8 to 8:15 A. M.
w/Charles Sebastian
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation Illinois
8. Number of objects 7 to 10
9. Distance of object from observer
10. Time in sight
11. Altitude
12. Speed
13. Direction of flight
14. Tactics
15. Sound
16. Size
17. Color
18. Shape
19. Odor detected
20. Apparent construction
21. Exhaust trails
22. Weather conditions
23. Effect on clouds
24. Sketches or photographs
25. Manner of disappearance
26. Remarks: This info found broadcast 29 June 47 at 6:00 A. M. over
WGN "The Latest News". Charles Sebastian, announcer.

(over)

RESTRICTED

The radio announcer stated that the discs had been sighted over Illinois the preceding afternoon (28 June 45).

The announcement of this program was taken from a letter ~~received~~ in "Amazing Stories" dated Jan 45.

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Division of US

Exhibit # 45

1000 1000 1000 1000 1000

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U 33234-8-1

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 22 June 47 Incident # 46
2. Time 11:30 A. M.
3. Location Greenfield, Mass
4. Name of observer Robert L. De Rose
5. Occupation of observer N/S
6. Address of observer Greenfield, Mass.
7. Place of observation Greenfield, Mass. 42° 35' N 72° 42' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight eight to ten seconds
11. Altitude 1,000 +
12. Speed As fast as a speeding plane or faster
13. Direction of flight Northwesternly direction
14. Tactics N/S
15. Sound N/S
16. Size "small"
17. Color silvery-white
18. Shape round and irregular
19. Color detected N/S
20. Apparent construction N/S - like polished aluminum
21. Exhaust trails N/S
22. Weather conditions N/S - but object reflected sunlight very strongly.
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance obscured by cloud bank
26. ~~Remarks~~ (over)

SECRET

U-33234-8-1

SECRET

De Rose saw a "brilliant, small round-shaped, silvery white object" which moved in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 ft or more. It stayed in view for eight or ten seconds until obscured by a cloud bank. The object reflected sunlight very strongly as though it were of polished aluminum or silver. Other than to say it "appeared round and irregular" De Rose was unable to determine its shape. It did not resemble any weather balloons he had ever seen. He stated "I can assure you it was very real."

SECRET

Incident 46
U-3234-B-1

Extract from Weekly Intelligence Summary, ATC, 30 Jul 47

FLYING UNIDENTIFIED REPORTS: Two more flying object incidents have been reported, coming from opposite sides of the United States - one from Greenfield, Massachusetts and one from Fairfield-Suisun Army Air Base, California. The A-2 of the Atlantic Division, ATC, relayed the report of Edward L. de Rose concerning his observation of an unidentified flying object while working outdoors at 11:40 a.m., 22 June 1947, in Greenfield, Massachusetts. De Rose said there appeared across his line of vision a "brilliant, small, round-shaped, silvery white object" moving in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 feet or more. The object stayed in view for eight or ten seconds until obscured by a cloud bank. It reflected the sunlight very strongly as though it were of polished aluminum or silver. Other than to say that it appeared to be round and irregular de Rose was unable to determine its shape. He adds that it did not resemble any weather balloons he had ever seen and that "I can assure you it was very real". The California report was made by Air Corps Captain James A. Burniston, who says that on 6 July 1947 while at Fairfield-Suisun Army Air Base he observed an object travelling in a southeasterly direction at an estimated height of 10,000 feet or more and at a speed in excess of that of any aircraft he had ever seen. The object was in his view for approximately sixty seconds during which time it revealed over three-quarters of the visible sky. Burniston could distinguish a definite color or shape. It appeared to roll from side to side three times during his observation and one side reflected the sun strongly from its surface while the other gave no reflection. He estimates the size to be about that of a baseball and states that between the time the top of the object was visible and the time it rolled over so that the bottom became very difficult to see and almost disappeared. Because of the noise of an aircraft engine in the vicinity he was unable to attribute any sound to the object. Both of these reports appear to be made by competent observers having no motive other than to give accurate information - de Rose requesting no publicity result. It is noted that while the object de Rose observed is described as small and flying at an altitude of approximately 1,000 feet, while Burniston's object was larger and seen at some 10,000 feet, there are strong similarities in both descriptions. Outstanding of the points which tend to correspond are the facts that both objects are reported as moving somewhat faster than a fast aircraft and both objects reflected the sun strongly.

(Sources: ATLD; PACD)

SECRET

0-222340

Incident # 47

SECRET

U 3234-B-2

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **6 July 47** Incident # **47**
2. Time **N/S**
3. Location **Fairfield-Suisun Air Base, Calif.**
4. Name of observer **Capt James H. Burdston**
5. Occupation of observer **Capt, USAF**
6. Address of observer **N/S**
7. Place of observation **Fairfield Suisun AF Base 122° 03' E 38° 19' W**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **60 seconds**
11. Altitude **10,000 ft**
12. Speed **in excess of any known aircraft**
13. Direction of flight **Southeasterly.**
14. Tactics **rolled from side to side three times - one side reflected sun strongly from its surface - other gave no reflection**
15. Sound **could not be determined - due to aircraft in vicinity**
16. Size **About that of a C-54**
17. Color **indefinite**
18. Shape **indefinite**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **Sunlight**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

SECRET

U-3234-B-2

FORM NUMBER 10-47-1

SECRET

Object traveled in a southeast direction at an estimated height of 10,000 ft or more and at a speed in excess of any aircraft he had ever seen. It was under observation for approx 60 seconds during which time it traveled over $\frac{3}{4}$ of the visible sky. No definite color or shape could be determined. The object appeared to roll from side to side three times, and one side reflected the sun strongly from its surface while the other gave no reflection. He thought the size about that of a C-54. He states that ~~before~~ the time the object completed the roll it became very difficult to see and almost disappeared. No sound could be attributed to the aircraft.

SECRET

U-2274-3-2
Issued by

Extract from Weekly Intelligence Summary, ASD, 30 Jul 47

FLYING OBJECT REPORTS: Two more flying object incidents have been reported, coming from opposite sides of the United States - one from Greenfield, Massachusetts and one from Fairfield-Suisun Army Air Base, California. The 2-4 of the Atlantic Division, ASD, relayed the report of Edward L. de Rose concerning his observation of an unidentified flying object while working outdoors at 11:30 A.M., 22 June 1947, in Greenfield, Massachusetts. De Rose said there appeared across his line of vision a "brilliant, small, round-shaped, silvery white object" moving in a northeasterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 feet or more. The object stayed in view for eight or ten seconds until obscured by a cloud bank. It reflected the sunlight very strongly as though it were of polished aluminum or silver. Other than to say that it appeared to be round and irregular de Rose was unable to determine its shape. He adds that it did not resemble any weather balloons he had ever seen and that "I can assure you it was very real". The California report was made by Air Corps Captain James H. Barnston, who says that on 6 July 1947 while at Fairfield-Suisun Army Air Base he observed an object travelling in a southeasterly direction at an estimated height of 10,000 feet or more and at a speed in excess of that of any aircraft he had ever seen. The object was in his view for approximately sixty seconds during which time it travelled over three-quarters of the visible city. Barnston could distinguish no definite color or shape. It appeared to roll from side to side three times during his observation and one side reflected the sun strongly from its surface while the other gave no reflection. He estimates the size to be about that of a C-54 and states that between the time the top of the object was visible and the time it rolled over so that the bottom became very difficult to see and almost disappeared. Because of the noise of an aircraft engine in the vicinity he was unable to attribute any sound to the object. Both of these reports appear to be made by competent observers having no motive other than to give accurate information - de Rose reporting as publicity seeker. It is noted that while the object de Rose observed is described as small and flying at an altitude of approximately 1,000 feet, while Barnston's object was larger and seen at some 10,000 feet, there are strong similarities in both descriptions. Outstanding of the points which tend to corroborate are the facts that both objects are reported as moving somewhat faster than a fast aircraft and both objects reflected the sun strongly.

(Source: ASD & SACB)

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Incident # 47

Incident # 10

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 48
2. Time between 7:20 and 7:55 P. M.
3. Location Wilmington, Ohio
4. Name of observer s Cole F. Walter, ~~1st~~ ^{1st} James Hudson
M/Sgt Irvin H. Lewis, S/Sgt John F. Hoag, Sgt Harold E. Olvin & T/Sgt
5. Occupation of observer Control Tower operators Leroy Ziegler
and 4 members of the alert crew
6. Address of observer Clinton County Air Base
7. Place of observation Clinton County AF Base Control Tower
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 35 minutes
11. Altitude N/S
12. Speed terrific bursts of speed
13. Direction of flight SW
14. Tactics ~~was~~ suspended in the air at intervals and then gained and
lost altitude at seemingly terrific bursts of speed
15. Sound N/S
16. Size N/S
17. Color red
18. Shape cone
19. Odor detected N/S
20. Apparent construction "fire"
21. Exhaust trails gaseous green mist
22. Weather conditions Heavy layer of clouds
23. Effect on clouds intense brightness of sky phenomena pierced thru a
heavy layer of clouds passing intermittently over the area
24. Sketches or photographs none
25. Manner of disappearance disappeared over horizon
26. Remarks: (Over)

CONFIDENTIAL

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CONFIDENTIAL

A sky phenomenon which had the appearance of a flaming red cone trailing a gaseous green mist appeared in the southwest skies of Wilmington, Ohio, between 7:20 and 7:55 P. M., Jan 7, 48.

The sky phenomenon hung suspended in the air at intervals and then gained and lost altitude at [redacted] appeared to be terrific bursts of speed. The intense brightness of the phenomenon pierced thru a heavy layer of clouds passing intermittently over the area and obscured other celestial phenomena.

NOTE: See account of an unusual comet line in the northern hemisphere approx Jan 1, attached.

See incidents 46a, 46b, 46c, 46d & 33, 33a, 33b, 33c, 33d, 33e 33f and 30 and 32.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 46 Incident # 146
2. Time 1925 o'clock
3. Location Clinton County Air Field
4. Name of observer LeRoy Bagler
5. Occupation of observer T/Sgt
6. Address of observer Clinton County AF, Wilmington, Ohio
7. Place of observation Clinton County AF Base
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight ~~Approximately 30-45 minutes~~ Thirty-five minutes
11. Altitude high
12. Speed stationary for a while and then made rapid ascents and descents and then to SW with great speed
13. Direction of flight to SW
14. Tactics Vertical ascents and descents at great speed
15. Sound None
16. Size very large
17. Color Same as star
18. Shape circular - starlike - only larger
19. Color detected N/S
20. Apparent construction N/S
21. Exhaust trails faint exhaust trail when moving up and down or from side to side
22. Weather conditions Cloudy
23. Effect on clouds Object could be seen thru clouds
24. Sketches or photographs None
25. Manner of disappearance over the horizon at about 20:00
26. Remarks: (Over)

CONFIDENTIAL

Object appeared to be moving up and down and from side to side. At one time the object was covered by a cloud but the light could be seen thru the cloud. It was the same color as a star only very much brighter sometimes changing to a more reddish hue then turning white or yellow. At first it did not appear to be traveling at any speed. Then it seemed to go up and down and sometimes change off and go from side to side at what seemed to be a very great speed. It seemed pretty high in the air - too high to be any kind of a light from the ground. There was no beam. No sound could be heard. A faint exhaust trail was discernible when it moved up or down or from side to side. Finally it began to move away toward the SW at very great speed and disappeared over the horizon at about 20:00.

See: 48, 48b, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f & 30 and 32.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS


1. Date 7 Jan 48 Incident # 480
2. Time 1930 EST
3. Location Clinton County Army Air Field, Wilmington, Ohio
4. Name of observer James E. Nelson,
5. Occupation of observer Corporal, on duty in Control Tower
6. Address of observer Clinton County AAF,
7. Place of observation Control Tower, Clinton County AAF
8. Number of objects 1
9. Distance of object from observer some 15 to 20 miles
10. Time in sight 35 minutes
11. Altitude H/S
12. Speed Hovered then moved with great speed
13. Direction of flight South West
14. Tactics Changed shape on ascent and descent - When it climbed it was right side up - (point up) when descending the point turned down
15. Sound None
16. Size larger than star
17. Color White changing to red to green
18. Shape Triangle
19. Odor detected H/S
20. Apparent construction surrounded with burning gas or something that emitted light
21. Exhaust trails When ascending & descending it appeared to trail a green mist
22. Weather conditions light scattered clouds with a haze toward the SW
23. Effect on clouds Could be seen thru the cloud which passed under it.
24. Sketches or photographs 4 pencilled sketches
25. Manner of disappearance disappeared on SW heading at great speed
26. Remarks: (over)

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The object when first sighted appeared white then it turned red. Its real shape could not be distinguished until it [redacted]. It then took the form of a cone or up-side-down triangle. (See Sketch "A")

 Sketch "A"

 It was right side up (Sketch "B")

On ascending and descending it appeared [redacted] a green mist following it
See Sketch "C" —  — green mist

Speed could not be determined in miles per hour for it appeared to hover at spots, then, when it moved, it moved with great speed. After making a vertical descent and ascent it headed due SW at great speed and disappeared at approx 1955 EST. Distance from the field when first sighted was some 15 to 20 miles. There was no sound. The trail, maybe from exhaust, was green (at least thru the field glasses it appeared green) During the time it was under observation a cloud passed under it and the light shown thru.

According to this observer the object was not a balloon, a comet, star or any known aircraft. The light did not seem from an aircraft's running lights. The whole object appeared surrounded with burning gas or something which emitted a light.

See also: 48, 48a, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f and Incidents 30 and 32.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 480
2. Time 19:30
3. Location Clinton County AAF, Wilmington, O.
4. Name of observer S/Sgt John F. Haag
5. Occupation of observer S/Sgt
6. Address of observer Clinton County AAF
7. Place of observation Control Tower
8. Number of objects 1
9. Distance of object from observer ~~N/A~~ Around 5 miles from field
10. Time in sight 25 minutes
11. Altitude ~~N/A~~ 15,000 to 20,000 ft
12. Speed N/S - apparently slow
13. Direction of flight heading of 200°
14. Tactics ~~N/A~~ Moved from altitude of 15,000 ft to 10,000 ft without noticeable forward or backward motion (about 3 or 4 times)
15. Sound N/S
16. Size N/S
17. Color changing colors (red and green)
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions overcast
23. Effect on clouds could be seen thru overcast
24. Sketches or photographs None
25. Manner of disappearance disappeared over horizon on heading of 200°
26. Remarks: (over)

CONFIDENTIAL

(CONFIDENTIAL)

CHECK-LIST FOR SCOUTING PLATOON OBSERVERS

Date 7 Jan 54

Location 4 300

1. Time 1300 to 1330
2. Location Clinton County Army Air Field, Wilmington, O.
3. Name of observer Mr. Ralph E. Price
4. Position of observer S/S
5. Branch of observer Clinton County AM
6. Place of observation Clinton County AM
7. Nature of objects 1
8. Distance of object from observer Ground up to at first seen 4,000 ft high
9. Time in sight N/S
10. Altitude 4,000 ft
11. Speed estimated due to appearance
12. Direction of flight upper the wind
13. Tail fin described as four point first seen to landing
14. Shape N/S
15. Size N/S
16. Color blue-colored
17. Length N/S
18. Other description N/S
19. Approximate construction Red "Y" or
20. Wing or trails seen - "left or trails or tails like a series of combs"
21. Weather conditions clear to scattered
22. WFT-4 or clouds in sight could be even then clouds photographically in.
23. Evidence or photographs taken
24. Name of photographer Sgt. W. L. Price
25. Remarks none

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Object seemed to be some sort of flame. Witness thought it was some aircraft in trouble. Remembered the color as pale & light as if to determine if it were a fire. It appeared, with the naked eye, to be a very bright light the color of ordinary fire which just was perceived although in the manner of a parachute flame rising on descent. The intensity of the light varied. This was attributed to clouds passing overhead below. However the light was readily discernible thru the clouds. The sky was clear he mentioned. When the object was observed in the clouds there was a decided difference. Says very of the 1944 saying that object was yellow or flame color. When first seen it appeared to be about 3,000 ft but disappearing over the horizon would make it hard to tell. The appearance was very close in appearance and it left no trails or tails like a rocket or comet. Flame of disappearance was approximately the same from position of observation.

NOTE: See also 10, 11a, 11b, 11c, 11d &
12, 13a, 13b, 13c, 13d, 13e, 13f
& 30 and 31

CONFIDENTIAL

You were in my company.

ON THE EVENING OF 7 JANUARY 1948 AT APPROXIMATELY 10:00
I LEFT THE UNIDENTIFIED AIRFIELD & WENT ON TO MY HOME IN THE
IN THE NEXT FEW MINUTES OF P.M. THE OPERATIONS C. I WAS
WENT FIRST & CHECKED IT ALL TO SEE THE TOWER AND HAD THEM LOOK AT
FROM THE FIELD CLASSER. THEY SAID IT WAS MOVING BUT DIDN'T
NOT MAKE OUT WHAT IT WAS. I WENT UP TO THE TOWER AND LOOKED AT IT
THROUGH THE FIELD CLASSER AND IT APPEARED TO BE POINTS UP AND DOWN
& I HAD TO GO TO SILENCE. AT THE TIME I WAS CALLED BEHIND THE CONTROL
AND THE BASE DID NOT LOOK COULD STILL BE SEEN THROUGH IT. AT
APPROXIMATELY 10:15 THE TOWER BEGAN TO MOVE AND TURNED THE TOWER
WENT ALL TO BEHIND OVER THE CONTROL AT ABOUT 10:30

1/Ms. Isabel Taylor A.S.E. 1701001

Isabel Taylor

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TO: WPM IT MAY 1944

SUBJECT: OBJECT FOUND IN MEXICO 1944

THE POWER WHICH WAS THE OBJECT FOUND WAS NOT TO BE FOUND FIRST OF THE FIELD FROM THE TOWER. WHEN FIRST VISITED IT APPEARED TO BE A BATTERY IN LIGHT THE POWER FOLLOWED BY WITH THE FIELD BATTERY THAT WAS USED.

IT WAS NOTED AND AS IT DID THE OBJECT TURNED THE WITH A CORRECTION. IT DECREASED AND INCREASED WITH OTHER BATTERY OF BATTERY. THE BATTERY HAD BATTERIES COVERED BY THE TOWER. A CORRECTION WAS MADE AT THE TIME AND THE BATTERY OF THE LIGHT BATTERY. WHEN THE POWER WAS USED THE POWER DID NOT

A DISAPPEARANCE ABOUT BATTERY. IT DISAPPEARED ABOUT BATTERY WHEN SOME BATTERY WAS IN THE FIELD. THIS FACTORY IS USED TO THE BEST OF MY KNOWLEDGE AND REASONING.

CPL. JAMES E. BROWN, BATTERY

James E. Brown

CONFIDENTIAL

Whereas, the undersigned, following the recommendations made in
the report, heretofore approved by the Board of Directors, of the [Company]

Do hereby certify that the following is a true and correct copy of the

Articles of Incorporation of the [Company]

as amended to date of [Date]

and of the Charter of the [Company], Washington, D.C.

and of the By-Laws of the [Company]

as approved by the Board of Directors of the [Company] on the [Date] and as amended to date of [Date]

Witness my hand and the seal of the [Company] this [Date] day of [Month], 19[Year]

Attest: [Name], Secretary of the [Company]

and of [Name], Treasurer of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

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and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

and of [Name], Vice President of the [Company]

[Handwritten signature]

THE BUREAU OF INVESTIGATION

On the evening of 7 January 1944 at approximately
11:00 P.M. the subject was observed to enter the
1100 1st St NE, in the general direction of C. C. S. S.
which appeared to be the employee wing of the district
and to be accompanied by two men. The following information
was obtained from the subject's own statement and from
other sources available to the Bureau: The subject was
seen to enter the building at 11:00 P.M. and to be
accompanied by two men. The subject was seen to be
in the building at 11:00 P.M. and to be accompanied
by two men. The subject was seen to be in the building
at 11:00 P.M. and to be accompanied by two men.

SPECIAL AGENT IN CHARGE

John F. [Signature]

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION
COMMUNICATIONS SECTION
WASHINGTON, D. C.

20 January 1967

SUBJECT: Report concerning Public Information release of 3 January 1967.

TO : Col. J. Francis Taylor (copy) WAC, 433-Decker Flying Division.

1. A partly blank release of information was made by the Public Information Office of this office relating only to an overpass reported to Public Information concerning the appearance of what was termed a "big photograph." (See Inclosure 1.)

2. Before this release was placed in the Washington Post-Journal, Washington, this publication was checked with Public Information Office, WFO, DC.

3. Public Information has distributed a United Press release of 20 December 1967, stating that a new report should be made in the newspaper's headlines about January 7. This statement was issued by Lieutenant Taylor (copy), Bureau Communications, Harvard University, Cambridge, Mass. (See Inclosure 1.)

William D. Gandy
William D. Gandy
Major, USAF
Public Information Officer

DEFENSE RELEASE

REF ID: A66000
14 JAN 1950

3 January 1950

0301
(Continued 4)

CONTINUED REPORT

XXXXXXXX, Pilot, was 3-4 city planes, reported to establish at the Clinton County Air Base at having his experience of a flying jet was trailing a gamma green shot, appeared in the northeast corner of Washington last night between 7:00 and 8:00 P.M.

Flight Sgt. F. Huber and Sgt. John Nelson, control tower operators at the air field, flew out the planes at 7:00 P.M. and observed the anomaly to the city until 7:30 P.M. when it appeared disappeared into the horizon. The air controllers were requested to the air at 7:00 P.M. and then advised that they observed an object appeared to be terrific bursts of speed. The vehicle brightness of the city planes appeared through a heavy layer of clouds previous observations after the sun, and appearing other celestial planes.

Flight Sqn. Lt. Brown, Flight Sqn. P. May, Capt. Harold E. Stone and Flight Sqn. Major, crew members of the aircraft, joined the control tower operators in observing the city phenomena for approximately 25 minutes.

END

0301

03

SECRET

Mr. Taylor, Sec. 11, -10.11-12a which of the sun, as yet un-
 known, more extending through space has been described tentatively as
 the "light bulb" of the sun and would seem visible in the northern
 hemisphere about January 1, 1917. Mr. Taylor said today.

Prof. Taylor, Director of the Harvard Observatory, said the
 object is really a nebulous hemisphere disc, but that it should be bright
 enough in the northern hemisphere to be visible to the naked eye, possibly
 during Christmas week.

On a basis of the tentative calculation of the width-the path,
 we think we think it is something-the sun's width should be seen already after
 sunset in the northern hemisphere, which is now the opportunity
 to look.

It should be visible for several nights, probably longer," Dr
 Taylor said.

It is believed that the sun itself already has been photographed
 and photographed by the Hubble Observatory in Harpa, and that some "light-
 emitting matter" has been observed. It said these calculations of the object's
 width have been supported at Harvard Observatory, which is a clearing house for
 astronomical matters.

Since these calculations it has been possible to make a tentative
 determination of the sun's width. Hubble's, however, says that just last
 week he discovered the material at which the sun is formed.

It is not to be seen as 1,000 years," Prof. Taylor said, "before
 which completes the width to show 75 feet. However at the sun itself in the
 northern hemisphere has appeared it is not as large as Hubble's, but much
 brighter. It is not expected to be as bright when it becomes visible in the
 south

perhaps significant.

The work, according to the observations, was within 20,000, 000 miles of the sun and 100, 000, 000, 000 miles from the earth, and it is not possible to say whether it is a completely new planet, or a satellite of a planet.

Prof. Hoyle said that his agreement of the sun's light probably would not come a shadow of a doubt as early as any other planet, including Mercury's, do. He explained that the sun's light will be at the point a distance of 100, 000, 000, 000 miles from the earth.

Extracted from
Herald, New York
Miami, Florida
20 February 1957 issue.

10-10-1952

Dear Mr. [Name]:

I have your letter of [Date] regarding [Subject].

I am sorry that I cannot give you a more definite answer at this time.

I will be glad to discuss this matter with you if you wish.

I am sure that you will understand my position.

Sincerely,
[Signature]
[Title]

RESTRICTED

FORM 4-55 (REV. 1-15-55) **PHOTOGRAPHY REPORT**

1. Date **3 Jan 56** Section 3 of 4
2. Case **N/A**
3. Location **around Nashville, Ky.**
4. Name of agency **Mc & Co. Warren**
5. Motivation of observer **N/A**
6. Name of aircraft **N/A** **piloted by Lt. WESLEY WOOD** **landed at Nashville, Ky.**
7. Time of observation **unknown** **N/A**
8. Number of objects **1**
9. Distance of object from observer **N/A**
10. Time to sight **N/A**
11. Altitude **N/A**
12. Speed **N/A**
13. Direction of flight **East**
14. Turning **None**
15. Color **N/A**
16. Size **N/A**
17. Order **N/A**
18. Shape **small, simple**
19. Other detected **N/A**
20. Approach description **N/A**
21. Release trails **long trail of smoke or exhaust**
22. Weather conditions **N/A**
23. Effect on observer **N/A**
24. Position or photographs **None**
25. Nature of photographs **None** **included with a handwritten display of signs, etc.**
26. Remarks (over)

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TOP

According to a WFO New Orleans teletype dated 2-23-58, 9 AM, relayed from
New Orleans, Louisiana, a Mr. & Mrs. Harrison were driving to their car in an
area of New Orleans, Louisiana, when they saw a small, dark object flying very high
above the city & long trails of smoke or exhaust. The typical aircraft exhausts
formed into a beautiful diamond shape of sparks, etc. The object appeared
to be following a straight course.

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10 Jan 52

Living Bird Incident at Douglas, Maryland

According to a 2200 hour transmission at 1200-1200, ⁷ Jan 48, Captain Cross
Llewellyn, Jr. and Mrs. Manning were driving to their car at 1000 ft
10 or about 1200 ft. They saw they saw a parallel-line object flying very
fast and which left a long trail of smoke or exhaust. The birds clearly
afterwards turned into a beautiful fireworks display of splashes, etc.
The object was traveling west in a straight course.

50

1950

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CONFIDENTIAL - SECURITY INFORMATION

Date: 20 Jan 68 (see reverse side of sheet) 201001/00

2. Time: 20 JAN 1968
3. Location: Wilmont, N. J., (37° 00' 30" N, 74° 10' 00" W)
4. Name of observer: Mrs. Edna Ross
5. Occupation of observer: authority on knitting
6. Address of observer: 161 New Apt. Wilmont, N. J.
7. Place of observation: 1st Flr. Apt. Wilmont (Dw. of Mrs. Ross)
8. Number of objects: 1 white cloth like X piece
9. Distance of object from observer: Unidentified
10. Time in sight: 3-4 minutes
11. Altitude: varying: very low
12. Speed: slow
13. Direction of flight: unknown (270°)
14. Behavior: looks like hot object
15. Sound: None
16. Size: fingertip
17. Color: yellow, red or silver-colored
18. Shape: oval: very dim
19. Size estimated: 1/8"
20. Height estimated: 1/8"
21. Estimated velocity: 1000
22. Weather conditions: Over night
23. Effect on clouds: 1/8"
24. Sketches or photographs: Attached a picture of Mary published in "Life" which would do (longest shot)
25. Name of photographer: Bill Ross
26. Remarks: (see)

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(**CONFIDENTIAL**)

FORM-COPY - REPRODUCIBLE FOR USE ONLY

- 1. Date **10 Aug 54** Section 7 304
- 2. Time **10 24 AM**
- 3. Location **Wilmington, N. C.**
- 4. Name of observer **Wm. Sawyer**
- 5. Description of observer **Commander**
- 6. Address of observer **101 First Ave., Wilmington, N.C. Army**
- 7. Place of observation **Over 101 First Ave (3rd floor) in a 10th story bldg**
- 8. Nature of object **?**
- 9. Distance of object from observer **300 ft ±**
- 10. Time in sight **5-6 seconds**
- 11. Altitude **Very high**
- 12. Speed **Slow descent**
- 13. Direction of flight **down**
- 14. Type of object **Several small curved sections, separated and disorganized below horizon**
- 15. Sound **none**
- 16. Size **1/2" - 1/4" of height**
- 17. Color **orange-colored**
- 18. Shape **None at all**
- 19. Was detected **100%**
- 20. Observer's confidence **100%**
- 21. Weather conditions **Clear**
- 22. Weather conditions **Clear night**
- 23. Clouds or clouds **100%**
- 24. Direction or photographs **none**
- 25. Nature of disappearance **fell into sea**
- 26. Remarks **(none)**

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Objects were brought to Mrs. Krueger's attention by Mrs. Hoops. Mrs. Krueger
did not admit seeing any of the objects. I think it was a flying
saucer as I have never seen anything equal to it before. The three objects that
she saw first appeared to be a round orange-colored disc or ball, the one
being smaller. And that these objects appeared to descend vertically toward
the earth in a slow and steady manner until disappearing from their sight.
Mrs. Hoops said that Mrs. Krueger observed two objects (apparently red) and
that they were originally one object which separated at about the time Mrs.
Krueger sighted it.

All witnesses (Mrs. Hoops, her son and Mrs. Krueger) agree on the following:

Color and shape Most of us did not know the color which had a yellow, red or
silver color. Outline was distinct and did not appear wavy or
irregular. It was in an oval or disk. No noise or apparent
trail was seen. Hoops said by track. All stated that it was
not in their knowledge a balloon, kite, dirigible, plane, parachute
or any other known object and all seemed to have a gravity and
knowledge as to the appearance of the free-body.

NOTE: Witnesses appeared calm and normally amiable in her responses to various
questions.

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Editorial

The Journal of Management Studies is pleased to announce the appointment of Professor [Name] as the new Editor of the journal. Professor [Name] has a long and distinguished career in the field of management studies, having previously served as the Editor of the journal for [Number] years. During his tenure, the journal has published a wide range of high-quality research, and we are confident that Professor [Name] will continue to lead the journal in this tradition.

Professor [Name] is currently a Professor of [Department] at [University]. He has authored or co-authored numerous books and articles on a variety of management topics, including [List Topics]. His research has been widely cited and has made significant contributions to the field. We are excited to have him join the editorial team and look forward to his continued leadership of the journal.

The Journal of Management Studies is an international, peer-reviewed journal that publishes research in all areas of management. The journal is committed to the highest standards of academic excellence and to the advancement of knowledge in the field. We welcome submissions from researchers around the world and are particularly interested in research that has practical implications for management practice.

For more information about the journal, please visit our website at [Website URL]. We also have a Facebook page and a Twitter account. If you have any questions or would like to submit an article, please contact the editorial office at [Email Address]. We look forward to receiving your submissions and to working with you on the journal.

The Journal of Management Studies is published quarterly by [Publisher]. The current issue is available in both print and online formats. The print edition is available for purchase from [Retailer]. The online edition is available for free access to subscribers. For more information about subscriptions, please contact [Contact Information].

COMPLETES

[The text in this section is extremely faint and illegible due to the quality of the scan. It appears to be a list of names or entries, possibly organized in columns.]

[This section contains additional faint text, likely a continuation of the list or a concluding statement, which is also illegible.]

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18. During the interview, Mrs. Evans frequently stated that corresponding with Frederick Frank, the well-known communist from Moscow, had given officials regarding the airplane and insisting that some action be taken, was just the kind of interference in my affairs it might bring on the part of someone else along with a bad reputation. She said she had no fear of the internal security.

Respectfully Submitted,

Alfred Lansing
ALFRED C. LANSING
Executive Director
Analysis Division
Intelligence Department

Robert F. Fittell
ROBERT F. FITTELL
Chief Clerk
Analysis Division
Intelligence Department

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FORM 1-57 (REVISED) (SEE INSTRUCTIONS)

Date 3 Sept 57

Location 2

- 1. Type 100
- 2. Location 070000000000
Name of observer Hqs. Support Sq.
- 3. Organization of observer Hqs
- 4. Address of observer Hqs
- 5. Place of observation 070000000000
- 6. Nature of objects 12 to 15
- 7. Distance of objects from observer Hqs
- 8. Time in sight Hqs
- 9. Altitude high
- 10. Speed Hqs
- 11. Direction of flight Hqs
- 12. Track Hqs
- 13. Course Hqs
- 14. Size 1/2
- 15. Color white
- 16. Shape round
- 17. Other markings Hqs
- 18. Apparent characteristics Hqs
- 19. Launch vehicle Hqs
- 20. Weather conditions Hqs
- 21. Effect on clouds Hqs
- 22. Division or paragraph 000
- 23. Number of observations Hqs
- 24. Remarks 12 to 15 from other objects seen at high altitude
also, Group, Group at 12, 3 Sept 57 date observer was observing
a total of 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, 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

RESTRICTED

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Federal Bureau of Investigation
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
SEP 4 1947
CHICAGO

June 24 51

THE DIRECTOR

1-1-47

1:42 PM EDT 848

URGENT 8 4 4 7 3

RE CHICAGO 8:42 PM. A MR. JAMES EARL RAY, BORN, REPORTED TO HAVE
HAD VISITS TO JAMES EARL RAY IN CHICAGO AT A HOME ALIEN AT
2640 FIFTH ST, 1871 THIRD, FORTYFOUR, JAMES EARL RAY, BORN, BORN
MAYBE 1918. EARL RAY FLYING CHICAGO. VIA IS UNKNOWN.

URGENT

END
3
JAMES EARL

7-18 848 OF THE PAGE OF 848



FORM 4130 UNCLASSIFIED FILMS SUBJECTS

1. Date of report 27 ENCLOSURE 2
2. Time 1400
3. Location Hamilton Fld, OGD
4. Name of observer Capt William S. Brown
5. Occupation of observer Capt, USAF, Assistant Operations Officer
6. Address of observer Hamilton Fld
7. Photo of observer Hamilton, MA, OGD, Lt. JG (S) 1224 30 W
8. Nature of object U
9. Distance of object from observer observed from ground
10. Time in sight N/A
11. Altitude 5,000 - 10,000 Ft
12. Speed very fast approx F-80 look as if it were supersonic
13. Direction of flight SOUTHWEST toward Oakland
14. Position at object passed horizontal flight. No object
 seemed to be going from left to right and right to left
 like usual in aircraft formation
15. Sound No sound heard
16. Size 15-20 ft in diameter
17. Color white shiny
18. Shape slender like a ball
19. Any distinctive N/A
20. Observer's conclusion N/A
21. Remarks none
22. Remarks - classification CLASS
23. Remarks on clouds N/A
24. Copies or photographs None
25. Name of disseminator Disappeared in flight
26. Remarks (other)

CONFIDENTIAL

CONFIDENTIAL

Capt. [redacted] saw two unidentified aerial objects of approximately 2,000 to 3,000 ft. spanning about a P-40. He thought they were approximately 15 to 20 feet in diameter. In shape they were oblong like a ball on the bottom but not completely round. They flew straight and level but the second flying alone having the first at the same altitude seemed to be going from left to right and right to left. They were like a guard in an aircraft formation. Due to the size of the P-40, no sound could be heard from them. They did not leave any vapor wakes or visible trails. The weather was clear and Captain [redacted] and Lt. Paul [redacted] watched them until they disappeared in flight. Possibly some [redacted] [redacted] toward the coast.

NOTE: Capt. [redacted] stated nothing directly throughout the interview.

CONFIDENTIAL

CONFIDENTIAL
 CONFIDENTIAL UNCLASSIFIED PAPER OBJECT

- Incident 9 504
1. Date 17 July 67
 2. Time After 1000
 3. Location Hamilton Fld. California
 Name of observer Mark E. Stewart
 4. Occupation or assignment 1st Lt. Air Res. (Observer 3-03 pilot)
 5. Address of observer Donald H. King 3344, Wain, or Calif.
 6. Class of observation 1st Lt. W. King 31' 8"
 7. Number of objects 1
 8. Distance of object from observer 700
 9. Time in sight 15 seconds
 10. Altitude 10000 ft
 11. Speed Approx 750 mph
 12. Duration of flight 1000'
 13. Behavior similar to fighter w/ a slow maneuvering inverted climb
 14. Shape none
 15. Size N/A
 16. Color white silver
 17. Shape N/A
 18. Color detected N/A
 19. Approach characteristics 300'
 20. Emission tracks None
 21. Observer confidence N/A
 22. Aircraft no. assigned N/A
 23. Remarks as paragraphs None
 24. Status of report None out of sight
 25. Remarks (over)

CONFIDENTIAL

Witness's attention called to unidentified flying object by Capt Edward
Shawyer witnesses the F-80 at 250 miles on preliminary approach for
landing at Hamilton Fld. Object was estimated to be following F-80 at
4000 or four times its speed. A second later another object appeared and
then a third described as something similar to a fighter's silhouette when
accompanying a heavier ship, on a left to right movement over the object
first observed. The object exhibited tail maneuvering north and of sight.
Time could not be estimated but was believed to be above 5,000 ft altitude.
Described as white-white in color, and emitting odd characteristic sounds.

CONFIDENTIAL

**MEMORANDUM FOR THE ATTORNEY GENERAL
OFFICE OF THE ATTORNEY GENERAL
WASHINGTON, D.C.**

Date
1/10/50

Handwritten note

TO : The Honorable Earl Warren

FROM : [Redacted], [Redacted] (NY 100-100000)

SUBJECT: [Redacted]

RE: [Redacted]

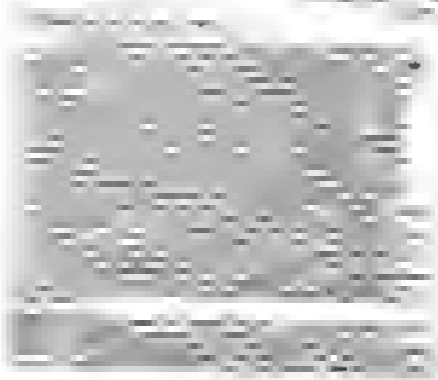
Handwritten signature: J. Edgar Hoover

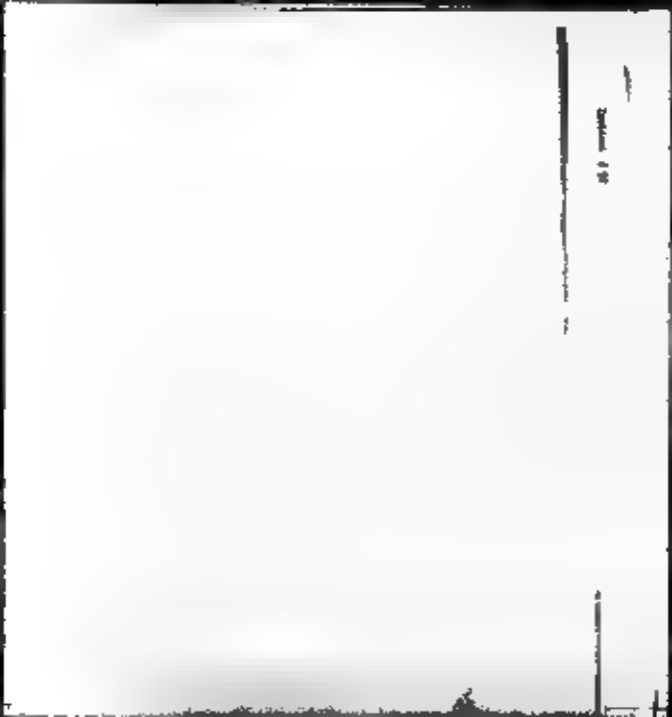
Enclosure (NY 100-100000)

FILED IN NY 100-100000
DATE: 1/10/50

CONFIDENTIAL

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED





100-100000

RESTRICTED

FEDERAL BUREAU OF INVESTIGATION

1. Date 18 June 57 Reference # 55
2. Time 1035 AM
3. Location 30 miles northwest of Lake Meade, Nevada
4. Name of observer 1st Lt. Eric E. Armstrong
5. Occupation of observer Army Captain, Nevada Air, San Antonio, Texas
6. Unit or organization 48th Tactical Fighter Squadron, 48th Tactical Fighter Wing, 48th Tactical Fighter Wing, 48th Tactical Fighter Wing
7. Place of observation 30 miles northwest of Lake Meade, Nevada
8. Number of objects 5 or 6
9. Distance of objects from observer 2/3
10. Type of light N/A
11. Altitude 5,000 FT.
12. Speed 100 MPH
13. Direction of flight 180° (W)
14. Pattern horizontal very close formation
15. Sound N/A
16. Size 30' in diameter
17. Color white
18. Shape circular
19. Object detected N/A
20. Appearance and condition N/A
21. Release trails N/A
22. Weather conditions N/A
23. Altitude as shown N/A
24. Duration of photographs None
25. Name of photographer N/A
26. Remarks (over) RESTRICTED

SECRET

1

On 28 June 1954 [REDACTED] in a P-51 based [REDACTED] Oregon, by way of
Madison, Oregon, at approx 1515 (000) (approx at 10000) and ground speed of
245 MPH altitude 10,000 ft, approximately 30 miles NW of Lake County, Oregon,
in direction of approx 50° E white, circular objects at 1000, position alt: 10000
approximately 1,000 ft, on a course of 120° and flying at an estimated speed
of 250 MPH. The objects were flying very smoothly and in a loose formation.
The estimated size of the white objects was approximately 30' in diameter.
In formation was more the white objects straight birds black the type of
planes was very fast. It was certain too that the white objects were not
jets or conventional aircraft since he has flown both.

ANALYST'S OPINION

In Armstrong was very definite in the explanation and was not the propounding
type. He merely stated what he saw and drew no conclusions.

SECRET

1

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Environ Biol Fish

Section 479

Page 10 of 10

RESTRICTED

FORM-1487 UNCLASSIFIED EDITION OBSERV

1. Date 23 July 57 Page 4 of 20
2. Time 1952 (0715 local)
3. Location Sumner Rd., Redwoodville, Redwoodland
4. Name of observer John Patrick Elliott & Le Hammer
5. Description of aircraft unknown, equipped with Navigator & Public Address System
6. Address of observer N/A
7. Place of observation Sumner Rd., Redwoodland 40° 30' N 120° 27' W
8. Number of objects 2 Unidentified
9. Distance of object from observer N/A
10. Time in sight 1/2 Three minutes
11. Altitude 15,000 ft.
12. Speed high visually - stated to be faster than commercial jets
13. Direction of flight NE
14. Feature straight down
15. Length in miles
16. Size N/A
17. Color reddish flashes of light
18. Shape N/A
19. Size described N/A
20. Apparent construction N/A
21. Power tracks N/A
22. Weather conditions high overcast clouds visibility 15 miles
23. Effect on clouds N/A
24. Position on photographs None
25. Number of observations N/A
26. Duration 10000?

RESTRICTED

SECRET

Witnesses were walking when they observed a peculiar reddish light. They thought at first that it was the light of a shooting star but in fact no sound. It appeared again and they thought it was a plane flying at very high altitudes. Then a number of triangular flares were observed for three minutes. After observing the strange forms of light and hearing no form of sound they concluded that it was definitely not a plane. As the witnesses appeared and departed.

SECRET

~~CONFIDENTIAL~~
RESTRICTED

1. **Significance** - *1950, and 1951*
194 24, 25, September 194 26, 27, 28, 29
2. **Design** - *Strong, lateral, high, pressure*
194 24, 25, 26, 27, 28, 29
3. **Place** - *London, England, 194 24, 25, 26, 27, 28, 29*
4. **Year** - *194 24, 25, 26, 27, 28, 29*
5. **Character** - *Approximately 10,000*
194 24, 25, 26, 27, 28, 29
6. **Number** - *High, atmospheric, stability, better*
194 24, 25, 26, 27, 28, 29
7. **Building** - *From 194 24, 25, 26, 27, 28, 29*
8. **Material** - *High, relative, stress, in its nature, and*
194 24, 25, 26, 27, 28, 29
9. **Significance** - *The structure was a LIGHT weight of steel, designed*
194 24, 25, 26, 27, 28, 29
10. **Reported by** - *Miss Patricia Smith, (Washington, D.C.), (Washington*
194 24, 25, 26, 27, 28, 29
11. **General** - *The reference found in the 194 24, 25, 26, 27, 28, 29*
194 24, 25, 26, 27, 28, 29

RESTRICTED

[Signature]
194 24, 25, 26, 27, 28, 29

~~CONFIDENTIAL~~

10/10/2024

WIND-LINE - UNSTRUCTURED FLAME OBJECT

On 6 July 67

Revised 8 66

1. Date 20/6/67
2. Time 2045 hours
3. Location Birmingham, Alabama
4. Name of observer Staff Sergeant Tom L. Livingston
5. Description of object 2 1/2 ft. x 200 hours on Pilot and Rocket Motor
6. Address of observer 1300 Maple Lane, Green Acres, Birmingham, Ala.
7. Place of observation In above 1 1/2 x 1/2 x 1/2 ft
8. Number of objects 7 to 10
9. Distance of object from observer Unobserved
10. Time in days 2 1/2
11. Altitude 2000 ft above surface at 100 miles
12. Speed 300 to 400 mph
13. Direction of flight Northwest
14. Features unusual shape - rounded in arc
15. Sound hum
16. Size 2 ft in diameter
17. Color B/S
18. Shape round
19. Size detected B/S
20. Apparent construction B/S
21. Material visible B/S
22. Visible emissions B/S
23. Effect on clouds B/S
24. Number of photographs 10 see photographs
25. Nature of photographs B/S
26. Remarks (none)

RESTRICTED

At 2300 hours, 5 July 47, Staff Sergeant Livingston's attention was called by a neighbor (a Mr. Norman E. Rockwell) to witness the "flying disc". The objects appeared in the west of Burlington and were crawling across the sky. They appeared to be XXXX above the horizon at a 15° angle at an unestimated altitude may. They were approximately 7 ft in diameter and round. They produced a dim glow of light and were traveling at an estimated speed of XXX to XXX MPH. The object or objects appeared to be traveling in a definite arc across the horizon. And he took an aim was out of sight, neither could remember which it was not clear to the west point. One seemed to come straight up. The view of its source was obstructed by a bush or house but upon reaching the altitude of approximately 3000 ft it started off in the same direction as the others. Sergeant Livingston says that at this part of his time was more than one object at a time, and that it could have been one object if all his personal opinion that there was more than one object. The discs were clear and appeared composed of a single light.

CONFIDENTIAL

RESTRICT 3

Belca
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REPLY TO: Legal Affairs Div.

ATTN: AIR SUPPORT DIVISION, Strategic Policy, New York, NY Air Mail

RE: Contracting Proposal, Long Air Force, Washington DC, A. C. ATENT 21/11.2

Revised for your information.

FOR THE COMMANDER (copy):

3
2

[Signature]
E. K. K...
Colonel, USAF
Head Office of Staff...

7
4
RESTRICTED

1938
11/14

with white
lines

CHAPTER 1

The first part of the book discusses the history of the subject and the various methods used to study it. It covers the development of the field from its early beginnings to the present day, highlighting the contributions of key figures and the evolution of theoretical frameworks. The text also explores the practical applications of the research and the challenges faced by researchers in this area.

The second part of the book focuses on the methodology of the study, detailing the design of the experiments, the data collection process, and the statistical analysis used to interpret the results. This section provides a comprehensive overview of the research process, from the initial hypothesis to the final conclusions.

The third part of the book presents the results of the study, discussing the findings in detail and comparing them with previous research. It also addresses the implications of the results for the field and offers suggestions for future research. The book concludes with a summary of the key points and a final reflection on the state of the field.

APPENDIX A

TABLE 1.1

APPENDIX B



Report for Film of Paper Mailed (Washington, D.C., Incident #14)
REF ID: A66387

1. Reference is made to the incident known as the July 25th, 1957, airplane " hijack of Lindbergh Field", regarding an unidentified subject photographed near Washington, Kansas.

2. It is requested that you examine the negative and the information listed below and advise the Bureau regarding the above.

- a. Size of image.
- b. Type of film used.
- c. Developer, as well as time and temperature.
- d. Focal length of lens and "F" value used.

3. It is requested that you advise in return the original negative and the listed photographic data.

Enc. 1
BU 44-3-262 SF 70
Washington 2470 (24-44)

A. C. JENSEN
Washington Army Post
Airbase Division
Criminal Investigation Department

WAS/enc
2-11-57
Bu File
July 26

RESTRICTED

SECRET

CONFIDENTIAL

1 May 1954

MEMORANDUM FOR THE DIRECTOR

FROM: SAC, [redacted]

SUBJECT: [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Request for Film of Subject Negative (Huntington, Ala., 100-2000 (100)

MEMO

TO :

BY :

1

1. Reference is made to the enclosed letter dated 6 July 1957, subject: "Report on Local Physical Shop", regarding an unidentified subject photographed near Huntington, Alabama.

2. A study by the appropriate agencies of the negative and the information listed below may reveal valuable information regarding the subject:

- a. Name of camera.
- b. Type of film used.
- c. Developer, as well as time and temperature.
- d. Focal length of lens and "F" value used.

3. It is suggested that advice be taken to locate the original negative and the local photographic shop.

1 Encl.
 for 100 @ 101 of 10
 Birmingham 100-2000 (100 copy)

L. H. BISHOP
 Subject's Location
 Analysis Section
 Birmingham Department

100-2000
 Serial
 No. 100
 King 100

2000-01-01

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Section 4.91

RESTRICTED

CONFIDENTIAL - DISSEMINATION RESTRICTED

1. Date 20 July 1962 Serial 5 57
2. Loc OCEAN
3. Location West end long pier, HMAS, RAAF, Darwin
4. Name of observer Tim Moore, Neil Mann, Kevin, Douglas and Geoffrey
5. Description of observer All employees of Darwin, Newcastle and Ipswich Oils Refining Company which occurs in being transportation unit at Darwin P.O.
6. Nature of observer 25th observation aircraft
7. Floor of observation On board the "Casper" opposite East Sydney
8. Number of objects 1st one climbed 4 or 5 approximately 2 second spent and unidentified
9. Distance of object from observer 1/2 mi
10. Time in sight 1/2 mi
11. Altitude 1/2 mi 3000 ft altitude at an estimated 1/2 mile range
12. Speed high velocity - faster than space vehicle
13. Direction of flight NE (30° East of true North)
14. Type of movement horizontal flight
15. Sound 1/2 mi
16. Color 1/2 mi
17. Color 1/2 mi - object was seen - (flashes were white in red in color)
18. Shape 1/2 mi
19. Air-driven 1/2 mi
20. Approach characteristics 1/2 mi
21. Unusual trails 1/2 mi possibly that the observed was behind the radar display
22. Estimated maneuver 1/2 mi
23. ETC or other 1/2 mi
24. Remarks or photographs 1/2 mi
25. Name of observer 1/2 mi
26. Remarks (other) 1/2 mi

RESTRICTED

CONFIDENTIAL - DISSEMINATION RESTRICTED

Whoever did not see the subject but only saw or flew through approximately the correct area and conditions. The witness appeared ordinary in color and very ill-dressed to the glow of a firefly assuming they were larger and of equal interest. The witness did not describe the flight as a condition by at least a starting point or a plane, because of the overall speed of discharge of flashes, the color and the speed.

Observation: Capt Wallace, Master of the "Stargate" also saw the flashes while standing at the starboard mast. He stated that he had seen the same thing as approximately the same time and location as the witness of 12.15.1947 except that Capt Wallace the subject of flashes were traveling faster and frequently changed direction ("It changed course abruptly several times") and was headed generally to the left.

RESTRICTED

ABSTRACT

[REDACTED]

- 1. [REDACTED]
- 2. [REDACTED]
- 3. [REDACTED]
- 4. [REDACTED]
- 5. [REDACTED]
- 6. [REDACTED]
- 7. [REDACTED]
- 8. [REDACTED]
- 9. [REDACTED]
- 10. [REDACTED]
- 11. [REDACTED]
- 12. [REDACTED]
- 13. [REDACTED]
- 14. [REDACTED]
- 15. [REDACTED]
- 16. [REDACTED]
- 17. [REDACTED]
- 18. [REDACTED]
- 19. [REDACTED]
- 20. [REDACTED]
- 21. [REDACTED]
- 22. [REDACTED]
- 23. [REDACTED]
- 24. [REDACTED]
- 25. [REDACTED]
- 26. [REDACTED]
- 27. [REDACTED]
- 28. [REDACTED]
- 29. [REDACTED]
- 30. [REDACTED]
- 31. [REDACTED]
- 32. [REDACTED]
- 33. [REDACTED]
- 34. [REDACTED]
- 35. [REDACTED]
- 36. [REDACTED]
- 37. [REDACTED]
- 38. [REDACTED]
- 39. [REDACTED]
- 40. [REDACTED]
- 41. [REDACTED]
- 42. [REDACTED]
- 43. [REDACTED]
- 44. [REDACTED]
- 45. [REDACTED]
- 46. [REDACTED]
- 47. [REDACTED]
- 48. [REDACTED]
- 49. [REDACTED]
- 50. [REDACTED]

REFERENCES

[REDACTED]

~~RESTRICTED~~
RESTRICTED

Final Report or Synopsis

Serial 44414

2. Also, the Captain also told the four gentlemen that he was willing to make a complete report if the information is needed for official purposes.

William H. ...
WILLIAM H. ...
Captain, Air Corps
140-1114000-4011000

RESTRICTED

Section 8 91

CONFIDENTIAL UNCLASSIFIED FILES REPORT

Date 2 Aug 57

Page 1 of 2

1. Time 0000
2. Location NE of Detroit, Michigan
3. Name of observer Capt Jack Taylor and Capt Peter Thomas Kelly
4. Description of observer F-104 and Douglas - St James Flying Inc.
5. Address of observer N/A
6. Name of observation 400 070 N 1500 W
7. Number of objects 1
8. Distance or altitude from observer 2000 FT
9. Time to sight 2 minutes
10. Altitude 500 to 1,000 FT
11. Speed 500 MPH 3 times that of F-104
12. Direction or flight SW
13. Position N/A
14. Size 3/4
15. Size 40 inches or larger than F-104
16. Color White to grey
17. Shape Similar like that of F-104 (from rear) but without exhaust or flying wings
18. Seen detected N/A
19. Apparatus used tracking N/A
20. Release method N/A
21. Weather conditions Excellent steady day
22. Effect on clouds N/A
23. Method of photography None
24. Name of investigator One rapidly out of sight
25. Remarks (cont)

CONFIDENTIAL

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AIR
E

Letters of REWARD OFFERS:

W 208-4 11 17 Aug 49

2nd pag.

Re: the ROBERT GARDNER, British Agent. New York. 9 September 1949

To: Commanding General, Army Air Forces, Washington 25, D. C.
ATTN: AG/AG-2, the following: Security Matters Division.

Reference is made hereto.

See the complete report.

incl
info

~~CONFIDENTIAL~~
S. T. [unclear]
Colonel, [unclear]
and Chief of Staff, [unclear]

FOR [unclear]
JUN 1949
AGC 11/11

CONFIDENTIAL

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NR016 000

AMEMB WASHINGTON FIELD, WASH DC
Source: 2, Washington
ID No: 100-1047

NR016

NR016: Source of (with) Interest

...
Josephine (Mrs)
4444 N. 7th St.
St Paul, Minn 55110

The attached letter has been received from the source of the
above mentioned source (with) interest in Washington. It is submitted
for your information.

For the Commanding Officer

For Head C Room
STIC: SALES
Div: 11/10/50
Ref: 100-1047

Lead
✓ 100-1047 at Wash
to W. C. Smith

NR016

NR016

NR016

Source: 2, Washington Field, WASH DC

NR016

NR016: Source of (with) Interest, WASH DC
Source: 2, WASH DC

1. Forwarded for your information.

2. This headquarters wishes to forward the information attached in par 2
of the enclosure. Such source is a source of information who has been "checked"
by the source. It is the opinion of this headquarters that the source of information
has been checked and the information made up by the source of information. The
headquarters wishes to forward the information for the source of information. It is
the opinion of this headquarters that the source of information is a source of information.

FOR THE COMMANDING OFFICER:

J. Lee ...
WILLIAM T. ...
C/O, U. S. ...
Dept. of Justice

NR016
NR016

CONFIDENTIAL

NR016
NR016

FEDERAL BUREAU OF INVESTIGATION

Wash. Bureau
Washington 25

Aug 22, 1947

Chief
St. Louiser Bureau
Jersey Plains, Pa.

Attention: A-8

Dear Sir:

Enclosed is a copy of internal
report concerning "Flying Disk" which
is being forwarded to you with a
reply request from your office of this
date.

Very truly yours,

J.

F. B. Edwards
Chief of Bureau

Enclosure 1

TO: Mr. J. Edgar Hoover, Director
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

DATE: 10/15/64

RE: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

PAGE 7. 1947

Federal Bureau of Investigation
Washington, D. C.

Subject: Pilot's report of "Whiting Bomber" sighting on
June 24.

I thought you would be interested in the attached report, which
though it probably has no operational significance.

Mr. Paul furnished the following information concerning a formation
sighting reportedly over the reported flight. He said the
formation consisted of "several" aircraft of which one of about
the size of a B-29 was flying. It was an elliptical
formation and appeared to be flying in a "V" shape, being
followed by another aircraft in which a pilot was sitting, and
up to about 100 ft. in which a pilot was sitting. In this
formation they were flying over the ocean and were very
fast and at a very steep angle. It appeared to be a B-29
or larger in size and a B-29. And "black in color". It
appeared the pilot was sitting in the rear of the aircraft
of it a report was made, which was almost certainly correct
in these times.

I have Mr. Paul with me to see the information you.

Sincerely,

H. H. H. H. H.

H. H. H. H. H.
H. H. H. H. H.

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FORM-100 - OBSERVATION FLIGHT REPORT

1. Date 30 Sept 57 Incident # 29
2. Time 05 minutes after sunset
3. Location Wakeham Island to 0400 - beyond Easter Island
4. Name of observer Capt Stanley B. Griffin &
2d Officer Edward R. Palmgren
5. Occupation of observer Pilot and 2d officer. P-4
6. Address of observer N/A
7. Class of observation Wakeham Easter Island (0400-0500) (0500-0600) (0600-0700)
8. Number of objects 1
9. Distance of object from observer 1 mile
10. Time in sight 2 1/2 minutes
11. Altitude 5,000 to 10,000 ft
12. Speed 150 MPH (200 knots)
13. Direction of flight 75° true 180°
14. Track. Slightly changed across but showed horizontal flight
including a climb
15. Shape N/A
16. Size N/A
17. Color N/A (See notes - attached)
18. Stage N/A
19. Other observed. N/A
20. Approach construction N/A
21. Exhaust tracks N/A - light the color of an incandescent light
with a perceptible blue & no visible stage
22. Further conditions Note: 1) altitude after sunset
23. Notes on sketch No sketch as object
24. Sketches as paragraphs None
25. Summary of appearance Agreed to turn out 30 miles ahead of Wakeham
26. Remarks (over)

CONFIDENTIAL

63051

LDD, 14 00

UNCLASSIFIED EXCEPT WHERE SHOWN
OTHERWISE

DATE	TIME	TO	FROM	REMARKS
10 Sep 47		W. B. RAN		
10 Sep 47		MX		Trans (1) Copy of Memo for W. B. RAN, and 10 Sep 47, same subj. (1)
10 Sep 47				
10 Sep 47				

DATE	TIME	TO	FROM	REMARKS
10 Sep 47		W. B. RAN		
10 Sep 47		MX		
10 Sep 47				
10 Sep 47				
10 Sep 47				
10 Sep 47				

CONFIDENTIAL

JAFB/31/3044
Serial 5-0300

32✓
MEMORANDUM FOR THE DIRECTOR
Subject: Intelligence Item
Date Filed: 22nd Sept 1947
Classification: Secret

Summary

10 September 1947

- From: District Intelligence Officer 1040 Royal Air Force
To: Chief of Staff Intelligence
Re: Identification Object in Flight Observed by Two Analysts PIUKA,
Re: [A copy of Memo for HQ-1040, 2nd 10 Sept. 1947 was
subject.]
1. Enclosure (A) is forwarded for information.

R. R. [Signature]
R. R. [Signature]

See HQ-1040 (1)
Serial 794 217 1040, Station 2445 (2)

1. The first section discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second section outlines the various methods used to collect and analyze data, including surveys, interviews, and focus groups. It highlights the importance of using a mix of qualitative and quantitative techniques to gain a comprehensive understanding of the subject matter.

3. The third section describes the process of identifying and defining research objectives and questions. It stresses the need for clarity and specificity in the formulation of these objectives to ensure that the research is focused and relevant.

4. The fourth section discusses the importance of selecting appropriate research methods and techniques. It provides guidance on how to choose the most suitable methods based on the nature of the research and the available resources.

5. The fifth section outlines the steps involved in data collection, including the design of data collection instruments, the selection of participants, and the implementation of the data collection process. It emphasizes the need for careful planning and attention to detail to ensure the quality and reliability of the data.

6. The sixth section discusses the importance of data analysis and interpretation. It provides an overview of the various statistical and qualitative analysis techniques used to make sense of the data and draw meaningful conclusions.

7. The seventh section discusses the importance of reporting and communicating the results of the research. It provides guidance on how to structure and write a research report, as well as how to present the findings in a clear and concise manner.

8. The eighth section discusses the importance of ethical considerations in research. It outlines the various ethical principles and guidelines that researchers must follow to ensure the integrity and trustworthiness of their work.

9. The ninth section discusses the importance of ongoing evaluation and reflection in the research process. It encourages researchers to regularly assess their progress and make adjustments as needed to improve the quality and effectiveness of their research.

10. The tenth section discusses the importance of sharing research findings and contributing to the knowledge base. It encourages researchers to disseminate their results through publications, presentations, and other means to advance the field and benefit society.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The text also mentions that proper record-keeping is a key requirement for compliance with various regulatory standards.

2. The second part of the document focuses on the role of internal controls in preventing and detecting errors or fraud. It highlights that a robust system of internal controls is necessary to ensure that the organization's assets are protected and that its operations are conducted in a consistent and controlled manner. The text further notes that regular reviews and updates of these controls are crucial for their effectiveness.

3. The third part of the document addresses the importance of transparency and communication in financial reporting. It states that providing clear and concise information to stakeholders is vital for building trust and confidence in the organization's financial performance. The text also discusses the need for timely disclosure of material information and the role of management in ensuring the accuracy of the reported data.

4. The fourth part of the document discusses the impact of external factors on the organization's financial health. It mentions that changes in market conditions, economic trends, and regulatory requirements can all have a significant impact on the organization's financial performance. The text suggests that the organization should regularly monitor these external factors and adjust its financial strategy accordingly to mitigate any potential risks.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The text also mentions that proper record-keeping is a key requirement for compliance with various regulatory standards.

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100-111/104
Serial 1000

SECRET

23 September 1957

From: District Intelligence Officer, 10th Army District,
The Chief of Naval Operations.

Re: Subversive/Red Report to Flight Commanded by the American Pilot.

Re: (1) Copy of Memo for CNO-1000, dat 19 Sept. 1957, mem
100/104.

1. Enclosure (1) is forwarded pursuant to information.

R. A. 1000

see FID-Sub/10 (1)
and, FID-Sub/10, Stamp 1000 (1)

1948-49

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FORM 5-57 (Rev. 1-15-57) (Use for all types of aircraft)

Use 50 only if

Section 7 of 50

7. Type 1000
8. Location Germany, Westphalia - 49° 30' N 9° 15' W
9. Name of observer US Army
10. Description of aircraft jet
11. Address of observer Germany, Westphalia
12. Name of organization Germany, Westphalia
13. Number of objects 2
14. Distance of object from observer 200
15. Time in sight 11:30
16. Altitude 10,000
17. Speed very fast
18. Direction of flight eastward
19. Facing W/N
20. Sound jet
21. Size glider plane
22. Color unknown red and yellow
23. Shape circle
24. Color detected W/N
25. Special observations jet
26. Amount visible the tail on top of jet engine has white and red at height of aircraft and around a 1500 ft. and a good long distance
27. Weather conditions W/N
28. Other in clouds jet
29. Distance or photographic 1000
30. Name of observer Germany in sight before it disappeared
31. Signature (unclear)

500
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Witness stated that if the object were a shooting star it was larger than any he had ever seen and much brighter than anything he had ever observed in the sky. It appeared round with a yellowish red color, but not so bright as the stars. The streak itself appeared to be soft of red and yellow and about the size of a large dinner plate. It had no tail and it was hardly in sight before it disappeared. It was glowing much dimmer than a shooting star. Witness was it did not in any way resemble a shooting star nor a plane.

See Page number (insert 40) and Albert Sauer's account (insert 50)

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ORANGE-CREST VERIFICATION FLIGHT CHECKLIST

1. Date 10 July 64 Contract # 64
2. Time 1330
3. Location Orange, Newfoundland - 47° 38' N 53° 21' W
4. Name of observer ALBERT BROWN
5. Designation of observer 478 A 4844 of 22
6. Name of observer Orange, Newfoundland
7. Name of observation 478 Orange, Newfoundland
8. Position of object 1
9. Distance of object from observer 478
10. True or sight "only a check"
11. Altitude 2400 flying at height of plane while in flying high
12. Speed 400 kts
13. Direction of flight 075
14. Trackline 478 - "not done very fast" - the first track covered on field by low sea aircraft
15. Sound 478
16. Size 478
17. Color "light reddish yellow"
18. Shape 478
19. How observed 478
20. Apparent maneuvering 478
21. Exhaust trails 478
22. Weather conditions 478 - minimum ceiling 2000 "478" and at least
23. Effect on clouds 478
24. Distance to horizon 478
25. Name of reporting agency 478
26. Remarks (over)

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Albert Hayes is a twelve-year old boy. He was alone when he saw the object. He thought it was flying at the height of a plane at high altitude but that it looked strange (in an airplane because it was lit up so brightly it was not carrying lights). "Planes do have a light or two" is one of a bright child's glibly said. "Planes are lit only occasionally because of the amount of speed." "I was lit only for a minute because it was traveling at a terrific speed."

His mother, Mrs. Hayes, is the first witness of the case and after hearing her son's description felt that it matched the description of the "flying disc". She stated that Albert didn't believe the thing was a plane simply "it wouldn't stop down like that and" and "because it was lit up".

The Hayes account (Incident 66) and Stone's account (Incident 67)

TEST 1

P

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Final Report of Sighting

General Remarks

Albert Dunn is a twelve year old boy. He was alone when he saw the flying object, he was very nervous but he had never seen anything like it before. His mother, Mrs. Dunn, is the Post Mistress of the town, and after hearing Albert's description told that it answered to the description of a "Flying Saucer". Mr. Dunn reported his sighting shortly afterwards to Mrs. Dunn because he was sure it should be well known to her in order that the incident might be reported by telephone immediately.

There was one other sighting reported from a New Mexico at South March. This was said not to be reported at time of sighting with other persons. However, a general description of the sighting was obtained, and it agreed with the sightings at Calgary.

John W. Smith
Officer, A.P. Corps
Intelligence Officer.

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STATEMENT OF ALBERT GAMES, COORINAT AIRFOURWARD, BARRY W.
MERRILL'S OFFICE OF THE INVESTIGATIONS OFFICE, BARRY FIELD
MORNING, 17 July 1947.

Last Thursday night I was out to see home. I happened to
look up and see what I thought was an airplane. It was flying
at the height of a plane that is flying high. Then I thought
it looked strange for an airplane. Because it was all lit up
so bright. Places do have a light of the, but this thing was very
bright sort of a bright redish yellow. I was in only for a
minute because it was traveling at a terrific speed. It shot
out of sight so quickly I thought it strange if it was an airplane.
I was there. I remembered that I'd been hearing about "Bright
Globe" I was in and told by mother.

~~Albert Games~~

Witness: F. W. of an

Witness: Patrick ...

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Q Albert looked in and told me about this being by the fact name, as first he thought it was an airplane but then he remembered having heard about "FLIGHT ENGINE" and he thought that's what it was both times. I questioned him; he said it wouldn't have been a plane because a plane wouldn't have been able to fly, besides it was the "117 1/2"

Mr. Leger reported the same thing to me in order that I might report same to Mr. Jones in the morning.

Mrs. ANN SMITH.

Mrs. John L. Leger

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FORM 1-58 UNCLASSIFIED TYPE FORM

Section 8

1. Date 8 Sept 57
2. Locn OGDY. H.
3. Location Legon, Dph.
4. Name of observer Mr and Mrs. Richard Johnson
5. Description of observer M/O
6. Address of observer Legon, Dph.
7. Place of observation Legon, Dph. NW by E 11th St W
8. Name of object Object in cloud
9. Distance of object from observer M/O
10. Time in sight 2 min to 2 minutes
11. Altitude 5000 to 3000 ft
12. Color "White like milk"
13. Direction of flight NW/SE
14. Terrain clouds only in upper one to two minutes observing group
concluded.
15. Sound N/A
16. Size about the size of airplane
17. Color white and illuminated.
18. Shape X/O
19. Glow detected N/A
20. Approximate weather N/A
21. Instrument used N/A
22. Weather conditions S, cloudy
23. Effect on clouds N/A
24. Assistance or photographs None
25. Nature of disappearance in flight to the north
26. Remarks (none)

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TR

Mr. & Mrs. [unclear] stated that they in company with Mr. & Mrs. [unclear] [unclear] saw approximately 32 objects flying in groups formation at about 2,000 or 3,000 ft in the air. In view they recalled objects that would be in white and silhouettes. They were certain they saw a [unclear] as they appeared to be moving faster than birds and they circled the city in approximately one to two minutes. They saw no [unclear] during the flight. They didn't take up their minds as to exactly what they saw.

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FORM-117 (REVISED 1950) FLYING OBJECTS

1. Date of report 17 January 9 1951
2. Time Approx 10:30 P. M.
3. Location Logan, Utah
4. Name of observer Mr & Mrs. Irving K. G.
5. Description of observer M/F
6. Address of observer 101 Logan, Utah
7. Name of observation Logan, Utah 10:30 by Mr & Mrs I. K. G.
8. Nature of objects M/F
9. Distance of object from observer M/F
10. Time in sight M/F
11. Height M/F
12. Speed Slow. Dark faster than stars
13. Direction of flight Gliding down city
14. Velocity slowed down
15. Sound M/F
16. How appear back of shell
17. Color M/F
18. Shape M/F
19. Star direction M/F
20. Apparent acceleration M/F
21. Exhaust trails M/F
22. Weather conditions Clear
23. Effect on clouds M/F
24. Sketches or photographs None
25. Name of disseminator M/F

26. Remarks: Was a group of flying objects similar in appearance to a group of falling stars which appeared suddenly through city.

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All items the subject were thought to be the rights of a plane. However they seemed to change in following. Through that subject included such cases of the type.

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions.

2. The second part of the document discusses the importance of maintaining accurate records of all transactions.

3. The third part of the document discusses the importance of maintaining accurate records of all transactions.

4. The fourth part of the document discusses the importance of maintaining accurate records of all transactions.

5. The fifth part of the document discusses the importance of maintaining accurate records of all transactions.

6. The sixth part of the document discusses the importance of maintaining accurate records of all transactions.

7. The seventh part of the document discusses the importance of maintaining accurate records of all transactions.

8. The eighth part of the document discusses the importance of maintaining accurate records of all transactions.

9. The ninth part of the document discusses the importance of maintaining accurate records of all transactions.

Mr. and Mrs. Robert Hill, Laguna, Wash., advised that they viewed flying objects traveling in a southerly direction some 200 to 300 miles from Seattle, Wash., on November 1, 1957. They informed that they first noticed the objects in the light of an airplane. However, these objects seemed to change in position and appeared to be similar to a group of moving comets.

Mr. and Mrs. Hill believed these objects were something that had been seen before.

It was determined that by the Mr. E. F. HERRMAN and Mrs. HERRMAN were not available for interviews.

Special Agent in Charge, Military Intelligence Division, Fort Detrick, Wash., is being advised by teletype of the results of this interview.

In view of the confidential information furnished relative to this matter, no further investigation is being conducted at this office.

WHR:GJH

4400

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Date of Observation 1/20/51

- 2. Name of Observer(s) [Name]
- 3. Where was Observation Conducted [Address]

Character of Building (See ground, air, aerial maps, etc.)

Name and Address of Observer [Name & Address]

- 4. Description of Building [Description]
- 5. Aerial or Ground Map Reference [Reference]
- 6. Number of Object(s) Observed [Number]
- 7. Name of Object(s) [Name]
- 8. Color of Object(s) [Color]
- 9. Shape (Sketch of Building) [Sketch]
- 10. Nature of Building [Nature]
- 11. Estimated Distance of Object from Observer [Distance]
- 12. Speed of Object(s) [Speed]
- 13. Time of Day [Time]
- 14. Weather [Weather]
- 15. Height of Object [Height]
- 16. Direction of Flight of Object(s) [Direction]
- 17. Apparent Characteristics (Are they observed or inferred) [Characteristics]
- 18. Effect of Object on Ground and/or Airborne Units [Effect]
- 19. Remarks Concerning Observing of the Class [Remarks]
- 20. Qualifications of Observer [Qualifications]
- 21. Summary of Observations [Summary]

This form is to be filled out by the observer and returned to the office of the observer's command.

Test in the air and it was impossible to ascertain the effect due to the
distance, speed and cloudy conditions.

see also Incident 61, 1948-50.

Table 10

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CRIME-LOG (UNCLASSIFIED FILMS - MARCH)

- 1. Date: **2205 P. M.** Incident # **49**
- 2. Time: **29 July 57**
- 3. Location: **1/2 mile SW of Dayton Ferry while proceeding NW along road leading from Campa Ferry to bank - some 2 1/2 miles SE of Salina**
 - Name of observer: **R. S. Hadden at 28**
- 4. Description of object: **DeSoto Fleet Car - No. 28, 291 & 2nd St.**
- 5. Series of observer: **28, 291 & 2nd St.**
- 6. Place of observation: **2 1/2 miles SE of Salina, Missouri**
- 7. Method of capture: **A**
- 8. Distance of object from observer: **2 to 3 miles**
- 9. Time in sight: **2 minutes**
 - Altitude: **3,000 ft**
- 10. Speed: **Unknown**
- 11. Description of flight: **SE**
- 12. Remarks: **Turning right and ascending into vertical position at some 20-300 ft - then dropping to the SE at cruising speed**
- 13. Sound: **N/D**
- 14. Size: **3 ft in dia X 7 or 8 inches in thickness - as over five chevrons**
- 15. Material: **Apparently metal**
- 16. Color: **Blue polished metal**
- 17. Shape: **oblong**
- 18. Size: **General N/A**
- 19. Approximate construction: **Like polished metal**
- 20. Approximate weight: **N/A**
- 21. Weather conditions: **Clear sky with scattered small clouds. Bright conditions according to film in photo and history.**
- 22. Wind: **as above N/A**
- 23. Direction of photographs: **None**
- 24. Name of film camera: **"Kodak Inst 35" 35"**
- 25. Remarks: **(over)**

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407

Observers saw bright disc hovering and fluctuating in the air. It approached and passed GPO a vertical distance of 30 to 100 ft. For every 5 seconds that while on the way of an instant it suddenly swayed to the left at tremendous speed, traveled some 200 ft and disappeared into the clear air appeared to "split" into two air" as a result of the tremendous speed. Apparent to be approximately 75 to 80 ft in diameter in thickness from observer's viewpoint - and continued on somewhat the greater than 2 or 3 miles from the object.

Witnesses: Steve Erickson and Earl Erickson.

r c . "

0 " 0 07

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[The following text is extremely faint and illegible due to heavy blurring and low contrast. It appears to be a multi-paragraph document.]

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COPY

427 D. 24 Avenue
Arlington, Washington
August 7, 1947

Misses Betty and Marjorie, F.L.D.
Walter Field, Washington

Dear Misses:

Following the reading of an abstract of the work of Dr. Kenneth Arnold, which might be published in the upcoming issue of the July or August 1947, the undersigned considered the possible impact of an explanation of a 'flying saucer' would be of interest to you.

This document has not been given to any newspaper or other publication as yet.

Yours truly

Dr. J. Edgar
H. J. LAMON,
Division Chief, Eng.
The Pan. Tel. & Tel. Co.

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3

COMMUNICATIONS SECTION AND FIELD
OFFICE OF THE SPECIAL CLERK OF THE
INTELLIGENCE
SECTION FIELD, CALIFORNIA

SAV-6
EAS-1/100-2

20 August 1951

TO: SAC, Flying Base

RE: Headquarters, Army and Air Force, Stationed at, A. O.,
AFFILIATION: *to be added*

1. The attached letter was received by this office from Mr.
A. Hadden, Station Phone Operator, Pacific Telephone and Telegraph
Company, on 18 August 1951.

2. No further investigation will be made of this reported text
sent by the investigation.

Mag.
AS 100/100/100

Richard L. ...
RICHARD L. ...
St. Charles, MO
MC of S. 1-2

USDT Office
FBI 2 app
LSC 1
MIA Group 10
FBI 10

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OFFICIAL REPORT OF THE INVESTIGATION

- 1. Date of observation 12/12/47
- 2. Class Q430 P. H.
- 3. Location Waco Field, Texas
- 4. Name of observer Mr. R. H. Robinson, his wife, and a neighbor
- 5. Description of object Small, dark, triangular object of the Waco Field Police Dept.
- 6. Address of observer 302 1/2 Ave. North, Waco Field, Texas
- 7. Place of observation in store
- 8. Number of objects unobserved was taken
- 9. Distance of object from observer could not be estimated
- 10. View in sight similar few minutes of a view
- 11. Altitude could not be determined
- 12. Speed variable
- 13. Direction of flight SE and was back toward the SE
- 14. Features observed triangular formation
- 15. Sound N/A
- 16. Size could not be estimated
- 17. Color seen only as a glow going down the air
- 18. Shape similar to that of regular electric lights -
could not be ascertained
- 19. How observed N/A
- 20. Apparent characteristics N/A
- 21. Distance visible they could be observed
- 22. Weather conditions pleasant day at night
- 23. Effect on clouds N/A
- 24. Sketches or photographs None
- 25. Name of investigator N/A
- 26. Remarks: (over)

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(LSTR)

They observed one of these objects ascending at a terrific rate of speed to a northerly direction. It was out of sight when the Submarine # 1000... (The remaining objects appeared in small numbers and proceeded to a N. or N. W. direction...)

They observed that... (They observed a group of about 10 objects flying in a southerly direction...)

They observed that... (They observed a group of about 10 objects flying in a southerly direction...)

It was pointed out that... (They observed that...)

04 10000

At the night in question the sky was overcast and the objects could not be seen clearly however. They were identified through an identification chart observed that they appeared as a glass globe through the air. They said that the objects appeared to be lit from the inside and were of a color similar to regular stars in flight.

Between PLAZER and Lt. SHAWNEE both agreed that they could not be certain of exactly what they flew on a level line and did not appear to drop. They flew on a horizontal line of equal and were stationary for only a few seconds at a time. Both persons interviewed said that the objects could not have been seen or heard up to the lights were not a reflection of the sky light on the objects or objects.

None of the persons interviewed reported any change or anything except the color of lights. None of the persons interviewed to have seen these objects were directly at the time. No other persons in the field reported seeing the objects mentioned here. However, Mr. SHAWNEE and Lt. PLAZER stated that it was possible to see them that they had seen the objects and that they would not have seen them and as they were identified for them. Because of the space in which they traveled. In summary of the interview they were unable to determine the class of the objects or the height at which they flew.

For further information please be being evaluated by the Base Office, and the case is being closed.

04 10000

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—

—

Enclaves 4-5

21

4 2 7

John H. ...

2/11/54 PNC
2/4/54
Flying Circus
Miami/Johnson

Mr. HENRIE stated that when he had been captured it took a high speed of speed that it was very difficult to describe it, but the description "Flying was similar to" was suggested by the newspaper "Pittsburgh".

This information has only been brought to the attention of my way someone in view of the fact that only a preliminary identity was considered on the basis of a name of "Helen" which was for its opportunity the party obtained from Mr. HENRIE.

No further action in this matter is contemplated by this office unless advised otherwise by the Bureau.

John H.
2/4/54
2/4/54

Section 8 65

RESTRICTED

FORM 417 (REV. 12-13-54)

- Date 10 Aug 57 Incident # 46
- Time 5 o'clock - still after dark
- Location Near Silver Springs, Fla.
- Name of observer Lt Colonel, F. X. Mahoney Sr., 300
- Description of observer Animal/To Branch, Research Group
- Name of observer MAJ, USAF
- Place of observation Near Silver Springs, Fla.
- Number of objects 1
- Distance of object from observer 1/2
- Time in sight 3-4 seconds
- Altitude low flying
- Speed 1/2
- Direction of flight North to South
- Notes ~~unintentionally~~ (absolutely instantaneous)
- Sound 1/2
- Size 1/2
- Color bright orange glow or flame
- Shape 1/2
- Other detected 1/2
- Apparent acceleration 1/2
- Remarks 1 obj, straight, across sight of view
(similar to aircraft last by tower (1954) which vanished very quickly.)
No sound detected 1/2 - still after dark
- Effect on clouds 1/2
- Number of photographs 1 obj
- State of atmosphere slightly overcast in altitude
- Remarks (cont)

RESTRICTED

REST - - -

April 9 1946, will appear during Lt Col F. A. Walker, Jr. 400,
 of the 4888 Central Postal Directory, 4888 Central Postal Directory
 appear over the top of a hill to the left of the tunneling in the immediately
 straight line to the west of about 100' away from north to south.
 The object appeared as a bright orange glow of flame and light behind
 in a 2-3 ft. diameter, narrow white streak of flame similar to the streak
 left by a rocket motor and black, covering an area of approximately 20'
 of 10'. There appeared to be a line of white particles behind
 this streak which radiated very quickly. The object had about 5 - 7
 pounds in total the size of 10' and then simply faded in and out.
 The path traveled was absolutely horizontal.

Witness wishes to never observed a object which appeared in this manner
 and was of the opinion that he had captured a "flying saucer".

REST - - -



SECRET

Report of Observation

NO 44 20-4
McKinnon, Deputy
Attn: Lt. Col. Bennett

MEMO, 1950

21 Oct 1950
Mr. Tolson, Mr. Ladd, Mr. Nichols, Mr. Boardman, Mr. Belmont, Mr. Clegg, Mr. Glavin, Mr. Harbo, Mr. Rosen, Mr. Tracy, Mr. Egan, Mr. Gurnea, Mr. Hendon, Mr. Pennington, Mr. Quinn, Mr. Nease, Mr. Gandy

1. In conversation with my telephone conversation with Mr. Tolson of 20 Oct 50, he is to report an odd phenomenon which I recently witnessed, which I believe is 000-000000 with several reports of flying saucers, etc.

2. On approximately 20 August I observed the following near Silver Spring, Ohio at about 9 or 10 miles on night, with several other people. I was driving about 40 mph on the road at the time when what appeared to be a large flying object appeared over the top of a barn to my left and traveled in a straight, straight line for an area of about 200' moving from north to south. The object appeared to be a bright orange glow or light which looked to be a long, narrow, tapered white object of flat circular in the shape of a saucer, and covering from 40' to 60' in diameter. It or they were identical appeared to be a few feet of white smoke, but of 1940. There was no sound or any other. However, the object was about 1/2 - 1 minute to cross the area of 200' and they clearly vanished in mid air. The path traveled by the object was absolutely horizontal. None that appeared very similar to me, and since I saw some movement in some on the side in this manner, it is my opinion that what I observed may be the same thing which has been reported as flying saucers by various people.

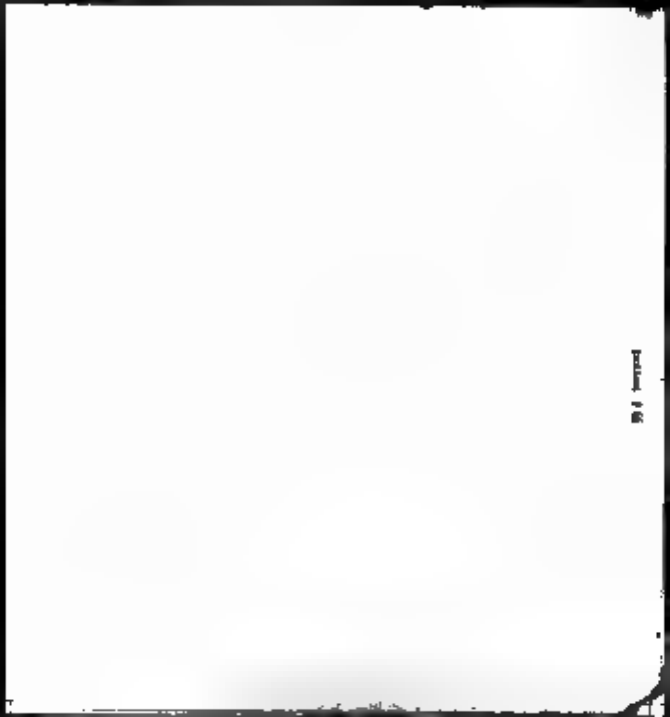
J. L. Tolson, Jr., Lt. Colonel, and
McKinnon, Deputy Group

SECRET
28072

NO 44 20-4



28072



Observer first noticed a white eagle when out while searching for the eagle
he was at about 4 to 5 ft. in length by 18 to 20 inches wide and of varied color,
which seem off a very bright reflection like highly polished aluminum.
It was first observed at 1000 feet in the mountains. One remaining a little
higher it was observed in a part of dark gray water about 10 ft. in diameter.
There was a change in the color of the water. The object was identified as a
terrestrial animal and found to be in a similar way. When the part of the
object the object disappeared completely. It particularly observed falling
when from 14. The point of disappearance seemed to be about 100 yards in front
of the boat. There was no possibility of being hidden by vegetation or beyond.
It appeared rectangular for the most part, but was it appeared to have a very
slightly curved top surface. It looked more like a rocket than like this.
It seemed killed in a dark shadow.

1000

Agree before the point of observation would afford a changing view over 100
of the water and the other side of Miller Creek.

(Witness was not definite as to what part of the field of view he had seen the
object and indicated that it could have been on top of the horizon.)

My object as provided material would be in a six square mile area of wooded
mountainous terrain full of bushes and rocks.

Agree thought there would have been some kind of a mechanical type of dis-
covery which was in the distance from which it was observed, possibly a dis-
integrating device or the short period in the observed, object again would not
remain for the water level.

CONFIDENTIAL

Leim

**HEADQUARTERS UNITED STATES AIR FORCE
OFFICE OF THE ASSISTANT CHIEF OF STAFF
FOR PERSONNEL**

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 10-10-80 BY SP-4 JAC/STW

1 OF 1

1. **Organization** - **100-400**

2. **Activity** - **100-400**

3. **Location** - **100-400**

William J. ...

WILLIAM J. ...
DC, ...
... ..

100-400-400-400

CONFIDENTIAL

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both primary and secondary data collection techniques. The analysis focuses on identifying trends and patterns over time, which is crucial for making informed decisions.

The third section provides a detailed breakdown of the results. It shows that there has been a significant increase in sales volume, particularly in the online channel. This is attributed to the implementation of the new marketing strategy and the improved user experience on the website.

Finally, the document concludes with a set of recommendations for future actions. It suggests continuing to invest in digital marketing and exploring new product lines to further drive growth. Regular monitoring and reporting will be essential to track the success of these initiatives.

[The text in this section is extremely faint and illegible due to low contrast and blurring. It appears to be a multi-paragraph document.]

[The text in this section is also extremely faint and illegible, likely representing a signature block or a footer.]

CONFIDENTIAL
487(1229)

REPORT FROM THE COMMISSIONER OF THE BUREAU OF AERONAUTICS
MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE
SUBJECT: THE AIRCRAFT IS LOCATED IN THE AREA IN
THE VICINITY OF THE STATE AND THE AIRCRAFT IS
THE AIRCRAFT IS THE AIRCRAFT IS THE AIRCRAFT IS

Raymond M. Stone, Special Agent, Air Force

CONFIDENTIAL

CONFIDENTIAL

COPY

1950 March 18 August 1957

Delaware: message received from Dr. Al Bush, U.S. Marine, California - Texas

by A. S. ... (text is mostly illegible)

at ... (text is mostly illegible)

... (text is mostly illegible)

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

The observer is a University of California graduate, and is presently ... (text is mostly illegible)

CONFIDENTIAL

1000

1. The first part of the document is a list of names and addresses.

2. The second part of the document is a list of names and addresses.

3. The third part of the document is a list of names and addresses.

4. The fourth part of the document is a list of names and addresses.

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16. The sixteenth part of the document is a list of names and addresses.

17. The seventeenth part of the document is a list of names and addresses.

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19. The nineteenth part of the document is a list of names and addresses.

20. The twentieth part of the document is a list of names and addresses.

21. The twenty-first part of the document is a list of names and addresses.

22. The twenty-second part of the document is a list of names and addresses.

23. The twenty-third part of the document is a list of names and addresses.

24. The twenty-fourth part of the document is a list of names and addresses.

(CONFIDENTIAL)

WFO-5121 IDENTIFIED FLIES OBJECT

1. Date 24 Aug 57
2. Time 1400 hours
3. Location Supply Bldg, Fort Meade, Md
4. Name of observer Tracy H. Johnson
5. Description of object Progenitor
6. Airtone of specimen White Fly, 3rd B. C. 3rd Ave. Fort Meade
7. Place of observation Supply Bldg
8. Number of objects 5 or 6
9. Distance of object from observer unknown at 1,000 ft
10. Time in sight 1/2 - 3/4 minute
11. Estimate 5,000 FT from sea level
12. Speed 1/2 ft
13. Direction of flight SW
14. Type of landing None
15. Sound None
16. Size about 1/8 in
17. Color White
18. Shape round with legs
19. Other description 1/2 in
20. Approximate speed of fly 1/2 in
21. Remarks touch 1/2 in
22. How many wind-blown None
23. Effect on plants 1/2 in
24. Evidence or photographs None
25. Name of observer THJ
26. Number 10000

CONFIDENTIAL

C 208 13, 202.

While proceeding in the direction of the 2,000 ft above sea level
he noticed a reflection. Upon looking up he saw a plane proceeding
in a southerly direction. Upon sighting it he placed his telescope
to his eye and observed it for some 30 or 40 seconds. At the time
the light was reflected in the water in the bay. He observed 5 or 6
jet engines, as well as the tail fin and the propeller assembly
and he estimated that it was about 2,000 ft from where he was standing.
He estimated that they were about 50 feet in diameter and that they had a
tail. They were at night. He noticed that the combination engine and
tail fin the passenger wanted in a very positive manner, the last
thing they saw was the tail fin, and this condition occurred shortly
immediately after the time the plane had passed out of sight.

NOTE: Incident appeared to be very similar to others that he
had been a passenger in the Atlantic at Boston, Washington and Oregon
by the part of year.

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is essential for the proper management of the organization's finances and for ensuring compliance with applicable laws and regulations.

2. The second part of the document outlines the specific procedures that must be followed when recording transactions. This includes the requirement that all transactions be recorded in a timely and accurate manner, and that the records be maintained in a secure and accessible format.

3. The third part of the document discusses the role of the accounting department in the overall financial management of the organization. It highlights the importance of the accounting department in providing accurate and timely financial information to management and other stakeholders.

4. The fourth part of the document discusses the importance of internal controls in the financial management process. It emphasizes that internal controls are essential for preventing and detecting errors and fraud, and for ensuring the accuracy and reliability of the financial statements.

5. The fifth part of the document discusses the importance of regular audits in the financial management process. It emphasizes that audits are essential for providing an independent and objective assessment of the organization's financial performance and for identifying areas for improvement.

32
OIR

HEADQUARTERS
AIR DEFENSE COMMAND
ATTENTION: ~~ATTENTION~~
ROOM 1A 1000 2ND FLOOR

AF 100
AF 100

1 FILED IN

JAN 1950

RE: Commercial of reports of flying saucers.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: Director of Intelligence, Mr. Robert Stephenson, Sr.

Reference is made to a copy of letter, Foreign Air Force
subject: "Report of Flying Saucers," 28 January 1948, with 1 enclosure,
for your information and file;

FOR THE COMMANDER: *[Signature]*

1 Encl.
1st. AF, AF 100
"Report of Flying Saucers"
21 Jan 48, 1/1 Encl.

[Signature]
R. D. [unclear]
Colonel, USAF
AF/100-1000

AF 100-1000

1st Encl.

Copy of this Air Force, Mr. [unclear], Washington 25, D. C. 2 - FEB 1950

Mr. Commanding General, Air Materiel Command, 1000-1000-1000 Air
Force Base, Dayton, Ohio
ATTN: [unclear]

Forwarded as a matter of courtesy to your command, [unclear] 10
OF COMMAND OF THE CHIEF OF STAFF:

[Signature]

A. [unclear]
[unclear]

1000-1000 10
10. Dayton, Ohio
Attention of: [unclear] [unclear] [unclear]
Director of [unclear]

1000-1000

CONFIDENTIAL

43

~~CONFIDENTIAL~~
OFFICE of the Assistant Chief of Staff, G-2
Intelligence
Washington Field, California

ASPS-0105-2

JUN 2 1953

PROPERTY: Report of Flying Time

To: Commanding General
AF Systems Command
33 West Field, N. Y.
ATTN: AF of S, G-2

Attached report for your information.

1 Encl
Rpt of Flying Time (8pg)

FORWARDED BY ~~CONFIDENTIAL~~
SA, School, WAF
AF of S, G-2

Encl #1 (copy, school) **CONFIDENTIAL**

CONFIDENTIAL

SECRET

2nd Ed.

Dept. of the Air Force, Ft. RAND, Washington 25, D. C. O - 573 122

14. Organizing Bureau, Air Support Command, Wright-Patterson Air
Force Base, Dayton, Ohio
AFHQ 1222

Approved on a limited distribution to your command.

BY ORDER OF THE SECRETARY OF DEFENSE

WILLIAM H. HANLEY
2d. Colonel, U.S.A.F.
Executive Director, Operations and
Maintenance of Aircraft

1-20-54
2/4

CONFIDENTIAL

CONFIDENTIAL

Baker
16

MEMORANDUM FOR THE DIRECTOR
Office of the Inspector General of the
Department of Justice
Washington, D.C.

Investigation of Party Affiliations

Re: [Name], [Address], [City], [State]

1. The attached true copy of the letter of Mr. E. J. [Name], [Address], [City], [State], and received by this office on [Date].

2. The above letter is being referred to the Special Agent in Charge, [Address], for any investigation that may be warranted.

3. This letter is being referred to the Special Agent in Charge, [Address], for any investigation that may be warranted.

Very truly yours,
[Signature]

WILLIAM L. [Name]
[Address], [City], [State]

CONFIDENTIAL

RESTRICTED

GENERAL INVESTIGATIVE DIVISION

- 4. Date **6 Aug 57** Initiation # **49**
- 5. Time **2:30-4:30**
- 6. Location **Philadelphia, Pa.**
- 7. Name of observer **Blumer Smith**
- 8. Description of observer **employed by Geo. A. Remondt Mfg Co.**
- 9. Address of observer **228 Robert St., Philadelphia, Pa.**
- 10. Place of observation **at observer's home**
- 11. Number of objects **3**
- 12. Distance of object from observer **4 1/2**
- 13. Time in sight **1/2**
- 14. Altitude **1/2**
- 15. Speed **Very Fast**
- 16. Direction of flight **North**
- 17. Trajectory **1/2 apparently straight climb**
- 18. Sound **visual tracking of air pressure of object**
- 19. Size **Large**
- 20. Color **white**
- 21. Shape **1/2**
- 22. odor detected **1/2**
- 23. apparent construction **1/2**
- 24. ground noise **back sounds of graphic union**
- 25. weather conditions **1/2**
- 26. effect on clouds **1/2**
- 27. response of photograph **none**
- 28. Name of disseminator **1/2**
- 29. Remarks **(over)**

RESTRICTED

EST 10.

Between 10:30 and 10:45 P. M. 5 Aug 47, Alan Shultz was seated on the steps of his home with Douglas King. He was facing north and observed a large white object traveling at a very fast rate of speed to the south. There was a humming sound, but he could not plainly make out after the object passed over the air. The object appeared white in color and left a thin streak of white smoke and vapor in its wake.

EST 10

~~RESTRICTED~~

FORM 1387 - 10 OCTOBER 1954 FC AND 14-5873

1. No: 6 Aug 57 Edition of Form
2. Case: 2220-7516
3. Case file: White-Orchids, 7th
4. Name of observer: Edna Douglas Pitt
5. Description of observer: Employed by Precision & Ordnance Co., Inc.
6. Name of observer: 2517 Arlington St., Bridge St.
7. Place of observation: With Robert St. Falls, Va.
8. Number of objects: 1
9. Distance of object from observer: 1/2
10. Time as seen: 8/5
11. Altitude: 8/5
12. Azimuth: 8/5
13. Direction of flight: 1/2
14. Velocity: 8/5
15. Sound: slight humming sound
16. Size: 8/5
17. Color: 8/5
18. Shape: 8/5
19. Object described: 1/2
20. Appearance characteristics: 8/5
21. Estimated tracks: 1/2
22. Maximum velocity: 8/5
23. Effect on clouds: 1/2
24. Sketches or photographs: None
25. Nature of apparatus used: 8/5
26. Remarks: Miss Pitt was sitting on the steps of Miss Walker's house
the evening of 6 Aug 57 around 20:45 P. M. engaged in conversation about
(copy)

~~RESTRICTED~~

ISTP - - - -

she observed that Miss Smith appeared frightened. At the same time
Smith she did not see the object after she noticed her companion's
change of expression but she did have a slight feeling of dread.

ISTP - - - -

0

03

24

1

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent data collection procedures and the use of advanced analytical techniques to derive meaningful insights from the data.

3. The third part of the document focuses on the role of technology in data management and analysis. It discusses how modern software solutions can streamline data collection, storage, and processing, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data management, such as data quality, security, and privacy. It provides strategies to mitigate these risks and ensure that the data remains reliable and secure throughout its lifecycle.

5. The fifth part of the document concludes by summarizing the key findings and recommendations. It stresses the importance of ongoing monitoring and evaluation to ensure that the data management processes remain effective and aligned with the organization's goals.

The first part of the report deals with the general situation in the country. It is noted that the economy is still in a state of depression, and that the government is facing a serious financial crisis. The report also mentions that the military situation is stable, but that there are some concerns about the morale of the troops.

The second part of the report discusses the political situation. It is noted that the government is still in a state of transition, and that there are some concerns about the stability of the new administration. The report also mentions that there are some rumors of a coup d'état, but that these are unsubstantiated.

The third part of the report discusses the social situation. It is noted that there is a high level of unemployment, and that the living standards are very low. The report also mentions that there are some concerns about the health of the population, and that there is a need for more social services.

The fourth part of the report discusses the international situation. It is noted that the country is still in a state of isolation, and that there are some concerns about the future of the country. The report also mentions that there are some rumors of a new alliance, but that these are unsubstantiated.

The fifth part of the report discusses the future of the country. It is noted that there are some concerns about the future of the country, and that there is a need for more reforms. The report also mentions that there are some rumors of a new constitution, but that these are unsubstantiated.

Director, FBI

September 18, 1967

LEADS COMPANY is about two and one-half miles southeast from Oxford County.
The account of the FBI file was seen on 7/11/67 the general pattern of the
above-mentioned flight subject, for it is noted that the flight subject was
apparently traveling from a point northwest of Oxford County to a south-
westward direction in Philadelphia. SOURCE stated that, in the light
of the investigation, there were no air reconnaissance and physical companies located
around Oxford County or north of same, but that all of the airports of this
type are several miles south of Oxford County.

All required investigations having been completed, no further action
will be taken by the Bureau's active office referred to the foregoing by this
Bureau.

TTG/vag
99-1700

RESTRICTED
GROUP-ONE - DIRECTOR'S EYES ONLY

Security 704

2. Date 6 Aug 47
3. File Serial 205
4. Location Philadelphia, Pa.
5. Name of observer John J. Hilley
6. Occupation of observer Federal Police Officer
7. Address of observer 2124 Vankirk St
8. Place of observation 107th
9. Nature of objective 1
10. Distance of object from observer 1/2
11. Time in sight gone in a split second
12. Altitude 1/2
13. Speed Same Very rapid
14. Direction of flight South
15. Weather 1/2
16. Size Large
17. Color 1/2
18. Shape "like giant firecracker"
19. Other detected None
20. Apparent construction 1/2
21. General appearance "Very bright for about 100 ft"
22. Weather conditions Clear
23. Approx. altitude 1/2
24. Direction of photographs 1/2
25. Nature of observations 1/2
26. Remarks (over)

RESTRICTED

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around 11:00 on the night of 6 Aug 59. Kelly and his wife were sitting on the steps of their home when Kelly noticed an object resembling (to him) a giant firecracker which passed overhead, high in the air. He heard an explosion and the object was clearly perceived from view in a southerly direction within a split second. It left a fiery trail for about 200 feet. The object did not leave a streak as he was sure it was not falling away.

At 11:30 he contacted Sheriff Tom DeGrove and the Kellys drove to Mt. Park, near Duff's Grove about 20 miles removed from the residence of Miss Beadle. In Mt. Park he described what they saw and the residence of Miss Beadle, the Kellys and the Sheriff brought correspond. All seemed reliable and were not the least suspicious or in any way nervous.

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John Snyder, a former pilot of 601 in the Army Air Corps advised that he was sitting up the steps of airplane around March 7, 8, the night of Aug. 6, 1947 and that his neighbors, the Kelly Family, were also sitting up their steps. All parties were facing east. Snyder noticed an object which emitted a bright-white flame just quickly above the air. It was traveling NE to SE. Being able to estimate in the Army Air Corps he projected the speed as between 400 to 500 MPH. The object did not have a visible tail and left a white & orange & pinkish trail in its wake path. The object lasted the about 2 minutes. A witness could not remember the painting. The speed was moderate and not nearly as fast as that contained in a rocket ship.

RESTRICTED



Position 9 N

RESTRICTED
 FEDERAL BUREAU OF INVESTIGATION
 UNITED STATES DEPARTMENT OF JUSTICE

100-100000

1. Date **8 at 9:00 AM 1950**
2. Type **U/S**
3. Location **San Diego, Nevada**
4. Name of observer **Thomas L. Moore**
5. Description of object **U/S - approx. 1000 ft. in diam.**
6. Address of observer **U/S**
7. Nature of observation **Observer at San Diego**
8. Name of object
9. Distance of object from observer **4 to 5 miles**
10. Time in sight **U/S**
11. Altitude **U/S**
12. Speed **200 to 400 MPH**
 Direction of flight **West & slightly to east**
13. Tail type **Five straight, vertical, five straight wings.**
14. Sound **U/S**
15. Size **U/S**
16. Color **U/S**
17. Shape **U/S**
18. Color observed **U/S**
19. Appearance and movement **U/S**
20. Remarks visible **U/S**
21. Weather conditions **U/S**
22. Effect on clouds **U/S**
23. Weather or photographs **U/S**
24. Name of investigator **U/S**
25. Remarks **U/S**

RESTRICTED

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On the 21st or 22nd, 1944 while at home was sitting on the 2nd balcony of the Tanager, Trinidad, he observed what appeared to be a supersonic aircraft trail. He stopped his car to observe it and noticed the following characteristics: (1) There was a double streak above each of the trail of the steadily appearing trail; there was nothing visible at the top of the trail, estimated to be a distance of about 5 miles or less; and (2) The speed appeared supersonic. Though it was between 4:00 and 4:30 PM but through more probably to be close to 4:00 PM. The trail for approximately 1000 ft. The trail he thought would have been visible, even from 1000 ft. and at any distance whatsoever. The color was almost white - such like a white streak above and of approximately the same length and to the 15-20 minutes before the trail disappeared.

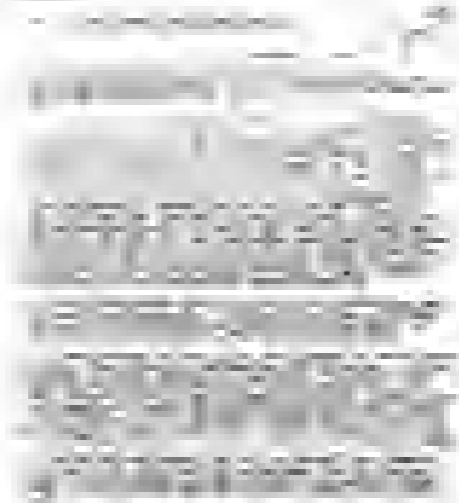
The aircraft had a radius of from 5 to 15 miles to complete a loop (as indicated above to 20) in an attempt to Judge Ye could create other supersonic systems of the surrounding atmosphere. He stated that since the aircraft in this vicinity is extremely fast and it was almost a certainty that the speed would have to be exceedingly great to cause such a trail.



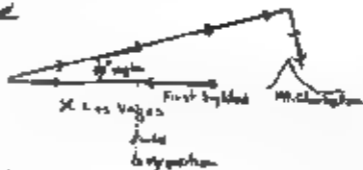
RESTRICTED

copy kept in

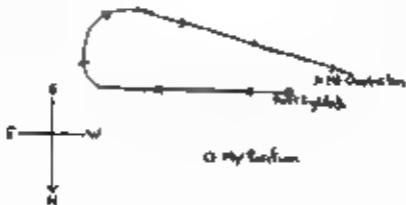
1000



Side View



View from Above



© My Boat

1. The first part of the document is a header section containing the page number and the page count.

2. The second part of the document is a vertical line of text, possibly a page number or a reference number, located on the right side of the page.



RESTRICTED

FORM-412E (REVISED) FLIGHT SUMMARY

10-11-54 90

1. Date 17 Aug 1954
2. Time 210
3. Location Waco TX (In brackets if)
4. Name of observer WFO
5. Description of object very bright
6. -Status of observer WFO
7. Place of observation near Ft. Hancock, Texas
8. Radar or camera X
9. Distance of object from observer WFO
10. Time in sight WFO
11. Altitude Below 10,000 ft.
12. Speed transient
13. Direction of flight WFO
14. Tachometer WFO
15. Sound WFO
16. Size 2-3 ft. diameter
17. Color incandescent white
18. Shape spherical
19. Air released WFO
20. Apparent speed of fall None
21. Infrared trails None
22. Radar reflections Optical obscur
23. Impact on ground WFO
24. Sketches or photographs None
25. Name of dissector WFO
26. Remarks Good. X

RESTRICTED

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The same witness reported to Dallas, Missouri at Independence, Mo. Monday Sept. 20. He stated, "I don't know what that had of interest in this respect, but the way it was described, it was supposed to be a square and did not give the impression of being square-like or cylindrical or a disk. It was the first witness stated that it would be impossible to give exact details. The object appeared to be 2 to 3 feet in diameter and did not have any upper level to the top. He stated the object appeared metallic and either in color like that of aluminum or there was horizontal lines resembling at 10,000 ft and the object was said to be traveling below the cloud formation they were able to determine the approximate altitude. The second witness the object appeared approximately 20 ft in diameter and reported it to look like that of a ball more or less ordinary shape. He estimated the altitude to be only 3,000 or 4,000 ft. The object appeared to resemble to the second witness and gave evidence of a glowing surface as if it were a reflection. He also reported to be a ball metal finish. In addition, the second witness pointed out that the object was definitely moving in a certain direction.

RESTRICTED

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

4. [Illegible text]

5. [Illegible text]

11

Letter to Director, FBI
Re: Flying Saucer

9-17-47

In conclusion, the second officer pointed out that one of the remarkable features of this object was that it was definitely heading against the wind.

The exact date of the sighting of this object was not furnished this office, and although as it appeared previously to the receipt of Bureau instructions in this matter, no further investigation is being conducted by this office unless specifically requested to do so by the Bureau.

WFO-jvm
WLM:RHM

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CONFIDENTIAL
FORM NO. 1
OBSERVATION - TELETYPE FLIGHT REPORT

- 1. Date **3 Aug 57** SECRET
- 2. Time **1800**
- 3. Location **Wicken, Mass**
- 4. Name of observer **William B. Powell, Capt of 76 Airways, Inc.**
- 5. Description of observer **Major T. H. H. Carpenter**
Chief of 76 Air Base, Wicken, Mass
- 6. Address of observer **21 Belmont Road, New York Park, Long Island**
- 7. Place of observation **Approximately midway between Wicken, Mass**
and Belmont Road, Mass.
- 8. Number of objects **1**
- 9. Distance of object from observer **1 mile away**
- 10. Time in sight **30 seconds**
- 11. Altitude **7,000 ft**
- 12. Speed **175 mph**
- 13. Direction of flight **westward - approx 220° magnetic**
- 14. Track **270**
- 15. Length **1/2**
- 16. Size **12 ft long, 10 ft high in depth**
- 17. Color **dark gold**
- 18. Shape **elongated**
- 19. Air tracks **270**
- 20. Apparent maneuvering **170**
- 21. Behavior tracks **None**
- 22. Weather conditions **270 scattered clouds white tops 10000 feet, 270 at**
- 23. Effect on clouds **170**
- 24. Sketches or photographs **None**
- 25. Name of disseminator **sent to clouds**
- 26. Remarks **(over)**

CONFIDENTIAL

On 10/10/54, a report was received from the [redacted] that [redacted] had been [redacted] in [redacted] on [redacted] 10/10/54.

Reference is made to [redacted] of [redacted] dated [redacted] 10/10/54.
It is noted that [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.

In this connection, it is noted that [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.

It is noted that [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.
The [redacted] of [redacted] dated [redacted] 10/10/54.

Reference is made to [redacted] of [redacted] dated [redacted] 10/10/54.

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CONFIDENTIAL



REF ID: A66176

HEADQUARTERS
AIR DEFENSE COMMAND
HITTING FOLK NEW YORK

Police

D 000.3 (011)

18 September 1967

June 73

SUBJECT: Organizational Structure of Information

TO: Commanding General
Camp Air Force
Washington 25, D. C.
ATTN: AF/AG-3

Transmitted herewith are the (1) Summary of Information
regarding the sighting of unidentified flying objects.

FOR THE COMMANDER'S USE ONLY

[Signature]
Colonel, USAF
Acting Chief of Camp Intelligence

Copies:
1, 1-copy 30/0
W. L. Tiffin (1)
1, 1-copy 30/0
A. C. Spence (1)

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Dunbar's Excelsior [#] 73

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100