[illegible] 1947/ar

[illegible] Air Force Base, Wright Field, Ohio. [illegible] Nov 1947

[illegible] Army, 1100 East [illegible] Blvd, Chicago [illegible]

[illegible] this office is [illegible] investigation of all reported [illegible] of unidentified aerial [illegible] and has been authorized direct [illegible] Army elements by [illegible] of the Army letter dated 25 [illegible], subject "Aeronautical Objects".

[illegible] It is [illegible] that Intelligence Officer interview all available [illegible] as [illegible] by inclosure [illegible] basic letter and [illegible] of the [illegible] witnesses.

[illegible] Army Five [illegible] of "Essential Elements of Information" [illegible] Intelligence Officers in obtaining data from the witnesses.

[illegible] of the cargo incident has been carried out by this [illegible] the effect this item may be [illegible] by your office.

[illegible] collected [illegible] should be forwarded directly to the [illegible] Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, Attention [illegible].

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Col [illegible]
Chief, Intelligence [illegible]

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

5 October 1948

AGPM-1

SUBJECT: "Reported Flying Disc"

TO: Commanding General
Air Material Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: ACI

1. Attached herewith is a copy of a newspaper clipping from the Minneapolis Morning Tribune dated 21 October 1948, on so called "flying discs."

2. No further investigation is being conducted by this Headquarters.

FOR THE COMMANDING GENERAL:

Incl
As stated above

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

CONFIDENTIAL

[illegible] Star Tribune
[illegible] October 19[illegible]

[illegible]

A red ball of fire, which left a trail of [illegible] and burning particles, was seen floating southward across the [illegible] morning by a man who said he was sober.

And in the other [illegible] were [illegible] of the familiar "flying saucers" were reported.

At [illegible] a.m., Will [illegible] said they saw a slowly traveling object which [illegible] particles over the town at [illegible] a.m. yesterday.

[illegible]

They said it [illegible] appeared to be [illegible] of [illegible] pilot [illegible].

[illegible] north of Britton, [illegible] in the [illegible] sky. The lights seemed to dart [illegible] the ground, he said.

[illegible] said there had been no reports of [illegible] in the Britton vicinity.

A [illegible] a.m., she was a early [illegible], when she noticed [illegible] across the sky and disappear into the north.

Apparently the same object was sighted over Aberdeen, S.D., by Jack Taylor, [illegible] at Air Ease pilot [illegible] Seattle, Wash. Taylor said he sighted a red ball, trailing fire, moving very fast from south to north a few minutes before 6 a.m.

[illegible]

Although the communities in which the eight rings lights were sighted are [illegible] apart, the [illegible] identical movement of the [illegible] yesterday.

Lawrence [illegible], [illegible] No. Albert Street, St. Paul, noticed a "ball of fire" in the eastern sky as he parked his car in downtown Minneapolis a few minutes before 6 a.m.

Harold Oliver, a postoffice employe, who lives at 2929 Thirteenth Avenue So., was waiting for a streetcar with a companion about half a.m. when both saw "a big ball of fire." "It was some distance away, was slow, and appeared to be losing fire," Oliver said.

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

[illegible]

[illegible] United States
[illegible] District of [illegible]

[illegible] falling from the atmosphere to the earth [illegible] [illegible] [illegible] [illegible] today.

[illegible] in reports from it, and while [illegible] reported aloft [illegible] of the Weather Bureau.

[illegible] William J. [illegible] University of [illegible], said he had [illegible] it was a balloon. [illegible] too fast [illegible].

[illegible] United States
[illegible] District of [illegible]

[illegible] articles, was [illegible] by a man [illegible].

[illegible] similar "flying [illegible].

[illegible] they saw a slow- [illegible] the town [illegible].

[illegible] Feet long, the eight [illegible] appeared to be [illegible] a tail.'

[illegible] said he saw two red and green lights north of Britton, [illegible] early, [illegible] in the southern sky. The lights seemed to dart [illegible] slow [illegible] and [illegible] to earth, he said.

[illegible] County sheriff, however, said there had been no reports of plane crashes or anything else falling to ground in the Britton vicinity.

A farm woman near the town said she saw an early morning shower, when she noticed what she believed to be a comet shoot across the sky and disappear into the earth.

[illegible]

[illegible]

MESSAGEFORM

[redacted]

FROM

SECURITY CLASSIFICATION

PRECEDENCE FOR

INFORMATION TO

[redacted]

[redacted] OF A DUD BALL

[redacted] OTA GRA

[redacted] PD A COPY

[redacted] REPORT INDICAT

[redacted]

SECURITY CLASSIFICATION

UNCLASSIFIED

AUTHORIZATION

ORIGINATING AGENCY

AFTIF-I Dept J.A.T. [redacted]

PAGE 1 OF 1

WD 400 FORM 11-168

Incident # 185

Incident 186

Incident No. 186

Date and Time of Observation: 16 Oct 1948 1145 in the morning

Place Observed: 1 mile south and 8 miles due east of Sterling, Utah

Observer's Position: ground - from mountain ridge at 9,000 ft

(i.e., ground, air, control tower, etc.)

Name and Address of Observer: Mr Fred Nash, 20 East Crystal, Salt Lake City, Utah

Occupation: Used car dealer and airplane mechanic

Other Information: Member of Latter Day Saints Church (did missionary work in Hawaii)

Attention Attracted by: sound of throbbing noise

Number of Objects: 1

Size of Object: 9 inches long, 6 inches wide and 3 inches thick

Shape of Object: silver and black (silver stripe running down the center of the underside) See drwg.

Angle of Elevation of Object: similar to a flat football

Angle of Object's Path: N/S

Altitude of Object: 500 ft overhead

Distance Object Travelled: 500 ft

Estimated Speed of Object: 300 mph

Time Observed: 4 seconds or longer

Position: horizontal flight

Sound Heard: throbbing noise or steady purr

Direction of Object's Path: north and a little west (in general direction of Salt Lake City, Utah)

Angle of Path: N/S

Effect on Clouds: no clouds in the sky

Exhaust Trail: no visible sign of exhaust; however, an opening could be seen in the center of the object from the rear.

Number of Engines: N/S

Weather Conditions at Time of Sighting: calm with no clouds in the sky

Result Other than Sighting:

Summary of Incident: (over)

(Use other side)

Incident: 186

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

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

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

[illegible]

[illegible] 20 [illegible] 1[illegible]

[illegible]

[illegible] General
[illegible]
[illegible]
[illegible]
[illegible]

1. Reference [illegible] made to letter [illegible], dated [illegible] November 1[illegible], [illegible], in which [illegible] of serial [illegible] at [illegible], was requested.

2. Enclosed is Report of Investigation, dated 13 [illegible], by Special Agent [illegible], [illegible] District [illegible] (10) [illegible], [illegible], in duplicate.

1 Inc
[illegible] of Inv, Ind 13 Jan 4[illegible]
(In dup)

[illegible]
Colonel, [illegible]
[illegible]

[illegible]

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

REPORT OF INVESTIGATION

FILE NO. [illegible]

[illegible] 1948

REPORT MADE BY
[illegible] H. [illegible]

REPORT MADE AT
[illegible] OSI District (OH), [illegible] AFB, Utah

PERIOD
[illegible] November - 7 [illegible]

OFFICE OF ORIGIN
[illegible], Hqs, AMC, [illegible] AFB, Ohio

STATUS
[illegible]

SUBJECT
Miscellaneous

REFERENCE
Ltr, Hq, AMC, File [illegible], dtd 1 Nov 48, subj: Project "[illegible]"

SYNOPSIS

This investigation was predicated upon the request of the [illegible], Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, [illegible] Commanding General, Ogden Air Material Area, Hill Air Force Base, [illegible], Utah.

Mr. Fred Bush, 30 Crystal Avenue, Salt Lake City, Utah, was [illegible] in reference to the sighting of a strange flying object. Mr. Bush [illegible] object nine (9) inches long, six (6) inches wide and three (3) inches [illegible] in a northerly direction toward Salt Lake City, Utah, at an [illegible] of three hundred (300) miles per hour on 16 October 1948. Mr. Bush was [illegible] mountains on a deer hunting trip when he sighted this object.

Details and Exhibits are made a part of this report.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
OS, AMC (Action)	2	OS, AMC	
OS, OCAMA	1	Wright-Patterson AFB, Ohio	
FDO, Salt Lake City	1	[illegible] District Commander	
CIO, Salt Lake City	1	9th OSI District (OH)	
Hqs USAF	2	Wright-Patterson AFB	
AD JS	1	Dayton, Ohio	
16 OSI File	1		

APPROVED

FRANK H. [illegible]
Captain, USAF

[illegible]

AFSP FORM 4
FEB 47 EDITION

[redacted]

16 [redacted] 1954

[redacted]

1. This investigation was prompted upon the request of [redacted] General, Air Materiel Command, Wright-Patterson Air Force Base, [redacted] the Commanding General, Ogden Air Materiel Area, Hill Air Force [redacted] Utah.

[redacted] SALT LAKE CITY, UTAH:

2. This agent interviewed Mr. [redacted] HILL, [redacted] East Gravelly [redacted] Utah, on 18 November 1954, in reference to Mr. HILL sighting [redacted] flying through the air in the direction of Salt Lake City, Utah [redacted] morning of 16 October 1954. A signed statement by Mr. HILL is [redacted] "A").

a. Mr. HILL stated that while he was a member of a [redacted] approximately one (1) mile south and eight (8) miles east of [redacted] saw what he thought to be a "flying disc" going at [redacted] object was going north and a little west in the direction of [redacted]

b. Mr. HILL was on a mountain ridge approximately [redacted] on level and the object he saw passed less than [redacted] feet over [redacted] object was in HILL'S sight only a few seconds.

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

c. HILL stated that the object resembled a flat [redacted] inches long, 6 inches wide and 3 inches thick. "It could have [redacted] There was no evidence of exhaust but the sound was a "whistling [redacted] pure." (See sketch, Exhibit "B".) It was this sound that first [redacted] HILL'S attention to the object. Mr. HILL thought he caught sight [redacted] like "a pontoonal."

d. The weather was calm and there were no clouds in [redacted]

e. There was no visible sign of exhaust but from the [redacted] as opening would be seen in the center. The object was silver [redacted] stripe down the center (from front to rear) and on both sides of [redacted] the object was black. Mr. HILL saw that part which is exhibited [redacted] (Exhibit "B").

AGENT'S NOTE: Mr. HILL stated that from where he was standing [redacted] the object to be one mile (1) away a few minutes later. This point [redacted] out by Mr. HILL to show that his sketch was good. This agent [redacted] HILL how high he thought a certain tree was which was growing in [redacted] HILL'S place of business. Mr. HILL stated that it was "over one [redacted] high." This agent estimated the tree to be about forty feet high [redacted] to a power pole which towered above it.

CONFIDENTIAL

16 OSI 57-2

DETAILS (Cont'd):

Information relative to Mr. [redacted]

3. Mr. FRED HALL was born 11 October 1921 and his occupation [illegible] for Dealer and airplane mechanic, his place of business is 2000 So. [illegible] Salt Lake City, Utah. Mr. HALL is in business for himself.

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

b. A search of Local Law Enforcement Agencies' records [illegible] no record of HALL.

c. When HALL returned to camp from hunting, the evening [illegible] October 1958, he told his companions about what he had seen. It was then suggested by Mr. E.L. HALL, Sr., that the sighting be reported, but Mr. FRED HALL was reluctant to do so because he felt that "people would laugh at him." HALL finally consented to report the incident and upon his return to Salt Lake City he telephoned the Deseret News, a statewide daily newspaper, but they did not publish the story.

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

Interview with Mr. E.L. HALL, Senior

4. On 18 November 1958 this agent interviewed Mr. E.L. HALL, Sr., father of Mr. FRED HALL, at his place of business at 1369 So. State Street, Salt Lake City, Utah.

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

AGENT'S NOTE: It was HALL Sr. that "talked" HALL into reporting the sighting.

Enclosures:

[illegible]
[illegible]
FBI, Salt Lake City, Utah
CIC, Salt Lake City, Utah
Headquarters, OSI
[illegible]
[illegible]

16 OCT 47-1

Enclosures (Cont'd):

1. Certified True Copy of statement of Mr. FRED [illegible] (Exhibit [illegible])

2. Photostatic copy of sketch copied from one drawn by Mr. [illegible] (Exhibit "F")

EXPLAINED UPON COMPLETION TO THE OFFICE OF ORIGIN

Statement of Mr. FRED [illegible]

Dec. 7, 1948.

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

3 of us split up 45 meter this point a while before so I was the only one who saw it. I also saw 9 Deer from the same spot, I did hear-only more.

WITNESSED BY:

/s/ [illegible]
s/s CSI 16th Dist.

/s/ FREDERICK M. [illegible]
s/s O.I 16th District

/s/ FRED [illegible]
[illegible] E Crystal Ave.
Salt Lake City, Utah.

CERTIFIED TRUE COPY:

William R. Burnett

WILLIAM R. BURNETT
Captain, USAF
District Commander

CONFIDENTIAL

E. H.

Enclosure 1[illegible]

[illegible] I [illegible]

[illegible]

[illegible] General
[illegible]
[illegible]
[illegible]
[illegible] Intelligence [illegible]

[illegible]

[illegible] Bulletin [illegible] by Dr. [illegible] in October [illegible]

[illegible] "essential element of information" form is [illegible] to [illegible] in obtaining the information desired.

[illegible] full report as [illegible] Air Force [illegible], Wright Field, Ohio, [illegible]

[illegible]

1 Incl
[illegible]

[illegible]
Colonel, [illegible]
Chief, Technical Intelligence [illegible]
Intelligence Department

[illegible]

[illegible]

[illegible] October 1948

[illegible]

[illegible]
Air Technical Intelligence
Wright-Patterson AFB
Dayton, Ohio

1. The following report is submitted in accordance with AMC Letter [illegible]-1, dated 3 August 1948, for your information. Mr. Fred Hack, 22 East Crystal Avenue, Salt Lake City, Utah, reported seeing a flat object flying through the sky on Saturday, 16 October 1948, about 11:45 A.M. [illegible] was deer hunting on a mountain east of Fayfield, Utah, on Highway [illegible], one mile south and five miles due east of Sterling, Utah. The mountain is west of Strawhill Canyon, [illegible] top of Twelve-mile Canyon.

2. Mr. Hack [illegible] was interested for [illegible] when he heard a sound and [illegible] and saw the object, which he estimated was [illegible] overhead. He said that it looked like a flattened [illegible], was black on the sides and the center was sort of silver or gray. There were two outside stripes which were apparently black. It appeared to be about nine inches long, and moved as if it were not propelled and seemed to be driven from the rear end. Mr. Hack, who is an air [illegible], said [illegible] didn't sound like an aircraft engine nor any type of [illegible] also as there was definitely a thrust or a "put, put, put." He said if it were a gasoline engine, it was muffled. It made a sound of steady clicking, like a paint mixer in the air [illegible] the wind and was traveling at high speed. He said the clicking might have been a camera.

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

[illegible]

JOHN D. JONES
Captain, USAF
Acting Adjutant General

(1) Air Defense Command
Fourth Air Force
Hamilton AFB, Calif

[illegible] 186

[illegible]

141

From OOAMA Utah 262215Z

To 4 Lgnt Force ion Air Force Base
Attention: ANC MCIAK-3

Gentl,

FILE NAME , 2[illegible] EAST [illegible] AVENUE, SALT LAKE CITY [illegible] FLAT OBJECT
[illegible] [redacted] [illegible] OVER MC [illegible] EAST OF MAYFIELD UTAH October 1948

Incident: 18E

T- 70376
T - 70 376

Incl ment 1a

Aug 19, [illegible] Eastern

Bodman AF Base, Ky

Bodman AF Base,

[illegible], Executive Officer

Bodman Field

[illegible] Bermuda Officer, [illegible] Field

[illegible] E.S.

[illegible] 1

[illegible] E.S.

bright silver [illegible]

[illegible] material

reflection of [illegible]

[illegible] at [illegible],000 ft

[illegible]

[illegible] [redacted] [illegible] to the S[illegible]
at scarcely discernible speed
Approx 2 hours

Seemed to appear stationary

[illegible] E/S

[illegible] Southwest

[illegible] E/S

[illegible] E/S

[illegible] E/S

[illegible] Similarity of Altitude and Azimuth readings taken
to that of Planet Venus

[illegible] Incidents (over)

[illegible] page)

[illegible] Aug 1948

[illegible]

[illegible]

[illegible]

[illegible] in the position [illegible] as compared [illegible]

[illegible] of your request, [illegible] extracted [illegible]

[illegible] Paul [illegible] Air Command [illegible] the fact [illegible] that the object was [illegible] it disappeared [illegible]

[illegible] Jan [illegible] object was first [illegible] it [illegible] white in [illegible] 1-1/2 [illegible]

[illegible] Oct 1948 [illegible]

[illegible]	Altitude	Azimuth
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible] 1948

[illegible]

[illegible]

It is [illegible] that Venus [illegible] be observed by the unaided eye from the [illegible] feet [illegible] possible, [illegible] the [illegible] of sky [illegible] to the sun.

Jupiter is the only other planet [illegible] this [illegible] of brightness level, which is compared [illegible] [illegible] for [illegible] of sighting:

[illegible] Local	Altitude	Azimuth
[illegible]	25° [illegible]	197°
[illegible]	2[illegible]° [illegible]	206°
[illegible]	3[illegible]° [illegible]	211°
	30° [illegible]	217°
[illegible]	17° [illegible]	[illegible]
[illegible]	1[illegible]° [illegible]	22[illegible]°

The evidence obtained from [illegible] conclusively proves that this object was [illegible] planet Venus.

Sighting of 19 Aug 1948: Reference is made to [illegible] and to [illegible] received 2 November 1948 [illegible] another sighting [illegible] unidentified object at Dow Air Force Base on [illegible] 1948. Evidence [illegible] sighting were to establish this object as being the planet Venus.

[illegible] at eight-minute intervals are as follows:

[illegible]	Azimuth	Altitude	Azimuth	Altitude
[illegible]	[illegible]	[illegible]	[illegible]	68.7
[illegible]	12.7	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	22.2	[illegible]	[illegible]	[illegible]
[illegible]	228.5	[illegible]	[illegible]	[illegible]
[illegible]	230.8	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	63.7
[illegible]	237.2	[illegible]	[illegible]	[illegible]
[illegible]	239.8	[illegible]	[illegible]	61.5
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	58.[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	256.9	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	259.5	[illegible]	[illegible]	[illegible]

[illegible]

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

[illegible] Air Force [illegible] 7 [illegible] 1 Aug 1948

[illegible]

[illegible] Incident

[illegible] Section

[illegible]

ATIAC-3 MCIAT 13 Nov 48 2

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

A. B. Lepermond

A. B. LEPARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Div
Intelligence Department

ABL/mh
8-6390
P 2180
N 86

RESTRICTED

[illegible] RESTRICTED

[illegible] FLIGHT [illegible]
[illegible] AIR FORCE [illegible]
DAYTON, OHIO
[illegible]

[illegible]

[illegible] 1 August 1952, the Wright-Patterson Flight Service Center [illegible] Colonel [illegible], Executive Officer, [illegible], [illegible], via the [illegible] Information Network, that an Unidentified Flying Object was visible from the ground at [illegible]. This object was [illegible] to be at an estimated [illegible] to [illegible] feet altitude, [illegible] to [illegible], bright silver color, giving a bright reflection [illegible]. It was observed from [illegible] AFB, Kentucky, to observe subject object on a [illegible] this [illegible] was available.

[illegible], 10 [illegible] 1952, the above information was relayed verbally to the [illegible] (ATC (ADC)) and this Center informed [illegible] that a [illegible] information regarding subject unidentified flying object [illegible] other headquarters was required.

[illegible], [illegible] 1952, a message was received from [illegible] Air Force Information Network, which stated that there was a [illegible] information of Subject object and it appeared to be moving southwest [illegible] at approximately [illegible], at an elevation of [illegible] from [illegible]. The [illegible] flying over [illegible] at an altitude of [illegible] to [illegible] feet and at that time [illegible] to locate subject object. The unidentified object was visible from the ground with the naked eye and search and elevation readings were being taken by theodolite [illegible] course of subject object was being [illegible].

[illegible], 10 August 1952, the above information was relayed verbally to the [illegible] Control, ATC (ADC).

[illegible], 13 August 1952, Major Vitale, [illegible] officer [illegible] notified the Wright-Patterson Flight Service Center that the unidentified [illegible] was considered to be the planet [illegible]. This information was given [illegible] Commanding Officer, [illegible] AFB, [illegible] Dr. Moore, [illegible] Astrologer, University of Louisville, Louisville, Kentucky.

[illegible], 14 August 1952, this information was relayed to the Commanding General ATC, (ADC), and they requested that the search and elevation readings [illegible] were obtained from [illegible] AFB be relayed to them in order to verify the conclusion of Dr. Moore. This information was received from [illegible] AFB by Major [illegible] Robinson and was delivered to Commanding General, ADC (ADC), who confirmed the conclusion that the unidentified object was a planet [illegible], due to the location, time, and [illegible] of [illegible].

[illegible], 10 August 1952, Major [illegible] contacted [illegible], to see if any additional information was available and received a negative reply.

RESTRICTED

[illegible]

00 T 00T 00T

[illegible] August 19[illegible]

[illegible] Col. [illegible]

SUBJECT: Unidentified Flying Objects

The following message was telephoned by Major Robbins, [illegible] Flight Service Center on 11:30, 19 August, [illegible] 5-1307:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 [illegible], 8-19-48, by Lt. Colonel John Haugh, Executive Officer, Bomma 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 [illegible]. An F-51 was dispatched from Standford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soon as possible."

Major Robbins said he would send us a confirming [illegible].

Mr. Dagwood was given this information.

As result of the above information, I immediately got in touch with Major Robbins and learned that another report had been received from Bomma Field to the effect that there were changes in altitude, that the azimuth reading was 275° and the apparent elevation, 10°. The next report at 1:30 stated that the object moved at [illegible] azimuth and apparent altitude of [illegible]. This information was immediately passed to Mr. Dodaler with the thought that it might be Venus. Mr. Dodaler made a rough representation of the movements 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 275° Azimuth, [illegible] elevation, whereas the computed position of Venus was 259° 51' Azimuth and 11° [illegible] elevation. At 11:5[illegible] the object was reported as 292° Azimuth 5.9 elevation whereas Venus at that time is approximately at 5.° 17' and 294° 17'. The only other bright star in this area is Pollux, however, we think we have eliminated its computed position since the Venus readings so closely approximated those of the reported object.

J.A.H.

117

OUT OUT OUT

READING OF OCEAN FILE [illegible]

19 August 1943

[illegible]	AZIMUTH	ELEVATION
1012	206.3	59
	207.2	57.1
	211.4	55.8
	222.2	65.4
	[illegible]	65.9
	[illegible]	[illegible]
	[illegible]	60.7
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	41.0

ROUTING AND RECORD SHEET

AIR TECHNICAL SERVICE COMMAND

SUBJECT: Report of Unusual Incident

TO: [illegible] FROM: [illegible] DATE: [illegible]

ATTN: Mrs. Illverson

Forwarded for your information is a copy of Report of Unusual Incident which occurred 19 August 1948.

[illegible]

Incl:
Report of Unusual Incident

[illegible]
Major, USAF
Deputy Commander

RESTRICTED

(CONTINUE ON OTHER SIDE)

[illegible]

[illegible]

At [illegible], 16 August 1948, the Wright-Patterson [illegible] Center [illegible] Lt Colonel John [illegible], Executive [illegible], [illegible] AF [illegible], [illegible] Man 62 Interphone Network, that an [illegible] flying [illegible] the [illegible] of the accompanied to be approximately 50,000 [illegible] feet [illegible], spherical in [illegible], [illegible] silver color, giving [illegible] the [illegible] from [illegible] subject [illegible]

[illegible]

[illegible]

[illegible]

At [illegible], [illegible] August 1948, this information was relayed to the Commanding General [illegible], and they [illegible] a station requires [illegible] to verify [illegible] the [illegible] General, [illegible] the [illegible] object was the [illegible]

[illegible]

Mr. Hagerund 1210

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

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

Will send a confirmatory RAR.

167

[illegible] 1948

[illegible]

[illegible] Reports

[illegible]

[illegible] object was reported [illegible]

[illegible]

[illegible] this information.

[illegible] of the above information, I immediately got in touch [illegible] learned that another report had been received from [illegible] field to the effect that there was no change in altitude, that the Azmuth reading was 235° and the apparent elevation, 60%. [illegible] report at [illegible] stated that the [illegible] at [illegible] and apparent altitude of [illegible]. [illegible] was immediately [illegible] Mr. Brenner with the thought that [illegible] be Venus. Mr. Brenner made a rough approximation of the [illegible] of Venus at that particular time and although there was [illegible] variation in [illegible], subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at [illegible]:19 was 235° Azmuth, 55° elevation, whereas the computed position of Venus was 234° 53' Azmuth and 51° 55' elevation. At 11:50 the object was reported at [illegible] Azmuth [illegible] Venus at that time [illegible] at [illegible]. The only other bright star in the area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

[illegible]

[RESTRICTED]

Inclusr: # 188

Sunday Open ____ Meeting ____ Closed ____

8) Oct 1948

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

blip on scope
1 seen intermittently
Determined - Could have been 3 separate sightings
of same object

Size of normal craft

Object not seen - appeared in scope

N/A

Could not be determined

170°; 090°; & 270°

2 miles each time

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

1st blip: 4 minutes; 2nd blip: 6 minutes; 3 blips - minut
or a total of 14 minutes
25 to 30 mph

none

nothing could be seen due to darkness

Rotating visible

Rotating visible

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

1st blip: faded from view; 2d blip: disappeared in
ground clutter; 3d blip: disappeared into ground clut or 1/2 mile fr
N/A center of field

Radio scope had been released at

0920Z & 0922Z.

Visibility 4 miles, intermittent ceiling 1500 ft overcast
now at 1500ft

AFB_____

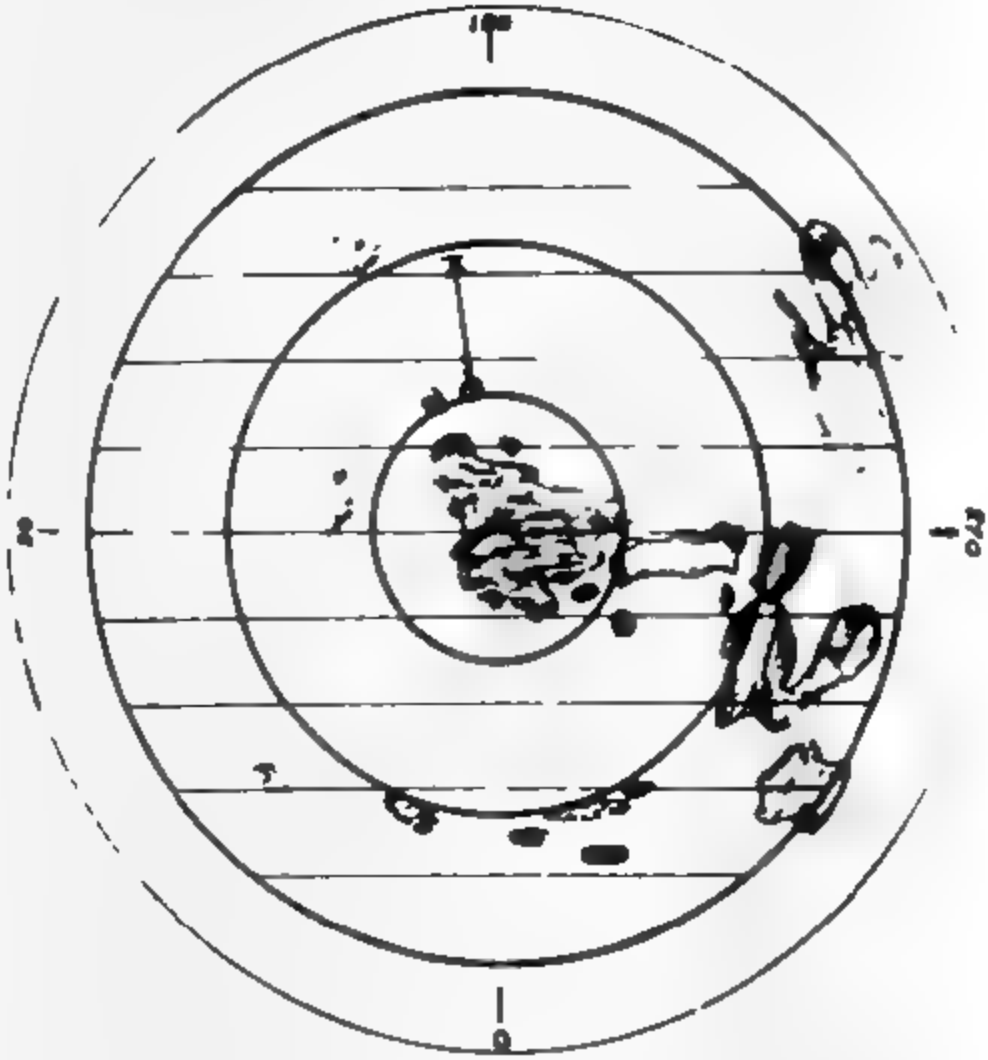
FRANK D. [redacted], S/Sgt. 1952 AAFB by
Grove Bay, AO 677, New York, and others (See below)
GCA Operator

All persons interrogated are either officers or former officers now in civilian status. Their character is of [illegible] S/Sgt [redacted] is a navigator and bombardier and his evidence, is rated as excellent.

First sighting occurred at [illegible], 29 October 1952 when an unidentified object appeared in Grove Bay, [illegible] approximately 2 miles from center of field on bearing of [illegible]°. Object traveled about 2 miles and disappeared. No report on altitude determination. Estimated rate of speed was [illegible]. GCA Operator had called in S/Sgt [illegible] to verify its findings. Object again appeared at [illegible] and was observed by both Sergeant and Operator. It remained in view until [illegible]. At [illegible] the object appeared on a bearing of [illegible]° and moved slowly to a point due to 270° and again disappeared. It reappeared at [illegible] east of the field on a bearing of 270° about 2 miles distant from the field in perfect alignment with runway 27. It appeared the same as a plane at either extremely low or extremely high altitude. Object was very clear on the scope at all times. S/Sgt [redacted] and S/Sgt [redacted] remained in the unit during constant watch on Service 1 and 2. After about [illegible] minutes object faded from view into the ground clutter of the field. [illegible] on hand was in error as that object was in vicinity of Hamilton River at the time of the first sighting. Second sighting placed it in the immediate vicinity of [illegible] and Bob Arm. During the time the targets were noticed there were no aircraft in the air or ships or boats in the bay. The targets was very clear though small.

[illegible]: Radar PPI Scope Sketch seems to show some discrepancy when compared to statement as to direction of flight in the use of sighting (OBJ.92)

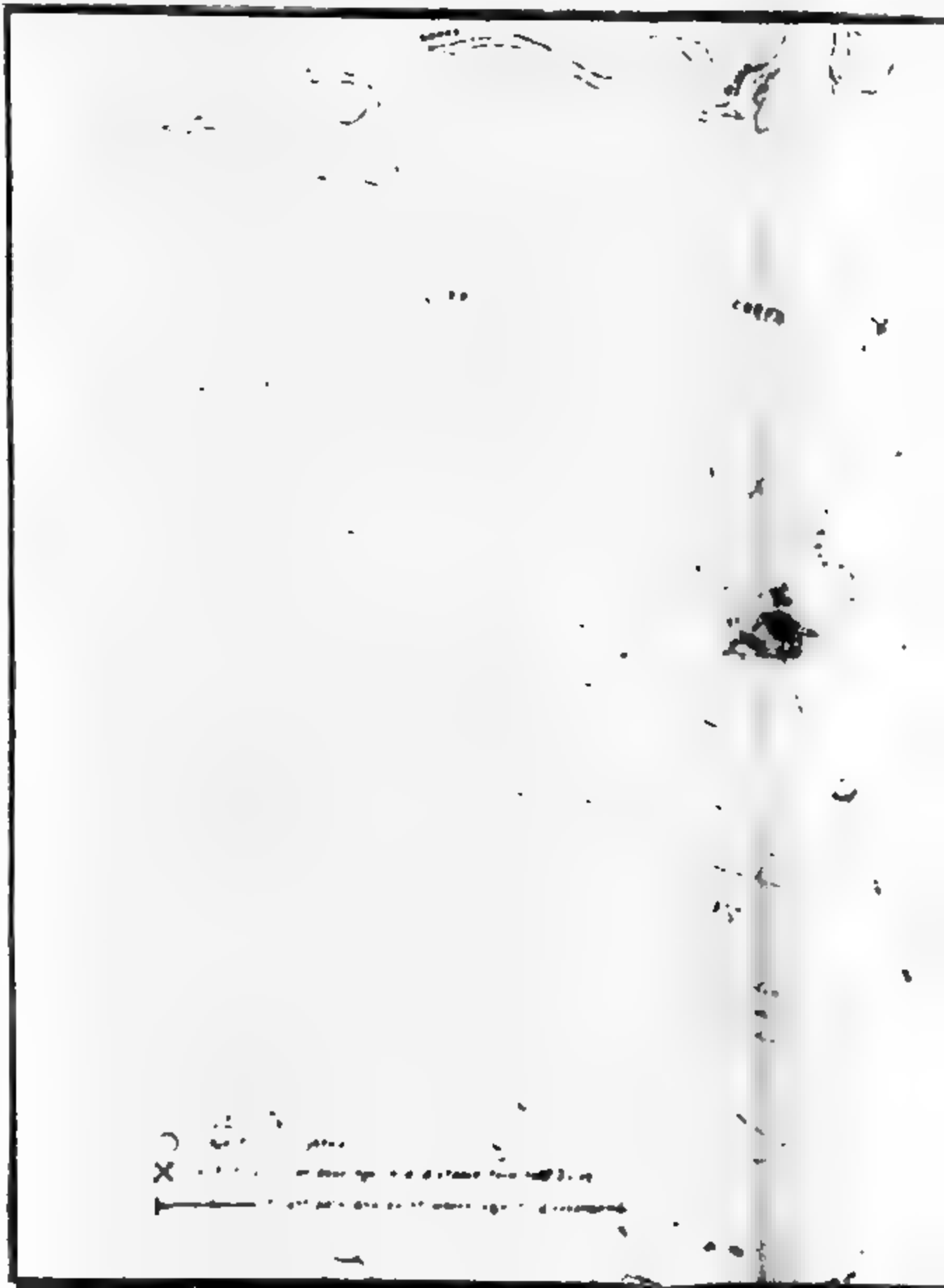
[illegible], S/Sgt, USAF, observed the blips while standing watch in the GCA Unit. He had been alerted by previous operator that unidentified blips were being observed at irregular intervals. He was observed a small blip east of the field in the Lake Melville Area. He stated he observed as many as three blips at one time. [illegible] seemed to be in set course along the speed of each blip was approx 30 MPH. That was checked and it was found that the blips traveled upstream and downstream. Most of them were observed to the east and south of the field also some were seen to the north and west. Attempts to observe the blips on precision elevation scope were unsuccessful. Short times of [illegible]'s observations are unknown but during the watch he observed six. He said he had observed unknown blips on the other occasion - while with S/Sgt [redacted] his attention was called to 2 objects NW of the field moving away. They disappeared at about 6 miles. One was a very strong target.



PPI SCOPE
SKETCHED BY
E. R. [illegible]
[illegible] Rep. Laboratory [illegible] 49

*1-B

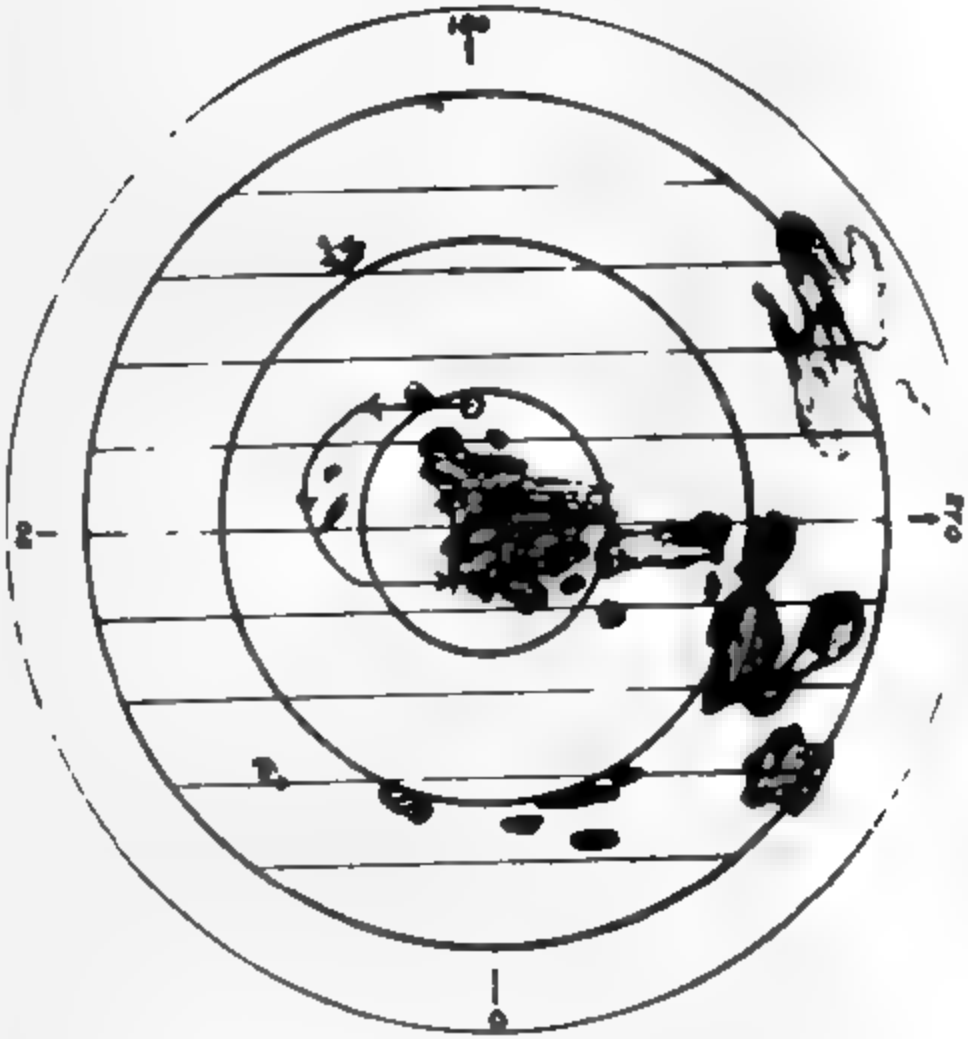
Shaded areas indicate normal ground clutter.



COLLEGE LIBRARY

1-0

SECRET

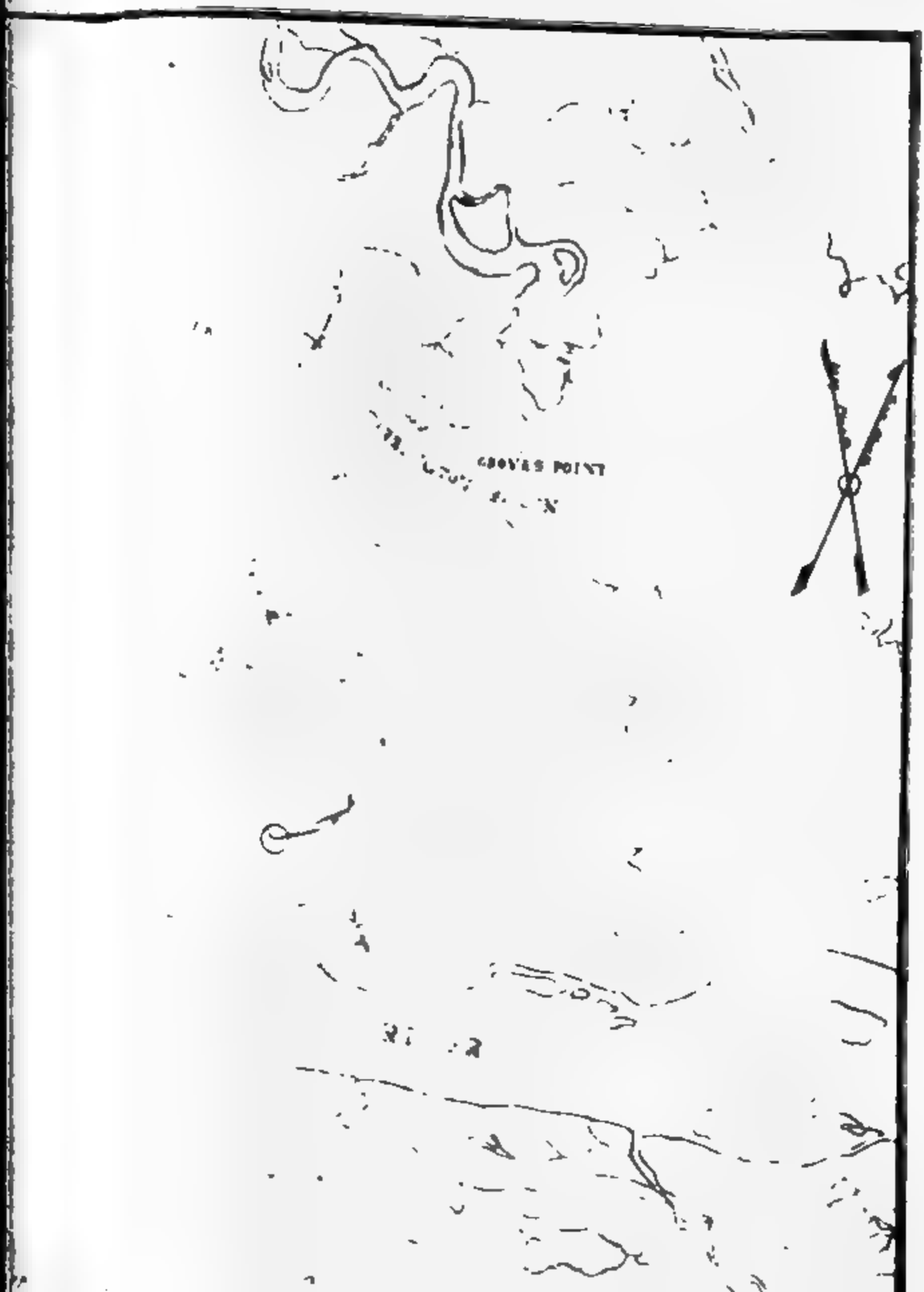


PPI SCOPE

SKETCHED BY
E.B. JIBLES, CAPT USAF
Goose Bay, Labrador

"2"

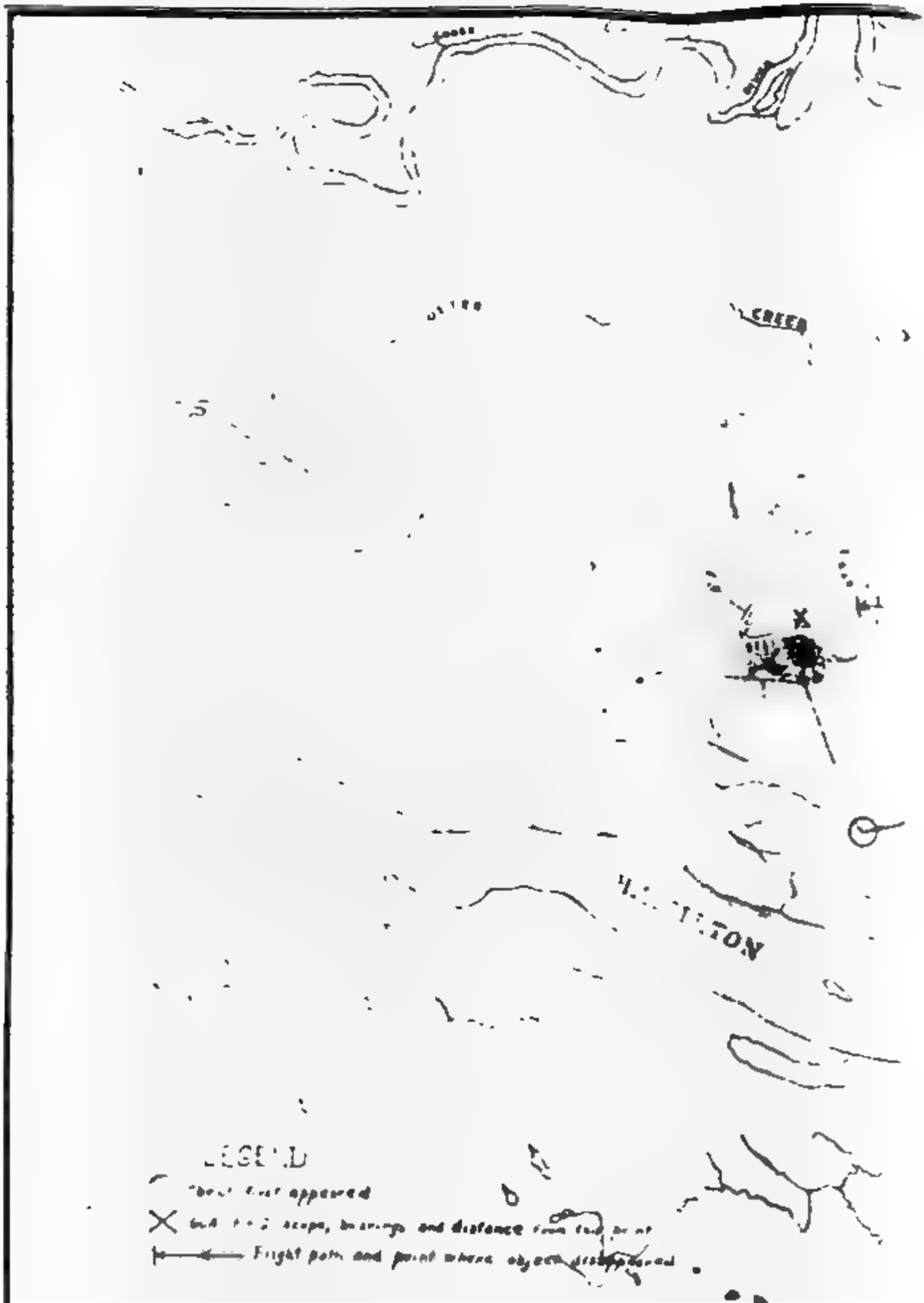
Shaded areas indicate normal ground clutter.


GROVES POINT

CSE BAY
LABRADOR

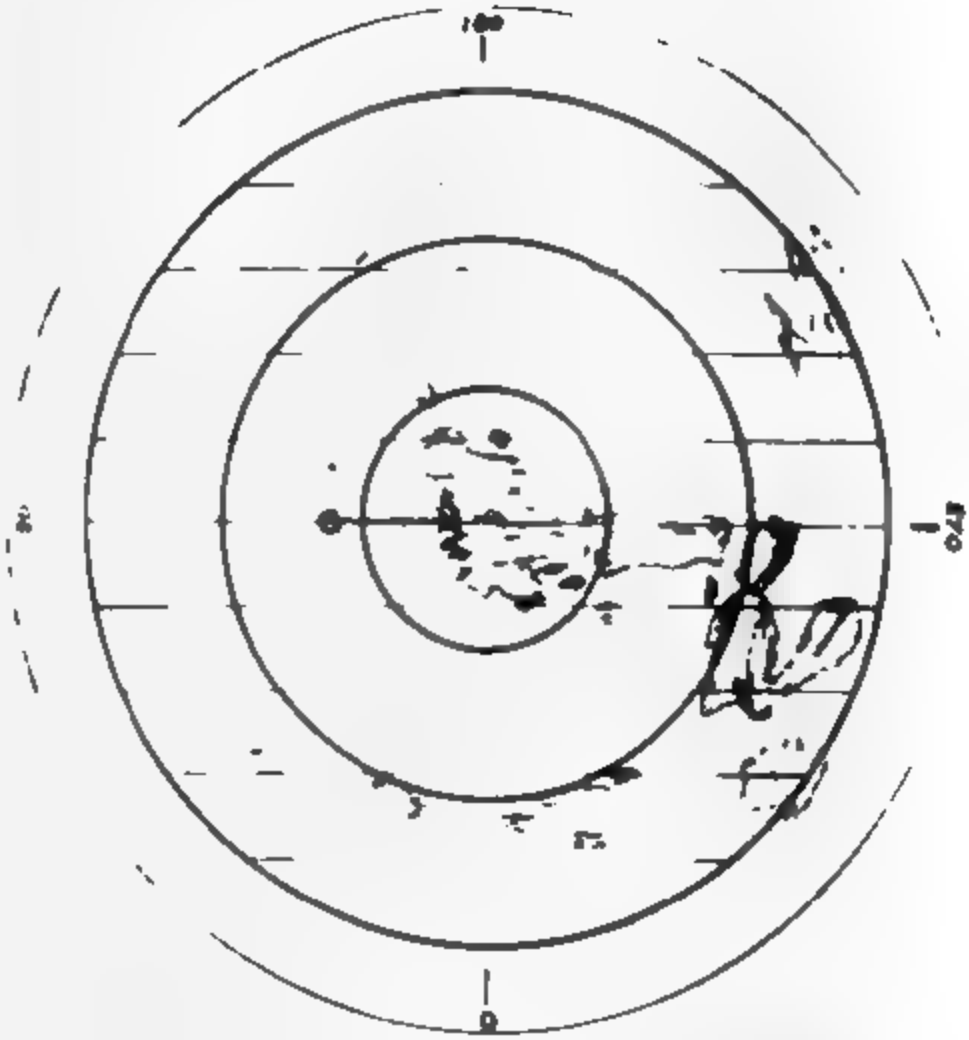
#2-B

SECRET


CREEK
TON
LEGEND
Object that appeared
Flight path and point where object disappeared

JOOSE BAY
LABRADOR

1 70052



PPI SCOPE

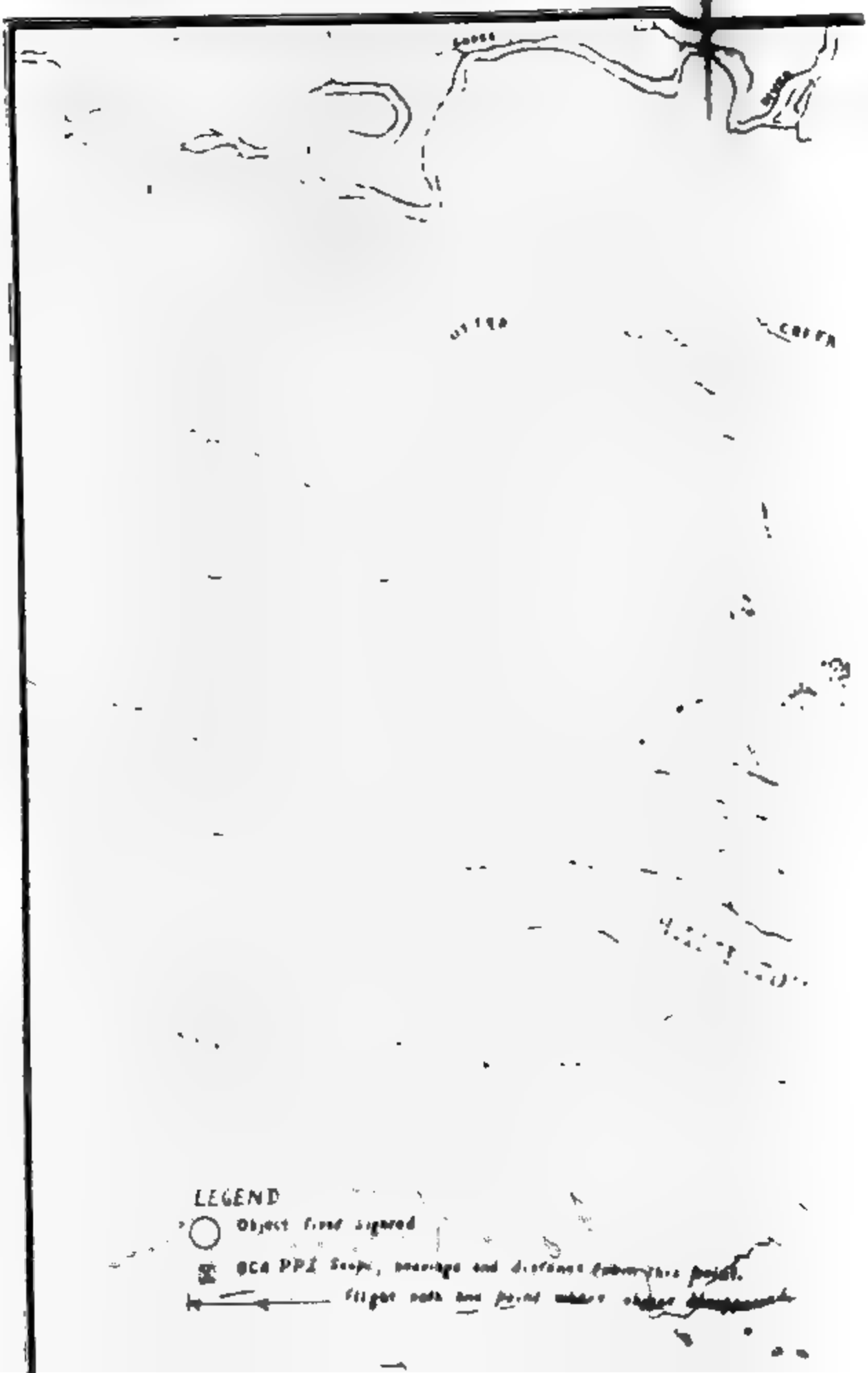
3

RIVER

LABRADOR

#3-B

SECRET


LEGEND
Object first sighted

GOOSE
LABRADOR

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. /

SECRET

This copy will be safeguarded with the greatest care and when no longer required, or when new copy is to be prepared for destruction in accordance with Section IV, Reg Office Instruction No. 50-3

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care and when it is no longer required, or when there is will be prepared for destruction in accordance with Section IV, Air Office Instruction No. [illegible]

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. 1

SECRET

This copy will be safeguarded with the greatest care and when it is employed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 50-2

Incident # [illegible]

[illegible]

HEADQUARTERS NINTH AIR FORCE
[illegible]

[illegible]

SUBJECT: Report of Flying Saucers

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Air Force, [illegible], Subj: "Reports of Flying Discs", File [illegible] (AC), [illegible] 27 Oct 48

4th Ind

[illegible] INC, Office [illegible] Officer, Hamilton Lane, Hamilton Field, California 3 Dec 48

To: Director of Intelligence, Headquarters [illegible], Hamilton Field, California.

[illegible]

[illegible]

INT [illegible] For Info

[illegible] Intelligence, [illegible] 1948.

[illegible] Air Force [illegible]

[illegible] operations.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 189

[illegible]

1\. [illegible]

2\. [illegible]

3\. [illegible] ... miles east of Turner ... [illegible]

[illegible]

11\. [illegible]

12\. [illegible]

13\. [illegible]

14\. [illegible]

15\. None apparent

16\. None apparent

17\. Approximately [illegible]

18\. [illegible]

[illegible]

Incident #269

Incident # 120

11 Oct 1952

1200
[illegible] hours

[illegible] Germany. 3 miles NE of Munich

Control Tower - Rechlin of Munich (with flashlights

Attention called to object by other officers

1

Larger than an aircraft

Reflected light

Round or spherical with something hanging from it

Above [illegible] ft

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

Disappeared into clouds

Metallic appearance - something

...ared to be hanging from the object

Colonel Michael J. Ingalls, [illegible] Fighter
Group, Kunming AF Base,
[illegible] for [illegible] Fighter Group

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

On 11 Oct [illegible] Michael J. Ingalls was called to the Control Tower to [illegible] an unidentified aerial object [illegible] by other officers. The object was [illegible] for several minutes by close sighting with reference to fixed objects. It is possible that it was moving in a [illegible] directly away from the point of observation. It was red in color or [illegible], and occasionally the sun's rays reflected from it. [illegible] appeared to be [illegible] moving away from it, but the nature of the moving object is indeterminable. After being extinguished for awhile, the object began to rise [illegible] very slowly [illegible]. From this [illegible] of range and observation of [illegible] in layer of high [illegible] the object appeared to be larger than an [illegible] and was believed [illegible] 1,000 feet. The observation was made [illegible] the control tower. No [illegible] was noted.

[illegible] unit [illegible] to take [illegible] to test [illegible] release of airborne weather and [illegible] balloons, or having [illegible] of lights.

[illegible] of a [illegible] reference to an F-80 aircraft was made. No [illegible] having observed any object. Aircraft in the area [illegible] 2 B-17s.

[illegible] conditions at the time of [illegible] were as follows: [illegible] feet. Visibility 6 miles. Surface winds [illegible] 15 [illegible] 12 knots per hour
18 [illegible] 15
[illegible]
[illegible] 5

[redacted]

[redacted]

1200Z

[redacted] AF Base

[redacted] Tower

[redacted]

1/2 [redacted] 1 [redacted] F-[redacted]

[redacted]

[redacted]

[redacted] feet

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Constructi[redacted] [redacted] [redacted]

Visibility 5 miles. [redacted] [redacted] [redacted] [redacted] estimated at 20,000 feet. [redacted] at 25,000 [redacted] 35 knots per hour [redacted]

[illegible]

[illegible] Marrett, USAF,

[illegible]

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

[illegible]

[illegible]

At approximately 1230 [illegible] hours [illegible] of a flying object was made by Capt. Alvin [illegible] Marrett from the base control tower, Nellingen AFB, which is located [illegible] miles west of Stuttgart, Germany. The object appeared spherical in shape, and was silvery metallic in color. Estimated height was [illegible] feet. It was apparently not moving and was under observation for about [illegible] minutes. At no time was there flame between the object and point of a parachute. The object appeared about [illegible] times as large as the [illegible] flare [illegible]. There was [illegible] smoke or exhaust emanating from the object. No noise was associated with it. It [illegible] in contrasting view of [illegible].

[illegible]

[illegible]

1200 Z

Northeast of Neuchberg AF Base, Germany
[illegible] 11° [illegible] E
Central Tower

1

Larger than [illegible]

Shiny

Disc-like or ball-shaped - could not determine but thought it was the former
Held an le of 70° above horizon (a [illegible] ately over 40,000 ft)

Apparently rising directly away from earth

5. [illegible]

N/A

2

Reflected light - object shiny in rays of sun

Object very shiny in rays of sun
apparently metallic construction
Visibility 5 miles. High broken clouds
[illegible] as estimated at 30,000 feet. Winds aloft at 25,000 feet 5/30°
35 knots per hour

[illegible]

Capt Arthur D. Snap, [illegible]
Headquarters of Base
USAF Pilot

It is believed that all of the officers interrogated possess at least normal ability to determine [illegible], speed of moving objects and size at a distance. All possess at least normal intelligence and corrective lens requirements. All are trained and experienced pilots of the U.S.A.F. Complete reliability is placed in each of the four officers.

At approximately 1400, 4 June 1[illegible] Capt Arthur D. Snap saw a [illegible] shape object at extremely high altitude. The visible circumference was round but Capt Snap was unable to state definitely if the object were disc or hemispheric - he thought it was the former. It was very shiny in the rays of the sun. For brief intervals it was obscured by [illegible] which were estimated on that day by the weather station to be between [illegible] feet". (Another report actually reports "High thin broken clouds, base estimated at 20,000 feet.) The clouds moved between the observation point and the object in an east-west direction. An object which Capt Snap believes to be an F-80 flew between the object and the point of observation. It appeared very small in relation to the size of the unidentified form. The estimated altitude of the F-80 was 25,000 feet. The object which was in a westerly direction from the base and at an angle of about [illegible]° above the horizon retained this angle until its disappearance. It was visible to the naked eye for about 30 minutes. Approximately [illegible] minutes after first sighting it the object began to get smaller and smaller and disappeared from view about [illegible] minutes later apparently rising directly away from the earth.

[illegible]

[illegible] control tower, this air force [illegible] Oubiberg [illegible] is located three [illegible] miles [illegible] east [illegible] city, [illegible] Germany, bordering the east side of the [illegible] autobahn.

[illegible]

[illegible]

[illegible]
[illegible] FIGHTER [illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible], Germany
[illegible] 1948

[illegible]

[illegible] observed, and a steady and steadily [illegible] were discernible. [illegible] could not be determined at the time, but the object was very fast as [illegible] a small jet aircraft. [illegible] believe to have been [illegible] lights [illegible] object are unknown.

[illegible]

[illegible] ‑3/[illegible]

[illegible]

[illegible] Subject [illegible]

[illegible]

[illegible] Commanding Officer
[illegible]
[illegible]
[illegible], Germany
[illegible]

1. Reference is made to the [illegible] report [illegible] 22 Oct and 27 Oct [illegible] Germany [illegible] the sighting of unidentified aerial object.

2. It is requested [illegible] intelligence [illegible] aerial [illegible] 22 and [illegible] October [illegible] statements of all available witnesses [illegible].

3. [illegible] "Essential Elements of Information" [illegible] included for the interrogator's assistance in obtaining the desired information.

4. It is requested that a full report on [illegible] sightings be forwarded [illegible] Command [illegible] [illegible].

[illegible]

Incl
[illegible]

[illegible]
Colonel, [illegible]
Chief, Intelligence [illegible]

[illegible]

[illegible]

[illegible] 11 October

[illegible] military

[illegible] it is [illegible]

[illegible] period of

[illegible] able to state

[illegible] may [illegible]

[illegible] rising but

[illegible] may [illegible]

[illegible] ready

[illegible] of jet

[illegible] [illegible] it

[illegible] X,XX ft

[illegible]

CONFIDENTIAL

CONFIDENTIAL

Incident # 16

Incident: 1-

October 1948

10 miles ... of ... City, Kansas

... Officer, ... Riley, Kans

[redacted] ... 7,000 ft.

... 15 miles

... 1 (1)

Doctor Letter from Hq AMC, Subject: Project [illegible], [illegible] - [illegible] 1960

1st Ind. [illegible]

[illegible] FIELD, CARSWELL AF BASE, Fort Bliss, Texas, 16 [illegible] 1960

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

Forwarded herewith are the Certificate of Certain [illegible], Bases and the reports of weather measures and state alert [illegible] October 1960.

3 Incl:
1 - n/c
2 - Certificate dated 12 Nov 60
3 - Report of weather measures and state alert, dated 16 Nov 60

[illegible] E. [illegible],
Major, USAF
Commanding

HEADQUARTERS
MARSHALL AIR FORCE BASE
Fort Riley, Kansas

In Reply
Refer to

C E R T I F I C A T E

[illegible] October 1948

I, Captain Glenn D. Baker, AO-1577935, certify that at 1445 hours Central Standard Time, 24 October 1948, I sighted one (1) metallic-appearing object from a ground position ten (10) miles southwest of Junction City, Kansas. The object was traveling with the speed of a jet aircraft in a general easterly / westerly direction when I first observed it. [illegible] to identify the object as an aircraft came to me. The object [illegible] north with a speed greater than any aircraft I had ever seen. I [illegible] the altitude of the object as near seven thousand (7,000) feet. There is no further information regarding this object which I can give.

GLENN D. BAKER
Captain, [illegible]
AO-1577935

CONFIDENTIAL

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. 1

CONFIDENTIAL

[illegible] OF ANY COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked CONFIDENTIAL. This copy will be safeguarded with the greatest care and will be returned to CLASSIFIED CABLE AND MESSAGE SECTION [illegible]

Incident # 171

[illegible] 24,Oct.1948

[illegible] early evening, around [illegible] P. M.

[illegible] From ground en route to Fargo, N.-D. [illegible]
outskirts of Moorhead, Minnesota [illegible]

[illegible] ground [illegible]

[illegible] Santa [illegible]

[illegible]

16-3 [illegible] November 1949

REPORT OF INVESTIGATION

[illegible] AFB

[illegible] AMC, [illegible] Wright AFB

[illegible] LAT100

[illegible] dated 1[illegible] November [illegible],

[illegible]

[illegible] Company.

[illegible] Exhibit I).

[illegible] brilliant [illegible] terrific speed [illegible] ever seen, [illegible] of approximately [illegible] of [illegible] suddenly [illegible] after making [illegible] and [illegible] of free view.

(Continued)

[illegible], AMC, Wright-Patterson AFB
AFB (Action Copy) (w/1 Incl) 3
(w/1 Incl) 1
[illegible] OSI (w/1 Incl) 1
File 1

[illegible]
Lt Colonel, USAF

FIA

FIG. 2.1

Some time between 1300 and 1330 GMT

Ground - [illegible] project [illegible] miles east of Nuremberg Germany

ground

[illegible] Heard a noise believed to be P-47 sire - [illegible] flying at high altitude

Undetermined - appeared dark "but was possibly silver [illegible] the side observed was the opposite side from sun"

[illegible] - similar [illegible]

unable to ascertain [illegible]

[illegible] to [illegible]

2 minutes

[illegible] - [illegible] to [illegible] compared with a [illegible]

The sound heard [illegible] to have been an P-47

No evidence of contrail

Straight level flight

[illegible] contrail while traversing straight and level

N/A

High scattered - estimated base at 16,000 feet
Visibility 40 miles. Wind at 25,000 feet 55 knots [illegible] per hour 1/205°

(Louis [illegible] Chief, [illegible], [illegible])

[illegible]

It is believed that [illegible] of the officers interrogated possess at least normal ability to determine color, speed of moving [illegible] and size of a distant [illegible]. All possess at least normal intelligence and character have reputation. All are trained and experienced pilots [illegible] complete reliability is [illegible] of the four officers. (Interrogator [illegible] one of the [illegible] [illegible] and IA)

[illegible] afternoon [illegible] between 1100 and 1300 hours left [illegible] flying at high altitude, observing the skies for the enemy he saw a disc-shaped object [illegible] with an extraordinary direction at first speed. [illegible] approximately [illegible] above the earth east [illegible] very [illegible] the [illegible] observed was on the opposite side from the sun. [illegible] the object moved very fast as compared with other [illegible]. The [illegible] board was reviewed to have been a fault. Object was observed for 2 minutes. It disappeared over the horizon towards [illegible] while traveling straight and level.

[illegible]

[illegible]

[illegible]

[illegible]

PRIORITY CONFIDENTIAL

** JFD41

JFOCP 15C/31[illegible]Z

TO JFO41CP

AT [illegible]

[illegible] CONFIDENTIAL [illegible] PASSED BY CRYPTO [illegible] FIGHT [illegible] WING ABLE WITH ONCE FROM ZERO [illegible] TO THE SEVEN ONE [illegible] ZERO ZERO TO CONCEN AIR MATERIAL [illegible] ONCE EACH THREE [illegible] ONCE EACH THREE [illegible] ZERO ABLE ONE SE IN [illegible]

[illegible] THE THREE FOUR ZERO TWO [illegible]

SECTION I [illegible] ONE TWO FOUR OCT FOUR EIGHT [illegible]

[illegible] FORCE [illegible]

[illegible] HIGH BUT UNCERTAIN ALTITUDES ON SOUTH [illegible] AND WAS [illegible] FOR APPROXIMATELY TWO MINUTES [illegible] WAS UNABLE TO DETERMINE OVERALL SHAPE OR SIZE OF [illegible] OBJECT COULD NOT BE [illegible] BUT APPEARED [illegible] THAN THE DATA [illegible] IN TYPE [illegible] ATT PT REPORT [illegible] OF THIS [illegible] CONFIDENTIAL

[illegible] OCT

[illegible]

[illegible]

T-71625

PRIORITY CONFIDENTIAL

Enclosure # 194

[illegible]

[illegible]

Incident # 194

[illegible]

1-5-

[illegible] Bay, Labrador - [illegible] miles south of [illegible]
on a southwest bearing
[illegible]

[illegible] Tri[illegible] A-1 Scope

1

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] approximately [illegible] miles south of the stem
[illegible] it was
[illegible]

[illegible]

[illegible]

[illegible]

[illegible] and disappeared
[illegible] and clutter

[illegible]

[illegible] object could not be seen visual
although target required a scope for [illegible] minutes
visibility [illegible] miles, ceiling estimated [illegible] feet

[redacted]

/ Frank D. Doerksen, [illegible]
See list below

[illegible] Operator at [illegible] Bay, Labrador

[illegible] Character [illegible]
[illegible] reviewed - complaint.

[illegible]

[illegible]

[illegible]

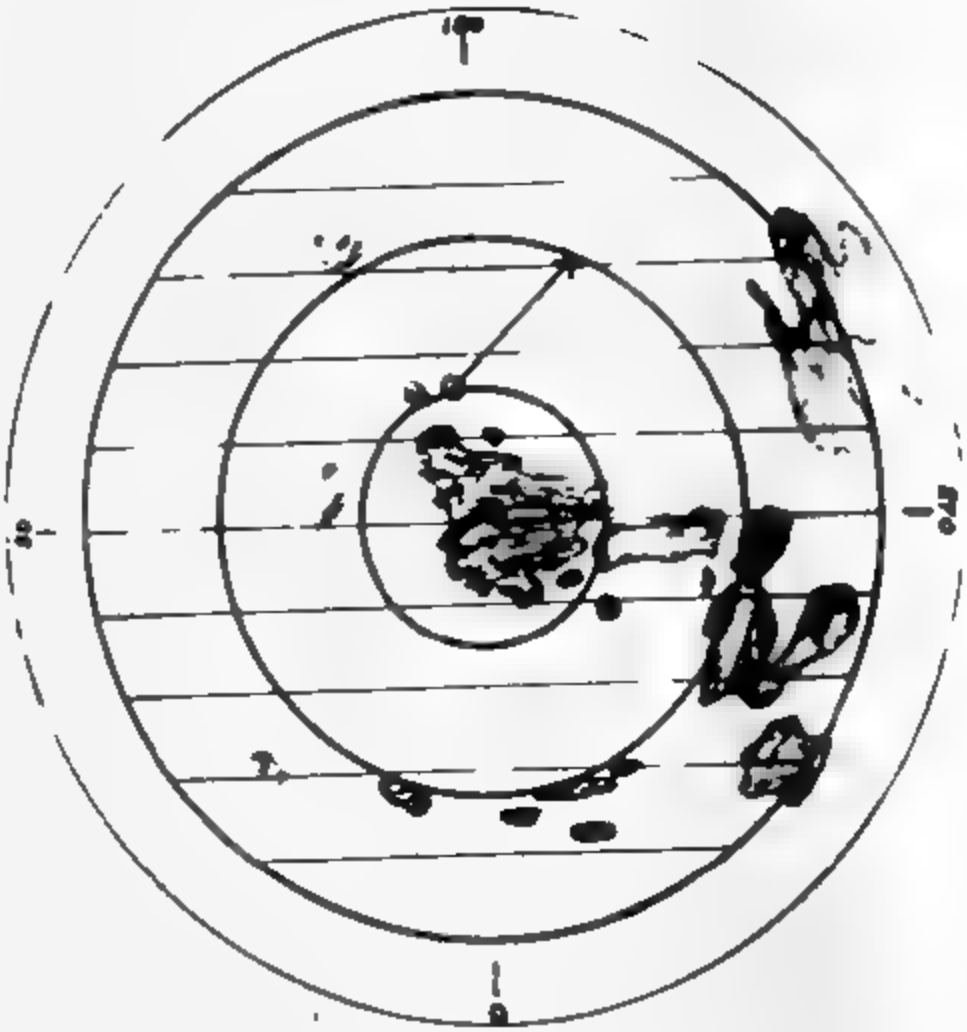
[illegible]

[illegible]

[illegible]

[illegible]

S/Sgt Frank [illegible] stated that [illegible] was in op[illegible] [illegible] May 195[illegible] [illegible] 1-354, the Canadian Air Force Marshal Plant, [illegible] visited the [illegible] Unit. They were given a brief [illegible] and [illegible] it works [illegible] a target was spotted on Search Scope #1. Tower [illegible] number [illegible] aircraft in air. Tower stated there were no aircraft in the air. Target was called to the attention of both [illegible] and was viewed for about 6 minutes until it faded into the ground clutter about [illegible] miles from the field. The object first appeared [illegible] about 3 miles south [illegible] the coast and was travel[illegible] [illegible] east. The [illegible] traveled at a speed of approximately 25 miles. It faded into the ground clutter about 6 miles from the field. There were no clouds in the sky, yet after making a visual search nothing could be seen.



PPI SCOPE

SKETCHED BY

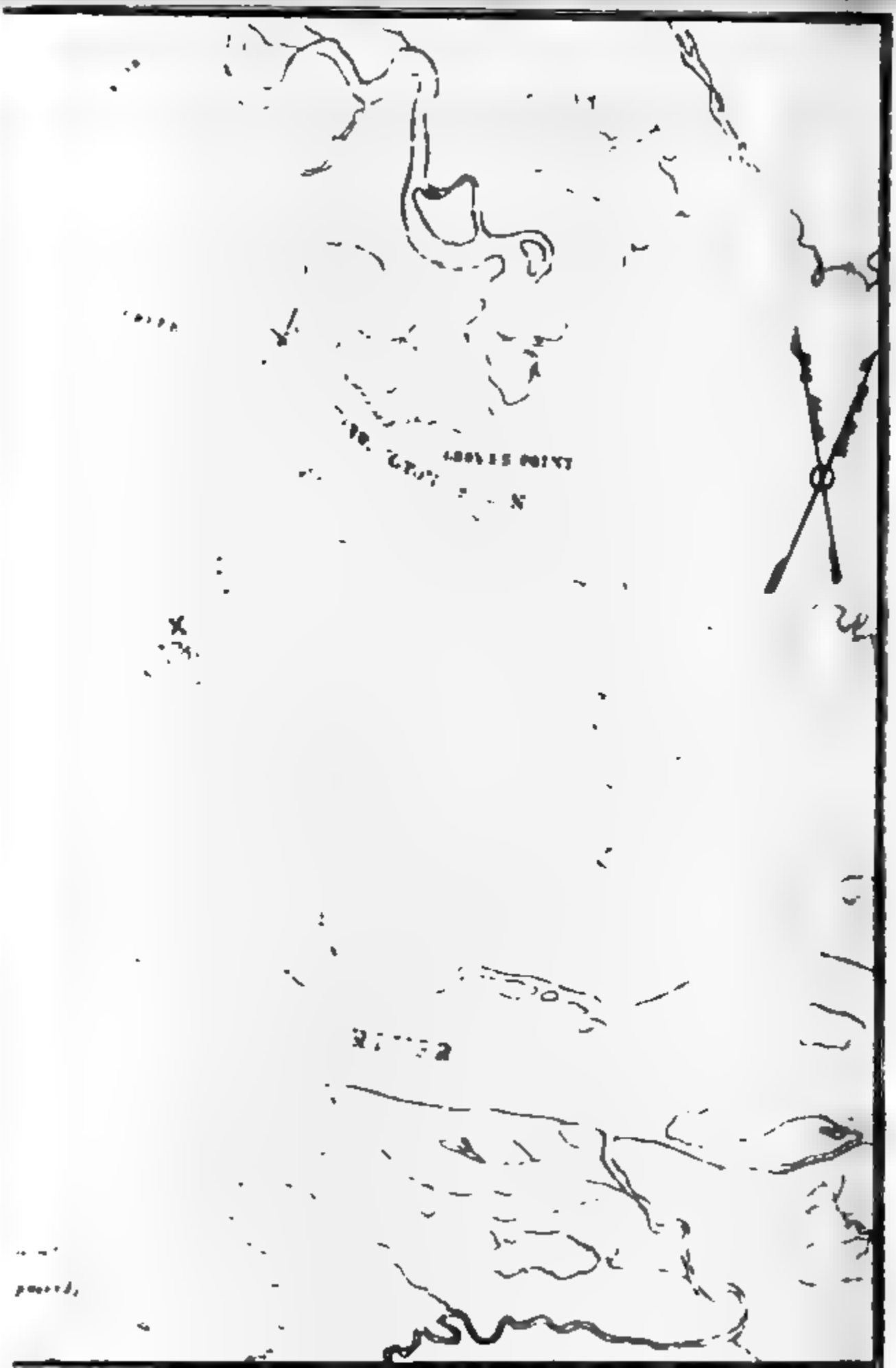
E.R. JIRLES, LAT USAF

Sonar Bay, Lakehurst 12 Sep 49

Dotted areas indicate normal ground clutter.

4-

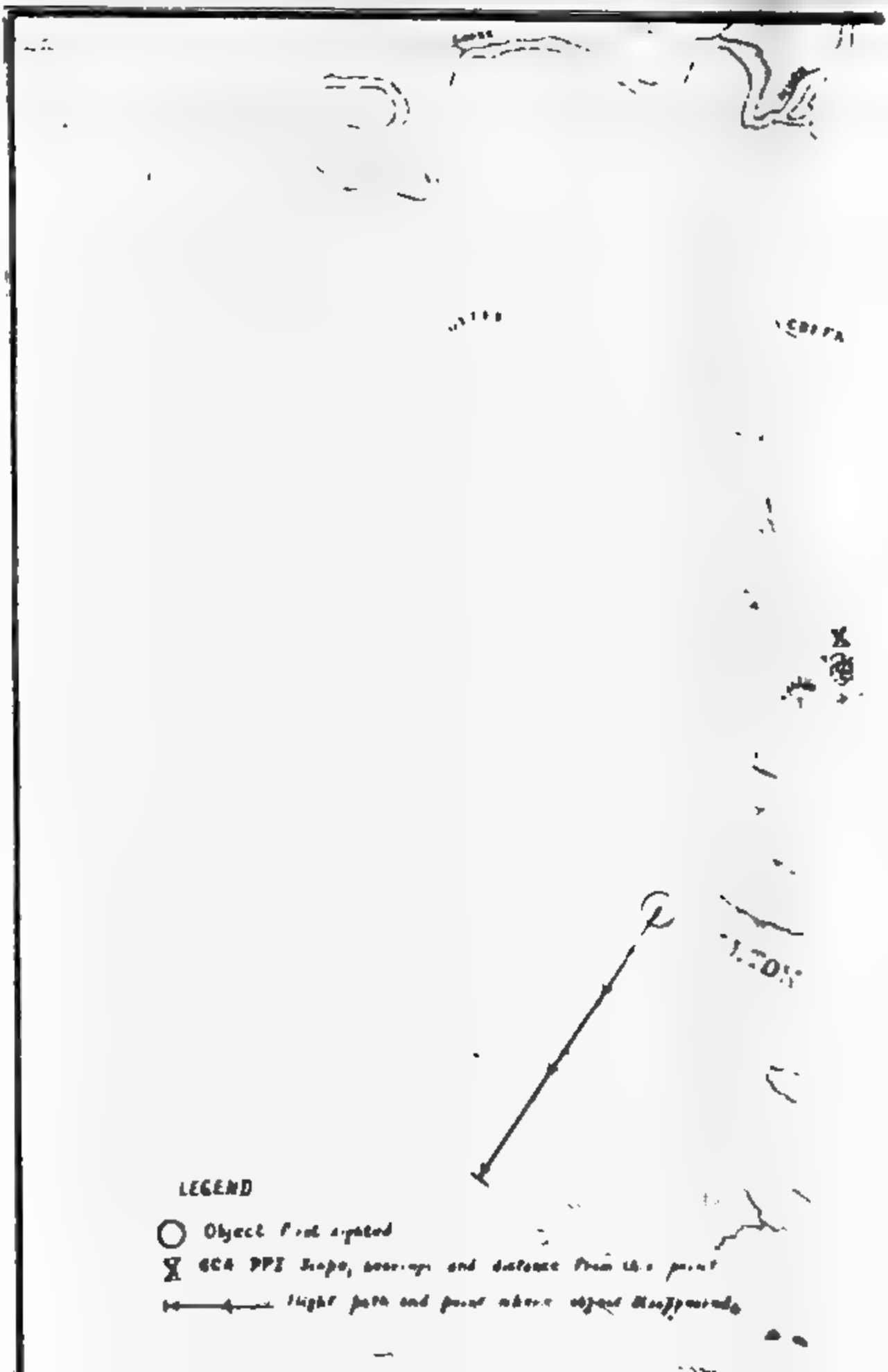
195



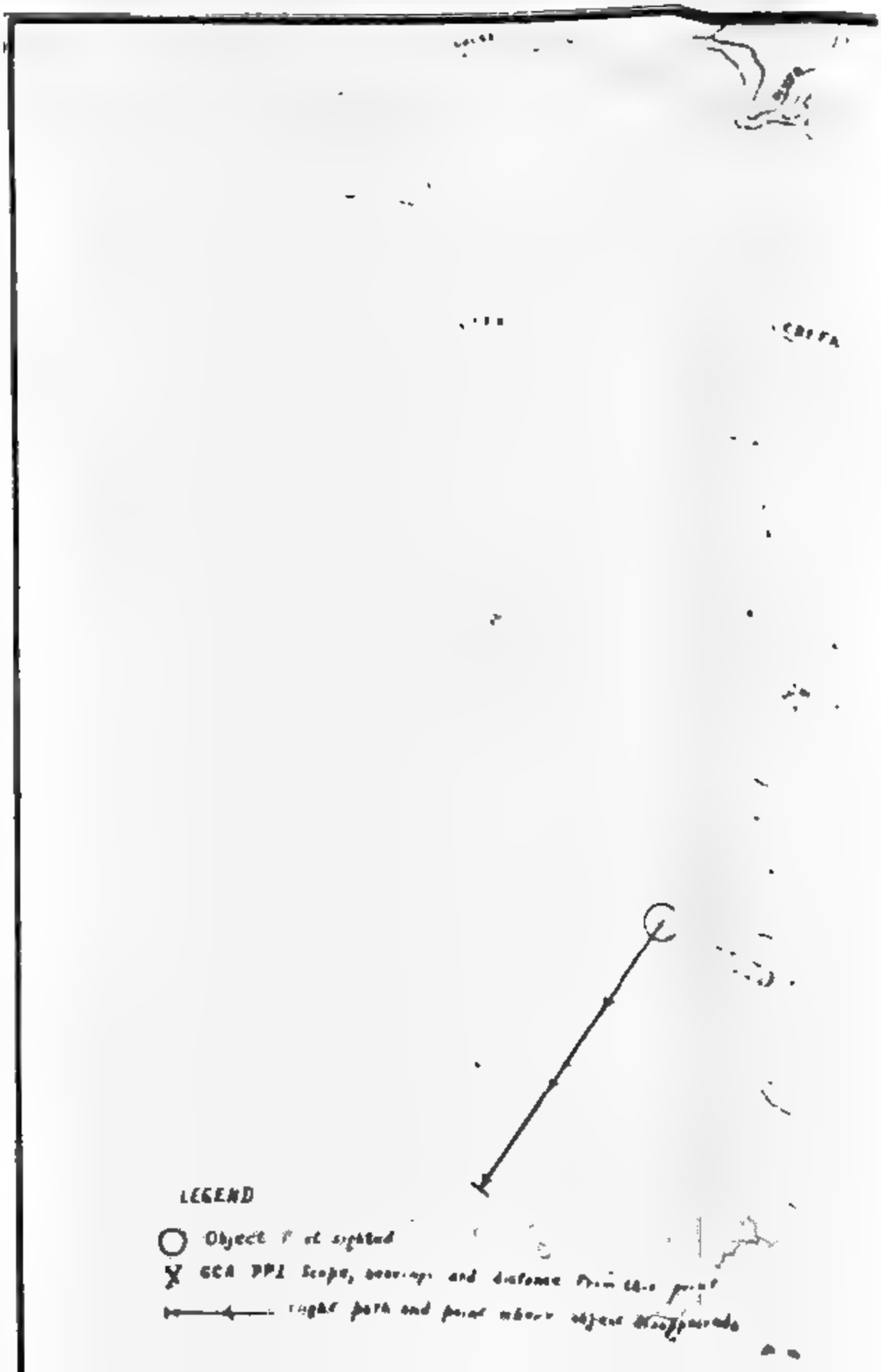
LABRADOR

#4 B

SECRET


LEGEND
Object first sighted
GCA PPI Range, bearings and distance from this point
Flight path and point where object disappeared

JOSE E.
LABRADOR


LEGEND
Object [illegible] sighted
GCA PPI Scope, bearings and distance from this point
Flight path and point where object disappeared

LABRADOR

[illegible]

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

MCIAI-S/ [illegible]
Nov 8 1960.

SUBJECT: Request for Investigation

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

[illegible] Commander
United States Air Force
[illegible]
c/o Postmaster
San Juan, Puerto Rico.

1. Reference is made to incoming reports of [illegible], Oklahoma, [illegible] and [illegible] from [illegible], Aberdeen, Maryland, concerning recent sightings of unidentified aerial objects. [illegible] officer [illegible] initiate [illegible] on of the reported sightings.

2. [illegible] investigative [illegible] reported objects is desired as follows:

a. Was object apparently physically [illegible] from the scope, periodically, or was it running into cloud or ship "hull" [illegible] affected [illegible] of a [illegible]?

Five copies of essential elements of information are attached as an aid to the interviewing officer in obtaining the desired information.

3. It is requested all pertinent material be forwarded to Commanding General Air Materiel Command, Wright-Patterson AFB, Ohio, Dayton, Ohio, attention MCIAI-S.

BY THE COMMANDING GENERAL:

s/ D.R. Clingerman, Col. USAF
for H.H. McCoy
Colonel, USAF
Chief, Intelligence Department.

1 Incl
[illegible] Form (Letter)

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

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9

Incident # 1-A

[illegible]

1 Nov 1948

[redacted]

.1 5 2

Cape Hay Laboratory

Ground - CA Radar station

blip on radarscope

1

Too large for bird and too small for aircraft

- object not seen

Could not be determined

Could not be determined

3-1/2 miles

- Direction and on bearing of 15° f observer

- almost a [illegible] 7 seconds - timed with stop watch

estimated at almost a [illegible]

None

None visible

B/1

None visible

Travele[illegible]

Disappeared from sight on a 165° bearing f/observer

B/

Vertical release at 03[illegible] Z

.10 : 15,C2 & .1.02

8,0[illegible] scatterer - visibility [illegible] miles

[illegible] Sgt Francis L. Mills, AF [illegible]
[illegible] Sq, Dover Air Force Base, [illegible], N. J.
RA Operator

Great ability to [illegible] of moving objects [illegible] ability to [illegible] at [illegible] hours. Reliability good. Observer's intelligence excellent.

Target [illegible] at 1:52:1 hrs at [illegible] miles from [illegible] of [illegible] from [illegible] time. Object [illegible] of approximately [illegible] at [illegible]. Moved [illegible] of [illegible] from [illegible] at [illegible]. [illegible] traveled the [illegible] miles in [illegible] minutes and [illegible] seconds time [illegible] with [illegible] match (a speed of approximately [illegible]). Operator [illegible] on the small [illegible] miles to be an area [illegible] and too large to be a [illegible] from [illegible] to [illegible] and at 5 to 10 [illegible]. Target [illegible] by [illegible]

Remarks recorded: [illegible] 17th Air Base Gp, Newfoundland Base Command, [illegible], page 3a & 3b states that

"By [illegible] a [illegible] and [illegible] the [illegible] in a bearing of [illegible] and [illegible] flashing a [illegible] light [illegible] of [illegible] for a distance of [illegible] miles [illegible] the object [illegible] at the object's [illegible] point 182° from [illegible].

"It is [illegible] message stated that the object travelled the distance of [illegible] in [illegible] minutes and [illegible] seconds time by a [illegible]. If it be more true, the object could not have disappeared [illegible] one and one half mile [illegible] it was sighted, [illegible] message red at [illegible] and eight-ten [illegible] from [illegible] that it did travel on a bearing of [illegible] at [illegible]."

[illegible] ltr fr [illegible], Subj: "Request for Investigation", dtd [illegible] Nov 1948.

2nd Ind.

Hq, [illegible]th Air Base Group, [illegible] Command, [illegible], [illegible] 677, c/o Postmaster, New York, N.Y. [illegible] January 1949.

[illegible] Air Materiel Command, [illegible] Patterson Air Force Base, Dayton, Ohio. [illegible]

[illegible] the attached reports are submitted.

[illegible] Three [illegible]

2. Our message [illegible], referred to above, could not be plotted on [illegible] of the message or the [illegible] map [illegible]

a. [illegible] two hundred [illegible] degrees ([illegible]°) [illegible] flight path [illegible] seven and one half (7 1/2) miles where the message states the object disappeared, would [illegible] the object's disappearing point [illegible] degrees ([illegible]°) from the station.

b. This same message stated that the object traveled the distance of four (4) miles in four (4) minutes and seven (7) seconds [illegible] to were true, the object could [illegible] have [illegible] from seven and one half (7 1/2) mile range on which it was [illegible], neither could it have disappeared at [illegible] degrees from the station, assuming that it did travel on a heading of two hundred and forty-nine degrees (249°) as stated.

1/Ltr fr C , AMC, Subj: "Request for Investigation", dated [illegible] ov 1948. Ex Ind sent d.

a. The C[illegible] observer on this particular sighting was M/S [illegible] Francis [illegible] Zillo, AF 16[illegible]6600 who has departed [illegible] is stationed for separation point, [illegible] was done. Base. [illegible] is home address is:

1128 [illegible] Street
[illegible] Illinois

4. Referring to para,repo ab, [illegible] time, these objects were a.. practicin evasive tac ics but either faded from view as indicated on sketches [illegible] disappeared into the horizon [illegible] and [illegible].

5. In the future, more possible [illegible] of this nature will be reported in the usual manner by TWX and a follow-up report made with sketches [illegible] section 3 inclusions.

[illegible]
[illegible]
[illegible]

a. Inclos:
1. [illegible]
a. Sketch [illegible] scope
b. Map [illegible] ay
c. Statement M/Sgt [illegible]
d. Statement [illegible] Chalette
2. [illegible]
a. Sketch [illegible] scope
b. Map [illegible] Ray
3. [illegible]
a. Sketch [illegible] scope
b. Map [illegible] Ray
4. [illegible]
a. Sketch [illegible] scope
b. Map [illegible] ray
c. Statement M/Sgt [illegible]
5. [illegible]

Referring to our
message [illegible].

1. Date of sighting - 1 November 1[illegible].

2. Time of sighting - [illegible].

3. Here sighted:

a. Ground

1) [illegible] Bay, Labrador
2) In a bearing of 1[illegible] from the station, approximately 3 3/4 miles out.

4. Number of objects - one.

5. Date as to object from observer - approximately 3 3/4 miles.

a, b and c - could not be determined.

6. Time in sight - 4 minutes and 7 seconds, timed by a stop watch.

7. Appearance of object - Size of object as [illegible] on the FF. scope was too small to be [illegible] too large to be a bird.

8. Direction of flight - [illegible].

9. Tactics or manoeuvers - [illegible] by travelled in a straight line.

10. Evidence of exhaust - None visible.

11. Effect on clouds - None visible.

12. [illegible] - none visible.

13. Support - None visible.

14. Propulsion - None visible.

15. Control and stability - None visible.

16. Air ducts - None visible.

17. Speed - estimated at 60 MPH.

1.0 E
[illegible]

[illegible] Sound - None

[illegible] None

[illegible] Manner of disappearance

[illegible] Disappeared from scope.

[illegible] SUMMARY

[illegible] M/Sgt [illegible]

[illegible] Address at the time of [illegible] Bay, [illegible]

Present address - 1176 S. [illegible]

[illegible] Occupation - [illegible] operator

[illegible] Place of address at the time [illegible] Bay, [illegible]

[illegible] Sites - Not known were no observer was present at time of investigation.

[illegible] Ability to determine

a. Color - [illegible]

b. Speed of moving objects - [illegible]

c. Size at distance - [illegible]

[illegible] Reliability of observer - [illegible]

[illegible] Notes relative to observer on

a. Sightings in general - [illegible]

b. Observer noticed the object when it first appeared and [illegible] on to move on scope.

[illegible] Witnesses - not known since observer was not present for interview.

10. Character and intelligence of all persons interviewed - Excellent.

[illegible]

1. [illegible] radar [illegible].

   a. Range - [illegible] approximately [illegible] station.
      Speed - [illegible]
      Altitude - [illegible]
      Size - [illegible] appeared to [illegible] it appeared [illegible] too low [illegible].

   b. [illegible]

[illegible]

1. Teletype [illegible]

   November [illegible]

   1770Z - [illegible] scattered [illegible] at 3,000 ft, visibility [illegible] 1.6 millibars, temperature [illegible] point [illegible] degrees [illegible] wind [illegible].

   1[illegible] - [illegible] scattered [illegible] at 3,000 ft, visibility [illegible], pressure [illegible] 21.0 millibars, temperature 26 degrees [illegible] dew point 20 degrees F, wind [illegible] 11 mph.

   1820Z - [illegible] 3,000 [illegible] millibars, temperature [illegible] degrees [illegible] degrees F wind [illegible] mph.

   [illegible]2CZ - 6,000 scattered, visibility 30 miles, pressure [illegible].6 millibars, temperature [illegible] degrees F, dew point 21 degrees F, wind [illegible] 11 mph [illegible] title 6 C [illegible].

   [illegible]1[illegible]Z - 6,000 scattered visibility 30 miles, pressure 1021.0 millibars, temperature [illegible] degrees F, dew point 18 degrees F, wind [illegible] NNE. Ceiling C [illegible] 4/10.

[illegible] report

[illegible]

[illegible]

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

3. [illegible] aircraft [illegible] there were [illegible] station.

4. [illegible] of [illegible] at [illegible] this station, are as follows:

Date	Time Period Taken	Height in Meters
[illegible]	[illegible] Hours	10,030
[illegible]	[illegible] Hours	5,500
[illegible]	15 [illegible] Hours	14,960
[illegible]	21 [illegible] Hours	14,740

5. It is not known if object contrails [illegible].

6. It is not known if object came sufficiently near other aircraft or known objects to [illegible] of possible reflectivity.

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

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

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

/9L

[illegible]

[illegible]

[illegible]

[illegible] to
[illegible] AF Base,
[illegible]

[illegible] General

[illegible] Dec [illegible]

[illegible]

[illegible]

2-73352

SECRET

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

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[illegible]

[illegible]

[illegible]

[illegible]

BRIGHT NEW COMET

[illegible] 15 million mile

[illegible]

[illegible]

[illegible]

[illegible]

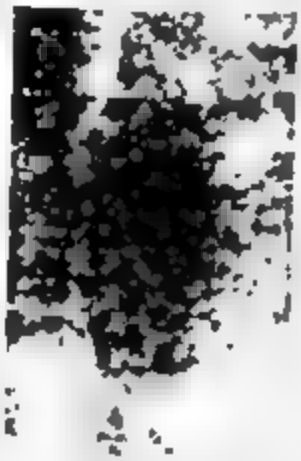
Office Memorandum :

OVERNO

GAA

The Palladium-Item

Strange Glow In Eastern Sky
Attracts Notice; Picture Taken



[illegible]

[illegible]

[illegible]

[illegible]

Dear Sir

[illegible] Air Material Command, [illegible] Indiana. For further [illegible] following information.

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

Please forward your reply by earliest date to Commanding General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: [illegible].

Sincerely yours,

[illegible]
Colonel, [illegible]
Chief, Foreign Intelligence Division
Intelligence Department

[illegible]

[illegible]

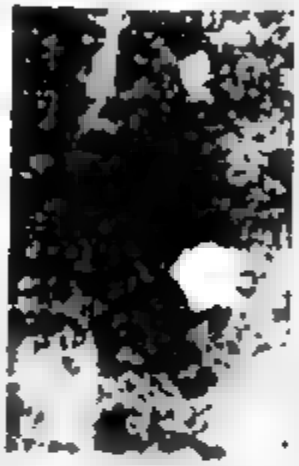
[illegible]

Office Memorandum • UNITED STATES GOVERNMENT

THE PALLADIUM-ITEM
RICHMOND INDIANA

THE PALLADIUM-ITEM
RICHMOND INDIANA

Strange Glow In Eastern Sky
Attracts Notice; Picture Taken



Incident # 137

Incident # 196

[illegible] No. 19[illegible]

[illegible] 194[illegible]

[illegible] Two [illegible] or a [illegible] at a [illegible], Japan

[illegible] single or [illegible]

Normal for aircraft [illegible]

[illegible] usually at [illegible]

[illegible] collecting

[illegible] miles [illegible]

[illegible] Circle [illegible] way and [illegible]

[illegible] aircraft [illegible]

[illegible]

[illegible] formation
forming [illegible] of [illegible]

[illegible] at times a [illegible] single and at times gave appearance of 2 aircraft in vicinity

[illegible] (over)

of the
visual, or
lighting.
more vital to
it have felt
the normal
'ratine'
rather the
vicinity.

CSAF ITEM 4 (TE(RET)

ACIAID-2 FROM OTHER

RIFED ITEM 4, ABC OF 16 DEC 77.

DECLASS THIS DO INDICATE AT 3027 WAS

LIST OF QUESTIONS OF UNIDENTIFIED A/C

SIGHTING OVER NORAD, 6 NOV 48,

FORWARDED TO FDAF AT AFOIN 93A17. DETAILS

OF REPLY, WHICH WERE INADVERTANTLY

OMITTED ON CSAF-4, 30 DEC, WERE

TRANSMITTED IN FULL BY OUTGOING

TECHNICAL TELCON OF 2 DEC 77

SEE 164.

THIS LETTER HAS BEEN FORWARDED

IN THREE AT 6-3000

END CSAF ITEM 4 (SECRET)

T-14815

JEP SUPVR JEPAC
ADD TELETYPE CONFERENCE [illegible]
FR CG AMC WRIGHT PAT [illegible]
TO NEAF WASH 25 D C
SUBJECT REGULAR A-2 CONFERENCE
CLASSIFICATION BY ITEMS
PRESENT NEAF

RE COLLINS

END OF MESSAGE

ITEM 1 AMC / S E C R E T /
OFWER FROM MCIAEL-3
REF CRAFT OF 7 DEC 48 AMD A-3663.
CANNOT CONCUR. OUR LETTER OF 9 NOV SUBJECT: [redacted] REFERS TO A MATTER OTHER THAN THAT WITH WHICH FEAF CABLE AB 1267 DPE 24 NOV 48 EVIDENTLY IS CONCERNED. CRAFT-4 OF 30 NOV 48 CG, FEAF, IS IN RESPONSE TO AT 3627, 18 NOV 48. AT-3637, 19 NOV 48 WAS INITIATED BY THIS SECTION, NOT AIRCRAFT SECTION. AT 3637 WAS A MESSAGE TO COMPTROLLER NE AREA. AT 3637 IS NOT CONCERNED WITH THE SAME MATTER AS THE LETTER OF 9 NOV REFERRED TO ABOVE. NO RECORD OF FEAF CABLE AB 1267, 24 NOV 48 CAN BE FOUND HERE. HOW WAS CABLE RELATED TO THIS CONTRACT AND WHEREIT

END ITEM 1 AMC / S E C R E T /

SECRET

T-84242

CSAF FTRN 10 / S E C R E T /

RCSAGD-3 FROM GPMG

RTTD CABLE AT 3829 ZD DEV CW A/C

SIGNTERS AT UNIDARS CABLE DD A-1238

A-6 FEAF DD DEV STATT - EFFORTS ARE

BEING MADE TO OBTAIN ANSWERS TO YOUR

QUERIES. RESULTS WILL BE FURNISHED

YOU IN IMMEDIATELY UPON RECEIPT HERE.

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

SECRET

T-/13613

[redacted]

[redacted]

SECRET

[redacted]

[redacted]

[redacted]

[redacted]

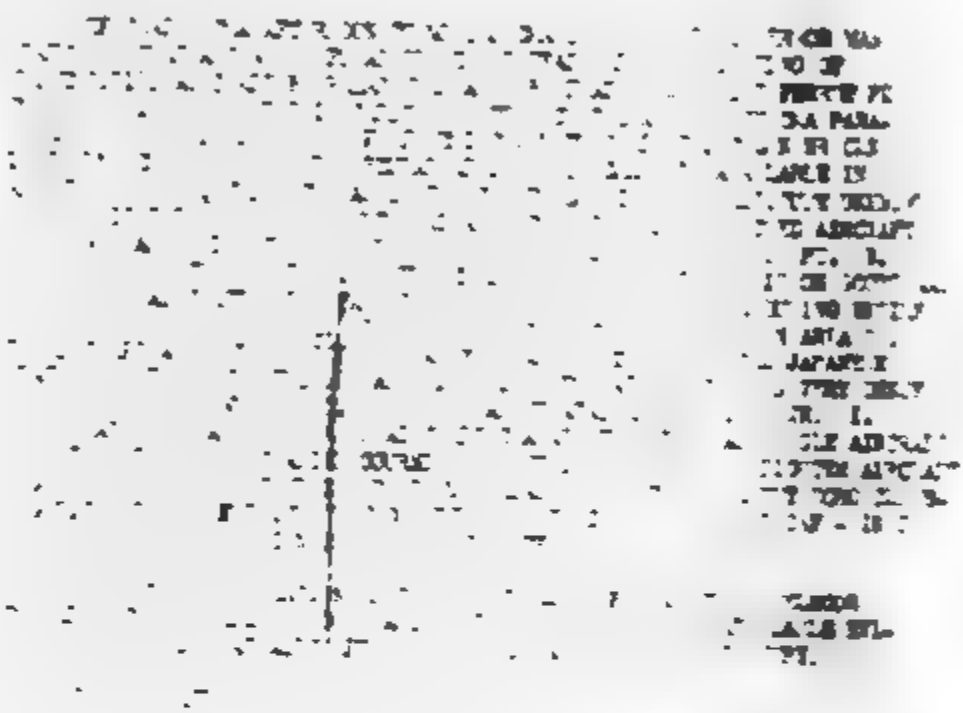
12/7

Dec 41

198

T-81932

AT 3437



ROUTING AND RECO[illegible]

AIR [illegible] FORCES COMMAND

SUBJECT: Re Unknown Sighting

TO: ACIAD — FROM: ACIAD-3 — DATE: 11-15-[illegible] — NUMBER: 1.

ATTN: Mr. Glass

1. Reference is made to TWX from Commanding General, Fort Bartons Air Force, 8 November 1948. See attached inclosure.

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

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

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

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

d. Did target enter station ground clutter area?

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

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

g. Teletype reports of local weather and whether aloft report at time of radar detection.

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

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

1 Incl
1. Cy teletype

[illegible] L. [illegible]
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

[illegible]
[illegible]

SECRET

SECRET

[redacted]

[redacted]

[redacted]

FP JTRAB

[redacted] 19 38

FM USFLA 168/CC FTAF [redacted]
TO [redacted] USFEC/CINCFT
INFO JTWEL/CSAF
JTRAB/CC ARC
AF [redacted]

/S E C R E T/CITE AT ONE ZERO ZERO SIX OPNS-2 PO
SUBJECT IS UNIDENTIFIED AIRCRAFT PO AT ONE ONE FIVE SEVEN ZERO ZU
SIX [redacted] AN UNIDENTIFIED AIRCRAFT WAS DETECTED AT FOUR FIV
DEGREES TWO FIVE MINUTES NORTH ONE FOUR ONE DEGREES TWO FI
MINUTES EAST PO SUBJECT AIRCRAFT CIRCLED AT AN UNKNOWN
ALTITUDE CONTINUALLY FOR ONE HOUR FIVE MINUTES IMMEDIATELY ABOVE
RADAR SITE LOCATED AT [redacted] PO NO INTERCEPTION WAS ATTEMPTED [redacted]
TO ADVERSE WEATHER PO UNIDENTIFIED AIRCRAFT IS EVALUATED AS
HOSTILE AIRCRAFT CONDUCTING ELECTRONIC RECONNAISSANCE MISSION PO

CTO OPNS-2

[redacted]

[redacted]

[redacted] 1930 PST

10 miles west (off coast) and 15 miles north of Grays harbor, Washington. 47° 20-1/2' N 124° 40' W
Air at 8,000 ft from F-82 aircraft on northerly course. Speed of aircraft: 240 MPH

Unknown but thought to be from 10 to 20

Could not be determined

At first, appeared blue yellow then changed to white

Undetermined but thought they were egg-shaped

Approximately 8,000 ft

[redacted] to observer, then S. was [redacted] from observer at which time they disappeared
Could not be estimated but at all times too far away for observer to distinguish what they were
First on a westerly course for about 17 seconds, then changed to a northerly course and disappeared 20 seconds

Could not be estimated

[redacted]

No evidence of exhaust

No lights - no outstanding reflection

Could not be determined

Horizontal flight with no apparent change of altitude
Did not appear to try to escape
Seemed to disappear - didn't go far enough to fade from view

N/A

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

[illegible]

[illegible] Sussman, USAF All Weather Fighter Sq, [illegible]
Fighter Sq, McChord AFB, Washington
[illegible] Sussman is a trained observer

[illegible] of [illegible]

When [illegible] Sussman saw the objects they appeared as a very small compact group. At that time they were at 10:00 o'clock position. Later, at a 1:00 o'clock position they moved to string out in an in-line formation. At first Sussman could not identify anything. At the time there were clouds up and over the coast but none in the observer's vicinity. The first color Sussman noticed was yellow. At 1:00 position the color appeared white. At that time Sussman thought they were angels. Number he thought to be from 15 to 20. At no time did Sussman identify any object. He was watching and mentioned it to his [illegible], the pilot, who was fairly busy at the time and didn't see the objects. Objects came around to a 1:00 o'clock position in approximately the same type formation. They then appeared white in color. Objects then made a turn back to a 10:00 position, paralleling the course of the F-89 and then faded such as an element fade from an airplane would. At first the object appeared yellow then changed to white. The shape, too, seemed to change slightly. He thought that they looked approximately part of the time they appeared rather translucent, that is, immediately before disappearance. (In this regard it is stated not that there was fog and snow in the vicinity according to weather reports for the vicinity of Grays Harbor) No estimation could be made to size. Objects disappeared in a northerly course. No evidence of aggressive or evasive tactics. Speed could not be estimated other than that they were "fast moving" objects.

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

File No. [illegible]-3 10 January 1948

SUBJECT: Project "SIGMA"
[illegible] TRUTH

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

ATTN: MCIAMD-3

1. Forwarded herewith is a closed report of investigation by Special Agent [redacted], this district, 6 January 1948, for your information and necessary action.

2. Request this headquarters be informed of the results of any [redacted]

1 Incl:
1. Rpt of S/A [redacted]
dtd 6 Jan 48 (Orig)

[redacted]
Captain, USAF
Acting District Commander

CONFIDENTIAL

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

TITLE	FILE NO.
Project "[illegible]"	[illegible]
Unidentified flying objects seen by Lt Col. L. [illegible], Radar observer, during flying mission, on 20 Oct 48.	DATE: [illegible]
	REP'T MADE AT: [illegible]
	REPORT MADE BY: [illegible]
	PERIOD: [illegible]
CHARGES	OFFICE OF CAUSE: [illegible]
SPECIAL INQUIRY	STATUS: [illegible]

REFERENCE:

Report of Special Agent [illegible], [illegible], [illegible] AFB, [illegible].

SYNOPSIS

Duty log of [illegible] Wing, [illegible] AFB, contained entry concerning report that "flying saucer" had been observed by Lt "[illegible]", about 20 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. Investigation developed that the controlling station (RCI) of the flight of the F-[illegible] on 20 Oct 48 was Pacific Beach, Washington, and not Grays Bay, Washington, as previously reported. Records at radar station, Pacific Beach, Washington, showed that there was no record of unidentified objects being observed on the radar during period in question. Controlling officer at Pacific Beach stated that unidentified objects apparently were not picked up by radar, as they were not recorded as targets. F-[illegible] aircraft picked up on radar as target No. [illegible]. Records at Hamilton AFB indicate aircraft No. [illegible], departed this base at 1[illegible] hours, 20 Oct 48, and returned at 1[illegible] hours, 20 Oct 48. Statements of F-[illegible] aircraft do not correlate time of sighting of unidentified objects and contact.

SUMMARY

DISTRIBUTION		APPROVED BY	
[illegible], Air Materiel Command, Wright-Patterson AFB	- 1	[illegible], Air Materiel Command, Wright-Patterson AFB	
[illegible] ([illegible] copy)		APPROVED: [illegible] Captain, USAF	
[illegible]	- 1		
File	- 1		

AFOSI Form 4

CONFIDENTIAL

[illegible]

[illegible]

[illegible]

1. On 30 December 1948, an extract was made from the daily log of the [illegible] Aircraft Control and Warning Group, Mallard AFB. The log stated: [illegible] to that from Mallard Field to report "Flying Saucer" observed and reported [illegible] yesterday. 2Lt. Harris & Lt. Lemmons (A/C) were flying on 29 [illegible]. Lt. Lemmons observed object about 10 miles South of Pacific Beach, Washington, about 30-40 miles off the coast. A/C was flying North, the object approached from the West, general S-N course. Single object at first, then broke up into about 20 pieces, about like birds but not the proper shape to be birds. Objects got in front of A/C and to back and disappeared. No sound." This entry was dated 29 October 1948 at 1040 hours.

2. In view of the above information, Major [illegible] was contacted and he was informed that the controlling station (G.C.I.) was Pacific Beach, Washington, and not Bush Bay, Washington, as reported to him (Major [illegible]) [illegible].

[illegible] PACIFIC BEACH, WASHINGTON

3. On 30 December 1948, the records maintained on 29 October [illegible] the radar station, Pacific Beach, Washington, were reviewed. The controller log indicated that this station contacted the P-38 aircraft at 1000 hours. The next entry on the log, at 1000 hours, indicated that the aircraft had [illegible] contact with a boat. The controlling station was not relative to this [illegible]. The recorder's log showed this and locations of targets. The P-38 had been [illegible] assigned as target No. 20. An overlay was superimposed on all targets [illegible] between 1000 hours and 1200 hours, on 29 October 1948. This overlay showed the location of target No. 20 (P-38) at the approximate time it [illegible] reported seeing the unidentified objects as being at degrees [illegible] elevation [illegible] degrees, 40 elevation [illegible]. No record of unidentified objects being displayed on the radar during this period.

4. On 30 December 1948, Captain [illegible] S. Fitzgerald [illegible], Aircraft Control and Warning Group, Commanding Officer at Pacific Beach, Washington, was interviewed. Capt Fitzgerald stated that he was controlling officer of [illegible] on 29 October 1948. He stated that Cpl [illegible] and Airman [illegible], were acting the recordings on the Controller log that day. He also stated that he remembered giving the P-38 type aircraft a bearing to follow near the G.C.I. Station at Pacific Beach. Capt Fitzgerald further stated that the unidentified objects apparently were not picked up by radar or they would have been [illegible] as a target. Capt Fitzgerald stated that the 29th of October 1948 was a day [illegible] prior to Bomb assessment and that the Army had received aircraft [illegible] that area.

Case File [illegible]
[illegible], Bolling AFB

AT BOLLING AFB, WASHINGTON

5. On 30 December 60, Sgt ALBERT L. ADAMS [illegible], [illegible] Control and Warning Squadron, Bolling AFB, was interviewed and a sworn statement was obtained. Sgt ADAMS stated that on 30 December 60 he was on duty in the Center at Pacific Beach, Washington; that at about [illegible] hours he received a call from the control station informing him that they were sending an aircraft to his station; that the aircraft was picked up on radar and then [illegible] 27 [illegible] took over on radar monitor. ADAMS stated that to the best of his knowledge no unidentified objects were picked up on the radar, acting as a great [illegible] (See statement of Sgt ALBERT L. ADAMS, Inclosure [illegible].)

6. On 30 December 60, Sgt JOHN L. WILLARD, [illegible], [illegible] Control and Warning Squadron, Bolling AFB, was interviewed and a sworn statement was obtained. WILLARD stated substantially the same as Sgt ADAMS. (See statement of Sgt JOHN L. WILLARD, Inclosure [illegible].)

7. On 30 December 60, the records maintained by the 1320th Flight[illegible], Bolling AFB, Washington, were reviewed and revealed that aircraft [illegible], with Major [illegible] as pilot and Lt. [illegible] as observer, departed Bolling AFB at 1400 hours on 30 December 60 and returned to Bolling AFB at 1700 hours. [illegible] 60 indicating no error of one hour in the statements of Major [illegible] and Lt. [illegible].

---

1. Statement of Sgt ALBERT L. ADAMS, dated 30 Dec 60
2. Statement of Sgt JOHN L. WILLARD, dated 30 Dec 60

[illegible]

Statement taken by,

[illegible]
Special Agent, [illegible]

[illegible]

[illegible] Air Force Base, [illegible]
[illegible] December 1948

Statement of ALBERT [illegible] Sgt. AF-[illegible]
(Name & Grade) (ASN)

[illegible] Aircraft Control and Warning Squadron, [illegible] AFB, [illegible]
(Organization)

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

I make the following statement after having been [illegible] of [illegible] which I have [illegible] to be a Special Agent, Office of Special Investigations, [illegible] Force, [illegible], or previous have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 29, 1948 I, Sgt ALBERT [illegible] went on duty as Controller at Pontiac Base, Washington, at [illegible] hours, and was relieved by Sgt [illegible] at 1800 hours. At somewhere around 1400 hours I received a call from Control Station telling me that they were sending an aircraft to our station. We picked it up on our radar and then Capt. [illegible] took over as Senior Controller. I think that Capt. [illegible] gave him a new heading of [illegible] at about [illegible] hours to bring the plane back over our station.

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

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

PATRICK [illegible] DAVID DOE.

Sgt AF [illegible]

Sworn to and subscribed before me
this 10th day of December 1948

J. D. [illegible]
Captain, USAF
Summary Court Officer

[illegible]

EXHIBIT [illegible]

Statement taken by,

[redacted] : [redacted]
Special Agent, [redacted]

STATEMENT

McChord Air Force Base, Washington
[illegible] December 1948

Statement of [redacted] (Name and Grade) [redacted] (Unit)

[redacted] McChord AFB, Washington (Organization)

By name is [redacted]. I was born on the [redacted] day of December 1918, at Los Angeles, California. I enlisted in the United States Air Force on the [redacted] day of June 1948, at Pittsburgh, Pennsylvania.

I make the following statement after having been [redacted] of the rights of law, which was read and explained to me by [redacted], who I know to be a Special Agent Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October [redacted], 1948, my shift was on duty during the day and an aircraft was assigned to me for a mission, but before it arrived my shift came to close. During that day we had quite a number of skies and a few aircraft, so Control Station told us they would send us on a [redacted] for reported interceptions. Certain PIRs was to control the [redacted] picked up by our radar scope.

To the best of my knowledge, no unidentified or [redacted] coming at a high rate of speed were picked up by our radar.

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

[redacted] : [redacted]

[signature]

Sworn to and subscribed before me
this [redacted] day of December 1948.

[signature]
[redacted]
Captain, USAF
Summary Court Officer

[redacted]

[redacted]

CONFIDENTIAL

HEADQUARTERS 20th DISTRICT
OFFICE OF SPECIAL INVESTIGATIONS, IG
UNITED STATES AIR FORCE
[illegible]

File No. 20-[illegible] 19 December 1948

Subject: Project "[illegible]"
Unidentified Flying Objects
[illegible]

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

ATTN: [illegible]

1. Forwarded herewith is a pending report of investigation by special agent [illegible], SAC/ATN, this district, dated 19 December 1948, for your information and necessary action.

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

1 Incl:
1-Rpt of O/A [illegible]
dtd 16 Dec 48 (Orig)

[illegible]
Lt Col., USAF
District Commander

CONFIDENTIAL

[illegible]

[illegible]

TITLE	FILE NO.
Project "[illegible]"	[illegible]
Unidentified flying objects seen by [illegible], Tower Operator, Darling Flying Station, on 20 Oct 48.	DATE [illegible]
	[illegible]
	[illegible]
	PRIORITY [illegible]
[illegible]	[illegible]
INVESTIGATOR [illegible]	STATUS [illegible]

REFERENCE

Ltr fr [illegible] Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, 20 Oct 48.

SYNOPSIS

Investigation initiated by Flight Commander, [illegible], as result of letter from [illegible], Wright-Patterson AFB, Dayton, Ohio requesting investigation of flying objects seen by [illegible], Tower Operator, 86th Fighter Sq, on 20 Oct 48, while on controlled station. Investigation disclosed [illegible] saw formation of unidentified objects flying in easterly, then northerly direction, at approximately [illegible] feet, approximately 15 miles S. E. of Dover Harbor [illegible], but miles off the coast. Could give no description as to size, shape, etc. Pilot Major [illegible] did not see objects, but stated [illegible] to tower operator. Statements obtained from both [illegible] and Major [illegible]. Further investigation being conducted.

CIRCULATE TO	ACTION OFFICE FORWARD TO	[illegible]
OO, Air Materiel Command Wright-Patterson AFB Attn: [illegible] (Action copy) - 0	OO, Air Materiel Command Wright-Patterson AFB	
OO, Op - 0	APPROVED [illegible]	
File - 0	[illegible]	

AFOSI Form 4

[illegible]

[illegible]

[illegible]

1. Investigation initiated by District Intelligence, [illegible], Gowen Field, Boise, Idaho, on receipt of letter from headquarters, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 18 December 48, subject "Project [illegible]", requesting investigation of an unidentified flying object allegedly seen by Major [illegible] and Lt. "[illegible]" of the [illegible] 111 Fighter Squadron, Gowen Field, Boise, Idaho, on or about 20 December 48 while on a cross-country flight for the Air Defense Control Center, [illegible] Aircraft Control [illegible], Spokane, Washington. (See Enclosure (1))

[illegible] AFB, Washington

2. On 24 December 48, Sgt Lt [illegible] L. [illegible], AO-[illegible], [illegible] Fighter Squadron, Gowen Field, was interviewed in this office and a sworn statement obtained. Lt [illegible] stated that on 20 December 1948, at approximately 1400 hours, Pacific Standard Time, he saw a formation of unidentified objects, while on a flying mission approximately fifteen miles northwest of Grays Harbor, Washington. Lt [illegible] stated that these objects were at approximately eight thousand (8,000) feet and travelling, apparently quite rapidly, in an easterly, then northerly direction. The objects were in Lt [illegible]'s sight for approximately twenty (20) seconds, and he mentioned the matter to the pilot Major [illegible], who was fairly busy at that time and did not see the objects. Lt [illegible] stated that these objects first appeared yellow in color, changing to white, then disappeared, that the objects looked rather insubstantial, particularly before disappearance. He could not give any description as to size, shape or other identifying data. (See statement of Lt [illegible], Enclosure (2).)

3. On 7 December 48, Major [illegible] William [illegible], AO-[illegible], [illegible] Fighter Squadron, Gowen Field, was interviewed in this office and a sworn statement obtained. Major [illegible] stated that on or about 20 December 48, [illegible] and [illegible] both assigned AFB at approximately 1400 hours on a scheduled instrument flight controlled by the G.C.I. ([illegible] Aircraft Control and Warning Group) at Grays Harbor, Washington. He stated that their first interruption proved to be a small Douglas travelling south. He was given a bearing to follow for the ground interception and just prior to reaching this bearing he saw [illegible]. Lt [illegible] contacted over the interphone system that he saw a very [illegible] object to the air and asked Major [illegible] if he had observed it. Major [illegible] stated that he did not see anything and, inasmuch as they had resumed the performance of the interception and nothing was visible at that time, he ordered the ground control station and asked if they had passed over their target. He received the reply, "Break it off. There is nothing there." Major [illegible] stated that the fact that the G. C. I. station had said that they had lost a target out there and later on stated there was no target there, was the reason that he had allowed Lt [illegible] to report his observations. He stated that Lt [illegible] is a trained observer. (See statement of Major [illegible], Enclosure (3).)

Case File [illegible]
to [illegible], Hickam AFB

5. On 24 December 48, this agent determined, after reviewing the records maintained by Base Operations and the 42nd Military Flight Service Center, Hickam AFB, that no United States military or local aircraft were flying in the general area mentioned by Lt [illegible], on 20 October 1948, between 1200 and 1400 hours.

6. On 24 December 48, Lt Col [illegible], [illegible], 310th Bomber Squadron, Hickam AFB, was interviewed and the weather segment was obtained for 20 October at 1040 hours, in the Oregon Harbor area. This segment is as follows.

[illegible]

The state chief's report was indicated a fifteen (15) to twenty (20) knot velocity at [illegible] to [illegible] from eight thousand (8,000) feet to ten thousand (10,000) feet.

6. On 7 December 48, Major [illegible], [illegible], [illegible] Aircraft Control and Warning Group, Hickam AFB, was interviewed and a verbal statement obtained. Major [illegible] stated that the Ground Control Fighting at Tank Bay, Washington, said have picked up some object on the radar screen and then lost it prior to Major [illegible] aircraft arriving at the interception point. Major [illegible] stated to this agent that he could concede to his church to determine if some object was picked up and lost at the time and date indicated by Major [illegible] and Lt [illegible].

7. This agent ascertained the following information relating to Major [illegible]. Lt [illegible] L. [illegible]. He is well thought of both as to character and ability, in his organization. He appeared to be above average in intelligence. His perception as to color, superior, as to speed of moving objects, average, as to size of distance, excellent. His reliability, according to Major [illegible] WILLIAM [illegible], pilot, is excellent. His hobbies: fishing, golfing, work hall, and model railroad trains.

EXHIBITS

1. Copy of letter from Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 10 Dec 48
2. Statement of Lt Col Lt [illegible] L. [illegible], dated 24 Dec 48
3. Statement of Major [illegible] WILLIAM [illegible], dated 7 Dec 48

REMARKS

Case File [illegible]
[illegible], [illegible] AFB

[illegible]

DISTRICT OFFICE NO. [illegible], [illegible] AFB

AT [illegible] AFB ARE [illegible] BAY, WASHINGTON

Determine if the objects seen by [illegible] on [illegible] October [illegible], at approximately 1[illegible] hours, were picked up by the radar [illegible] at [illegible] Bay, Washington. Obtain all available information on the check, if positive.

/[illegible]

[illegible]
AIR MATERIEL [illegible]
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAT-3 [illegible]

SUBJECT: [illegible]

TO: [illegible]
[illegible]
[illegible] Field
Tacoma, Washington

1. [illegible] is charged with the investigation of all reported sightings of unidentified flying objects and is authorized direct communication with all Air Force installations by [illegible] of the Air Force letter dated 8 [illegible] 1949 [illegible] "Reporting of Unidentified Flying Objects."

2. Letter from the 5040 Aircraft Control Squadron dated 2 Dec 1949 [illegible] reports that Mr. [illegible] of Longbeach, Washington, with [illegible] 5040th Fighter Group, Hamilton Air Force Base, saw an unidentified flying object [illegible] miles on a northwesterly course [illegible] 5040th Aircraft Control Squadron, 9004th Aircraft Control and Warning Group, Everett, Washington.

3. It is requested that your office conduct an interview of all available witnesses to this incident. In this connection it is desired that the questions listed on the inclosure form "[illegible]" [illegible] be utilized by the interviewing officer [illegible] directed to those listed under "[illegible]" of the attached form. It is important that this information be obtained.

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

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

[illegible]

Inclos
1. List of Witnesses
Aircraft [illegible]
2. [illegible]

/s/ William J. [illegible], Lt Col USAF
For [illegible]
Colonel [illegible]
[illegible] Intelligence Department

A [illegible] True Copy:

[illegible]
[illegible]
Capt, USAF

[illegible]

INCLOSURE (1)

Interrogatory [illegible]

[illegible]

[illegible]

STATEMENT

[illegible] Air Force [illegible], Washington
[illegible] November 1948

Interrogatory [illegible] [illegible] [illegible] [illegible]
(Name and rank) (Rank)

[illegible] [illegible] Fighter Squadron
(Organization)

[illegible] [illegible]

[illegible] [illegible] [illegible] 1948 [illegible]

[illegible] [illegible] [illegible] Air Force [illegible]

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

[illegible] the following statement after having read the [illegible] article of [illegible] was read to me and explained to me by [illegible], when I came to be [illegible] agent of the Office of Special Investigations [illegible] threats or rewards have been used to induce me to make this statement [illegible] I realize that [illegible] may be used [illegible] against me in a court of law.

[illegible] [illegible] [illegible] [illegible] [illegible] November 1948 while on a flying mission [illegible] sighted an unidentified flying object [illegible] you state the date and time you sighted this jet-propelled flying object [illegible]

A. I think it was the 20th of October 1948, but I might have to look it up to be sure. We flew practically every day. It was some time in the afternoon. I would say it was just about 2200 hours [illegible]. Time 1400).

[illegible] type of aircraft were you in, and what was the speed, altitude and direction of flight?

A. We were flying an F-80-F. Speed at the time was approximately [illegible] our altitude was approximately 8[illegible]0 feet. The direction was Northerly.

What was your distance and direction from a city, town or church landmark?

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

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

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

[illegible]

[illegible]

[illegible]

[illegible] your latitude and longitude?

[illegible]

[illegible] were there?

[illegible] It [illegible] formation [illegible] first saw it at [illegible] position it looked like a very small compact group. Later [illegible] close position. They seemed to strike out in an in-line formation. [illegible] identify anything [illegible] were close [illegible] triangle. The first color [illegible] close position. [illegible] in-line formation. At that time I thought [illegible] from two to twenty [illegible] could I absolutely [illegible] estimated it to my pilot [illegible] time [illegible] close position they [illegible] turn back to the [illegible] our course, [illegible] an object [illegible]

[illegible] from you

[illegible] distance because of the fact that I did not know what size they were. But they were far enough away at a time that I could not distinguish them.

[illegible] you estimate the altitude?

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

[illegible] long were they in sight?

A. Approximately twenty seconds [illegible]

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

A. At first sight it was yellow, then changed to white or to the color of the moonlight. The shape is unknown. It seemed to change shape slightly at the time. I really felt in my own mind I had seen something like loosed egg shaped. Part of the time they looked rather translucent, immediately before disappearance. I have no idea of the size, for reasons previously mentioned.

[illegible] was the direction of flight of the object or objects?

A. They appeared to be on a westerly course [illegible] the time I sighted them. For about seventeen seconds they changed to a northerly course and disappeared.

QRH

Interrogatory of [illegible] - Page 2
[illegible] 48

Describe the motion or maneuvers of the objects—such as [illegible] or descent, horizontal, oscillating, fluttering, erratic, aggressive, erratic etc.

A. Some of these descriptions to actually. They seemed to fly as I stated before: fast to most, thought both with no apparent change of altitude. They were not trying to attack nor trying to get away from us.

Q. Was there any [illegible] of exhaust?

A. No evidence of exhaust

What was their effect on climate?

A. There were no climate in that [illegible] or area

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

[illegible] were not as bright as [illegible]

[illegible]

A. [illegible] not close enough to see any visible [illegible]

What resolution was used

A. I would [illegible]

Q. Do the objects have fins or stabilizers?

[illegible] would [illegible]

Q. Any air ducts?

A. None visible

Q. What was the speed of these objects?

A. I made not attempt to estimate the speed

Q. Sound?

A. No sound.

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

A. No

[illegible]

199

Statement of [illegible] - Cont'd
[illegible]

[illegible] What was the manner of disengagement?

A. They just moved to disperse. They didn't go far enough to fade from view.

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

[illegible]

[signature]
[illegible]
[illegible]

Sworn to and subscribed before me
this [illegible] day of [illegible] 1968

[illegible]
Investigative Officer

[redacted]

[redacted]
Special Agent, [redacted]

[redacted]

[redacted] Air Force Base, [redacted]
[redacted] December 1948

Statement of [redacted]
(Rank & Name) (AFSN)

[redacted], [redacted] Air Force Base, [redacted]

(Signature)

My name is [redacted]. I was born on the [redacted] day of [redacted], at [redacted].

I received my education on the [redacted] day of [redacted] 19[redacted]

at [redacted].

I make the following statement after having been sworn the 30th Article of War which was explained to me by [redacted], who I know to be a Special Agent, Office of Special Investigations. No force, threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

Q. (BY [redacted]) Major, would you tell in your own words the story as to what you saw on the 30th of October 1948 when you were flying a mission with Lt. [redacted]?

A. Well, on or about 30 October 1948, Lt [redacted] and myself took off from Bolling Air Force Base at about 1[redacted] hours on a special instrument flight and proceeded to the west coast near Seattle. At this time we checked in with S.O.I. Control. We were given work to do in the location of certain vessels at sea. We began to the air. "Bogies" in the air are getting objects, such as airplanes. We returned our mission to a certain vessel which turned out to be a highly loaded freighter which was operating south, parallel to the coast line. After identification was made we were returning to a new location, which turned out to be nothing—that is, no certain vessel there to be found. Just prior to reaching this location, Lt [redacted], indicated over the interphone system that he saw a very fast-moving object in the air and asked if I could see it. I made a very limited scan of all the sky which was in front of us and to the right and left, and was not able to see any object. I asked the where the object was and he said he could not see it any more and stated at that time that it must have been one of those flying discs that you hear so much about. I continued to scan the sky to see if I could locate any object whatsoever, and with the exception that the sun I could see no anything except the wings on the nose of the ship. Then I called the ground control station [illegible]

[illegible]

[redacted] that if we had passed our target—that we were unable to locate any object whatsoever on the surface of the ocean. They were left with the message to break it off—that there was nothing out there. All that that we asked for a new vector to the ground control station just to orientate ourselves with the landing strip which that station.

After reaching that station and orientating ourselves with the situation at it we were dismissed from any further control and proceeded back to Holland, where we were interrogated by Capt[redacted], the Intelligence Officer of the [redacted] Fighter Group.

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

Q. What altitude were you flying at and what course were you on?

A. I estimate that I was flying between five hundred (500) and one thousand (1,000) feet above the surface on a magnetic bearing of thirty degrees (30°).

Q. What type of aircraft were you in and what was the approximate speed?

A. The type of aircraft is P-40. The air speed was approximately 250.

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

A. I would estimate that I was off the coast twenty (20) miles, on a bearing of 000 from Westport, Washington, which is near Grays Harbor.

Q. Is it correct that it [redacted] to a trained observer?

A. That is correct.

Q. When [redacted] notified you to bail over the object, were you at that time, or immediately subsequent to that time, in a dive from approximately eight thousand (8,000) feet?

A. Yes. We were descending to the altitude at which we were patrolling the coast. The weather was such that it was quite overcast and dipping from the coast line to Seattle—up to the thousand foot at Seattle and down to three hundred to five hundred feet at the coast. Therefore, we flew at an eight thousand foot altitude until such time as we could let down VFR, and just prior to this statement by [redacted] we were diving and descending from approximately eight thousand feet.

Statement of Major [illegible], [illegible]
7 Dec 49

Q. Would it have been possible for [illegible] on the [illegible] from your [illegible] to have attempted to [illegible]'s attention?

A. No. The complaints are so designed that you have [illegible] which will take care of that. No solution actually forces them to [illegible].

I have read the foregoing statement, which consists of [illegible] (2) pages, and have the contents thereof and [illegible] to be true to the best of my knowledge and belief. Before signing such I have been given the opportunity to make any modifications, additions or corrections that I desire.

[illegible] per.

Sworn to and subscribed before me this [illegible] day of December 1949.

[illegible]
Captain, USAF
Investigating Officer

[illegible] District (IO)
[illegible]
[illegible], New York

[illegible] investigation of all reported [illegible] unidentified flying objects [illegible] is authorized direct communication with all Air Force [illegible] of the Air Force [illegible]

[illegible] from the [illegible] have been [illegible] unidentified [illegible] Air [illegible] craft [illegible]

[illegible] it is known that [illegible] review of all [illegible] is confined [illegible] examples of [illegible] officer. [illegible] to those [illegible] attached [illegible] to the extent that this information be not [illegible].

[illegible] classified nature of this investigation [illegible] be avoided.

5. Direct reply [illegible]

[illegible]

2 Incls
1. [illegible]
Aircraft [illegible]
2. "[illegible]"

[illegible]
Colonel, USAF
Chief, Intelligence Department

CONFIDENTIAL

[illegible] AFB [illegible]
[illegible], Washington

1 November 1948

SUBJECT: Report of Information on "Flying Discs"

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

Commanding General
[illegible]
[illegible] Air Force Base
[illegible] Field, California
Attention: [illegible]

Commanding General
[illegible]
[illegible] Air Force Base
[illegible] Field, [illegible]
Attention: A-2, Intelligence

Chief of Staff
United States Air Force
Washington 25, D.C.
Attention: Director of Intelligence, Headquarters [illegible]

1. In accordance with AMC letter [illegible], 25 [illegible] 1948, the following report on "Flying Discs" is submitted:

a. On [illegible] October 1948, at [illegible], MAJOR [illegible] (Pilot) and [illegible] (Observer), flying in an F-82 type aircraft, fifteen (15) miles northwest of [illegible], Washington, sighted "Flying Saucer." [illegible] reported. F-82 was flying north, and "Flying Saucer" approached from the east, on a [illegible] course. Object first appeared as a circle [illegible], and then burst into approximately twenty-five (25) pieces, about the size of birds, but not the proper shape of a bird. Objects appeared in front of aircraft, and then disappeared into the east.

2. MAJOR [illegible] and [illegible] of the [illegible] All Weather

CONFIDENTIAL

1

Report on Information on "Flying Saucer," 1 Nov 48

[illegible] Sgt [illegible], 325th [illegible] Squadron, on board Air Force [illegible], Bolling Field, Washington, [illegible] assigned on a scheduled mission by the Air Defense Control Center of the 56th Aircraft Control Squadron, 56th Aircraft Control and Warning Group, Everett, Washington.

[illegible] have been taken of object, and there are no [illegible] available on [illegible], speed, maneuverability, [illegible] exhaust trail or [illegible].

[illegible]
[illegible]
[illegible]

17 Oct 58 1610

Crescent City, Calif

ground

Edgar K. Allen, 3rd and Leaf Ave.,
Crescent City, Calif.

Pilot of light

1

25 feet long

silver

equipped with fins

8/5

(5,000 to 25,000 feet) - Mr Allen thought 10,000 ft.

2 miles

at a 60° angle of elevation from horizon - was seen laterally

300 mph

2 to 5 minutes

Made 1 short turn and then reversed course

none

westerly

solid construction - like aluminum plated

None

None

Faded from view

Not sure Unlimited - visibility

20 miles

Object shaped like bullet - no wings being noticeable

About 1610, 17 Oct 1968 while at his home at 3rd and Leaf Ave., Downeast City, Calif, R. V. Allen saw a silver colored object at an estimate height of about 10,00 ft which resembled a plane travelling at high speed. Object was shape like a [illegible], no wings being noticeable. However, a tail structure was visible. The object had the appearance of being stabilized. No engine or noise was noticeable.

Mr Allen is a man between 5 and 5[illegible] yrs of age and is a good [illegible] among friends and neighbors, is of average intelligence and good character.

Local flight schedules revealed no aircraft flight. No release of test vehicles in vicinity at the time.

[illegible]

Incident No. [illegible]

[illegible] Date and Time of Observation: 17 Oct 1968 - 1630

[illegible] Where Sighted: Crescent City Light Station

[illegible] Direction of Flight: [illegible] ground

[illegible] Name and address of Observer: Andrew R. Riley, Grants Pass, Oregon

[illegible] Description of Object: Fluorescent

[illegible] Approximate Area covered by: small white cone from pipe and plane flying in vicinity

[illegible] Number of Objects seen: 1

[illegible] Size of Object: N/A

[illegible] Color of Object: silver

[illegible] Shape of Object: egg-shaped - similar to blimp

[illegible] N/A

[illegible] N/A

[illegible] N/A

[illegible] 300 mph

[illegible] N/A

[illegible] N/A

[illegible] None

[illegible] Sound

[illegible] Apparent Distance: N/A

[illegible] N/A - no change

[illegible] None

[illegible] did not notice

[illegible] 0400 - visibility 20 miles

[illegible] No stage or tail structure

[illegible] Summary of Incident:
(see attached page)

Incident No. [illegible]

[illegible] 17 Oct 1968 - 1610

[illegible] Crescent City Light Station

[illegible] Ground

[illegible] Andrew B. Siler, Grants Pass, Oregon

[illegible] Fisherman

[illegible] sound which came from pilot and plane flying in vicinity

[illegible] 1

[illegible] N/A

[illegible] silver

[illegible] non-winged - similar to blimp

[illegible] N/A

[illegible] N/A

[illegible] N/A

[illegible] 300 MPH

[illegible] N/A

[illegible] N/A

[illegible] None

[illegible] South

[illegible] N/A

[illegible] N/A - no alarms

[illegible] none

[illegible] did not notice

[illegible] Calm - visibility 20 miles

[illegible] No ships or tall structure

[illegible] Summary of Incident:
(See attached page)

Incident: [illegible]

At about 1610, 17 Oct 1948 Mr Andrew B. [illegible]ler, a fisherman, heard the sound of a plane. Looking up he saw a silver-colored egg-shaped object that had the appearance of a small blimp traveling south at about 300 m.p.h. No wings or tail structure was visible nor was there any smoke visible. No noise was heard from the object. The sound which attracted observer's attention came from a small piston type plane. Mr Miller [illegible] not watch to observe where the object went.

[illegible] 17 Oct 48 1610

[illegible] Crescent City, Calif

[illegible] ground

[illegible] Brown Bluff [illegible], Crescent City, Calif

[illegible] Dry Cleaner

[illegible] glint of light

[illegible] 1

[illegible] Unknown

[illegible] Unknown Color

[illegible] like small plane

[illegible] reflected light

[illegible] Between 30 and 35,000 ft

[illegible] N/A

[illegible] N/A

[illegible] 3 to 5 minutes

[illegible] It did a 180 turn and went to the right then went away then to the north

[illegible] none

[illegible] southerly

[illegible] metallic

[illegible] N/A

[illegible] none

[illegible] gradually disappeared

[illegible] none

[illegible] None

[illegible] Summary of incident: (none)
(See reverse side)

Incident: [illegible]

At about 1110, 17 Oct 1948 Mr Ernest R Ley saw a small silver colored object resembling a small plane proceeding in a southerly direction S. E. of Battery Point, Crescent City, at an altitude between 20 and 25,000 feet. The object remained in view for [illegible] to 5 minutes. At one time it made a 45° turn and bank to the right, a sharp bright flash came from the object as the sun hit the topside, the object then made a sharp turn to the south and gradually disappeared

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

Incident No. [illegible]

[illegible] 17 Oct 1968 1610

[illegible] Crescent City, Calif

[illegible] ground

[illegible] Hro Bliss Annex, 150 S. A. St., Crescent City, Calif

[illegible] homeofc

[illegible] Point of light

[illegible] 1

[illegible] "small"

[illegible] silver

[illegible] elliptic

[illegible] reflected light or light against a mirror

[illegible] N/A

[illegible] N/A

[illegible] "very fast"

[illegible] N/A

[illegible] Made a very hard of about 45° to the right, remained course

[illegible] none

[illegible] [illegible] Southerly

[illegible] N/A - probably metallic

[illegible] [illegible] N/A

[illegible] none noted

[illegible] N/A - disappeared at sun

[illegible] [illegible]

[illegible] [illegible] Brightness of the object

[illegible] Summary of Incident:
(Attach additional page)

Incident: [illegible]

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

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

UNITED STATES COAST GUARD

Confidential

W. F. Raymond

[illegible]

Relating to the observer

1. Name of observer: Edgar B. Alsop

2. Address of observer: Third and Leaf ave., Crescent City, California

3. Occupation: harbor

4. Place of business: Central Hotel, Crescent City, California

a. Employee

5. Age: [illegible]

6. Reliability of observer:

a. Source

(1) Neighbors: Very good.

7. Notes relative to observer (c):

a. Sightings in general: Unknown

b. How attention was drawn to object.

(1) Glint of light.

8. Witnesses: Same as observer.

9. Comments of interrogator re intelligence and character of person interrogate.

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

Joe

Relative to the observer

1. Name of observer: Andrew Siler

2. Address of observer: Lawnore Acres, Grants Pass, Oregon

3. Occupation: Fisherman

4. Place of business: Same as address of observer

5. and 6. Unknown

7. Reliability of observer:

a. Source

(1) Neighbors: Very good

8. Notes relative to observer on:

a. Sightings in general: Unknown

b. How attention was drawn to object:

(1) Glint of light

9. Witnesses: None as observer.

10/ Comments of interrogator re intelligence and character of person interrogated.

Andrew Siler is about 30 years old, of good character, enjoys a good reputation for honesty and reliability, and is of average intelligence. He did not exercise any curiosity as to what he saw, assuming it was some new type of airborne equipment.

[illegible]

[illegible]

[illegible]

Relative to the observer

1. Name of observer: Mrs. Ellen Longgi
2. Address of observer: 150 S. A. St., Crescent City, California
3. Occupation: Housewife
4. Place of Business: Not applicable in this case
5. and 6. Unknown
7. Reliability of observer:
   a. Source
      (1) Neighbors: Very good
8. Notes relative to observer on:
   a. Sightings in general: Unknown
   b. How attention was drawn to object:
      (1) Glint of light
9. Witnesses: None or observer
10. Comments of interrogator re intelligence and character of person interrogate.

Mrs. Longgi is of Swiss extraction, is 7. years of age, is a long time resident of Crescent City, of good character and reputation, is of average intelligence. Mrs. Longgi has no idea of speed, range or altitude, the object she saw was different than any other airborne craft she has seen, what has impressed her was the brightness of the object as though it was nickel plated.

See

Crescent City, Cal.

10 December, [illegible]

STATEMENT OF MRS. [illegible].

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

/s/ MRS. [illegible]

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.

[illegible]
[illegible], [illegible], USAF

Grants Pass, Oregon

10 December, 1948

STATEMENT OF ANDREW B. SILER

At about 1011, 1[illegible] October, 1948 while at Crescent City Light Station my attention was attracted by the sound of a plane. Looking up I saw a silver colored egg shaped object that had the appearance of a small blimp; traveling south at about XX miles an hour. No wings or tail structure was visable, no smoke was visable or any noise heard from it. The plane that attracted my attention prior to seeing the silver colored object was a small piper cub type plane. I only glanced up at the object and did not enter to see where it went.

[illegible]

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL.

[illegible]
M.H. MACLAGO, CMSgt, USAF

Crescent City, Cal.

10 December, 1968

STATEMENT OF [illegible] A. [illegible]

At about [illegible], 17 October, 1968 while at my home at [illegible] and [illegible] Ave. I saw at an estimated height of 10,000 feet a silver colored object resembling a plane traveling at high speed, this object was shaped like a bullet, no wings being noticeable, however a tail structure was visable. The appearance of this object was as though it was nickel plated. No smoke or noise was noticeable on board.

/s/ [illegible] A. [illegible]

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OF THE ORIGINAL.

[illegible]
CECIL MAC [illegible], CMAA, USCG

Crescent City, Cal.

16 December, 1949

STATEMENT OF ROBERT BAILEY

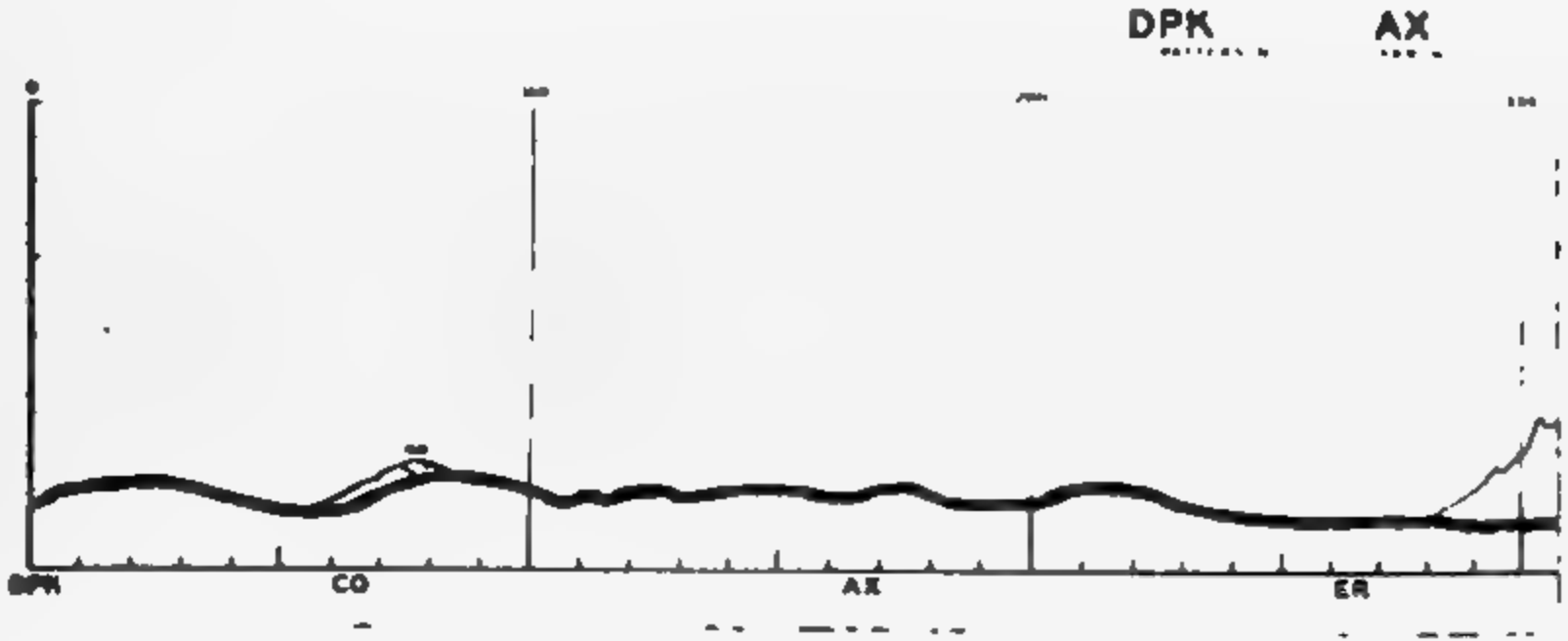
At about 2010, 17 October, 1948 while in my yard on Battery Point, Crescent City, Cal. I saw a small silver colored object resembling a small plane proceeding in a southerly direction S.E. of Battery Point, Crescent City at a high altitude estimated at between twenty and twenty five thousand feet, this object remained in view for a period of four to five minutes, at one time the object made a 45° turn northeast to the right, a sharp bright flash came from the object as the sun lit the topside, the object then made a sharp turn to the left and practically disappeared. No smoke or sound came from this object.

/s/ ROBERT BAILEY

CERTIFIED TO BE A TRUE COPY
OF THE ORIGINAL

CECIL MC LEOD, CM&S, USN

CRESCENT CITY HARBOR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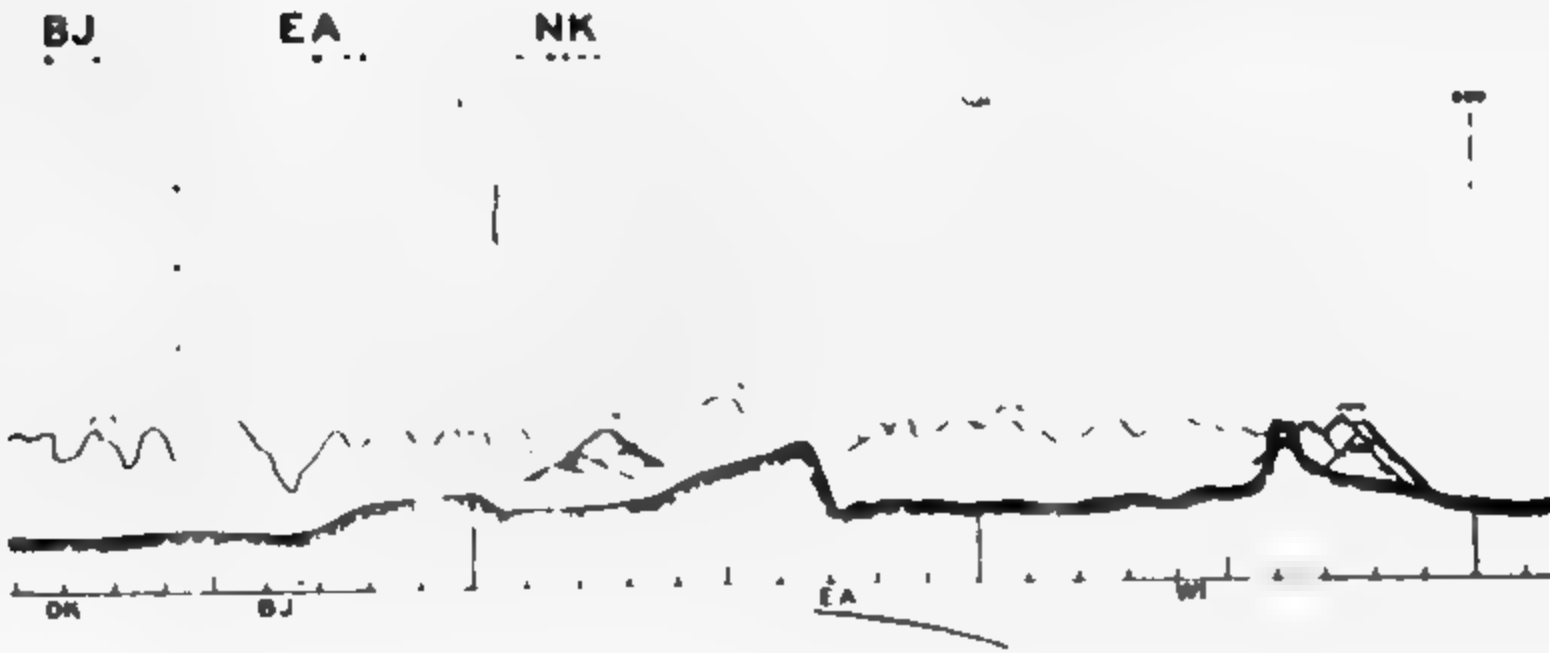
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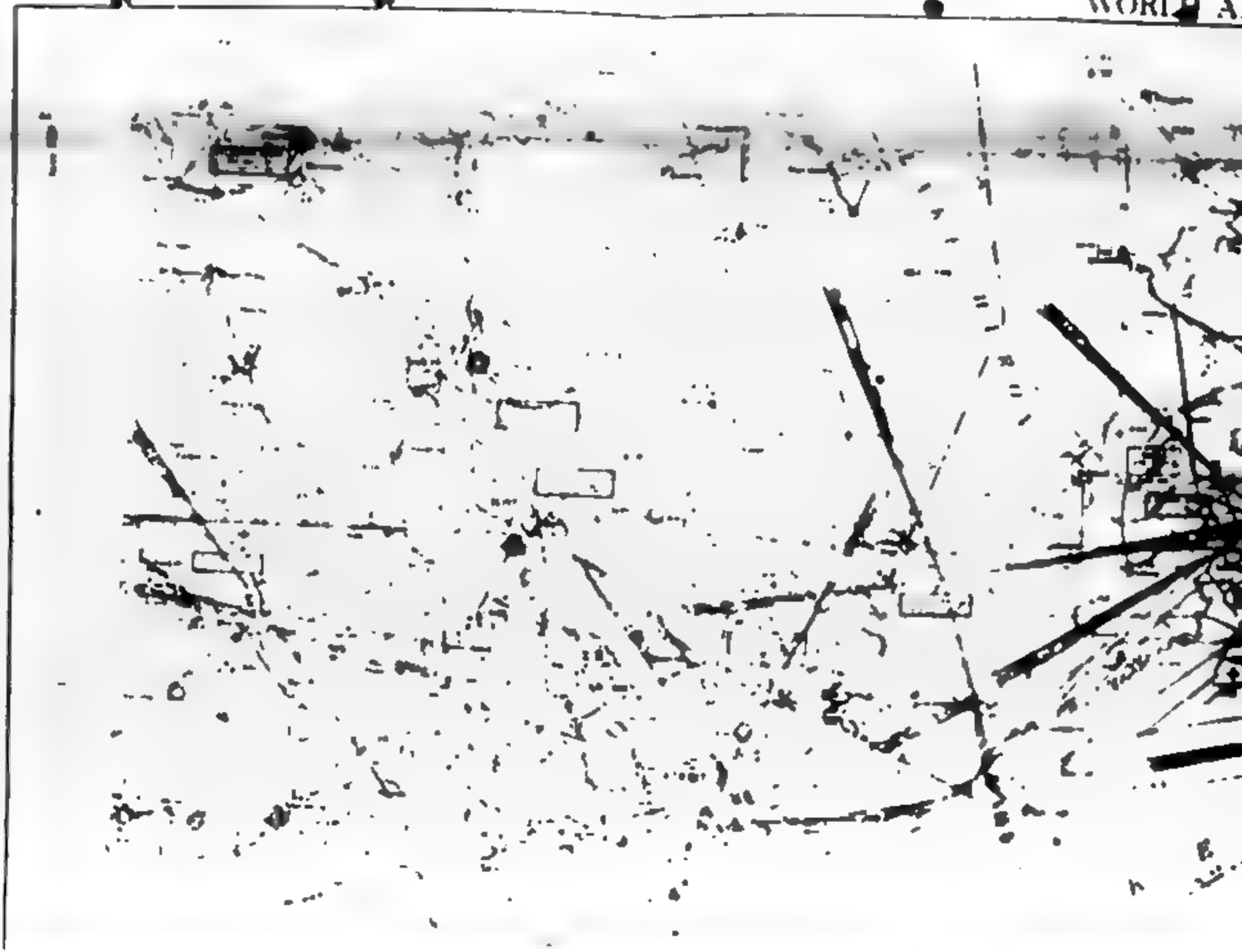

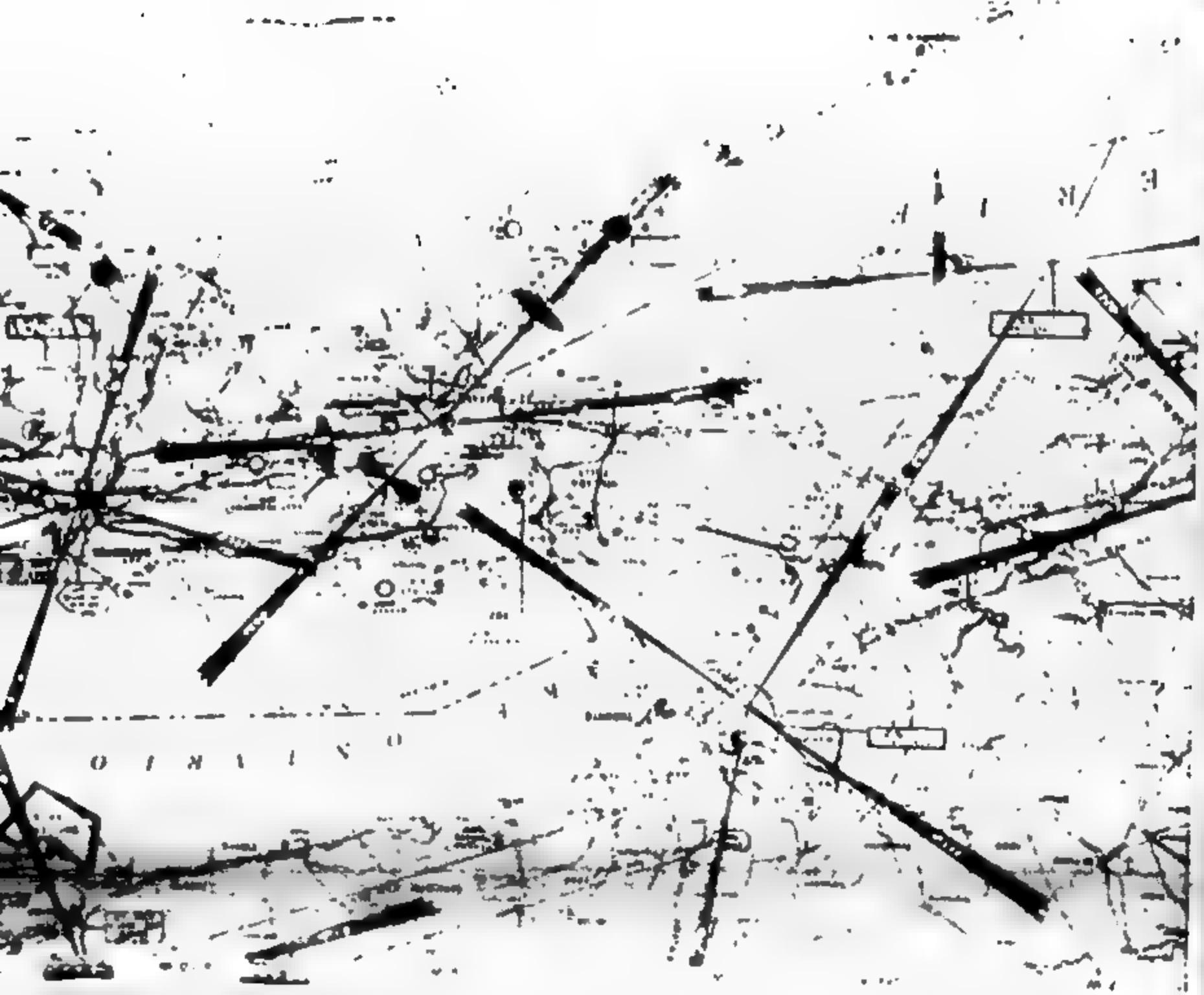

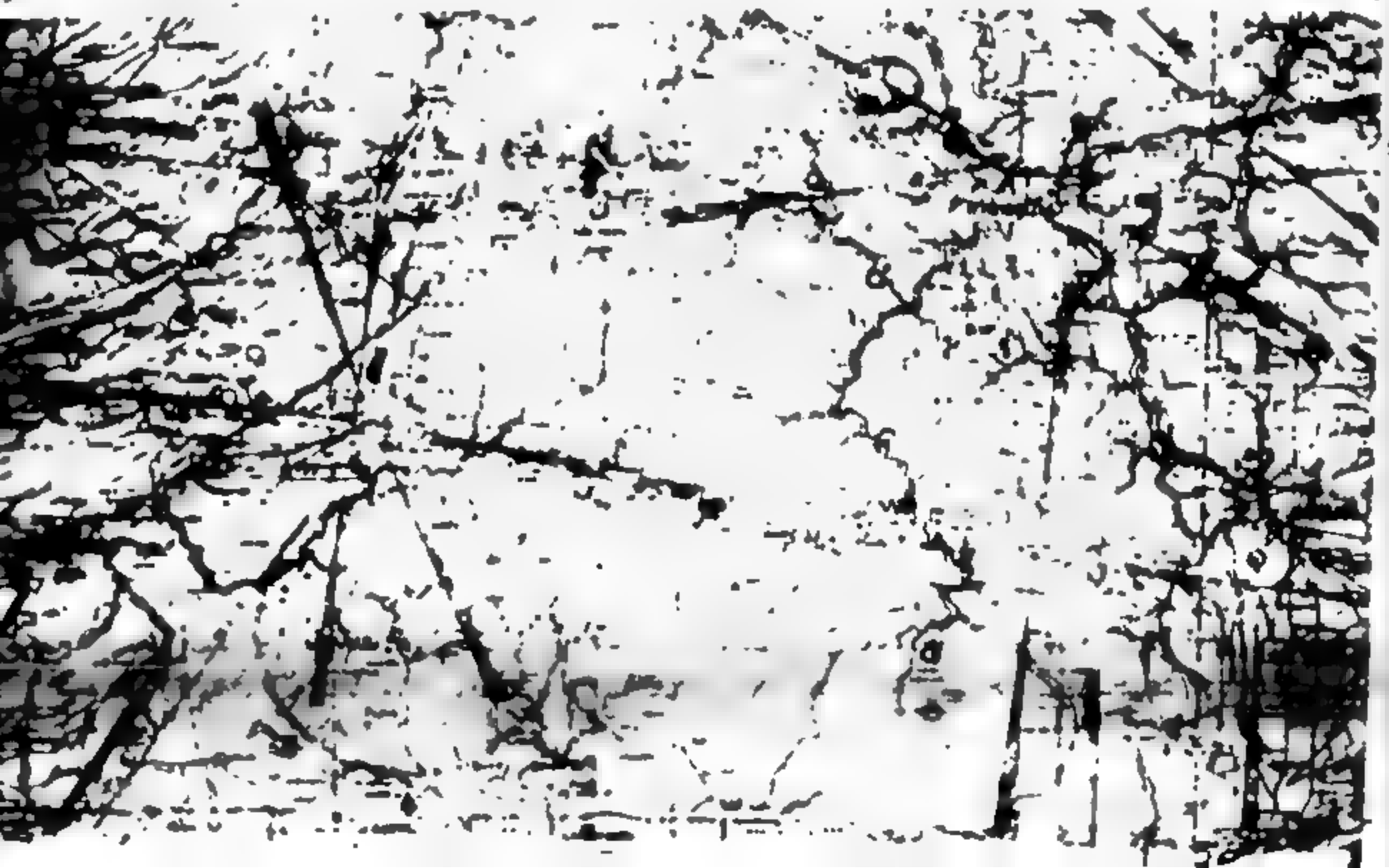

[illegible]

[illegible] Project "SIGN"

1st Ind [illegible] MCIAI-3/[illegible]

[illegible], [illegible] Wright-Patterson Air Force Base, [illegible], Ohio [illegible] NOV 23 1948

[illegible] Chief of Staff, U.S. Air Force, Washington 25, D. C.

1. [illegible] and is charged with the investigation of all reported sightings of unidentified aerial objects. In accomplishing such investigation [illegible] investigative agencies are utilized. However, [illegible] agencies are located [illegible] immediate vicinity of [illegible], California, where sightings have been better observed.

2. The [illegible] of Chief of Staff [illegible] reported [illegible] reported to the [illegible].

3. It is desired that particular [illegible] in indexed form, essential elements of information (E [illegible]) be secured. It is particularly important that [illegible] of the [illegible] be obtained.

[illegible] should be advised [illegible] in this matter.

4. Direct reply to Commanding General, [illegible] Air Force Base, Dayton, Ohio, attn: MCIAI-3.

[illegible]

2 inclos
1. n/c
2. [illegible]

[illegible]
Colonel, [illegible]
Chief, [illegible]

UNITED STATES COAST GUARD

COMMANDANT

[illegible]

[illegible]

[illegible]

UNITED STATES COAST GUARD

[illegible] JR [illegible]

[illegible] 4:30 [illegible]

[illegible] Pacific [illegible]

[illegible] Light [illegible]

[illegible] Fairly [illegible]

[illegible] 500 ft. [illegible]

[illegible] cloud [illegible]

[illegible] None [illegible]

[illegible] Occupation

[illegible] Fisherman

[illegible] Janitor

[illegible] House wife

[illegible] Barber

[illegible]

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

Signature [illegible]

Officer in Charge

Crescent City Light Sta.

1

United States Coast Guard

[illegible]

[illegible]

[illegible]

[illegible] the officer in charge, Coast [illegible] writing an unusual object seen by a [illegible]

[illegible]

[illegible]

REPORT OF SIGHTING OF "FLYING [illegible]"
OR [illegible] AERIAL PHENOMENON

[illegible]

Date of sighting: 17 October 1948 Time: [illegible] A.M.

Location of sighting: Battery Point, "A" Street and Pacific Ave.

in Crescent City, Calif.

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

OBJECT SEEN

Motion	Slow	Direction	Southwesterly
Shape	Oval	Altitude	Over [illegible] ft
Size	Very large	Maneuverability	Good
Color	Bright silvery	Sound	None
Speed	Faster than a plane	Exhaust trail	None

WITNESSES

Name	Address	Occupation
[illegible]	Del Norte Crescent City	Fisherman
[illegible]	15[illegible] A St, Crescent City	Janitor
[illegible]	[illegible] "A" St, Crescent City	Housewife
[illegible]	933 [illegible] St Crescent City	Barber

REMARKS

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

Signature:

Officer in Charge
Crescent City Light Sta.

Incident # 200

Incident # 201

Incident No. 3 [illegible]

File [illegible] by [illegible]

Related [illegible]

Other

Other

Other

Other

Other

Other

Status: Open [illegible] Pending [illegible] Closed [illegible]

[illegible] Oct 1944

0700

[illegible] Overhead [illegible] Army Air Base, Arizona

[illegible] ground

[illegible] Staff Sgt. Jose [illegible] Burnett, [illegible], APO [illegible]

New York

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] gale [illegible]

[illegible] flat round [illegible]

[illegible] Est stated

[illegible]

approximate speed [illegible] 160 MPH

[illegible]

veering but [illegible] [illegible] change altitude

[illegible] some [illegible]

[illegible] northerly [illegible]

[illegible]

[illegible] no vapor trails

Scattered red tinted clouds

[illegible] stratocumulus at 2500 feet

visibility 15 miles, winds from southwest at 7 to 9 MPH

[illegible] veering but forward motion [illegible]

[illegible]

[illegible] (over).

[illegible]

[illegible]

(Attach a separate sheet if additional space is needed)

[illegible] at [illegible] J. Burnett, [illegible], [illegible] N. Y. reported [illegible] a stationary [illegible] noticed a flat round object moving overhead but [illegible] course at an [illegible] speed of 1-2 [illegible]. Object was pale yellow or light orange [illegible] white. [illegible] altitude and [illegible] clouds. The [illegible] 3 to 5 minutes. [illegible]

Enclosure: 2011

11 Jan 1948

0200

Overland - Army Air Base, Arizona

Ground

[illegible] Robert [illegible] Major [illegible] of Ariz.

A.C. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] orange [illegible]

[illegible] ground [illegible]

[illegible]

[illegible] 2000-[illegible] clear clouds, which were

at 2500 feet, or approx 4000 ft

[illegible] 300 MPH

Approximately 2 minutes.

would swing forward and then backward in one direction, if was a tim

but always maintaining its forward velocity.

No sound heard

northerly direction.

[illegible]

[illegible] Sharpe red behind cloud

No vapor trails noticed

[illegible] stratus [illegible] at 2500 feet

visibility 15 miles, winds from [illegible] Temperature 69

Dew point 6[illegible]. Object would swing forward and [illegible] backward in same

direction but still maintained forward velocity.

[illegible] (over)

(Attach a Separate Sheet if additional space is needed)

At approximately [illegible] Barnett pointed out an object to the West [illegible]. Witness [illegible] it as being [illegible] and large [illegible] was moving in [illegible] direction at [illegible] speed [illegible]. Altitude was estimated at [illegible] feet above the [illegible] reported to be at 2500 feet. This would give an average rate [illegible] of from 500 to [illegible] feet. Object would swing forward [illegible] always maintained its forward velocity. Object was [illegible] 2 minutes before it [illegible] in a cloud. [illegible]

3- Oct 1968 Incident: XC13

0300Z to 0330Z

Overhead at Army Air Base, Anyone

ground

FFC Strobe Flag

Dual

E'S

of light b.t

White with cylindrical

Red light b.t

E

E

XC 1FE

E'S

Steadily, giving out, tale

So some cloud

Northerly

E/S

Frequent bottom clouds

By vapor trails noticed.

Visibility 15 miles, wind from SE at 7 & 8 MPH Temperature: 68 dewpoint 61

None

Summary of Incident (over)

(Attach a Summary sheet if additional space is needed)

[illegible] described object as a light [illegible] moving [illegible] forward at an estimated speed of [illegible]. Object was [illegible] a yellowish tint [illegible] proceeding in a northerly direction [illegible] gained altitude. [illegible] disappeared [illegible] again. No vapor trail [illegible] could [illegible].

It was [illegible] of April, that report [illegible] was a [illegible] a light [illegible].

SECRET

1/19/48

Subject: [illegible]

[illegible]

[illegible] from any [illegible] sightings [illegible]

[illegible] officer [illegible] to other [illegible] communication.

[illegible] use of [illegible] for use in [illegible] desired [illegible]

[illegible] forwarded to [illegible]

[illegible]

1 Incl
[illegible] to [illegible]

[illegible]
[illegible]
Chief, Intelligence Department

[illegible]

SECRET

[illegible] 2[illegible]

[illegible]

[illegible]

[illegible]

SECRET

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION—ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

SECRET

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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SECRET

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Incident # 201

Incident # 202

Section No. 202

[illegible] No. [illegible]

[illegible] 8 Nov 50 1850 [illegible]

[illegible] Newark AF Base, Newark, N. J. [illegible]

ground

[illegible] Edward J. Clark, 106-[illegible] [illegible]
Jamaica, Long Island

[illegible] Civilian Dispatcher, Newark AF Base, Regular participant in Reserve flying activities. Former Capt, USAF.

[illegible] Was preparing to scan the sky when object was observed

1

Same relative diameter as the moon but with little or no depth (thickness)

pale luminous - 1/3 brightness of moon

disc - round with little or no depth

Appeared as luminous object

[illegible],000 to [illegible],000 ft

Appeared at [illegible] angle above horizon.

600 MPH

[illegible] one second or less

[illegible] - performed [illegible] horizontal flight

[illegible] no sound

[illegible] ft

[illegible] 2/3 - luminous

[illegible] 2/3

[illegible] 2/3

[illegible] Passed out of sight [illegible]

[illegible] Moonlit night - clear

[illegible] Object seemed to have no depth and maintained a steady luminosity

[illegible] (signature)

At 19-0 hours, S Sgt of, Edward J. Cisek was standing just outside Hangar #7, Reserve AF Base, when glancing up toward the moon he perceived a pale luminous object race across the sky. It was about 1/3 the brightness of the moon. It was like a disc with little or no depth (thickness). It appeared to be about the same relative diameter as the moon and was traveling from the north northwest in an arc toward the south southeast. Object was seen about one second or less. It passed out of sight over another hanger. No sound was heard. Speed was estimated at 800 K.m. Observer states that he had observed jet aircraft and tactical aircraft at approximately 600 mph and judged the speed of the object was at least 200 mph faster. From where he stood Cisek could see approximately 75% of the path of the object. The peak of its arc was approximately 45° above the horizon to the west or toward of its motion. Altitude was judged to be 4,000 to 6,000 feet.

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

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

No reports were received relative to the release of testing balloons in the vicinity.

Doe.

SEC[illegible]

[illegible] project Pilgrim"

[illegible] and 2d.

[illegible], Mitchel [illegible] case, Mitchel Field, New York., 15 December 1948.

[illegible] Commanding Officer, Newark [illegible], Newark, New Jersey. [illegible] Intelligence Officer.

1. [illegible] is requested that [illegible] investigation [illegible]

[illegible] at Newark [illegible] Station [illegible]

[illegible]

SECRET

[illegible]

HEADQUARTERS
AIR MATERIEL COMMAND

[illegible]

[illegible]-1/002/[illegible]

NOV 29 1948

[illegible]: Project "SIGN"

To: Commanding Officer
[illegible]

[illegible] from [illegible] regarding [illegible]

[illegible] investigation [illegible] and military [illegible]

[illegible] interview [illegible] reference [illegible] phenomena

[illegible] Incident report [illegible] Elements of Information form [illegible]

[illegible] All related data and information based on Elements of Information form should be forwarded to Commanding General, Air Materiel Command, Wright Field, [illegible] Air Force Base, Wright Field, [illegible]

[illegible]

[illegible]
[illegible]

[illegible]
Colonel, USAF
Chief, Intelligence Department

[illegible]

[illegible]

[illegible] immediately in

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] did not notice
[illegible] actual duty
[illegible] that partic[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1730. [illegible]

[illegible]

[illegible]

however, . .

- A

at outside
ter. It was a
a pale 1 from
of the
It appear
from t
one second or less,
from the
and its altitude
tactical approach
from
faster. For
of the object,
to the west-

(AD-610,7)

HEADQUARTERS
3RD FIGHTER WING, ALL WEATHER
Mitchel Air Force Base
Mitchel Field, N. Y.

10 December 1948

SUBJECT: Project "Sign"

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

ATTN: Chief, Intelligence Department

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

FOR THE COMMANDING OFFICER:

Review

[illegible] 1948

[redacted]

Commanding General
Air Defense Command
[illegible] AF Base
[illegible], N. [illegible]
Attn: [illegible] Air [illegible], Headquarters
[illegible], N.Y.

C. A. [illegible]
Chief,
[illegible] Section

[illegible]
Colonel, USAF
Actg Chief
Intelligence Department

[illegible]

[redacted]

ACTAIO-5 ACTAIO ACTAD ACTA

[redacted]

2-2

INCOMING MESSAGE

10:33

[illegible]

[illegible]

[illegible]ember 1968

[illegible]

[illegible]

1 Incl
1 - Statement

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Field to Commanding General, [illegible] Command, [illegible] air force base, Wright Field, [illegible] reporting [illegible] of [illegible] [illegible] etc.

[illegible] of all reported lighting [illegible] [illegible] and [illegible] [illegible] [illegible] military [illegible].

[illegible] officer interview [illegible] [illegible] lighting [illegible] in referenced [illegible] [illegible] [illegible].

[illegible] Essential Elements of Information form [illegible] [illegible] officer in recording desired data.

[illegible] All collated [illegible] and essential elements of information form shall [illegible] [illegible] General, Air Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCI [illegible].

FOR THE COMMANDING GENERAL:

1 Incl
as

[illegible]
Colonel, [illegible]
Chief, Intelligence Department

[illegible]

IN 160322

[illegible] [redacted] [illegible]
[illegible] STATE [illegible] ATTENTION [illegible]
[illegible] AF -2-

REPORT OF INFORMATION OF FLYING DISC. LOCATION, [illegible], [redacted] AFB, NY.

[illegible], 15 [illegible], [illegible].

WEATHER, CLEAR.

[illegible], BASE OPERATIONS, [illegible] AFB.

[illegible], LIT [illegible]

[illegible], APPROX [illegible] MPH,

AL[illegible] [redacted] ESTIMATED [illegible] FT., [illegible].

[illegible] FOLLOW.

[illegible]

302

Incident # 200

[illegible]

[illegible] Nov 194[illegible] Incident: 203

1-1[illegible] 2

[illegible] 1.[illegible] West Latitude [illegible] 117° 30' West Longitude
Peace River, Alberta Province - [illegible] of [illegible]

From 7,000 ft [illegible] to [illegible] B. M. S. from Edmonton.

[illegible] Survey, Edmonton, Alberta, Can.
[illegible] 10/1946, [illegible] only for
[illegible], Alberta, Canada.

(1) Pilot [illegible]

[illegible]

[illegible]

[illegible]

[illegible] Approximate [illegible]

[illegible] Clearing [illegible]

[illegible]

[illegible] Clear

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] "Clear"

[illegible]

[illegible] Illuminated [illegible]

[illegible] tail

[illegible] approx. 65.0°

W.L. [illegible] of [illegible] broken [illegible] at [illegible] 1,000 ft.

[illegible]

[illegible] (over)

[illegible] 2 [illegible] 7 [illegible] 9-17-27

[illegible] (a Rocket)

[illegible] with a tail
[illegible] miles NW of
[illegible] Operator,
[illegible] to Kittiga[illegible],
[illegible] of broken stratus
[illegible] overcast when
[illegible] ately 16,000 feet
[illegible] and. Object
[illegible] reaching at [illegible]
[illegible] very beyond it.

HEADQUARTERS, 1908TH AIR TRANSPORT WING
CONTINENTAL DIVISION, MATS
EDMONTON ALBERTA CANADA

[illegible]/[illegible]

19 Nov 48

SUBJECT: Observation of an Object in the Atmosphere

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: MCIAIO-6

1. The following report of an object observed by 1st Lt. [illegible] Dorsey is submitted in compliance with Secret Letter 1st [illegible] Oct 48 from MATS Headquarters, subject: Reporting of Information on "Flying Disks".

a. Location and time of sighting - 117° 30' 0 Longitude
54° 10' 0 Latitude
1418Z 17 November 1948

b. Weather at the time - Weather at the time was overcast with tops at approximately 4000' MSL with a high deck of thin broken stratus clouds at approximately 12,000 ft.

c. Names and occupations and addresses of witnesses - [illegible] Cpl [illegible] G. Hink, AF [illegible], Radio Operator on the crew and stationed at Edmonton, Alberta, Canada.

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

e.

f. Object sighted:
(1) Number - One
(2) Shape - Egg shaped with a tail
(3) Size - Approximately 60' in height tapering to a point at the tail.
(4) Color - Bright flaming orange
(5) Speed - Unknown
(6) Heading - South East

1 7762 . 303

[illegible] Observation of an Object in the Atmosphere

(7) Maneuverability - Appeared to be in a shallow dive.
(8) Altitude - Approximately 16,000 feet.
(9) Sound - None
(10) Exhaust trail or not - Yes

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

Dist:

Hdqs.USAF Attn: Dir.of Intelligence
Hdqs.AFS Attn: Chief, Intelligence Division

[illegible] P. [illegible],
Capt. USAF
Commanding

Subj: Observation of an Object in the Atmosphere

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

g. Remarks: Object was sighted on the first leg of a flight from Edmonton, Alberta, Canada, to Fittigarrit, N. W. T. Canada while flying at 1,000 ft. MSL on top of an overcast. The object was momentarily sighted above a deck of broken stratus clouds. It seemed to be a bright flaming orange object and illuminated the sky momentarily behind it.

Distr:

Edsp.NATS Attn: Dir.of Intelligence
Ordr.ATS Attn: Chief, Intelligence Division

[illegible] F. [illegible]
Capt. USAF
Commanding

Incident # 204

[illegible] 1940 [illegible]

1940 Arrive

[illegible]

[illegible] - [illegible]

[illegible]

[illegible] minutes [illegible]

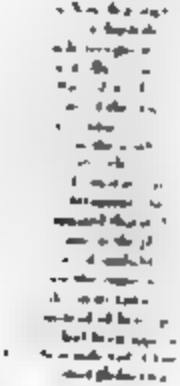
[illegible] (over) [illegible]

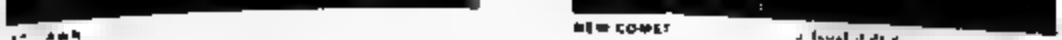
Incident # 2[illegible]

[illegible] report [illegible] of the sky. [illegible] Venus, [illegible] states [illegible] grades [illegible]

Incident # 2[illegible]

It has a tail extending for 15 million miles




NEW COMET

BRIGHT NEW COMET

It has a tail extending for 15 million m

RESTRICTED

[illegible]

[illegible] 6, [illegible]
[illegible]

[illegible]

[illegible] Air Force,
[illegible] on Flyi[illegible]
[illegible] Information,

[illegible] this signing
[illegible] I become

[illegible]

[illegible]

[illegible]

(... for the Original FAA message)

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

2 [illegible]

Incident # 20b

Incl dwgs (2)

5 p'clock in the evening

Portage, Wis. cust

ground while laying in the box

Water [illegible] Wis. Portage, Co.

[illegible]

aluminum colored

[illegible]

Relative size, [illegible] diameter.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

None

[illegible]

metallic

[illegible]

[illegible]

Rotating movement

(over)

[illegible]

[illegible] ortheast across
[illegible] ed about 20
[illegible] ght object was
[illegible] Object seemed
[illegible] t top. Noticed

[illegible]

[illegible]

[illegible]

[illegible] …ization [illegible] Washing- [illegible]

[illegible] information [illegible] be made [illegible] record.

[illegible]

[illegible]

Inclosure: 205

3 NOV 1960

205

Carthage, Missouri

31 Oct 1948

Dear Committee:

Just want to report seeing an object sail across the sky which I believe to have been the so-called flying disc. My perfect [illegible] the evening. [illegible] at all. I was [illegible] playing with my small son when I saw a [illegible] by an aluminum colored object sail northeast across the sky. I looked closely and as near as [illegible] but it was about as high as the B-29 flies and looked to be 30 or [illegible] ft in diameter. Although it was hard to judge its height, as it was moving very fast. It was my 1500 miles per hour and seemed to be slowly rotating and upright as a flat top. No noise, no [illegible]. Probably [illegible] announced at intervals by jet power and to be 1 [illegible] miles between boosts, as a flat disc or [illegible] rock by wind. [illegible] I don't know. If it isn't already [illegible] credit [illegible] and are [illegible] Anyway, [illegible] Roughly estimating it [illegible] be made very economical (boosted at intervals [illegible] art) Sail around the earth about 72 times with [illegible] Call it a rocket [illegible] scouting, looking [illegible] etc. I say [illegible] part of the disk would rotate [illegible] center of gravity; [illegible] upright top in center, stationary for pilots

I wouldn't want to say the word "true" about seeing the disc as I really saw it. Maybe you know something about them. If not, how about us being first to report big news about [illegible] credit as a disc to be answered [illegible] would [illegible] on land or sea, but if it would interfere with any U. S. experiments or [illegible] don't say anything about it so let us hear from someone as a friendly return.

Wesley [illegible] Long
1026 Walnut St
Carthage, Mo.

Sent out: [illegible]

Ind dent (KOS)

Incident # 206

Incident No. 206

Date: 12 Nov 194[illegible] between 1300 and 1400

Northeast portion of Clark AF Base, Philippine Islands

ground

Sgt Frederick H. Wright, 18th Maintenance Sq
18th Main & Supply Gp, Clark AF Base
Sgt, USAF

white speck

1

length of fuselage
Estimated Size: 300 ft/ 35 ft body of wings
Wings 47-1/2; width of wing 25 ft
cone-white

See attached

N/S

3 to 6 miles high

20 to 30 miles

Faster than jet plane

N S - observed intermittently torn cloud formation

Flying around Clark AF Base - no definite heading
horizontal flight - apparently reconnaissance
single rear

no definite heading - flew around
Clark AF Base
Similar to plane

N/S - entered and broke out of cloud six times

appeared to leave an exhaust trail
from tail-end of mentioned object - "It
appeared to be sky writing"

4500 scattered, visibility 30
miles.
Appeared to have no tail assembly - straight body
tapering off from directly above the wings to small point
(over)

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

Evaluation: 2-4 - Sgt Wright's character and his veracity are questionable according to the interrogating officer.

Basic: 1st Ev Sq, Thirteenth Air Force, Fleet Air Force [illegible], APO 713, Subj: "Sighting of Unidentified Aerial Objects," dated 28 November 1948.

AS 200-[illegible]-2 1st Ind.

HEADQUARTERS, THE NAVY AIR FORCES, APO [illegible],

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

Basic communication is forwarded pursuant to the provisions of Ltr. AF Letter, dated 28 February 1948, subject: "Reporting of Information on Flying Discs," and as additional information to that contained in our basic, ofic AS 1248, dated 28 November 1948.

FOR THE COMMANDER-IN-CHIEF:

[illegible]

2 Incl:
n/c

SECRET

[redacted], [redacted] AIR FORCE
[redacted] AIR FORCE BASE
APO 720

[redacted]

[redacted]

319.1

[redacted] Sighting of Unidentified Aerial Object.

TO : Commanding General
Far East Air Forces
APO 925, [redacted]

[redacted] Assistant Chief of Staff, A-2

1. Reference letter your headquarters, dated [redacted] 319.1, A-2, subj: "Unidentified Aircraft or Flying [redacted]

2. The following information is submitted [redacted] fied Aerial Object sighted over [redacted] Air Force base.

a. Object was sighted on Northeast portion [redacted] Air Force base between the hours of 1300 and 1400, on 12 [redacted]

b. Weather: High, scattered clouds, [redacted] visibility 30 miles, temperature 89, dew point [redacted], winds [redacted] N, ceiling [redacted].

c. Name and Occupation of Witness: [redacted] Sgt. [redacted] AF [redacted], 19th Maintenance and Supply Group, 19th [redacted] Squadron. At time of sighting, was engaged in [redacted] duties.

d. Photographs: None available.

e. Sketches: See Enclosure.

f. Object Sighted:

(1) Number: One (1).

(2) Shape: Long fuselage, low wing, [redacted]

(3) Size: Approximately [redacted] feet long, [redacted] 100 feet wing span.

[redacted]

[redacted]

[illegible]
Subject: Sighting of Unidentified Aerial Object

(4) Color: Snow white.

(5) Speed: According to witness, "[illegible] may get that I have ever seen."

(6) Banking: Object appeared to be [illegible] flying around Clark Air Force Base, with no definite banking.

(7) Maneuverability: According to [illegible] Object was very maneuverable, due to speed, [illegible] to move in and out of the clouds.

(8) Altitude: According to observer, [illegible] appeared to be from three (3) to six (6) [illegible].

(9) Sound: Observer states he could hear [illegible] single roar, as a single plane in the sky could [illegible].

(10) Exhaust trails: Object appeared to have an exhaust trail from the tailpend of [illegible], as observer said, "It appeared to be dry [illegible]."

6. After talking to Sgt. Wright's Squadron [illegible] and First Sergeant, the man's character and honesty in this statement is [illegible]. As for evaluation, the whole statement and report [illegible] stands.

[illegible]

/s/ [illegible]
/s/ [illegible]
[illegible]
[illegible]

2 Incls
1. Stmt of Sgt. Wright
2. Sketch of Unidentified Object

00232

0097

[redacted]

[redacted]
[redacted]

[redacted]

The following is an eyewitness report of a strange [redacted] craft or object:

On December 13, 1948, between 1500 and 1600 I saw a strange object in the sky.

I was seated in the subway on the Long Island, on the north side, [redacted] and looking some cloud formations in the Northwest. All of a [redacted], a white [redacted] entertained and [redacted] in another direction. I thought at first it was a plane skywriting, for it was so low, but as it continued to advance as a [redacted] unit, I stopped my study further more, I could see no plane (before I noticed there was no plane, I thought also it might be a new target). The object advanced in a northwestern direction toward a very large cloud [redacted] I had been watching. It was coming closer and getting larger all the time. I thought, maybe this is some out of that cloud, if it does, I will get a better look at it. It came out on the Northwest by parts side, and I [redacted] good clear view of it before it disappeared in the same cloud formation.

The following is as good a description of what I saw, as the [redacted] thing was out of normal comprehension. [redacted] for my lacking in not [redacted] attention to it to ensure the more exactly.

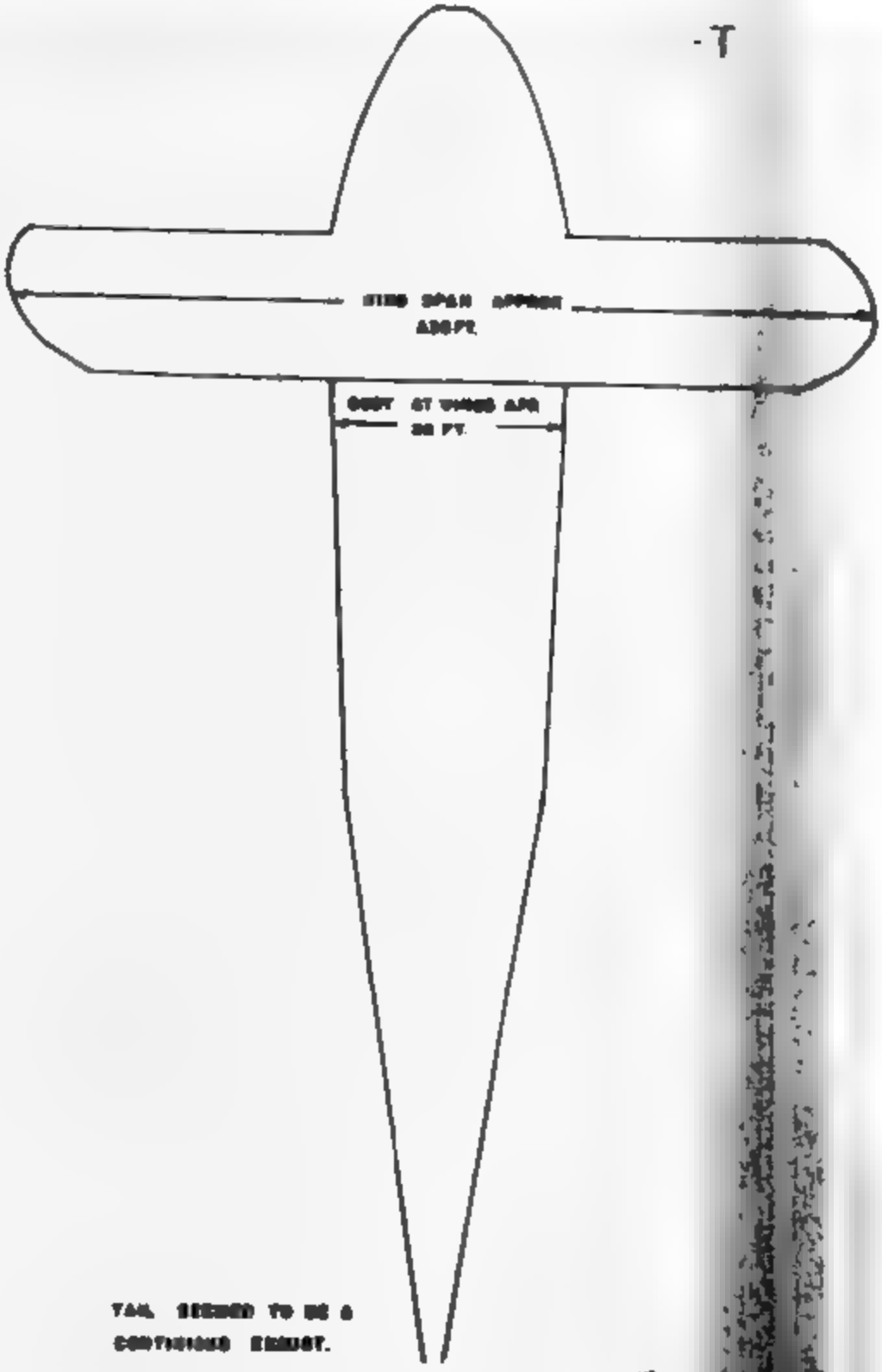
It was [redacted] (the fact that I estimated it to be 30 or 40 miles away, and 5 to 6 miles high, my estimates are, just estimates), as it came out of the cloud it was headed to me, and as I turned back into the cloud, I got a clear view of it, [redacted]. There was [illegible] a disc formation, low slung, and very short in comparison to the length of it. I saw this object six times backwards before it went into the cloud formation the first time. The second time it appeared was to the South and further away; the third time, it came out directly facing me, and when it turned North to go back into the clouds, it was closer than at any other time I saw it. (Understand, all this time, I could hear a single roar, as a single plane in a clear sky would make, I did look for another plane, or maybe I should say a plane, but could find none, so I assumed that the noise was coming from the object I was watching.)

All this I did way I could also tell that the side [redacted] a [redacted] surface, as it came toward the West then — as if the side [redacted] was broken by shadows. The more also was short in comparison with length, but, of course, it would be impossible to estimate the length of the object, [redacted] it was so far

[redacted]

craft using a rear type of propulsion burning a fuel that left a white smoke. For that, you couldn't tell where the tail left off and the exhaust started, for IT has [redacted] tail assembly, just a straight body tapering off from directly above the wings to a very small point.

/s/ Frederick H. Wright
/s/ Franklin H. [redacted]
Sgt, USAF
AF [redacted]
[redacted] Maintenance Squadron
[redacted] Mun. and Supply Group



00232

A-2# 0238

SECRET

ROUTING AND RECORD SHEET

AIR M[redacted]

Request for Analysis

TO: [illegible]-5 | FROM: [illegible]AID | DATE: 30 [illegible]

1. The following information is forwarded in answer to questions [illegible] No 3 above:

a. Subject aircraft cannot be identified with any known [illegible] or foreign jet propelled aircraft.

b. There is no knowledge of any advanced types of domestic [illegible] (jets) flying in the vicinity of Clark Air Force Base.

c. There are no known foreign aircraft designs which approximate the reported configuration. In regard to other reported, the nearest [illegible] aircraft of which we have knowledge is a development of the German [illegible] jet bomber. Although the configuration of the [illegible]-152 is not definitely known, it is not believed to be a tailless aircraft.

d. The approximate necessary range for an aircraft operating from Southern Manchuria would be about 5,000 miles.

e. A range of 5,000 miles, in light of existing jet engine [illegible] aircraft, is improbable although not impossible.

f. It may be roughly estimated that the gross weight of the [illegible] is 500,000 lbs from the arbitrarily chosen data.

g. The striking potentialities of a 500,000 lb jet aircraft capable of a range equal to or in excess of 5,000 miles, is superior to the most advanced designs in jet bombers which are now have flying. The actual potentiality depends further upon the bomb load; however, it cannot be estimated here.

2. This RAR has not been forwarded to [illegible]AVS inasmuch as all questions in Comment No 3 have been covered.

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

Incl
[illegible]

Chief, Aircraft Analysis [illegible]
Technical Intelligence [illegible]
Intelligence Department

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

SUBJECT - Request for Analysis

TO [illegible] FROM MCIAXO-3 DATE 2 Dec [illegible] COMMENT No. 1

1. Attached herewith is a wire received from FEAF pertaining to a sighting of an unidentified aerial object at Clark AF Base, Phillipine Islands at approximately [illegible] hours [illegible] November 1948.

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

1 Incl
Wire [illegible]

[illegible]
Chief, Operations Section
Technical Intelligence Division
Intelligence Department

[illegible]
6-5310
Bldg 2[illegible]

[illegible]

208

[illegible] 10 [illegible]

[illegible] first business and re-

[illegible] the part of the ch- [illegible] with high domestic or [illegible]

[illegible] ing in the vicinity of [illegible]

[illegible] prominent [illegible] re-

[illegible] foreign soil in the [illegible] to appeal for recor- [illegible]

[illegible] litions of existing jet [illegible]

[illegible] proposed, or [illegible] extension of the Permit [illegible] be reported at an [illegible]

[illegible] pertaining problems of [illegible] ditions, what are the [illegible]

[illegible] ment to your section, [illegible] in satisfying intelligence [illegible] which fell within [illegible]

[illegible]

[illegible] section
[illegible] intelligence division
[illegible] intelligence [illegible]

[illegible]/s/
[illegible]
[illegible]
[illegible]

To: [illegible]
Re: [illegible]
[illegible]
[illegible]

1. [illegible]
2. [illegible]
3. [illegible]

The following message received from 13th AF and passed in [illegible] with USAF letter, Subject: "Reporting of Information on Flying Discs" dated 26 February 1948. A detailed report will be [illegible] when received. "Unidentified aircraft sighted by enlisted man of [illegible] Command [illegible] 2 Nov 1948 approximately 1330 hours, [illegible] of Clark AF Base. Weather [illegible]. Altitude from [illegible] to 20,000 feet. Description: Shape metallic, wing span estimated 100 to 150 feet. Fuselage estimated at 250 feet length. [illegible] from nose of aircraft to leading edge of wing estimated 25 to 30 [illegible] fuselage appeared proportionately long with tapered nose. Tail [illegible] to also be a point. Fuselage appeared to have windows [illegible] edge of wing and tail extremity. Both tail surface reported [illegible] to be curved slightly foot and counted similar to a jet aircraft. [illegible] burned and broke out of a large cloud [illegible]. No transient or [illegible] reported as being in the vicinity at the time of the observation. No confirmation by other sources. Evaluation [illegible]. Report [illegible] forwarded by mail."

[illegible]

Incident: [illegible]

14 42

TOA/MS

BA21

RR JIMAS/

TO NAPLA 3[illegible]/CS FTAF 2[illegible]/2

TO JIMAS/CS ABC WPATS [illegible] BT/

ROUTINE

SECRET

PAGE 2 WAFLA 300///5 S C) T

FROM POST OF AIRCRAFT TO LEADING EDGE OF WING ESTIMATED TWENTY FOUR TO

FORTY FEET PD FUSELAGE APPEARED ESTIMATELY LONGLYTP

TPAPER NOSE [redacted] TAIL FINENITY

THAT TAPERED TO ALMOST A POINT PD

FUSELAGE APPARED TO HAVE TO HAVE WINDOWS BETWEEN TRAILING EDGE OF WING

AND TAIL EXTENDITYLPD NO TAIL SURFACE REPORTED PD APPARED TO BE

EXCEEDINGLY FAST AND SOUNDED SIMILAR TO ABLE JET AIRCRAFT PD [redacted]

AND MOVE OUT OF ABLE LARGE CLOUD SIX TIMES PD NO TRAILING OF [redacted]

AIRCRAFT REPORTED AS BEING IN VICINITY AT THE TIME OF THE [redacted]

PD NO CONFIRMATION BY OTHER SOURCES PD EVAL CHARLIE DASH THREE REPORT

BEING FORWARDED BY MAIL PD MMOUTY SEE

*Exemption not required thereto as
[signature] Commanding
per Paragraph 51 and 60a (4), AR 380-5

CCC LINE THREE PAGE TWO GROUP THREE SECRET READ AND DEST AND T-91630-1

SECRET

[redacted] 206

INFO JFSTL/USAF ATTN: DIRECTOR OF INTELLIGENCE

NEW/CINCFE ATTN C-2 SECTION

AT GP HC

1 [illegible]

2 [illegible]

3

4 [illegible]

/S E C R E T/

CITSTVLOUE TWO FOUR NINE CP-2 PD

THE FOLLOWING MESSAGE FROM THE THIRTEENTH AIR FORCE IS PASSED TO YOU IN ACCORDANCE WITH USAF LETTER CNA SUBJECT QUOTE REPORTING OF INFORMATION ON FLYING DISCS UNQUOTE DATED TWO SIX FEBRUARY ONE NINE FOUR EIGHT @ ABLE DETAILED REPORT WILL BE FORWARDED WITH RECEIVED @ QUOTE UNIDENTIFIED AIRCRAFT SIGHTED BY ENLISTED MAN OF THIS CORPS ON JULIAN TWO NOV FOUR EIGHT APPROXIMATELY ONE THREE THREE ZERO HOURS GMT NORTHEAST BY EAST OF CLARK AIR FORCE BASE CNA DISTANCE UNDETERMINED @ AT ALTI- 1
TUDES FROM TEN THOUSAND TO TWENTY THOUSAND FEET PD DESCRIPTION OLD ORLAND 1
SHOW WHITE CNA WING SPAN ESTIMATED ONE HUNDRED TO ONE HUNDRED FIFTY 1
FEET CNA FUSELAGE ESTIMATED TWO HUNDRED FIFTY FEET LENGTH PD [illegible]

Incident # 206

Report No. 207

18 Nov 1948 21[illegible] hours

Circling Andrews AF Base, Camp Springs, Md

Air

[illegible] Lt Raymond A. Jackson, 1326 20th St. S.E., [illegible]

2d Lt AFR - telephone cableman

Light

[illegible]

Uncontrolled

[illegible]

[illegible] Oval, no wing or tail surfaces

Seemed to give off a [illegible] glow

1500 to 2,000 ft

[illegible]

[illegible]

1[illegible] to 1[illegible] minutes

Evasive tactics - continued to circle field. Could climb vertically, but would drop [illegible] and continue to circle field

S/S

Normal at - northwest

E/S

E/S

[illegible]

[redacted] Climbed out of sight toward northeast

[illegible] CAVU - no clouds, haze or smoke

[illegible] No wings or tail surfaces - extreme maneuverability

(over)

It was flying from
Plane then
we then coming
at heading.
circle. Plane followed
the object to
object would then
and circling the
light and the
with no wings and
ating light, it
of object at

Albuq. 20-Jul-113

Object first sighted at approximately 2145 18 Nov 48. It was flying from northeast to southeast across Andrews Field at 1700 feet. Plane then descended from 4,000 ft to same altitude as object which was then coming back across Andrews Field from the Southeast on a Northeast heading. Object and plane then flew in circles, object on outer circle. Plane followed it to 7000 ft. While climbing plane made 3 to 4 passes at the object to identify it. As plane descended at approximately 300 MPH object would then climb vertically, drop below plane from behind and continued circling the field. In a last effort the plane entered on a landing light and the object momentarily gave off a dull glow. It appeared oval with no wings and no tail surface. After the object was sighted in the landing light, it moved to the Northeast climbing rapidly. Plane lost sight of object at 8,000 ft; the time was then 2210.

Weather at the time: CAVU - no cloud, haze or moon.

Taken from signed statement of Kenneth [illegible], 1st Lt, USAF, [illegible]

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

[illegible] ident No. 2074

[illegible] 18 Nov 48 2200 hours

[illegible] East over Andrews AF Base, directly over Camp Springs, Md

[illegible] Air

[illegible] Henry G. Combs, 2d Lt, USAFR

[illegible] 4511 S. Capitol St., Washington, D. C.

[illegible] movement of long moving lighted object

[illegible] 1

[illegible] Smaller than a P-51 type aircraft

[illegible] Dull gray (military gray)

[illegible] Oblong ball, no wings or tail surfaces (oblong crate)

[illegible] Seemed to have a dim continuous glowing white light

[illegible] Could not determine whether source of light emanated from entire object or was exhaust type in nature.

[illegible] 1700 ft to around 7500 ft

[illegible] Approx 300 to 400 feet on one occ

[illegible] 80 to 100 MPH

[illegible] 10 to 12 minutes

[illegible] Evasive controlled tactics and ability to perform tight circle quick reversal of air speed. Vertical circle. Evasive movements [illegible] N/A

[illegible] East to West in circular pattern

[illegible] metallic

[illegible] N A

[illegible] no exhaust flame

[illegible] N/A

[illegible] CAVU, no cloud, haze or fog. Full moon.

[illegible] No wings or tail structure, extreme maneuverability - highly evasive movements, high rate of acceleration.

[illegible] (over)

[illegible]

object flying on a
and one continuous
the wing
case to check,
at 1700 feet
the action, Combs
his ship so
get the object
flew up and over
between his ship
very tight 360°
was able to
another moving
500 or 600 yds
with the
craft. He could
cannot flame.
000 feet, then
ship. Then
look up sharply
then turned
it and was oblig
tight curve and

following aircraft
aircraft.

and animated

At approximately 2000 hours [illegible] Henry 6. Guide sighted an object flying on a 360° from West to East over Andrews AF Base. The object had one continuous glowing white light. Guide thought it was an aircraft with the wing navigation lights turned off or burned out. So then a to a pass to check. Object then took evasive action. First pass at established at 1700 feet over Andrews AF Base. When object at rte taking evasive action, Guide switched wing and tail navigation lights off. Remembering his ship so that his exhaust flame would not be noticed in an effort to get the object in his sight he proceeded to close in but the object quickly flew up and over the aircraft. Then Guide attempted to maneuver the object between his ship and the light of the moon. This was done by making very very tight 360° turns with flaps down while maintaining a steady climb. Object was able to turn in the of Guide' aircraft even under this condition. Another maneuvering feature was the quick variation of airspeed from [illegible] to 300 or 400 MPH. Guide remained in contact with the object for approx. minutes with the object between the lights of Washington, D. C. and his aircraft. He could only see an orbing ball with one light and no wings and no exhaust flame. Trying to close in again he remained in sight [illegible] it up to 6000 feet, then down to 4000 feet to 3000 feet but it always easily evaded him. Then object and Guide then climbed up to 7500 feet. Guide pulled back up sharply and came up underneath the object at 30 to 400 feet. At this turned his landing lights on it. It had a very dull gray glow to it and was orbing in shape as mentioned before. Object then performed a very tight curve and headed for the East coast at about 500 to 600 MPH.

Witnesses agree that (1) Object [illegible] highly maneuverable,
(2) [illegible] if a following aircraft
(3) Capable of almost vertical flight
(4) [illegible] smaller in size than [illegible] type aircraft.

[illegible] certain as to whether [illegible] observed animated [illegible] entire object or [illegible] before.

16 Nov 48

N/A

Over entrance of Base, Camp Stroman AB

Ground while on duty

2 [illegible] AMTC
John J. Kunzer, [illegible] Approach AF Base

[illegible], Crew Chief

None

[illegible] per. [illegible]

Twice as loud as P-? but similar in sound

Cannot be ascertained from statement
"came from direction 22?[illegible] deg across field towards Hangar #1"

[illegible] flight?

[illegible] no exhaust seen

Night - [illegible] - as gleaned from statements of pilots

did not look like an aircraft

(over)

[illegible] (Continued)

[illegible] account of 28 [illegible] [illegible] use on [illegible] direction [illegible] way. It [illegible] similar to a P- [illegible] seemed to [illegible] [illegible] ering Ranger [illegible] Ranger [illegible]. It [illegible] [illegible] shortly after- [illegible] field. He [illegible]

[illegible]

12 Nov 45

2230 Hrs.

[illegible] Andrews AF Base, [illegible]

Air

20TC_____

[illegible] Lt. [illegible] 2nd Lt. [redacted]
[illegible] St. [illegible] Ave. [illegible] [redacted], D.C.

Pilot-[illegible], [illegible]

[illegible] 1

HEADQUARTERS
AIRCRAFT [illegible] TRAINING CENTER
[illegible]
WASHINGTON 20, D. C.

[illegible]/[illegible]

[illegible]

[illegible] Project "Light"

[illegible] Commanding General
Air Material Command
Wright-Patterson [illegible]
[illegible], Ohio
[illegible] Chief, [illegible] Div.

[illegible] compliance with letter [illegible] Headquarters, subject as above, dated [illegible] Dec 1948, the attached information is forwarded.

[illegible]

[illegible]
[illegible]
[illegible]

1 Incl:
Completed [illegible] form

[illegible]
(Report [illegible] of Unidentified Aerial Objects)

[illegible]

[illegible] shape of [illegible], [illegible]:

1. [illegible]

2. [illegible]

3. [illegible] (1) [illegible], 150, 1700 to 7500 [illegible] circular pattern

   [illegible] of [illegible], [illegible] springs, [illegible]

   [illegible] aircraft [illegible] approx. 10 to 15 minutes

   [illegible] 7, [illegible], [illegible] and 30 [illegible]

4. [illegible] (1

5. [illegible] zero level within 300 to 20 feet

   [illegible]

   [illegible] 1700 to 7500 feet Altitude

6. [illegible] (10) to twelve (12) minutes

7. [illegible]

   [illegible] clear, [illegible]

   [illegible] space

   [illegible] (1) [illegible]

   (2) Not accurately described but estimated to be smaller than [illegible] aircraft

8. Generally [illegible] to West in circular pattern

9. Capable of multi-directional flight, including almost vertical [illegible], highly erratic movement, and capable of high rate of acceleration

10. [redacted]

11. Not applicable

12. One (1) light of undetermined size

[illegible]

13. [illegible] observed

14. [illegible] applicable

15. [illegible] observed

16. [illegible] observed

17. [illegible] from 50 mph to estimated 500 mph

18. [illegible] observed

19. [illegible] observed

20. [illegible]

[illegible] observers:

1. [illegible]

[illegible], [illegible] 775 [illegible]

[illegible], Jackson, 2nd St. [illegible] 113

John J. Zuckerr, S/Sgt USAF [illegible] 006 [illegible]

2. Addresses:

Cooke - 1511 So. Capitol Street, [illegible], D. C.

Stalker - 1737 K Street NW, Apt 503, [illegible], D. C.

Jackson - 1526 20th Street NW, [illegible], D. C.

Bashner - 2[illegible]th [illegible], Andrews AF Base, Washington, D. C.

3. Occupations:

Cooke - Construction Foreman

Stalker - Realty Salesman

Jackson - Telephone Cableman

Bashner - USAF aircraft crewmember

4. Place of Employment:

Cooke - Not known

Stalker - Drury Realty Corporation

Jackson - Chesapeake & Potomac Telephone Company

Bashner - Airman, USAF

[illegible], such as sporting, [illegible] aviation, were [illegible] by all observers.

[illegible] questions have not [illegible] the last five [illegible] relation to [illegible]

[illegible] Personnel

[illegible] military [illegible]

[illegible] traffic [illegible]

[illegible]

[illegible] not possible [illegible] conditions.

4. [illegible]

5. Not applicable

6. Equipment not available to enable [illegible] required data

7. Not available.

8. Statements forwarded with original report.

9. Not applicable

WILLIAM F. DOHERTY
Captain, USAF
Unit Intelligence O.

210CE

11 NOV 11

1 CPY

3

[illegible]

[illegible]

R.G.I.C.

20 9.81

[illegible]

[illegible]

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

[illegible] further the [illegible] is desired. [illegible] outline [illegible] in the enclosed [illegible] list as provided [illegible] data listed [illegible] form.

[illegible] be advised [illegible] be considered [illegible]

[illegible] to confirm [illegible] your [illegible] [illegible]

FOR THE [illegible] GENERAL:

1 Incl
[illegible] Form

[illegible]
Colonel, [illegible]
Chief, Intelligence Department

CONFIDENTIAL

[illegible]

[illegible] Intelligence. [illegible]

[illegible] following

[illegible] two [illegible] obtained [illegible]

[illegible]

(1) [illegible]

(2) [illegible]

(3) [illegible] - Undetermined.

(4) Color - Undetermined.

(5) Speed - Variable.

CONFIDENTIAL

[illegible]

[illegible]

SUBJECT

[illegible] November 1948 at [illegible] lighted object [illegible] from [illegible] from four witnesses [illegible] feet, [illegible] object as it [illegible] horizontal banding. [illegible] 7000 feet, while [illegible] in order to identify [illegible] vertically [illegible] the first pass [illegible] a dailglow. It [illegible] After sighting it in the [illegible] Last [illegible] clouds, zero or more.

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1948

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]TIAL

[illegible] 1948

[illegible]

[illegible] 14 November [illegible]

[illegible]

[illegible] feet [illegible]

[illegible]

[illegible] no wings [illegible]

After [illegible] tried [illegible] close [illegible] to [illegible] feet trying to get in close, but [illegible] silver [illegible] (object and myself), and [illegible] time climbed back up to 7500 feet. At this altitude [illegible] approximately 300 feet to 400 feet and turned [illegible] object. It had a very dull grey [illegible] to it and was oblong in shape as I said before. At [illegible] very tight turn and headed for the [illegible] 500 to 600 MPH.

I certify [illegible] is a true statement [illegible] the [illegible] mentioned.

[illegible]
2nd Lt., [illegible]
AO-[illegible]

[illegible]

[illegible]

22 December 194[illegible]

[illegible] of [illegible] 1[illegible], 194[illegible]. [illegible] John J. [illegible] we [illegible] turned my head to look I [illegible] across the [illegible]. It [illegible] like a P-47 only twice as large. I [illegible] from the direction of [illegible] across the field towards [illegible] P-47 and I did [illegible] noise only higher [illegible] one of them noted so [illegible]. This object did [illegible].

[illegible]

Incident # 207

17 Nov 48 1450 hours

Clark AF Base - eastern edge of

ground

Max M. Feibelman, [illegible] 1st Lt Everett L. Handley & 1st Lt
[illegible] Fighter Sq (-E) 11th Fighter Gp (SE) AFO 76, U. S. Army
[illegible] As above

E/S

1

E S

white

irregular mass - looked as if plane had
applied and left a white smoke column
E/S

30,000 ft

30,000 ft

E/S

Approximately 3 minutes - (Smoke trail)

Object moved to and made a loop towards the smoke trail
performed complete circle - resembling a corkscrew
E S

Either 120 or 300° according to origin

Object appeared like burst of flak

None - vicinity was a cloudless sky

white smoke trail extending from 1 to 10
miles
trail evaporated after three minutes like smoke,
scattering thinly throughout the atmosphere,
8000 feet scattered, visibility
50 miles. High overcast

Object had the appearance of flak burst sitting still
in the atmosphere and connected to a curved trail of corkscrew appearance
Did not have the appearance of a vapor trail.
(over)

Incident: 208

The object sighted by the two fighter pilots had the appearance of a flak burst sitting still in the atmosphere and was connected to a curved trail of corkscrew appearance (see drawing attached) The trail was from 1 to 10 miles in length, and did not have the appearance of a vapor trail but rather that of a rocket or jet exhaust. Altitude was judged to be 30,000 ft. The mass and trail disappeared within approximately three minutes. The mass appeared white in color like an exhaust trail which had a sudden burst origin and then tapered off to nothing. Both parties remarked that it appeared as if an aircraft had exploded and left a white smoke column. The vapor substance dissipated in approximately in 3 minutes scattering totaly like smoke through the atmosphere. It is firmly believed by both witnesses that the object was not a cloud because of its shape and because the sky in the vicinity was cloudless.

Evaluation: C-3

SECRET

B/L Ex P AF, 10 Dec. 5[illegible], subj: "Security of Information on [illegible] Dives."

AF [illegible]-5 (1-12-152) 1st Ind 31 DEC [illegible]

Dept. of the Air Force, Wa[illegible], [illegible] 25, [illegible]

1 Commander General, Air Materiel Command, Wright-Patterson Air Force Base, [illegible] Fields, Ohio

[illegible]

[illegible]

? [illegible]
[illegible]/c

[illegible]

SECRET

[illegible]

5[illegible]

BASIS: Ltr fr [illegible], 18th Fighter Wing, Clark Air Force Base, APO 74, Subj: "Unidentified Aircraft or Flying Objects," dtd 1 December 1948.

AG 360-GP-2 1st Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925.

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

Basic communication is forwarded pursuant to the provisions of Hq, USAF letter, dated 26 February 1948, subject: "Reporting of Information on Flying Discs," and no additional information to that contained in our radio, cite AX 1202, dated 19 November 1948.

FOR THE COMMANDING GENERAL:

3 Incls:
n/a

[illegible]

[illegible] 1948

[illegible] 1948, [illegible]
[illegible] time for [illegible]
[illegible] in the
[illegible] by both [illegible]
[illegible] not [illegible]
[illegible] existing

[illegible] at 1430 hours,
[illegible]

[illegible]
[illegible] 18th
[illegible]

[illegible] only looter
[illegible]

[illegible]

[illegible] 180 degree
[illegible] aircraft
[illegible] and approved
[illegible] origin and then

[illegible] were of the shape
[illegible] on a shoulder
[illegible] appeared as
[illegible] the column. It
[illegible]

[illegible]

[illegible]

[illegible]

CD-4C
S-2
A-2

SECRET

S-2
00-72

[illegible]

[illegible]

The following is a certified [illegible] copy of the [illegible] Weather Station [illegible] for the month of [illegible]

[illegible] Barometer

[illegible] Thermometer

[illegible] Humidity [illegible] inches

[illegible] Temperature [illegible] degrees

[illegible] Dew point [illegible]

[illegible]

15th ETR Gp
00-42
S-2
Cy 1-Ind 3

A-2 #

[illegible]

[illegible]

[illegible] FTAF [illegible]
[illegible] AMC [illegible]
[illegible]
[illegible]
[illegible]

SUBJECT: [illegible]

[illegible] Flying [illegible] from Thirteenth Air Force [illegible] to you in accordance with USAF letter, subject: [illegible] on Flying Discs, [illegible] February [illegible].

a. Since Air Force [illegible], [illegible] 1948.
b. Clear
c. [illegible] of the Thirteenth Air Force, [illegible]
d. [illegible]
e. [illegible]
f. [illegible] the appearance [illegible] curved trail [illegible] in length. The [illegible] rather that of [illegible] 70 feet. The [illegible]
g. Thirteenth Air Force [illegible].

ROUTINE

SECRET

ZDA04

RR JIRAB

FM HAFLA 998/CC FTAT 270319Z [illegible] 16 CS
TO JIRAB/CC AMC WPAFB
INFO JERTL/USAF
RUH HAFSC/TK
A [illegible] AF GSOC
/S E C R E T/ CITE AT ONE THREE ZERO TWO OP-2 PD

THE FOLLOWING MESSAGE FROM THIRTEENTH AIR FORCE IS PASSED TO YOU
IN ACCORDANCE WITH USAF LETTER CHA SUBJECT QUOTE REPORTING OF INFOR-
MATION ON FLYING DISCS UNQUOTE DATED THE SIX FEBRUARY ONE NINE FOUR
EIGHT PD ABLE CLARK AIR FORCE BASE AT ONE FOUR THREE ZERO HOURS ONE
SEVEN NOVEMBER ONE NINE FOUR EIGHT PD BAKER CLEAR PD CHARLIE TWO VISUAL
PILOTS OF THE THIRTEENTH AIR FORCE CHA RANKS NOT REPORTED PD DOG NOT
AVAILABLE PD EASY NOT AVAILABLE CHA THE OBJECT SIGHTED WAS AN
IRREGULAR MASS HAVING THE APPEARANCE OF A FLAK BURST SITTING STILL B
IN THE ATMOSPHERE CONNECTED TO A CURVED TRAIL OF CONSIDERABLE APPEARANCE

ROUTINE

SECRET

PAGE TWO HAFLA 998/S E C R E T/

JUDGED TO BE FROM ONE TO ONE ZERO MILES IN LENGTH PD THE TRAIL DID
NOT HAVE THE APPEARANCE OF A VAPOR TRAIL BUT RATHER THAT OF ROCKET
OR JET EXHAUST AT AN ALTITUDE ABOVE TWO ZERO CHA ZERO ZERO ZERO
AND UNDER FIVE ZERO CHA ZERO ZERO ZERO/ZERO PD THE MASS AND TRAIL DIS-
APPEARED WITHIN APPROXIMATELY THREE MINUTES PD GEORGE THIRTEENTH AIR
FORCE EVALUATES THIS REPORT PROBABLE HOAX THREE PD END

1 -77 164

ROUTINE

SECRET

T-79164-1

*Transferred upward finds in
Secret
per paragraph 51 and 51a (4) AR 380-5A

[redacted]

[redacted]

November 1956.

1095

North Korea.-37°.57'.north.-[redacted]

Army Observation Post No. 1 & 2 . [redacted]

N/A

N/A

N/A

Object sighted from [redacted]

of twin-engine bomber

N/A

Test of twin-engine bomber Jamo

N/A

5,000 ft

N/A

N/A

N/A

N/A

Not to Scale

[redacted]

N/A

N/A

N/A

Sketch (page)

(Attach a Separate Sheet if additional space is needed)

Incident 209

Unidentified aircraft observed at 1043 14 Nov 1948 over Army [illegible] Post #1 at 37° 57' N - 125° 31' E, in South Korea, flying [illegible] at an altitude of 5000 feet. The same aircraft was [illegible] by [illegible] observation post #2 37° 51' N - 1[illegible] E, [illegible] N - 125° [illegible] E [illegible], 37° 5[illegible] N - 125° 20'

[illegible] aircraft circling observation [illegible] number 2, [illegible] Aircraft was a twin engine bomber type, and is believed definitely to be a Russian soviet.

[redacted]

PRIORITY [redacted] 10:00

FF [redacted]

[redacted] 10 12

[redacted] FIAT [redacted]

TO [redacted] ATTN DIRECTOR OF INTELLIGENCE

[redacted]

INFO [redacted]

SECRET [redacted]

/S E C R E T/CINC AT ONE ONE SIX THREE ZP-0 FO

UNIDENTIFIED AIRCRAFT IS SUBJECT FO AT ONE ZERO FOUR THREE ZLAND

ZTHN OS ONE FOUR UNIDENTIFIED SUBJECT AIRCRAFT HAS SIGHTED OVER ARMY

OBSERVATION POST NUMBER ONE CHA THREE SEVENHUNDRED FIVE SEVEN

MINUTES NORTH BASE ONE TWO FIVE DEGREES THREE ONE MINUTES EAST CHA

ID SOUTH BORIS CHA FLYING EAST TO WEST AT AN ALTITUDE OF FIVE ZERO

ZERO ZERO FEET FO SUBSEQUENTLY CHA SAME AIRCRAFT WAS SIGHTED BY

ARMY OBSERVATION POSTS TWO CHA THREE SEVEN DEGREES FIVE ONE MINUTES

NORTH BASE ONE TWO FIVE DEGREES ONE SEVEN MINUTES EAST CHA FOUR CHA

THREE SEVEN DEGREES FIVE SEVEN MINUTES NORTH BASE ONE TWO FIVE DEGREES

[redacted]

SECRET

PAGE TWO [redacted] /S E C R E T/

[redacted]

TWO SIX MINUTES EAST CHA AND FIVE CHA THREE SEVEN DEGREES FIVE [redacted]

[redacted]

[redacted]

T-75

PRIORITY ACTION

[redacted]

Incident #309

Approx 11 Nov 68

Approx 11 Nov 1968 0900

Boston Mass - [illegible]

From west side of an apartment [illegible] - [illegible]

[illegible]

3

50 ft

very light to calm

high wing monoplane

2000 ft

directly overhead

2,000 ft

[illegible]

5 seconds

150 mph

no sound - N/A

No lights visible

No projections visible for radio antenna
high-wing monoplane - believed of [illegible] type
level flight

Rated from view

N/A

Black plane moved to [illegible]
back and forth

CAW

John J. Freeman, 20 [illegible] St., Boston 6, Mass

Retired organizer - formerly with American Federation (Teamsters) [illegible] Center, United World Federalists, Toward Freedom, etc. Typed small type sheet 2½

Mr Freeman is of average late 1[illegible] and character but could have easily been sighting in an observation [illegible] accept for the fact that he is an [illegible] of lights [illegible] sort-tion was that of conventional type aircraft. As it was not possible to determine the date of sighting exactly, it is not known whether any aircraft of the type supposedly observed were in the vicinity at the time, which might have accounted for this sighting.

"Dear Sirs: I was awake last night about 3 o'clock A.M. - sitting by the window going up at the [illegible] national, there came into view flying east to west over the Charles River Basin, three fast-flying single-engine planes. The planes had no lights - but strip lights made them visible like three pale moths. The two outside were going in a straight line, the middle one moving back and forth - although at no great height. There was no sound."

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
1ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WESTOVER AIR FORCE BASE, WESTOVER FIELD, MASS.

27 JAN 1949

2.

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS, AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

[illegible] 19 January 1949

[illegible] FRANCIS J. LAMBERT

[illegible] DO #1, Westover AFB

[illegible] January 1949

[illegible] DO #1, Westover AFB

[illegible] Wright Patterson

CLOSED

[illegible] (...)
Boston 6, Mass. o/a 25 Nov. 1948

SPECIAL INQUIRY

Letter from DO #5, Wright Patterson AFB, dated 17 December 1948

Investigation requested by DO #5, Wright Patterson AFB. Information was received by that office o/a 10 December 1948 to the effect that a Mr. John B. Lourmain or Bourmain observed three low flying objects over Boston, Mass. Investigation of informant revealed he was known to be Mr. John B. Bourmain. Informant could not give any information of value.

DISTRIBUTION

CO, Wright Patterson
(Action copy) 2
OSI, Hq. 2
File 2

CO, Wright Patterson AFB

APPROVED

HENRY J. JENKINS
Major, USAF

Exc

DETAILS:

1. This investigation was requested by letter from [illegible] Wright Patterson AFB, dated 17 December 1948, [illegible] card received at their office. Information as most [illegible]

"Dear Sirs: I was awake last night about [illegible] A.M. - sitting by the window [illegible] at the stars when suddenly there came into view, [illegible] west over the Charles River Basin, three fast-flying single-[illegible] planes. The planes had no lights - but city lights made them visible [illegible] position. The two outside ones going in a straight line, the middle one [illegible] ing now and forth - although at so great height. There was no [illegible]."

Yours very truly

[illegible] B. [illegible] (Resident)
20 Louisburg Square
Boston 8, Massachusetts

AT [illegible], MASSACHUSETTS

2. This investigation was conducted by [illegible] a [illegible].

3. Investigation was initiated by this writer 5 [illegible] after the [illegible] was found that the correct name of informant is Mr. John B. [illegible] and resides at 20 Louisburg Square, Boston 8, Mass. Mr. [illegible] was interviewed with reference to his sighting unidentified aerial objects. Very little information of any value was obtained, one factor being Mr. [illegible] inability to give the date on which the aircraft was sighted. Except for the fact that there was supposedly no sound or lights, his description was that of conventional type aircraft. Further information is as follows:

1. Date of sighting:

Believed to be some day during the last week in [illegible].

2. Time of sighting:

[illegible]00

3. Where sighted:

A. Ground

Sighted over Boston, Massachusetts, down-town [illegible] Hill Section, from the west side of an [illegible] house.

B. Air

Monoplane type aircraft, estimated around 150 [illegible] at 2000 feet, heading due west.

4. Number of objects.

3 aircraft, approximately 500 feet apart, lined abreast, with middle aircraft weaving.

5. Distance of object from observer.

Aircraft passed directly over observer approximately 2000 feet, clearly visible, light color.

6. Time in sight.

[illegible] seconds

7. Appearance of object.

A. Color: Very light to white.

B. Shape: High-wing monoplane.

C. Apparent [illegible]

D. Estimated size: 40 feet [illegible] a [illegible].

8. Direction of flight.

[illegible].

9. Tactics or maneuvers.

Aircraft passed over in level flight.

10. Evidence of exhaust.

Not applicable.

11. Effect on clouds.

Weather C & T C

12. Lights.

No lights visible.

13. Remarks.

High-wing monoplane, believed to be commercial type.

14. Propulsion:

Believed to be single-engine conventional type prop.

15. Control and Stability:

Normal.

16. Air ducts:

Non-visible.

17. Speed:

Estimated speed 125 - 150 MPH.

18. Sound:

No sound heard.

19. Radio antenna:

No projections visible.

20. Manner of disappearance:

Faded from view.

Relative to the Observer

1. Name of observer:

Mr. John R. Pannwin.

2. Address:

20 Louisburg Square, Boston, Massachusetts

3. 4. Occupation - Place of business:

Retired engineer, formerly with the American Foundation, Quaker, United World Federalist, Toward Freedom, etc.

5. Motive:

Seeking a substitute for war.

[illegible]. Ability to determine.

Mr. Fornaia has seloof a small type aircraft, otherwise no knowledge or experience.

[illegible]. Reliability of observer.

[illegible] Sr. Fornaia Police Department or [illegible], as former employer available. Mr. Fornaia is not well known in the vicinity, but the loyalty (or money) of [illegible] being Sr. [illegible] very [illegible] and [illegible] [illegible]. Upon checking FBI files it was found that [illegible] were connected with numerous radical organizations predominately German.

[illegible]. Notes relative to observer.

Observer's attention was drawn to objects by their motion.

[illegible]. Witnesses;

None.

[illegible]. Comments of interrogator re intelligence and character of person interrogated;

Believe Mr. Fornaia to be of average intelligence and character, but on the other hand believe [illegible] type of person who could very easily be mistaken in an observation such as this. As it was not possible to determine the date of sighting, it is not known whether any aircraft of the type unusually observed were airborne in the vicinity of Exeter, Massachusetts.

[illegible]/[illegible]/aj
[illegible] 1948

[illegible]

[illegible] three incidents [illegible] this Command.

[illegible] reporting this [illegible]

[illegible] will be [illegible] future, [illegible] directly to [illegible] Base [illegible]

Sincerely yours,

[illegible]
Colonel, [illegible]
[illegible] Liaison Division
[illegible]

I

11 November [illegible]

Dear Sirs,

I was [illegible] by the sudden appearance of the stars that suddenly [illegible] into view, flying east to west over the Charles River Basin, [illegible] jet-flying single-engine planes. [illegible] make that [illegible] three [illegible] flying in a [illegible] line, the [illegible] and forth-al[illegible]

[illegible]

[illegible] (Shannon)
[illegible]

Sent to:

Army Intelligence Service
[illegible]

[illegible]

210

[illegible] tories.

JAN 26 19[illegible]

Request for Analysis - Project Sign, Incident 211

[illegible] 20 [illegible]

This laboratory, [illegible] with statement [illegible] and [illegible] Conclusions in attached laboratory report, and recommends that a copy of this report be forwarded to:

Commanding Officer
Picatinny Arsenal
Dover, New Jersey

with a request that comments be furnished, as that Arsenal is the development agency for the Military Establishment for pyrotechnic and other solid propellant items.

[illegible] E. [illegible]
Colonel, USAF
Chief, Armament Laboratory
Engineering Division

[illegible]
2-8212
Bldg [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Request for Analysis - Project Sign, Incident [illegible]

MCIAS [illegible] [illegible] [illegible]-9

The Equipment Laboratory has no knowledge concerning materials contained in flares or explosive equipment. It is suggested [illegible] report be forwarded to Aviation Ordnance, Engineering Division, [illegible] for their comments.

[illegible]
Chief, [illegible] Engineering Division [illegible] Ext. 21116 Bldg 45

[illegible] [illegible] [illegible]

[illegible] [illegible] to be returned [illegible] possible.

[illegible]

[illegible]
Chief, Tec. Intelligence Div
Intelligence Department [illegible]

RESTRICTED

[illegible]

[illegible] analysis - Project Sign - Incident [illegible]

[illegible]

[illegible] Project Sign [illegible] analysis [illegible] date.

[illegible] conducting the analysis [illegible] (AF [illegible]

		[illegible] Department	[illegible]
MCI [illegible]	[illegible]	Dec 48	[illegible]

[illegible] analysis [illegible] is included in Eng [illegible] Div. [illegible] Report No. [illegible]-71, a copy of which is inclosed.

1 Incl [illegible] No. [illegible]-71	[illegible] Chief, Materials Laboratory Engineering Division	[illegible] Bldg [illegible]

(NOTE: This R/R [illegible] by [illegible] to [illegible] and MCIAXA)

[illegible]

It is requested your office review inclosed [illegible] determine whether materials reported upon may have been cast [illegible] of fire or explosive equipment either foreign or domestic.

Incl [illegible]	[illegible] Chief, Tech Intelligence Div Intelligence Department	[illegible] Bldg

[illegible]

[illegible] Wright Fld, Dayton, O.

[illegible] Date [illegible] December 1948

SUBJECT: [illegible] Unidentified Metal and Part. [illegible]

[illegible] Order No.

[illegible] Order No. [illegible]

A. [illegible]

1. To analyze the metal and material submitted by the Technical Intelligence Division of the Intelligence Department in [illegible] Project [illegible].

2. FACTS AND DATA

a. The samples were contained in an envelope with the return address [illegible] Field, Ohio, Chief of Staff, [illegible], written [illegible] upper left [illegible]. The [illegible] were given by the Project Liaison Officer, to whom the results were returned. The first sample, Physics Branch serial No. 1713[illegible] consisted of several [illegible] of metal and some dirt, white material [illegible]. Figure 1 shows this as it was [illegible] by the Project Liaison Officer. The second sample, [illegible] Branch Serial No. 1714 is reported to be [illegible] from the [illegible] F. B. 1713 was [illegible]. It is shown in Figure [illegible].

b. Spectrographic analysis of the material [illegible] F. B. 1713 indicated it to be alloy with minor amounts of lead, [illegible] present with traces of magnesium, [illegible], iron, and silicon. The dirty white material in F. B. 1713 contained magnesium as the principal metallic constituent with a major amount of silicon present. [illegible] present in a minor amount with traces of titanium, manganese, iron and [illegible]. The fine material of F. B. 1713 was found to [illegible] major amounts of magnesium, zinc, silicon, aluminum, and [illegible] with minor amounts of iron and lead and traces of titanium, [illegible], [illegible] and [illegible].

c. The brown crystalline material in F. B. 1713 contained major amounts of silicon, aluminum, and iron with minor amounts of sodium, magnesium, and titanium, and traces of boron, [illegible], manganese, copper, and [illegible]. The white material in [illegible] F. B. 1713 contained major amounts of silicon, magnesium, aluminum, zinc, iron, and sodium with a minor amount of titanium and traces of boron, manganese, [illegible], and copper.

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[illegible]

[illegible]

[illegible] tained for the [illegible] basis of the [illegible] and [illegible]

6. [illegible] of the subject exhibit [illegible] indication of the presence of radioactive material [illegible] a higher count (Cycl from specialties [illegible] or ionization [illegible] radiation survey meter (Or equivalent [illegible]).

[illegible]

7. [illegible] are [illegible] devices.

[illegible]

Does - data - rely [illegible]

[illegible]

Approved by: [illegible]
[illegible] Radiation Branch
(signature indicated)

Approved by: [illegible]
[illegible] Radiation Laboratory
[illegible] Division

Distribution:
[illegible]

Concurrence:

[illegible]

[illegible] Figure [illegible]

[illegible]

[illegible] Wright Fld, Dayton, Ohio

[illegible] Date: 15 December 1950

[illegible] Unidentified [illegible]

[illegible] Contract Order No.

[illegible] Evaluation Order No. 720-[illegible]

[illegible]

[illegible] analyses [illegible] submitted by the [illegible] Project Engineer.

1. [illegible]

[illegible] The samples were [illegible] with the report as [illegible] Chief of Police, [illegible] written in the upper left hand corner. [illegible] by the Project Engineer, to whom the results were returned. The first sample, Figure [illegible] Brown shell No. 1713) consisted [illegible] of metal and some dirt, white material along in the [illegible] wall-like material. Figure [illegible] shows this or that, the arrangement of [illegible] are suggested by the Project Engineer. [illegible] Metal No. 1714) is reported to be soil from [illegible] P. N. 1713) was [illegible]. It is shown in Figure [illegible].

[illegible] Spectrographic analysis [illegible] P. N. 1713) indicated it to be alloy with minor amounts of [illegible] with traces of [illegible]. [illegible] P. N. 1713) [illegible] suggested [illegible] of metallic [illegible] with a major amount of [illegible] present in a minor amount with traces of titanium, magnesium, iron and calcium. The [illegible] of P. N. 1713) [illegible] to have major amounts of magnesium, iron, aluminum, and calcium with minor amount of iron and [illegible] and trace of titanium, chromium, [illegible] and calcium.

4. The brown rib-like material in P. N. 1714 contained major amounts of silicon, aluminum, and [illegible] with minor amounts of calcium, magnesium, and titanium, and traces of [illegible], magnesium, copper, and chromium. The white material in [illegible] P. N. 1714 contained major amounts of silicon, magnesium, lanthanum, zinc, iron, and calcium with a minor amount of titanium and traces of barium, magnesium, calcium, and copper.

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[illegible]

[illegible]
[illegible]
[illegible]

[illegible] Concentration of the electrogen [illegible] is obtained for the soil and the various portions of the residue was made. On the basis of the relative amount per cent, size, weight, [illegible], and [illegible] are the elements which appear to be most significant.

[illegible] None of the submitted exhibits [illegible] any indication of the presence of radioactive material [illegible] Geiger counter (Type [illegible] scintillation hand [illegible] or [illegible] a [illegible] radiation survey, meter (Type [illegible] Model [illegible]).

[illegible] SUMMARY

[illegible] The exhibits contained [illegible] and [illegible] [illegible] or explosive hazards.

[illegible] RECOMMENDATIONS

None - data is only submitted.

[illegible]

Approved by: [illegible]
[illegible] Physics Branch
(Signature Indicated)

[illegible]
[illegible] Materials Laboratory
Engineering Division

Distribution
[illegible]

[illegible]

RESTRICTED

Dec. of Telecon

[illegible]

[illegible]

[illegible]

Incl/Ent 21

Fiery Wheel
Now Believed
War Souvenir

Fiery Wheel
Now Believed
War Souvenir

'Fiery Wheel'
From the Sky
Scares Town

AIR FAST TO STUDY GLOBE

Police Seek Answer to Fiery Wheel from Sky

[illegible]

[illegible]

PARIS

[illegible]

Field Gets New Riddle

Remains Of "Flying Wheel" Studied

[illegible]

[illegible]

Incident 212

3 Dec 48

1715 hours - twilight

Ground at Siebenthaler & Riverside while entering city limits of Dayton on Siebenthaler Ave

In car

George E. Hoffman, 132 Elmwood, Dayton 5, Ohio.

[illegible] - Intelligence [illegible], - Amateur photographer. [illegible] in mechanics.

[illegible] line of vision.

[illegible]

[illegible] Approximately an inch long from observer's viewpoint

Yellowish [illegible] white - similar to star.

Irregular

Like [illegible] from object itself

Could not be estimated - thought to be some 10 miles and at an altitude from [illegible] to 20,000 feet

Could not be estimated

1/2 second for each [illegible] of light

Apparently traveling in an ascending arc

Time noticeable

Seemed to be ascending - possibly in an eastern direction

Flash of light

None

Any planes in vicinity of object

None.

[illegible] (over).

[illegible] (Sheet of additional [illegible] as needed)

[illegible] approaching the [illegible] near Stillwater [illegible]), Mr. [illegible] of a rocket. [illegible] sky. He estimated [illegible] after observing it for [illegible] elapsed and it [illegible] have been traveling [illegible] for about 1/2 second [illegible] Mr. Hoffman thought [illegible] light appeared [illegible] from the observer [illegible] miles distant and [illegible] height the altitude [illegible] The color appeared [illegible] no evidence of [illegible] seconds observed. [illegible] cleared clear. [illegible] layer of clouds [illegible] appeared to be in the [illegible]

[illegible] his judgment [illegible] believes he can dis- [illegible] sky is cleared

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

SUBJECT:

TO | FROM | DATE | COMMENT NO. 1

TO: [illegible] | FROM: [illegible] | DATE: [illegible] | COMMENT NO. 2

Incidents 212 and 213 were reviewed and a possible conclusion was found. Colonel Albert Boyd stated that he personally observed a B-29 circling the Patterson Field area with both landing lights burning at the time [illegible]. The aircraft was at an altitude of approximately 5000 feet and it is possible that the observers may have seen the lights without being able to identify the aircraft, due to the dusk or visibility at that time.

3 Incls
n/c

DONALD [illegible]
Colonel, USAF
Chief, Operations Subdivision
Flight Test Division

MCC/hf
3-2358
Bldg 8
Area B

While Mr. George E. Hoffman and Ray L. [illegible] were crossing the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (approximately 1713 hours), Mr. Hoffman observed an unusual [illegible] of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 second. After observing it for [illegible] period it flashed off. [illegible] of time elapsed and it reappeared swingly in an [illegible] position (which have been traveling in an easterly direction). It again remained visible for about 1/2 second and it again flashed off. [illegible] again. Mr. Hoffman thought that the distance was one of the [illegible] of light. The light appeared [illegible] length from the observer's viewpoint. Mr. Hoffman estimate [illegible] miles distant and [illegible] it was [illegible] the horizon. [illegible] thought the altitude [illegible] feet. The color appeared [illegible] no evidence of [illegible] The light remained [illegible] 1/2 sec are observed. [illegible] sky [illegible] clear. [illegible] layer of clouds [illegible] horizon. There [illegible] Mr. [illegible] said to be in the air at the time.

[illegible] judgment of speed of moving objects [illegible] believes he can distinguish size and shape at a distance fairly well. Observer is cleared for 'Secret'

RESTRICTED

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE USSR

WRIGHT PATTERSON AIR FORCE BASE DAYTON OHIO

[illegible]

[illegible] December 1948

[illegible]

To: [illegible] Lieutenant, A.F. Materiel Command
Attention: Lieut. Ignace Mr [illegible] (ATI), Co[illegible] McCoy

At the suggestion of Mr. A. C. Loading, B.A., the following statement is respectfully submitted for evaluation:

On Friday, [illegible] December 1948, at about 1715, while driving west on Moscow Boulevard (Boulevard) [illegible] approaching Wagner Ford Road, there came into my line of sight a bright strip of [illegible] flame in the sky directly ahead, at a distance which I estimate at about [illegible] feet.

I called the attention of my passenger Lieut. [illegible] Beaver, USN, also of this office, to the object. Driving a step to the intersection of Moscow and Wagner Ford Roads, we studied the [illegible] flame. It appeared to climb at a fairly high rate of speed. It disappeared at intervals - not gradually as if constricting the overcast, but sharply as if the flame were suddenly extinguished.

Again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the [illegible] of my automobile might be giving a false appearance of motion in what was possibly the reflection of the hidden sun. We had [illegible] through a narrow slit in the dark overcast. There was, however, a definite pattern of motion, both horizontal and vertical.

I formed the opinion then, which I still hold, that the flame came from a [illegible] jet or rocket. Assuming that the object was a flight-[illegible] aircraft testing a jet installation mounted on a [illegible] power plant, further observation was dictated by curiosity alone.

Distance and altitude of the object, and/or the made positive determination of a physical cause of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

RESTRICTED

[illegible]

After that I now judge to be a two or three minute step at the base of the railway embankment, I proceeded to highway [illegible] at a slow rate of speed, with the object still intermittently visible ahead. [illegible] the angle of elevation interesting. I turned right (north) on [illegible] and after proceeding about a quarter of a mile, the beacon [illegible] and was not seen again.

My judgment as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the [illegible] of seeing a flame at ten miles in the then existing weather [illegible].

[illegible] altitude, which I [illegible] average of [illegible] feet. [illegible] of the ceiling [illegible] however, was somewhat less than this altitude. It is [illegible] ceiling which [illegible] feet.

The [illegible] as a guide in estimating the [illegible] my judgment of distance under conditions existing at the time of the above observations:

[illegible] in good health. My vision is 20/20 in both eyes. [illegible] Naval service for 26 years, in Naval Aviation for [illegible] years. I am a Naval Aviation observer. I have had no pilot training [illegible] vision and depth perception [illegible] to aviators.

The above observations and opinions were [illegible] after the occurrence of the incident described, with [illegible] study having been given during the interval.

Respectfully,

Edgar S. Miller,
Lieut., U. S. Navy
Wrecking Corps

RESTRICTED

[illegible]

BUREAU OF AERONAUTICS GENERAL [illegible], [illegible]
[illegible]
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

[illegible]:ak:

7 December 1948

MEMORANDUM

TO: Technical Intelligence Division (MCIAED-3)

ATTENTION: Captain R. R. [illegible]

SUBJECT: Streaks of Light in the Sky - Forwarding of Information [illegible]

1. In accordance with the verbal request of Mr. [illegible] Lanning, MCIA, a [illegible] of the subject light observed by the writer is furnished.

While [illegible] on Saturday [illegible] with Lt. K. S. Miller of BAR-[illegible] at about 17[illegible] December 1948 and just before reaching Wagner Ford Road, a streak of light was observed directly ahead in the sky. The sky was overcast with an occasional break here and there. The light appeared to be over highway [illegible] and at an angle of [illegible] from the observer towards straight up. The top end was flattened and feathered. The light at first appeared and vanished rapidly, as though a jet was being turned on and off. Later, after driving the car, its appearance and disappearance was more gradual. It was [illegible] a very light red softened by haze. Its size appeared from [illegible] inches high and about 3/4 of an inch wide if seen through a gage at arm's length from the observer.

[illegible],
Lt. USN,
Office of BAR-[illegible]

Incident 23

RESTRICTED

DAM
HIGHWAY

Sheet No. 713

[illegible] 7 Dec 41 [illegible]

[illegible] Beatore Road, near [illegible] - Dayton, Ohio, outskirts

from car while driving west on Harshmanville Road
(Beatore Rd)

[illegible] Eugene A. Walker, [illegible] A. Navy, Re [illegible] 153

[illegible] St. [illegible] Navy

[illegible] Bright [illegible] of [illegible] flame directly ahead

[illegible]

[illegible] X 3

yellow [illegible] flame

[illegible]

[illegible] or rocket

[illegible] feet

[illegible] les

Did [illegible] at a fairly high rate
of speed
X'S - Object took intermittent [illegible] over a period of time

observed a definite pattern of motion - both horizontal & vertical

[illegible] X/S

[illegible] X 3

[illegible] flame

[illegible] X/S

[illegible] Object was possibly an exhaust flame
Color: yellow-orange flame
[illegible] overhead presumably in clouds

[illegible] Ceiling [illegible] low than
10,000 feet.

[illegible]

[illegible] Tedrow

[illegible]

[illegible]

[illegible]

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, [illegible]

[illegible] WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

[illegible]

7 December 1948

[illegible]

[illegible] Commanding General, Air Materiel Command
[illegible] Intelligence [illegible] (A-2), [illegible]

1. At the suggestion of Mr. A. C. Loedding, [illegible], the following statement is respectfully submitted for evaluation:

> On Friday, [illegible] December 1948, at [illegible], while driving south on [illegible] I noticed a bright object ahead. There came into my line of sight a bright stream of yellow-orange flame in the sky directly ahead, at a distance which I set at about ten miles.
>
> I called the attention of my passenger, [illegible], also of this office, to the object. During [illegible] the intersection of Seedmore and Warner Ford Roads, we [illegible] the actions of the flame. It [illegible] with a [illegible] light [illegible]. It disappeared at intervals - not gradually as if receding in the overcast, but sharply as if the flame were suddenly extinguished.
>
> We again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the [illegible] of my automobile might be giving a false appearance of motion to what was possibly the reflection of the hidden sun on cloud layers [illegible] a narrow slit in the dark overcast. There was, however, a definite [illegible] of motion, both horizontal and vertical.
>
> I formed no opinion then, which I still hold, that the flame came from a jet or rocket. Assuming that the object was a Wright-Patterson aircraft testing the jet installation mounted on a multiblade propeller, further observation was directed by curiosity alone.
>
> Distance and altitude of the object, and/or [illegible] made positive determination of a physical source of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

After what I may judge to be a two or three minute stay at the base of the ceiling enhancement I proceeded to highway [illegible] at a slow rate of speed, with the object still intermittently visible ahead, with the angle of elevation increasing. I turned right (south) on [illegible] and after proceeding about a quarter of a mile, the [illegible] had overhead and was not seen again.

My judgement as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the possibility of seeing a flame at ten miles in the [illegible] existing weather conditions.

[illegible] the above presentation is offered [illegible] the apparent altitude, which I estimated [illegible] degrees of [illegible] feet. By estimate of the ceiling [illegible] this altitude. It is [illegible], but the flame was seen through a ceiling which obscured the aircraft itself.

[illegible] inform [illegible] myself in further detail [illegible] guide in estimating [illegible] degrees of [illegible] times existing at [illegible].

[illegible] 20 in best area. [illegible] Naval Aviation for [illegible] observer. I have [illegible] as pilot training [illegible].

The above observed ceiling was made four days after the occurrence of the incident described. [illegible] being been given during the interval.

Respectfully,

Edgar S. Miller,
Lieut., U. S. Navy
(Ret.)

Sheet No. 214

7 July 1948

Rt 202 - West Ridge, N. H.

Ground

Chas S Tarker West Ridge, N. H.

Vice Pres New England Tel & Tel Co.

Date of arrest

Case now under investigation

[redacted]

SUBJECT: [illegible] Fragments Observed at [illegible] Bridge, New Hampshire, 7 July 1947

TO: [illegible]
[illegible] Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCLID-3

1. Reference is made to letter dated [illegible] November 1948, from Colonel F. B. Gilmoreman, USAF, Chief [illegible] Division, Intelligence Department, Department of the Air Force, to the Federal Bureau of Investigation, requesting that information concerning the above subject be forwarded to Commanding General, Air Materiel Command, Attn: MCLID-3.

2. The attached information pertaining to the subject which was received by this headquarters from the Federal Bureau of Investigation is hereby transmitted in compliance with original request.

[illegible]

1 Incl
Extract fr ltr, FBI,
dtd 26 Nov 48, subj
as above

[illegible]
Major General, USAF
The Inspector General, USAF

[illegible] [illegible]

[illegible]

[illegible] of all
reports [illegible] be the
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Five copies of a list entitled, "[illegible] of
information" to serve as a guide in [illegible]
of [illegible] of unidentified serial [illegible]

[illegible]

[illegible]
Subj: Project "[illegible]"

It is further requested that all available info be forwarded directly to the [illegible] General, Headquarters [illegible] General, [illegible] Washington [illegible] Area, [illegible], [illegible] [illegible]).

Sincerely yours,

[illegible]

[illegible]

CRET

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

...For your information, Dean John H. Rodney, Security Officer, Massachusetts Institute of Technology, Cambridge, Massachusetts, the original informant in this matter, advised that a spectographic examination has been completed of the metal particles referred to and they were determined to be of ordinary cast iron and had been subjected to a very high degree of heat. The heat caused oxides to be formed on the cast iron which were originally thought to be of some metallic alloy. The scientists examining the particles concluded that if they had come through the air from any great altitude in small pieces as they were found most of the heat would have been taken from them by the time they reached the ground and fires would not have resulted.

"It is noted that the metal particles looked approximately seven

CRET

Incident # 23b

3 Dec 1958

2015 hours Pacific Standard Time

Fairfield Suisun AFB Control Tower - 5.5 miles
e st of Fairfield, C lif - 38° 16' N Lat 121° 56' W. Long.
Control Tower

light and motion

I

About size of 30° diameter moonlight

white light

[redacted]

50 to 1,000 ft when first sighted to approx 20,000 ft

500 to 8 0 yards

[illegible] to [illegible]

25 seconds

Varying - from [illegible] then slowed to approx 200 MPH and climbed
at 400-500 MPH out of sight
No sound heard

No trail observed

Object came with brightness of a high-intensity runway light

None observed

Rapid but erratic climb - like change to pass

Object climbed out of sight

N/A

A white cloth balloon released 3
20 to 45 minutes prior to sighting. Balloon lost to view 10 minutes after
15 mile visibility. Wind westerly [redacted]. 1

Bruce Merlin Sutherland, 1901 AAC Sq
Fairfield-Suisun AFB, Calif
Control Tower Operator
[illegible]

Considered fully reliable and a competent witness. Sighting [illegible] by Jerome Deffalafquette, Sgt of [illegible], [illegible] OIC considers team high to be individuals fully qualified both mentally and physically for control tower duty. Considered competent, reliable and [illegible] psychologically stable.

Object first [illegible] into view about [illegible] of the Control Tower flying [illegible] low altitude between [illegible] and [illegible] ft, [illegible] in a low trajectory with a speed estimated in excess of [illegible]. Immediately after sighting [illegible] Sutherland made [illegible] of tower. By the time object was estimated to be not [illegible] than 15,000 feet altitude and [illegible] was closer for several seconds to perhaps [illegible] ft. At this time object had a very slight undulating or bouncing motion. When its position crossed the line between the tower and the air freight terminal but a little east of the terminal, the object took an abrupt [illegible] or climb and leveled off again at an estimated [illegible] ft. At this point Sgt Jerome Deffalafquette continued watching as Mr Sutherland attempted to contact the Area Open Skies Officer. Sgt Deffalafquette reported the object at first to resemble afterburner or rocket [illegible] feet [illegible] and [illegible] about 20,000 ft at which point he lost sight of it. [illegible] Sutherland never saw the object again after leaving to phone.

Object was circular with Saturn disc. All that could be seen was a circular light one to 2 feet in diameter. It had the intensity of a Sun flare light and was bright but it blanked out any stars (if any) were visible in background. It gave it was comparable to one of Fairfield-Suisun AFB's high-intensity runway lights. No sound was heard nor was any exhaust trail observed. The light was clearly seen with the naked eye. It was particular but by no means blinking. Observer, Mr Sutherland, was positioned in one of the [illegible] during the sight. The sight was clear, and the wind was not strong at 10 m.p.h. on tower in [illegible]. A weather balloon had been released 45 to 55 minutes prior to sighting but was lost ten minutes after release.

[illegible]

January 194[illegible]

52

[illegible]

[illegible] publication [illegible] official.

[illegible] will be [illegible] the observations.

[illegible]

[illegible] Intelligence

2/5

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] in the center [illegible] of Fairfield, [illegible].

[illegible]

[illegible] wide the [illegible]

[illegible] Latitude and longitude

[illegible] Latitude [illegible]° [illegible]'
West Longitude [illegible]° [illegible]'

Air

(1) Type aircraft, speed, altitude, direction of flight:

Not applicable

(2) Distance and direction from city or town or known landmark:

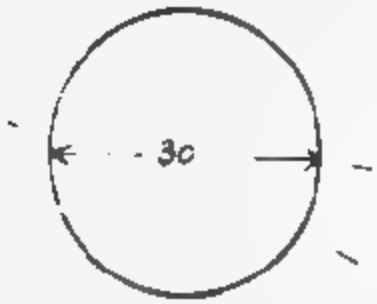
Not applicable

[illegible]

[illegible]

[illegible]

[illegible]


30

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] of sight.

[illegible]

[illegible]

[illegible] wind was heard by the observer.

[illegible], whistle, shoosh:

No sound was heard.

[illegible]:

No sound was heard.

[illegible] No any radio antenna to be observed, i.e., (any the actions of [illegible] antenna) [illegible] be observed [illegible]

No radio antenna of any description was observed.

[illegible] Manner of disappearance:

a. Explode:

The object did not explode.

(1) Possibility of fragments:

[illegible]

[illegible] the object [illegible]

No fragments were observed or could be found from the object.

[illegible] other physical evidence.

No other physical evidence of the object could be found.

[illegible] Faded from view.

The object climbed out of sight.

[illegible] Disappeared [illegible]

The object climbed out of sight [illegible]

Relative to the Observer

1. Name of observer:

Joseph [illegible] Delafayette [illegible] [illegible] separated from the [illegible] October 1947.	[illegible] DeMarland [illegible]

2. Address:

De Lafayette [illegible], Bellevue Ave New York	DeMarland [illegible] [illegible], California

3. Occupation:

Delafayette - Unknown	DeMarland - [illegible] tower operator

4. Place of business:

a. Employer or employer:

Delafayette - Unknown	DeMarland - [illegible]

5. Hobbies:

a. Time spent in hobby 'experience'
Is observer amateur astronomer, pilot, engineer, etc.

Delafayette - Unknown	DeMarland - Mr. DeMarland, prior to military service, was for three years a radio announcer and was well trained as an announcer of sporting events. No other hobbies are engaged in by Mr. DeMarland.

[illegible]

[illegible]

[illegible]

a. [illegible]

[illegible] observers are required [illegible] requirements to [illegible].

b. [illegible] of [illegible]:

Observers are [illegible] speed of [illegible].

c. [illegible] of [illegible]:

Observers are [illegible] the size and distance [illegible].

7. [illegible] of observers:

a. [illegible]:

[illegible]

[illegible] observers are [illegible], competent airmen [illegible].

(1) [illegible]:

[illegible] observers.

(2) [illegible]:

[illegible] observers.

(3) [illegible]:

All officers in charge of the observers consider them high type individuals fully qualified both mentally and physically for control tower duty; they are considered competent, reliable observers psychologically stable.

8. Notes relative to observer on:

a. Sightings in general:

Both observers are considered competent, reliable and psychologically stable.

b. How attention was drawn to objects:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] in view too [illegible] personnel.

[illegible] of person [illegible]

[illegible] psychological [illegible] Test Score of 14[illegible].

Relative to [illegible]

[illegible] be obtained.

[illegible]

[illegible]

[illegible] Seattle Standard Time, Fairfield-Suisun Air [illegible] feet [illegible] visibility, 10[illegible] [illegible] from the west. [illegible]

[illegible]

[illegible]

[illegible] of commercial, private and military aircraft flying in vicinity at the time:
[illegible]

No flying was scheduled or observed in the vicinity of the Fairfield-

[illegible]

[illegible] shift by [illegible] search [illegible]

[illegible] to the sighting [illegible]

[illegible] and without [illegible] rably departed [illegible]

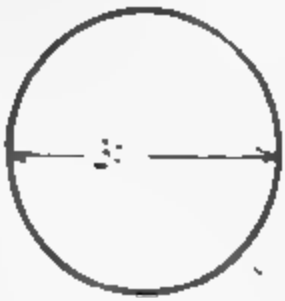
[illegible] no contacts [illegible]

[illegible] objects, [illegible] ity. [illegible]

[illegible] object [illegible]

[illegible] ies if not, [illegible]

[illegible] crater.



[illegible] terrain where a jet has [illegible]

[illegible] t-fallen air [illegible] rely report.

[illegible]

[illegible] contact the earth.

2
3

12 January 1949

At the request of Chief [illegible] Intelligence, the undersigned makes this statement as accurately as possible his [illegible] reports of the brief appearance of an unknown illuminated object which [illegible] over Fairfield-Suisun AFB at 2215 PST on 3 December 1948. The [illegible] first shot into view about 2 miles north of the control tower, flying at a low altitude between [illegible] and 1000 feet, climbing on a [illegible], with a speed [illegible] of something in excess of 400 miles per hour. Immediately after sighting, this observer ran out to the east side of the tower. By [illegible] the object was estimated to have not more than 1000 feet of altitude and its speed had slowed [illegible] to perhaps two-hundred [illegible] miles per hour. The observer [illegible] that at this [illegible] the object had a very [illegible] rolling motion. [illegible] line between the tower and the air [illegible], but a [illegible] distance east of the terminal, the [illegible] at [illegible] feet or [illegible] off again at an estimated three thousand feet. At that time the tower control [illegible] while this observer [illegible] the AAF operations officer [illegible] in the tower [illegible] the object [illegible] tower operator reported [illegible] a fast climb [illegible] southeast and [illegible] thousand feet, at which [illegible] out of it. The observer did never see the object again after sighting it in the southeast.

Pertinent information is that the [illegible] clearly seen with the naked eye, still [illegible] by the search [illegible] it was compared to the [illegible] of Fairfield-Suisun [illegible] runway lights. The observer is convinced it was not an aircraft [illegible] navigation light. The night was clear, and the wind was [illegible] at 10 miles per hour [illegible] instruments.

I certify and affirm that the [illegible] contained herein is true and correct to the best of my knowledge and ability.

[illegible]
[illegible] Marland
[illegible], USAF
1071 AAF Squadron
Fairfield-Suisun AFB, Calif.

Arthur Conrad

FLOAT IN
CLIMB OF TREES

(1)

OBJECT CAME INTO VIEW AT AN ALT
OF 500-1000 FEET TRAVELLING AT
AN ESTIMATED SPEED OVER 400 MPH

OBJECT CLIMBED ON A
LOW TRAJECTORY TO 1500 FT.

(2)

OBJECT SLOWED TO AN
ESTIMATED 200 MPH

SYMBOL
OVER

OBJECT CLIMBED TO ESTIMATED 3000 FT
LEVELED OFF MOMENTARILY THEN STARTED
TO CLIMB AGAIN

OBJECT MAINTAINED A FAST
CLIMB TO 20,000 FT

OBJECT LOST FROM VIEW AT AN
ESTIMATED 20,000 FT.

[illegible]

[illegible] TRACK OF UNIDENTIFIED AERIAL OBJECT

MAJOR, USAF - CHIEF OF INTELLIGENCE - FAIRFIELD SUISUN [illegible]

[illegible]

[illegible]

[illegible] General
[illegible] Wright-Patterson Air Force Base
[illegible] Ohio
[illegible] Base Intelligence Officer

1. This [illegible] is started with the [illegible] of all reports [illegible] unidentified aerial objects and [illegible] commanders [illegible] all Air Force units by letter by [illegible], [illegible] every 15th, [illegible] of information [illegible].

2. [illegible] Force base, [illegible] that an unknown [illegible] flying object was sighted on [illegible], [illegible] on 15th by control tower personnel, your [illegible] requested [illegible] office conduct an investigation of the incident, [illegible] released [illegible] statement of [illegible] Force, as follows. It is particularly [illegible] that the information [illegible] obtained.

3. All information personnel should be advised to avoid publicity in [illegible] will be considered confidential.

4. Direct reply to Commanding General, headquarters, Air Material Command, Wright-Patterson Air Force Base, Ohio, [illegible] MCIAIO-3.

[illegible] COMMANDING GENERAL

1 Incl
1 form

[illegible]
Colonel, USAF
Chief, Intelligence Department

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

Incident # 216

Incident No. 216

Date and Time of Observation: 8 December 1946 18:46

Place: Chanute AF Base, Illinois - 40°-18' North 88° 1-1/2' East

ground while facing northeast

Name of Observer: Sgt James E. Doty, Sgt Eugene E. Montag
Det 1- H, 1st Wea Sq, Chanute AFB, Paxtoul, Illinois
Weather Observers, 1st Wea Sq

glint of light

1

15 feet long x 6 ft wide - like jet fighter type plane

white

Round

Over 15,000 ft

over 150 ft

3 seconds

Seemed to be moving upward with horizontal from 15° above horizon to 30 or 40°
No sound

Northeast to South Southwest

8/8

No clouds

Statement of James E. Doty mentions that the object was leaving a trail
flew out of sight

High scattered clouds
visibility: 10 miles

Summary of Incident: (over)
(See reverse page)

MCIAEI-5 Dec 0[illegible]
Subj: "Project [illegible]"

1st Ind. [illegible]

To: 3[illegible]th Tech Trng Sq and Chanute AFB, Chanute Fld, Ill., [illegible] Dec [illegible]

To: Commanding General, Air Materiel Command, Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAEI-5

Attention is invited to inclosed "Essential Elements of Information" form which has been accomplished and to two statements of [illegible].

5 Incls.
1. Inft Form (trip)
2. Stmt in Lieu (1 cnd)
3. Stmt Duty (1 cnd)

[illegible]
Captain, USAF
Intel Ignmnt Officer

[illegible]

Subject: [illegible]

[illegible]
[illegible]
[illegible], Illinois
[illegible]

1. [illegible] unidentified [illegible] subject, "[illegible]".

2. [illegible] 1944. [illegible]

3. It is requested that your office [illegible] using the inclosed [illegible]

4. Interested personnel should be advised to avoid publicity [illegible] confidential.

5. [illegible]

[illegible]

1 Incl [illegible]

[illegible]
Colonel, [illegible]
Chief, [illegible] Department

[illegible]

DETACHMENT NO. 1
15th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

9 December 1948

SUBJECT: Reporting of Information on "Flying Disc"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: [illegible]

1. In continuance with [illegible] Air Weather Group [illegible] dated 19 November 1948 and letter, Headquarters, United States Air Force, subject as above, 4 February 1947, the following report is submitted:

a. Chanute Air Force Base, Illinois, [illegible].
b. High scattered clouds, visibility ten miles.
c. Sgt. James T. May and Sgt. Eugene [illegible] Hester, Weather Observers, Det 16/11, 15th Weather Squadron, Chanute AFB, Illinois.
d. Photographs of objects - none available.
e. Sketches of objects - none available
f. Object sighted:
(1) One
(2) Round
(3) Undetermined size
(4) Bright white color
(5) Two tenths of distant sky within ten to three seconds.
(6) Heading from north east toward south south west.
(7) Undetermined maneuverability.
(8) Undetermined altitude.
(9) No sound
(10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving too west fifteen degrees. Object was described to be about thirty five degrees above the horizon and travelled across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

Re File [illegible] , 9 Dec [illegible]
Subj: [illegible]

2. Statements of [illegible] are enclosed herewith.

[illegible] May

2 Incls.
1. [illegible] Sgt. J. S. [illegible]
2. [illegible] Sgt. [illegible] S. Barton

[illegible] T. [illegible]
Captain, USAF
For CHARLES F. [illegible],
[illegible], USAF
Asst - Station Officer

STATEMENT

9 December 1948

I, [illegible], AF [illegible], Sergeant, USAF, on a [illegible] duty assigned to the 14th Weather Squadron, Scott Air Force Base, Scott Field, Illinois, and do hereby make the following statement to Capt. [illegible], Assistant [illegible] Officer, [illegible] AFB.

[illegible] at approximately [illegible] was talking with Sgt. James B. [illegible], also of the 14th Weather Squadron, towards the Base Weather Station when I noticed what appeared to be a sky rocket or [illegible]. The object was heading upward at a 45 degree angle, coming from the north north west. The object was white in color, very bright and [illegible] as the three tenths of the sky and then disappeared.

The object did not appear to be to be a rel[illegible] star.

I immediately went to the Duty Forecaster at the Base Weather Station and reported seeing this.

[illegible]
[illegible]
AF [illegible]
[illegible]

STATEMENT

[illegible]

I, [illegible], Sergeant, [illegible], [illegible], Weather Observer, [illegible] Weather Squadron, [illegible] Air Force Base, [illegible] Field, Illinois, do hereby make the following statement to Capt. [illegible] T. Kelley, [illegible] Weather Officer.

[illegible] I was walking with Sgt. [illegible], looking toward the [illegible] when I happened to look up at the sky and [illegible] to be either a dry rocket or meteor. I [illegible] Sgt. [illegible] and called it to [illegible].

The object did not appear to be a star because [illegible] or four times as large as a star and it seemed to be closer to us than a star would be. It was moving from the northwest toward the [illegible] at the [illegible] at about [illegible] 20 degree angle, and it seemed to get larger, and it was leaving a trail. In [illegible] seconds it disappeared. The [illegible] was round, [illegible] very fast.

[illegible] the Weather Station and reported it to the Duty [illegible] Weather Officer [illegible] Sgt. Robert H. [illegible].

[illegible]
Sergeant, USAF
AF 17[illegible]

STATEMENT NO. 1
15th Weather Sqdn.
Chanute Air Force Base
Chanute Field, Illinois.

[illegible]

[illegible] 1950

SUBJECT: Reporting of Information on "Flying Discs"

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

1. In compliance with [illegible] Air Weather Group [illegible] dated 19 November 1949 and letter, Headquarters, United States Air Force, [illegible] as above, 5 February 1950, the following report is submitted:

a. Chanute Air Force Base, Illinois [illegible].
b. High scattered clouds, visibility ten miles.
c. Sgt. James [illegible] and Sgt. Eugene [illegible], Weather Observers, Det 15/11, 15th Weather Squadron, Chanute AFB, Illinois.
d. Photographs of objects - none available.
e. Sketches of objects - none available.
f. Object sighted:
(1) One
(2) Round
(3) Undetermined size
(4) Bright white color
(5) Ten tenths of distant sky visible in [illegible] seconds.
(6) Coming from north east toward south south east.
(7) Undetermined maneuverability.
(8) Undetermined altitude.
(9) No sound
(10) Contrail undetermined.

g. General remarks:

Object sighted to north east moving to south south east that resembled a skyrocket or meteor but was moving too slow fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed about thirty five degrees of the horizon within [illegible] seconds and disappeared.

SECRET

[illegible]

[illegible] 9 [illegible]

[illegible]

2. Statements of [illegible] [illegible] [illegible] [illegible].

[illegible]

STATEMENT

[illegible] December 1948

[illegible], AF [illegible], Sergeant, [illegible], as a Weather [illegible] assigned to the [illegible] Weather Squadron, [illegible] Air Force [illegible] field, [illegible], and [illegible] make the following [illegible] office, [illegible].

[illegible] at approximately [illegible], was walking [illegible] of the [illegible] Weather Squadron, towards [illegible] Weather Station [illegible] what appeared to be a sky [illegible] object [illegible] at a 15 degree [illegible]. The [illegible] bright [illegible] three [illegible] and [illegible] disappeared.

[illegible] object did [illegible] appear [illegible] star.

[illegible] immediately went to the [illegible] Weather [illegible] and reported [illegible] this.

[illegible]

AF [illegible]

[illegible]

[illegible]

STATEMENT

[illegible] 1950

[illegible] James L. Doty, Sergeant, [illegible], AF [illegible], [illegible] Hoover, [illegible] Squadron, Chanute Air [illegible], [illegible] to hold, [illegible], [illegible] the following statement to [illegible] Kelley, [illegible] other officer

[illegible] was walking [illegible] the [illegible] noticed [illegible] appeared [illegible] up at the [illegible] and [illegible] appeared to be either [illegible] [illegible] 2 ft. hanging in the air and called [illegible] [illegible].

[illegible] was there [illegible] large [illegible] and [illegible] to the [illegible] [illegible] 20 degree angle. [illegible] it seemed [illegible] larger, [illegible] a trail. [illegible] found, [illegible] [illegible].

[illegible] [illegible] to the [illegible] [illegible].

[illegible]
[illegible]
AF [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

SECRET

[illegible] No. 1
16th Weather Sqn.
Chanute Air Force Base
Chanute Field, Illinois.

[illegible]

[illegible] 1952

SUBJ (U) Reporting of Information on "Flying Discs"

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: [illegible]

1. In compliance with MCCS Air Weather Group [illegible] dated 19 [illegible] 1952 and letter, Headquarters, United States Air Force, subject as above, 6 February 1952, the following report is submitted:

a. Chanute Air Force Base, Illinois. [illegible]
b. Wet moistured climate, visibility ten miles.
c. Sgt. James [illegible] and Sgt. [illegible], weather observers, [illegible], 16th Weather Squadron, Chanute AFB, Illinois.
d. Photographs of objects - none available.
e. Sketches of objects - none available.
f. Object sighted:
(1) One
(2) [illegible]
(3) Undetermined size
(4) Bright white color
(5) Two bursts of [illegible] sky within ten to three seconds.
(6) Heading from north east toward south south west.
(7) Undetermined maneuverability.
(8) Undetermined altitude.
(9) No sound
(10) Exhaust trail undetermined.

g. General remarks:

Object sighted to north east moving to south south west that resembled a skyrocket or meteor but was moving far more fifteen degrees. Object was described to be about thirty five degrees above the horizon and traversed across thirty five degrees of the horizon within three seconds and disappeared.

SECRET

SECRET

To File #
Subj: [illegible]

9 Dec 58

2. Statements of observers are enclosed herewith.

[illegible] J. Kelley

9 Incls.
1. Sheet Sgt. J. E. Doty
2. Sheet Sgt. S. H. Gosing

For [illegible]
Captain, USAF

CHARLES E. [illegible],
Major, USAF
Station Weather Officer

Distribution:

3 - CO, AMC Wright-Patterson AFB
1 - Hq, USAF
1 - CO, NASA
2 - CO, Gen Ten Sq, Tinker AFB
1 - CO, [illegible] Ten Sq, Mitchel AFB
1 - CO, 15th Ten Sq, Scott AFB

SECRET

STATEMENT

[illegible] 1948

[illegible] Illinois [illegible] Statement to [illegible] Kelley, Assistant [illegible] Officer

[illegible]

[illegible] 0 degree angle, [illegible] a trail. [illegible] round, [illegible] fast.

[illegible]

[illegible]

STATEMENT

[illegible]

[illegible] Sergeant [illegible], [illegible] Air Force Base, [illegible], [illegible], [illegible] [illegible] statement to Capt. [illegible] Kelley, Assistant [illegible] Officer, [illegible]

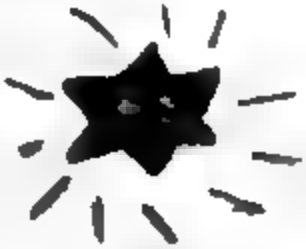
[illegible] December [illegible], I was walking [illegible] Duty, also [illegible], towards the [illegible] Station when [illegible] a sky [illegible] was heading [illegible] a 15 degree [illegible] The [illegible] height and [illegible] to three [illegible] and their [illegible] passed.

[illegible]

[illegible] the [illegible] Another [illegible]

[illegible]

[illegible]



[illegible] No. 217

[illegible] by [illegible]

[illegible] of 300

[illegible]

[illegible] at all times

[illegible]

[illegible]

[illegible] height [illegible] was determined to [illegible] over Acre[illegible] altitude of from 1[illegible] to [illegible] feet. At this time aircraft [illegible] range.

[illegible]

[illegible] flutter.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

- [illegible] size of [illegible]
- [illegible] to (LED), etc. [illegible] to [illegible] observable, [illegible] what are its [illegible]?
- [illegible] [illegible] into [illegible] file.
- [illegible]
- [illegible] [illegible] circuits
- [illegible] to.

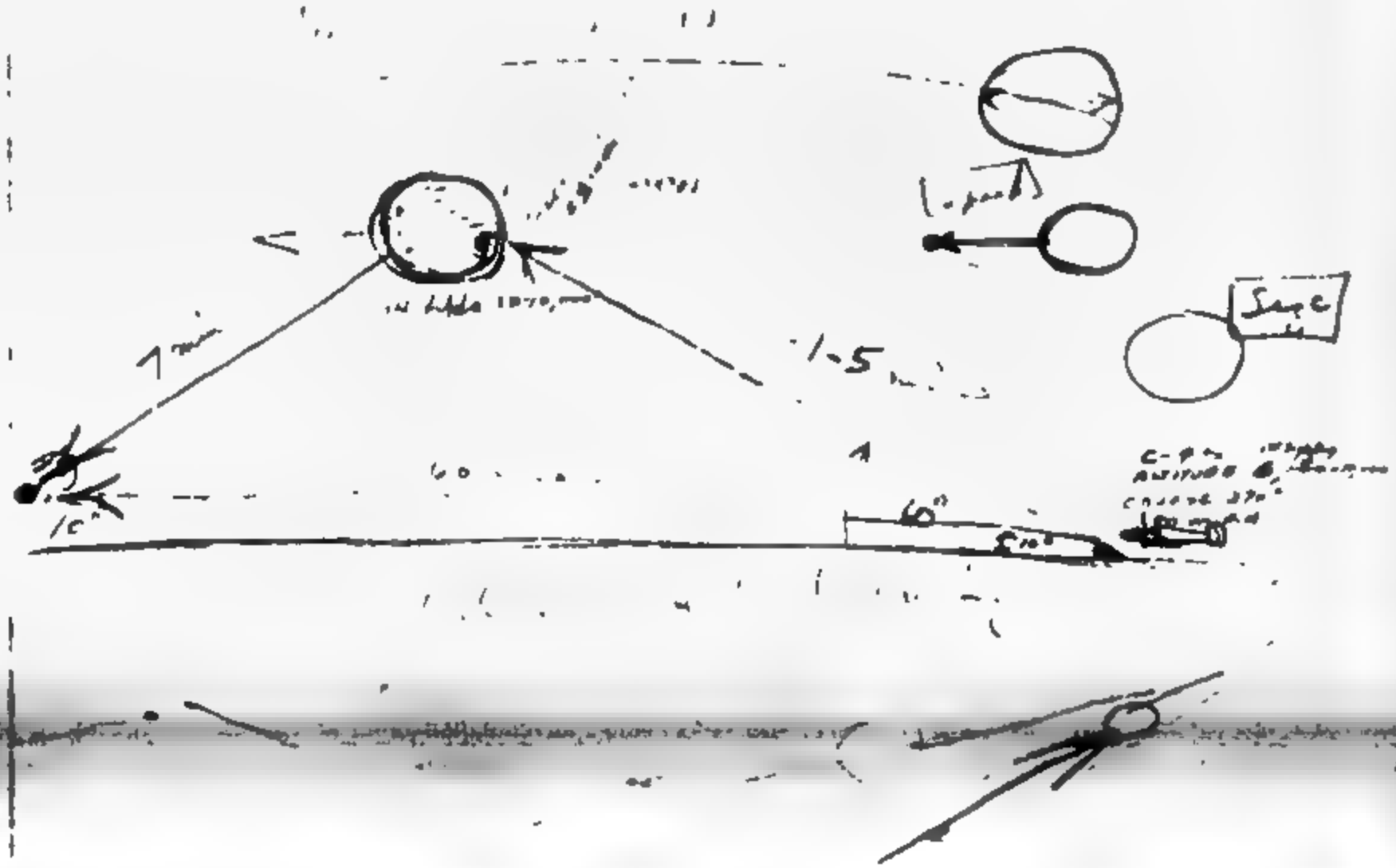
[illegible]

[illegible]

- [illegible]
- [illegible] military aircraft [illegible] r)
- [illegible] [illegible] want [illegible] to [illegible] Europe
- [illegible] [illegible] probably [illegible] file.
- [illegible] [illegible] objects, [illegible] sensitivity, [illegible] objects, etc.
- [illegible] [illegible] available if [illegible]
  - [illegible]
  - [illegible]
  - [illegible] [illegible]
  - [illegible]
  - [illegible]
- [illegible]
- [illegible]

John K Brown Jr.

John K Brown Jr
Col. USAF
DOS/O, HQ USAF



[illegible]

[redacted]

11 December 1960

[redacted]

10 miles SE of Martinsburg, [redacted]

Prop aircraft on 127° to dim at [redacted] ft
Speed: 150 mph

1

Substantial

Changing - red to blue to [redacted]

similar to presents flare

10,000 - 11,000 ft

20 miles to front of aircraft - [redacted]

Appeared stationary

[redacted]

- a period stationary

Unknown

None

Object appeared as a brilliant flare for [redacted]

Similar to a flare [redacted]

7 mile visibility - clear sky [redacted]

Capt O. H. Lugo, Hq Air Rescue Service
Ft Bragg, N. C.

No opinion

Object sighted some [illegible] miles northwest of [illegible] Det No., by pilot of AF 5992 and crew. A brilliant red flare was sighted at an altitude of approximately 10,000 to 11,000 feet. It appeared to be 20 miles in front of the aircraft which was on a [illegible] flag of [illegible]. The shape appeared similar to a parachute flare. The color was variable changing to red to blue to red. The flare appeared to be stationary. No sound was heard nor no exhaust trail noticed. No opinion was formed by any member of the crew as to the identity of the object. The flare lasted approximately 1 minute.

Witnesses: Capt R. R. Gaddy
Headquarters, Air Rescue Service
Washington 25, D. C.

S/Sgt T. F. Turner
Air Rescue Service
Fort Bragg, N. C.

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA

[illegible]

[illegible] 13 December 1968

SUBJECT: Unidentified Flying Objects

[illegible] Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Ohio, Ohio

[illegible] Classified

1. In compliance with [illegible] Regulation 200-2 [illegible] December 1960 and [illegible] headquarters, [illegible] "Reports [illegible] Information on Flying Objects," dated 4 February 1961 the following [illegible] is submitted:

[illegible]

1. Date of Sighting: 13 December 1968

2. Time of Sighting: 2345

3. Shape of Object: See Paragraph 3b (2)

a. Ground

[illegible] applicable

b. Air

(1) Type aircraft, speed, altitude, direction of flight.

C-47 110 8500 ft 135 [illegible]

(2) Distance & Direction from City, town or known landmark

60 miles northwest of Martinsburg, West Virginia

(3) Clock Position of object from observer's aircraft

12 o'clock, approximately 50 miles in front of aircraft

(4) Latitude and Longitude: Approximately [illegible]

[illegible]

[illegible] - 200.5
Subject: [illegible] Flight, Ignore

a. Sun

Not applicable

4. Number of objects: One (1)

a. Formation type: No formation

5. Distance of object from observer: Twenty miles in front of aircraft.

a. Horizontally or laterally: Laterally

b. Angle of elevation from horizon: 5 degrees

c. Altitude: 10,000 - 11,000 feet

6. Time in sight: One (1) minute

7. Behavior of object:

a. Slow: [illegible] to [illegible]

b. [illegible] to pure white flare

c. Apparent construction: [illegible] opinion

d. Lost: [illegible] determined

8. Direction of flight: A [illegible]

9. Trailing or [illegible]: None

10. Evidence of exhaust: None

a. Color of smoke: None

b. Length and width: None

c. Odor: Unknown

d. Use of [illegible]: Unknown

e. Does trail vary with speed: None

11. Effect on clouds: No clouds - unlimited ceiling

12. Lights: Object appeared as a brilliant flare in the dark

13. Support: Not visible

14. Propulsion: Object appears to be a [illegible]

a. Propeller or jet: Unknown

b. Motor: Unknown

c. Aerodynamic noise: [illegible]

d. [illegible] is exhaust or jet spout [illegible] visible

15. Control and stability: Unknown

a. [illegible] visible

b. Stabilizers: [illegible]

(1) [illegible]

(2) [illegible]

(3) Landing: Unknown

16. Air [illegible]: Unknown

a. Slots: Unknown

b. Jet openings: Unknown

17. Ground effect: Appears to be a [illegible]

18. Sound: Unknown

19. Has any radio antenna to be observed: [illegible] observed

20. Manner of disappearance: Similar to a flare burning out

a. Explode

(1) Possibility of fragments: Unknown

(2) Other Physical evidence: Unknown

b. Faded from view: Yes

c. Disappeared behind obstacle: No

[illegible]

1. Name of Observer: Capt O. H. Legg

[redacted]

Subj: Unidentified Flying Objects, 18 October 1948

2. Headquarters, Air Reserve Service

3. Description: UFO

4. Place of Performance: USAF

5. Duration: Not applicable

6. Ability to determine: Unknown

7. Reliability of observer: No opinion

8. Person relating to observer as

a. Sightings in general: one

b. Number of objects: Directly [redacted]

(1) Sound: Unknown

(2) Motion: Stationary

(3) Color of lights: Brilliant

9. Witnesses:

a. Capt R. E. Cassidy
Headquarters, Air Reserve Service
Anacostia, D. C.

b. S/Sgt V.P. Turner
Air Reserve Service
Fort Meade, Md.

10. Comments of interrogator re intelligence and character of [redacted] interrogated: No opinion

ANSWER TO ADDRESSEE

1. Do radars see operating on ground: No radar sighting

2. If airborne, what object was sighted: Not applicable

[redacted]

1. Teletype response of local weather conditions:

Clear sky - 7 miles visibility

2. Weather chart reports: Not given

[illegible] Unidentified Flying Objects: [illegible] Blue

5. Local flight schedules of commercial, private and [illegible] flying in vicinity at the time [illegible].

6. Possibility release of testing devices in vicinity [illegible] by Defense, Navy, Air Force, Army, Weather Bureau, Research [illegible] or any other [illegible].

7. If object contacted earth, a hole will appear [illegible] depression or spot where object landed for purpose of [illegible] of soil [illegible].

8. If object came sufficiently near other aircraft or [illegible] objects, check surfaces with larger scanners for possible radiation [illegible] comparison with other unaffected aircraft objects [illegible].

9. Photographs [illegible]

10. Not obtained.

11. Photographs [illegible] or physical evidence [illegible]

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

DISTRIBUTION:

c/o to Ch of Staff, Hq USAF
Commander, ATIC
[illegible]

12-344

URGENT

22.

3. [illegible] // 2. SHAPE APPEARED TO BE SIMILAR TO PA[illegible] FLAT[illegible]

[illegible] NOT DETERMINED // SIZE NOT DETERMINED

ADM

TIN T.

TRAIL

WITNESS

NAME

JECT

Rec'd [illegible]

Just Compare

Col [illegible]

AC/A

[illegible]

[illegible] of Eye W/

[illegible] 8:00 P.M.

[illegible] Scarsdale, N.Y.

[illegible] ground. Int & Concord St, Scarsdale, N. Y.

[illegible] Dark Green, car [illegible] Pipe St., Scarsdale

[illegible] & her young friends.

[illegible] 8th grade student at St. Jude's High School.

[illegible] N.J.

[illegible] 1

[illegible] Flange on 14'6". Large red [illegible] 1".

[illegible] red

[illegible] Ball

[illegible] Ball of Fire

[illegible] N/S

[illegible] N/S - but extremely fast

2 seconds

[illegible] horizontal flight - not below horizon

[illegible] N/S

[illegible] Dot to Dot

[illegible] Steady

[illegible] Canada and/or [illegible] long tail.

Witness thought she saw a blue-tailed comet.

[illegible] existing at the [illegible] N/S

Photographs taken [illegible] Thought it proof enough for a [illegible]

Summary of Incident [illegible] (over).

(Attach a Separate Sheet if Additional Space is Needed)

Incident: [illegible]

Doris Crider, age 14, a ninth grade student at Kents Junior High, Bedford, Va., reported that on the night of [illegible] approximately 8:00 while standing with her young friends on the corner of Longwood [illegible] Street, that she observed a ball of fire with a long tail in the north of the sky. Some of the object was visible at to west. It was visible for [illegible] seconds and then went below the horizon. She stated that while she did see many [illegible] stars that she had never seen anything like this. She also described the astral phenomenon as being a "large red ball speeding from the he west." She was convinced that she had seen a blue-tailed [illegible].

HQ HEADQUARTERS
UNITED STATES MILITARY ACADEMY
WEST POINT NEW YORK

2

[illegible]
[illegible] 1948

[illegible]

[illegible] of the
[illegible]ation.

R M Meuse

[illegible]
[illegible]eral

[illegible] 45.1-A [illegible] 1st Ind, [illegible] GSE/[illegible]

[illegible]eadquarters First Army, Office of the AC of S, G-2, Governors Island, N. Y.
[illegible] of [illegible].

[illegible] Major [illegible] [illegible]il, Air Material Command, Wright-Patterson Air Force Base,
[illegible]erson, Ohio. [illegible] MCI.

[illegible] forwarded.

[illegible] Please pass to Director of Intelligence, US, JSA, [illegible] DC, Attn:
[illegible] S. [illegible].

[illegible] AC OF S, G-2:

[illegible]
[illegible]
Chief, Evaluation Division

[illegible] Incl: n/c

219

City Girl Series
Sky Phosphorescence

Incident No. 280

. [illegible] 29 Nov 1948 2113

. [illegible] San Francisco, Calif

. [illegible] ground

[illegible] of Observer Mr Robert Chatcher, 1739 30th Ave., San Francisco, Calif

. Occupation and/or activities: Science Teacher Francisco Jr High School

. [illegible] yellow light flaring across the sky

. [illegible] 1

. [illegible] N/A

. [illegible] yellow

[illegible] N/A "flash of light"

. [illegible] N/A

. [illegible] N/A

. [illegible] N/A

[illegible] "too fast for plane"

. [illegible] 7 seconds

. [illegible] 1st heard [illegible] then turned [illegible] west

. [illegible] N/A

. [illegible] North East west

. [illegible] flash of light

. [illegible] N/A

. [illegible] N/A - just flash of light was observed

. [illegible] N/A

. [illegible] N/A

. [illegible] Extreme speed - too fast for plane but did not think it was a comet or shooting star

. Summary of Incident:

(See attached page)

Incident: 220

Mr. Robert [illegible], an AF Veteran, [illegible] at the [illegible] School, called [illegible] a yellow [illegible] at [illegible] the night [illegible] turned North-[illegible] and disappeared. It lasted [illegible] seconds and appeared [illegible] too fast for a plane. However, it did not appear to be [illegible] at it.

[illegible]/[illegible]/[illegible]

[illegible] 26 February 1949

[illegible]

1 Commander General
Air Materiel Command
[illegible]
Dayton, Ohio
ATTN: [illegible], [illegible] Sector

Enclosed is [illegible] of investigation, subject as above, dated [illegible] January 1949, for your information and any action deemed necessary.

Incl:
Rpt. [illegible] dtd 20 Jan 49
[illegible]

[illegible] GIBBS
Colonel, USAF
District Commander

CONFIDENTIAL

[illegible]

26-6 20 January 1969

[illegible] FRANK F. [illegible], JR.

[illegible]

DC #19, Fairfield-Suisun AFB

[illegible], Special Inquiry

13, 16 January 1969

DC #5, Wright-Patterson AFB

PUBLIC

[illegible] IN [illegible]

Ltr fr Lieut Comdr, DO #5, Wright-Patterson AFB, File No. [illegible], 3rd 2nd Dec 69, Subject, "Project [illegible]"

Investigation requested by District Commander, [illegible], Wright-Patterson Air Force Base, Dayton, Ohio. [illegible] ATCHAS [illegible], while in [illegible] yard at 1739 - 20th Avenue, San Francisco, California, at approximately 2115 hours, on [illegible] November 1968, an unidentifiable glowing object passing from the east to the northwest at a very great speed, finally disappearing from sight behind a fog bank to the North. Investigation failed to reveal identity of the object or produce other witnesses.

[illegible], AMC, Wright-Patterson AFB (Action Copies)	2	Commanding General
[illegible] #5, Wright-Patterson AFB		Air Material Command
	2	Wright-Patterson Air Force
[illegible], Jr.	2	Base
File	2	Dayton, Ohio
		ATTN: Intelligence Department, MCIAID

[illegible]

JOHN [illegible]
Colonel, USAF

310

CONFIDENTIAL

[illegible] 27 December 1948, [illegible] of an unknown ob-

[illegible]

[illegible] - Sgt [illegible] interviewed and stated that he is a [illegible] school, San Francisco, [illegible] it is necessary that he [illegible] in connection with [illegible] observations on the night [illegible] venue, San [illegible] 2115 [illegible] in a North- [illegible] stated that he [illegible] in that the ob- [illegible] shape and mili- [illegible] observed by [illegible] binoculars was [illegible] the object through [illegible] over a low fog [illegible] stated at [illegible] the direction [illegible] stated [illegible] that the object was [illegible] three or four se- conds were [illegible] the object was approx [illegible]

3. [illegible] Air Force as a radar and Radio Operator and spent time overseas [illegible] England. While in England, [illegible] and remarked that the object [illegible] in that the object emitted [illegible] the buzz bombs seemed to [illegible] Sgt's only hobby is [illegible]

4. The writer, through [illegible] is a [illegible] and after speaking with him, believes that [illegible] is above

190 OSI 24-4

DETAILS: (Cont'd)

average intelligence and reliable. THATCHER is near-sighted and wears glasses; however he was not wearing glasses while using the binoculars. THATCHER's vision with glasses is 20-20.

5. A thorough check of the residents in the vicinity of 1700 34th avenue, San Francisco, California, failed to reveal any other persons who, on the night of 29 November 1948, saw this unidentified light or had seen anything unusual any other night.

6. On the night of 16 January 1949, the writer and Mr. THATCHER attempted to trace the course of the object with the aid of a street map. This attempt met with negative results. Mr. THATCHER could not even give an approximate course.

- FINIS -

100 0-1 2[illegible]-6

[illegible]

[illegible] Field No. 10, [illegible]

[illegible], CALIFORNIA

1. Will check records of the F.B.I. Field Office, [illegible], California, for information re informant.

2. Will check Criminal and Subversive Files of the [illegible] Police Department for information re informant.

3. Will interview Police employees and associates of informant for information re informant's character, integrity and [illegible]

4. Will conduct additional investigation as outlined on the [illegible].

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

[illegible]

SUBJECT: Letter of Transmittal

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

1. [illegible] is forwarded [illegible]

[illegible]

[illegible]

Incls. [illegible]

[illegible]

[illegible]

[illegible] Moore, 26 November 1948.

Mr. Robert [illegible], an Air Force Veteran, now a Science teacher at the [illegible] Junior High School, and [illegible] that at [illegible] observed a yellow light [illegible] across the sky [illegible] Fort, then turning North-West or [illegible] disappeared. [illegible] stated that seven seconds or [illegible] to be traveling [illegible] at the [illegible]. However, [illegible] to be a [illegible] of [illegible] star.

[illegible] Avenue, San Francisco, Calif.
[illegible] 1-0[illegible]0

TT Conf 193
23 Dec 48

Incident 221

Conf Item 5 / R E S T R I C T E D /

REFERENCE ARC ITEM 4 ON TT 21 RECORDS, [redacted]

RELATES RICHARD, NICHOLAS, [illegible] [redacted]

[illegible]

[illegible] / R E S T R I C T E D /

ITEM [illegible] / C O N F I D E N T I A L /
OPTAR FROM MCIARC-3
REF CSAF A [illegible] OF A.M. TELECON [illegible] DEC [illegible].
PROJECT SIGN DOES NOT HAVE DETAILS OF
MIDLAND, MICHIGAN INCIDENT OF [illegible] JULY [illegible].
REQUEST FOR DETAILED REPORT. THE CHEMICAL
ANALYSIS AND OPIN-IONS OF DR. GALE OFFICE OF
CHIEF OF CHEMICAL CORPS IS HIGHLY RADIO.
WILL REQUEST IN THIS FORM SUFFICE?

END ITEM 4

Dec 1, 1944 Mon. Tikun
2 Dec 44

[illegible]

[illegible]

[illegible]

[illegible] No. 21

[illegible]

[illegible] Fighter Sq
[illegible], Germany

[illegible]

[illegible]

λ

[illegible]

[illegible] Intelligence Office [illegible]

383-2 [illegible]

[illegible] ecember 1948

[illegible]

[illegible] formation [illegible] G-2 Officer, [illegible]

[illegible] ber 1948, [illegible] object in the [illegible] an unknown [illegible] the ground, [illegible] southwest and [illegible] 205 and [illegible] according [illegible]

[illegible] 49/Z 5B: ease [illegible] the sighting. [illegible] who stated that [illegible] called ease [illegible] unidentified object [illegible] feet [illegible] miles south of [illegible] forwards and [illegible] object was [illegible] then believed [illegible] feet altitude, [illegible] miles south of [illegible] was writing [illegible]

4. [illegible] weather conditions at [illegible] time [illegible] (local) were [illegible] clear [illegible] shining [illegible] cloud layers; visibility, 3 miles with ground fog, winds aloft, from North 10 knots an hour.

5. There were no [illegible] ets flying on this night.

6. Both Lt. [illegible] and Capt. [illegible] (or [illegible] pilots) are completely reliable observers and reporters.

[illegible]

OPS-2/vd

SUBJ: Unidentified Object, dated 8 December 1946, Wurtsmith Air Force Base, Wing Intelligence Office, APO 208, US Army.

5. The facts as stated above were verified by Captain DARWIN [illegible], 2nd Fighter Squadron (also an F-80 pilot), who was with Captain STATER at the time of the sighting.

6. Subsequent investigation has disclosed nothing further; and it is unlikely that additional information will be obtained concerning this sighting.

[illegible]
[illegible] DARWIN
Captain USAF
Wing Intelligence Officer

[illegible] TAFT [illegible]

[illegible]

Copies
2 Copies- CO, Air Materiel Command, Wright Patterson AF Base, Ohio, [illegible]
2 Copies- Director of Intelligence, USAF.
1 Copy - TAFT Wing CO.
1 Copy - 36th Fighter Group S-2.
1 Copy - Wing Intelligence Files.

SECRET

[illegible]

Incident No. 223

[illegible] 5 December 1948 2105 hours & 2127 hours

[illegible] of Los Vegas, N. M. (2105) [illegible] - [illegible]
East slope of [illegible] - near [illegible], N. M. (2135)
Air while flying at 15,000 ft on 290° heading
at 155-160 mph

- Captain A. Deale, AO-[illegible] A-3 Flying Div
Randolph AF Base, Texas
pilot

light

1

S/S

green (more intense than flare)

round light

like flare

11,000 - 12,000 ft (500-1000 ft higher than plane)

1-1/2 to 2 miles to right

S/S

5-15 seconds

App[illegible]red to descri[illegible] a parabolic curve in relation to earth

S/S

S/S

like flare

S/S

Sparks and fading trail

S/S

Visibility [illegible]-40 miles no
overcast - no moon

(over

Incident [illegible]

At [illegible] Dec 1948, Capt Goade, [illegible] AF [illegible] enroute from Lowry AF Base, Denver, Colorado, to Williams AF Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland AF Base, as being approximately [illegible] miles east of Albuquerque. Capt Goade stated he had seen a green flare arise from the ground to an altitude of approximately [illegible] ft on the east [illegible] of the Sandia Mountains at about 2127 [illegible] he was flying at 18,[illegible] ft. [illegible] stated he had just seen the same type flare at approximately 21[illegible] hours just west of Las Vegas, New Mexico.

[illegible] of similar flare are as follows:

[illegible]

[illegible] Mary & John Smith (Las Vegas, N. M.)
[illegible] (Capt Goade) west of Las Vegas, N. M.
[illegible] Mr & Mrs Lewis Martinez (Las Vegas, N. M.)
[illegible] Mr Roger Lewis (Las Vegas, N. M.)
[illegible] Rev & Mrs C. M. Wallace (Near Lucy, N. M.)
[illegible] Capt Goade & Major Carter (Near Albuquerque, N. [illegible])
[illegible] Mr Ernest Van Lloyd, Pilot and Co-Pilot James L. [illegible] (Las Vegas, N. M.)
[illegible] Mrs [illegible] (Near Las Vegas, N. M.)
[illegible] Capt & Mrs Frank [illegible] (Near Lucy, N. M.)
[illegible] Mr Frank [illegible] Santa Fe RR Station [illegible]
[illegible] George [illegible] (Near Las Vegas, N. M.)

[illegible] activity of [illegible] aircraft [illegible] governmental [illegible] explanation of the [illegible] number of base [illegible] and an Army [illegible] night [illegible] flares were [illegible].

[illegible] Dec 48 — [illegible] Dec 48

[illegible] hours

west of Las Vegas, N. M.

air

: Object appeared to be coming straight at ship

[illegible]

[illegible]

pale green (first [illegible]) bright white changing to orange (interview with [illegible])

round - similar to Very Pistol flare

[illegible] feet

[illegible]

[illegible]

few seconds

[illegible]

[illegible]

pale green trail (not mentioned in [illegible])

like shooting star

[illegible]

appeared to be coming straight at the ship - then trailed off to the ground

[illegible]

[illegible] Visibility 30-40 miles - no overcast - no moon

Capt Ernest Van Lloyd, Pioneer Airlines
(Pioneer Air Flight #6)

pilot

First Report

At 2320 hours 5 Dec 48 Capt Van Lloyd, pilot of Pioneer Flight #6, reported by telephone to Cleveland Air Route Control Tower stating that he had seen a green light just west of Las Vegas at approximately 21[illegible] hours. Pilot at first he took the light was a shooting star, but upon [illegible] thought it was too near the ground. He also thought that it [illegible] have been a Very Pistol flare [illegible] it appeared much higher - about [illegible] ft. When he first observed the light it seemed to be moving straight toward the plane. Capt Van Lloyd attempted to move to avoid the light. However, it then trailed off to the ground. The light was pale green and had a pale green trail like that of a rocket.

See Report #22].

Second Report

Later, Capt Van Lloyd and his copilot James L. Smith were interviewed by [illegible] Sgt, at Pioneer Airline Operations, Cleveland Air Base, Cleveland, O., U. S. Van Lloyd and Smith advised that at 2135 hours [illegible] they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 ft (compass heading of 272°), they observed directly ahead and slightly above their altitude in the vicinity of Nellis Field, a phenomenon which first appeared as a bright white flame - then an object came into view which was described as being a yellow orange color. It first appeared to be moving directly toward their plane then veered downward and disappeared from sight. The light was only in sight for a few seconds and no estimate could be made of size or distance.

NOTE There is a decided discrepancy in the color of the object as indicated in the above reports

5 Dec 1948 — 5 Dec 48

2200 C. S. T.

35° 04' N, 106° 27' W - slightly east of Sandia Peak

Air - about 25 miles NE of Albuquerque at 10,000 ft on magnetic heading of 260°. 158 mph airspeed by light

1

B/S
Intense green light

like ultra violet light - more green than blue

B/S

10,500 feet - 500 ft above plane

to right of observer

2 to 5 miles in front of observer

no movement noticed

1 to 2 seconds

B/S

B/S

like ultra violet light being turned on - seemed to grow in intensity and then died out

Did not

Clear, cold and a dark night

Major Roger N. Carter, A-3,
Air Trng Cmd, Randolph AF Base
Pilot

Major Roger N. Carter, [illegible], A-3, Training Command, Randolph AF Base, was interviewed [illegible] Jan [illegible] by special Agents [illegible] and [illegible]. Strickland, at [illegible] that on [illegible] Dec [illegible] at approx 2200 hours [illegible] while flying a [illegible] aircraft at 1,000 ft on a magnetic heading of [illegible], indicated airspeed [illegible] mph, about 25 miles North East of Albuquerque he observed an intense green light. The light was approximately 500 feet above the plane and was [illegible] to 5 miles to the right. It appeared to be slightly east of Sandia Peak, 35° [illegible]' N, 106° [illegible]' west. Carter was looking at Sandia Peak when he first noticed the light. The impression was that of an ultra violet light being turned on. The light seemed to grow in intensity and then die out. The color was very green from blue. Estimated length of observation was from one to 2 seconds. No comment pertaining to the light was noted. The weather at the time was described as being a clear, cold and dark night.

[redacted]

5 [redacted] 6 [redacted]

2135 hours

Aeronomic Mission on approach to Las Vegas, N. M.

Plane from 9,000 ft compass heading of 272°

: bright white flash of light

1

whitish orange color

slightly above 3,000 ft (a little above the plane)

directly ahead of plane

Shot then arched downward

for seconds

Came directly toward plane then arched downward

Clear, cold and a dark night

[redacted]

JAMES L. SMITH

[redacted] Co-Pilot, Pioneer Flight #63

On 6 December 1948 [illegible] TAM LLOYD, Capt & Pilot [illegible] SMITH, Co-Pilot and [illegible] [illegible], Flight Hostess, all civilians, Pioneer Flight #63, were interviewed by S/A [illegible] [illegible] The interview was conducted at Pioneer Airline Operations, Kirtland AF Base, Kirtland [illegible], N. M. TAM LLOYD and SMITH advised that at 2135 hours 5 Dec 1948 they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 feet with a compass bearing of [illegible]. Directly ahead and slightly above their altitude in the vicinity of the Bonneville Mission they observed a phenomenon which first appeared as a bright white flash. From an object [illegible] view which was described as being a sullish orange color. This object at first appeared [illegible] coming directly toward their aircraft, then arched forward and disappeared from sight. It was in view for only a few seconds and no estimate could be made of the size or distance of the object. It is TAM LLOYD and SMITH were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed the phenomenon, since [illegible] did not observe the object.

NOTE: It is to be noted that there is a discrepancy in the color of Capt TAM LLOYD's initial report and that obtained by interview.

Vicinity of Blanca, Colorado

ground

1

Green

Fireball

Red

fast rate of speed

moved horizontally

Did not fall but went out in space.

Mr Harold H. Wright

315 Barfield Building, Amarillo, Texas

To the interviewing agent [illegible] in intelligence.

On 5 December 1948 while traveling on U. S. Highway 160, in the vicinity of Ramah, Colorado, a fireball was observed. Moving horizontally and westerly at a very fast rate of speed, it appeared to be a bright green. [illegible] stated that the fireball seemed closer than the one he saw on 12 Sept 48 (Incident 207) and it appeared more brilliant than the previous one. This fireball did not fall but "went out in midair." He also lost sight 207.

5 Dec 1948

2000 hours

Varsity Village, Univ. N. Mex., Albuquerque, N. M.

green

1

1/3 that of Venus

brilliant green

about 5° in western sky

Rose - blue tone -- a def site cross at hale effect

stars

hazy - no stars visible at time in the part of the sky where "meteor" emphasized.

Sec 1 72
2-48

[redacted]

[redacted], Student at the Univ of
New Hampshire
Durham

[illegible]

At about 2000 hours, 5 Dec 1968 while walking along the east side of Varsity Ft Lage, [redacted] saw a bright green "meteorite". The color was a brilliant green as in a traffic signal or neon tube. There was a definite area to the object; i. e., it was not merely a point of light. The size was very hard to determine but was estimated at 1/5 that of Venus when that planet is visible in the evening. However, [redacted] discounted any claim of accuracy as to size. The object was red in the mirror by vertically to about 5°. There was a definite corona or halo of out but no sparks or trail were produced. The sky was hazy and there was a [illegible] at the time of the sighting but [redacted] did not recall the extent of the distance. No stars were visible in the part of the sky where the "[illegible]" was observed.

NOTE: No other report of observation for 5 Dec gives a time element of 2000 hours. [redacted] will be contacted by Dr LA PAZ in an effort to obtain precise measurement of its observational angles.

[illegible]

CONFIDENTIAL

[illegible] 1 February 1949

REPORT OF INVESTIGATION

HAROLD B. [illegible]

SO #11, Tinker AFB, Oklahoma

25, 22 January 1949

SC #17, Kirtland AFB, N. M.

SUBJECT

SPECIAL INQUIRY

[illegible] 17th CSI District, File 24-5, 23 January 1949

[illegible] requested by 17th District [illegible], Kirtland AFB [illegible]. [illegible] of 12 September, [illegible] and 12 December 19[illegible], Mr. [illegible] served a "green fireball" [illegible] Colorado. [illegible], interviewed on [illegible] January 1949, stated [illegible] "fireball" [illegible] and [illegible]. [illegible] to ascertain [illegible], speed, altitude.

- [illegible] -

[illegible], Kirtland AFB — SC #17

[illegible] 2

[illegible] 2

TYLER E. BIRCH
Major, USAF
Acting [illegible]

CONFIDENTIAL

[illegible]

FACTS

[illegible] Office [illegible] Vista, New [illegible] 515 Garfield [illegible] "green fireball."

[illegible] serve the follow-[illegible]

[illegible] initials unknown), [illegible] fireball" was seen [illegible] a bright green falling [illegible] was 160, in the [illegible] observed. During [illegible] once more appeared [illegible] second closer and more [illegible] midair." The [illegible] of Monte Vista, [illegible] falling star. In [illegible] TT, St. Louis [illegible] this phenomena [illegible] details regarding [illegible]

[illegible] UNKNOWN was [illegible] fireball [illegible] at a fixed [illegible]

[illegible] area stating "fireballs" [illegible] northern [illegible]

[illegible]

[illegible]

[illegible] Unidentified Flying Objects [illegible]

Reports

[illegible] since the initial report of unidentified [illegible] or moving lights, [illegible] vicinity of Las Vegas, New Mexico, on 5 [illegible] there have been 23 reports from [illegible] the night of 28 December 1948. [illegible] in New Mexico, [illegible]

[illegible] in New Mexico have, in [illegible] the vicinity of an area bounded in [illegible] by the city of Las Vegas and in the [illegible] observations were made in the vicinity of [illegible].

[illegible] The appearance of the objects are of a definite [illegible], [illegible] have been of an intense white or greenish white. The trajectory or path of flight [illegible] from east to west or west to [illegible] has been reported from 3000 to [illegible] feet above the terrain which in this [illegible] 7000 feet above sea level. Speed [illegible] that it seems to be [illegible].

[illegible] the intelligence [illegible] Kirtland Field have [illegible] regarding the significance [illegible] have therefore [illegible] Office of Special [illegible] Force in the [illegible] agency in that they have a [illegible] Washington, have access [illegible] facilities and are in [illegible] the Laboratory of [illegible].

[illegible] cooperation of Dr. [illegible] of the University of New Mexico, [illegible] meteorologists [illegible] qualified to identify [illegible] meteoric phenomena [illegible]. [illegible] objects seen are NOT [illegible] meteoric phenomena. Dr. La Paz is in consultation with other scientists in an effort to solve the problem but up to this time have arrived at theories only. Theories advanced to date have fallen into CATEGORY III possibilities. Experimental tests have been made at the university

to know what material would give off the whitish-greenish glow under extreme heat. The only material which they have discovered giving off this color is Beryllium Copper, a metal used in the construction of guided missiles. It is the unsubstantiated opinion of Dr. Lo Pan that the presently unidentified objects are man made missiles constructed to be self disintegrating, hence the whitish-greenish color given off at the time of observation.

6. It is of interest to note that at least two of the objects as seen sighted directly over the Los Alamos AEC project. One person who observed one of the objects at Los Alamos has stated that it looked exactly the same as V2 Rockets he had seen over England during the war.

7. In view of the destination of these objects being sighted over this area, it is suggested that Fourth Army coordinate with the Air Force and the Air Material Command to conduct a scientific study of ordinary intelligence agencies, who are only recent occurrence and cannot evaluate the probabilities or possibilities.

1040

[illegible] Board, dtd 7 Dec 49, subj: Directed [illegible]

[illegible]

[illegible] of the Air Force, [illegible]

[illegible] General, Air [illegible] Board, [illegible] Patterson Air Force Base, [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

8 January 1949

MEMORANDUM TO: Exec-USAF
Directorate of Intelligence
Collection Branch
Room 5B 201, The Pentagon

SUBJECT: Fireball Phenomena

1. Attached is correspondence from Dr Lincoln LaPaz, Director of the Institute of Meteoritics, University of New Mexico, directed to Dr. [illegible] Lamberg, Executive Director of the RDB Committee on Geophysics and Geography. Dr LaPaz, a meteorite observer of long standing has reported a curious fireball phenomena.

2. It is requested that the results of the investigation of this matter be furnished to the Research and Development Board, Technical Intelligence Branch, if appropriate.

[illegible] Z. [illegible]
Chief
Technical Intelligence Branch

Attachments:

Correspondence from Dr La Paz
USAF Report of Investigation

cc:

Dr Walter Colby
Atomic Energy Commission

Lt Col. Ray W. McDaffee
Dept of Air Force Operations

Air Material Command
Wright Patterson Air Force Base

EXTRACTS FROM LETTER TO DR. E. E. LANDSBERG, EXECUTIVE DIRECTOR OF THE COMMITTEE ON GENETICS AND GERONTOLOGY

FROM

DR. LINCOLN LAPAL, DIRECTOR OF THE INSTITUTE OF GEOMAGNETICS, UNIVERSITY OF NEW WORLD

December [illegible], 1948

Attaching Appended Material

"Since December 5 I have been working almost continuously day and night on certain unusual fireball phenomena of which a detailed account is given in the accompanying confidential enclosure. No doubt you are familiar with these incidents since I brought your name into it in my first report to the O. S. I. of the U. S. A. F.

"These incidents are not in the same category as the rather fantastic [illegible] described by Herman S. Harshan and certain inhabitants of Norton County, Kansas. Authorities here are deeply concerned. Perhaps you have knowledge of defensive retaliatory measures that could explain the observed concentration of incidents in certain highly important areas.

"Additional observations by some AAC Security Service Teams also incidents referred to look very serious. Please give this matter careful attention. I am sure the best observed incidents are not meteoric."

[illegible]

Ref: Ltr fr 17th Dist OSI, [illegible], to CO, [illegible], dtd 17 Jan 49, Subj: Unknown (Aerial Phenomena).

[illegible] 1st Ind [illegible]

[illegible], Kirtland Air Force Base, Kirtland Fld., N. Mex., [illegible] Jan 49

[illegible] Commanding General, [illegible], Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 1 December 1948 by [illegible] letter and a 1st ind as above.

[illegible]

[illegible]
Captain, USAF
Asst [illegible]

[illegible]

[illegible]

DEPARTMENT OF THE AIR FORCE
[illegible]
[illegible]

[illegible] DISTRICT [illegible]
[illegible] OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

[illegible]
[illegible] January 1949

[illegible]

[illegible] Aerial Phenomena

To: Commanding Officer
[illegible] Air Force Base
Kirtland Field, New Mexico

[illegible] Reference is made to Report of Investigation [illegible] of [illegible] dated [illegible] December [illegible] Report of Investigation, this office, dated 17 December [illegible] Investigation, this office, dated [illegible] December 1948; and Report of Investigation, this office dated [illegible] January [illegible] which have been forwarded [illegible]

[illegible] At [illegible] are [illegible] Report of Investigation [illegible] [redacted] [illegible] be forwarded [illegible] on the [illegible] investigation.

[illegible] investigation [illegible] and [illegible] action as [illegible] appropriate when the investigation [illegible] completed.

[illegible]

[illegible] Incl.
Report of Investigation [illegible]
[illegible]

[illegible]
[illegible]
Operations Officer

[illegible]

REPORT OF INVESTIGATION

TEST NO 213

REPORT OF INVESTIGATION

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Special Inquiry

Report of Special Agent [redacted], [redacted], [redacted], [redacted] Air Base, Ohio, dated 14 December 1948.

On 14 December 1948, Mr. [redacted], Chief Engineer, [redacted] AFB, Roswell, New Mexico, was interviewed and it was found that no maneuvers involving aerial flares or similar signaling devices have been held by the [redacted] Base Group (H), [redacted] AFB. The only [redacted] plane known to have approached anywhere near the vicinity cited in referenced report was a B-29 type aircraft piloted by 1st Lt. [redacted] FITCHER, [redacted] Base Squadron, [redacted] Base Group, on 8 December [redacted]. Lt. FITCHER stated that his flight on 8 December was from Roswell, New Mexico, to [redacted] AFB, Utah, and that the path of this flight was at approximately 30,000 feet and over the Albuquerque area. FITCHER further disclaims showing any flares at any time during this flight. Colonel [redacted] H. HILL, Commanding Officer, [redacted] Base Group, stated that no maneuvers had been held lately by the [redacted] Base Group. Major [redacted], [redacted] Base Group S-3, stated that a check of the [redacted] Group log of [redacted] indicated no recent maneuvers by the [redacted] Base Group other than a group mission to Dayton, Ohio, on 8 December 1948. None of the planes participating in this maneuver would have passed over or near the area in which the aerial phenomena have been sighted. None of the above interviewees had received reports of unusual flares or other aerial phenomena.

[redacted], [redacted] (Action Copy)	6	[redacted], [redacted] AFB
[redacted]	2	
File	2	

[redacted]

[redacted]

[redacted]

DETAILS:

AT WEBB AFB, DOWELL, TEX DECCO

1. On 16 December 1948, Dr. BILL WILLIAMS, Chief Engineer, Webb AFB, Dowell, Tex Decco, was interviewed with reference to possible maneuvers by planes of the 509th Bomb Group or Webb AFB Base Flight Section between 1 December 1948 and 16 December 1948. WILLIAMS, after reviewing the Webb AFB Engineer Records, stated no maneuvers were made by the 509th Bomb Group which would consist the use of aerial flares or other similar signaling devices. During the period mentioned above, only one (1) Webb AFB plane is known to have been in the general vicinity of Las Vegas, New Mexico, during the or the Sierra Mountains. This plane, B-29 [illegible], was piloted by 1st Lt. HARRY FITCHEN, 509th Bomb Squadron, 509th Bomb Group, Webb AFB, and was on a training mission from Dowell to Hanover AFB, Utah. Take-off was made at 0814 hours, 1 December 1948, and the path of this flight would not normally have been Albuquerque. WILLIAMS stated that there are no reports by either 509th Bomb Group or Base Flight pilots or crew members of unusual lights or flares in the sky.

2. On 22 December 1948, 1st Lt. HARRY FITCHEN, AO [illegible], 509th Bomb Squadron, 509th Bomb Group, Webb AFB, was interviewed regarding his flight from Dowell, Tex Decco, to Hanover AFB, Utah, on 1 December 1948. FITCHEN stated: I took off in B-29 [illegible] at approximately 0800 hours on a routine training mission to Hanover AFB. At about 0830 hours, my position was approximately 32,000 feet and [illegible] miles. The only flares aboard were red smoke which, when fired, indicate a trouble. There were no flares of any kind used on this mission and I would have known if the was such, for the flare rack is in the navigator's compartment. This compartment is the only place where a flare can be released when the plane is pressurized as we were on this mission. I also talked, [illegible] on my own report making any flares or lights, unusual during this mission. I questioned my crew on this date (22 December 1948) and received negative answers as to the sighting of anything unusual on the above mentioned flight.

3. Colonel JOHN D. STAR, AO [illegible], Commanding Officer, 509th Bomb Group, Webb AFB, Dowell, Tex Decco, was interviewed on 22 December 1948 regarding any maneuvers or flights by planes of the 509th Bomb Group which would consist the use of aerial flares or lights. Colonel STAR stated: To his knowledge, no 509th planes have used flares of any kind during the past several months. No one has reported to Colonel STAR the sighting of unusual flares or lights in the sky.

4. On 22 December 1948, Major DAVID E. [illegible], AO [illegible], S-2, 509th Bomb Group, Webb AFB, Dowell, Tex Decco, was interviewed. Regarding maneuvers or the use of aerial flares by the 509th Bomb Group,

Major [redacted] stated a check of the 509th Group log of Missions indicates that the 509th Bomb Group flew a mission to Dayton, Ohio, on 9 December 1948. This mission, however, did not pass anywhere close to Albuquerque, Los Alamos, Las Vegas, or the Sandia Mountains. No flares have been scheduled for use by the 509th planes since June or July 1948, at which time the Group was flying missions over cities in the Pacific northwest. [redacted]'s office has received no reports regarding the sighting of flares or other unusual phenomenon in the skies.

[redacted] UPON COMPLETION

Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 22 Dec 48, Subj: Inc-ven (Aerial Phenomena).

CO 1st Ind [illegible]
SWADC-AFTRB, Kirtland Air Force Base, Kirtland Field, N. Mex, [illegible] Dec 48

TO : Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind, to letter, same subject as above, dated 13 December.

1 Incl: a/a (1 cy w/d)

HAROLD A. [illegible]
Colonel, USAF
Commanding

INCD

[illegible] GENERAL STAFF
17th [illegible] INVESTIGATION
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

AGI/SLJ/[illegible]
[illegible] December 1948

File No. [illegible]

SUBJECT: Unknown (Aerial Phenomena)

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Report of Investigation, this office, dated [illegible] December 1948, subject same as above, four copies of which were delivered to Headquarters by letter of transmittal this office, dated 17 December 1948.

2. Attached for your information are four copies of Report of Investigation, this office dated [illegible] December 1948, subject same as above.

3. This office has been informed by [illegible] Headquarters that Headquarters, Air Materiel Command, has been designated as the [illegible] responsible for coordination of this investigation, therefore, [illegible] that two copies of the enclosed report be forwarded Headquarters, Air Materiel Command, at the earliest practicable date.

4. This is a supplemental report. [illegible] of the initial report several additional sightings of the [illegible] aerial phenomena have been reported. Investigation is continuing and further reports will be forwarded your headquarters.

FOR THE [illegible] COMMANDER:

A. J. [illegible], Jr.

Incl:
Rpt of Investigation (2nd)

A. J. [illegible], Jr.
Captain, USAF
Acting Deputy District Commander

[illegible] NTWNO [illegible]

REPORT OF INVESTIGATION

[redacted]

[redacted]
(Aerial Phenomena)

[redacted]

[redacted]

[redacted]

SPECIAL INQUIRY

Report of S/A McGidgen, dated 13 Dec 52, 28 SI, Kirtland AFB

Investigation requested by District Commander, 17th District OSI.

Details of this report consist of report submitted by Dr. LITHGIE [redacted]. The writer acted as an observer only during this phase of the investigation.

Additional sightings of unexplained aerial phenomena were reported in this period. Accurate bearings were obtained where possible, but that flight path plotted from north to south, with slight deviation. Insufficient data for all sightings appears to coincide. To know meteorite photograph would give data consistent with that reported from observations.

OSI HQ	2	HQ, Kirtland AFB
HQ, Kirtland AFB (Action Copy)	5	
File	2	

[redacted]

[redacted]

ENT NO 2[illegible]

[redacted]

CONFIDENTIAL

THE UNIVERSITY OF THE SKIES
ALBUQUERQUE

Institute of Astronomy

December [illegible], 1950

To: Lt. Colonel Hyde Ross, Commanding Officer
Detachment No. 17
Office of Special Investigations

From: Dimitrio Lorna, Director
Institute of Astronomy

Subject: Anomalous luminous phenomena (confidential)

In accordance with your request, the present report has been prepared in order to summarize results obtained by investigations carried out in the interval, December 13-20.

1. The Observational Data. As far as can be determined, the first instance of the sort reported by any observers on December 5 occurred as early as 1946, January 1, (see copy of Yerkes's letter, under date of January 7, to Dr. Al Shrewsbury), the second such incident, and one presenting such more striking resemblance to the December 5 - December 13 incidents, occurred on August 4, 1948, (see letter of October [illegible], written by J. R. McCullough to Dr. J. Hugh Francis, Regional Director for the American Notary Society, University of Oregon). Beginning on December 5 there was a sudden outburst of anomalous luminous phenomena. The table given below lists date, hour of observation, area of observer and, in parentheses, point of observation for each of the observations as has been reported by investigations carried out under the general supervision of your office and the Institute of Astronomy.

December 5:

7:30 p.m., Mary & John Smith (Las Vegas, N.M.)
9:05 p.m., Captain A. Gates, Pilot, and Major L. H. Gaston, Co-Pilot (Near Las Vegas, N.M.)
9:15 p.m., Mr. & Mrs. Louis Hartman (Las Vegas, N.M.)
9:15 - 9:30 p.m., Mr. Roger Lamb (Las Vegas, N.M.)
9:15 p.m., Mr. & Mrs. C. F. Wallace (Near Lamy, N.M.)
9:47 p.m., Captain Gates and Major Gaston (Near Albuquerque, N.M.)
9:55 p.m., Mr. Ernest Van Lingh, Pilot, and Co-Pilot James L. Smith (Las Vegas, N.M.)
10:00 - 10:15 p.m., Mrs. Gordon Rosse (Near Las Vegas, N.M.)
10:20 p.m., Sgt. and Mrs. Frank Landry (Near Lamy, N.M.)
10:40 p.m., Mr. Frank Green (Temporary Duty to Mt Stephen [illegible], N.M.)
11:10 p.m., George (No.1) Hirsch (Near Las Vegas, N.M.)

CONFIDENTIAL

To: Colonel Doyle Dunn [redacted] December [redacted], 1950

[redacted]

10:30 p.m., Mr. Joe [redacted], Security Section, [redacted], Albuquerque, N.M. ([redacted])

December 7:

9:45 p.m., Inspector J. [redacted], AEC Security Section, Los Alamos, N.M. (Los Alamos)

[redacted]

8:30 p.m., Capt. John J. [redacted], Jr., Lieut. Calvin E. [redacted], Special Agents, OSI, Kirtland Field, N.M. ([redacted] Las Vegas, N.M.)

December 12:

[redacted] p.m., Major C. L. Phillips, AF - OSI Station Officer, Kirtland Field; Lt. Allen [redacted], Intelligence Officer, [redacted] Wing SAC; Dr. Lincoln LaPaz, Director, Institute of Meteoritics, University of New Mexico (Near Thornton Park, N.M.); and Inspectors Jeffers and [redacted], AEC Security Section (Los Alamos, N.M.)

December 13:

9:35 p.m., Mr. [redacted], Sunset Supply, Las Vegas, N.M.

10:15 p.m., Robert Craig (Place 20 miles east of Las Vegas on Highway 65).

[redacted] 15:

1:00 a.m., Mr. [redacted] Teacher (Wagon Mound, N.M.)

2. The [redacted] path of the bolt from fireball on the [redacted] of the Sacramento Mountains. Among the numerous observations on the [redacted], there is only one pair of corresponding observations i.e., those made simultaneously by different groups of observers at widely separated stations. The only such observations are those obtained on the night of December [redacted] by one group of observers near Thornton Park (Sunset, New Mexico - see report on incident of 1950, December 12, [redacted] p.m. or [redacted]), and a second pair of observers stationed within the Los Alamos reservation. By graphic reduction of the simultaneously made observations, the following facts have been determined: The green fireball of December 12, [redacted] p.m. or [redacted] p.m. appeared very near a point with the coordinates 1[redacted] miles [redacted], longitude 10[redacted] [redacted] and disappeared near a point with the coordinates [redacted] miles

KAFB 3572

[illegible], longitude 108° [illegible], traversing a nearly or nearly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction; the velocity with respect to the earth works out at between 8 and 17 miles a second, depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Barnard and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of confirming astronomic observations from a night station, the consistence in the five (5) different estimates of angular elevation makes it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the indicated extension of the fireball with first glow means almost certainly within the Los Alamos reservation.

3 Significant Differences Between the Fireballs Observed in the Barnard Sampling [illegible] and Typical Meteors.

3.1 The horizontal nature of the path of most of the December fireballs is most unusual. Bolides meteors are rarely observed to move in horizontal paths.

3.2 Again the very low height of the December fireball discussed in section 2 above sets it off in sharp contrast from the bolides meteors for which heights of the order of [illegible] or more miles are normally observed.

3.3 The velocity determined for the fireball of December 17 is much less than the velocities determined from typical meteors (and yet is unmistakably greater than the speeds of the V-2 rockets or jet planes or of conventional flares).

3.4 In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 17, the observed luminous phenomena are always accompanied by very violent noises. No such noises were heard in connection with the meteor December fireballs as far investigated.

3.5 Bolides meteors usually show remarkable variations in brightness, beginning as fine dim hair lines, which are usually visible to the observer, and then brightening up to flash out near the end of their paths. In the case of the December fireballs most of the observers have reported that the green light appeared almost instantly at their full brightness.

KRFD 2

3.6 In the case of galaxy meteors the radia are distributed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of individual records show that there is a very pronounced tendency for the radia to come in from the north half of the sky.

3.7 The three groups of meteoric geodetic lookers photograph show a distinct association with well known meteor showers, although some of these meteor showers normally produce extremely bright green fireballs, such as those recently observed. For example, the observation mentioned by Dr. Hunig occurred near the maxima of the Leonids shower of early January, Dr. Hawkinsgh's observ tion of August one near the time of the Perseid shower and the December observations all fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

3.8 As noted in an earlier communication, the remarkably vivid green color reported for most of the December fireballs is rarely observed in the case of galaxy meteors. My interpretation was that this emission color seems to be identical with that given off by copper salts in the Bunsen flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5204 \mathring{A}$.

3.9 The duration estimates of between 2 and 4 seconds reported for the green fireballs are considerably longer than those (0.5 - 1.5) seconds. For the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a galaxy meteor (5 to 30 seconds or even longer).

3.10 For some of the green fireballs has a train of sparks or a dust cloud been reported. This contrasts sharply with the behavior noted in case of meteoric fireballs—particularly those that penetrate to the very low levels where the green fireball of December 17 was observed.

4. On the basis of the various differences to which attention is called in section 3, the writer remains of the opinion that the fireball of December 17 was definitely non-meteoric and that in all probability the same is true of most, if not all, the other bright green fireballs which the OSU long has been under investigation.

LINDSLY LOPEZ

KRFB 3

This letter was in an envelope postmarked "Boise Idaho, Dec. 6, 1957". Looks as though some might have carried it in a pocket for several weeks.

P. O. Box [illegible]
Boise, Idaho
October [illegible], 1957

Dr. J. Hugh Pruett
c/o University of Oregon
Eugene, Oregon

Dear Dr. Pruett,

Definitely I am not a "crank", or one subject to hallucinations.

In the Spokane Daily Chronicle dated October 18, I noticed a news item regarding a cluster of fireballs observed in the heavens during the early hours of August 18. This interests me as you will gather from the following story.

On August 6th, while traveling north on U. S. Highway No. 30, approximately ten and one-half miles north of Fort Fraser, Oregon, (it is regrettable that I cannot remember the exact time), I was amazed to see in the heavens directly north of me, a fireball. This object appeared to come out of nowhere, but when first observed, was traveling in a horizontal line on an angle presumed to be northeast to southwest at an elevation above sea level of [illegible]' (absolute direction and elevation approximately). It appeared to me - for a descriptive purpose - as having been ejected from a huge Roman candle, and this candle, by whatever power held, was on a horizontal plane with the earth. As the object in its trajectory, approximately five and one-half miles, became spent, it arched gently in a natural down grade. As I recall it, this arc was equal to approximately 45 degrees. Immediately after reaching it in "sixth" degree of the arc, it extinguished itself. I do not recall that there was such of a meteor type tail, but the object did have a definite fluorescent glow circumscribing itself. As to the color, I can best describe it by referring your observation after dark to a high beauty neon sign of green - perhaps on the light green side.

Reason for the ink insertions is that this letter is from dictation, and it was necessary for me to refer to personal records.

If you have any questions, please feel free to direct communications to me, and I will assure you that I will do my best to cooperate.

I also want to tell you that the foregoing was observed by another person accompanying me. I think you will realize that I will be interested in the outcome of your study.

Very truly yours,

/signed/ J. D. Hutchings

[illegible]

* Guardians between [illegible]

CONFIDENTIAL

[illegible] 3571

[redacted]
[redacted]
[redacted] Street
[redacted]

1950, January 7

[redacted]
1109 Highland Avenue
Abilene, Texas

Dear Mr. [redacted]:

The brilliant blue green glow which you reported the [redacted] the west of you at 1:45 A. M. and again at 1:30 A. M. January [redacted] could hardly be any kind of astronomical phenomenon that I know of.

I am more inclined to think that it was either (1) some sort of disturbance of an electrical system such as transformers blowing out, or, (2) experiments of the Air Force Proving Ground which I believe are entirely in that direction from you.

I am sending a copy of this letter to Dr. [redacted] of the University of New Mexico at Albuquerque and if he is not [redacted] restriction as to military secrets, perhaps he can tell us whether possibility number 2 applies. As to possibility number 1, Paul Atkins right here in Abilene, associated with the West Texas Utility Company, ought to be able to find out for us whether there was any kind of electrical trouble which I doubt could have been more than 10 or 15 miles away.

I note you say that the glow seemed to be the [redacted] originating from a large ball on the horizon, extending to the [redacted] the west of you in a perfectly clear sky leaving about two seconds [redacted] extremely bright blue green glow, that you heard no sound.

Yours sincerely,

/s/ Oscar Huntz

encl.
copy to Dr. Lincoln La Paz

Dr. Paul Atkins

CONFIDENTIAL

3571

REPORT OF INVESTIGATION

24-0 — 17 December 1948

[illegible] J. [illegible]

IG #17, Kirtland AFB

17 December 1948

DO 17, Kirtland AFB

[illegible]

UNKNOWN
(Aerial Phenomena)

SPECIAL INQUIRY

Report of Special Agent [illegible], dated 13 December 1948.

This investigation was originally requested by District Commander, 17th District OSI.

Colonel [illegible], Base Commander, Holloman AFB, stated that Holloman AFB was not engaged in any maneuvers involving the use of any aerial flares or similar devices.

CG, Kirtland AFB (Action Copy) 4

CG, Kirtland AFB

CG, Headquarters 2

File 2

[illegible]

[illegible]
Lt Colonel, USAF
[illegible]

KMB 3571

SUBJECT:

1. This investigation was originally requested by the District Commander, District #17, Kirtland Air Force Base, Kirtland Field, New Mexico.

AT ALAMOGORDO, NEW MEXICO

2. On 17 December 1948, the writer interviewed Colonel [illegible] P. [illegible], [illegible], Base Commander, Holloman Air Force Base, Alamogordo, New Mexico, in his office, Headquarters Building, Holloman Air Force Base, New Mexico. [illegible] advised that Holloman Air Force Base did not do [illegible] work at night nor on Sundays, nor would the work involve the use of any lighting device or flare such as described in the report of Special Agent [illegible] SUPPIGER, JR. Colonel added that he had been contacted by agents of the Federal Bureau of Investigation in relation to the same matter in their pursuance of the case investigation.

- [illegible] UPON COMPLETION [illegible] OF CASE -

KMFB 3571

SUMMARY OF INFORMATION

[illegible]

[illegible] AC of I, Gen, Headquarters Fourth Army, Fort [illegible], Texas

Article, Incidents

The following information was received from the C [illegible] of the Fourth Army [illegible] 1st wave [illegible] feet, Middle road, [illegible] Texas:

[illegible] military plane flying [illegible] December 19, reported to [illegible] 100 [illegible] there was [illegible] of [illegible], San Marcos, at approximately 2100 hours. [illegible] estimated [illegible] 30 feet. Plane was flying at 1,500 feet. (1) A similar green flame [illegible] 127 [illegible] (b-6)

[illegible] reported [illegible] The pilot stated the light looked like a [illegible] there only [illegible] (b-6)

[illegible] reports received [illegible] December [illegible] military [illegible] (b-6)

[illegible] evident [illegible]

CC, AMG, FO, 12 Basic File

WD [illegible] 568

CONFIDENTIAL

[illegible]: Ltr fr 17th Dist OSI, KAFB, to CO KAFB, dtd 13 Dec 46
Subj: Unknown (Aerial Phenomenon)

CO 1st Ind [illegible]
KAFB [illegible]196, Kirtland Air Force Base, Kirtland Field, N. Mex., 26 Dec 46

TO: Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio

1. Basic communication and inclosures (remembered) forwarded for your information and for such action as you deem necessary.

2. Attention is particularly invited to the report of Dr. Edwards [illegible] Fox, Inclosure No. 2, and to his 1st ind to the District Commanding Officer of Office of Special Investigations, dated 13 December 1946, Inclosure No. 3.

3. The undersigned concurs in the recommendations enumerated in Para 7a, b, c, of Inclosure No. 3; we are locally [illegible] into effect the first and second recommendations enumerated herein.

3 Incls:
1-Rpt of Investigation (12 pgs)
2-Incl 1 to Rpt (3 Pgs)
3-Incl Letter Dr. [illegible] to CO 17th Dist OSI dtd 13 Dec 46 (2 pgs)

[illegible] A. [illegible]
Colonel, USAF
Commanding

[illegible] 9655

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
[illegible] DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

[illegible]
[illegible] December 1948

SUBJECT: [illegible] (Aerial) Incident

TO : Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico.

1. The attached report is forwarded as a matter of information and whatever action the Commanding Officer may deem advisable.

2. It is recommended that two (2) copies of the enclosed report be forwarded by the most expeditious means to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1 Incl:
Rpt of Invest re subj

DOYLE [illegible]
Lt Col, USAF
District Commander

[illegible] made 1st Bde [illegible]
[illegible]

CONFIDENTIAL

[illegible] 3037

REPORT OF INVESTIGATION

[illegible]

(Aerial Phenomena)

[illegible] December 1948

SPECIAL INQUIRY

[illegible], this is an initial report.

Investigation requested by District Commander, 17th District OSI.

[illegible] report received from Security Officer at Kirtland Air Force Base, Kirtland Field, New Mexico, on 6 December 1948, advised that an Air Force Pilot had observed an unidentified object similar to a green flare on 5 December 1948, at [illegible] hours, east of Las Vegas, New Mexico, and again at [illegible] hours on the east slope of the Sandia Mountains near Albuquerque, New Mexico. A commercial pilot reported a similar [illegible] at [illegible] hours east of Las Vegas, New Mexico.

Pilot of C-47, [illegible], is identified as Captain [illegible], [illegible]. Captain Pilot of Pioneer Flight No. 63 is identified as Mr. [illegible].

New Mexico State Police, Santa Fe, New Mexico, were contacted and had no information to offer reference unusual aerial phenomena.

Mr. [illegible], Forest Supervisor, Santa Fe National Forest, Santa Fe, New Mexico, stated he has received no reports of incidents of this type during the current year. However, in the summer of 1947 a Mrs. [illegible] [illegible]

[redacted]

[redacted]

[redacted]

[redacted] (Continued)

[redacted], Chief of Police, Las Vegas, Nevada, stated he had received no prior reports of unusual occurrences of this type.

[redacted], Nevada State Police, Las Vegas, Nevada, stated he had heard a rumor concerning aerial flares in the mountains of Las Vegas.

[redacted], Office Manager, Las Vegas Flying Service, Las Vegas, Nevada, stated no night flying conducted from Nellis Airport, Las Vegas, and she had heard no rumors concerning aerial flares.

[redacted], Chief Airport Commissioner, Municipal Airport, Las Vegas, Nevada, stated he had heard of no incidents of this nature and, to [redacted], had received no information from any aircraft on 5 December 1950.

[redacted], Nevada Commissioner, Las Vegas, Nevada, all stated no previous reports or knowledge of unusual aerial phenomena. These individuals were alerted to report future incidents to the proper investigative agency.

[redacted], Manager Pioneer Air Lines, Las Vegas, Nevada, stated he had heard only a vague rumor of the pilots and none of an unusual incident regarding flares or lights in the Las Vegas area. [redacted] stated he would report future incidents to [redacted].

[redacted], Manager, Las Vegas, Nevada, stated he had no knowledge of any incidents of this type and will submit any future reports to [redacted] in Reno Pa.

Special Agents [redacted] observed an intense green light in the sky at approximately 11,500 feet altitude over Las Vegas, Nevada, on 6 December 1950. Agents were unable to identify this object and could not estimate distance or size, since no other object was visible on which to base the comparison.

[redacted], stated he has observed on several occasions, bright, white in color, similar to a [redacted] Larger than a basketball, on these (3) different occasions in the vicinity of Vegas, Nevada. First observation was made late in 1947; second observation on 3 or 4 November 1950; third observation on 25 November 1950.

[redacted], Director, Desert Lake of Natural Mine, University of Las Vegas, stated that phenomena being investigated could not be explained by him, nor could they be considered as meteors. He is not

[redacted] Gates (1) previous sighting incidents, the Nellis, Nevada, incident of 7 May 1950, the Fort Monmouth incident of 1952, 7 January, and the very remarkable "Kinchloe" incident of 1953, 3 May, 3:40 a.m., EST, where the two Air Force reconnaissance pilots saw [redacted] which we [redacted] refer to as, but from which no actual [redacted] have been produced in spite of careful search. Mr. LINDSAY is not personally aware of the occurrence of a similar incident on 12 December 1950, at Las Vegas, N. M. A statement by Mr. [redacted] is indicated.

Col. [redacted], Base Commanding Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, noted that he knew of no sightings being conducted within this area.

Major WILLIAM [redacted], [redacted] Army Intelligence Liaison, Kirtland Base, Albuquerque, New Mexico, noted that he knew of no sightings being conducted within this area.

Mr. JOSEPH [redacted], [redacted] Security, Kirtland Base, observed a green flare directly over Kirtland Base at 7:30 hours, 5 December 1950.

[redacted]

[redacted]

1. This investigation predicated upon verbal request District Commander, 17th District Office of Special Investigations (OSI) Base, Kirtland Air Force Base, Kirtland Field, New Mexico.

2. This is a joint investigation of Special Agents [redacted] JOHN J. [redacted], JR., [redacted], [redacted], [redacted], and the [redacted].

3. On 6 December 1966, Captain [redacted], Security Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, reported the following incidents:

At [redacted] hours, 5 December 1966, a [redacted], Tactical [redacted], enroute from Lowry Air Force Base, Denver, Colorado, to Williams Air Force Base, Chandler, Arizona, reported sighting to the Control Tower, Kirtland Air Force Base, as being approximately ten (10) miles east of Albuquerque. Pilot stated that he had seen a green flare arise from the ground to an altitude of approximately five hundred (500) feet on the east shore of the Tijeras Reservoir. This incident occurred at about [redacted] hours. Pilot stated that he had seen the same type of flare at approximately [redacted] hours just west of Las Vegas, New Mexico. No other information was offered by this pilot.

At [redacted] hours, 5 December 1966, the Control Tower, Kirtland Air Force Base, contacted Pioneer Air Flight [redacted], which had just completed a flight from Hammond, New Mexico, to Las Vegas, to Santa Fe, to Albuquerque, New Mexico. Captain of this flight stated he had seen a green light just west of Las Vegas at approximately [redacted] hours. Pilot stated [redacted] and believed the light to be a shooting star at first, but, upon questioning, stated the opinion that the light was too near the ground to have been a shooting star. Pilot suggested that the light could have been a Very Pistol flare.

At [redacted] hours, 5 December 1966, Captain [redacted], pilot of Pioneer Flight [redacted], reported by telephone to Kirtland Air Force Base Control Tower, stating that when he first saw the light it appeared to be coming straight toward his airplane and added that he had attempted to pull the airplane from its course to avoid the light. [redacted] said that the light appeared to be coming straight to the ship, then veered off to the ground. The light was pale green and had a pale green tail. Captain [redacted] said he was [redacted] about reporting such incidents since they are generally [redacted].

4. On 6 December 1966, Major [redacted], Captain [redacted], [redacted], Captain [redacted], and [redacted], Flight Surgeon, all

[illegible] Pioneer Flight [illegible], were interviewed by [illegible], USAF. This interview was conducted at Pioneer Mission Operations, Kirtland Air Force Base, Kirtland Field, New Mexico. [illegible] and [illegible] stated that at [illegible] hours, [illegible] December 1956, they were approaching Las Vegas, New Mexico, in a [illegible] type aircraft at an altitude of [illegible] feet, with a magnetic heading of [illegible] degrees. They observed directly ahead and slightly above their altitude, in the vicinity of the Nellis Range, a phenomenon which first appeared as a bright white flash, then an object came into view which was described as being a metallic, orange color. This object at first appeared to be moving directly toward their aircraft, then veered westward and disappeared from sight. This object was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both [illegible] and [illegible] were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed this phenomenon. Miss [illegible] stated that she did not observe this object and stated that to the best of her knowledge all of the passengers were asleep.

[illegible] It is to be noted that there is a discrepancy in the color of Capt. [illegible]'s initial report and that obtained by interview.

3. On 9 December 1956, Colonel [illegible], USAF, Industry, Utilization Component Affairs Officer, Air Force Military District, was interviewed in his office, Building [illegible], Kirtland Air Force Base, Kirtland Field, New Mexico. This interview was conducted by [illegible], Jr., [illegible], USAF, and the writer. Colonel [illegible] stated that he had first observed an unusual aerial phenomenon during the latter part of 1947. This occurred in the vicinity of Vaughn, New Mexico. The phenomenon appeared to be approximately four or five hundred feet above the ground when first observed and descended slowly and steadily in a vertical manner toward the earth. The object appeared to be slightly larger than a basketball, bright white in color, like a chrome ball. Upon reaching a point approximately ten hundred feet above the surface of the earth, the object appeared to oscillate although to retain its symmetry. Colonel [illegible] stopped his automobile and got out to watch the object. At this time the explosion, or disintegration, appeared to be taking place more fully to every [illegible] observer, and still to retain its symmetry. At this time the fragments assumed a flaky red color and descended toward earth like numerous [illegible], being extinguished before reaching the ground. Colonel [illegible] stated that he was on Highway [illegible] at this time, near a village and separated from the vicinity where the fragments were landing by a fence. Colonel [illegible] did not cross the fence or investigate further.

4. Colonel [illegible] stated that on either [illegible] or [illegible] December 1956, or again on [illegible] December 1956, he observed the similar phenomena in the [illegible] particular. These observations were in the same vicinity of the original phenomena on Highway [illegible], near Vaughn, New Mexico. All three of these incidents occurred at approximately [illegible] hours. Col. [illegible]

[redacted]

[redacted]

[redacted]

[illegible] Air Force Base, Arizona, [illegible], and [illegible] by Nellis Air Force Base, California, before an intercept could be [illegible].

[illegible]

13. On 8 December 1950, Captain [illegible], the Reno State Police, Reno Police headquarters, Highway 95, Reno Nev, [illegible] interest and reference pend the previous reports concerning [illegible] phenomena, flares, lights in the sky, etc. Captain [illegible] stated no reports had been received by the office from any of the State Police stations throughout the state of Nevada.

[illegible] Captain [illegible] stated that he would report any incidents of this type to the State Police office in Albuquerque and requested that they also [illegible] the Office of Special Investigations, Lindsey Air Force Base, Richland Hills, Texas.

14. On 8 December 1950, Mr. [illegible], Forest Supervisor, [illegible] Forest Service Building, Reno Nev, [illegible] interest and reference pend the previous reports concerning [illegible] phenomena, flares, lights in the sky, etc. Mr. [illegible] stated that he had received no reports of incidents of these types during the [illegible] years however, in the summer of 1951, a [illegible] (1000) P. M. [illegible] Reno Nev, [illegible] and reported [illegible] and flashes to be an unusual occurrence. Mr. [illegible], a [illegible] and his [illegible] were prospecting throughout the State of Nevada, and on at least five different occasions, during a period of five to six weeks, Mr. [illegible] had [illegible] and reported seeing [illegible] objects which she described as being "disc-shaped and in a gliding dip" in the sky. No information was available as to the altitude, size, speed, or frequency of these objects. Mr. [illegible] stated that she had personally observed these objects from Black Mountain, Las Vegas, to Las Vegas, Nev. Mr. [illegible] is believed to have contacted the military stated by personnel at the Nellis Air Force Base (AFB) Investigation, and also to have contacted the Director of the Nellis Air Force Base Investigation. It is not believed that Mrs. [illegible] is now residing at Reno Nev.

15. Mr. [illegible] stated that he had charted the Forest Rangers to watch for unusual lights or objects in the sky, but to date had received no reports from them. Mr. [illegible] recommended that William [illegible], Forest Ranger, Las Vegas, be contacted for a report of possible sighting of this nature in the Las Vegas area.

[illegible] Mr. [illegible] was currently engaged in [illegible] proceedings. Mr. [illegible] stated that he would immediately chart his Rangers again and have them report to him all incidents of this nature immediately. These reports will be immediately sent to the Office of Special Investigations, Lindsey Air Force Base, Richland Hills, Texas. Mr. [illegible] stated [illegible]

[illegible]

[illegible]

AT LAS VEGAS, NEW MEXICO

1. On 8 December 1948, Mr. [illegible], Chief of Police, Ninth and University, Las Vegas, New Mexico, was interviewed concerning reports of unusual aerial phenomena. Chief [illegible] stated that he had received [illegible]

[redacted]

[redacted]

[redacted]

[illegible]

[illegible]

[illegible]

[redacted]

[illegible] the Aircraft Commissioner, as a by-[illegible] time of interviewing the [illegible] witnesses and informed briefly of the type of reports desired and the necessity for reporting such incidents immediately to the [illegible].

5. On 8 December 1952, Dr. [illegible], Dr. [illegible], Dr. C. T. [illegible], and Dr. [illegible], Aircraft Commissioner, U.S.A., Nellis Airport, Las Vegas, Nev. Nevada, were interviewed individually and informed of the investigation being conducted relative to unusual aerial phenomena. One of these men had received previous reports of this nature. All of them are agreed to submit this information on a classified basis and to treat the information as being highly classified. Permission was granted to these four commissioners to brief the two commissioners absent at this time relative the information desired. The two men absent were listed as Dr. [illegible] and Dr. [illegible]. The four commissioners interviewed stated that the only night flying at Nellis Airport, Las Vegas, was by the two commercial airlines located there, Frontier Airlines and Continental Airlines. It was pointed out that a Dr. [illegible], owner-manager of a flying school located at Nellis Airport, was not licensed to fly night flights and was not authorized to permit his students to fly at night. It was further stated that Dr. [illegible], owner of a flight training school for advertising purposes in the vicinity of Las Vegas, was not licensed to fly at night.

6. On 8 December 1952, Dr. [illegible], Manager, Frontier Airlines, Nellis Airport, Las Vegas, Nev. Nevada, was interviewed relative reports of unusual aerial phenomena. Dr. [illegible] was interviewed in his home, [illegible] North Street, Las Vegas, Nev. Nevada, and stated that with the exception of a report from one of his Frontier pilots (Mr. [illegible]) he had heard of no unusual incidents regarding flares or lights in the sky in and around the Las Vegas area. Dr. [illegible] stated that he would stop in the office to see if he could get any further information from pilots or crew members of Frontier Airlines, but added that he did not feel like anything in the [illegible] would, since they were very positive and quite cooperative. Information regarding this investigation. Dr. [illegible] stated that a Dr. T. [illegible], home address, [illegible] North Street, Las Vegas, Manager of Continental Airlines was personally out of town but was due to return on Friday, 12 December 1952. Dr. [illegible], upon being requested to do so, stated he would personally brief Dr. [illegible] as to the nature of reports desired, and would inform Dr. [illegible] as to the confidential classification of this investigation. Dr. [illegible] concluded by stating that any information he obtained, and information obtained by Dr. [illegible], would be reported to the [illegible] of [illegible], for subsequent transmittal to the proper investigation agency.

7. On 8 December 1952, Dr. [illegible], Managing Editor, Nevada Newspaper, Federal Post Office Building, Las Vegas, Nev. Nevada, was interviewed relative possible previous reports of unusual aerial phenomena. Dr. [illegible] stated that [illegible] in the past since his assignment to Las Vegas in February 1952 had he received any report or obtained any incidents regarding occurrences of this nature. Dr. [illegible] said he would report any future incidents of this type to Dr. [illegible] in such fly, for subsequent transmittal to the investigation agency concerned.

AT LAS VEGAS, NEV. [illegible]

This is a [illegible] investigation conducted by Special Agents [illegible] J. [illegible], Jr. and [illegible] S. [illegible].

At [illegible] on 8 November 1964, Special Agents [illegible] and [illegible], both rated pilots, took off from Nellis Air Force Base, Alternate, for a [illegible] in a T-37 type aircraft. At [illegible] while flying at an indicated altitude of 11,000 feet, saw an [illegible], approximately 5,000 feet above [illegible] a [illegible] passing the aircraft. The object appeared to be [illegible] at the time of the observation was [illegible] – [illegible], approximately [illegible] (80) miles east of the Las Vegas, Nev. [illegible] station. At the time of the observation the aircraft was flying [illegible] a compass course of [illegible], the indicated airspeed was [illegible] hundred (140) miles per hour and the ground speed was approximately [illegible] hundred ninety miles per hour. Special Agent [illegible] was flying as pilot and seated on the left side of the cockpit. Special Agent [illegible] was flying as navigator and was seated to the right side of the cockpit. Special Agent [illegible] first observed the phenomena and [illegible] called to her Special Agent [illegible] and [illegible]. At an indicated altitude of [illegible] feet higher than the elevation of 13,500 feet above sea level, a brilliant green light was observed moving toward the aircraft at a rapid rate of speed from approximately [illegible] to the left of center, from [illegible] to [illegible]. The object was similar in appearance to shooting green flares of [illegible] in the [illegible]. Initially, the light was seen [illegible] and the object appeared to be considerably larger than a normal flare. As [illegible] the object, the [illegible] of the shape of the object [illegible] the [illegible] which is [illegible] a [illegible]. The object was definitely larger and more brilliant than a shooting star, meteor or flare. The brightness of the object when first sighted was about [illegible] and parallel to the earth. The phenomena lasted approximately ten (10) seconds at the end of which the object passed to [illegible]. The brightness then dropped off rapidly and a trail of glowing fragments [illegible] in color was observed falling toward the ground. The fragments were visible for less than a second before disappearing. The fragments were of such intensity as to be visible from the [illegible]

[illegible]

[illegible]

[redacted]

[illegible]

[illegible] 13 November 1968, Mr. [illegible], [illegible] Seattle Base, gave Special Agent [illegible] the following statement.

Statement

At approximately [illegible] morning of 4 November 1968, I observed a definite phenomenon there in the sky about [illegible] overhead in Seattle Base. At the time of the flare I was driving west on [illegible] Street and had just [illegible] the [illegible] Street. The flare appeared in the upper right hand corner of the windshield of the car slightly to the northwest.

The flare was approximately [illegible] in diameter of the sun and a slight orange color. It was [illegible] to move. The flare [illegible] appeared [illegible] white color. The entire phenomenon lasted roughly ten to three seconds after which it vanished.

[illegible]
[illegible]
Seattle Base

Enclosure

FOR CO, [illegible] AFB:
Signed statement of Mr. [illegible] dated at Albuquerque, New Mexico, 13 November 1968.

FOR [illegible] AFB:
Signed statement of Mr. [illegible], dated at Albuquerque, New Mexico, 13 November 1968.

FOR [illegible] AFB:
Signed statement of Mr. [illegible], dated at Albuquerque, New Mexico, 13 November 1968.

FOR [illegible] AFB:
Signed statement of Mr. [illegible], dated at Albuquerque, New Mexico, 13 November 1968.

FOR [illegible] AFB:
Signed statement of Mr. [illegible], dated at Albuquerque, New Mexico, 13 November 1968.

[illegible] PLAN

DISTRICT [illegible] (1), [illegible] AFB

AT [illegible], NEW MEXICO

Will interview Mr., [illegible], the [illegible] reports made by him to Mr. FLOCK, Forest Supervisor, [illegible], during the summer of 1947. Any recent activities concerning [illegible] observed by Mr. [illegible] will be obtained.

AT [illegible], NEW MEXICO

Will interview the Chief of the Security Section, Los Alamos Atomic Energy Commission Installation reference reports made to that organization by Mr. [illegible] in 1947 and possibly in 1948. Will further ascertain from the Chief of Security if any other reports of unusual [illegible] have been reported to the Los Alamos Atomic Energy Commission Installation.

AT [illegible] AIR FORCE BASE

Will determine if [illegible] have been engaged in any [illegible] involving the use of any [illegible], flares or similar devices.

AT [illegible] AIR FORCE BASE

Will determine if [illegible] have been engaged in any [illegible] involving the use of any [illegible], flares or similar devices.

DISTRICT TWELVE (12), SAN ANTONIO, TEXAS

AT SAN ANTONIO, TEXAS

Will interview Captain [illegible], Major [illegible] and Major [illegible] concerning the flares, [illegible] or phenomena observed by them on [illegible] and on the morning [illegible] of the Roswell incident, [illegible], 1947, while [illegible] Base Army Air Force, Colorado, to [illegible] any [illegible] [illegible].

AT [illegible], TEXAS

Will determine whether or not Major [illegible] has been engaged in [illegible] involving the use of [illegible], flares or similar devices.

- [illegible] -

INCLOSURE No. 1 TO INVESTIGATIVE REPORT (Nr-4, 17th [illegible]),

Report on Incident of 1950, December 17, [illegible], [illegible] (Summit), Nye Region. (Approximately 15 miles north and [illegible] miles west of Las Vegas, Nye Region.

The report of this incident should be prefaced with a statement of the fact that beginning on evening of December 9th, and as a direct result of the conference held on afternoon of December 9th at the [illegible] Ranch, the entire Lapse systematic observation of the Foshall meteor shower, the only one of the numerous recent meteor showers noted on this date. In spite of the not to unusual nature of the observations reported to us by U/A Ranch (and of similar observations made known to us at the conference called by Col. Doyle here on December 11th), I did certain that the observed phenomena somehow had to connected with the Foshall meteors which made their appearance initially between December 8th and 12th, but are frequently seen in Geminid meteors as early as December 3 - 4. However, direct observations made between the evening of December 9th and the morning of December 12th only served to confirm a statement made on December 9th by U/A Ranch, viz., that the Foshall are not one of the shower producing units. [illegible] extremely bright fireballs (of size Fireball class, between the [illegible] Harvard Index of Meteor Motion, p. 13 (1951)), and that I did not [illegible] [illegible] a great Foshall fireball, although [illegible] and [illegible] and to Foshall was considerably less noted. This latter information was obtained after my observations of December 9 - 12 were completed by an analysis of the meteors seen and not to all meteors both Foshall and non-Foshall that I have observed during periods of Foshall activity since December 4, 1953. A total of [illegible] such meteors had other reported and [illegible] of these were witnessed on different grounds or grounds.

With the above preface, I proceed to an account of the incident of December 17. [illegible] before 9 on the morning of this date a staff car driven by Lt. Allen Black of Shaffer Base left Las Vegas bound for Nellis [illegible]. Black had as passengers Major G. L. Phillips and the undersigned. Phillips was in the front seat and I was in the right front seat. Just before reaching Summit, Nye Region, the car passed through a cut and came out on a long sloping descendentally contour. On coming from this cut a clear view to the right toward the north and northeast was afforded. I was smoking the pipe as I had been since before Fall and my attention was directed to an area about 10° east of Polaris when, by [illegible] I saw a meteor of a very bright green hue (approximately [illegible] 0°) to the right of the moon to the center of my field of view, moving from east to west very low on the horizon. Jerking my eyes to the right and pointing with my right hand I shouted, "look", from there. The fact that I pulled and reported the event [illegible] was not [illegible] by [illegible] of my [illegible] and [illegible] of my [illegible] and speech, [illegible] by [illegible] of [illegible] to after the moment of appearance of the green hue, [illegible] of the duration of this Foshall, ranging from [illegible] seconds to [illegible] seconds.

KAFB 3657

The path of the green ball was almost exactly horizontal (Altitude estimated as only [illegible] or [illegible] degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Venus (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path lengthened the magnitude of the fireball rose slightly and it broke up into three or four smaller, but still bright green fragments which disappeared almost instantly.

Lt. Cook stopped the car the moment the fireball disappeared, spun it around and drove back into the city. Cook turned and pulled off the street which [illegible] I first called "Cook". Save the time we had immediately from a watch I had set at noon on December 17 with the station clock in the Santa Fe RR Station at Las Vegas, New Mexico, was Th. Jr. as nearly as could be determined. Assuming that Cook's maneuver with the car took between half a minute and a minute and a half the actual time of appearance was between Th. Jr. [illegible] and Th. Jr. [illegible]. I believe the ending of these times is the more probable.

At the point where Lt. Cook stopped, an officer was crouched in the shoulder of the roadway directed toward the point where the green fireball disappeared and did to make sure and to locate this area. While performing this operation and for many minutes thereafter we stood outside the car and listened for auditorily detectable or audibles, but absolutely nothing was heard. (There was no appreciable interference from traffic noise.)

At approximately 9:50 p.m., we rendezvoused the staff car and drove first to Santa Fe (where we fully attempted to get in touch with night guards on duty at Los Alamos State Police in the hope of obtaining an additional line of sight to the point where the green ball had disappeared), and then to Los Alamos where I reported to Col. Dorrell and other general officials what we had observed. Through their efforts we determined that that was unquestionably the same green ball seen by us had also been observed by at least two of the night guards at Los Alamos.

During the entire night of the 17th, meteors of all magnitudes from the first to the fifth and of various colors (white and yellow predominating and with no evidence of green) were completely non-existing from the Sandia Indent. This indent was well above the horizon at the time of the Thunderbird Park incident. Consequently, the apparent paths of the meteors from the indent appeared as lineations and of great circles diverging from the indent point and pointing downward to intersect the horizon under angles always large and for the most part approaching 90°. In value. In the sharpest contrast, the path of the bright green fireball seen from near Thunderbird Park was very nearly, if

not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Kaulaid region.

Subject to discovery that a new (non-Kaulaid) meteoric phenomenon setting Moscow very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at Ba'lor Kaulaid Airport south of Tanin Fa, Far Eastern) has suddenly become active during the first half of December, I do not considered the various "green fiery" incidents reported to the O.S.I. are all meteoric in nature.

This is a written statement given by Dr. Ja Poo in his own words.

[illegible]

[illegible] of [illegible] [illegible] 13, 1[illegible]

[illegible] Lt. Colonel [illegible], Commanding Officer
District No. 1[illegible]
Office of Special Investigations

[illegible] [illegible], Director
Institute of [illegible]

Subject: [illegible]

Pursuant to conversations with the [illegible] staff under date of December 6, I should like to review the various incidents indicate which have been brought to my attention either as Director of the Institute of [illegible], University of the [illegible], or as Director of the [illegible] section of the [illegible] other bodies, or through official channels such as these were qualitatively described hereinafter. After reviewing these incidents, certain recommendations for more detailed investigations of the phenomena in question will be made in accordance with your request.

1. The writer's experiences in observation of natural phenomena dates from 1[illegible] when he began to observe [illegible] number of the unusual natural bodies. In addition to my own experiences, I am able to rely also on that of many other scientists in this field. On the basis of all available observational evidence, it can be stated that an unprecedentedly large number of fireballs have been reported recently, not only to the agencies that I direct but to other groups carrying out natural studies. In spite of well organized and persistent field searches conducted, not only by the Institute of Astrophysics but also by other organizations, there has been only one case in which the actual recovery of fragments enabled to confirm the supposed natural origin of an observed "fireball."

2. In addition to the evidence set forth in the preceding paragraph, the astronomical and physical evidence has presented by agencies, both military and civilian, to express an opinion upon, or to actively investigate the occurrence of [illegible] phenomena, especially of natural origin, but of such questionable character that this explanation cannot be accepted without confirmation. In this connection, I should like to call attention to Colonel [illegible] Bingaman's letters to me under date of 23 June and 20 July 1[illegible] and Dr. [illegible] Lindemann's letter to me under date of 3[illegible] March 1[illegible], copies of which are enclosed herewith.

3. The incidents referred to in the above paragraphs, considered in connection with the overall inquiry of the Office of Special Investigations under date of 10 December 1[illegible], are of such peculiar nature, and my confidence in of such nature insofar that I should like to make certain recommendations for a systematic study of all such incidents.

[illegible] KAFB

3. First, it is recommended that orders be issued directing all U.S.A.F. sight guards and other persons on sight duty on the ground or in the air to immediately report any instance phenomena which they may observe and which they have any reason to believe are not the result of an ordinary meteor (shooting star) fall. The same orders should be issued to those members of the service on duty by day with the qualification that they do not report instances objects directly towards or reflections from meteorological balloons, or from the metal surfaces of airplanes.

Second, it is recommended that steps be taken to secure a similar report from the security guards on duty at Sandia Base, Kirtland Air Base, Los Alamos, and at other installations throughout the nation. In this connection, I should like to note that the Institute has received excellent cooperation from the Los Angeles Wing of the Civil Air Patrol, Fire Patrol Rangers, and fire sight guards at the Los Angeles Drawing Board.

Third, it is recommended that the Institute of Petroleum be given official authorization to make public to newspapers and over radio-television requests for observations of "fireballs." Such authorizations could seem to be necessary since reports of the nature alluded to, issued that through Dr. Lloyd Perry, Director of the University of Texas, also have been in newspapers throughout the nation, in connection with the Los Vegas incident of 1950 re, on the night of 5 December 1950, were not published, apparently because of pressure from other agencies also investigating this occurrence.

Fourth, it is recommended finally that some official observations have been obtained to permit a determination of the probable area of fall, [illegible] that the incident been investigating is probably [illegible] in nature. A thoroughgoing field search be undertaken in this area to the [illegible] of recovering fallen meteorites and of thus establishing once and for all the true nature of the incident. In this connection, some provision should be made for getting into the area of fall meteorologist [illegible], photo and ground searchers. The operation, even in the difficult New Mexico area is that with these groups cooperating, an alternative search of an area of large size can be speedily completed.

In conclusion, I should like to point out that the staff of the Institute of [illegible] is eager to cooperate in all such investigations as have been suggested above, subject only to authorization to do so from the President of the University of New Mexico. Such authorization will unquestionably be forthcoming, provided only an official request for Institute of Petroleum participation in investigations qualified to be of importance to the national defense is made of President Dale L. Pepsley.

/s/ Douglas Le Pee

L

A

I

8 Dec 1948

1633

20 miles east of Las Vegas, N. M.

[illegible] 5,000 [illegible] above earth (11,500 ft above sea level) [illegible] Airspeed: [illegible]

Brilliant green light

1

Considerably larger than that of a normal flare, meteor or shooting star

Intense green

similar to flare (round)

13,[illegible] above sea level, 7,000 ft above earth (a great 2,000 ft higher than plane)

Could not be estimated

[illegible]° elev to [illegible]°

Between 2 seconds

Very rapid

2/1

Had trail of glowing fragments, resembling orange in color which fell toward the ground

Light more intense than normal flare

Observed a flat trajectory - almost parallel to the earth; trajectory dropped off rapidly and a trail of glowing fragments observed to fal

Burned out

[illegible] instant [illegible] to significant difference [illegible] fireball and typical meteor.

CAVU - ceiling of 25 miles, wind [illegible] from 310°. [illegible] 1/2 way to earth and earth or right of course

[illegible] Field [illegible]

Special Agents

[illegible]

latter part of 47 - Incident No. 225

3 or 4th Nov 48 - 2130 hours & 23 Nov 48

(All sightings occurred approx 2200 hours)

10 miles east of Vaughn, N. M. - Highway 60 on 3 or 4th Nov 48

ground - while driving

Col W. P. Hayes, Inf., Executive,
New Mexico Military District
As above

N/S

1

1 foot in diameter

bright white changing to bright fiery red color
as it exploded

ball

"like a miniature sun"

From 500 ft when first observed to 100-200 ft
from ground where it burst in a spray of reddish color

40 to 50 yds on one sighting
and about 400 yds at another
Slow descent

Had time to get out of car and watch object which
appeared to or looks 50 to 60 yds in front of it at an altitude of 200 ft.
slow vertical descent

None - although we were within 50 to 60 yds of obj.
& outside of car. See "Details" at Albuquerque, N.M.
Vertical descent

fireball

N/S - weather clear

N/S

exploded - fragments burning a fiery red color
which descended toward earth like numerous sparks but extinguished
before reaching
ground

Clear

Noticed always around 2200 hours -
in the vicinity of Vaughn
(over)

[illegible] observed an unusual vertical movement during the [illegible] of Vaughn, N. M. [illegible] above the ground [illegible] steadily in a vertical [illegible] the earth. [illegible] a basketball, [illegible] approximately [illegible] above the surface of the earth [illegible] appeared to explode [illegible] and stopped [illegible] The explosion [illegible] 50 yards [illegible] fragments [illegible] narrows [illegible] At the time [illegible] from the [illegible] did not cross [illegible]

[illegible] a ball of [illegible] vertically. [illegible] reddish color [illegible] observed about [illegible] of [illegible]

[illegible] driving west [illegible] 100-200 feet [illegible] and [illegible]

[illegible]

[illegible] which is [illegible] Weather [illegible] were clear.

[illegible]

HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

[illegible] 20 December 1948

[illegible] Unconventional Aircraft

To: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: M. I.

1. Reference is made to letter, Headquarters - Division, CSGID [illegible], 29 March 1948, subject as above, Control No. A-1917.

2. Attached summary of information, same subject as above, this headquarters, dated 20 December 1948, is forwarded for your information and any action deemed necessary.

FOR THE COMMANDING GENERAL:

Charles J. Hand
[illegible]
Colonel, [illegible]
Chief of S[illegible]

1 Inc l
As stated

[illegible]

[illegible]

SUMMARY OF INFORMATION

20 December 19[illegible]

[illegible] Headquarters [illegible] Army, [illegible], Texas

[illegible]

[illegible] Army Intelligence [illegible] December 19[illegible].

[illegible] Military District [illegible]

[illegible] observed a ball [illegible] ling vertically. [illegible] color which [illegible] at 400 yards [illegible] - [illegible]imately 10 mil[illegible]

[illegible] driving west [illegible] I observed a ball [illegible] from the ground. [illegible] Reporter's [illegible]

[illegible] No further [illegible] ner instinct, [illegible] mile. [illegible]

[illegible] File

WD[illegible]568

[illegible] 226

[illegible] 6 December 1948 approx 2255 in the evening

[illegible] Sandia Base, Albuquerque, N. M.

ground - while driving west on "A" St.

[illegible] Mr Joe Toulouse, Security Section, Sandia base, Albuquerque, N. M.

[illegible] - see [illegible]

[illegible] light on windshield

1

Approximately 1/3 the diameter of the moon

greenish

[illegible] - like flare

[illegible] Like flare

[illegible]

[illegible]

[illegible]

[illegible] to [illegible] seconds

Slight arc falling from east to west

[illegible]

[illegible] east to west

like flare

[illegible]

flaming tail apparent during arc

[illegible]

[illegible]

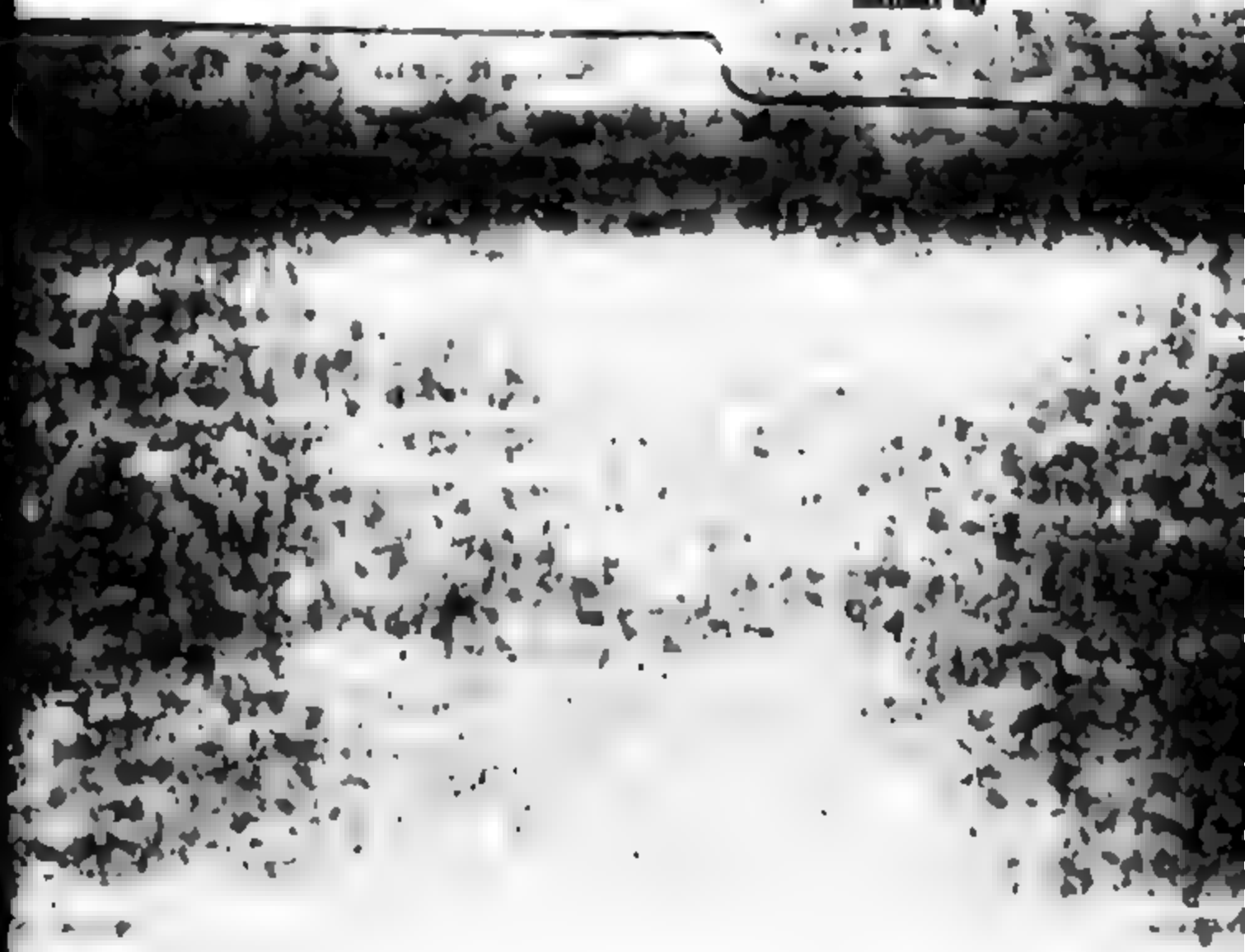
Greenish one

(over)

At approximately [illegible] the evening of [illegible] December 1[illegible]-2, Mr Joseph H. [illegible] Mr. A. E. [illegible], security, [illegible] Fare, observed a definite [illegible] flare in the sky almost directly overhead [illegible] Mr [illegible] was driving west on "[illegible]" street and had arrived at a [illegible] at Main Street. The flare appeared [illegible] upper right [illegible] of the white trail slightly to the [illegible].

[illegible] approximately 1/[illegible] the diameter of the moon and a slight arc [illegible] flaring from [illegible]. The flaring tail appeared during [illegible]. The entire phenomenon lasted possibly two to three seconds [illegible] variation.

[illegible]



[illegible] Dec 1946 Approx [illegible]00 [illegible] m. 30 s
[illegible] m. 30s.

[illegible] Ipswal, New Mexico

ground - right front seat of car

[illegible] La Paz, Director, Institute of Meteoritics,
University of New Mexico
Astronomer

Indirect vision

1

Apparent angular diameter [illegible]

very bright green

tail

[illegible]

[illegible] to 10 miles altitude

[illegible]

Either [illegible] to 6 miles per second
depending on the [illegible] estimate used
[illegible] to [illegible] seconds

Observed almost exact horizontal flight until a 1/10th second before disappearance when a slight but definite curvature downward was noticed.
none noticed

[illegible] east to west - very low on the horizon

[illegible] "fireball"

N/S

[illegible] No trail noticed

[illegible] Exploded into four smaller bright green fragments which quickly disappeared

[illegible] Clear

[illegible] See "Significant Differences Between the Fireballs Observed in the Interval 5-13 Dec and Typical Meteors" by Dr La Paz.
[illegible] (over)

[illegible] Jan's attention to the direction to an [illegible] 15° west of S-Cygni [illegible] by indirect vision he became aware of a [illegible] bright green ball (an event angular diameter 5') to the right of [illegible] in the center [illegible] "level" to [illegible] (Lt. [illegible], S-CIP Station Officer, [illegible] Fla., Lt Allen Clark, Intel Officer, N. Mex. Eng CAP, and [illegible] and McGuigan, AFC Security Service (Los Alamos, N. M.) [illegible] duration of fireball [illegible] seconds to [illegible] sec. [illegible] horizontal (altitude estimated [illegible] degrees) [illegible] or so before it [illegible] second of its visible [illegible] in its path. [illegible] estimate comparison [illegible] fireball) indicates [illegible] second of the fireball's [illegible] minus four). Just as [illegible] fireball rose [illegible] still bright green [illegible] Lt Clark stopped the car the moment the fireball disappeared [illegible] stood [illegible] the car and listened [illegible] or rumblings, hearing one heard. The night guards at Los Alamos also witnessed the phenomena simultaneously. The green fireball [illegible] brilliant.

[illegible] or minus 30s appeared very near [illegible] the coordinates latitude 35° 50' longitude 1[illegible]° [illegible] a point with the coordinates latitude [illegible] generating a nearly or exactly horizontal path [illegible] twenty-five [illegible] approximately [illegible] angular [illegible] rate employed in the [illegible] ation. The velocity with respect [illegible] given out at between [illegible] miles a second - depe[illegible] estimate used, [illegible] served that the [illegible] points of arpe range and [illegible] range of the fireball [illegible] mutually by both the Sandia and Los Alamos groups. In case this assumption is not fulfilled, [illegible] could very easily be [illegible] respect to the earth [illegible] at between [illegible] While there is thus [illegible] erable uncertainty because of the lack [illegible] observations from a third station, the [illegible] five (5) different estimates of angular elevation were [illegible] that the linear [illegible] fireball was [illegible] such were than [illegible] It is interesting to [illegible] extension of the [illegible] first given [illegible] the Los Alamos [illegible]

During the entire night of the 12th, meteors of [illegible] magnitudes from the first to the fifth and of various colors [illegible] and yellow predominating and with no evidence of green were [illegible] emanating from the Sandia radiant. [illegible] radiant was [illegible] above the horizon [illegible] at the time of the observation from Sandia Peak (altitude near horizon). Consequently, the apparent paths of the meteors from the radiant appeared as

[illegible] arcs of great circles converging from the radiant point and passing forward to intersect the horizon under angles always large and for the most part approaching 90° in value. In marked contrast, the path of the bright green fireball seen from near Sturgeon Bay was very nearly, if not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Apart from the discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December, [illegible] the various "green flare" incidents reported to the U. A. I. are [illegible] in nature. [illegible] 23h, 24h, 25h

<u>Significant differences between the fireballs observed in the December [illegible] and the Geminid Meteors:</u>

a. The [illegible] nature of the paths of most of the December fireballs [illegible] the meteors are varying [illegible] more in horizontal [illegible].

b. The very low height of the December fireballs [illegible] seemed in decline [illegible] meteors for which [illegible] of the [illegible] seen.

c. The [illegible] of the December fireballs is rather [illegible] it is much [illegible] cities where [illegible] and yet is considerably greater than the [illegible] of most planes or of [illegible] flares.

d. In the case of meteorites that [illegible] we locate on that [illegible] for the fireball of December [illegible] meteor phenomena are [illegible] very [illegible] meteorites whatever have been [illegible] with the various December fireballs so far investigated.

e. Genuine meteors normally show [illegible] variations in brightness [illegible] as fast in [illegible], which are [illegible] visible to the observer [illegible] to flare [illegible] near the end of their paths. In the case of the December fireballs, most of the observers have reported that the green balls appeared almost as bright at their final brightness.

f. In the case of genuine meteors the [illegible] are directed toward all points of the compass with equal frequency. [illegible] contrary to the case of the green fireballs, plots of observations of them show that there is a very pronounced tendency for the [illegible] to come from the north half of the sky.

g. The three groups of unusual green [illegible] show a curious association with well known meteor [illegible], although some

[illegible] meteor showers normally produce extremely bright green fireballs [illegible] recently observed. For example, [illegible] observation mentioned by Mr Hoang (Incident [illegible]) appears [illegible] the maximum of the Leonid shower of [illegible] January. Mr McCullough's observation of August was near the time of the Perseid shower (Incident [illegible]), and the December observations (22). [illegible] all fell in the interval covered by the Geminid shower. The relationship might indicate an attempt to render the green fireballs less [illegible] by causing them to appear only when there is considerable meteor activity.

[illegible] As note, in an earlier comment, the [illegible] vivid green [illegible] most of the [illegible] fireballs [illegible] rarely observed in the [illegible] of green meteors. By laboratory test the particular color seen [illegible] given off by [illegible] low-ipo flame. If [illegible] correct, the wavelength of the radiation from the green fireballs is near [illegible] A.

[illegible] The duration estimates of [illegible] seconds reported for the green fireballs are [illegible] longer than [illegible] (0.4 - 0.5 seconds) for [illegible] visual [illegible] estimates inversely reported in the case of a [illegible] 11 (5 to 30 seconds or [illegible]).

[illegible] Some of the green fireballs [illegible] of sparks or a [illegible] following. This [illegible] with the behavior noted in [illegible] fireballs [illegible] estimate to the very [illegible] where the green fireball [illegible] observed.

NOTE: Inquiry at Williams AFB, Alamogordo, N.M., revealed that [illegible] at night [illegible] involve the use of any lighting device or flares [illegible] the various [illegible] submitted.

227 A

12 Dec 1948 — 31 Dec 1949

Monte Vista, Colorado

ground

:

green

fir-ball

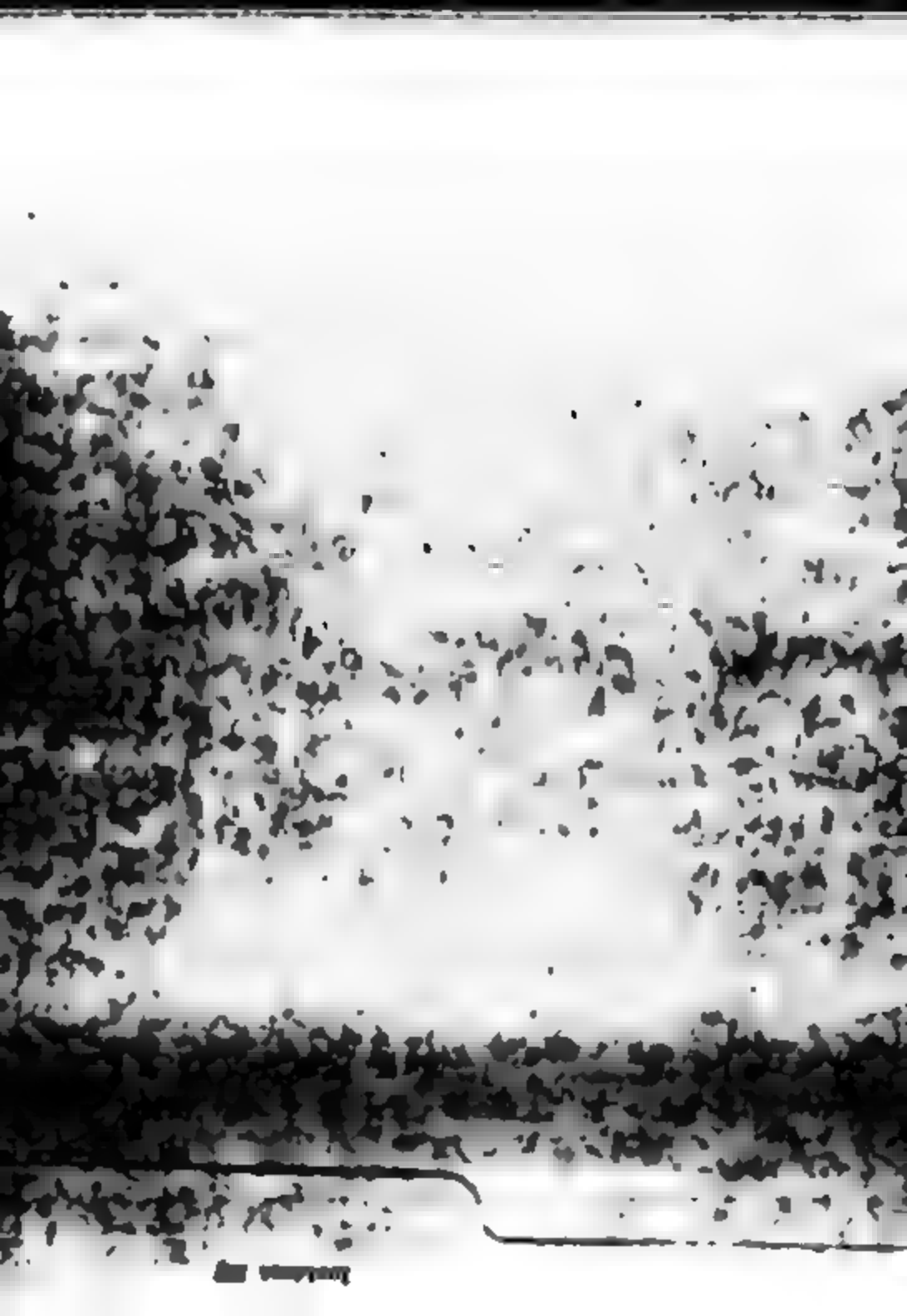
Cl[illegible] : again had the appearance
of a [illegible] ing star

[illegible] Wright [illegible] Barfield Bldg.
[illegible], Texas

[illegible]

[illegible] above-average
[illegible] intelligence. [illegible] sightings
[illegible] figures of [illegible] long [illegible].

[illegible] fireballs on 12
[illegible] (Incl. [illegible] 2230) again
[illegible] was seen in
[illegible] bright green [illegible] star. [illegible] described the [illegible] as close to the best of
his ability [illegible] to prove [illegible] regarding size, shape,
[illegible], etc.



[illegible]

[illegible]

[illegible]tract No. [illegible]

[illegible] [redacted] [illegible]

[illegible], New Brighton, Pa.

[illegible]

[illegible]

Incident No. 7[illegible]

[illegible] 15 Dec [illegible]

[illegible] surrounding [illegible] etc.

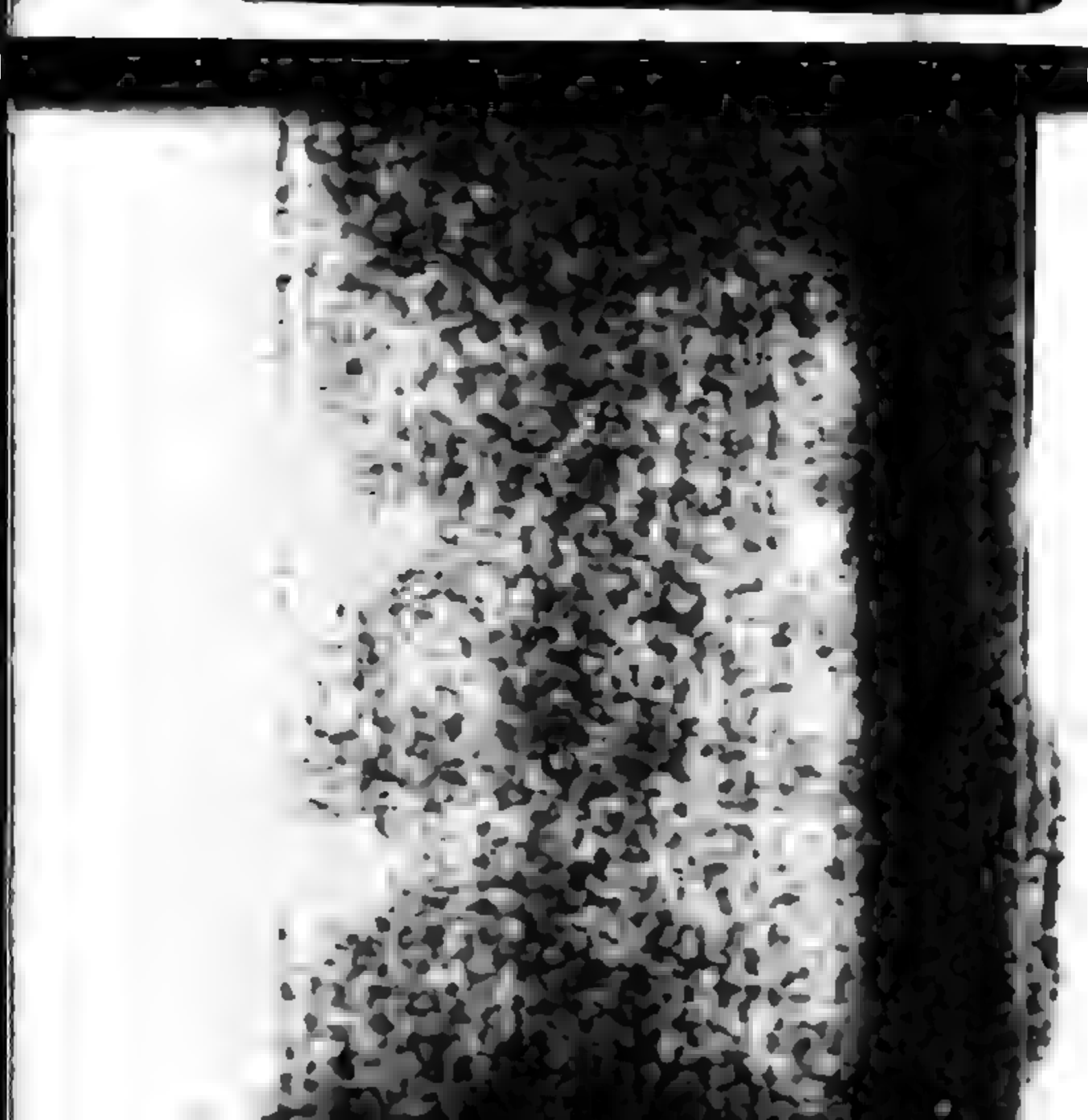
[illegible]

Complete investigation [illegible] checked out due to [illegible]
([redacted]) [illegible] of [illegible]

[redacted]) Complete investigation is being done due to
[illegible] of initial report.

It's a Bird! It's a Blimp!

Odd Phenomenon Seen In Sky



4 Aug 196[illegible] - Between 2 & 3 A. M.

North Powder, Oregon - 2-1/2 miles north of

ground

J. S. Gaffill [illegible], P. O. Box 2776, Boise, Idaho

E/S

E/S

1

E/S

High intensity of green noticeably on light-green side

E/S - "Fireball"

Like meteor - but left its fluorescent glow
circumventing it

5,500 ft elevation above sea level

E/S

E/S

E/S

Performed a 5-1/2 mile trajectory at [illegible] northwest in
a natural down grade. Are equal to approximately 30°
E/S

northwest to southeast

"Fireball"

E/S

Did not have much of a meteor type tail -
but did have a definite fluorescent glow circumventing it.
"After running the 'mile' length of the arc, it
extinguished itself"
E/S

Green glow

(over)

On August [illegible], while traveling south on U. S. Highway No. [illegible] approximately ten and one-half miles north of North Powder, Oregon, - somewhere between 2 & 3 A. M. - I was amazed to see in the heavens directly south of us, a fireball. This object appeared to come out of nowhere, but was first observed, as traveling in a horizontal line on an angle presumed to be northwest to southeast at an elevation above our level of 500' (absolute direction and elevation approximative). It appeared to me - for a brief moment - as having been ejected from a large star cluster, and this cycle, by whatever power held, was on a collision with the earth. As the object in its trajectory approximate fifty or one-half miles, became great, it moved earthly in a natural dark green. As I recall it, this arc was equal to approximately 90 degrees. Immediately after reaching its 'max.' degree of its arc, it disintegrated itself. I do not recall that there was much of a colour type tail, but the object did [illegible], its [illegible] was also circumvented itself. As to the color, I am [illegible] to be referring my observation of a dark to a light [illegible] of green - perhaps on the light green side.

[illegible]

Sheet No. [illegible]

1 Jan 48 11:5 A. M. [illegible] A.M.

Abilene, Texas

ground

Mr A. Schroeder, 1109 [illegible]
Abilene, Texas

E/S

glow on the horizon - due east of Abilene, Texas
(direction of White Sands Proving Ground)
1

E/S

Bright blue green

Like ball with a fan-shaped [illegible]

Like flare

E/S - observed on the horizon

E/S - could not be estimated

No apparent speed

2 seconds

- remained stationary

No sound

No flight perceived

Flare-like

Clear day

Fan-shaped glow went to [illegible] object

E/S

Clear sky

See

(over)

Information regarding this sighting came from a letter of Gene [illegible] addressed to Mr A. [illegible] of Abilene, Texas, in regard to Mr [illegible]'s query regarding a phenomena he observed the night of 1 Jan 48 at approximately 1:25 A. M. and again at 1:30 A. M.

Objects were described as a fan-shaped glow which originated from a large cell in the cirrus and which [illegible] the vertical due west of Abilene, Texas, in a perfectly clear sky. Phenomena were of 6 seconds duration. Five minutes later it [illegible] again for the same length of time. No sound was heard.

[illegible] thought the [illegible] could possibly be attributed to:

a.) Existence of an electrical [illegible] transformers blowing out, or

b. Experiments at Dyess [illegible] which are due west of Abilene.

NOTE: Inquiry at the local AF Base, Albuquerque, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted. See Incl[illegible]

[illegible]

[illegible]

[illegible]

A.F. 24423

[illegible] 1 Jan 1969 / 1700

[illegible] 2 miles east of Jackson, Mississippi

[illegible] from air at an altitude of about 1,000 ft

[illegible] By 4 Hrs Tac Sqn, 1st Mobility Gp., Jackson, Mississippi

[illegible] Pilot assigned by Mobile Air Service at Jackson, Mississippi. Jr AF pilot

[illegible] observing fly 10 feet of tree

[illegible] 1

[illegible] 60 ft long, 10 feet wide tapering to 1 ft

[illegible] Dark blue or black

[illegible] Wing-shaped - not unlike above target. (1st report continued start ready stage)

[illegible] N/A

[illegible] 1500 to 1000 feet, then a gradual climb

[illegible] Ground path of plane at 90 feet after turn is not as close as 1,200 feet from tree by reg 200 KTS then first climbed, then accelerating to approximately 400 to 500 KTS

[illegible] 10 to 15 seconds

[illegible] Made 90° turn and increased speed as it headed southwest

[illegible] Similar to helicopter (1st report) rear (2d report)

[illegible] Not been estimated

[illegible] Similar to the target

[illegible] N/A

[illegible] none visible

[illegible] gradual climbed toward southwest & disappeared

[illegible] Similar also to southwest

[illegible] An object made turn object appeared to have no wings.

[illegible] Summary of Incident: (over)

(see 1st and page)

[illegible] 400

On [illegible] with Mate Air [illegible], [illegible] to [illegible] (private pilot), sighted an unidentified aerial object 2 miles [illegible] of [illegible], Michigan, at 1700 E, 1 Jan 69 while [illegible] in for a landing at the Mate Airport. Object was first [illegible] bring cigar-shaped with short stubby wings [illegible] a [illegible]. (Second report states there were no wings) by [illegible] in a sighted letter [illegible] the object made its turn, it was then [illegible] the object didn't have wings. Object was first thought to be a [illegible] the target [illegible] and about [illegible] feet in diameter [illegible] and about [illegible] ft at the trailing end. The [illegible] but there was nothing towing it and the object [illegible] at greater speed than [illegible] right. When the object arrived in front of the plane [illegible] the speed to be about 200 MPH and at [illegible] that the object [illegible] feet in front of them. After the turn, the object was within [illegible] of the plane. He then attempted to point out the object to the [illegible] but the pilot [illegible] not interested and apparently did not see the [illegible]. As the object turned to the northwest it accelerated its speed and [illegible] out of sight. Object was for approx [illegible] in duration. Color was [illegible] blue or black. Speed at first sighting - [illegible] miles per hour, [illegible] thought to have accelerated to between [illegible] to [illegible] mph.

Object was sighted by the above witness the [illegible] to be a [illegible] civilian after 6. [illegible] more than a [illegible] the. No [illegible] was flying at about 1,[illegible] feet. Investigation of flight [illegible] of adjacent airfields could throw no light on the [illegible].

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

9th OSI District
Bolling AFB, D.C.
15 January

CONFIDENTIAL

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

DATE: [illegible] 1949

TITLE: [illegible]

APPROVED

DISTRICT COMMANDER

CONFIDENTIAL

EXHIBIT

EXHIBIT D

[illegible] V

[illegible] January 1949 the following airplane operations were conducted to [illegible] of any flights [illegible] vicinity [illegible]

[illegible] and 1930 C.

[illegible] Blue 2731

[illegible] to Jackson, Miss.

[illegible] Jackson, Miss.

E

WEATHER DETACHMENT 26-41
26th Weather Squadron
Hawkins Field
Jackson, Miss.

[illegible]/1st

5 January 1947

SUBJ CT eporting of Information on Flying Discs

TO : Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: TSDIA

1. In compliance with Army Letter [illegible], Date: 2 September 1946, the following information is submitted.

a. (1) Object was sighted two (2) miles East of Jackson, Mississippi at 1700C, 1 January 1947.

b. Weather at the time: See inclosure number one (1).

c. Name, occupations, and addresses:
Thomas A. Bush
Airport Manager, Hinds Airport
402 Mitchell Ave.
Jackson, Mississippi

Mrs. Thomas A. Bush
402 Mitchell Ave.
Jackson, Mississippi

Mrs. T. A. Bullitts
Housewife
[illegible] Vinge Street
Jackson, Mississippi

d. Photographs of object: None

e. Sketches of objects: See inclosure number two (2).

f. Object sighted:

1. Number: One (1).

2. Shape: Cigar like. Not unlike sleeve target.

3. Size: Approximately 60 feet long and 10 feet diameter at the front tapering to the rear.

4. Colors: Dark blue or black

[illegible] Report of Information on Flying Disc

5. Speed: Approximately 200 MPH when first sighted, then accelerated to approximately 400 to 500 MPH.

6. Heading: West, turning to South to Southeast.

7. Maneuverability: Not noticed.

8. Altitude: 1500 to 1600 feet, then gradual climb.

9. Sound: None.

10. Exhaust trail: None.

d. Remarks, remarks: The witnesses who sighted the above described object were enroute from Belfast, Miss. to Newton, Miss. in a private aircraft and were moving on approach for a landing at the Dixie Airport when the object was first sighted. After landing, Mr [illegible] called the control tower at Hawkins Field to find out if the object had landed there and if so to find out its identity. The control tower reported the incident to Base Headquarters.

[illegible]
. Weather Report
. Sketch of Object

[illegible]
Captain [illegible]
Commanding

[illegible]
ac Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Director of Intelligence

c Commanding Officer
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.

2cc Commanding Officer
2[illegible]th Air Weather Wing
Tinker Air Force Base
Oklahoma City, Oklahoma

2c Commanding Officer
21[illegible]th Air Weather Group
Robins Air Force Base
Robins Field, Georgia

2: Commanding Officer
[illegible]th Weather Squadron
Brookley Air Force Base
Mobile, Alabama

JACKSON WEATHER

165 C JACKSON WEATHER
[illegible] 15+ [illegible]/[illegible]/[illegible]/[illegible]/[illegible]

[illegible] C JACKSON WEATHER
[illegible] 15+ 165/52/29[illegible]1/[illegible]/BINGVC

WINDS ALOFT

[illegible]	FEET	[illegible] DEGREES	[illegible] KNOTS
4	FEET	270 DEGREES	[illegible] KNOTS
[illegible]	FEET	[illegible] DEGREES	[illegible] KNOTS
[illegible]	FEET	275 DEGREES	[illegible] KNOTS
[illegible]	FEET	270 DEGREES	[illegible] KNOTS
[illegible]	FEET	[illegible] DEGREES	[illegible] KNOTS
4	FEET	[illegible] DEGREES	2 KNOTS
[illegible]	FEET	270 DEGREES	25 KNOTS
[illegible]	FEET	[illegible] DEGREES	55 KNOTS

Speed: Approximate[illegible] first sighted, then [illegible] to [illegible] to 400 MPH.

[illegible] southwest.

Altitude: [illegible] feet, [illegible] gradual climb.

[illegible] the above [illegible] to [illegible] approach[illegible] first [illegible]

[illegible]

Shape: [illegible] targets.

Size, Approximately [illegible] feet [illegible] diameter at [illegible] front tapering [illegible]

Color: [illegible] side of [illegible]

JACKSON WEATHER

[illegible]

[illegible]

[illegible]

[illegible]

WINDS ALOFT

	[illegible]	[illegible] DEGREES	[illegible] KNOTS
[illegible]	[illegible]	[illegible] DEGREES	[illegible] KNOTS
	[illegible]	[illegible] DEGREES	[illegible] KNOTS
[illegible]	[illegible]	[illegible] DEGREES	[illegible] KNOTS
[illegible]	[illegible]	[illegible] DEGREES	[illegible] KNOTS
	[illegible]	[illegible] DEGREES	[illegible] KNOTS
[illegible]	[illegible]	[illegible] DEGREES	[illegible] KNOTS
[illegible]	[illegible]	[illegible] DEGREES	[illegible] KNOTS
[illegible]	[illegible]	[illegible] DEGREES	[illegible] KNOTS

[illegible]

[illegible] UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	[illegible] 12-5 — 28 January 1948

Bernard A. Price

Jackson AFB Detachment, [illegible] 9

[illegible] January 1948

[illegible] Louisiana

Closed

Subversive Activity

[illegible] from the [illegible], Jackson AFB, Mississippi

[illegible] investigation conducted at the request of the Commanding Officer, Jackson Air Force Base, Mississippi.

[illegible] in Jackson, Mississippi, was [illegible] revealed that a Mr. [illegible], civilian, did, between [illegible] on the date of [illegible], [illegible] a strange object flying over Jackson, Mississippi, which [illegible] was unable to identify but described a [illegible] rate of speed [illegible] miles per hour over [illegible] this object's [illegible], it travelled at an estimated [illegible] from [illegible] to five [illegible] miles per [illegible]. He further reported this object [illegible] somewhat similar [illegible] cigar in shape and approximately sixty feet to seventy feet in length.

Investigation further revealed that Mr. [illegible] is a reliable man and the [illegible] will not [illegible] the [illegible] of this [illegible] in [illegible].

[illegible] District		District Commander
Action Copies,	- 4	[illegible] District (TS)
[illegible]	- 2	Wright-Patterson, A.F.B.
Jackson AFB	- 1	Dayton, Ohio
[illegible] District	- 2	

[illegible]

[illegible]

[illegible]
Major, USAF
[illegible]

[illegible] Commanding Officer, [illegible] Air Force Base, [illegible] a detailed report [illegible] by Mr. [illegible] A.

[illegible] 1&1, while on [illegible] airport to North [illegible] one hundred [illegible] feet, speeding [illegible] mile North of [illegible] Bottling Company [illegible], 30° 20' North [illegible] was only one [illegible] of [illegible]'s plane [illegible] and gradually [illegible] of approxi- [illegible] stated that [illegible] to view [illegible] to low speeds. [illegible] look, [illegible] drew [illegible] for the shape of [illegible] peared to be of [illegible] sixty feet to [illegible] and tapering to [illegible] not so resembling [illegible] opening of a sixty [illegible] flight as being west [illegible] west. [illegible] [illegible] unusual sound, [illegible] speed, seemingly a very [illegible] expected. As [illegible] effect on flight [illegible] tion, there was [illegible] stated [illegible] object was [illegible] approximately [illegible] hundred miles per hour; but as [illegible] four hundred [illegible] As to sound, [illegible] any particular [illegible] and the [illegible] and a seemingly [illegible] stated that the [illegible] formation.

5. Information relative to the observer is as follows:

Name: [illegible] A. [illegible]
Address: 402 Mitchell Avenue, [illegible]
Occupation: Airport Manager

283

[illegible] considers himself well [illegible] type, size, color, [illegible] rly aircraft.

[illegible] W [illegible], he was [illegible] enforcement agent [illegible] employer, as he [illegible], in general, [illegible] by the actual [illegible]

[illegible] According to [illegible]

[illegible] operated by [illegible] Field, [illegible] the intern [illegible] average intelli- [illegible] AAF Fil t.

[illegible] weather [illegible] at the time [illegible]

[illegible] Air [illegible] [illegible] personal say [illegible] shown. [illegible] of the [illegible]

[illegible] this subject from [illegible] to be observed, nor were [illegible] projectiles or [illegible]

[illegible]

[illegible] AFB, [illegible]:

[illegible] copy of map showing line of flight of [illegible], Exhibit "A".
[illegible] copy of [illegible]
No copy of weather report, [illegible]
No copy of Airplane [illegible], Ohio, Exhibit "B".
No copy of letter [illegible] Mr. [illegible], Exhibit "C".

- Closed -

MAXWELL FLIGHT SERVICE CENTER

[illegible]

[illegible]

SUBJECT: Unidentified Flying Objects 2 January 1969

TO: Commanding General, Air Materiel Command
[illegible]-Patterson AF Base, [illegible]
ATTN: [illegible]

1. Reference letter, headquarters [illegible], subject: "Reporting of Information on 'Flying Discs.'" dated 6 February 1948 and Flight Service Regulation 200-2, dated 2 November, subject: "Unidentified Flying Objects," the following information is submitted:

a. Location and time of sighting: Two (2) miles east of Jackson, Mississippi at 1700Z, 1 January 1969.

b. Number of discs: One 1630Z weather sequence from Jackson, estimated 18,000 feet, scattered clouds, visibility 15, temperature 55, dew point 35, surface wind south-southeast at [illegible] mph, altimeter setting 3003, remarks, estimated [illegible] feet thin broken.

The 1730Z weather for Jackson was ceiling measured [illegible] feet, overcast, visibility fifteen(15) miles, temperature 52, dew point 39, wind south at one (1) mph, remarks broken in the overcast.

c. Names, occupations and addresses of witnesses:

Mr. Tom Bank, 1[illegible] Mitchell Avenue, Jackson, Mississippi. Employed by Delta Air Service at Jackson, Mississippi as a pilot. He is an ex-USAF pilot. Telephone Jackson, Mississippi 5-1[illegible].

Mrs. Willette Bank, 1[illegible] Mitchell Avenue, Jackson, Mississippi, wife of the above, housewife and private pilot.

d. Photographs, if available: None available.

e. Sketches of objects configuration: To be forwarded.

[illegible]

Ltr fr Hamnell Flight Service Center, Hamnell AF Base, Ala [illegible]
Subj: Unidentified Flying Objects

f. Object Sighted, description:

1. Number: One.

(2) Shape: Cigar-shaped, with short stubby wings, resembling a rocket, also reported later as resembling a [illegible] target.

(3) Size: Estimated size, 60 feet long.

(4) Color: Dark Blue or black.

(5) Speed: Initially estimated at 800 mph, then diminishing to [illegible] mph.

(6) Heading: West when first sighted, then [illegible] when last sighted.

(7) Maneuverability: Apparently very maneuverable.

(8) Altitude: 1500 feet.

(9) Sound: Similar to a helicopter.

(10) Exhaust trail: None visible.

g. Remarks, comments:

(1) When the object was first sighted and reported to Flight Service at Hamnell AF Base at 1750 by the Customs Operations Office, an attempt was made to investigate the object by calling all military airfields in the area from which a jet or rocket flight may have originated, or at which the object may have been sighted.

(2) The following stations were contacted:

(a) Eglin AF Base, Florida

(b) Pensacola NAS and Chevalier Field NAS, Florida

(c) Whiting NAS, Florida

(d) New Orleans NAS, Louisiana

(e) Memphis NAS, Tennessee

(f) New Orleans Air Route Traffic Control Center [illegible]

[illegible] Fr Maxwell Flight Service Center, Maxwell AF Base, Ala dtd [illegible]
Subj: Unidentified Flying Objects

(3) No information was available at any of these [illegible]

4. The object was sighted by the witnesses from a [illegible] aircraft, and no photographs were taken because no camera was available at the time of sighting. The sighting was [illegible] or [illegible] miles east of [illegible] Mississippi on the east leg of the Jackson radio range at approximately 1200 feet altitude.

5. [illegible] New Orleans Air Route Traffic Control Center reported to Maxwell Flight Service Center that the [illegible] United Press had advised them that the above mentioned object had been sighted 40 miles south of Jackson, Mississippi. This second report was evidently the same as the above because the reporting pilot was the same [illegible], Mr. Ken Rue. Maxwell Flight Service contacted Mr. Rue who [illegible] reporting that he [illegible] the object sighting.

[illegible]

Copies Furnished:
Chief of Staff, [illegible]
[illegible]
ATTN: Director of [illegible]

Commander, Military Air Transport Service
Washington 25, D. C.
ATTN: Chief, Intelligence [illegible]

Commanding Officer, Flight [illegible]
Washington 25, D. C.
ATTN: [illegible]

[illegible]
Adjutant

03

[illegible] of "Flying [illegible]"

[illegible] are required

[illegible]

[illegible] negative

[illegible] of the film [illegible]

[illegible] irregularity

[illegible]

[illegible] negative [illegible]

[illegible] Intelligence [illegible]

[illegible]

[illegible]

[illegible]

CONFIDENTIAL

1. In [illegible] the [illegible] comment No. 2, it is the opinion of this office that the [illegible] negatives reveal the following information. Use the negative containing the survey is exposed by strong instant light. It is noted that the emulsion is raised at that point above the normal level of the remaining emulsion. This indicates that either a drop of very water or a drop of developer strike the film at this point and relief took this negative and the corresponding negative.

2. To further substantiate this, it will be noted that when the two (2) negatives are placed side by side with the edges of the film aligned, the so called "trail" is continuous, that is the two portions which indicating the [illegible] are opposite to the next.

3. Still further proof is shown on the frame edge of the negative containing only the trail. This is proven by the fact that the trail extends beyond the normal format of the negative. In other words there is a trail of that portion of the negative which was not exposed in the camera. This effect does not in any way [illegible] the other negative in question is "good", therefore, this irregularity was [illegible].

4. [illegible] proof of these defects lies in the matter of [illegible] sections of the negative.

5. Conclusion. These negatives contain [illegible] pertinent to [illegible] "Trail".

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

CONFIDENTIAL

271

Photographs of "Fly by Camera"

[illegible] 1

[illegible] The attached material was just received from [illegible] Chief's office at [illegible] Langley Laboratory, and is forwarded to [illegible] for your information [illegible] as you may deem advisable to have [illegible].

[illegible]
[illegible]
Chief, [illegible] Laboratory
[illegible]

[illegible]
[illegible] for Col. [illegible] Chief [illegible]
[illegible] Inclo, as listed

[illegible] 2.

[illegible] information [illegible] that the negatives [illegible] comments regarding their [illegible] authority.

[illegible] Act [illegible] material in question [illegible] negatives [illegible] [illegible].

[illegible]
[illegible] Department

[illegible]

[illegible]

[illegible] Your attention is invited to para [illegible].

[illegible] Have [illegible] negatives [illegible] to return [illegible] in office [illegible] [illegible].

Incl
[illegible]

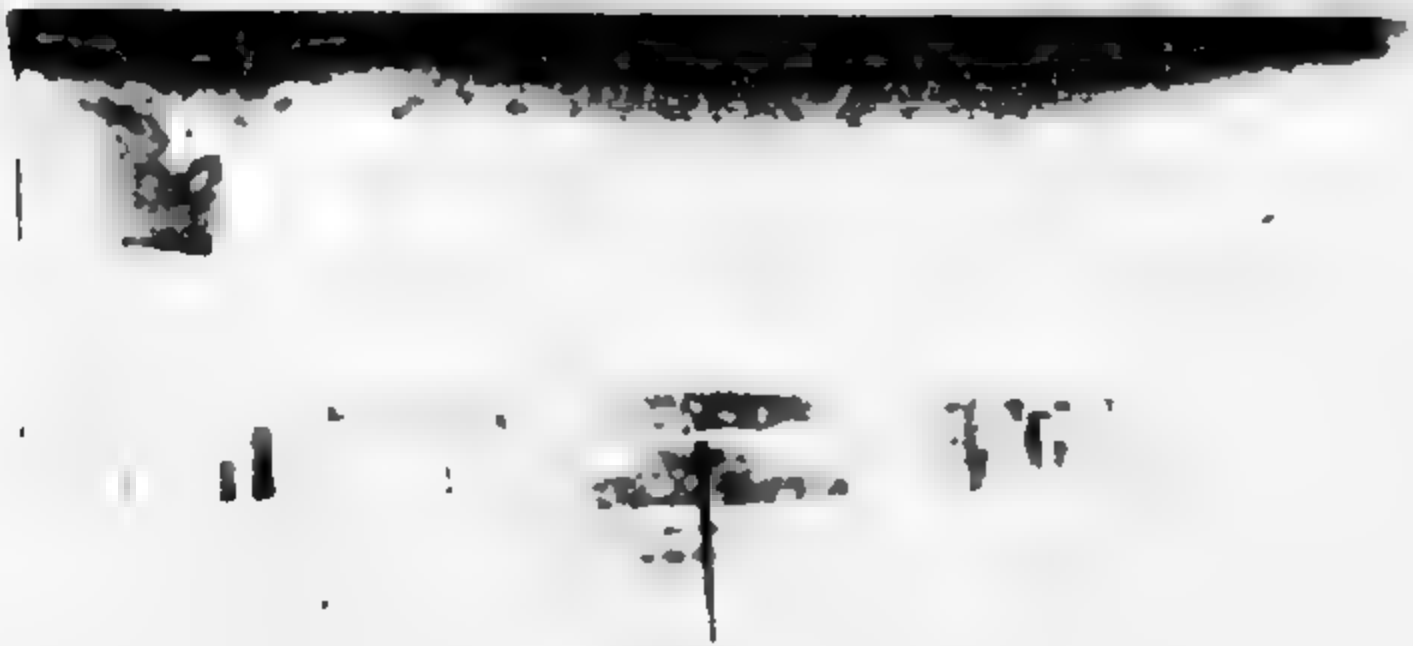
[illegible]
[illegible]
Chief, Tech Info Branch, [illegible]
Intelligence [illegible]

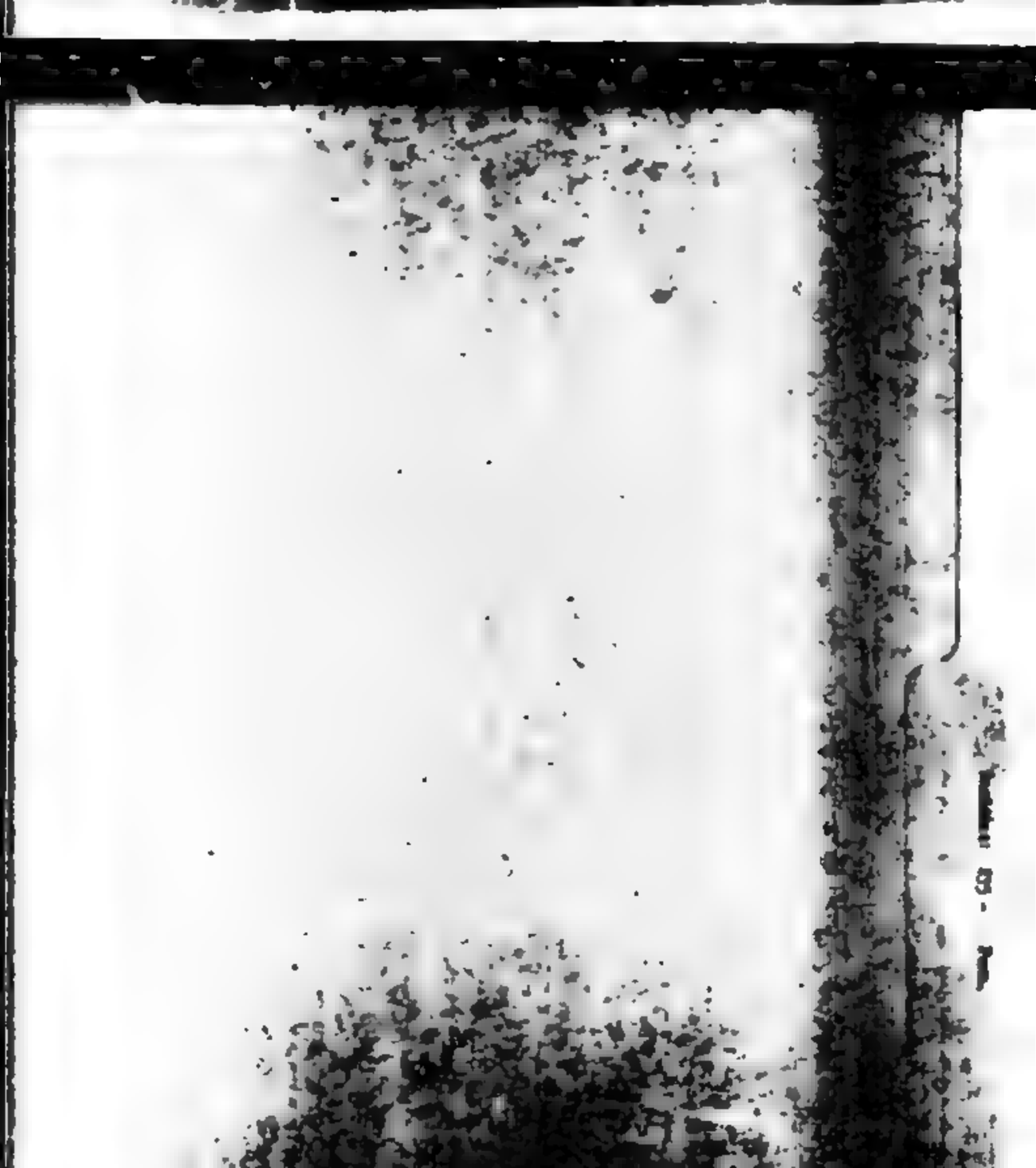
[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible]





1500-1 [illegible]

Indiana County, Pa.

Ground

1

footbe l-marks

Slower than a plane

Ground beard

Reflected light - it [illegible] the appearance of a light

Travel against the wind

Sunlight

Mrs Jessie J. Colgan
Elderton, Pennsylvania
N/.

Mrs Colgan and a companion observed a football-shaped object travelling through the sky against the wind. The sun appeared to be reflecting against the object making it have the appearance of a light. They were unable to hear any noise of a motor. The speed was much slower than that of a plane. This was between 1.X and [illegible] in the afternoon.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON

[illegible] 1995

[illegible], TX

[illegible] the [illegible]

[illegible], D. C.

[illegible]

field, sand

reflecting surface

white surface

decided

restricted

all time.

visibility 20 miles

[illegible], [illegible] Bay, [illegible], 1210th AACS Sq
[illegible]
Assistant [illegible], [illegible] Sq, Twin Engine
Pilot

[illegible] person who is not
[illegible] to [illegible].

[illegible] Capt Shoney
[illegible] similar to a large
[illegible] as also
[illegible] while
[illegible]. Speed
[illegible] right circles
[illegible] ing altitude and
[illegible] of 25° magnetic.
[illegible] to [illegible]
[illegible] and the turns
[illegible] from the object.
[illegible] by the
[illegible]. Prior to the
[illegible] hold, it still
[illegible] to the witness,
[illegible]. At all times
[illegible] extremely rhythmic.
[illegible] every second.
[illegible] paced to increase
[illegible] of climb a,pr ox
[illegible] it to spot time's
[illegible] departure [illegible] and the 1 ter-
[illegible] sence of a C-[illegible]
[illegible] f the initial [illegible]
[illegible] that the object [illegible]

[illegible]

[illegible] a witness who [illegible] field. This [illegible] January [illegible] appeared [illegible] photographs [illegible] at the time [illegible] seemed to be a [illegible] usually. The [illegible] made the size [illegible] extremely [illegible] seemed to [illegible] appeared [illegible] the object [illegible] approximately

[illegible] reported, still [illegible] is the opinion [illegible] and that no [illegible] would visit le[illegible]

[illegible] the witnesses [illegible] disappeared [illegible] Field, the st[illegible] [illegible] mountain [illegible] regularity.

[illegible] aircraft in the [illegible] of the object, [illegible] was released

[illegible] the departure [illegible] mathematical [illegible] every second.

[illegible] so that the angle [illegible] was extremely [illegible] be the [illegible] these stated [illegible] control at al[illegible] the terms were ex[illegible]

[illegible] considered to be [illegible] and level-headed [illegible] using your [illegible]

[illegible] your best [illegible] [illegible] will be ready to [illegible]

FOR THE COMMANDING OFFICER

[illegible]
[illegible]
[illegible] Officer

THE LEXING

ACTION TAKEN ON RAVEL, MINN. INCIDENT

Reference letter 17 Aug 1948 from Hq. 5th Army, received [illegible] on [illegible] August 1948, pertaining to incident in Ravel, Minnesota, the following action has been taken:

[illegible] Aug [illegible] a call was placed to Hq. 5th Army, contacting Lt Col [illegible] Allison, Executive Officer, G-2. Colonel Allison [illegible] action would be taken to resurvey the incident [illegible] photogrametric and earth-sample investigations of the area in which the incident occurred.

[illegible] August (Saturday) a call was received by [illegible] from a [illegible] Morgan of Hq. 5th Army, informing Capt [illegible] (WCIAED-3) that the indentation occasioned by the missile had been covered since the incidence. Unfortunately, however, since the occurrence there had been [illegible] three heavy rainfalls and the depression in the ground previously [illegible] had been found to be 1/3 full of water. [illegible] the soundings [illegible] However, samples of rock and earth in the depression were [illegible] This evidence was to be forwarded to the Army Hq [illegible] Monday, the [illegible] would be forwarded to the [illegible] (WCIAED-3) [illegible], upon receipt, and should arrive this Hq. by the end of the week.

[illegible]
[illegible]
[illegible]
Project Engineer

11 Aug '48 Incident #168

1:00 and 1215 hours CST

Ewell, Minnesota

- - Jerome Lamar (age 10 and Donna Lamar (age 8)

- - children

- B/S 1 Ewell, Minnesota

As above + back yard

a matter of a few feet

A/C

rested on ground +

S/S

After resting on ground it ascended to a height of 3 feet on. shot off in a northeasterly direction upon ascent, a de w istling noise, s.ot straight up 2½ ft, halted and again a de whistling noise. Recovered or ver trees branches & hole shrill noise - like steam whistle above.

1 ft thick - 2 feet wide

dull gray

round

S/S

- - - - metallic

- B, S

S/S

S/S

- - Zone

- - into northeast

- - (over)

Informant stated that on 11 Aug 48 between 1200 and 1215 hours, [illegible], Jerome and Duane were playing in the back yard and noticed an object in descent approximately twelve feet from the ground which was descending between the [illegible] of the [illegible]. It settled to the ground gently - such as a balloon. Upon hitting the ground the object spun once, made a sort of whistling noise, described by the two boys as resembling a steam whistle, and then went straight up into the air approximately 20 feet, halted and again made a whistling noise. The object then drop spinning to a height of about 30 feet, and, in this [illegible] coat, approximately ground level [illegible] and later [illegible] upon reaching a height of approximately 50 feet the object shot off in a northeasterly direction. The object approached from the northwest.

The boys described the object as "approximately one foot thick, two feet [illegible] and round." The object had no visible [illegible], or any visible appurtenances. It was a [illegible] gray in color and when it hit the ground it made a slight clanking noise, such as metal hitting against metal.

Philip and Eric Lemer stated the boys were visibly frightened when they ran into the house and were afraid to tell what they had seen. Upon direct questioning, the boys related the above story to them.

Mr. Lemer stated that he then had notified Mr. [illegible] Sheridan, Postmaster at Ranch, Minnesota (who subsequently notified the proper authorities)

ADDED NOTE: Agent noted that the spot where the alleged "flying saucer" had landed was approximately 2 feet in diameter and appeared as though some heavy object had landed there or had been set down - as the grass was matted and protruding rocks had been leveled. The spot was covered by a [illegible] brush.

[illegible] J. Sheridan, Postmaster, stated that he had no reason to doubt the story of the boys or of Mr. and Mrs. Lemer, and for it to reason had reported the matter to the Federal Bureau of Investigation, St. Paul, Minn.

REPORT
of the

FBI
LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON D. C.

Sept 1968

Agenda

Confidential

AIRRP-I 08 August 1968

SUBJECT: Unconventional Aircraft

TO: [redacted]
Wright Patterson Airforce Base
Dayton, Ohio
ATTN: XCI ASD Project: Sign

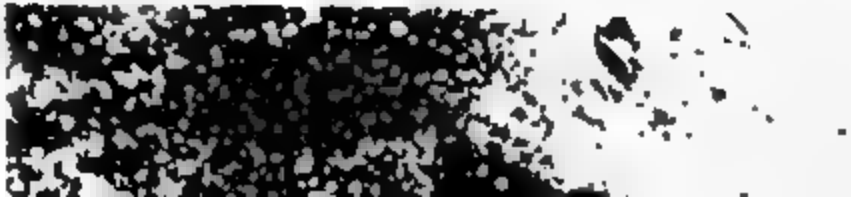
1. Reference is made to letter this headquarters, subject as above, dated 17 August 1968, and telephone conversation between Major Prentice S. Harper, this headquarters, and Captain Ron Gordon on 23 August 1968.

2. Attached are samples of gravel and dirt taken from a depression made by an unknown object near Bemel, Minnesota on 20 August 1968. Also included are four (4) photographs and negatives of the area dirt before samples had been removed.

[redacted]

Incls.
Sample/gravel & dirt
4 Photos & Negs.

WILLIAM S. ALLISON
Lt. Colonel, USC
Executive Officer - G-2



[illegible] Aug 75
500
[illegible] Lewis
farm
[illegible]

ALNOF 27 August [illegible]

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright Patterson Airforce Base
Dayton, Ohio
ATTN: [illegible]

1. Attached is Special Agent's report on reported flying objects in vicinity of Kamal, Minnesota.

2. Attached information has been forwarded to Director of Intelligence.

FOR THE COMMANDING GENERAL:

Incl.
Report, subj as above

WILLIAM S. ALLISON
Lt. Colonel, [illegible]
Executive Officer - G-2

10 August 194[illegible]

[illegible]

[illegible]

[illegible] hours, CST, [illegible] an object [illegible] crossing between [illegible] pre[illegible] [illegible] object [illegible]

[illegible] the fact [illegible]

Mr. [illegible] state [illegible] when they [illegible] questionin[illegible]

[illegible] stmaster at [illegible]

[illegible] covered [illegible] "flying sau[illegible]" [illegible] mentally [illegible] appeared [illegible] large [illegible] there, [illegible] from the round [illegible] revolving.

[illegible] advised the Lauer [illegible] would be [illegible] the reporters as requested [illegible] confidential.

[illegible] August 194[illegible], this Agent interviewed Mr. [illegible], Postmaster, [illegible], substantiated the above information and advised that he had no reason to doubt the story of the boys or Mr. and Mrs. Lauer. For this reason,

[illegible]
[illegible] CIC Detachment

CONFIDEN[illegible]

[illegible] 5 August 1[illegible]

[illegible]

T-8

[illegible] ation, St. Paul, [illegible]

[illegible]

[illegible] the matter on [illegible] also requested [illegible]

[illegible] nt in Charge, [illegible] State.

[illegible]
115th CIC Detachment

CONFIDENTI[illegible]

D.G.I.C.

: - [illegible]

COPY

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
604 New York Building
St. Paul 1, Minnesota
August 12, 1948

Captain Charles L. Victor
Area Intelligence Officer
Office of AC of S, G-2
Room 1032, Post Office Bldg.
St. Paul 1, Minnesota

Dear Captain Victor:

On August 11, 1948, this office received a letter from Mr. A. R. Sheridan, Postmaster, Ewall, Minnesota, which reads as follows:

> A farmer, who lives a short distance from this village, reported to this office that his two sons, age 8 & 10, had [illegible] a flying saucer. This flying saucer looked like two plates inverted drifted in the ground about eight feet from one of the boys. When it hit the ground it rebounded very rapidly and disappeared.
>
> "This object came in from the northwest & disappeared to the northeast. It was a silver colored object. Friendly this farmer believes that his sons saw some object and I see no reason to doubt his word. For your information."

This matter is being referred to you for whatever action you deem advisable. No investigation is being conducted by this office.

Very truly yours,

H. B. Shelton
H. B. SHELTON
Special Agent in Charge

17 September 1948 [illegible] #17

1700 Central Standard Time

[illegible] miles SE of [illegible], Ia [illegible]

[illegible]

Design AXIS , [illegible] Ave., [redacted], Ia.

[illegible]

[illegible] while [illegible] with binoculars

[illegible]

[illegible] 12 feet in diameter [illegible]

[illegible]

[illegible] 1 [illegible] vertically/.50° off.horizon

[illegible]

[illegible]

[illegible] flight [illegible]

[illegible]

[illegible] [illegible]

metallic. [illegible]

[illegible]

no clouds visible. [illegible]

[illegible] 1/10 [illegible] at 5500 ft, stabilizing

15 miles, while 20 mph at 20,000 ft.

Object viewed with binoculars at an angle of [illegible] above horizon. The object estimated to be 12 ft in diameter was oval, [illegible] flat, slightly bright and was drifting to the north at an estimated 10,000 feet moving no sound and leaving no exhaust trail [illegible]. Agnote Meteorological reconnaissance balloon was [illegible] Hawthorne Field Ia., at 1500 Central Standard Time followed for 20 minutes and then [illegible] side of transmitter failure. It is possible that this was the object sighted at 1700 CST. (Remarks at 20,000 ft at 15-20 [illegible])

15 September 1968 Incident # 173

1730 Central Standard Time

3 miles SE of [redacted], La . . . . . .

. . . . . .

ground . . . . . .

Jeanne AXXX , 2?o Dalmatia Ave., [redacted], La.

. . . . . .

. . . . . .

. . . . . .

No pilot reported, but was disappeared . .

one (1) . . . . . .

Approximately 15 feet in diameter . . . . . .

Aluminum . . . . . .

. . . . . .

. . . . . .

2 1/2 miles laterally/50° off horizon

100-150 mph . . . .

10-15° angle . .

smooth horizontal flight . . . . . .

. . . . . .

. Smooth . . . . . .

. metallic. . . . . .

. . . . . .

. . no clouds visible. . . . . .

. . . . . .

. 1/10. ceiling of 5500 ft. visibility

15 miles, winds 20 mph at 20,000 ft.

Object viewed with binoculars at an angle of [redacted] above horizon. The object estimated to be 12 ft in diameter and oval, it appeared frosted, silvered in color and was drifting to the south at an estimated 10,000 feet making no sound and leaving no exhaust trail . . . . . .

. Agents Edwards reviewed release and determined . . . .

Barksdale Field La., at 15000 Central Standard Time followed for 16 minutes and then vanished due to transmitter failure. It is possible that this was the object sighted at 1700 CST/Director at 20,000 ft at 15-18 [redacted]

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

800.56

1.

ort, as requested in

feet being a
be made as re-
which lies north-
,000 feet at 21.02
contoulevel
that a conver-
preceding chart
21.02 chart indicated a

feet during that tme
and it could have been

as per conversa-

Wilson 5-42)
Post 1511
Building 262

173

(13.)

[illegible]

[illegible] 1.

[illegible]

[illegible]

[illegible] Special Instructions [illegible] dated, [illegible] February 1[illegible], this office has been [illegible] activities under the jurisdiction of [illegible] it the successful conduct of this project, and is also [illegible] subject, "Unauthorized Aircraft".

[illegible] in conjunction with [illegible] of the air [illegible] Service in [illegible] of interpreting and analyzing the evidence obtained [illegible] the origin of the [illegible].

[illegible]

[illegible] given based on [illegible] diagram (by the observer) [illegible] aircraft. Note that the [illegible] given in the [illegible].

[illegible] probable [illegible] information [illegible] in evaluating [illegible] the object seen by the reporting observer.

b. It is requested that a report be made directly to [illegible], [illegible] this matter.

[illegible]
[illegible]
[illegible]

[illegible]
Colonel, [illegible]
Chief, [illegible] Intelligence Division
Intelligence Department

[illegible] 110
[illegible] 306

[illegible]

[illegible]

[illegible] Project
[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Columbia
[illegible] original report
[illegible]

[illegible]

[illegible]

[illegible]

RESTRICTED

[illegible]
20th Bomber Command
Westdale Air Force Base
Westdale Field, [illegible]

[illegible]

[illegible] information [illegible].

[illegible]
Air Materiel Command
[illegible] Attention [illegible]
[illegible], Ohio.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

(f. The object estimated 40 feet in diameter, round, [illegible] color, drifting to south, estimated 30,000 feet on [illegible] or almost trail.

[illegible] release was made from this base at 1500, followed [illegible] and the abandoned due to transmitter failure. It is [illegible] the object sighted at 1700.

[illegible]
[illegible] Air of Intell. [illegible]
[illegible] Commanding
[illegible]
[illegible]
[illegible]

RESTRICTED

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] length of [illegible] ft.

[illegible] invisible [illegible] through strong [illegible] of a [illegible] altitude.

[illegible]

e. [illegible]

f. [illegible] clouds - [illegible] visible

g. [illegible] visible

[illegible]

a. [illegible] visible

b. [illegible] - No

c. Circled on and off - No

12. Support

a. [illegible] - None

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] or engineer

[illegible]

[illegible] ...ing to sight a [illegible] airport [illegible] the [illegible] aircraft [illegible] through the [illegible] The speed was [illegible] rate [illegible] distance [illegible] the air- [illegible] in opposite [illegible]

[illegible]

3. Witnesses - None.

[illegible]

[illegible] end of constant
[illegible] a card of every-
[illegible] relating the rate
[illegible] and the rate of
[illegible] circulation at

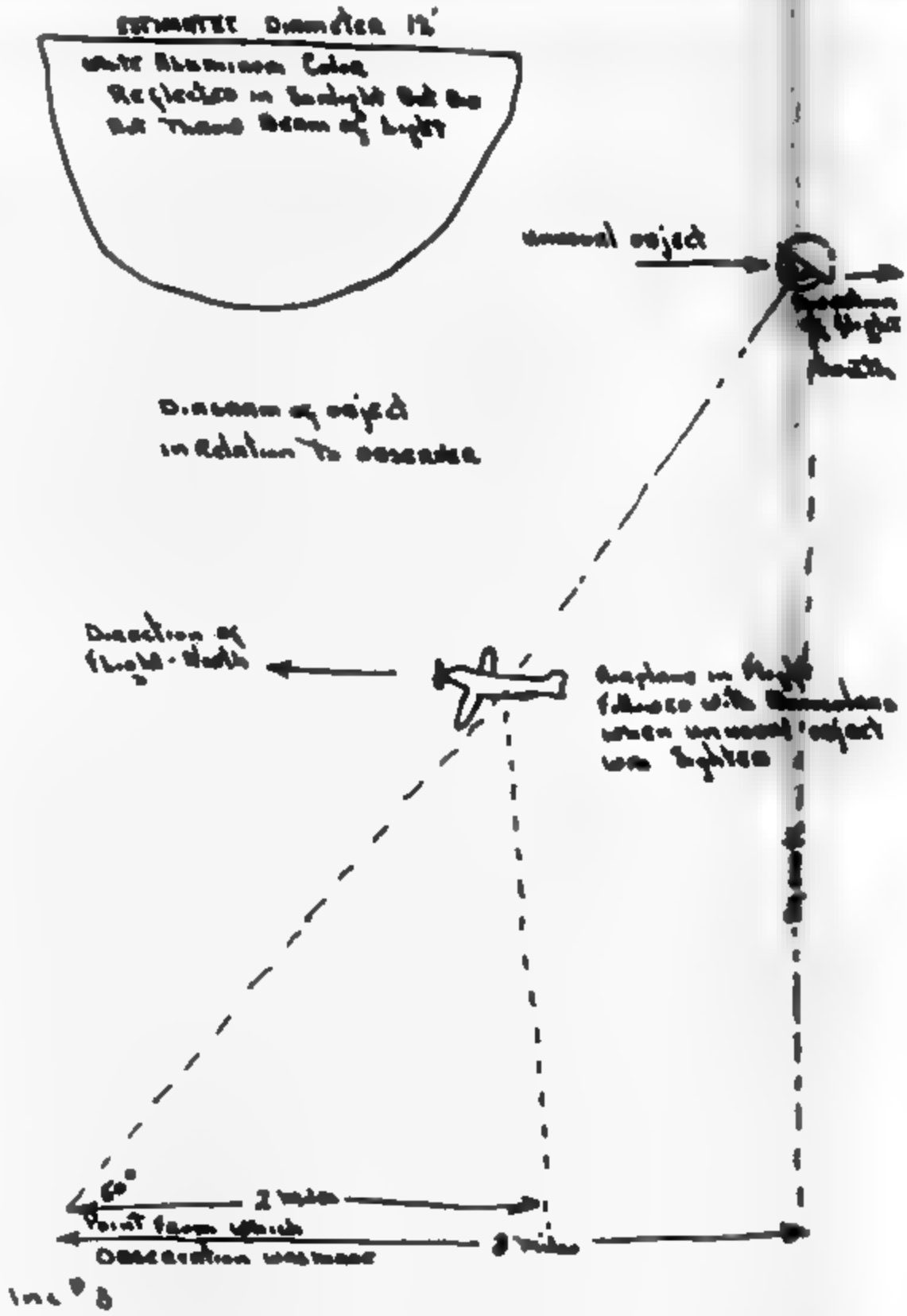
[illegible] at [illegible] feet.

[illegible] tary aircraft
[illegible] number of private
[illegible] aircraft

[illegible] sent aloft by
[illegible] Intendant
[illegible] Pilot. Approxi-
[illegible] mation from
[illegible] would be 10

[illegible] ried by Dr.
[illegible]

[illegible] perfectly clear.


Direction of
flight - Width
60°
2 miles
3 miles

INCIDENT # 173

Object left on tre

[illegible]

WHE HET

NTENO

CONFIDENTIAL

UNCLASSIFIED UNITED STATES FORCES
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO: OSI-1
DATE: 20 November 1948

REPORT MADE BY: Claude E. Gillian

REPORT MADE AT: SD # 9, New Orleans Detachment

FROM: 26 October 1948 - 20 November 1948

DATE OF INCIDENT: SD # 9, Reminiscle AFB, Louisiana

TYPE: UFO

SUBJECT: PROJECT "SIGN"

SUMMARY OF INCIDENT: Subversive Activity

REFERENCE: Ltr, dated 18 October 1948, from Colonel S. S. ILIKOSMAN, To Branch Intelligence Officer, 11th CIC Detachment, New Orleans, Louisiana.

This Investigation predicated upon request of S. S. ILIKOSMAN, Colonel, USAF, Acting Chief of Intelligence, Headquarters, Air Material Command.

Investigation in New Orleans, Louisiana, concerning above "SIGN" only revealed one individual who saw the aerial object in that Section.

DISTRIBUTION		DISTRIBUTED TO	FILE STAMP
IG, AMC	- 3	Commanding General	
Ho OSI	- 2	Air Material Command	
SD # 9	- 2	Wright-Patterson AFB	
		Dayton, Ohio	
		Attn: Chief of Intelligence	
		Unit	

SIGNATURE: Edward K. Ford

EDWARD K. FORD
Major, USAF
Commanding

NO. OF NO. 179

179

OFFICIAL FORM 3
15 JULY 1948

CONFIDENTIAL

FACT:

This investigation was conducted at the request of the Acting Chief of Civilian Conservation, [illegible], Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

[illegible]

This investigation was begun [illegible] initiated by the Fourth Army [illegible] Civilian Officer, as a matter certain [illegible] United States Air Force, [illegible] Washington, D.C.

[illegible] November 1948 Mr. [illegible] WILLIAMS, President of the United Insurance Company, was interviewed at his home, 956 Audubon Street, [illegible] Louisiana. WILLIAMS stated that on the morning of [illegible] October 1948 he was [illegible] hunting on his property, and that he had arrived there at very early in the morning and was standing on a little ridge facing south. This ridge was located in a clearing which had [illegible] and two telephone lines. The clearing is approximately twenty feet wide and runs from the thicket north to the swamp. At this particular time it was too dark [illegible] hunting. At one [illegible] it was what that it was by in a [illegible], and at the moment WILLIAMS was looking to the south of the sky and saw the [illegible] which could be described as follows. [illegible] the [illegible] was traveling [illegible] to the larger end in front. [illegible] front is broad [illegible] the [illegible] in a position [illegible], and toward the rear it got gradually darker red. There was no visible [illegible] or other material and no protrusions of any kind, only fire. The object was [illegible] and left no trail of any kind. It was traveling in a straight line from east to west [illegible] of less altitude. There was no [illegible] to sound of propulsion. It appeared to [illegible] at three-quarters of a mile away and at an elevation of approximately twenty-five hundred feet. I was looking up at an angle of about thirty degrees elevation relative to the ground, and I watched it at that for approximately ten seconds before it was obscured by some trees. It appeared to be about the size of the average airliner and was traveling at approximately three hundred miles per hour. The larger end of the [illegible] appeared to be [illegible] than the average airliner in length, but it was about the same length. The object disappeared in [illegible] when it appeared to be [illegible] to flame, and it did not light up the area. There was no visible [illegible] of engine and no contrail surface. There were no clouds that day, and the sky was fairly clear.

WILLIAMS stated that he was a student pilot but could not get a pilot's license because of poor muscular coordination in his eyes, but that his color perception was good and that his hearing is excellent. There were no other eye witnesses to this phenomena, according to WILLIAMS. (F-6)

- OK -

[illegible]

[illegible]

SUMMARY OF INFORMATION

[illegible]

Naval Intelligence Office, New Orleans, Louisiana

Unidentified Flying Object

WHEN: Friday, morning, 1 October 1948, at [illegible] hours

PLACE: [illegible] Parish, Township 10 South, Range 4 East, Section [illegible]

I. WHAT: [illegible] Williams, President, [illegible] Land Company, Inc., [illegible] Dryades Street, New Orleans, Louisiana, Telephone, [illegible], residence [illegible] Coliseum Street, New Orleans, Louisiana, Telephone, [illegible]

On 4 October 1948 Mr. [illegible] Williams entered this office and did make the following concerning an unidentified flying object: That Jackson Land Company, Inc. has a hunting lodge located Lafourche Parish, Township 10 South, Range 4 East, Section [illegible] (approximately 80 miles from New Orleans, Louisiana) and that on the morning of 1 October 1948 Mr. Williams, who hunting that he was on a road in the area mentioned in the complaint of this hunting also which was north and south and that to the facing the south then an object travelling in an easterly direction came into his view; that this object appeared to be travelling at an estimated 500 miles per hour at an altitude of approximately [illegible] feet; that this object remained in Mr. Williams' line of vision long enough for him to make a fairly detailed print in his mind. (Here Williams explained that he has had a good deal of flying experience and as a result was able to accurately determine speed, direct on and direction.) That according to Mr. Williams, the sighted object was absolutely soundless and that it appeared to be approximately the length of a passenger air craft, cone shaped, with the big end of the cone in front and that this portion of the cone appeared to be "absolutely white hot". (Here Williams compared the white intense of this cone with a gasoline pressure lamp, i.e., such as a Coleman gas lantern. Williams then stated that the white hot portion of this cone covered approximately one-third of the object and that flames were burning from the interior of the cone, but did not remember any noise that the line of flight of this unidentified object was straight and level. (Mr. Williams made a free hand sketch of the sighted object which is attached herewith.)

Mr. Williams advised the personnel interviewed that he did not wish any publicity concerning his sighting of this object but that he did not object to the same being used in a confidential report. Mr. Williams also stated that he felt the co-owner of the lodge and a hunting companion of the incident and all agreed not to divulge the information as it might be an experiment being conducted by this government. (END)

[illegible] Enclosure - 1 cpy

WD [illegible] 568

SUMMARY OF INFORMATION

6 October 1948

Branch Intelligence Office, New Orleans, Louisiana

Unidentified Flying Object

Mr. Williams had previously been to the Federal Bureau of Investigation, New Orleans, Louisiana, who directed him to this office as this information may be of interest to the Army.

COMMENT: The personnel of this office who were present at the time Mr. Williams gave the information above are of the opinion that Williams is a reliable, level headed person. That Williams up to now is conscientious and felt it was his duty to report the sighting of this unidentified object. That the reason Williams desired no publicity was due to the fact that he did not desire his friends and business acquaintances to joke him concerning this matter.

NOTE: Mr. Williams stated that he was not under the influence of alcohol at the time of the sighting of the object.

ENCLOSURE NO. 179

1304th CIC Detachment - 2 cys

WD 568

WHITE HOT
EAST
NO

[illegible]

[illegible] No. [illegible]

[illegible]

[illegible] Po[illegible]

[illegible]

[illegible]

[illegible] 1968.

File [illegible] 2 [illegible]

[illegible]

[illegible]/[illegible]/[illegible]

[illegible] (M) [illegible],
[illegible] 1968

[illegible] Air Materiel Command, [illegible], Dayton, Ohio
[illegible]

1. [illegible]

2. [illegible] development of [illegible] leads as [illegible] indicated in inclosed [illegible] relationships.

[illegible]

[illegible]

[illegible] District Commander

[illegible]

HEADQUARTERS
AIR MATERIEL COMMAND

OCT 18 1948

SUBJECT

TO

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

24-5 [illegible]

17, [illegible]irtland AF Base

[illegible] Command

[illegible] AF Base, [illegible] instituted the [illegible] The [illegible] revealed.

[illegible]

District Commander

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

CONFIDENTIAL

26 October 1948

This statement was taken at the residence of Mr. John C. Fairchild at 1415 hours, on 26 October 1948, by Mr. William F. Pittman, A Office of Special Investigations Kirtland AFB, Kirtland Field, New Mexico.

STATEMENT OF: John C. Fairchild

On September 25, 1948 at approximately 0930 hours, while on East Berry Street near Santa Fe, New Mexico. I discovered an oblong bright object flying at a high speed I estimated between seven (7) and eight (8) hundred miles an hour, at thirty (30) thousand feet or over this object gave a bluish glare to the rear and was traveling from North East to South West. I did not hear any sound but discovered this object while looking up at [illegible] radio tower. At first glance I thought this object was an insulator on one of the wires, but when I discovered it was moving an effort was made to detect sound and to establish first and direction of course.

John C. Fairchild

Witness,

[illegible]

[illegible]

CONFIDENTIAL

I

K-140

1st Ind

Office of the Intelligence Officer, 3665th Basic Pilot Training Wing, Lackland Air Force Base, Texas, [illegible] October 1[illegible]

To: Commanding General, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, ATTN: MCIA[illegible]

In compliance with basic correspondence, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, [illegible], Subject: [illegible] dated [illegible] October 19[illegible] a closed report is submitted

[illegible]
[illegible] E. McCall
Captain, USAF
Intelligence Officer

Incl
1. Statement of A. R. Angier
2. Kit on [illegible]

CONFIDENTIAL

[redacted]

AIR MATERIEL COMMAND

OCT 18 1949

SUBJECT

TO

AGENT R. ORT

1 October 1968 (ok)

AFADD

October 1968
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because of this
During the
of exhaust
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and the
42 N.

75

VD 341

CONFIDENTIAL

[illegible]

[illegible]

[illegible]

[illegible]

1. Date of [illegible]

[illegible]

2. Time [illegible]

[illegible]

3. [illegible]

a. [illegible]

[illegible]

[illegible]

[illegible]

a. Two

Distance of [illegible] from observer

[illegible]

[illegible]

[illegible] feet

[illegible]

a. [illegible] minutes

[illegible] of object

a. White

b. [illegible] flat in [illegible]

c. Construction not determined

d. At least [illegible] feet in diameter

[illegible] Direction of flight.

a. Approximately same vicinity, maybe moved a little south of where sighted

[illegible]

a. [illegible] little movement [illegible]

[illegible]

Not determined

[illegible]

[illegible] determined

[illegible]

a. [illegible] time [illegible]

[illegible] Sound

a. No sound [illegible] at time [illegible]

[illegible] of [illegible] appearance

a. [illegible] in view when I left

[illegible]

1. [illegible]

2. [illegible] Street, Waco, Texas

3. [illegible] manufacturer.

4. [illegible] employer

[illegible]

[illegible] evaluate [illegible] states [illegible] essential [illegible] occasions [illegible] investigator [illegible] that he saw [illegible] object [illegible] little above the average [illegible] evidently [illegible] family.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] subject,

[illegible]

[illegible]

[illegible]

[illegible]

17

SUMMARY OF INFORMATION

30 Sep 48

Office of the AC of S, G-2, Fourth Army, Fort Sam Houston, Texas

Unconventional Aircraft

[illegible]

On 27 September 1948, the San Antonio Field Office of the Federal Bureau of Investigation reported to this section that the FBI Resident Agent, Santa Fe, [illegible], had received the following information: (U-1

On 3 September 1948, at 7:45, a round, white, object in the sky, estimated at approximately 30,000 feet high and about 15 feet in diameter was seen from the street in downtown Santa Fe, New Mexico, by A. B. ARCHIBA, 202 Proctor, Santa Fe, New Mexico, Telephone No. 1128, and Joe ARCHIBA, Air Port Station, Santa Fe, New Mexico. (U-1

ARCHIBA is a pilot who is familiar with weather balloons and he claims that the object seen above Santa Fe was not a weather balloon. (U-2

This information was been furnished to Intelligence Officer, Sixth Air Force Base, Texas, by the FBI Resident Agent, Santa, [illegible]. (U-1

[redacted]

17

[illegible]
WI
[illegible] Texas

[illegible]
[illegible]
File

WD [illegible] 568

CONFIDENTIAL

SUMMARY OF INFORMATION

30 Sep 68

Office of the AC of S, G-2, Fourth Army, Fort Sam Houston, Texas

Unconventional Aircraft

On 30 September 1968, the San Antonio Field Office of the Federal Bureau of Investigation reported to this section that the FBI Resident Agent, Waco, Texas, had received the following information: (b-1)

On 30 September 1968, at 0845, a round, white, object in the sky, estimated at approximately 30,000 feet high and about 15 feet in diameter, was seen from the street in downtown Santa Fe, New Mexico, by A. R. ARMIN, 202 Proctor, Waco, Texas, Telephone [illegible], and Jim FAIRCLOTH, 612 East Manhattan, Santa Fe, New Mexico. (b-3

ARMIN is a pilot who is familiar with weather balloons and he claims that the object seen above Santa Fe was not a weather balloon. (b-2)

This information was been furnished to Intelligence Officer, Bergstrom Air Force Base, Texas, by the FBI Resident Agent, Waco, Texas. (b-1

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

WD [illegible] 568

CONFIDENTIAL

Document # 176

Sabine Sighting

Pimlo, Calif

23 Oct 45 Time. 12:0 noon

To. 6th Army, Office Asst Chf of Staff G-2,
Presidio of San Francisco, Calif

- 180 - Local

24 Oct 45

Ltr Sender 1414 CSM District
San Bernardino AF Base, San Bernardino, Calif
Project "ABC".

[illegible]

SD-[illegible] (8 Dec 48) 1st Ind [illegible]
SUBJECT: [illegible] SUBJECT, PROJECT [illegible]
Special Inquiry

[illegible]th District, [illegible] Wright-Patterson AFB, Dayton, O., 20 Dec 48

[illegible] Commander [illegible] Air Materiel Command, Wright-Patterson Air Force [illegible]

Inclosure [illegible] information and any [illegible] appropriate [illegible] the final [illegible] [illegible] [illegible] with the [illegible] have been [illegible] closed.

1 Inc
n/c

[illegible]

[illegible]

2

[illegible] STATES AIR FORCE
[illegible] GENERAL
[illegible] SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

243

[illegible] 1948

[illegible]

[illegible] Patterson AFB

15 December 1948

[illegible] Wright-Patterson AFB

CLOSED

PROJECT "SIGN"

SPECIAL INQUIRY
Ltr 4 Hq, Air Material Command, [illegible] File 50, [illegible], dated 18 October 1948.

Mr. [illegible] stated that on 23 October 1948 at approximately 1:5 P.M., he sighted an object at a high altitude going at a very great rate of speed. Mr. [illegible]'s description as to the shape and direction and over-all appearance of this object is in direct contradiction with the statements made by Colonel [illegible]. This object was brought to [illegible]'s attention by Colonel [illegible].

- CLOSED -

[illegible], AMC, Wright-Patterson AFB (Action copy)(Incl, 2	Commanding General Air Material Command Wright-Patterson Air Force Base Dayton, Ohio
[illegible], Wright-Patterson AFB (Incl) 2	
[illegible] Headquarters(Incl) 2	
G-2, Ninth Army (Info) (Incl) 1	
[illegible], 12th, San Francisco (Info) (Incl) 1	
[illegible], San Francisco (Info) (Incl) 1	
File (Incl) 2	

[illegible]

APPROVED

[illegible]
DONALD [illegible]
Captain, USAF

DISTRICT COMMANDER

[illegible] 1948

[illegible]

[illegible]

AT [illegible], CALIFORNIA

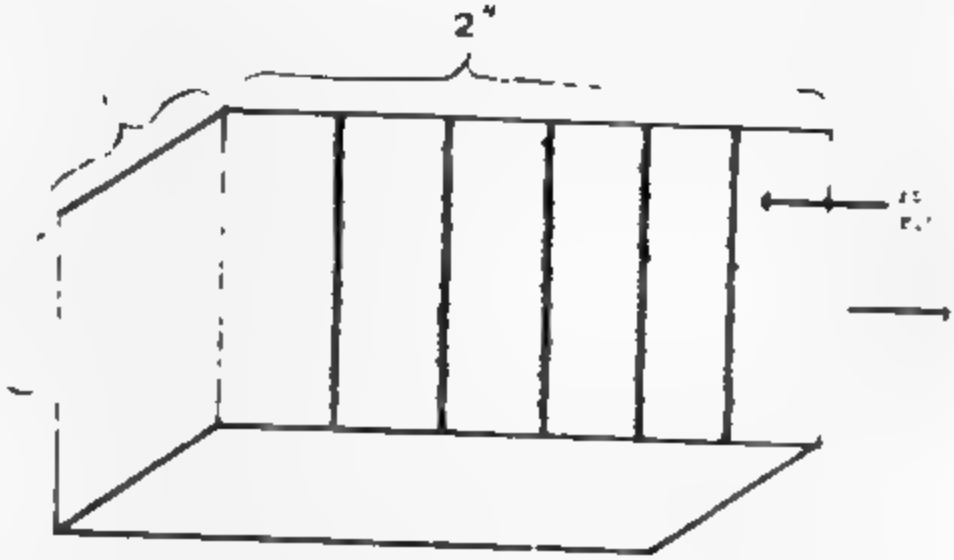
1. On [illegible] Mr. STEVENS [illegible], [illegible] [illegible], Richmond, California, a retired butcher, was interviewed at his home, and made the following statements in substance: On [illegible] he took [illegible] was visiting at Centro's home and at approximately 1730 hrs. [illegible] was talking to Colonel [illegible] when Mr. [illegible] called [illegible] attention to a single object in the sky. They saw the object, first, in the Northeast, moving faster than any [illegible] they had ever seen, and it appeared to be very high. [illegible] and [illegible] watched the object for at least 3 minutes. The object moved toward the Northwest and in a straight line at a constant speed, finally turning to the North and fading from view. The object had a regular rectangular [illegible] with sharp corners. It was half or gray in color, with several darker vertical lines like ribs. The object appeared to be covered with a transparent material. It appeared like a "magnetic [illegible]" flying through the air. The object's apparent size was approximately 2 inches by 1 inch by 1 inch. It made no noise and left no exhaust or trail. (Sketch is inclosed) Mr. [illegible] further stated that neither he nor Colonel [illegible] was wearing glasses at the time and that he wears glasses only for reading. Mr. [illegible] is 70 years of age.

Inclosure

[redacted]

Rough sketch of flying object as described by [illegible]

- [illegible] -


2"

C4-8 [illegible] November 194[illegible]

[illegible] HIRSCH, JR

[illegible], Project "Sign" DO # 19, Fairfield-Suisun AFB

[illegible] November 194[illegible]

[illegible] Wright-Patterson AFB

[illegible]

[illegible] AMC, AFTA

[illegible] Air [illegible] Wright-[illegible] 23

Commanding General,
Wright-Patterson AFB
(Air Inc. Copy) 2
District Commander,
DO # 5, Wright-Patterson AFB 2
OSI Hqs 2
Files 2

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

DONALD C. [illegible]
Captain, [illegible]

A. File No. 26-3

[illegible]

[illegible] was predicated [illegible] receipt of letter [illegible] Western Command, [illegible] Chief, AF [illegible], dated 14 October 1946.

[illegible]

[illegible] of 12 November 1946 Mr. [illegible], [illegible] Airport Traffic Controller (CAA), Ellis Field, California, stated that [illegible] of 20 scheduled flights over [illegible] at approximately [illegible] of 23 [illegible].

[illegible] representative, [illegible] stated that [illegible] of aircraft [illegible] Pan [illegible] training miles [illegible] September [illegible] at the air[illegible] flown north of Eastern Point, which is a considerable [illegible] miles area.

[illegible] United [illegible] Ellis Field, California, [illegible] letter by tele[illegible] stated that [illegible] 26 was over [illegible] miles northwest [illegible] Petis, California, [illegible] miles [illegible] Centre's [illegible], at 0843 (Pacific [illegible] Saving Time) [illegible] 23 September 1946; [illegible] 4,000 feet. Flight No. 576 was a DC-4. Further [illegible] Flight No. 544, a DC-4, was South-bound at 1143 (Pacific Daylight Saving Time) on 23 September 1946, flying at an altitude of [illegible] feet.

[illegible] November 1946 [illegible] Air Lines Passenger [illegible] stated that [illegible] 4-engined aircraft were scheduled to fly over the Pinole area. A check of [illegible] flight log revealed [illegible] training flights [illegible] scheduled [illegible] this area. The Eastern Air Lines Radio Communications Section also serves American Air Lines flights and it was revealed that American Air Lines had no [illegible] aircraft in the air after 0700 hours on 23 September 1946.

/fo

CSI File No. 24-8 [illegible]

[illegible] November 1946 [illegible] Trans World Air Lines, [illegible] of their [illegible] aircraft had been [illegible] area within [illegible]

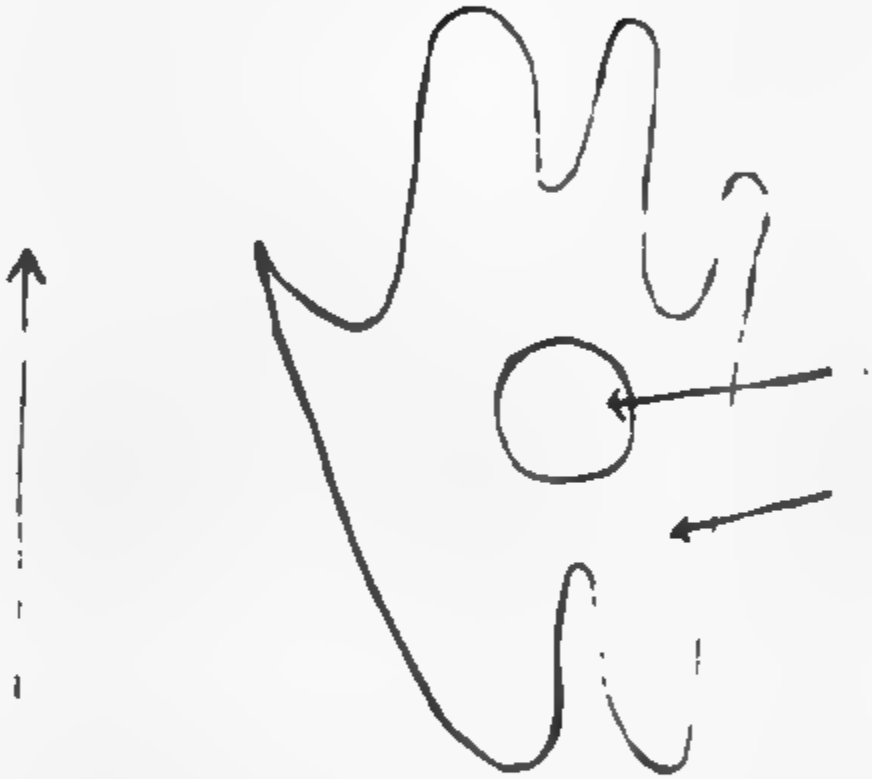
[illegible] November 1946 [illegible] Manager, [illegible] stated that [illegible] aircraft [illegible] time [illegible] Field [illegible] 1946, [illegible] other [illegible]

[illegible]

[illegible] Communications Service, [illegible] radar net [illegible] Francisco Bay Area, were [illegible] was revealed [illegible] were no [illegible] reported, [illegible] any air [illegible] aircraft [illegible] Point, [illegible] Straits.

[illegible]

/96



NT NO 1%

RESTRICTED

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. 1

THIS MESSAGE RECEIVED IN RESTRICTED CODE

RESTRICTED

[illegible]

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

RESTRICTED

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

COPY No. 1

RESTRICTED

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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

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

[illegible] 8/SCF, Project "Ginger"

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Special Inquiry

[illegible], Air Material Command, Wright-Patterson AFB, Ohio [illegible] AFOSI, Dayton, Ohio, dated 18 October 1948

[illegible] reported by Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, at approximately [illegible] October 1948, Colonel [illegible], [illegible], U. S. Army (Ret.), [illegible] observed an object moving very fast at a [illegible] altitude heading due West. This object [illegible] seen by [illegible]

DISTRIBUTION	ACTION COPY FORWARDED TO
OSI, HQ, Wright-Patterson AFB, (Action copy) (Incl) 2 [illegible], Wright-Patterson AFB (Incl) 2 OSI Headquarters (Incl) 2 File (Incl) 2	Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio ATTN: MCIAB-[illegible]

APPROVED

[illegible]
DONALD E. [illegible]
Captain, USAF

[illegible]

[illegible]

[illegible]
[illegible], [illegible]
[illegible]
[illegible], California

Dear Sir:

[illegible] [illegible] area, [illegible] of San Francisco, California, has been forwarded to [illegible] headquarters for necessary action.

This Command is interested in all reports of unidentified aerial objects [illegible] [illegible] in [illegible].

Sincerely,

[illegible]
Colonel, [illegible]
[illegible] Intelligence Division
[illegible]

[illegible] 126

HEADQUARTERS [illegible] AIR FORCE
Office of The Assistant Chief of Staff [illegible]
Presidio of San Francisco, California

[illegible]

[illegible] Conventional Firearms

[illegible] Commanding General
Headquarters Fourth Air Force
Hamilton Field, California
ATTN: AC of S, A-2

1. Reference, letter, [illegible], [illegible] 448.1, [illegible] March 1948, subject as above.

2. Attached letter dated [illegible] 1948, Walnut Creek, California, is forwarded for your information.

3. [illegible] report was not considered of sufficient importance to warrant direct communication with the Commanding General, [illegible] Material Command, as provided for in reference letter.

[illegible] Alexander [illegible]
[illegible] Colonel [illegible]
[illegible]

1 Incl
[illegible] as indicated in par 2
[illegible] 23 Aug 48
[illegible]

1st Ind

[illegible], Hamilton [illegible], Hamilton Field, California.

[illegible] Commanding General, [illegible] Material Command, [illegible] Attention [illegible]
[illegible], Ohio. ATTN: [illegible]

[illegible]

1 Incl:
n/c

cc to CG, ARC, Attn: [illegible]

J. F. BAILEY
Colonel, USAF
Deputy For Operations

176

McDonald sighting

Kentwood, La.

5 Sept 48 between 3:00 and 3:30 P. M.

AF.IR

Local by OSI 15 Oct 48

SE ARC 11 Oct 48

112th CIC Det, New Orleans

Reqs st for Investigation

15 Oct 48

15 Oct

[illegible]
(29 Nov [illegible])
Subj: Project "Sign"

1st Ind

[illegible]

5th District [illegible] (I[illegible]), Wright-Patterson [illegible], Dayton, Ohio. [illegible]

To: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, [illegible]. ATTN: MCIAEC-E, Chief Engineer

Forwarded in compliance with paragraph 2, basic recommendation.

2 Incls (in dup)
(one cy on w/d)

[illegible]
Colonel, [illegible]
Acting District Commander

Incl [illegible]

FORCE

tions

4th OSI District
Barksdale AFB, La
November

the Air Force,

ment,

[illegible]

Incl 177

THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

Dr. [illegible]

[illegible]

Investigating authority

[illegible] Intelligence

[illegible]

[illegible]

= 3 Commanding General
= 2 Air Material Command
= 2 Wright-Patt [illegible]
Dayton, Ohio
Atlas Chief of Intelligence
[illegible]

[illegible]

[illegible]

[illegible]

77

[illegible]

[illegible] This investigation was prompted at the request of the Chief of the Installations, Maintenance, and Material Command, [illegible] Air Force [illegible], receipt of information from the Inspector General [illegible] effect that the [illegible] received a letter from a [illegible] of Farmington, Louisiana, [illegible] to the effect that a bad [illegible] were go [illegible] over [illegible], Louisiana, between 3:00 and 3:30 p.m. on [illegible] November 1948.

[illegible]

[illegible] November 1 [illegible] sixty, dairy farmer, [illegible] November 1 [illegible], and that she had [illegible] to see what it was, [illegible] the time she was [illegible] of the house the noise had [illegible]. Mrs. [illegible] described [illegible] as similar [illegible] that made by a fast [illegible] train, only much louder. [illegible] diameter [illegible] this noise occurred on 1 September 1 [illegible] and [illegible] was not to exist. [illegible] noise was heard by [illegible] daughter, age twenty-five, [illegible] 1 48 again on [illegible] 1:30 [illegible], but this time it was [illegible] not to exist. [illegible] either of these [illegible] or [illegible]. The noise seemed to come from directly [illegible]

[illegible] reported [illegible] as the [illegible].

[illegible] November 1 [illegible] [illegible], approximately [illegible] years ago, [illegible] she had not heard [illegible] noises of all, [illegible] noises [illegible] explained [illegible] go. [illegible] noises [illegible] unusual activities around the neighborhood [illegible] stated that [illegible] daughter [illegible] a [illegible] of influence [illegible], and that [illegible] like her mother. [illegible] stated, however, [illegible] was a good woman and [illegible] here in her early [illegible] is evidence [illegible] though Mrs. [illegible] actually believes what she is telling. [illegible]

[illegible] November 1948 [illegible] [illegible] stated that he was retired [illegible], and further [illegible] around the [illegible] vicinity. [illegible] 2 further [illegible] noises made by Mrs. [illegible] and related several incidents and stories which had been told by Mrs. [illegible], which were such as to sometimes almost appear that Mrs. [illegible] and hallucinations.

- [illegible] -

CONF[illegible]

[illegible]

[illegible] 1946

[illegible]

[illegible]

[illegible] to [illegible] department, [illegible] to [illegible] [illegible]

[illegible] [illegible] appropriate.

[illegible]

[illegible],

[illegible]
Colonel, [illegible]
[illegible]
[illegible]

[illegible]

Project No. 8

Headquarters General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
(Ind)

Purpose

Pacific

19 October, 1948 at 0 10

[illegible], Washington

x

x

[illegible] Oct [illegible] 19 Oct [illegible]

[illegible] 19 [illegible]

Pac Air Cmd

Project [illegible]

[illegible] No. [illegible]

[illegible] October 1962

[illegible]

[illegible] available

[illegible]

[illegible] or b appear

[illegible] surveyor's [illegible]

[illegible] in area

[illegible] X S [illegible] to observed

[illegible]

[illegible] seconds, [illegible]

[illegible]

[illegible] area

[illegible]

[illegible] rear as object

[illegible] attached drag

[illegible]

[illegible] de 3,500 ft; 3 10,

[illegible] circa est. 30,000.

[illegible] Visibility, [illegible]

[illegible] Air Materiel Command, [illegible] Air Force [illegible], Dayton, Ohio, [illegible] subj: [illegible] "SIGN"

[illegible]

[illegible] Air

[illegible]

[illegible] investigation

[illegible]

[illegible]

[illegible] Department

.17

HEADQUARTERS
PACIFIC AIR COMMAND

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

OTH 300.9
Subject: Investigation Regarding Report of "Flying Disc"

a. Witnesses:

(1) Jones, Robert W., Major, USAF, rated pilot, age - 39.

(2) Jones, Mrs. Robert C., age - 26

(3) Daughter of Major Jones, age - 6 years 6 months.

(4) Address of witnesses: Headquarters Seventh Air Command, APO 953 c/o Postmaster, San Francisco, California.

b. No photographs obtained.

c. Distance of object as prepared by Major Jones indicated.

d. Object sighted:

(1) Number - not definitely determined, however, it is believed one object only sighted

(2) Shape - round or elliptical.

(3) Size - from observation point, estimated to be 4 or 5 inches in diameter. Estimated actual size by estimate, 10 to 15 feet in diameter.

(4) Color - Major Jones described color of object as bright silver, comparable to aluminum in strength.

(5) Speed - Witness expressed vague and uncertain of object's speed but estimated 300 mph

(6) Heading: Northwest steady course.

(7) Maneuverability: Object not maneuvering.

(8) Altitude: 10,000 to 14,000 feet.

(9) No sound or exhaust trail was evident.

e. Remarks: Witness (Major Jones) stated that object was traveling horizontally to earth's surface. No markings of any type were observed. He is positive that object was not a conventional

[illegible] 000.5
Subj: Investigation Reporting Report of "Flying Saucer"

type aircraft. Her was it a clear reflection of an aircraft. One B-26, one F86 and one B-47 were flying in the vicinity during the period 0830/Z to 0330/Z.

[illegible]

3 Incls:
1. Narrative stmt of Maj Brown (in dup)
2. Sketch sul to "Flying Saucer" (in dup)
3. Agents Rpt (in dup)

Narrative Statement of [illegible], Robert C, Major, USAF
Regarding Sighting of Unidentified Aerial Object on 18 October 1948

[illegible] my quarters at 2737 Pacific [illegible] Honolulu, T. H., I changed clothes and went out on the lawn to play with my children. While lying [illegible] my back I noticed a circular or elliptical [illegible] silver object high in the sky. Period of observation estimated to be [illegible] seconds as number cloud formations blocked my vision. Maintaining a [illegible] the general area, I observed [illegible] object, this time for a period of approximately 30 seconds. [illegible] the object to my wife and daughter, and they observed [illegible] approximately [illegible] minutes. [illegible] observation was at 1705 [illegible] 18 October 1948. Second period of observation was [illegible] cloud [illegible] prompt for brief [illegible] two occasions [illegible] of clouds was [illegible] altitude than the object observed and that [illegible] lower cloud formation [illegible] of the observer, [illegible] altitude between [illegible] miles or levels.

[illegible] elliptical shape. [illegible] object was observed from a prone, sitting, and standing position. [illegible] center of the sky and apparently heading in [illegible] between the [illegible] ring build-up [illegible].

[illegible] was sighted [illegible] observation period, [illegible] as to altitude, [illegible] and [illegible] elliptical effect [illegible] noted.

[illegible] 1958

[illegible]

[illegible] Ridlon, drove to [illegible] Drum, 40— [illegible]. This trip was [illegible] Major Drum the [illegible] Major Drum stated that [illegible] while lying on the [illegible] strongly stared [illegible]. The tier stared [illegible] 000 feet altitude [illegible] of clouds was [illegible] X feet. [illegible] broken cumulus [illegible], the Major was [illegible] occasions [illegible] disse' [illegible] first observing [illegible] wife and 8 yr old [illegible] Mrs Drum and the [illegible] as stated above [illegible] slightly burned [illegible] a length of a [illegible] stated further that [illegible] ner opening color. [illegible] at a concrete [illegible] 1/4 Ridlon began a [illegible] arm pointed [illegible] The search from the [illegible], was constant [illegible] a [illegible] mist solid, low, cumulus clouds made [illegible] observation of the [illegible] resemble an air[illegible] plane or 'tier' was observed by these agents.

Exhibit 20 Statement of [illegible], [illegible], [illegible], USAF
Concerning sighting of [illegible] object on [illegible] October 1948

[illegible] Texas, [illegible] While lying [illegible] object high in the [illegible] cumulus cloud [illegible] general area. I observed [illegible] approximately 15 seconds. [illegible] and they observed [illegible] observation the [illegible] of observation was [illegible] except for brief [illegible] than the object [illegible] of the observer, [illegible] or levels.

[illegible] or elliptical [illegible] lights were observed [illegible] sitting, and stand- [illegible] heading [illegible] between the [illegible] rating [illegible]

[illegible] observation period [illegible] motion as to [illegible] and [illegible] the earth. The elliptical effect [illegible] angle at which the observer and object were located.

[illegible]
[illegible]

OPE[illegible]

PRIORITY

CONFIDENTIAL

[illegible] 26 [illegible]

[illegible] AT [illegible] ATTOR [illegible]

AF SPMC

[illegible] OF STAFF [illegible] SIGNED [illegible] TWENTY [illegible] THOUSAND [illegible] OCTOBER [illegible] HIGH PROFILE [illegible] TWENTY FIVE [illegible] FIVE [illegible]

[illegible]

[illegible]

[illegible] ONLY [illegible] ELLIPTICAL SHAPED [illegible] TO FIFTEEN FEET IN DIAMETER [illegible] ESTIMATED TWO HUNDRED MILES PER HOUR [illegible] ON STEADY COURSE [illegible] ESTIMATED ALTITUDE [illegible] AND TO FIFTEEN THOUSAND FEET PRIOR TO SOUND OR TERRITORY TRAIL [illegible] INVESTIGATION BEING CONDUCTED [illegible] 18/0630Z OCT

[illegible]

[illegible]

[illegible]

San Francisco, Calif

Around Oct 1947 - Time: 2/3

Colonel C. . Walsh, Public Relations Officer, Dayton, Ohio

Around Oct 1947

N/S

San Francisco, Calif

ground - [illegible] from the great highway on-playground

[illegible]

[illegible] of-Aviation,

[illegible] "evening sky on-electric arc"

N -

N/S

N/S

N/S

[illegible] to could [illegible] out

and tower is

N/S

N/S

N/S -

N/S

N/S

"my-tortoise light"

N/S

N/S

Suppose to fade

Observer w[illegible] ing turn the [illegible] ex[illegible] [illegible], was [illegible] ob[illegible]rved a [illegible]terious light that illumin[illegible] to the entire scene insofar as he could see. He f[illegible] [illegible] ing " like an [illegible]" which [illegible]ed to have the [illegible]ower to lower his [illegible]and "l[illegible] a [illegible] of [illegible]ot". [illegible] [illegible] that he is subject to bruises and where the thing seemed [illegible] we contacted him [illegible] [illegible] following [illegible] that had not been [illegible] before.

[illegible] [illegible] could n't find courage to report the incident [illegible] [illegible] [illegible] believe anyone would believe the story. [illegible] not with a further investigation

[illegible] The account is very incoherent and the observer apparently not well educated. An extremely unreliable account.

13 Oct 1-4

1145

South Bend, Indiana

Window of office building

[illegible]

1

[illegible] cub

silver - aluminum or chrome

[illegible] object or [illegible]-ranged

[illegible] over 1,[illegible] ft

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] direct course

[illegible]

[illegible]

[illegible]

Mi s Florence Brooks, Studebaker Corp.,
S th Bend, Ind
Secretary to Vi e Pre ident

Si , [illegible] ity to [illegible]
[illegible] E.. [illegible] ity to estim [illegible] te fair.

While [illegible] no fading
from view another object [illegible] Florence Brooks.
At fi t [illegible] the object [illegible]
observation noted that it [illegible] white
[illegible] red. [illegible] looking at a
[illegible] from the
[illegible] ing or
[illegible] reflecte [illegible] it. [illegible] not be
[illegible] observer was certain it was not an at [illegible] ne. It
[illegible] red smooth-surfaced bec[illegible] of [illegible] fa[illegible] ing of [illegible] against
it. The object [illegible] ing a [illegible] ct [illegible] fe[illegible] t to west west
[illegible] for [illegible] ec [illegible]

13 Oct 1-48 — 1 Dec 1948

11-5

South Bend, Indiana

[illegible] Office Building

[illegible] Bronze

[illegible]

1[illegible]

Cyril Thompson, Stockholder Corp

Chief clerk, Engineering

very reliable

On Wednesday, October 13, 1948 Cyril Thompson [illegible] to observe an unidentified flying object. [illegible] observe, a [illegible] or flying object [illegible] from northwest to southeast [illegible] area. It [illegible] either silver or orange in color. On every occasion he [illegible] the object [illegible], its size, height, or [illegible] speed.

[illegible] 1968

[illegible]

[illegible] AFB,
[illegible]

[illegible] AFB,
[illegible]

[illegible] compliance
[illegible]

[illegible]

HEADQUARTERS
AIR MATERIEL COMMAND

MCIAED-3/WHS/ea

OCT 27 1949

SUBJECT: Project "SIGN"

TO: Acting District Commander
[illegible] District [illegible]
Scott Air Force Base
Belleville, Illinois

1. In accordance with instructions contained in letter, USAF, [illegible] February 1949, subject "Report of Information on Flying Discs", this Command is engaged in an investigation of all reported sightings of unidentified aerial phenomena.

2. This Headquarters has received information that an unidentified aerial object was sighted by a Mr. [illegible], Personnel Manager, Studebaker Plant, South Bend, Indiana.

3. It is requested that you [illegible] and concerning this matter and that the enclosed list of [illegible] as contained in the "Elements of Essential Information" be [illegible].

4. All material should be forwarded [illegible] Commanding [illegible], Air Materiel Command, Wright-Patterson Air Base, Wright Field, Dayton, Ohio, ATTENTION: MCIAED-3.

FOR THE COMMANDING GENERAL:

[illegible]

W. [illegible]
Colonel, [illegible]
Acting Chief, Intelligence Department

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Acting Chief,
[illegible] Center,
[illegible] afterwards
[illegible] entitled,

[illegible] rest, S., [illegible]
[illegible] on 1848, [illegible]
[illegible] office window.
[illegible] arrest Sier,
[illegible]

[illegible] ty [illegible]
[illegible]

[illegible] ro, [illegible]
[illegible]

[illegible] very [illegible]
[illegible] travelling [illegible]
[illegible] act caught [illegible]
[illegible] slow [illegible]
[illegible] The [illegible] was
[illegible] impossible [illegible]
[illegible] writer in [illegible]
[illegible] titude, [illegible]
[illegible] at [illegible]
[illegible] must [illegible]
[illegible] Vision for [illegible]

A test was conducted by Mr. [illegible] and the writer to [illegible] the accuracy of Miss [illegible]'s perception of sounds. [illegible] test was re[illegible] three times, and each time it was noted that her perception of time [illegible] had estimated as [illegible] "[illegible] seconds to [illegible] seconds."

[illegible] 1948, Mr. [illegible] Engineering [illegible], [illegible] Miss BROOKE [illegible] Wednesday, [illegible] October 1948, at approximately 1140 hours, [illegible] He stated that [illegible] coloring [illegible] silver or chrome [illegible] appeared to be [illegible] was unable to determine [illegible] it did occur to [illegible] so much.

[illegible] Department, [illegible] aerial anomaly, [illegible] any [illegible] were of the [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] the [illegible]

[illegible]

[illegible] information of [illegible] information [illegible]

[illegible] The writer [illegible] with Mr. [illegible] Bureau, South Bend, Indiana, [illegible] with Mr. [illegible] contacted the Civil Aeronautics Administration Air port tower, St. Joseph County, St. Joseph Air [illegible], [illegible] Indiana, and learned there were no unusual circumstances, 13 Oct 48, [illegible] checking the log."

CONFIDENTIAL

[illegible] October 1946 a[illegible]
[illegible] Road Stat[illegible]

[illegible] October [illegible]

[illegible] 26 1946; [illegible]

[illegible]

[illegible] Triber,
[illegible] in Charge,
[illegible] Bureau.

CONF[illegible]TIAL

[illegible] ential Inform-
[illegible] o omnibus an

[illegible] , 1968

[illegible]

MAP OF SOUTH BEND

JOHN'S

• GOULASH •
• CHICKEN PAPRIKA •

Steaks Chops Frog Legs
Fried Shrimp

VETERANS ORGANIZATIONS

REASE
BUSINESS
ADVERTISING
SPACE IN

The Key

ALL
6 2114
TH BEND

Young at Heart

RAMBLE IN

DIXIEWAY NORTH (U. S. 31) 1 Mile North of Notre Dame

WAYNE
LEACH
and His
Harlequins
at the
Ramble In

[illegible] Indiana, [illegible] Non-commercial Air [illegible] below. [illegible] also to be [illegible] [illegible] hours, [illegible] [illegible]

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

CONFIDENTIAL

[illegible] Engineering, [illegible] Corps at [illegible] rated [illegible] the answers to [illegible] Reports of Information".

[illegible]

a. [illegible] ... [illegible] South [illegible]

[illegible]

13. Lights — None observed

14. Support — None observed

15. Propulsion — None observed

16. Control and stability — None observed

17. Air ducts — None observed

17. Speed - MPH — very high rate of speed

18. Sound — None heard

19. [illegible] to be observed — None observed

CONFIDENTIAL

[illegible] of [illegible], distance [illegible]
[illegible] from view [illegible]

[illegible]

[illegible], Inc. [illegible], South [illegible]

[illegible] traded [illegible]

[illegible] through [illegible]

[illegible], moving

[illegible], High [illegible] corporati[illegible]

[illegible] commended [illegible] to be [illegible] agent.

[illegible] interview [illegible]

General

[illegible]
[illegible] private and military craft [illegible]
[illegible] aircraft [illegible], Navy, [illegible], Army, Weather [illegible], etc.
[illegible] If [illegible] attracted [illegible], etc.
[illegible] If [illegible] other aircraft, etc. [illegible]
[illegible] Obtain photographs [illegible]; secure sketches, etc. [illegible]
[illegible] Secure signed statement. [illegible]
[illegible] Obtain fragments or physical evidence. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] District [illegible]

[illegible] sightings [illegible] persons.

[illegible] ified aerial [illegible]

[illegible] information" be utilized.

[illegible] All material will be forwarded directly to [illegible] ing General, [illegible] Brigadier [illegible] Dayton, Ohio, [illegible] in [illegible] dated [illegible] February, 1948.

[illegible]

Incl [illegible]

[illegible]
Colonel, [illegible]
Actg Chief, Intelligence
Department

[illegible]

10 Dec '06

Memo:

I received verbal information to the effect that Mr Smith had observed an unidentified object. The news came to me from the Chief of the Eng. Majy's Division Area B as I recall.

We have no information until the report came in

J.A.S.

[illegible] to full [illegible] and retained [illegible]

Incident 183

1. Date of Observation . . 14 October 1948 [illegible]
2. [illegible] of Observation [illegible] time
3. [illegible] sighted . . [illegible]
4. Observer's Position . . From a [illegible] at [illegible] feet. [illegible]
5. [illegible] [illegible] Ordnance, [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]
12. [illegible]
13. [illegible]
14. [illegible]
15. [illegible] 3 [illegible]
16. [illegible] noticed. .
17. [illegible] . . East. . . . .
18. [illegible] . . Metallic. . . .
19. [illegible] Clouds and/or [illegible] . . [illegible] light tail on [illegible] object
20. [illegible] Hazy visibility for 25 miles
21. Manner of Disappearance: [redacted] . . . Disappeared under edge of cloud (?). . . .
22. [illegible] (over). . . .

(Attach a Separate Sheet of additional [illegible] . Needed)

[illegible] generally [illegible] to make the [illegible] the nose [illegible] ut 1/2 gallon [illegible] aircraft abo[illegible] [illegible] The [illegible] aircraft and [illegible] the C-47. [illegible] [illegible] at intervals [illegible]

[illegible] In [illegible] using [illegible] two or four.

[illegible] turned to [illegible] downward [illegible] be [illegible] upward [illegible]

The [illegible] of these object[illegible] [illegible]ately 200 [illegible] at towards, [illegible] an impressi[illegible] [illegible] (on first [illegible] of these o[illegible]

[illegible]

[illegible]

[illegible]

ate the speed
traveling very

ability
height

stability of

ectiye

aft
ative

sighting

travel
seconds
no apparent
object re-
ting were sight-
tions.

[illegible] Ohio, [illegible]

[illegible]

[illegible]

[illegible] Wright [illegible], Ohio

[illegible] to [illegible]

[illegible] Officer

[illegible]

[illegible]

[illegible]

[redacted]

[redacted]

[redacted]

Commanding Officer
[redacted] Air Force Base
[redacted] Field, [redacted]
[redacted] J Commander

[redacted] reference is made to [redacted] October 1952 [redacted] from the [redacted] Fighter [redacted], [redacted] Air Force Base, [redacted].

It is [redacted] that the [redacted] intelligence [redacted] an interest in investigation of the [redacted] observed by [redacted] on [redacted] 1952, at [redacted] hours, [redacted] October 1952, [redacted] Indiana.

[redacted] essential elements of information [redacted] it is [redacted] the [redacted] assistance in obtaining [redacted] the information desired. It is further [redacted] based on the following factors:

a. Could the objects have been flying birds

[redacted] that [redacted] the objects [redacted] ability to [redacted]

c. Was this "up and down" movement [redacted] of the objects in air currents? [redacted]

d. Were the deviations in flight [redacted] the two (two objects) [redacted] of the observer's [redacted] could [redacted] be interpreted as "aggressive".

e. Did [redacted] attempt [redacted] to identify or [redacted] these objects?

[redacted]

right

relation to

the

the

relative

[illegible] Oct 1948.

[illegible] Indiana.

[illegible] that time [illegible] generally early [illegible] and [illegible] same.

CONFIDENTIAL

AIR TECHNICAL SERVICE COMMAND

ASSIFIED CABLE AND MESSAGE SECTION AN GENERAL'S OFFICE

INCOMING MESSAGE

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[redacted] CODE OF THIS MESSAGE IS FORBIDDEN.

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161

CONFIDENTIAL

AIR TECHNICAL SERVICE COMMAND

CLASSIFIED CABLE AND MESSAGE SECTION ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

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END

SS Gulfport sighting

No. 182

79° 40' West 36° 40' North (at sea) - [redacted]

15 October 1948 - time 2220 [illegible] to [illegible]10 [illegible]

IO for OTC relayed to Elected Flight Service Center

KCI [illegible]

21 Oct 48

15 October 1968

Incident 182

2220 GMT to 2310 GMT

[illegible] to [illegible] by [illegible] berth

At [illegible] - shore the S/S Gulfport

[illegible] S/S Gulfport

[illegible]

[illegible] S/S

[illegible]

1/4 size of full moon

bright

round

S/S

S/S

Could not estimate

50 minutes

S/S

S/S

[illegible]

S/S

S/S

S/S

Not distinct bright center

(over)

[illegible]

A bright object similar in size to the moon but with a dimmer bright center was observed by the master of the s.s. "Halfport". The object gradually grew darker [illegible] daylight faded. Size was that of 1/4 of a full moon. It was traveling southeast by east.

First bearing:	220 [illegible]	- elevation	5°	
[illegible]	[illegible]	- elevation	15°	-6.18
[illegible]	[illegible]	-	5°	-7.5

[illegible]

RESTRICTED

Enclosure 182

[illegible] 000.9

[illegible]
16 October 1945

[illegible]

[illegible]
Commanding General
Air Materiel Command
[illegible]

[illegible]

1. [illegible] "Reports, [illegible] and 75 Reg 200-4, [illegible] the following [illegible]

2. At 1[illegible] was received [illegible]

[illegible]

[illegible] 500 [illegible] 224. [illegible] /1 REPORT/
[illegible] 12 SHAPE
[illegible] 2.20 [illegible] 500 [illegible]
[illegible] 76.40 [illegible] 86.48 [illegible] 61.41 [illegible] LIGHT APPARENTLY
[illegible] MAYS OBJECT
[illegible] G APPARENTLY
[illegible] AND [illegible]
[illegible] 60.1 [illegible] [illegible] LIGHT AT
[illegible] 000 [illegible] 17.04 [illegible] AT [illegible]

3. No additional information available

[illegible] O'Neil
[illegible]
Lt. Col., [illegible]
Commanding

Cc
Chief of Staff, USAF
Commander, [illegible]
CO, Hq Flt Dv

RESTRICTED

/[illegible]

COVER SHEET FOR SECRET MAIL

SECRET

[illegible]

[illegible]

[illegible]

[illegible] TO [illegible] BINE THAT TWO ABLE [illegible] TEES TO [illegible] EIGHT FIVE [illegible] ONE [illegible] OFFICER AND [illegible] EIGHT [illegible] ONE [illegible] OFFICER ON THE [illegible] TURNITTEE [illegible] IFFCP AIRCRAFT [illegible] OUT OF [illegible] AREA IN WHICH SEARCH WAS CONDUCTED NO TIME [illegible] PICKUP BY GROUND RADAR NOT LOCKED SINCE PICKUP [illegible] FRIENDLY AND LOST [illegible]

[illegible] Y OBJECTS

[illegible] TO ESTABLISH

[illegible] GROUND

[illegible] TIME

[illegible]

[illegible] UP AT

[illegible]

[illegible] LOST FROM THE AIRCRAFT [illegible]

[illegible] ATTEMPTED TO EFFECT NORMAL PICKUP BY [illegible]

[illegible] TIME [illegible] SIGHTING [illegible]

[illegible] AGAIN [illegible]

[illegible] AREA UNTIL APPROXIMATELY ZERO ONE THREE

[illegible] CONTAINING [illegible] WEATHER

[illegible] INITY OF INCIDENT CHA [illegible] REPORTS FOR THE [illegible]

[illegible] FILING CHA [illegible] VISIBILITY FIVE

PRIORITY SECRET T-10004

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

RESTRICTED

[illegible]

[illegible]

2nd Ind. [illegible] 3d/gr

[illegible] Avi, 1667 E Pyle Park Blvd., Chicago 15, Illinois, 7 January 1940.

(Commanding General, Air Materiel Command, Wright-Patterson Air Force [illegible], Wright Field, Ohio, ATTN: [illegible])

[illegible] forwarded herewith is Agent's report on MLI on mounted flying

[illegible] no further statements are available due to relatedness of [illegible] to test [illegible].

[illegible]

[illegible]
[illegible]
- [illegible]
[illegible]
- [illegible] Statistics of Flying [illegible] Test [illegible]
[illegible] 23 Jan 40

[illegible]
[illegible]
Chief, Intel Service Division
[illegible]

[illegible]

ctober 19[illegible]

[illegible] Command [illegible]

[illegible] 194[illegible], the [illegible]

[illegible] 194[illegible] at [illegible]

[illegible]

[illegible]

[illegible]

[illegible] and [illegible] Horizons' [illegible] [illegible]

[illegible] been taken.

October 19[illegible]

[illegible] are [illegible].

[illegible] of the object.

[illegible] feet in diameter.

[illegible]

Incls.
Signatures of witnesses
Clippings from [illegible]
[illegible]

[illegible] Intelligence [illegible]

DEN

Bright Ball of Fire In the Sk
Dazzles Observers Near P

Bright Ball of Fire In the Sky Dazzles Observers Near Paris

Maybe Plane Crashed
Light Above Paris

[illegible]

[illegible]

[illegible] Indian [illegible], Canada

[illegible]

1

[illegible]

[illegible]

exceed [illegible] feet

"[illegible]ght [illegible]ht emitted from [illegible]"

[illegible]

1555 A[illegible] Drive, Ft. Belvoir Fld., [illegible]

[illegible] Group

[illegible]

22. [illegible] object was seen flying [illegible] seconds. Object [illegible] which [illegible] exceedingly fast. Has [illegible] star or meteor. [illegible] will be received.

2 Oct

Over Pontiac, Michigan, in the sky

1

green

Like at a or fireball

Approached from east, from south, from northwest

75 miles over the sky

Very slow (estimated 75 miles to cross the sky)

B.

Paused, then flared up, fell apart and disappeared

Became brighter as it moved

other at rest, then fainter as it left

Miss Allen Peterson, 1442 E. Polk St, Phoenix, Arizona

S/S

On [illegible] a very strange [illegible] in the Eastern sky. It was green [illegible] thought [illegible] it was. It was very [illegible], then slightly [illegible] if it were morning [illegible] go. It slowly changed [illegible] to Northwest. It took at least [illegible] minutes for the object [illegible] Phoenix. It [illegible] and when it came close to them it would become very bright. In time the star would light up and be the [illegible] it would be larger. Finally [illegible] it. When we [illegible] it had now lately disappeared [illegible] light and fell apart.

REPORT OF INVESTIGATION

2-6 [illegible]

JACK [illegible]

DC #17, [illegible] AFB, N. M.

[illegible] December 1948

DC #17, [illegible] AFB, N. M.

PERSONAL

SPEC A. INQUIRY

Rec [illegible], 5 A TAPPI AB, [illegible] Distr [illegible] SI, [illegible] Dec [illegible], S/A [illegible], [illegible] Distr [illegible] SI, 22 Dec 48

[illegible] Negative check made with observer on duty, [illegible] Navy Project, Los Alamos, New Mexico. [illegible] made by Dr. [illegible] AAS [illegible]

CO, Kirtland AFB (Action copies)	1	CO, Kirtland AFB, N. M.
Hq., AMC	2	
File	2	

[illegible]

[illegible]
Lt Col, USAF

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Letter from [illegible] Dr. [illegible],
[illegible] between 19[illegible] over
[illegible]:

[illegible] Green
[illegible]
[illegible] rose sky)
[illegible]
[illegible] with [illegible]
[illegible] Flares
[illegible]

[illegible] Force Base Dr[illegible]
[illegible] to develope pre-
[illegible]

Good River, [illegible] Dr. [illegible] Lightning Company,
[illegible] by Mr. La Fil.
[illegible] light, accom-
[illegible] & summer [illegible]

[illegible] flash of li[illegible]
[illegible] miles south and
[illegible] Pine Grove, a
[illegible] it might have been
[illegible] that they ha[illegible]
ever seen. It looked more [illegible] like a burning of a flare.
A loud noise, like thunder, accompanied the flash. One witness
said that the light moved to the [illegible] no others saw
the [illegible]. The center of the flash [illegible] to be round and
white, acted [illegible] like a fluorescent [illegible] a searchlight, and
was concentrated. The weather was [illegible] light rain and
snow; no lightning or thunder was observed. Radio interference
was strong at the time of the flash and [illegible] a few seconds later.
Inclosure #2.

5. Lead sheets were transmitted to 24th District MR for [illegible] was directed toward getting more details from HIRD, and obtaining further statements.

[illegible]. The writer made [illegible] patrols in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Estancia, Moriarty, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Puerto. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any colorful phenomena in the area covered, which lies south of Las Vegas and north and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

[illegible]. The following two reports were [illegible] Special Agent [illegible] by Lieut. [illegible], Atomic Energy Security Service (AESS). No [illegible] individuals were on [illegible] patrol and made simultaneous sightings [illegible] seated in their camp. Transit readings were made by Dr. Le Pai from the position of sighting by [illegible].

Report by Inspector [illegible], AESS:

At about [illegible], [illegible] December [illegible], in company with Inspector [illegible], a falling light was observed at a great height moving toward the earth at a [illegible]-degree angle; this angle decreased as the light fell, until it disappeared at about a [illegible]-degree angle. When first seen the light appeared to be white, but later seemed to be brown, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Enclosure #3)

Report by Inspector WILLIAM D. WILKS, AESS:

At [illegible], 20 December [illegible], the object described below was seen. It travelled from west to east, [illegible] a little south. It was in an almost [illegible] trajectory and its decline was [illegible] about [illegible] degrees to the horizon. The angle of elevation was some [illegible] degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about [illegible] and one-half seconds. The object was a [illegible] low-white light about the size of a basketball with a faint light trail behind it. The smaller objects about the size of a baseball, the same color and intensity as the main body, trailed it tandem, at intervals of [illegible] times the diameter of the main body. The size of the main body was [illegible] one-fourth the size of the moon. (Enclosure #4)

5. Statements from Lieut. [illegible] S. [illegible], AESS (ret), and Mr. [illegible] [illegible] (civilian), Special Security Section, Los Alamos, were obtained by Special Agent [illegible] and Dr. Le Pai on 29 December 1948. [illegible] and [illegible] reported concurrent sighting of the phenomena observed by [illegible] and WILKS. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by WILKS above. Transit readings were made by Dr. Le Pai from location of sighting by [illegible] and [illegible]. A report was prepared by Dr. LINCOLN Le Pai, astrophysicist, University of New Mexico, who has cooperated in this investigation, giving

his findings and conclusions on the latest sightings. This report pre- [illegible] Special Agent [illegible], [illegible] December 1953. (Inclosures #5 and #6)

9. Report of Inspector JOHN B. HANDIE, ARMS, relative to sighting of fireball [illegible] December was provided Special Agent [illegible] by Lieut. [illegible], ARMS. This report indicates that at CAIL, [illegible] December 1953, HANDIE saw a white light, like a falling star, descending in a vertical path. It was not falling as fast as a falling star, so HANDIE continued to watch. After several seconds, at an estimated altitude of [illegible] feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and HANDIE. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

1. Special Agents [illegible] J. [illegible] and [illegible] R. [illegible] interviewed Mr. PHILIP [illegible] CARROLL, Las Cruces Auto Court, Las Cruces, New Mexico, on [illegible] December 1953. CARROLL is connected with Navy Project Task [illegible], Code [illegible], which requires that he and his associate, RICHARD E. McCROSKEY [illegible] [illegible] series for about [illegible] of the time at night. CARROLL denied [illegible] unusual phenomena during the period [illegible] December. Arrangements were [illegible] photographs of the night sky taken in connection with CARROLL's work to be furnished 17th District OSI.

Enclosures for Complete Distribution:

1. Letter [illegible] Miss Peterson to Dr. Page
2. Letter [illegible] Dave W. [illegible] to Dr. Page
3. Report of Inspector [illegible]
4. Report of Inspector [illegible]
5. Report [illegible] Mr. Skinner
6. Report [illegible] Dr. Lagan
7. Report [illegible] Inspector [illegible]

COPY

[illegible]

[illegible] L. Polk St.
Phoenix, Ariz.
[illegible] 3rd

[illegible]

[illegible] Eastern sky. [illegible] was that it was a star. It moved very slowly South and ever so little North as [illegible] S.West.

[illegible] it only cl ely, without taking by eyes [illegible].

[illegible] Phoenix. [illegible]

Everytime the star [illegible] leave the other star, it would be dimmer. Finally, we could hardly see it. [illegible] I thought it had completely disappeared, it suddenly became very bright and fell apart.

[illegible] Phoenix, [illegible] where the streets [illegible] but it [illegible] S.East.

[illegible] you [illegible] very hard [illegible].

Yours truly,

/s/ Mae Elsie Peterson

COPY

COPY

EXHIBIT #8

THE [illegible] PUBLISHING CO.
[illegible] RIVER COUNTY [illegible] - John B. Travis, Pub. [illegible]
[illegible] RIVER, [illegible]

(no date)

Dr. [illegible] Pruett
[illegible]
[illegible], Oregon

Dear Mr

I am writing you to report a rather startling [illegible] on Saturday evening, December 1, which [illegible] to [illegible] by many [illegible] that it [illegible] satisfactory [illegible].

At about 7:30 p.m. in the evening, according to most witnesses, a bright [illegible] and white flash of light [illegible] appeared for an instant at a point about [illegible] miles south of Reed River and slightly east. Most witnesses said that the [illegible] "might have been lightning" but most also agreed that they had never seen any [illegible], exactly like it, and it was more like a rapid burning of [illegible] or event of [illegible]. Most [illegible] as to the location, but it was about directly over a small community named Pine Grove, named in the accompanying map. A [illegible] made by thunder was heard by everyone in the lower valley and as far as the River on the Beerington side. The light, apparently [illegible] moving through a light fog that was over most of the Valley at the time, was said by one [illegible] in the Beerington side to be northeast towards [illegible] Adams, but this was the only witness to indicate [illegible].

[illegible] was [illegible] at home at the time and the flash was reportedly [illegible] [illegible] flash [illegible] the [illegible] flash. The center of the flash, which, by the time between [illegible] first sound, must have been between one and four miles away, was [illegible] and almost completely [illegible], somewhat like a fluorescent light might be or a faraway searchlight. It seemed the flash, unlike lightning, [illegible] the light at the [illegible] itself.

Weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reporters. There were [illegible] earlier and there were previous flashes of thunder [illegible]. Radio interference was strong at the time of the flash and a few seconds afterwards. Practically everyone, including those indoors, heard the [illegible] noise which rolled off the hills somewhat like an echo for several seconds.

No reports from the east valley indicated anything and follow-up have any since then brought to light any reason for the disturbance.

[illegible]

[illegible]

[illegible] STREET, [illegible]

I am writing to you in hopes that you may be able to provide what the disturbance might have been and also to let you have what information [illegible] other. As a correspondent [illegible] the press [illegible] was a really interesting [illegible]. I am further interested in [illegible] even though I realize that the information is not [illegible] make any definite [illegible].

Do you have an observer [illegible] the Valley? I would [illegible] interested in hav[illegible]

Thank [illegible] interest [illegible]

Sincerely,

S[illegible],

Newspaper

EXHIBIT #3

[illegible] Capt. J. F. Shea
[illegible] Lieutenant Colonel G. Trout
[illegible] Observations

This report is being made in writing at the request of [illegible] E. Strong.

It will be divided into three parts: 1. Observations, [illegible] 2. 3. A map indicating the point of my observations. [illegible] report will not be submitted now, but will be [illegible] made to a map accurate.

[illegible] Sergeant G. E. Strong and myself, [illegible] patrol for [illegible] Air Force Base or AEDC, arrived at Point Eagle [illegible], December [illegible]. We had driven up the road as far as it extended and was safe [illegible] intersection, and were [illegible] headed [illegible] the road [illegible]. The direction in [illegible] were noted as well as [illegible] report will be referred [illegible] some degree of accuracy from the map [illegible] will be [illegible] after [illegible] have a report complete.

[illegible] was sitting in the jeep I observed a [illegible] light to the sky at approximately 2054. At first it appeared to be a white light [illegible] at 45 degrees to the earth. It seemed to first be at a [illegible] and to approach the earth at a [illegible] increasing angle [illegible] twenty degrees [illegible] heated [illegible] make a report [illegible] light, [illegible] However, [illegible] stream. It seemed [illegible] instead of a clear stream. Its color easily changed also. [illegible] seemed to have a red flat core, [illegible] parts were red, [illegible] stream [illegible] left seemed [illegible] The core seemed to grow more concrete and seemed to [illegible] not a white [illegible] light. It seemed to [illegible] a flat [illegible], [illegible] a broken red trail [illegible] each side. Where it had appeared at a great height it was [illegible] the earth. Where its angle of [illegible] had been 45 degrees, it [illegible] appeared [illegible] have an angle of twenty degrees glide, and resembled an [illegible] airplane in flight. It seemed to fly through the air [illegible] and not to fall straight to the earth as a [illegible] would. It was moving very rapidly [illegible] It finally disappeared [illegible] at Point Eagle.

At 2058 Headquarters was notified of our observations and the angle of movement of this light. We were told [illegible] stand by and later to 10-41 Headquarters. We returned to Station [illegible] to make the [illegible], found there Sgt. Strong and Mr. Skipper of Physics. Security [illegible] had also observed the same things we did from a different Point. Captain Shea was there also. We made verbal reports to [illegible] as well as to you. We returned to Headquarters to find a suitable map to make

our observations more accurate from a descriptive point and to make a written report of our observations.

These are my recommendations. It is my understanding and [illegible] my observation that this light is of concern to the [illegible] service. Attempts have been made to observe it more closely. As a means of observing this more closely, of finding out what it is, and what happens to it, I would suggest that attempts be made to observe it from the air and from the land. To observe it from the air I would suggest these means. These suggestions are made with the impression that this [illegible] has been observed before and [illegible] times and probably can be observed again. First the Air Forces of the Department of Defense have small [illegible] areas. These are fast and maneuverable [illegible] at night. This thing if of any importance to [illegible] would necessitate no small means of interceptor but should [illegible] our [illegible] also the Air Forces have small observing planes that [illegible] land. The [illegible] Air [illegible] could be used [illegible] It appears in the air [illegible] might damage some of our [illegible] eventually [illegible] also attempts [illegible] observe this thing. Patrol [illegible] of the Reconnaissance section could be at this Point Rugby about the expected time of appearance each night. It might even be important enough to place other patrols or points of observations until this thing is understood and under control. Also in future attempts to observe this thing radio signals might be observed under all conditions [illegible] However, it would be better if nothing is said over [illegible] about it. Radio conversation, if [illegible] controlling it that it shows [illegible] observe it [illegible] discovery or [illegible] A radar map also aid in its [illegible].

COPY

[illegible]

[illegible]

[illegible] [redacted]

[illegible] December 1968

[illegible]

[illegible] D. [illegible]

[illegible]

[illegible]

[illegible]

ENCLOSURE #

[illegible] Wells, Director of [illegible]

[illegible]

[illegible] Salmon, [illegible]

[illegible]

[illegible] Approximately [illegible]

[illegible] Slower than a [illegible] approximately 150K [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] OFFICE:

[illegible] approximately [illegible], [illegible] driving over State Route [illegible] toward the [illegible], I observed what [illegible] at first glance, a meteorite [illegible] from left [illegible] at right angles [illegible] driving. However, [illegible] and was viewed [illegible] steel in a [illegible] shaped tail that [illegible] tail was not as [illegible] of a [illegible]

The object appeared [illegible] travelling [illegible] at, level course and was in the [illegible], "imperfect" [illegible] view [illegible] As I made a sharp [illegible] visible for approximately [illegible] seconds, [illegible] approximately farther away. However, [illegible] observed a small [illegible] travelling with [illegible]. This smaller light [illegible] resembled a running light on an airplane, and it seemed to be reddish in color. The object and accompanying light disappeared from view behind the tops of some trees, and I was unable to catch another glimpse of it.

Inasmuch as this event occurred at night, and due to the terrain I was traversing, however, it is difficult to state the exact direction in which the object was travelling. In addition, due to the above first mentioned condition, as well as having no idea as to the size of the object itself, it is equally difficult to judge the altitude of the object.

[illegible]

[illegible]

The University of New Mexico

[illegible]

[illegible] December [illegible],

To: [illegible], [illegible] [illegible]
District No. [illegible]
[illegible] Investigation

From: [illegible], Director
[illegible] Detachment

Subject: [illegible] Fireball of December 12

[illegible] the [illegible] of the real path [illegible] the atmosphere [illegible] December 12, [illegible] [illegible] 30°). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second near Los Alamos, New Mexico, this fireball was found to have appeared [illegible] with the [illegible] have dipped [illegible] 107° 05' W, [illegible] 12 miles above [illegible] vertically [illegible] The [illegible] path [illegible] falling between [illegible] 5 miles [illegible] observed, [illegible] are [illegible]

[illegible] December 29, [illegible] made [illegible] observers, [illegible] estimate the path, [illegible] apparent from the original [illegible] Inspectors [illegible] Wiley, Buford A. Trout, [illegible] Strong, and Physical Security Inspector George E. Shipper, [illegible] December 29 was observed under less favorable conditions [illegible] seen by five persons on the night of December 12. However, [illegible] original accounts of the observers named above, of sketches [illegible] from individuals on December 29 and of transit observations made by Captain H. E. Hoef on the morning of the same date [illegible] observations (viz., 36° 48' .0, 120° 12' [illegible] for Strong and Shipper and [illegible] 120° 23' .7 for Shipper and Trout), it has been possible to establish some [illegible] coordinates between various points on the fireball path as seen by the two groups of observers. Because of the very short baselines (only 5 miles long) between the two points of observation and the difficult conditions under which the fireball of December 29 was observed, it is my opinion that the real path derived from the December 29 observations deserves considerably less weight than that obtained from the December 12 observations.

[illegible]

[illegible] Strong, and Skipper [illegible] and descended [illegible] the vertical [illegible] (estimate) to [illegible] plane there [illegible] Strong and Skipper [illegible] all apparent [illegible] appearance, E. [illegible] miles [illegible] between [illegible] depending [illegible] C on the [illegible] 40° 41' N, and [illegible] E are 159° 57' E, [illegible] 41' N. The [illegible] trace [illegible] the earth, as [illegible] 770,000 [illegible] the north [illegible] Los Alamos.

[illegible] of the fireball [illegible] certain that [illegible] would also [illegible] observers [illegible] ly a few miles [illegible] seeking the real [illegible] Pratt, Strong, [illegible]

[illegible]

[illegible]

[illegible] Date 2/25/48

To: Lt. [illegible] Eightmeier

From: [illegible] John D. Hardie

Subject: [illegible]

[illegible] from Station [illegible] several seconds, [illegible] momentarily [illegible] a small cloud between [illegible]

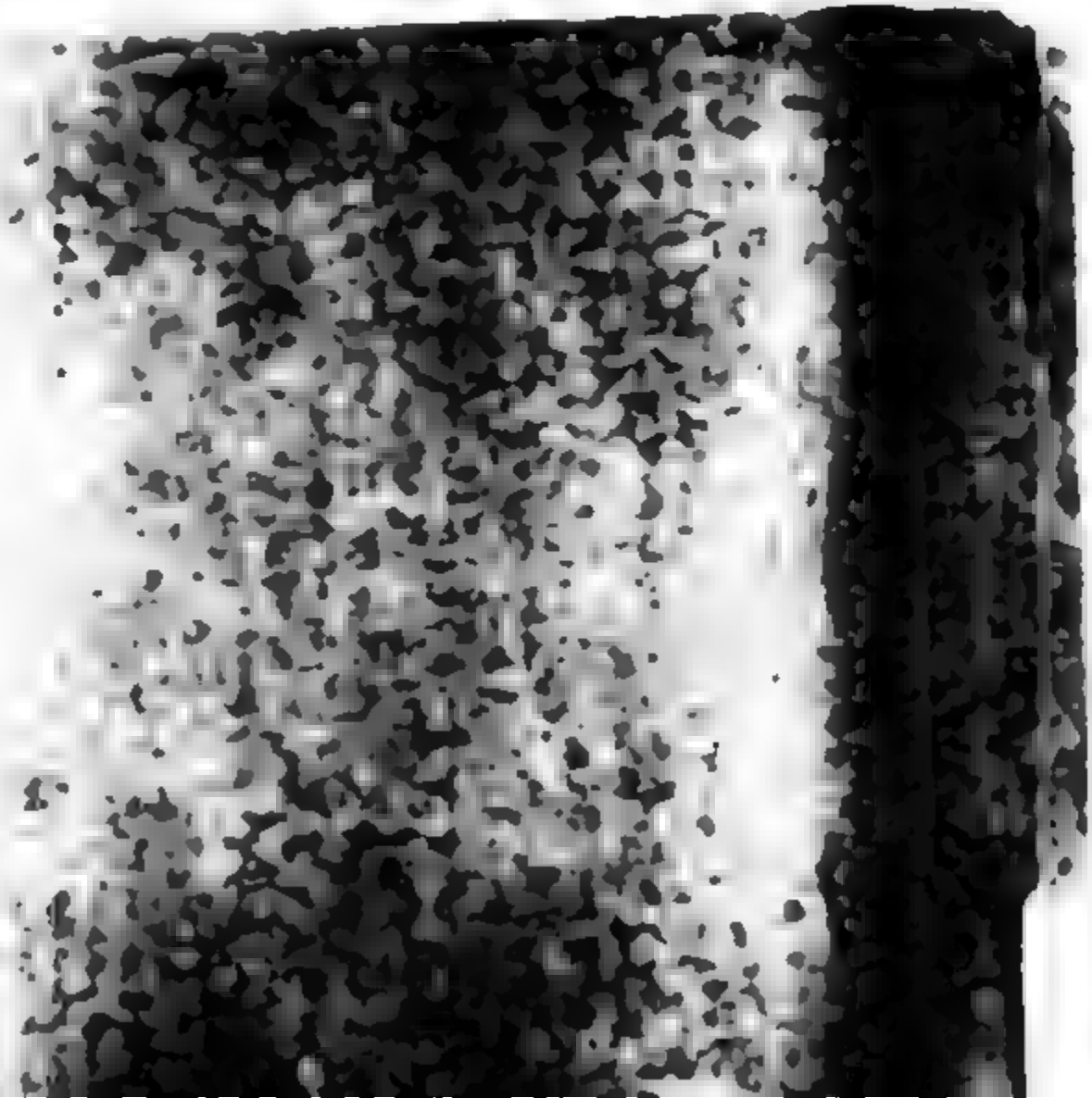
[illegible] object may also have been [illegible] to some extent [illegible] not getting a fix at angle; however the object proceeded in a [illegible] with reference to North and South. At the time of the flash the object was a good distance east of station [illegible] an estimated altitude of [illegible] thousand feet.

/S/ John D. Hardie

/mm

cc Capt. R. I. Reed, Duty Officer

[illegible]



11 Dec 48

1330

5 miles south and slightly east of Hood River, Oregon
(Pine Grove, Oregon)

ground

flash of light

1

white

flash of light - round in the center

1 to - miles

northwest or remained stationary

loud noise - 3/4 . Noise resembled the artillery fire
and continued for several seconds

flash of light

Radio interference noted
at time of flash and for a few seconds after

cold, light rain and snow- foggy

[illegible]

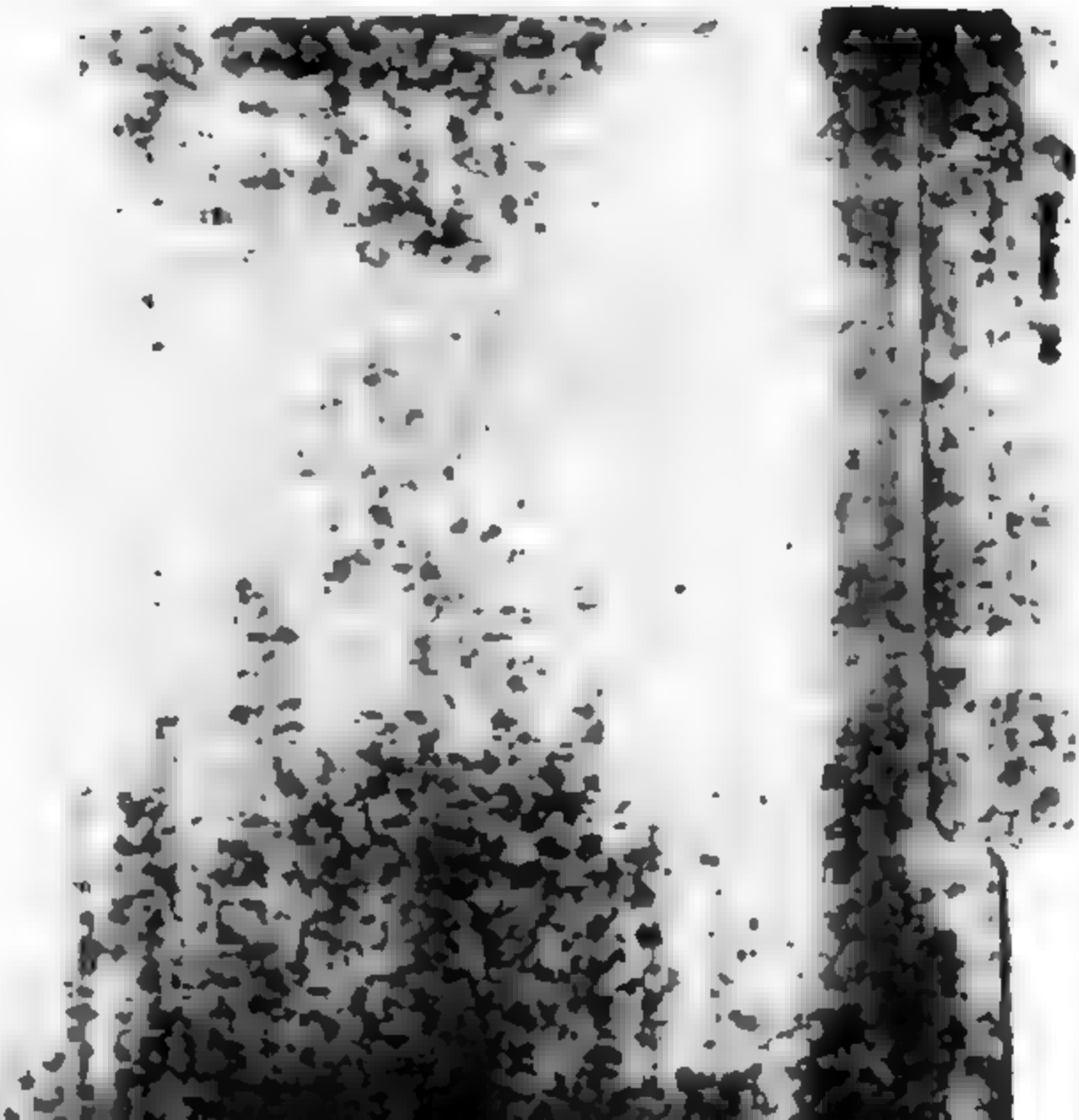
[illegible] N. is [illegible] appealing to most [illegible] at time one white flash of light [illegible] for an instant [illegible] most [illegible] light "[illegible]" but most also [illegible] any lightning [illegible] it was [illegible] of a [illegible] of lightning. [illegible] light have been made by [illegible] heard by everyone in the lower valley and across the river in the Darlington side. [illegible] valley [illegible] moving [illegible] light fog which [illegible] of the valley at the time, was [illegible] interference in the [illegible] to more northwest towards Mt Aiken. [illegible] was the only [illegible] at the light moved at all.

Mr [illegible] was [illegible] at home at the time and the flash occurred directly east of his window - he was the only person who saw the flash actually originate - [illegible] effect [illegible] The rest of the flash [illegible] almost completely [illegible] a fluorescent light [illegible] or a farming [illegible] light. It [illegible] lightning [illegible] the light at the edge [illegible] itself.

The weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reports. There were no further rain and there been previous flashes or thundering. Radio interference [illegible] at the time of the flash and a few seconds afterward. Practically everyone, including those indoors, [illegible] the thundering [illegible] which rolled off the hills sounded like artillery fire for several seconds.

No reports from the east valley [illegible] any [illegible] have any [illegible] been brought to light which would serve to indicate any reason for the disturbance

[illegible]



[illegible]

[illegible]

[illegible]

Buford S. Pruett

Atomic Energy Security Service Inspector

At about 1054, [illegible] December 19[illegible], in company with Inspector [illegible], a falling light was observed at a great height moving toward the east at a [illegible] angle, this angle decreased as the light fell until it [illegible] at a [illegible] angle. From first [illegible] the light appeared to be white, but later [illegible] to be a flat red [illegible], with the broken [illegible] the light trail seemed to be white. Its form [illegible] to grow more [illegible] and seemed to [illegible] moving light. It appeared to have a flat base [illegible] trail on the [illegible]. It was now [illegible] the earth. The angle of [illegible] and [illegible] of an airline in flight. [illegible] fly from the air [illegible] and [illegible] as an uncontrolled object normally would. It was moving very [illegible] finally [illegible] red behind Point Eagle.

Atlanta

[illegible] 29 Jan 1948

[illegible]

Mr. Alamo, N. M.

[illegible] 5° [illegible] 48.7

[illegible] Attention called to object

By Inspector Buford G. Truett

[illegible]

[illegible] - 1/4 the size of the moon

increase

/blue-white light

[illegible] possibly a trifle [illegible]

[illegible]

very fast rate of speed.

[illegible]

[illegible] trail of light behind it

[illegible] in an [illegible] at its decline

[illegible] angle with [illegible] 30°

[illegible] directly to the [illegible]

[illegible] angle at [illegible]

[illegible] the size of a [illegible]

separate from the main body and followed it at even intervals of [illegible]

Cold with snow and rain

William [illegible] Allen,

Atomic Energy Security Service Inspector

Inspector [illegible] summary of [illegible] Buford [illegible] attention to [illegible] incident, describes his experience as follows.

[illegible] 48, we saw the object [illegible] along a path [illegible] way. It was [illegible] story and [illegible] formed an angle with the horizon of approximately 20°. [illegible] a fine [illegible] and approximately [illegible] The object was [illegible] speed and [illegible] a mountain directly to the north of Ft Eagle. [illegible] of visibility was about [illegible] seconds.

[illegible]

[illegible] the size of [illegible] method. As the object [illegible] the sky, there [illegible] of light be [illegible] it, [illegible] the size of [illegible] shape separated from the main body. [illegible] were of the same color and [illegible] quality as the main body, and trailed behind it directly in line [illegible] at even intervals of distance equal to approximately three times the [illegible] of the main body. The size of the main body was approximately [illegible] quarter the size of the moon.

29 Dec 1968

[illegible]

[illegible] cut-off - [illegible]
[illegible]
ground.

[illegible]

[illegible] a trifle to the
[illegible]

[redacted]

very [illegible]

[illegible]

[illegible] and its decline for [illegible]
[illegible]

[illegible]

Clifford R. Strong

Mr. Inspector

An oral statement was made to Special Agent [illegible] and [illegible] on [illegible] Inspector Strong accompanied Inspector [illegible]. See [illegible]'s statement [illegible]. Both descriptions agree with that of Inspector [illegible] as to color, speed, trajectory and distance. Sightings were made concurrently.

[illegible] 2010

X [illegible]

~~[illegible]~~

VSS

Route [illegible] - north of [illegible] cut-off - Los Alamos
35° [illegible] 35, 106° [illegible]
ground

1

Tonzie [illegible]

white with green h[illegible]

ball of light

[illegible] table

[illegible] to Northwest

2 seconds

Slower than a met[illegible]rite - [illegible]

No sound

small oval-shaped [illegible] of a [illegible]ale greenish color of gaseous nature

glaring white light similar to color of white-hot steel in a smelting furnace

Level course

disappeared from view behind the tops of trees

Appeared to maintain
Centre led flight

Grid with snow and rain

George E. Stipper, Jr

Inspector Atomic Energy Security Service
Los Alamos, N. M.

At approximately [illegible], December 20, 1948 while driving over state route [illegible] the state [illegible] time [illegible], A.E.C. Inspector Stipper observed what appeared to be at first glance a meteorite travelling from left to right, at right angles to the direction he was driving. The object was about the size of a tennis ball and was a glowing white similar in the color of white hot steel in a welding furnace. The ball had a small conical vapor trail that appeared to be pale greenish in color and [illegible] not as clearly defined as the ball itself but seemed to be of a gaseous nature.

The object appeared to be travelling at a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. Upon making a sharp right turn on the road the object again was visible for approximately a second and it was then considerably further away. During this interval he observed a small light to the right of the object which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane and was a reddish color. The object and accompanying light disappeared from view behind the tops of more trees and he was unable to obtain further glimpses of it.

Inasmuch as this event occurred at night and due to the terrain over which he was travelling it was difficult to state the exact direction in which the object was travelling. In addition, since he had no way of determining the actual size it was equally difficult to judge the altitude of the object.

Statement (oral) to Special Agent [illegible] was taken by AEC Inspector Strong who accompanied Stipper. Description of [illegible] Stipper's agreed with that of the concurrent sighting by [redacted] as to color, speed, trajectory and distance as well as time.

HEADQUARTERS FOURTH ARMY

SUMMARY OF INFORMATION

[illegible]

WD 568

[illegible] January 1949

0310

Security station 1 1 (Patr 1 406 passing Wave 101)
Los Alamos, N. M.
Ground

1

Brilliant green incandescent light

[illegible] - [illegible]

East to West

2 seconds

(Slower than meteor) High speed

Like incandescent light

Level flight

[illegible] a mountain [illegible] western horizon

[illegible], ARSS, Los Alamos, N. M.

ARS Inspector

An object with a [illegible] bright green incandescent [illegible] for a period of [illegible] seconds was seen low in the sky to the northwest, at 0310 6 Jan 1959. The [illegible] was lower than that of a meteor. It moved in a straight [illegible] at a rate of speed. No curving could be made accurately as to its actual size or altitude. Direction of travel at the first [illegible] West. Only a single red light without apparent angle of to [illegible]. It disappeared behind the mountains to western horizon.

[illegible]

26-0 19 Jan 60

[illegible] OF INVESTIGATION

JACK L. BOLINS

[illegible] 017, AIRTRAN AFB

[illegible]

6, 7, [illegible] January 1 [illegible]

[illegible] 1, Airtran AFB

[illegible]

[illegible] 217

[illegible] investigation, Du 017, dated [illegible] and 4 Jan 60

[illegible] from [illegible]

[illegible]

(3 Inds.

[illegible] (3 Inds.

[illegible] (3 Inds.)

[illegible]

[illegible]

[illegible]

[illegible] letter from [illegible], student at the University [illegible], relevant to [illegible] summer [illegible].

[illegible] along the [illegible] [illegible] [illegible] [illegible] was esti- mate [illegible] [illegible] degrees. [illegible] however, [illegible] [illegible] [illegible] [illegible] small [illegible] [illegible] [illegible].

[illegible] element [illegible] [illegible].

[illegible] was provided. [illegible] [illegible]

[illegible]
Time: [illegible]
[illegible] 2 degrees [illegible]
Speed: [illegible] meteor [illegible]

The object was visible for [illegible] the sky to the northwest. It moved in a straight line [illegible] light like a [illegible] incandescent light. No noise [illegible]. Direction of movement was east to west, flew on a level course, [illegible] mountains on horizon to the east. (Enclosure 1)

[illegible] January 1949 the Chief, [illegible], New Mexico, [illegible], forwarded a report of observation by Pfc. [illegible] reported that on [illegible] January 1949, while [illegible] area, [illegible] [illegible] traveling across the sky. The time was approximately [illegible], and [illegible] was [illegible]. The object was [illegible] feet [illegible] white in color, and moving at a high rate of speed. Altitude was estimated at 1000 - [illegible] feet, and distance traveled was estimated at [illegible] feet. There was no smoke or trail. The other persons with [illegible] did not see the object. (Enclosure 2)

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Inspectors [illegible] and [illegible] were interrogated at [illegible]. According to [illegible], at approximately [illegible] he heard a [illegible] coming from the south [illegible] 100 [illegible] response this airplane. The [illegible] lasted 6 minutes. [illegible] heard the same noise again, this time [illegible] about ten or twelve minutes. At about 2040 the same noise came toward. The " [illegible] " alarm was then sounded, [illegible], and [illegible] believes that his reports of the sounds were responsible for the alarm. [illegible] thought that the first noise sounded like a [illegible] coming along the road. Azimuth and elevation readings were taken [illegible] the positions as indicated by [illegible].

Inspector [illegible] who had been at [illegible] 200 at 2040 was interviewed by telephone. [illegible] said that the noise sounded like a [illegible] type aircraft orbiting directly overhead, then [illegible] off to the northeast and running an orbit at very low altitude. The [illegible] by [illegible] was 10 minutes.

[illegible]

[illegible]

In the summary of the above in section [illegible] it is stated that the sounds were within normal airplane [illegible], that a jet could not have operated at the altitude needed to correspond with the figures given by the transit readings, that in many instances of these and other operations and the other [illegible] similar sounds on the morning of 31 December at about 0440.

Calculations based on the transit readings indicate that the sound originated at a point with coordinates 106 degrees 17 minutes, 35 degrees 55 minutes.

[illegible] at Kirtland Air Force Base was interviewed by the writer and so far as their records show no aircraft were near Los Alamos [illegible], the time of the sound observations.

[illegible]

[illegible] at Holloman Air Force Base was interviewed by special agent [illegible], and reported that no aircraft were [illegible] near Los Alamos by their log [illegible], the critical time.

REFERENCES

[illegible]

[illegible] Copy of report from Lt. [illegible], Operations Officer, Detachment [illegible], Los Alamos, New Mexico, to Lt. Col. [illegible], Chief of the Center, re sighting by [illegible] dated 7 January 1949. (Duplicate.)

[illegible] Copy of report from [illegible], Chief, Physical Security [illegible], Los Alamos, New Mexico, to Director, Intelligence and Security Division, re sighting by Mr. [illegible], Assistant [illegible], dated 7 January 1949. (Duplicate.)

3. Copy of letter, [illegible] to [illegible], re sound phenomena at Los Alamos, New Mexico, dated [illegible] January 1949. (Duplicate.)

[redacted]

[redacted]

1. [redacted] report on new sightings as they are made.

[illegible]

[illegible] Colonel [illegible] Carroll, Chief Inspector [illegible] January 1949
Atomic Energy Commission Security Service

[illegible] Major [illegible], Operations Officer, [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

"The object was seen for a period of [illegible] seconds, low in the sky to the northwest from a point just inside gate [illegible]. It moved in a straight line at a high rate of speed. It appeared as a bright green incandescent light. No minutes could be made accurately as to the actual size or altitude. Directly after it was lost to view the object apparently disappeared behind mountainous western horizon. Course appeared to be level without apparent angle of descent."

[illegible]

[illegible] Director, Intelligence & Security Division [illegible] January 1948

[illegible] Chief, Physical Security Branch

[illegible] Reported Observation of Unidentified Light or Flare Moving Across the Sky on 8 January 1948

1. On 7 January 1948, the writer interviewed Pfc. Meredith A. Everitt, [illegible], Guard Force, [illegible], concerning a unidentified light or flare which he had reportedly seen moving across the sky.

2. Pfc. Everitt advised that on 8 January 1948 he was guarding a Chief airplane at the landing strip, located adjacent to the entrance area, when at approximately 1700 hours he noticed a bright [illegible] the object was diamond shaped, approximately [illegible] in its center [illegible] approximately [illegible] 800 feet, [illegible] before [illegible] it. Pfc. Everitt was unable to estimate the speed of the object but stated that it was from low flying jet planes, but that this object travelled much faster than any jets that he had observed. There was no smoke or other vaporous material visible to Pfc. Everitt [illegible] following the object.

3. At the time Pfc. Everitt witnessed the object, he stated that the sky was clear, furnishing a light blue background, and that the object appeared to be a bright white light, with no other apparent visible colors.

4. Standing guard with Pfc. Everitt were Cpl. [illegible] and Cpl. Stimes, and according to Pfc. Everitt, no one of the other men saw the object. Everitt explained that he called to Cpl. [illegible] [illegible] at the other end of the plane, and told him to look at the object in the sky, but by that time it had disappeared.

5. Pfc. Everitt stated that he attended [illegible] school, under the G.I. Bill of Rights in Houston, Texas, during the year 1947, and that he had some experience in observing aircraft.

/s/ [illegible]
Chief, Physical Security Branch
Intelligence & Security Division

[illegible]

[illegible] MEXICO
Albuquerque

[illegible], 19[illegible]

[illegible]

[illegible], Commanding [illegible]
District No. 17
[illegible]

FROM [illegible]

[illegible]

[illegible] the above and [illegible] of [illegible] the pertinent [illegible] readings taken at the three stations where [illegible] were heard simultaneously, an approximate determination [illegible] of the location of the sound source [illegible].

[illegible] occurred and [illegible], according to [illegible] and Brug, at approximately 2010 on [illegible] that they arose [illegible] that the [illegible] after that, one of [illegible] and approximation [illegible] seconds. [illegible] observed again, both men rising from their chairs, opening the door, and stepping outside only to discover that the [illegible] was again empty. A stop-watch determination for this case gave a duration for the sound of [illegible] seconds. This second repetition of the unusual sound made a considerable impression on the inspectors involved and the matter was [illegible] during the next hour [illegible] before a [illegible] came in for communications at approximately [illegible]. By this time, Brug had left station [illegible] and the third [illegible] was [illegible]. [illegible] inspectors, the noise heard at approximately 2040 was definitely an aerial noise in contrast to the noises heard at 2010 and 2020. [illegible] was willing to identify the noise as certainly originating from an airplane, although both agreed that the sound of a plane motor [illegible] came closest to representing what they heard. A stopwatch determination [illegible] of a duration of [illegible] seconds for the aerial noise. Because the inspectors felt that they made more accurate determinations of position for the second and third incidents than for the first, azimuth and elevation readings were taken only for the occurrences at 2020 and 2040. According to [illegible], the azimuth of the sound heard at 2020 was [illegible] and the elevation [illegible], according to Brug.

[illegible] quantities were [illegible] and [illegible]. [illegible], the azimuth of the sound heard at 20[illegible] was [illegible] and the elevation [illegible]; according to [illegible], these quantities were [illegible] and [illegible].

[illegible] Station [illegible] a statement was obtained from [illegible] Inspector [illegible], [illegible] on the night of December 30, [illegible] heard the [illegible] sounds, but Inspector [illegible] was not available for inter[illegible]. According to [illegible], [illegible] of the sounds observed at Station [illegible] at [illegible], [illegible], and 2[illegible] were heard at Station [illegible], [illegible] and [illegible] [illegible] a tendency and [illegible] went outdoors [illegible] and report of [illegible].

[illegible] he heard a noise [illegible] which he believed to [illegible] first observation [illegible] he made a second [illegible] the same noise, [illegible] only about [illegible] observed noise origin [illegible] the element was [illegible] the hope that [illegible] responsible for [illegible] of the third [illegible] was [illegible] from [illegible] with this quali[illegible] [illegible] first interpretation of the noise heard at [illegible] was that [illegible] came from a light tank [illegible] Station [illegible] The [illegible] of [illegible] of a tank and [illegible] of a [illegible] type plane had been the subject of [illegible] Inspectors [illegible] and they had resolved the [illegible] at once the [illegible] of a [illegible] could be laboring heavily in the high [illegible] above the [illegible] of December [illegible] is believed to have been [illegible]. According [illegible] Inspector [illegible], the azimuth of the sound heard at [illegible] was [illegible] and the elevation [illegible]; the azimuth of the sound heard at [illegible] was [illegible] and the elevation [illegible]; and the azimuth of the sound heard at [illegible] was [illegible] and the elevation [illegible]. [illegible] Inspector [illegible] had had experience in the use of a transit, it is believed that these are [illegible] accurate azimuth determinations. [illegible] to have [illegible] to have set up the transit in the position [illegible] by Inspector [illegible] at the [illegible] the sounds on December [illegible], [illegible] determination [illegible]

[illegible] In addition to the men personally interviewed at stations [illegible], and [illegible] there were several [illegible] with [illegible] reliable witnesses, who [illegible] the [illegible] [illegible] to witnesses [illegible] identified as the airplane noise [illegible] approximately [illegible] Street, [illegible] 100. The loud noise passed to [illegible] position for [illegible] the [illegible] noise also [illegible] toward the [illegible] [illegible] 39 [illegible].

[illegible] basis of all the interviews [illegible] summarizing [illegible] can be made.

[illegible] The man interrogated was asleep at [illegible] time during [illegible] noises [illegible] sight of [illegible] 70. [illegible] more in the [illegible].

[illegible] [illegible] [illegible] apparent [illegible] more [illegible] to [illegible] terms of these [illegible] more than [illegible].

[illegible] under surface of [illegible] approximately 13,000 feet, [illegible] with water [illegible] possibility [illegible] occurred to all of the [illegible], although they had estimated the under surface of the overcast [illegible] got of not more than 11,000-12,000 feet.

[illegible] The existence of the overcast at some may note the possibility that the noises observed were really surface noises originating in the operation of heavy machinery and reflected from the [illegible] cloud layer in a [illegible] to simulate sounds of aerial origin. [illegible] Nightmare states that this possibility has been conservatively investigated and is definitely ruled out. No heavy machines and [illegible] the tanks stationed in the Los Alamos area were in operation during the interval when the noises were heard.

[illegible] Another possibility which occurred to nearly everyone who heard the noises was that instead of artillery, in a large [illegible] Job type plane, the sounds had their origin in a smaller metered plane flying above the overcast and presumably lost. This hypothesis is regarded as untenable for several reasons. In the first place, careful investigation has failed to reveal than any plane of the sort described was actually in flight over the Los Alamos area. In the second place, no radio distress signals or

other attempts by the crew of the experimental test plane to make a position bearing [illegible] were observed. [illegible] Inspection [illegible] of the audible sounds observed earlier on the night of December [illegible], revealed [illegible] the same sort of audible sounds to be heard at station [illegible] at 0400 on the early morning of December 31. These sounds were heard for several minutes and were reported to have resembled steel, toward the northeast.

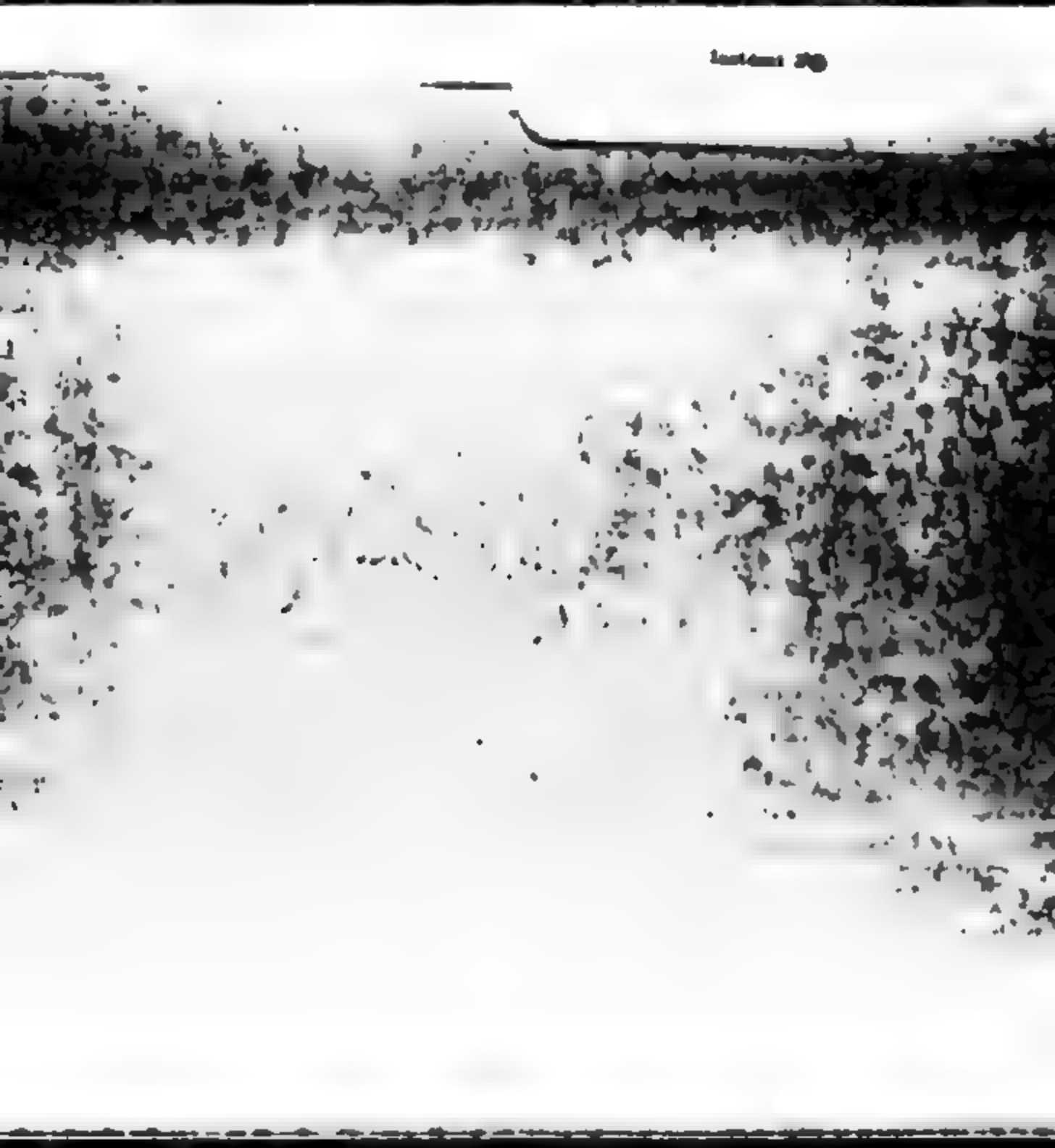
7. I am aware that both the 840 and 830 observed the same sound source at 2010 and 2020, but these sources are found to project into [illegible] near the point highway which leads up the mountain side to station 34. On the basis of the elevation determinations made at Station 34, it is furthermore found that [illegible] sound source was approximately 1200 feet lower than this station. These differences in elevation would again seem [illegible] that the sound source may have been situated on or near the [illegible] highway. However, the very careful observations made by an experienced [illegible], incorporating a level of [illegible] 840, are entirely incompatible with the assumption that the sound source heard at 2020 was only some 1200 feet lower than station 840. Actually, Gillmore's 2020 observation shows that this sound source was at an elevation of more than 11,000 feet above the horizontal plane [illegible] station 840. [illegible] more, more than approximately 13,000 feet [illegible], not [illegible], station 34. [illegible] impossibly large [illegible] of our initial assumption is unacceptable and it therefore seems impossible to establish a correlation between observations made at stations 840 and 840 [illegible] the hogsty warning, i.e., during the time when the observers at station 840 heard the sound only two minutes after their [illegible], [illegible] observers at [illegible] 840, [illegible] made their observations [illegible] the observers [illegible] station 840 not only heard a sound emanating from a source located high [illegible], in accordance with the condition imposed by Gillmore's operation [illegible], that they heard sight well have been so distorted by the structural [illegible] surrounding them and by their predisposition to assign all noises [illegible] warning traffic signals that they would have been led to report such [illegible] elevation as are measured for them at station 840 on January 6.

8. In order [illegible] the [illegible] conditions prevailing the hogsty warning at 2040, the observers made at and immediately following this warning, show a quite [illegible] agreement. In fact, if we assume that all three stations, 840, 840, and 830 were listening to the same sound source at 2040 and shortly thereafter, then the actual elevation above sea level of this sound source as deduced from the angular elevation observed at station 840 is 11,100 feet, at station 830 is 10,110 and at station 830 is 10,106 feet. For the pair stations 840 and 830, the projection of the sound source on the surface of the earth was approximately the coordinates 100° 17' 30" 41'; while if we pair stations 830 and 830, the coordinates of the projection of the sound source on the earth differ from the above by less than one-half minute in longitude and by less than a minute and a half in latitude. In view of the nature of the noise observed

and the delay between the time of observation and the time when transit measurements were made. It is felt that even a [illegible] error in the projections is not surprising.

[illegible] aerial noises as were observed at [illegible] 30, 1940, [illegible] the hours of 2000 [illegible] 2100 [illegible] possibly upset the [illegible] the Los Alamos area. Whether this would have been a [illegible] surprised or not must be decided by those who have access to experience and information not at the command of the [illegible] here [illegible].

signed [illegible]
[illegible]



[illegible]

[illegible]

Los Alamos, N. M. - [illegible]

[illegible] and looking east from [illegible] a 100 [illegible]

1

[illegible]

[illegible] ft

[illegible]

[illegible] North to South at falling in a vertical [illegible]

[illegible] seconds

Bright as fast as a falling star

E/5

Descended in a vertical path

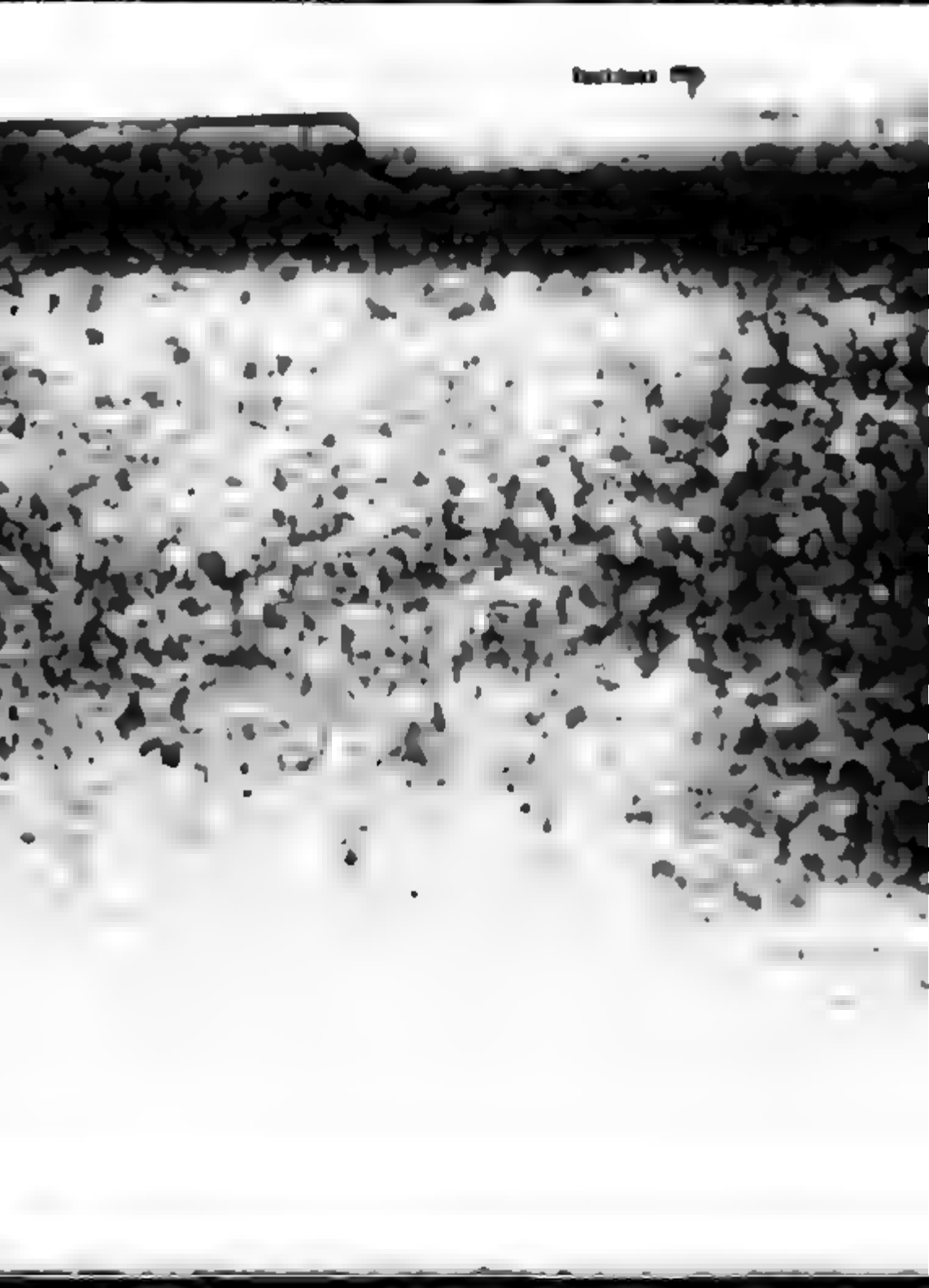
Disappeared in a greenish-tinged flash

Momentarily illuminated a small cloud between object and observer

Tom D. Davis

Inspector

At approximately 0431 [illegible] Dec 19[illegible] while looking [illegible] from [illegible] towards [illegible] Inspector [illegible] noticed [illegible] in the sky what appeared to be a falling star descending in a vertical path. It was white in color. Noticing that the rate of descent seemed slower than that of a falling star he continued watching it. It continued to lose altitude for several seconds and suddenly [illegible] a greenish-tinge, flash which momentarily illuminated [illegible] between the object and himself. At the time of this flash the object was at an estimated altitude of [illegible] feet. Direction of travel was generally north to south with [illegible] a slight deviation. At the time of the flash the object was a [illegible] distance east of Station [illegible].



1730

[illegible] of [illegible], A[illegible], N. M.

[illegible] Ordnance Air

1

[illegible]

bright white light

[illegible]

[illegible] to 2000 feet

[illegible]

[illegible]

[illegible]

[illegible]

bright white light

[illegible]

[illegible] much brighter

a center than at edges

[illegible]

[illegible]

Mr. Merritt [illegible] School during the year 1947 and that he [illegible] experience in observing aircraft.

[illegible] Jan 1949 Mr. Merritt [illegible] observed a bright object traveling across the sky from the [illegible] the Northwest. [illegible] the object was diamond [illegible] brighter in the center [illegible] 2000 feet in [illegible] horizontal to the earth's surface [illegible] of it. [illegible] or more or less vertical [illegible] travelled much faster [illegible]

[illegible]

[illegible]

[illegible]