[redacted]

DATE OF OBSERVATION 1500 - 1530 CST

Like that of any known a/c

SHAPE

SKETCHES

ATIC Form 329

[redacted]

President

DATE OF OBSERVATION 2 Sept 1948

SOUND Faint Sound

RATE IN SPACE

COLOR

SPEED Terrific

AMPLITUDE

DURATION OF THE OBSERVATION Object not seen

TYPE OF WEATHER

CONDITIONS

Neighbors say sources possess vivid imaginations.

UNCLASSIFIED

Incident #177 -- Kentwood, Louisiana -- 5 September 1948

Contradictory opinions concerning the existence of the alleged unusual noise and the dubious personality of the reporter of this incident make serious attention to the incident impossible.

K243.601-1
Sep - Oct 1948

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

UNCLASSIFIED

10033301

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

5 Sept 6

No. 177: Crack-pot report; insufficient information to evaluate.

[redacted]

Page 176

[redacted]

DATE [illegible]

PLACE San Pedro, Calif

TIME [illegible]

OBS. Richard Carr Col

DATE OF REPORT

RAN IN COLLAPSE

TIME OF BEGINNING 1200 PST

COLOR Translucent-dirty gray

SHAPE Spherical

SPEED Very fast

SIZE w/ Engine a/c"

ALTITUDE Over 5,000'

COURSE 90°

LENGTH OF TIME OBSERVED

NO. IN GROUP 1

TYPE OF OBSERVATION Ground

SOUND

MANEUVERS Appendages seemed to flap or oscillate while center portion remained stable

PHOTOS SKETCHES 1

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

Incident No. 176 -- 23 Sept. 1948, 1200 Hours, San Pablo, Calif. On a dull hazy day, two men saw a large translucent object over a mile overhead. It was the size of a four-engine bomber, buff-gray in color, and appeared to be made of canvas. According to the first observer, the center portion was spherical and undulated, having appendages fore and aft, like an amoeba. The second observer said the object looked like a "vegetable crate" covered with translucent material. The investigator states one observer's description was in direct contradiction to the other. One observer was far-sighted but wore no glasses, the other was over seventy, needed glasses to read but wore none at time of sighting.

AMC Opinion: The only fact that might be accepted is that an object was seen. Two observers, side by side, could not agree on its appearance. The evidence is useless. A balloon or cluster of balloons, an aircraft, or a cloud could have been the stimulus.

7-3712-10

RESTRICTED

UNCLASSIFIED

Incident #176, a -- [redacted], California -- 23 September 1948

The two observers of this incident make, in several respects, directly contradictory statements: diffuse object versus definite box-shaped object, easterly line of flight versus northwesterly, etc. They agree on speed (very fast).

It does not seem likely that the incident can be explained astronomically. The only possible astronomical hypothesis would be that the object observed was the smoke mass from an exploded fireball, which would probably have an amooba-like shape, agreeing with the description of one witness. At noon a meteor outward-bound from the region of the sun could approach the earth head-on, explode, and not leave any long trail.

However, in view of the conflicting descriptions, very little weight can be given to the whole incident. Perhaps the observers were looking at different things. There was a west-bound United Airlines plane in the vicinity at approximately that time; one observer may have seen that. The description of one observer suggests a box kite, such as those once used by weather observers.

UNCLASSIFIED

RESTRICTED

23 Sep 48

With 194 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physiological factors are taken into consideration, all of these incidents can be explained rationally, as pointed out by Rand Corporation and Lt. Fitts of Air Materiel Command Aero-Medical Laboratory (see Appendix "F" and "G").

Air Materiel Command Aero-Medical Laboratory (Dr. Paul Fitts 212 Incidents considered)

There are sufficient psychological explanations for the reports of unidentified flying objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from inability to estimate speed, distance, and size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of sighting, type of object, or manner of performance. There are indications, however, that some sightings were influenced by earlier reports. Most probably would not have been considered unusual or reported if there had been no publicity.

APPENDIX A

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "I") exhibited few common characteristics. Two of them, by statements of the reporters, would not have been made had the witnesses not read of the Mt. Rainier incident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX I

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally discredit the character of observers, but each case has undesirable elements, and these cannot be disregarded. The numerical designation is merely the categorical order of the incident in the project files.

1, 13, 17, 21, 29, 35, 37, 40, 51, 56, 62, 64, 68, 71, 75, 76, 77, 79, 84,

111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215, 236.

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

23 Sept 48

No. 176: Navy rawinsonde and Weather Bureau pilot balloon sounding were released approximately one hour prior to sighting. Wind flow, however, was WNW at all levels from the surface to 15,000 feet which would seem to preclude the possibility of either balloon drifting North to the San Pablo area. Both witnesses also agree that the object was travelling at high speed. Winds for that region did not exceed 25 K. Conclusion: No balloon.

Incident 176

On 23 Sept 1948 Mr [redacted] was talking to Col [redacted] when the Colonel called [redacted] attention to a single object in the sky. Object first appeared in the northeast and was moving faster than any airplane that [redacted] had ever seen. Object appeared very high. Both [redacted] watched it for at least 3 minutes. It moved toward the northwest in a straight line at a constant speed finally turning to the North and faded from view. To [redacted] the object appeared to have a regular rectangular outline with sharp corners. It was buff or gray in color with several darker vertical lines like ribs. (See drawing attached.) Object appeared like a "vegetable crate" flying thru the air and seemed to be covered with a translucent material. It made no noise and left no exhaust or trail. Apparent size was approximately 2 inches by 1 inch by 1 inch.

[redacted] description as to the shape, direction and overall appearance of this object is in direct contradiction with statements made by Col [redacted]

Mr [redacted] further stated that neither he nor col [redacted] were wearing glasses at the time and that he wears glasses only for reading. Mr. [redacted] is 70 years of age. He is a retired butcher.

While watching an Army bomber which was flying rather low, Col [redacted] observed above and going nearly due east an unknown object. He asked his companion, [redacted] if he were seeing things. [redacted] substantiated the fact that there was an object above the bomber. Col [redacted] described the object as being approximately the size of a large four-engined bomber. It appeared undulating in shape resembling an amoeba (See sketch inclosed). The object appeared to have 3 appendages forward and 2 aft which seemed to be flapping or oscillating while the center portion remained stable. Col [redacted] thought it was a mile or more above the bomber. In the center of the object there appeared a round, dark circle which, in Col [redacted] opinion, seemed to be above the main body of the object. Further it appeared that the main part of the object was translucent and of a dirty gray color and that the dark, circular portion appeared to grow more dense in color as it approached the center. From this observation Col [redacted] concluded that the dark portion was spherical having the shape and depth of a globe. He further stated that the main part of the object appeared like canvas. He could not estimate the speed of the object but said it was traveling at a far greater speed than the bomber or anything else he had ever seen. There was no noise of any type and no evidence of exhaust or trail. The object did not reflect or give off light of any type.

Col [redacted] prior to his retirement in 1948 was on duty in Panama as a veterinarian with the Army mission. He retired because of personal reasons and not because of physical defects. However, Col [redacted] is far-sighted and has to wear glasses. Neighbors and business associates established the fact that he is highly thought of and is reliable in all his dealings and associations with them. He impressed the investigator as being stable, intelligent and above average in common sense.

PROJECT "SIGN"
Action Slip

Refers to Eakins Sighting Incident No. 176

Location Pinole, Calif

Date & Time of Incident 23 Sept 48 Time: 12:00 noon

Initially Reported To Hq, 6th Army, Office Assis Chf of Staff G-2, Presidio of San Francisco, Calif

Info Recorded On: McBee _____ Witness File x Incident File x By ___

Check & Initial: Check List x Chart _____ Graph _____ By ___

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type % ltr - local Date Initiated 14 Oct 48

Initial Investigation Report Rec'd _____ Date _____

Information Requests

1. To Distr Commder 18th OSI Distri San Bernardion AF Base, San Bernardino, Calif
   Subject Project "SIGN"
   Date _____
2. To _____
   Subject _____
   Date _____
3. To _____
   Subject _____
   Date _____
4. To _____
   Subject _____
   Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

Other _____ Date _____

Dissemination : To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open x Pending _____ Closed _____

INCIDENT SUMMARY SHEET

Incident No. 176

1. Date and Time of Observation: 23 Sept 48 Approx 1200

2. Where Sighted: Castro's Ranch - 4 miles due east of San Pablo, Calif and 4.1 miles South of Pinole, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: [redacted] Col., U. S. Army (RET)
[redacted], Walnut Creek, Calif.

5. Occupation and/or hobbies: Retired army colonel formerly a veterinarian presently employed as a [redacted] by Calif State Dept of Agr.

6. Attention Attracted by: Was observing an Army bomber when he observed an unknown object flying above the bomber

7. Number of Object(s) Seen: 1

8. Size of Object(s): About the size of a 4-engine bomber -- longer than wide

9. Color of Object(s): Main part of body translucent and of a dirty gray color

10. Shape (Sketch if Possible) undulating with center portion appearing spherical having the shape and depth similar to a globe - like amoeba

11. Nature of Luminosity: Did not reflect or give off light of any type
(directed beam of light?)

12. Altitude of Object: Over a mile
(estimated)

13. Estimated Distance of Object from Observer: Over a mile directly above

14. Estimated Speed of Object: very fast speed

15. Time in Sight: Could not estimate

16. Tactics: Appendages seemed to flap or oscillate while center portion remained stable

17. Sound Made by Object(s): No noise

18. Direction of Flight of Object(s) Nearly due east

19. Apparent Construction: Thought main part of object appeared like canvas

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): No evidence of exhaust

22. Manner of Disappearance: just disappeared from sight in a very short time

23. Weather Conditions at Time of Sighting: ~~N/S~~ Day was rather dull and hazy - there were very few clouds in the sky at the time.

24. Peculiarities Noted: See drawing attached

25. Summary of Incident: (over)
(See attached page)

INCIDENT SUMMARY SHEET

Incident No. 176a

1. Date and Time of Observation: 23 Sept 48 Approx 1230

2. Where Sighted: Castro's Ranch - 4 miles due east of San Pablo, Calif & 4.1 miles south of Pinole, Calif.

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: [redacted]d
Richmond, Calif.

5. Occupation and/or hobbies: retired butcher

6. Attention Attracted by: Col [redacted] calling his attention to the object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Appeared from observer's viewpoint to be 2 inches by 1 inch by 1 inch.

9. Color of Object(s): Buff or gray in color

10. Shape (Sketch if Possible) rectangular outline with sharp corners
(See attached drawing)

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: Very high
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: faster than any plane he had ever seen

15. Time in Sight: At least 3 minutes

16. Tactics: horizontal flight

17. Sound Made by Object(s): no noise

18. Direction of Flight of Object(s) northwest then turned north

19. Apparent Construction: Seemed to be covered with a translucent material

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Left no exhaust or trail

22. Manner of Disappearance: flew out of sight gradually fading from view.

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Seemed like a vegetable crate flying thru the air

25. Summary of Incident: (over)
(See attached page)

(Rev. 17 AUG 45)

~~RESTRICTED~~ GF

AIR TECHNICAL SERVICE COMMAND

[redacted] CABLE AND MESSAGE SECTION—ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

1948 NOV 17 16:09 IN 1716177

FROM FT CROOK NEBRASKA 162216Z

TO WRIGHT-PAT AFB

OBOE DOG CHARLIE TWO ABLE ONE CMA FIVE TWO SIX NINE REUR LTR MIKE CHARLIE ITEM ABLE XRAY OBOE DASH THREE DTD RIGHT NOV FOUR EIGHT SUBJ QUOTE INFO COMPLIED ON WEATHER MISSIONS UNQUOTE PD BASIC CORRESPONDENCE HAS BEEN FORWARDED TO THREE [illegible] FOUR WEATHER RCN SQ FAIRFIELD SUISUN AFB CALIF [illegible] FOR NECESSARY ACTION

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

1-MCIA-asln
2-MCAFXM2-Info
3-MCI-Info

[redacted] WH 171955Z NR 2359G

UNCLASSIFIED

ACTION COPY

COPY No. 1

THIS MESSAGE RECEIVED IN [redacted] CODE

~~RESTRICTED~~ GF

INCIDENT NO 176

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked [redacted]. This copy will be safeguarded with the greatest care and will be returned to [redacted] CABLE & MESSAGE SECTION without delay.

WF-L-11 SEPT 45 30M

UNCLASSIFIED

[redacted]

5D-24-4 (3 Dec 48) 1st Ind 5D-OSI/WWM/dm
SUBJECT: UNKNOWN OBJECT, PROJECT "SIGN"
Special Inquiry

5th District, OSI (IG), Wright-Patterson AFB, Dayton, O., 20 Dec 48

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

Inclosed for your information and any action deemed appropriate is the final report of Special Agent MATHEW R. WILSON, District Office, OSI, Fairfield-Suisan Air Force Base, California. With the submission of this report, all logical investigative leads have been covered and reported and this office considers this case closed.

1 Incl
n/c

H. B. GIBSON
Colonel, USAF
Acting District Commander

INCIDENT NO 176

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

[redacted]

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS UNITED STATES AIR FORCE

WASHINGTON

The Inspector General, USAF
19th District Office of Special Investigations
Fairfield-Suisun Air Force Base, California

File No. (24-3)

8 December 1948

SUBJECT: UNKNOWN OBJECT, PROJECT "SIGN"
Special Inquiry

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

1. Reference is made to Report of S/A ARMIN F. HEROLD, JR., of this Office dated 16 November 1948.

2. Attached for your further information and any action deemed appropriate are two copies of the Final Report of S/A MATHEW R. WILSON of this Office dated 29 November 1948.

/S/ Bryden E. Moor, 1st Lt

for DONALD C. GOEWEY
Captain, USAF
District Commander

1 Incl
Rpt of S/A WILSON dtd
29 Nov 48 (dup)

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

INCIDENT NO 176

UNCLASSIFIED

CONFIDENTIAL UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-3	DATE 29 November 1948
	REPORT MADE BY MATTHEW R. WILSON	
TITLE PROJECT "SIGN"	REPORT MADE AT DO #19, Fairfield-Suisun AFB	
	PERIOD 15 November 1948	
	OFFICE OF ORIGIN DO #5, Wright-Patterson AFB	
	STATUS CLOSED	

CHARACTER
SPECIAL INQUIRY

REFERENCE Ltr fr Hqs, Air Materiel Command, Reference File CG, AMC, ATTN: MCIAMD, dated 16 October 1948.

SYNOPSIS

Mr. [redacted] stated that on 23 September 1948 at approximately 1230 P.M., he sighted an object at a high altitude going at a very great rate of speed. Mr. [redacted] description as to the shape and direction and over-all appearance of this object is in direct contradiction with the statements made by Colonel [redacted]. This object was brought to [redacted]s attention by Colonel [redacted].

- CLOSED -

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC, Wright-Patterson AFB (Action copy)(Incl) 2 DO #5, Wright-Patterson AFB (Incl) 2 OSI Headquarters(Incl) 2 G-2, Sixth Army (Info) (Incl) 1 ONI, 12ND, San Francisco (Info) (Incl) 1 FBI, San Francisco (Info) (Incl) 1 File (Incl) 2	Commanding General Air Materiel Command Wright-Patterson Air Force Base Dayton, Ohio	
	APPROVED Bryden E. Nee, 1st Lt for DONALD C. GOEWEY Captain, USAF DISTRICT COMMANDER	DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

CONFIDENTIAL

DO #19, Case No. 24-3

DETAILS:

AT RICHMOND, CALIFORNIA

1. On 15 November 1948, Mr. [redacted] Richmond, California, a retired butcher, was interviewed at his home, and made the following statements in substance: On 23 September 1948 [redacted] was visiting at Castro's Ranch and at approximately 1230 P.M. [redacted] was talking to Colonel [redacted] when [redacted] called [redacted] attention to a single object in the sky. They saw the object, first, in the Northeast, moving faster than any airplane he ([redacted]) had ever seen, and it appeared to be very high. [redacted] and [redacted] watched the object for at least 3 minutes. The object moved toward the Northwest and in a straight line at a constant speed, finally turning to the North and fading from view. The object had a regular rectangular outline with sharp corners. It was buff or gray in color, with several darker vertical lines like ribs. The object appeared to be covered with a translucent material. It appeared like a "vegetable crate" flying through the air. The object's apparent size was approximately 2 inches by 1 inch by 1 inch. It made no noise and left no exhaust or trail. (Sketch is inclosed) Mr. [redacted] further stated that neither he nor Colonel [redacted] was wearing glasses at the time and that he wears glasses only for reading. Mr. [redacted] 70 years of age.

Inclosure:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB; DO #5, WRIGHT-PATTERSON AFB; OSI HEADQUARTERS; G-2, SIXTH ARMY; ONI, 12TH NAVAL DISTRICT, SAN FRANCISCO; FBI, SAN FRANCISCO; AND FILE:

Rough sketch of flying object as described by [redacted]

- CLOSED -

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

INCIDENT NO 172

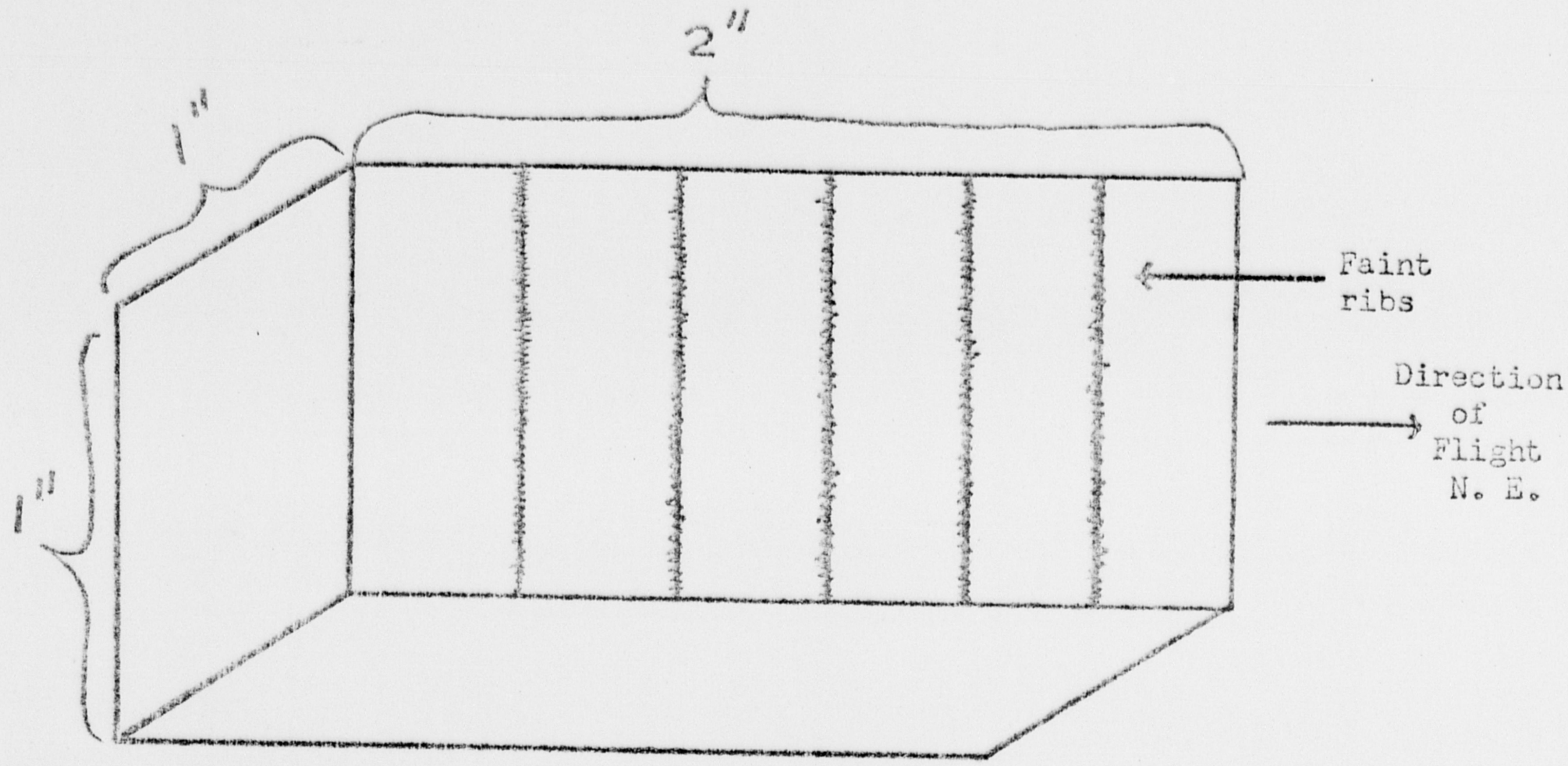
UNCLASSIFIED [redacted]

CONFIDENTIAL

UNCLASSIFIED

OSI Case No. 24-3
19th District

Apparent Size



Altitude - undetermined

Speed - "

Color - buff-gray

INCIDENT NO. 174

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

Incl 1

UNCLASSIFIED

CONFIDENTIAL

[redacted]

UNCLASSIFIED

File No. OSI 24-3

23 November 1948

SUBJECT: UNKNOWN OBJECT, Project "Sign"
Special Inquiry

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

1. Reference is made to report of Special Agent ARMIN F. HEROLD, JR., of this office, dated 12 November 1948.

2. Attached for your further information are two copies of the report of Special Agent ARMIN F. HEROLD, JR., dated 16 November 1948.

3. This investigation is continuing in this OSI District Office. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl
Report of SA ARMIN F. HEROLD, JR., dtd 16 Nov 48 (in dup)

DONALD C. COEWEY
Captain, USAF
District Commander

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

176

UNCLASSIFIED

[redacted]

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

FILE NO. [redacted]24-3

DATE 12 November 1948

REPORT MADE BY
ARMIN F. HEROLD, JR

TITLE UNKNOWN OBJECT, Project "Sign"

REPORT MADE AT
DO #19, Fairfield-Suisun AFB

PERIOD
4 November 1948

OFFICE OF ORIGIN
DO #19, Fairfield-Suisun AFB

STATUS
PENDING

CHARACTER
Special Inquiry

REFERENCE Ltr fr Hq, Air Materiel Command, Wright-Patterson AFB, File: CG, AMC, ATTN: MCIAXO, dated 18 October 1948

SYNOPSIS

Investigation requested by Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. At approximately 1200 hours, 23 September 1948, Colonel [redacted] U. S. Army (RET), sighted an unknown object moving very fast at a considerable altitude, headed due East. This object was also seen by a [redacted]

DISTRIBUTION

CG, AMC, Wright-Patterson AFB, (Action copy) (Incl)2
DO #5, Wright-Patterson AFB (Incl) 2
OSI Headquarters (Incl) 2
File (Incl) 2

ACTION COPY FORWARDED TO
Commanding General,
Air Materiel Command,
Wright-Patterson Air
Force Base,
Dayton, Ohio
ATTN: MCIAXO-3

APPROVED

DONALD C. GOEWEY
Captain, USAF

DISTRICT COMMANDER

FILE STAMP

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

UNCLASSIFIED

DOCUMENT NO 176

SMAMA—Sep 48—10M

UNCLASSIFIED

MCIAIO-3

MCIAIO-3/RBS/gj
2 NOVEMBER 1948

[redacted]
Colonel, U. S. Army, Ret'd.
[redacted]

Dear Sir:

Your letter dated 23 September 1948 addressed to G-2 Sixth Army Area, Presidio of San Francisco, California, has been forwarded to this Headquarters for necessary action.

This Command is interested in all reports of unidentified aerial objects and appreciates the interest you have taken in bringing this matter to our attention.

Sincerely yours,

W. R. CLINGERMAN
Colonel, USAF
Tech Intelligence Division
Intelligence Department

Line 124

UNCLASSIFIED

CONFIDENTIAL

MCIAXO-3/MRS/dr
14 Oct 48

MCIAXO

Project "Sign"

Commanding Officer
18th C.I.C. District (CO)
San Bernardino Air Force Base
San Bernardino, California

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Force installations by Headquarters USAF letter dated 6 February 1948, subject "Report of Information on Flying Discs".

2. A letter sent to Eq Sixth Army and forwarded to this Command, copy attached as Inclosure 1, indicates that [redacted] Calif, saw an unidentified aerial object 25 September 1948.

3. It is requested your office interview all witnesses to this observation and obtain detailed, signed statements of the anomaly observed. It is further requested that during the interview the agent obtain as much information as possible relative to the object as outlined in the "Essential Elements of Information" form, attached as Inclosure 2. Any additional evidence that may seem pertinent to the investigation, as indicated in section "General" of the EEI, should be included.

4. Interested personnel should be advised that the confidential nature of this matter precludes any publicity.

5. It is requested that all pertinent material be forwarded directly to the Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

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

2 Incls
1. Ltr dtd 1 Oct 48
2. EEI Form

R. P. GRIFFITHS
Colonel, USAF
Acting Chief of Intelligence

CONFIDENTIAL

UNCLASSIFIED

INCIDENT NO 176

UNCLASSIFIED

~~CONFIDENTIAL~~

AMC
Subject: Unconventional Aircraft

2d Ind

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

TO: Commanding General, Headquarters Fourth Air Force, Hamilton Field, California

1. Action is being taken to investigate further the matter reported in the letter of [redacted]

2. This Command is interested in all reports of unidentified aerial objects.

FOR THE COMMANDING GENERAL:

1 Incl
w/d

W. F. OLDWORTHAM
Colonel, USAF
Actg Chief, Intelligence Department

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

INCIDENT NO 176

~~CONFIDENTIAL~~ UNCLASSIFIED

10-248

[redacted]

HEADQUARTERS SIXTH ARMY
Office of The Assistant Chief of Staff G-2
Presidio of San Francisco, California

AMGBI-C

SUBJECT: Unconventional Aircraft

TO: Commanding General
Headquarters Fourth Air Force
Hamilton Field, California
ATTN: AC of S, A-2

1. Reference, letter, DA, CSGID 452.1, 25 March 1948, subject as above.

2. Attached letter [redacted] Walnut Creek, California, is forwarded for your information.

3. The report was not considered of sufficient importance to warrant direct communication with the Commanding General, Air Materiel Command, as provided for in reference letter.

/s/ Alexander G. Kirby

ALEXANDER G. KIRBY
Lt Colonel FA
Actg AC of S, G-2

1 Incl:
Ltr as indicated in par 2
dtd 23 Sep 48

452.1 Gen/360-OI 1st Ind

HEADQUARTERS FOURTH AIR FORCE, Hamilton AFB, Hamilton Field, California,
5 OCT 1948

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

FOR THE COMMANDING GENERAL:

1 Incl: *
n/c

J. P. BAILEY
Colonel, USAF
Deputy for Operations

cc to CG, ADC, Attn: D/I

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

UNCLASSIFIED

[redacted]

176

10-248

[redacted]

C O P Y

BOX 1213 - Walnut Creek,
California

23 September 1948

Memo for: G-2, Sixth Army Hq.,
Presidio of San Francisco, Calif.

Subject: Observation

1. A few minutes after 12:00 o'clock noon this date an Army bomber flew relatively low near Pinole. As the undersigned raised his eyes, he saw far beyond the bomber - much higher - an irregular shaped white object - undulating going at a fast speed. This object seemed as large as a bomber. As it "wobbled" a dark spot could be seen in its center.

2. A Mr. [redacted] also saw it.

3. Soon it (the object) disappeared inland.

[redacted]
Colonel, U. S. Army, Retd.
[redacted]

C O P Y

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

176

UNCLASSIFIED

176

OSI File No. 24-3

DETAILS

1. This investigation was predicated upon receipt of letter from Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Reference File, CG, AMC; ATTN: MCIAXO, dated 18 October 1948.

IN WALNUT CREEK, CALIFORNIA

2. On 4 November 1948 [redacted] Colonel, U. S. Army (RET) [redacted] Walnut Creek, California, was interviewed and in substance stated that at approximately 1200 hours, on 23 September 1948, while standing in front of the packing plant at Castro's Ranch, which is located 4 miles due East of San Pablo, California, and 4.1 miles South of Pinole, California, he noted an Army bomber, two-engined, type unknown, passing overhead at a very low altitude and headed Southeast. Upon watching the bomber, he noticed above and going in the direction of nearly due East, an unknown object. Upon sighting the object, Colonel [redacted] brought it to a Mr. [redacted] attention and asked him if he (Colonel [redacted] were seeing things. [redacted] substantiated Colonel [redacted] observation that there was an object above the bomber. Colonel [redacted] described this object as being approximately the size of a large four-engined bomber having a shape similar to an ameba (sketch is inclosed). The object was shaped so that it appeared that there were three (3) appendages forward and two (2) aft. These appendages seemed to be flapping or oscillating while the center portion remained stable. The object appeared to be, in Colonel [redacted] opinion, a mile or more above the bomber. In the center of this object there appeared a round, dark circle which, in Colonel [redacted] opinion, seemed to be above the main body of the object. Further it appeared that the main part of the object was translucent and of a dirty gray color and that the dark, circular portion appeared to grow more dense in color as it approached the center. From this observation Colonel [redacted] concluded that the dark portion was spherical, having the shape and depth similar to a globe. Colonel [redacted] further stated that in his mind the main part of the object appeared like canvas. Colonel [redacted] stated there was no way he could estimate the speed of the object but that it was traveling at a far greater speed than the bomber or anything else he had ever seen and that there was no noise of any type, no evidence of exhaust or trail. The object just disappeared from sight, not behind a cloud or hill or any other obstruction, in a very short

time. Colonel [redacted] could not estimate whether it was a matter of seconds or minutes as he was so engrossed in the object. On this day, and at this time, there were very few clouds in the sky. However, the day was rather dull and hazy. Colonel [redacted] further stated that the object did not reflect or give off light of any type.

3. Colonel [redacted], prior to his retirement in 1948, was on duty with the Army mission in Panama as a veterinarian. Colonel [redacted] retired because of personal reasons and not because of any physical defects. However, Colonel [redacted] is far-sighted and has to wear glasses. He is presently employed by the California State Department of Agriculture as a [redacted]. A check with the neighbors and business associates established the fact that Colonel [redacted] is highly thought of and is reliable in all his dealings and associations with them.

NOTE: Colonel [redacted] expressed the opinion to this writer that he was very reluctant in writing his original letter to G-2, Sixth Army, Presidio of San Francisco, California, in that he believed somebody would think he was "another quack, probably an old fuddy-duddy." However, in the belief that he had a duty to perform, even though retired, he finally forwarded the information. Colonel [redacted] impressed this investigator as being very stable, intelligent, above average in common sense.

Inclosure:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB; DO #5, WRIGHT-PATTERSON AFB; OSI HEADQUARTERS; AND FILE.

Rough sketch of UNKNOWN OBJECT, Project "Sign."

- PENDING -

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

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

UNCLASSIFIED

FILE NO. 24-3

DATE 15 November 1948

REPORT MADE BY ARMIN F. HEROLD, JR

TITLE

UNKNOWN OBJECT, Project "Sign"

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 12 and 15 November 1948

OFFICE OF ORIGIN DO # 5, Wright-Patterson AFB

STATUS PENDING

CHARACTER Special Inquiry

REFERENCE Ltr fr Hqs, Air Materiel Command, Ref File No. CG,AMC, ATTN: MCIAXO, dtd 18 October 1948

SYNOPSIS

This investigation was predicated upon receipt of letter from Hqs, Air Materiel Command, Ref File CG AMC, ATTN: MCIAXO, dated 18 October 1948.
A check of the radar net of the San Francisco Bay Area; United Air Lines; Air Port Traffic Field, Mills Field; Western Air Lines; Pan-American Airways; American Air Lines; and the Flying Tigers, all of San Francisco, California, revealed no unusual radar readings or sightings during the period from 1100 to 1300 hours on 23 September 1948.

DISTRIBUTION

Commanding General, Wright-Patterson AFB (action copy) 2
District Commander, DO # 5, Wright-Patterson AFB 2
OSI Hqs 2
Files 2

ACTION COPY FORWARDED TO

Commanding General, Wright-Patterson Air Force Base, Dayton, Ohio

ATTN: MCIAKO-5

FILE STAMP

APPROVED

UNCLASSIFIED

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

Donald C. Goewey
DONALD C. GOEWEY
Capt, DISTRICT COMMANDER

SMAMA—Sep 48—10M

UNCLASSIFIED

OSI File No. 24-3

DETAILS:

1. This investigation was predicated upon receipt of letter from Headquarters, Air Materiel Command, Reference File CGAMC, ATTN: MCIAXO, dated 18 October 1948.

AT MILLS FIELD, SOUTH SAN FRANCISCO, CALIFORNIA

2. On 12 November 1948 Mr. [redacted], Mills Field, California, stated that he knew of no scheduled flights over the Pinole area at approximately 1200 hours on 23 September 1948.

3. On 12 November 1948 Mr. [redacted], Traffic Representative, Pan American Airways, Mills Field, California, stated that their records for 23 September 1948 showed no scheduled aircraft over the Pinole area. One (1) unscheduled aircraft from Pan American Airways had been on a training mission on 23 September 1948, but the instructor, Mr. [redacted] stated that the aircraft had not flown North of Hunters Point, which is a considerable distance South of the Pinole area.

4. On 12 November 1948 Mr. [redacted] Dispatcher for United Air Lines, Mills Field, California, contacted the writer by telephone and stated that United Air Lines Flight No. 576 was over Bay Point, East of the Carquinez Bridge, which is 6.1 miles Northeast of San Pablo, California, and approximately 8 miles due North of Castro's Ranch, at 12:14 (Pacific Daylight Saving Time) on 23 September 1948; West-bound at an altitude of 4,000 feet. Flight No. 576 was a DC-4. Further he stated that Flight No. 562, a DC-4, was South-bound at 11:45 (Pacific Daylight Saving Time) on 23 September 1948, flying at an altitude of 5,000 feet.

5. On 12 November 1948 Mr. [redacted], Western Air Lines Passenger Agent, stated that none of their flights of 4-engined aircraft were scheduled to fly over the Pinole area. A check of their daily flight log revealed no record of any training flights or other unschedules missions on this date. The Western Air Lines Radio Communications Section also serves American Air Lines flights and it was revealed that American Air Lines had no 4-engined aircraft in the air after 0745 hours on 23 September 1948.

176

UNCLASSIFIED

DOWNGRADED AT 4 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

OSI File No. 24-3
DETAILS (cont'd)

6. On 12 November 1948 [redacted] Radio Communications Officer for Trans World Air Lines, stated that none of their 4-engined aircraft had been in the Richmond-San Pablo area within two hours of the questioned time.

7. On 12 November 1948 Mr [redacted], Station Manager, Flying Tigers Air Lines, Mills Field, California, stated that none of their 4-engined aircraft were scheduled for day time flights to or from Mills Field and that on 23 September 1948, none of their aircraft were utilized for training or any other unscheduled flights.

AT HAMILTON AIR FORCE BASE, HAMILTON FIELD, CALIFORNIA

8. On 15 November 1948 the Army Airways Communications Service, who are charged with the responsibility of the radar net of the San Francisco Bay Area, were contacted and it was revealed that on 23 September 1948 at approximately noon, there were no unusual radar readings reported, nor were there reported any Air Force 4-engined aircraft in the vicinity of Pinole, Pinole Point, Lone Tree Point or Corquinez Straits.

PENDING

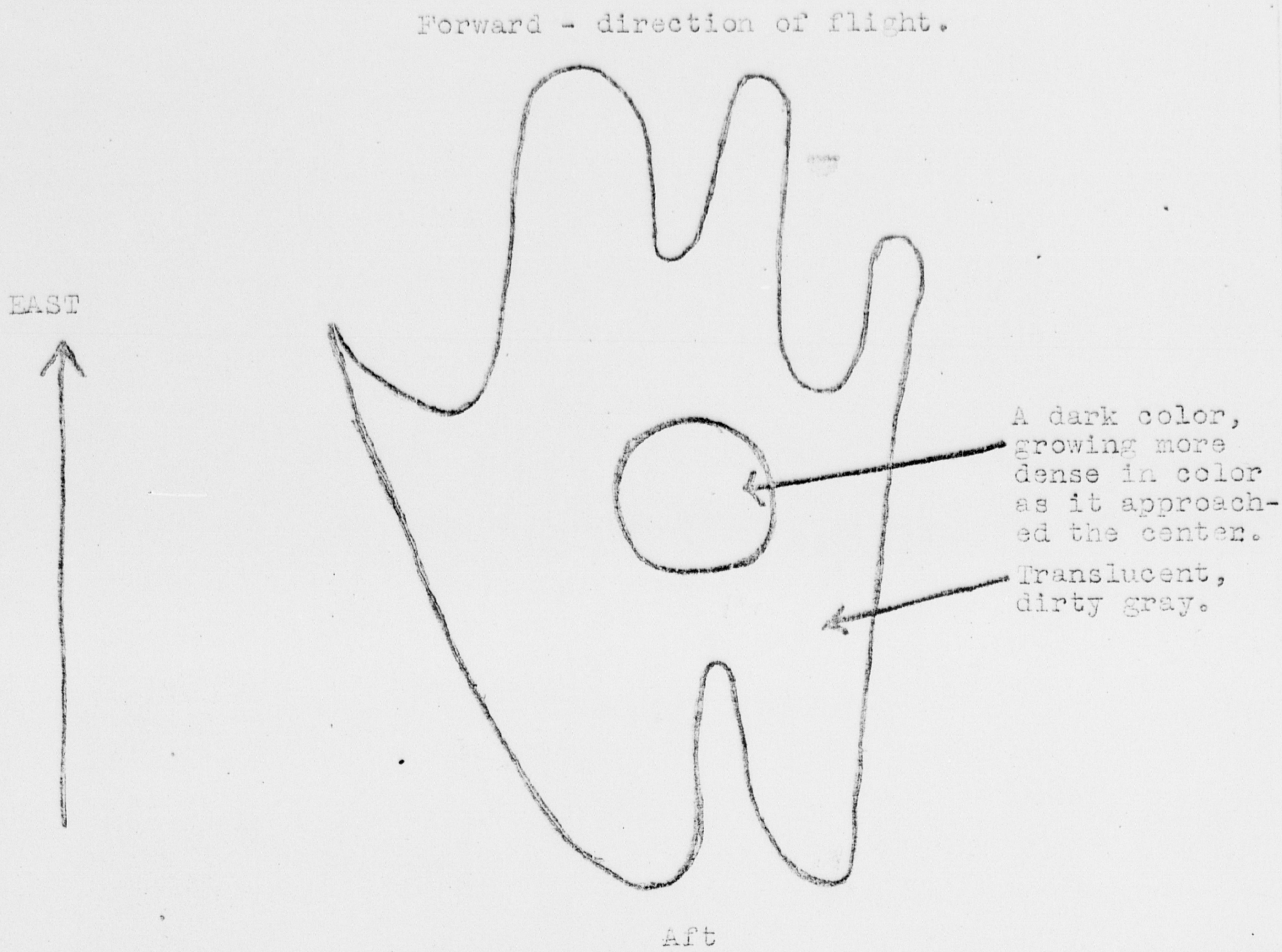
#176

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED



NOTE: About size of 4-engined bomber - longer than wide.

DOWNGRADED AT 3 YEAR INTERVALS
UNCLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

Incl # 1

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

TIME OF OBSERVATION 0540 WEATHER "White out"

"Corner"

SHIP Passenger a/c ALTITUDE 3500-3000'

COURSE 90° LENGTH OF TRIP (OBSERVED)

NO. IN GROUP 1 TYPE OF OBSERVATION Ground

VORGID ---- MANEUVERS ----

SKETCHES 1

Use Primary ATIC Form 379
(Jan 50)

[redacted]

[redacted]

UNCLASSIFIED

Incident #174 -- near New Orleans, Louisiana -- 1 October 1948

There is a strong possibility that the object sighted here was nothing other than a fireball. The description of the object itself particularly suggests this: white hot, with red flames trailing. The course and size also fit in with the fireball hypothesis. It is an unusual time of day to see a slow-moving meteor, since in the early morning they strike nearly head-on; however, this one could have been seen after the earth's atmosphere had slowed it down very appreciably.

UNCLASSIFIED

[redacted]

[redacted]

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

10746

No. 174: Nearest pilot balloon sounding release was at Lake Charles at 0300 CST. Wind flow WNW in lower levels, changing to SSW with altitude. No winds of high enough velocity to carry pilot balloon sounding from Lake Charles to New Orleans in time interval were reported. Only other release in the area was at Biloxi, North of New Orleans. Winds aloft were WSW. Speed stated by observer of 300 M.P.H. is approximately 15 times greater than any wind reported for that area. Conclusion: Not a balloon.

Incident: 174

At the time of the sighting observer was standing on a little ridge facing south in the midst of a clearing some twenty feet wide. It was too dark for hunting in the woods but was sufficiently light for him to see the time by his watch. At 0540 hours [redacted] was looking to the south and saw an object which resembled an ice cream cone traveling east with the larger end in front. The front end appeared white hot (like the mantels in a gasoline lantern) Toward the rear it got gradually darker red. There was no visible metal or other material and no projections of any kind, only fire. The object made absolutely no noise and left no trail of any kind. It was traveling in a straight line from west to east and did not gain or lose altitude. There was no visible means of propulsion. It appeared to be about 3/4 miles away and at an elevation of approximately 2500 feet. Mr [redacted] stated he was looking up at an angle of about 30° relative to the ground and observed the object for approximately 10 seconds before it was obscured by some trees. It appeared to be about the size of the average airliner and was traveling approximately 300 MPH. The larger end of the cone appeared thicker than the average airliner is through the fuselage but it was about the same length. The object displayed no lights other than it appeared encased in flame. It did not light up the area. There was no visible means of support and no control surfaces. There were no clouds and the wind was fairly calm.

[redacted] stated that he was a student pilot but could not get a pilot's license because of poor muscular coordination in his eyes. His color perception was normal and his hearing is excellent.

Investigative personnel stated that Mr [redacted] seemed a reliable level headed person. He appeared conscientious and desired no publicity stating that he did not desire his friends and business acquaintances to josh him concerning the matter.

INCIDENT SUMMARY SHEET

Incident No. 174

1. Date and Time of Observation: 1 Oct 48 (Friday morning) 0540

2. Where Sighted: Ascension Parish, Township 10 South, Range 4 East 50 miles from New Orleans, La - ground

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: [redacted], New Orleans. RA 0515

5. Occupation and/or hobbies: considerable flying experience

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): Approximately the length of a passenger aircraft

9. Color of Object(s): white-hot

10. Shape (Sketch if Possible) cone-shaped

11. Nature of Luminosity: (directed beam of light?) Seemed to be a white-hot cone. The object displayed no lights but seemed encased in flame. Did not light up the area.

12. Altitude of Object: (estimated) 1500 to 2000 ft

13. Estimated Distance of Object from Observer: 3/4 miles away

14. Estimated Speed of Object: Approx 200 MPH

15. Time in Sight: Sufficiently long to enable Williams to make a fairly detailed observation. Approximately 10 seconds.

16. Tactics: Straight and level flight

17. Sound Made by Object(s): soundless

18. Direction of Flight of Object(s) East

19. Apparent Construction: "flame"

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): red flames

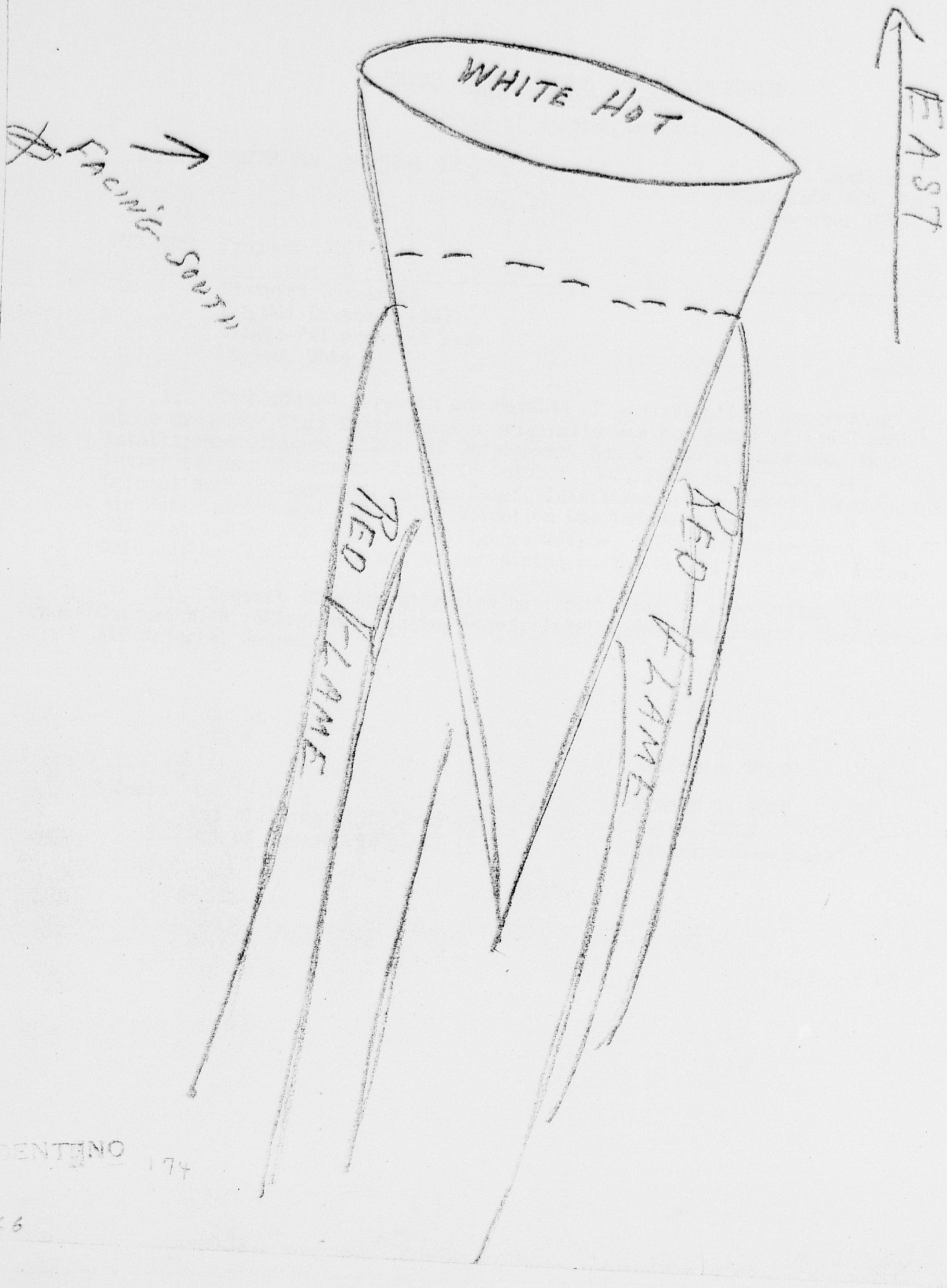
22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: No clouds with wind fairly calm

24. Peculiarities Noted: Object left no trail of any kind and did not light up the area

25. Summary of Incident: (over)

(See attached page)



DENTINO 174
966

HEADQUARTERS UNITED STATES AIR FORCE
THE INSTPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 9d 32-1 9D 32-2

9th OSI District
Barksdale AFB, La
29 November 1948

SUBJECT: Project "SIGN"

TO: District Commander
5th OSI District (IG)
Wright-Patterson AF Base
Dayton, Ohio

1. Transmitted herewith are results of investigations concerning above project. This investigation originally was requested of the Branch Intelligence Officer, 112th CIC Detachment, New Orleans, Louisiana, in a letter to that Detachment dated 13 October 1948, File No. MCIAXO, by Colonel W. R. Clingerman, Acting Chief, Intelligence Department, Headquarters, Air Materiel Command. This investigation was turned over to the 9th OSI District by the Branch Intelligence Office, 112th CIC Detachment, New Orleans, Louisiana, as a matter pertaining to the United States Air Force.

2. Request this investigation be transmitted by your Office to Colonel W. R. Clingerman, Acting Chief, Intelligence Department, Headquarters, Air Materiel Command.

/S/ Edward R. Ford

EDWARD R. FORD
Major, USAF
District Commander

2 Incls
1. Rpt of Invest (9D 32-1) (3)
2. Rpt of Invest (9D 32-2) (3)

Incident 174

CONFIDENTIAL UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 9D 32-1	DATE 29 November 1948
	REPORT MADE BY Claude W. Gilliam	
TITLE PROJECT "SIGN"	REPORT MADE AT DO # 9, New Orleans Detachment	
	PERIOD 26 October 1948 - 29 November 1948	
	OFFICE OF ORIGIN DO # 9, Barksdale AFB, Louisiana	
	STATUS RUC	

CHARACTER
Subversive Activity

REFERENCE Ltr, dated 18 October 1948, from Colonel W. R. CLINGERMAN, To Branch Intelligence Office, 112th CIC Detachment, New Orleans, Louisiana

SYNOPSIS

This investigation predicated upon request of W. R. CLINGERMAN, Colonel, USAF, Acting Chief of Intelligence, Headquarters, Air Materiel Command.

Investigation in New Orleans, Louisiana, concerning above SUBJECT only revealed one individual who saw the aerial object in that Section.

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

4810 f

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC - 3 Hq OSI - 2 DO # 9 - 2	Commanding General Air Materiel Command Wright-Patterson AFB Dayton, Ohio Attn: Chief of Intelligence Unit	
	APPROVED Edward R. Ford EDWARD R. FORD Major, USAF DISTRICT COMMANDER	

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL UNCLASSIFIED S-3007-TC

50 24-4 1st Ind 5D-OSI/JWF/fmm
(29 Nov 48)
Subj: Project "Sign"

5th District OSI (IG), Wright Patterson AFB, Dayton, Ohio. 8 Dec 48

TO Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio. ATTN: MCIAXO-3, Captain Sneider.

Forwarded in compliance with paragraph 2, basic communication.

2 Incls (in dup)
(one by ea w/d)

H. B. GIBSON
Colonel, USAF
Acting District Commander

Incident 174

DETAILS:

1. This investigation was predicated at the request of the Acting Chief of Intelligence, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

AT NEW ORLEANS, LOUISIANA:

This investigation was turned over to the 9th OSI-District by the Fourth Army Branch Intelligence Officer, as a matter pertaining to the United States Air Force, on 26 October 1948.

2. On 8 November 1948 Mr. [redacted] Company, was interviewed at his home, [redacted] New Orleans, Louisiana. [redacted] stated that on the morning of 1 October 1948 he was squirrel hunting on his property, and that he had gotten up very early in the morning and was standing on a little ridge facing south. This ridge was located in a clearing which had been cut for telephone lines. The clearing is approximately twenty feet wide and runs from the highway north to the swamps. At this particular time it was too dark to go into the woods hunting, but was light enough to see what time it was by his watch, and at 0540 hours [redacted] was looking to the south at the sky and saw the aerial object which he described as follows. "It looked like an ice cream cone traveling toward the east with the larger end in front. At the front it looked as if it were white hot (like the mantels in a gasoline lantern), and toward the rear it got gradually darker red. There was no visible metal or other material and no projections of any kind, only fire. The object made absolutely no noise and left no trail of any kind. It was traveling in a straight line from west to east and did not gain or lose altitude. There was no visible means of propulsion. It appeared to be about three-quarters of a mile away and at an elevation of approximately twenty-five hundred feet. I was looking up at an angle of about thirty degrees elevation relative to the ground, and I watched this object for approximately ten seconds before it was obscured by some trees. It appeared to be about the size of the average airliner and was traveling at approximately three hundred miles per hour. The larger end of the cone appeared to be thicker than the average airliner is through the fuselage, but it was about the same length. The object displayed no lights other than it appeared to be encased in flame, and it did not light up the area. There was no visible means of support and no control surfaces. There were no clouds that day, and the wind was fairly calm."

[redacted] stated that he was a student pilot but could not get a pilot's license because of poor muscular coordination in his eyes, but that his color perception was normal and that his hearing is excellent. There were no other eye witnesses to this phenomena, according to [redacted] (F-6)

- RUC -

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

UNCLASSIFIED

15

[redacted]

MCIAXO-3/[illegible]/dw

MCIAXO

OCT 18 1948

Project "Sign"

Agent in Charge
Branch Intelligence Office
112th CIC Detachment
New Orleans, Louisiana

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena, and has been authorized direct communication with Army elements by Department of the Army letter dated 25 March 1948, subject "Unconventional Aircraft."

2. A report from your office, forwarded by Headquarters 4th Army, indicates that [redacted], New Orleans, Louisiana, reported sighting an unidentified aerial object 1 October 1948.

3. It is requested your office interview all witnesses to this observation and obtain detailed, signed statements of the anomaly observed. It is further requested that during interview the agent obtain as much information as possible relative to the object as outlined in the "Essential Elements of Information" form, attached as Inclosure 1. Any additional evidence that may seem pertinent to the investigation, as indicated in section "General" of the EEI should be included.

4. Interested personnel should be advised that the confidential nature of this matter precludes any publicity.

5. It is requested that all pertinent material be forwarded directly to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

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

1 Incl.
EEI form

for R. E. Gold
R. E. CLINGERMAN
Colonel, USAF
Acting Chief of Intelligence

[redacted]

UNCLASSIFIED

4810.4

UNCLASSIFIED

~~CONFIDENTIAL~~

452.1 AMADB 6 October 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

1. Reference is made to letter, Intelli ence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.

2. Attached Summary of Information forwarded for your information and any action necessary.

FOR THE COMMANDING GENERAL:

1 Incl
S/I dtd 4 Oct 48

BESTIS L. POLAND
Colonel, GSC
AC of S, G-2

1st Ind MCIAXO-5/HWS/dw
14 Oct 48

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

TO: Commanding General, Headquarters Fourth Army, Fort Sam Houston, Texas

A request for further information has been forwarded directly to Agent in Charge, Branch Intelligence Office, 112th CIC Detachment, New Orleans, Louisiana.

FOR THE COMMANDING GENERAL:

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

H. R. CLEMENTS
Colonel, AGAP
Actg Chief of Intelligence

UNCLASSIFIED

INCIDENT NO

~~CONFIDENTIAL~~

174

1747

[redacted]

SUMMARY OF INFORMATION

UNCLASSIFIED

DATE: 4 October 1948

PREPARING OFFICE: Branch Intelligence Office, New Orleans, Louisiana

SUBJECT: Unidentified Flying Object

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

SUMMARY OF INFORMATION

TIME: Friday morning, 1 October 1948, at 0540 hours

PLACE: Ascension Parish, Township 10 South, Range 4 East, Section 22

INFORMANT: [redacted], New Orleans, Louisiana, Telephone, [redacted] Residence, [redacted] New Orleans, Louisiana, Telephone, [redacted]

On 4 October 1948 Mr. [redacted] entered this office and had to say the following; concerning an unidentified flying object: That [redacted] has a hunting lodge located in Ascension Parish, Township 10 South, Range 4 East, Section 22 (approximately 50 miles from New Orleans, Louisiana) and that on the morning of 1 October 1948 he, [redacted] was hunting; that he was on a road which has been constructed in the swampland of this hunting site which runs north and south and that he was facing the south when an object traveling in an easterly direction came into his view; that this object appeared to be traveling at approximately 200 miles per hour at an altitude of approximately 1500 or 2000 feet; that this object remained in his, [redacted] line of vision long enough for him to make a fairly detailed print in his mind. (Here [redacted] explained that he has had a good deal of flying experience and as a result was able to ascertain ~~[illegible]~~ speed, elevation and direction.); that according to him, [redacted] this sighted object was absolutely soundless and that it appeared to be approximately the length of a passenger air craft, cone shaped, with the larger end of the cone in front and that this portion of the cone appeared to be "absolutely white hot". (Here [redacted] compared the white hotness of this cone with a gasoline pressure lamp, i.e., such as a Coleman gas lantern) [redacted] then stated that the white hot section of this cone covered approximately one-sixth of the object and that flames were emitting from the balance of the cone, but did not resemble any color; that the line of flight of this unidentified object was straight and level. (Mr. [redacted] made a free hand sketch of the sighted object which is attached hereto.)

Mr. [redacted] advised the personnel in this office that he did not wish any publicity concerning his sighting of this object but that he did not object to his name being used in a confidential report. Mr. [redacted] also stated that he told the caretaker of the lodge and a hunting companion of the incident and all agreed not to divulge the information as it might be an experiment being undertaken by this government. (CONTD)

DISTRIBUTION:

112th CIC Detachment - 2 cys

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

UNCLASSIFIED

WD AGO FORM 1 JUN 47 568

U. S. GOVERNMENT PRINTING OFFICE

[redacted]

INTERVALS

[redacted] CONFIDENTIAL

SUMMARY OF INFORMATION

UNCLASSIFIED

DATE 4 October 1948

PREPARING OFFICE

Branch Intelligence Office, New Orleans, Louisiana

SUBJECT

Unidentified Flying Object

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

SUMMARY OF INFORMATION

Mr. [redacted] 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. [redacted] gave the information above are of the opinion that [redacted] is a reliable, level headed person; that [redacted] appeared to be conscientious and felt it was his duty to report the sighting of this unidentified object; that the reason [redacted] desired no publicity was due to the fact that he did not desire his friends and business acquaintances to josh him concerning this matter.

NOTE: Mr. [redacted] stated that he was not under the influence of alcohol at the time of the sighting of the object.

INCIDENT NO 174

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

DISTRIBUTION:

112th CIC Detachment - 2 cys

UNCLASSIFIED

WD AGO FORM 1 JUN 47 568

U. S. GOVERNMENT PRINTING OFFICE [illegible]

[redacted]

3066

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, ~~[illegible]~~ 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

DATE OF UFO 2 Feb 48

LOCATION Lytton, British Columbia

SOURCE Newspaper Clipping

DATE IN TO ATIC

COLOR

SPEED

Estimated
Measured
Estimated
Measured

ALTITUDE

LENGTH OF TIME OBSERVED

TYPE OF OBSERVATION

WITNESSES

REMARKS: Object found to be Japanese balloon bomb.

[redacted]

ATIC Form 329
(2 Feb 52)

[redacted]

UNCLASSIFIED

American Embassy
Office of the Air Attaché
Bogotá, Colombia
28 July 1948

A-87-48

452.1

SUBJECT: Unconventional Aircraft.

TO: The Director of Intelligence, GSUSA
Washington 25, D. C.

In compliance with letter your office, subject as above, dtd 25 Mar 48, file CSGID 452.1, Control No. A-1917, a negative report is submitted.

EDMUND B. RICHARDS
Major, USAF
Air Attaché

to AMC - Ref Flying Discs.
MCIAXF

A-3713-10

UNCLASSIFIED

Request for Information from Canadian Sources

MCIAGP MCIAGO-3 12 Oct 48 1.
Thru: MCIAO

1. With reference to enclosed copy of Associated Press release under heading "Lytton, B. C." dated 2 October 1948, the following additional information is requested:

a. Type and size of balloon

b. Photos

c. Gas used in balloon

d. Type and size of explosive and/or ballast

e. Age of balloon

f. Length of time on mountain

g. Other information.

2. It is suggested that requested information may be obtainable through our Canadian ATIC.

1 Incl
as listed

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

GMT/ej
65310

SUNDAY, OCTOBER 3, 1948

Find Jap Balloon Bomb In British Columbia

LYTTON, B. C., Oct. 2.—(AP)—A white object resembling a parachute, hanging from tree tops on a 6000-foot mountain 35 miles southeast of here, today was identified as a Japanese balloon bomb.

The balloon was sighted by an airlines pilot Tuesday. Ground rescue crew retrieved it after a 24-hour trek.

Flt.-Lt. C. H. Hoseason, who headed the ground-air search, said samples of the balloon were taken to Vancouver.

DOG

[redacted]

[redacted]

4-3713-10

[redacted]

Incident #190

DATE 5 Jan 48

TIME 1200 Z

PLACE Near Ft. Worth, Texas, Tarrant County

SOURCE Tower Operators

FACT III OR ATTIC

PROBE

POTATO Silver

SIZE

SHAPE Spherical with hanging object

COLOR Dull red, then rose red

ALTITUDE 30,000'

RANGE

SPEED Large

DURATION OF THE OBSERVATION 30 minutes

SOUND

TYPE OF OBSERVATION Ground

NO. IN GROUP 1

MANEUVERS Hovered, then rose

WEATHER

PHOTOS SEARCHES

Pilot Balloon

Prepared by ATIC Form 529
(2 Jan 53)

[redacted]

UNCLASSIFIED

Incident #190, a, b -- Neubiberg AF Base, Germany -- 11 October 1948

The position of this object in the sky (northeast at an altitude of 70°) rules out any possible astronomical explanation. The moon had not yet risen at the time.

The description appears to fit that of a high-altitude balloon.

Question: If there had been "no release of airborne weather equipment prior to or during sighting," where did the information concerning winds aloft come from?

UNCLASSIFIED

A-3718-70

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

11 ad 818

No. 190; Every indication seems to point to this object being a rawinsonde balloon. Rawinsonde scheduled to be released from Munich approximately one hour previous to sighting. Very light winds in Munich area. Definitely a balloon.

INCIDENT NO. 190

1. Date of Observation 11 Oct 1943 Date of Interview

2. Exact time (local) 1200Z
~~1300~~ hours

3. Place of Observation Neubiberg AF Base, Germany, 3 miles SE of Munich

4. Position of observer 48° 07' N - 11° 39' E
Control Tower - Neubiberg AF Base, (with fieldglasses

5. What attracted attention to object : Attention called to object by other officers

6. Number of objects 1

7. Apparent size Larger than an aircraft

8. Color of object Reflected light

9. Shape Round or spherical with something hanging from it

10. Altitude Above 30,000 ft

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight

15. Speed

16. Sound and Odor

17. Trail

18. Luminosity

19. Projections

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

21. Manner of disappearance Disappeared into clouds

22. Effect on clouds

23. Additional information concerning object Metallic appearance - something seemed to be hanging from the object

24. Weather conditions

(over)

Name and address of observer: Colonel Michael J. Ingelido, CO, 86th Fight Group, Neubiberg AF Base,

Occupation and hobbies: CO for 86th Fighter Group

Comments of Interrogator relative to intelligence and character of observer(s): It is believed that all of the officers interrogated possess at least normal ability to determine color, speed of moving objects and size at a distance. All possess at least normal intelligence and characters above reproach. All are trained and experienced pilots of the USAF. Complete reliability is place in each of the four officers.

NARRATIVE SUMMARY: On 11 Oct 1948 about 1200 Z Col Michael J. Ingelido was called to the Control Tower to observe an unidentified aerial object seen earlier by other officers. The object appeared to be motionless for several minutes by close sighting with reference to fixed objects. It is possible that it was moving in a line directly away from the point of observation. It appeared to be round or spherical, and occasionally the sun's rays reflected from it. Upon first observation, there appeared to be something hanging from it, but the nature of the hanging object(s) is indeterminable. After being motionless for awhile, the object began to rise and move away finally becoming lost from view because of range and obscuremen of a thin layer of high cirrus clouds. The object appeared to be larger than an aircraft and was believed to be above 30,000 feet. The observation was with field glasses throughout. The color appeared silver. No sound was note

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

Investigation of a statement in reference to an F-80 aircraft was made. No pilot contacted recalls having observed any object. Aircraft in the area consisted of 34 F-47s, 5 B-26s, 11 F-80s, and 2 B-17s.

Weather conditions at the time of sighting according to weather station are High thin broken clouds, bases estimated at 20,000 feet. Visibility 8 mi Surface winds NE 4-5 knots. Winds aloft:

15,000ft	12 Knots per hour
18,000	15
20,000	20
25,000	35

INCIDENT NO. 190A

1. Date of Observation 11 Oct 1948 Date of Interview _____

2. Exact time (local) 1230Z

3. Place of Observation Neubiberg AF Base

4. Position of observer Control Tower

5. What attracted attention to object(s) -

6. Number of objects 1

7. Apparent size 1/2 again as large as F-80

8. Color of object Silvery

9. Shape Spherical

10. Altitude 30,000 feet

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight 30 minutes

15. Speed Motionless

16. Sound and Odor None heard

17. Trail No smoke, or exhaust

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance Behind cloud

22. Effect on clouds

23. Additional information concerning object Construction appeared metallic

24. Weather conditions Visibility 8 miles. High thin broken clouds bases estimated at 20,000 feet. Winds aloft at 25,000 feet f/330° 35 Knots per hour

(over)

Name and address of observer: Capt Elvin E. Burnett, USAF,

Occupation and hobbies: USAF

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

~~NARRATIVE SUMMARY:~~

NARRATIVE SUMMARY:

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

INCIDENT NO. ~~190B~~

1. Date of Observation ~~11 Oct 1948~~ Date of Interview _____

2. Exact time (local) 1200 Z

3. Place of Observation Northeast of Neubiberg AF Base, Germany

4. Position of observer 48° 07' N 11° 39' E
Control Tower

5. What attracted attention to object & -

6. Number of objects 1

7. Apparent size Larger than F-80

8. Color of object Shiny

9. Shape Disc-like or ball-shaped - Could not determine but thought it was the former

10. Altitude Held angle of 70° above horizon (apparently over 40,000 ft)

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s) Apparently rising directly away from eart

14. Time in sight 30 minutes

15. Speed N/S

16. Sound and color

17. Trail

18. Luminosity Reflected light - object shiny in rays of sun

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on clouds

23. Additional information concerning object Object very shiny in rays of sun apparently metallic construction

24. Weather conditions Visibility 8 miles. High thin broken clouds Bases estimated at 20,000 feet. Winds aloft at 25,000 feet f/330° 35 knots per hour

(over)

Incident: 190B

Name and address of observer: Capt Arthur M. Swap, USAF
Neubiberg AF Base

Occupation and hobbies: USAF pilot

Comments of Interrogator relative to intelligence and character of observer(s):

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

NARRATIVE SUMMARY:

At approximately 1200 Z hours 11 Oct 48 Capt Arthur M. Swap saw a large disc-like object at extremely high altitude. The visible circumference was round but Capt Swap was unable to state definitely if the object were disc or ball-shaped - he thought it was the former. It was very shiny in the rays of the sun. For brief intervals it was obscured by clouds which were estimated on that day by the weather station to be "at least 40,000 feet". (Weather report actually reads: "High thin broken clouds, bases estimated at 20,000 feet.) The clouds moved between the observation point and the object in an east-to-west direction. An object which Capt Swap believed to be an F-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 northeasterly direction from the base and at an angle of about 70° above the horizon retained this angle until its disappearance. It was visible to the naked eye for about 30 minutes. Approximately 25 minutes after first sighting it the object began to get smaller and smaller and disappeared from view about 5 minutes later apparently rising directly away from the earth.

PP JEQAB

FM JEQCR 70C

TO JEQABCR

AF GRNC [redacted]

UNCLASSIFIED

// [redacted] USAF CRYPTO PASSES TRUE DTG

FROM CO 68TH FIR WG

TO COMGENAMC INFO COMGENUSAFE UNCLASSIFIED

REFERENCE FIVE TWO THREE FOUR ZERO YOUR HEADQUARTERS FOLLOWING INFO-
RMATION IS SUBMITTED PD ON ONE ONE OCTOBER FOUR EIGHT AT APPROXIMATELY
ONE THREE ZERO ZERO HOURS UNIDENTIFIED OBJECT OBSERVED BY SIX MILITARY
PERSONNEL OF THIS BASE PD OBJECT ESTIMATED AT ALTITUED OF FORTY
THOUSAND FEET ON HEADING OF FIVE ZERO DEGREES FROM NFUBIBERG AIR FORCE
BASE AND WAS SIGHTED CONTINUOUSLY FOR ABLE PERIOF OF FOUR FIVE
MINUTES PD VISIBLE CURCUMFORENCE OF OBJECT WAS ROUND BUT UNABLE TO
STATE WHETHER DISC DASH SHAPED OR BALLIST SHAPED CMA WAS SILVER IN
COLOR AND VERY SHINY IN RAYS OF SUN PD OBJECT BECAME SMALLER AND
SMALLER APPARENTLY RISING BUT NO CHANGE IN COMPASS DIRECTION NOTED PD
APPARENTLY NOT INFLUENCED BY AND WINDS ALOFT PD ABLE FOX DASH
EIGHT ZERO AIRCRAFT FLYING BETWEEN OBJECT AND OBSERVER APPEARED VERY
SMALL IN RELATION TO SIZE OF OBJECT PD ESTIMATED ALTITUDE OF
JET TWO FIVE THOUSAND FEET PD SIGHT OF OBJECT LOST WHEN THIN LAYER OF
CLOUDS PASSED BETWEEN IT AND OBSERVERS ON GROUND PD CLOUDS ESTIMATED TO
BE AT TWENTY THOUSAND FEET PD HIGH RELIABLITY GIVEN TO PERSONNEL
REPORTING SIGHTING OBJECT/ [redacted] //

[redacted]

UNCLASSIFIED

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

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

[redacted]

13

UNCLASSIFIED

HEADQUARTERS
86TH FIGHTER WING
NEUBIBERG AIR FORCE BASE
Office of the Base Intelligence Officer

APO 407, U S Army
Neubiberg, Germany
15 December 1948

SUBJECT: PROJECT "SIGN".

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

Attn: MCIAXO-3

1. Information contained in this report is submitted in compliance with letter your headquarters, dated 4 November 1948, subject as above, and First Indorsement, Department of the Air Force, Headquarters, USAF, Washington 25, D.C., 23 November 1948.

2. On 11 October 1948, an unidentified object was sighted over this base by the following officers. Statements of these officers are inclosed herewith, as numbered:

No. 1 Colonel Michael J. Ingelido (Commanding Officer, 86th Fighter Group)

No. 2 Captain Arthur M. Swap (Deputy for Personnel and Administration, 86th Air Base Group)

No. 3 Captain Elvin E. Burnett (Flying Safety Officer, 86th Fighter Wing)

3. On 24 October another unidentified object was sighted near this base by 1st Lieut. Louis W. Winterberger whose statement is inclosed herewith as inclosure No. 4. This officer is assigned to the Office of the Inspector General, 86th Fighter Wing.

4. The following information is submitted in addition to the statements concerning the 11 October sighting.

a. The point of observation by all three observers was the control tower, this air force base. Neubiberg Air Force Base is located three (3) miles southeast of the city limits of Munich, Germany, bordering the east side of the Munich-Salzburg Autobahn.

UNCLASSIFIED

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

[redacted] INCIDENT NO 120
5-893-0

UNCLASSIFIED

[redacted]

MCIAO-3/TSC/aw

MCIAO-3

SUBJECT: Project "SIGN"

THRU: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFCIR
Collections Branch

TO: Commanding Officer
86th Fighter Squadron Wing
Neubiberg Air Force Base
Neubiberg, Germany
ATTN: Base Intelligence Officer

1. Reference is made to two messages received this Headquarters dated 22 Oct and 27 Oct respectively, from Hq. 86th Fighter Squadron Wing, Neubiberg AF Base, Neubiberg, Germany regarding the sighting of unidentified aerial objects.

2. It is requested that the Base Intelligence Officer of the 86th Fighter Wing make a detailed investigation of the aerial phenomena observed 11 and 24 October 1948, and that signed statements of all available witnesses be obtained.

3. Five (5) copies of an "Essential Elements of Information" list are included for the interrogator's assistance in obtaining the desired information.

4. It is requested that a full report on both sightings be forwarded Hq. Air Material Command, Wright-Patterson AF Base, Wright Field, Ohio, Attn: MCIAO-3.

FOR THE COMMANDING GENERAL:

1 Incl
5 cys of "EEI"

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

Incident 190

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

[redacted] INCIDENT 190

[redacted]

UNCLASSIFIED

Coordinates: 48°07'N/11°39'E. Grid WY 913497, Map: Muenchen, Germany. Grid sheet X-6, scale 1:100,000, GSGS 4413.

b. Local weather conditions at the time of sighting, according to weather station, this base, are as follows:

(1) Teletype sequences: High thin broken clouds, bases estimated at 20,000 feet. Visibility 8 miles. Surface winds NE 4-5 knots. Winds aloft:

Altitude	From(degrees)	Knots per hours
5,000	160	8
7,500	160	8
10,000	250	7
15,000	300	12
18,000	305	15
20,000	320	20
25,000	330	35

c. Color of the object appeared to be silver, coin-like. Apparent construction is undetermined.

d. Investigation of the statement in Inclosure No. 2, in reference to an F-80 aircraft was made, and no pilot contacted recalls having observed any object.

e. Air traffic in the local area consisted of 34 F-47s, 5 B-26s, 11 F-80s, and 2 B-17s.

5. The following information is submitted in addition to the statements concerning the 24 October sighting:

a. Local weather:

(1) Teletype sequences: High scattered variable to high broken clouds with estimated base at 15,000 feet. Visibility 40 miles. Surface winds West 12-15 knots.

Winds aloft:

Altitude	From(degrees)	Knots per hour
5,000	250	18
7,500	270	22
10,000	275	30
15,000	275	35

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

UNCLASSIFIED

[redacted]

DENT NO 190

UNCLASSIFIED

Altitude	From (degrees)	Knots per hour
18,000	230	40
20,000	220	45
25,000	235	55

b. Air traffic in the local area consisted of 8 P-47s, 3 C-47s, 4 F-80s, and 4 B-29s.

6. The following information concerning both sightings is submitted in addition to statements:

a. Weather units in this area state that no releases of airborne weather equipment were made prior to, or during the periods of sightings.

b. Neither of the two objects is known to have touched the ground, nor to have passed close to any aircraft inthis area. Radioactivity is unknown.

c. Terrain in the areas of both sightings is flat, with normal farm and wood lands, and small villages. No obstructions to views existed.

d. No fragments or other physical evidence are available.

e. There was no evidence of exhaust, the objects apparently had no effect on clouds, and no lights were noted. Methods of support, propulsion, control, and stability were not determined. No air ducts were seen. The speed in miles-per-hour could not be estimated, and there was no sound noted in connection with the objects. No radio antennae or other equipment were seen.

f. No radar sightings were reported.

7. Relative to the observers:

a. It is believed by the investigator that all four officers possess at least normal ability to determine color, speed of moving objects, and size at distance. The undersigned has personally known these observers for a period of at least one year, and believes all to possess at least normal intelligence, and characters above reproach. All are trained and experienced pilots of the United States Air Force. Complete reliability is placed in each of the four officers. Sources of reliability include personal knowledge of the persons reporting, official records of the United States Air Force, and information

UNCLASSIFIED

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

[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS
86th FIGHTER WING
NEUBIBERG AIR FORCE BASE

AFO 407, US Army
Neubiberg, Germany
3 December 1948

S T A T E M E N T

At approximately 1230 Z time on 11 October 1948 a flying object was seen by me from the Base Control Tower located at Neubiberg Air Force Base, one (1) mile West of Neubiberg, Germany.

The object appeared shperical in shape, and above an estimated 30,000 feet. It was apparently not moving, and was under observation for about 30 minutes. While watching the object an F-80 flew between the object and our point of observation. The F-80 was above a wispy scattered cloud layer, and was leaving "con-trails" at the time. The wispy cloud moved in a position so as to obstruct my view of the object.

The object was silvery metallic in color, and at a high altitude. It appeared about half again as large as the F-80 which was observed to have flown beneath the object. I could see no smoke, exhaust, nor did I hear any noise associated with the object.

Elvin E. Burnett
ELVIN E. BURNETT
Captain, U S A F

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

UNCLASSIFIED

INCL #3 [redacted] INCIDENT NO 190 A

UNCLASSIFIED

HEADQUARTERS
86TH FIGHTER WING
NEUBIBERG AIR FORCE BASE

APO 407, U S Army
Neubiberg, Germany
1 December 1948

S T A T E M E N T

On the afternoon of 24 October 1948 I was in the backyard of my billets located in Unterhaching dependents' housing project, two (2) miles west of Neubiberg Air Force Base, near MUNICH, Germany.

I heard a noise resembling a F-47 aircraft flying at high altitude. Upon searching the skies for the aircraft, I saw a disc-shaped object about 30 degrees northeast of the perpendicular moving in a southwesterly direction at fast speed. When first seen, the object was approximately 60 degrees above the northeast horizon. It disappeared over the southwest horizon, while traveling straight and level. The object was observed for about two (2) minutes at some time between 1100 and 1330 hours, GMT. I am unable to pin-point the exact time. I am unable to determine the altitude of the object, although it was apparently very high.

The object appeared to be dark, but was possibly silver since the side I observed was on the opposite side of the object from the sun. It was disc-shaped, similar to a coin. The apparent construction is unknown to me. I saw no evidence of exhaust or lights, the method of support and propulsion were not observed, and control and stability methods are undetermined. No air ducts were discernible. Speed in miles per hour could not be determined at the time, but the object moved very fast as compared with conventional aircraft. The only sound heard by me was what I believe to have been an F-47. Radio installations within or on the object are unknown.

Louis W. Winterberger

LOUIS W. WINTERBERGER
1st Lieut., USAF

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

UNCLASSIFIED

CONFIDENTIAL

INCIDENT NO 190

UNCLASSIFIED

HEADQUARTERS
86TH AIR BASE GROUP
NEUBIBERG AIR FORCE BASE

APO 407, U S Army
Neubiberg, Germany
3 December 1948

STATEMENT

On 11 October 1948, at approximately 1200 2 hours, from Neubiberg Air Force Base, I saw something which appeared to be a large disc-like object, at an extremely high altitude. It was in a northeasterly direction from the base, and at an angle of about 70 degrees above the horizon, retaining this angle until its disappearance.

It was visible to the naked eye for about 30 minutes. Approximately 25 minutes after I first sighted it, the object began to get smaller and smaller, disappearing from view about 5 minutes later, apparently rising directly away from the earth.

The visible circumference was round, but I am unable to state whether it was definitely disc- or ball-shaped, although I believe it was the former. It was very shiny in the rays of the sun, and was for brief intervals obscured by clouds which were estimated, on that day by the weather station, to be "at least forty thousand feet". The clouds moved between the observation point and the object in an east-to-west direction.

An object which I believe to have been an P-80, flew between the object and the point of observation, appearing to be very small in relation to the size of the unidentified form. The estimated altitude of the P-80 was 25,000 feet.

ARTHUR M. SNAP
Captain, USAF

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

UNCLASSIFIED

INCIDENT NO 110 B

CONFIDENTIAL

CONFIDENTIAL

UNCLASSIFIED

HEADQUARTERS
86th FIGHTER GROUP
NEUBIBERG AIR FORCE BASE

APO 407, U S Army
Neubiberg, Germany
14 December 1948

S T A T E M E N T

On 11 October 1948 about 1200 Z, I was called to the Control Tower to observe an unidentified aerial object seen earlier by other officers. The object appeared to be motionless for several minutes by close sighting with reference to fixed objects. It is possible that it was moving in a line directly away from the point of observation. The object appeared to be round or spherical, and occasionally the sun's rays reflected from it. Upon first observation, there appeared to be something hanging from it, but the nature of the hanging object(s) is indeterminable. After being motionless for awhile, the object began to rise and move away, finally becoming lost from view because of range and obscurement of a thin layer of high cirrus clouds. The object appeared to be larger than an aircraft and was believed to be above 30,000 feet. The observation was with field glasses throughout.

MICHAEL J. INGELIDO
Colonel USAF

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

UNCLASSIFIED

INCIDENT NO 190

CONFIDENTIAL

from other persons who are close friends of the aforementioned four officers.

EDWARD J. HARRIS
Captain, U S A F
Base Intelligence Officer

Inclosures:

No. 1 - Statement of Colonel Ingelido.
No. 2 - Statement of Captain Swap.
No. 3 - Statement of Captain Burnett.
No. 4 - Statement of Lieut. Winterberger.

Distribution:

3 - Air Materiel Command.
1 - DI, USAFE.
1 - A-2, 36th Fighter Wing.
1 - File.

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

DATE OF [illegible] 1/ [illegible]

LOCATION Honolulu, Hawaii

SOURCE UNF Pilot

DATE IN TO ATIC

COLOR Bright silver

SPEED 200 mph

ALTITUDE 10,000' 1400' [illegible]

LENGTH OF TIME OBSERVED Intermittently 4-10 seconds

TYPE OF OBSERVATION Ground

MANEUVERS

SKETCHES

ATIC Form 529
52)

[redacted]

BALLOON

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

19 Oct 48

No. 178: No weather balloons were released in the vicinity on the date mentioned.

UNCLASSIFIED

Incident #173 -- Honolulu, T. H. -- 18 October 1948

There does not appear to be any astronomical explanation for this incident. The moon had not yet risen at the time the object was sighted, although it was about to rise in the northeast.

The object may have been a balloon reflecting the light of the setting sun.

UNCLASSIFIED

On the afternoon of 18 October 1948 at approximately 1705 hours Maj [redacted] stated that he had observed a strangely shaped glistening object in the north sector of the sky which was moving in a northeasterly direction at an estimated altitude of 10,000 ft. A stratus layer of clouds was situated above the object at an approximate altitude of 14,000 feet. The disc or discs were moving below this layer of clouds in that it was noted that on two occasions that the highest formation of clouds was at a greater altitude than the object observed and that the lower cloud formation blocked the vision of the observer thus placing the object between the two cloud formations or levels. Because of this lower broken cumulus clouds at a very low altitude which was moving in a southwesterly direction, the Major could not ascertain whether he saw the same disc four different times or four different discs. Over a period of 10 minutes the disc or discs were sighted four times. The longest period of observation was estimated as 10 seconds. The object or object(s) appeared bright silver in color and circular or elliptical in shape. No vapor or exhaust was present and no flame or lights were observed. No sound was heard. Speed was estimated as 200 MPH by using an estimated 40 MPH factor in the swirling build-up of cumulus clouds. Maj [redacted] compared the discs with a silver dollar slightly turned from a flat position, giving the object a disc-shape when held at arms length at a 45° angle above eye level. Maj [redacted] thought that the elliptical effect could have resulted from the angle at which the observer and object were located. Maj [redacted] stated that he was certain the object was not a conventional craft. One B-26 and one B-17 and one PBM5 were flying in the vicinity during the period 0230/Z to 0330/Z.

The above sighting was also observed by Mrs. [redacted] and by his 8-yr old daughter. Both repeated precisely the same observations stated by the Major.

INCIDENT SUMMARY SHEET

Incident No. 173

1. Date and Time of Observation: 1705 - 1715 HST 18 October 1948

2. Where Sighted: Honolulu, T. H., 158° W 21° 5' N

3. Observer's Position: Ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: [redacted], Honolulu

5. Occupation and/or hobbies: Major, USAF - rated pilot

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1 seen intermittently 4 times or 4 separate objects

8. Size of Object(s): Appeared 4 or 5 inches in dia from observer's viewpoint
Estimated size: 10 to 15 feet in diameter

9. Color of Object(s): bright silver - comparable to aluminum in aircraft

10. Shape (Sketch if Possible) round or elliptical

11. Nature of Luminosity: N/SX No flame or lights observed
(directed beam of light?)

12. Altitude of Object: 10,000 to 14,000 feet
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: 200 MPH

15. Time in Sight: Observed intermittently, one time for 4 seconds, another for 10 seconds, the longest period.

16. Tactics: No maneuvering - observed horizontal flight

17. Sound Made by Object(s): No sound noticed

18. Direction of Flight of Object(s) Northeast on steady course

19. Apparent Construction: metallic

20. Effect on Clouds: cloud formation blocked vision of observer as object was at an altitude between the two cloud formations (See attached drwg)

21. Exhaust Trail (Color of): No exhaust trail

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: High broken clouds 3,500 ft; 3/10s cumulus bases 3,500 ft; 2/10 alto cumulus 14,000 ft: 5/10s cirus est. 30,000 f Visibility: 15 m.

24. Peculiarities Noted: Was not conventional craft

25. Summary of Incident:
(See attached page)

PROJECT "SIGN"
Action Slip

Refers to

Incident No. 173

Location Pacific

Date & Time of Incident 19 October, 1948 at 0310

Initially Reported To C/S USAF, Washington

Info Recorded On: McBee ? Witness File ? Incident File x By

Check & Initial: Check List x Chart ? Graph ? By

Coordinated With: MCIAXO MCIAO MCI

Investigation Started: 19 Oct Type ltr Date Initiated 19 Oct 48

Initial Investigation Report Rec'd 19 Nov 0320hrs Date 1948

Information Requests

1. To Pac Air Cmd
   Subject Project "SIGN"
   Date

2. To
   Subject
   Date

3. To
   Subject
   Date

4. To
   Subject
   Date

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research		Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone Date Teletype Date

Letter Date Courier Date

Other Date

Dissemination : To Date To Date

To Date To Date

Status: Open Pending ✓ Closed

[redacted] PAC120 ATTN DIR OF INTE IGENCE CHIEF OF STAFF USAF CMA ATTN MCIAXO-3 CG WRIGHT PAT AFB PD UNIDENTIFIED OBJECT SIGHTED AT APPROXIMATELY ONE HUNDRED FIFTY EIGHT DEGREES WEST LONGITUDE TWENTY O NE DEGREES FIVE MINUTES NORTH LATITUDE PERIOD VIEWED FROM ONE THOUSAND FEET ABOVE SEA LEVEL AT ONE NINE ZERO THREE ONE ZERO ZEBRA TIME OCTOBER NINETEEN FORTY EIGHT PERIOD WEATHER HIGH BROKEN CLOUDS THIRTY FIVE THOUSAND FEET SCATTERED PERIOD THREE TENTHS CUMULUS BASES THIRTY FIVE THOUSAND FEET TWO TENTHS ALTO CUMULUS FOURTEEN THOUSAND FEET FIVE TENTHS CIRUS ESTIMATED TWENTY THOUSAND FEET PERIOD OBJECT OBSERVED BY MAJOR [redacted] USAF RATED PILOT CMA WIFE AND YOUNG

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

1 - MCIA - Actn
3 - MCI - Info
#178.

UNCLASSIFIED

DAUGHTER PERIOD NO PHOTOGRAPHS OBTAINED PERIOD BELIEVED ONE OBJECT ONLY SIGHTED PERIOD ROUND OR ELLIPTICAL SHAPED TEN TO FIFTEEN FEET IN DIAMETER PERIOD SILVER IN COLOR PERIOD SPEED ESTIMATED TWO HUNDRED MILES PER HOUR WITH GENERAL NORTH EAST HEADING ON STEADY COURSE PERIOD ESTIMATED ALTITUDE TEN THOUSAND TO FIFTEEN THOUSAND FEET PERIOD NO SOUND OR EXHAUST TRAIL PERIOD FURTHUR INVESTIGATION BEING CONDUCTED END/C O [redacted]

UNCLASSIFIED

CB-2
Received 19D3Z0
no action taken

"Paraphrase not required. Handle as [redacted] correspondence per paragraph 51 i and 60a (4), AR 380-5"

[redacted]

T-68047

HA41

OPOP JEQAB

OPERATIONAL PRIORITY

FM JHA 133/COMGEN PACAIRCOM

TO JEQTL/CS USAF WASH D C

JEQAB/CG WRIGHT PAT AFB DAYTON OHIO

[redacted]

UNCLASSIFIED AF GRNC UNCLASSIFIED

UNCLASSIFIED

BASIC: Ltr fr Hq Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, dtd 22 Oct 48, subj: Project "SIGN"

OIN CCO.9 1st Ind HDN/LIP/yr/13275

HEADQUARTERS, PACIFIC AIR COMMAND, APO 953 9 Nov 48

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, Attn: MCIAXO-3

1. Report of investigat on regarding sighting by Major [redacted] submitted to your Headquarters 22 October 1948, file OIN CCO.9.

2. If additional information is desired, further investigation will be conducted.

FOR THE COMMANDING GENERAL:

1 Incl
w/d

MILLS G. SAVAGE
Colonel, USAF
DC/S, Operations

OIN CCO.9 2'd Ind MCIAXO-3/RRS/aw

Hq AMC Wright-Patterson AF Base, Wright Field, Ohio 24 Nov 48

TO: Commanding General, Pacific Air Command, APO 953, San Francisco, California

1. Investigation report by Major [redacted] was received by this Headquarters 24 November 1948.

2. Further investigation is not deemed necessary.

3. Your prompt and efficient cooperation in this matter is greatly appreciated.

FOR THE COMMANDING GENERAL:

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

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

UNCLASSIFIED

[redacted]

178

UNCLASSIFIED

[redacted]

MCIAXO-3

MCIAXO-3/BRS/av

OCT 22 1948

Project "SIGN"

Commanding General
Pacific Air Command
APO 953
San Francisco, California

1. This Command is engaged in an investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Force Commands by Hq USAF in letter dated 6 February 1948.

2. In pursuing the investigation of the sighting reported by Major [redacted] reference wire PAC 1LO dated 19 Oct 1948 directed to [redacted] USAF Washington, D. C., it is requested that detailed questioning of principal and witnesses be accomplished as outlined in the enclosed list "Elements of Essential Information".

3. Interested personnel should be advised that the confidential nature of this matter precludes any publicity.

4. It is requested that all pertinent material be forwarded directly to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
Proj "Sign" EEI

W. R. CLINGERMAN
Colonel, USAF
Acting Chief, Intelligence Department

For date and return to MCIAXO-3

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

[redacted]

UNCLASSIFIED

[redacted]
UNCLASSIFIED

HEADQUARTERS
PACIFIC AIR COMMAND
APO 953

In reply refer to: OIN 000.9

HDN/LLF/yr/13275

Suspense Date: OCT 22 1948

SUBJECT: Investigation Regarding Report of "Flying Discs"

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

1. In compliance with Radio, Department of the Air Force, NR 52340, DTG 14220/Z October 48, report is submitted regarding the witnessing of a "Flying Disc" by Major [redacted], USAF, and family on 18 October 1948.

2. Your attention is invited to the fact that information contained in preliminary radio report, PAC 120, 190600/Z October 1948, as pertains to altitude of the cumulus cloud formations is in error. Altitude should read 3500 feet instead of 35000 feet.

3. Report is as follows:

a. Location and time of sighting:

(1) Location from which object was sighted: Pacific Heights, residential area overlooking the city proper of Honolulu, approximately 1,000 feet above sea level. 158° West Longitude, 21° 5' North Latitude.

(2) Time of first sighting: 1705 HST(190305Z). Periods of observation were intermittent, not exceeding 10 seconds at any one interval.

b. Weather at time of sighting:

High broken clouds, 3,500 feet.
Three-tenths cumulus bases 3,500 feet.
Two-tenths alto cumulus 14,000 feet.
Five-tenths cirus estimated 20,000 feet.
Visibility 15 miles.

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

UNCLASSIFIED

178

ADDRESS REPLY TO: COMMANDING GENERAL, PACIFIC AIR COMMAND

[redacted]

OIN 000.9
Subject: Investigation Regarding Report of "Flying Discs"

c. Witnesses:

(1) [redacted] pilot, age - 32.

(2) [redacted] age - 29.

(3) Daughter of Major [redacted] age - 8 years 6 months.

(4) Address of witnesses: Headquarters, Pacific Air Command, APO 953, c/o Postmaster, San Francisco, California.

d. No photographs obtained.

e. Sketches of object as prepared by Major Drum inclosed.

f. Object sighted:

(1) Number - not definitely determined, however, it is believed one object only sighted.

(2) Shape - round or elliptical.

(3) Size - From observation point, appeared to be 4 or 5 inches in diameter. Estimated actual size by witness, 10 to 15 feet in diameter.

(4) Color - Major [redacted] described color of object as bright silver, comparable to aluminum in aircraft.

(5) Speed - Witness appeared vague and unsure of object's speed but estimated 200 MPH.

(6) Heading: North-east steady course.

(7) Maneuverability: Object not maneuvering.

(8) Altitude: 10,000 to 14,000 feet.

(9) No sound or exhaust trail was evident.

g. Remarks: Witness (Major [redacted] 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

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

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

UNCLASSIFIED

OIN 000.9
Subj: Investigation Regarding Report of "Flying Discs"

type aircraft. Nor was it a cloud reflection of an aircraft. One B-26, one P38J5 and one B-17 were flying in the vicinity during the period 0230/Z to 0330/Z.

FOR THE COMMANDING GENERAL:

3 Incls:
1. Narrative stmt of Maj [redacted] (in dup)
2. Sketch rel to "flying discs" (in dup)
3. Agents Rpt (in dup)

MILLS S. SAVAGE
Colonel, USAF
DC/S, Operations

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

UNCLASSIFIED

CONFIDENTIAL

173

[redacted]

UNCLASSIFIED

Narrative Statement of [redacted], [redacted] Major, USAF
Regarding Sighting of Unidentified Aerial Object on 18 October 1948

After reaching my quarters at [redacted] Honolulu, T. H., I changed clothes and went out on the lawn to play with my children. While lying on my back I noticed a circular or elliptical shaped silver object high in the sky. Period of observation estimated to be 4 or 5 seconds as cumulus cloud formations blocked my vision. Maintaining a watch in the general area, I observed again the same object, this time for a period of approximately 10 seconds. At this time I pointed out the object to my wife and daughter, and they observed the object again in approximately 3 or 4 minutes. First observation was at 1705 HST and occurred 3 other times until 1715 HST. Longest period of observation was estimated at 10 seconds. Cloud build-up obscured observation except for brief intervals during the entire period. It was noted definitely on two occasions that the highest formation of clouds was at a greater altitude than the object observed and that the lower cloud formation blocked the vision of the observer, as the object was at an altitude between the two cloud formations or levels.

The object was a bright silver in color and was circular or elliptical in shape. No vapor trail or exhaust was present and no flame or lights were observed nor any sound. The object was observed from a prone, sitting, and standing position. It was in the north sector of the sky and apparently heading in a N. E. direction. Speed was estimated by the rate of closure between the clouds and object, using an estimated 40 m.p.m. factor in the swirling build-up of cumulus clouds.

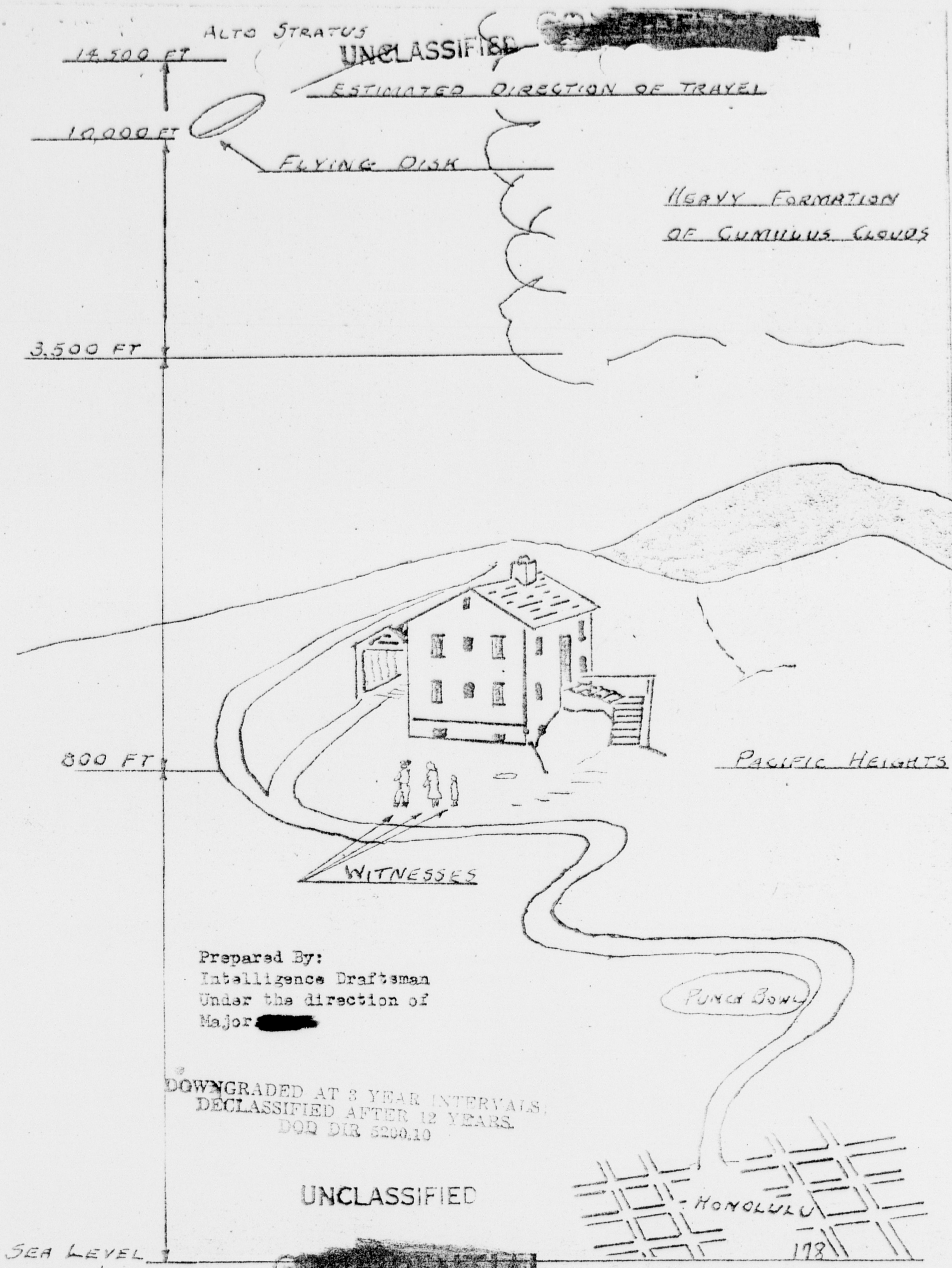
It cannot be determined accurately as to whether one object was sighted or more than one as the cloud formation prohibited a lengthy observation period, and on the 4 sightings the object was generally in the same position as to altitude, direction, and movement and horizontal to the earth. The elliptical effect could result from the angle at which the observer and object were located.

[redacted]
Major, USAF

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

UNCLASSIFIED

[redacted]



Prepared By:
Intelligence Draftsman
Under the direction of
Major [redacted]

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

UNCLASSIFIED

[redacted]

INCL #2

178

CO[redacted] UNCLASSIFIED [redacted]

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT	2. DATE SUBMITTED
"FLYING DISCS"	20 October 1948
	3. CONTROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

On 19 October 1948 this Agent, accompanied by Special Agent Ridlen, drove to [redacted], the Honolulu residence of Major [redacted] Air Command, APO 953. This trip was made with the hopes of observing a similar incident observed by Major [redacted] the previous afternoon from his home, that of "flying discs". Major [redacted] stated that on the afternoon of 18 October 1948 at approximately 1705 hours while lying on the lawn with his 8 yr old daughter, he observed what appeared to be a strangely shaped, silver, glistening object high in the sky in a northerly direction. The disc-shaped object was traveling in a northeasterly direction estimated at 10,000 feet altitude. At this particular time of day, the Major stated, a stratus layer of clouds was situated above the flying object at an approximate altitude of 14,000 feet. The "discs" were moving below this layer of clouds. Because of lower broken cumulus clouds at a very low altitude moving in a southwesterly direction, the Major was not certain whether he saw the same "disc" on four (4) different occasions or four (4) different "discs". Covering a period of ten (10) minutes the "discs" (or disc) were observed each time for approximately ten (10) seconds. On first observing the strange objects Major [redacted] called it to the attention of his wife and 5 yr old daughter. When asked what they had seen the previous afternoon, Mrs Drum and the small daughter, [redacted], repeated precisely the same observation as stated above by the Major. Major [redacted] compared the "discs" with a silver dollar slightly turned from a flat position, giving it a disc-shape, and held at an arms length at a forty-five (45) degree angle above the eye level. Major [redacted] stated further that he did not observe any exhaust smoke, flame, vapor trails, or accompanying noise. The informant indicated that he was certain that the object was not a conventional type aircraft. At 1640 hours on 19 October 1948 this Agent and S/A Ridlen began a visual search of the sky area pointed out by Major [redacted] This search from the lawn of Major [redacted]'s residence, occasionally employing field glasses, was constant until 1800 hours when solid, low, cumulus clouds made further observation of the sky area impossible. During this period nothing that might even resemble an airplane or "disc" was observed by these Agents.

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

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT	6. SIGNATURE OF SPECIAL AGENT
S/A Bayne P Scurlock, 1st CI UNIT	Bayne P. Scurlock

178

WD AGO Form 341—1 Jun 47 UNCLASSIFIED [redacted]

Incl 31

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

2154

DATE OF OBSERVATION 1945 GMT

NAME

FILE

COURSE 270° then 360°

NO. IN GROUP 1

NAME

TEMPORARY AFTER FORM 3

DATE OF INFO

DISTANCE 12 mi. in direction [illegible], Alaska

SOURCE Army Officer

DATE INFO. RECD.

CODED

SPEED Faster than a/c

ALTITUDE Over 7,000'

TYPE OF OBSERVATION Ground

REMARKS

Alc

UNCLASSIFIED

Incident #191 -- near Junction City, Kansas -- 24 October 1948

There is no astronomical explanation for this incident.

The description given is sketchy and would be entitled to no weight whatever if it had not been reported by a responsible USAF officer. With size, shape, time in sight, tactics, and sound not stated, it is impossible to say anything further than that this seems to be a typical example of the "garden variety" of flying saucer.

UNCLASSIFIED

7-3112-16

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

2 of 4

No. 191: Only balloon released in wind pattern that would carry it over Junction City was released at Dodge City approximately one hour before sighting time. If reported direction and speed of object were at all accurate, balloon not possible.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 191

1. Date of Observation . 24 October 1948

2. Time of Observation . . 1545 CST

3. Where was Object(s) Sighted . 10 miles Southwest of Junction City, Kansas

4. Observer's Position . ground position
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . Captain [redacted] Ft Riley, Kansas

6. Occupation and/or Hobbies . [redacted]

7. Attention Attracted to Object (s) By . . N/S

8. Number of Object(s) Sighted . 1

9. Size of Object(s) . . . N/S

10. Color of Object(s) . "metallic"

11. Shape (Sketch if Possible) . . N/S

12. Nature of Luminosity . N/S

13. Estimated Distance of Object from Observer . ~~[illegible]~~ approx 7,000 ft

14. Speed of Object(s) . faster than any known aircraft

15. Time in Sight . . N/S

16. Tactics . . N/S

17. Sound Made by Object(s) . N/S

18. Direction of Flight of Object(s) . . First West then turned South

19. Apparent Construction (Of What Material or Substance) metallic

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S

21. Weather Conditions Existing at the Time . . CAVU Visibility 15 miles Wind SSW

22. Peculiarities Noted

23. Summary of Incident . . (Over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 191

At 1545 CST 24 Oct 1948 Capt [redacted] Ft Riley, Kansas, sighted an unidentified metallic object proceeding in a general westerly direction. The object was viewed from a ground position 10 miles from Junction City, Kansas. Altitude appeared over 7,000 feet. It was traveling with the speed of a fast aircraft. It then turned south at a speed greater than any aircraft he had ever seen. Visibility was excellent. Wind South-Southwest.

HQ ATSC Form No. 100-501A
(25 Sep 44)

[redacted]

AIR TECHNICAL SERVICE COMMAND

[redacted] AND MESSAGE SECTION—ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

1948 OCT 27 15:22

PRIORITY

FROM FT RILEY KS KANS

FR CO MARSHALL AFB

TO CO WRIGHT PATTERSON AFB AREA C DAYTON OHIO

TO CG AWC CMA MIKE CHARLIE QUEEN ABLE XRAY DEGE DASH THREE

INFO AIR PROVING GROUND CMD EGLIN AFB FLA

INFO CG NINE AF ADV EGLIN AFB FLA

MIKE AFB SIX DASH TWO ZERO THREE

AT ONE FIVE FOUR FIVE CST RPT CST TWO FOUR OCT FOUR EIGHT CMA

CAPT [redacted] CMA BASE SUGAR DASH THREE OFFICER THIS STA

CMA SIGHTED AN UNIDENTIFIED METALLIC OBJECT CMA PROCEEDING ON

GENERAL WESTERLY DIRECTION WHEN FIRST SIGHTED AT ALT OF OVER

SEVEN THOUSAND FT WITH SPTED OF FAST ACFT AND THEN TURNED

SOUTH W SPVED GREATER THAN ANY ACFT OBSERVER HAD SEEN HERETO

TIME PD OBSERVATION WAS MADE TEN MILES NORTHWEST OF JUNCT

CITY KANS

COPY No. /

ACTION COPY

[redacted]

~~THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN~~

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

191

WF Area A 18 DEC 44 25M

UNCLASSIFIED

[redacted]

Basic: Letter from Hq AMC, Subject: Project "Sign", dated 4 November 1948

1st Ind. MAFB-6

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

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

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

3 Incl:
1 - w/d
2 - Certificate dated 12 Nov 48
3 - Report of weather sequence and winds aloft, dated 16 Nov 48

EVERETT K. JENKINS, JR
Major, USAF
Commanding

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

UNCLASSIFIED

[redacted]

HEADQUARTERS
MARSHALL AIR FORCE BASE
Fort Riley, Kansas

UNCLASSIFIED

In Reply
Refer to

CERTIFICATE

[redacted]

12 November 1948

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

[redacted]
Captain, USAF
[redacted]

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

INCIDENT NO 191

UNCLASSIFIED

[redacted]

[redacted]

BASE WEATHER STATION
MARSHALL AIR FORCE BASE
FORT RILEY, KANSAS

UNCLASSIFIED

16 NOVEMBER 1948

WEATHER SEQUENCE REPORTS FOR THE 24TH OF OCTOBER 1948 FROM THE HOURS OF 1300 TO 1700 AS FOLLOWS;

1300 015 268/65/34:09/029/ ///9/
1420 015 254/68/36:10/025/ ///9/
1520 015 251/68/37:10/024/812 ///9/
1620 015 251/66/33:10/023
1724 015 247/60/32:10/022/FEW CI E

WINDS ALOFT REPORT FOR 2100Z (1500C) FOR THE 24TH IS AS FOLLOWS:

FR121 01707 00812 21811 1811 42011 2111 62210 2110 82111 2312 02507 2703 23502 3305 43008 62807 80702 00207 23605 40504 60609

JOHNSON RONEY III
2D LT., USAF
STATION WEATHER OFFICER

UNCLASSIFIED

~~Original~~
Incident: 191

[redacted]

Time	Cloud Coverage	Visibility	Pressure	Temperature	Dw point temp	Wind Direction	Wind speed	Alti	Continuity
1300	0	15	1026.8 milli bars	65	34		9	029	no change in last 4 hours

INCIDENTIAL NO. 141

WEATHER CODE

Time	Cloud coverage	Visibility	Pressure	Temperature

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

DATE ----

TIME 1745 CST

25452

SHAPE Similar to Meteor

SIZE ----

COURSE 270°

NO. IN GROUP 1

COLOR ----

PHASE ---- SMOKE ----

Transcribed AFIC Form 329
(2 Jan 52)

[redacted]

NO. OF PHOTOS ----

CAMERA Leica A.P.

WHO SAW Civilian couple

DATE IN TO AFIC ----

COLOR Brilliant light

DURATION 2-3 times faster than a/c

ALTITUDE ----

LENGTH OF TRAIL (IF ANY) ----

TYPE OF OBSERVATION Ground (auto)

MANEUVERS ----

UNCLASSIFIED

Incident #192 -- near Moorhead, Minnesota -- 24 October 1948

Despite the observer's statement that the object seen could not have been a meteor, the possibility is not ruled out. Early evening is the most propitious time for the observation of slow, bright meteors. This is the time of day when a meteor inbound to the sun and caught by the earth's gravitational field would appear to travel from east to west, and could appear to rise slightly. Most people identify meteors with sharp, fast flashes of light, which are not at all characteristic of slow fireballs. The observed turn is difficult but not impossible to explain; this investigator would prefer, however, to think that it was an illusion caused by perspective.

UNCLASSIFIED

[redacted]

9-3912-10

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

3 Hoaxes

No. 192: Balloons released from St. Cloud and Duluth just prior to sighting. Wind perfect for carrying balloon ~~it~~ into observer's path. Wind reported at 30K at about 80° to 110°. Steadily rising is also indicative of weather balloon.

Incident: 192

While motoring on U. S. Highway #52 in a northwestern direction on the outskirts of Moorhead, Minnesota, Mr. [redacted] wife observed a light traveling in an east to west direction. Mr. [redacted] first observed the light which was to his right and pointed it out to his wife who also clearly saw it. Visibility at the time was good. Observer estimated that he could have seen a plane at the distance he estimated the object to have been. The speed was two or three times faster than a plane. Both agreed that it could not have been a meteor because of the length of time it was visible and because the direction of flight was a slight rise rather than down.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 192

1. Date of Observation . 24.Ocr.1948 . . .

2. Time of Observation . .early.evening. around 5:45 P. M.

3. Where was Object(s) Sighted . .From ground.on route to.Fargo, N..D. near . . . outskirts of Moorhead, Minnesota .while .traveling .on highway #52 . . . . . .

4. Observer's Position . . ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . [redacted],
. . North Dakota . . . . . .

6. Occupation and/or Hobbies . N/S . . . . . .

. . . . . .

7. Attention Attracted to Object (s) By . . light . . . . . .

8. Number of Object(s) Sighted . . . 1 . . . . . .

9. Size of Object(s) . . . N/S . . . . . .

10. Color of Object(s) . N/S - . . . . . .

11. Shape (Sketch if Possible) . . N/S . . . . . .

12. Nature of Luminosity . . N/S - . . . . . .

13. Estimated Distance of Object from Observer . N/S . . . . . .

14. Speed of Object(s) . . 2 or 3 times faster than a plane .

15. Time in Sight . N/S . . . . . .

16. Tactics . horizontal flight . . . . . .

17. Sound Made by Object(s) .N/S. . . . . .

18. Direction of Flight of Object(s) . .East to West direction . . . . . .

19. Apparent Construction (Of What Material or Substance) "light" . . . . . .

. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail N/S . . . . . .

. . . . . .

21. Weather Conditions Existing at the Time . .Visibility was good. . . . . .

22. Peculiarities Noted . . None . . . . . .

. . . . . .

. . . . . .

23. Summary of Incident . . .(over) . . . . . .

. . . . . .

. . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

[redacted]

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

UNCLASSIFIED

DCJ:trb
26 October 1948

SUBJECT: Attached Letter.

TO : Chief of Intelligence, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1. Transmitted herewith is a letter sent to the undersigned, the contents of which are self-explanatory.

2. The phenomenon in question seems interesting in its likeness to the one recently seen by Lt. George Gorman of this unit.

3. Mr. [redacted] is a Branch Manager for Swift & Company in this area. The undersigned believes that he is a reliable observer.

1 Incl.
[redacted] letter of
Oct24,1948

DONALD C. JONES
Major, AF, NDNG
Commanding

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

[redacted]

UNCLASSIFIED
[redacted]IDENTIAL NO 192

MCIAXO-3

MCIAXO-3/TC/ej
4 November 1948

[redacted]
Fargo, North Dakota

Dear Sir:

Your letter of October 24, 1948 addressed to Major D. C. Jones, Commanding Officer, 178th Fighter Squadron, Hector Field, Fargo, North Dakota, has been forwarded to this Headquarters for necessary action.

Your promptness in reporting this incident is appreciated and the information contained in your report will be made a matter of record.

Sincerely yours,

W. R. GLINGERMAN
Colonel, USAF
Tech Intelligence Division
Intelligence Department

[redacted] 192

COPY COPY COPY

[redacted]
Fargo, North Dakota
10/24/48

Major D. C. Jones
Cmdr. 178 Fighter Sqdr.
Hector Field
Fargo, North Dakota

Dear Major:

I desire to describe the "light" observed by my wife and myself while motoring into Moorhead this early evening. We ~~were~~ returning home after a trip to Southern Minnesota and when about 2 miles South of G. N. tracks we saw this light. We were travelling on highway U. S. #52 and proceeding in a Northwesterly direction. I first observed this phenomena as a light which was travelling in a east to west direction. It appeared to my right and I pointed it out to my wife who clearly saw it also. At a point slightly to the left of directly in front of us it either "went out" or "flew out" of our vision as it disappeared. Visibility in the sky was good enough to have seen a plane at the distance I estimate this object was from us. The time was 5:45 p.m. I have observed aircraft flying over my home which is only a short distance from Hector Field, in flight at night, dusk and in the daytime and both Mrs. [redacted] and I ruled out its being a plane, jet or regular. We agreed on this within a minute of our seeing it. I would estimate its speed at 2 or 3 times faster than a plane. We also agreed that it was not a meteor because of the length of time it was visible and because its direction of flight was a slight rise rather than down.

If there was any doubt in my mind or any possibility of its being either a plane or meteor I wouldn't have taken the trouble to report it. I believe you should have this information and if I can be of further help please feel free to call me. I am not seeking any publicity in this matter and have asked the persons to whom I previously described the object, to keep it confidential.

Yours truly

[redacted]

Office Phon[redacted]
Residence Phon[redacted]

INCIDENT NO
192

C
O
P
Y

[redacted]

24-3 1st Ind. EEW/yop
Subject: Project "Sign".

UNCLASSIFIED

HQ OSI, District 13, Offutt AFB, Ft Crook, Nebr, 1 December 1948

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

Basic Communication complied with.

2 Incls:
1 - n/c
2 - Added - Rpt of SA LEONARD J. CRN dtd 30 Nov 48, w/1 Incl (in trip)

EUGENE E. WILSON
Lt. Colonel, USAF
District Commander

Originals to Project file

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

4810.1

UNCLASSIFIED

[redacted]

C
O
P
Y

MCIAXO-3/THC/ej

Nov 16 1948

SUBJECT: Project "Sign"

TO: Acting District Commander
13th OSI District
Offutt Field
Fort Crook, Nebraska

1. This Command is engaged in a continual investigation of all reported sighting of unidentified aerial phenomena and has been authorized direct contact with pertinent agencies by United States Air Force letter dated 6 February 1948, subject, "Report of Information on Flying Discs".

2. Information has been received by this Headquarters that an unidentified aerial anomaly was sighted by Mr. [redacted] Fargo, North Dakota.

3. It is requested that Mr. [redacted] be interviewed concerning this matter and that the inclosed list, entitled, "Essential Elements of Information" be utilized as a guide in the interrogation.

4. It is further requested that a full report be forwarded directly to the Commanding General, Hq Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
EEI Form

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

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED [redacted]

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

REPORT OF INVESTIGATION

FILE NO. 24-3	DATE 30 November 1948
REPORT MADE BY	LEONARD J. ORN
REPORT MADE AT	DO #13, Offutt AFB
PERIOD	22-23 November 1948
OFFICE OF ORIGIN	Hq AMC, Wright-Patterson AFB
STATUS	REFERRED UPON COMPLETION

TITLE

SPECIAL INQUIRY FOR "REPORT OF INFORMATION ON FLYING DISCS"

CHARACTER

SPECIAL INQUIRY

REFERENCE

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

SYNOPSIS

DETAILS:

AT FARGO, NORTH DAKOTA

1. On 22 November 1948, [redacted] Swift and Company, [redacted], Fargo, North Dakota, was interviewed regarding his alleged sighting of an aerial anomaly. "Essential Elements of Information - Re Sightings of Unidentified Aerial Objects" was used as a guide during the interrogation. The following is [redacted] conception of the incident:

a. On 24 October 1948, at approximately 1745 hours, [redacted] and his wife were driving towards Fargo, North Dakota, on Highway 52 (see Sketch I). At a distance approximately four (4) miles southeast of Moorhead, Minnesota, [redacted] suddenly ("like an electric light switch was turned on") saw a brilliant light. The object immediately began to move from east to west at terrific speed (800-1000 MPH, or three (3) times as fast as any airplane [redacted] has ever seen). The object traveled toward Moorhead, Minnesota, at an altitude of approximately 1000 feet, and was in a gradual climb. Upon reaching the northern outskirts of Moorhead, and at a point close to the Veterans Hospital, the object suddenly made a sharp right turn to the north. Approximately one (1) second after making the turn, the object suddenly ("again like an electric light switch had been turned off") was lost from view.

(Continued)

DISTRIBUTION

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

ACTION COPY FORWARDED TO

CG, AMC, Wright-Patterson AFB

FILE STAMP

APPROVED

Eugene E. Wilson
EUGENE E. WILSON
Lt Colonel, USAF
DISTRICT COMMANDER

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

ATTACHMENT NO
192

AFOSI FORM 23 JULY 48 4

UNCLASSIFIED [redacted]

16—56438-1 U. S. GOVERNMENT PRINTING OFFICE

b. [redacted] stated that the sky was clear (no stars were noticed), and that visibility was excellent. The object appeared to be about four (4) times larger than a light seen in a commercial plane's window at night, or "half the size of a full moon, if observed from directly below the moon". The object left no "trail", and cast no reflections. The object appeared to be round; no depth could be observed; it appeared to be a solid form. The object appeared to be approximately three (3) miles away when first witnessed. No sound was heard from the object. The color of the object appeared to be a brilliant golden-white. Total time object was in view is estimated at five (5) to seven (7) seconds.

c. [redacted] is sure the anomaly could not have been an airplane, a beacon, or "anything known to man". [redacted] stated that he still feels an "eerie feeling", and that the "pit of my stomach" tightens up when he thinks of the incident.

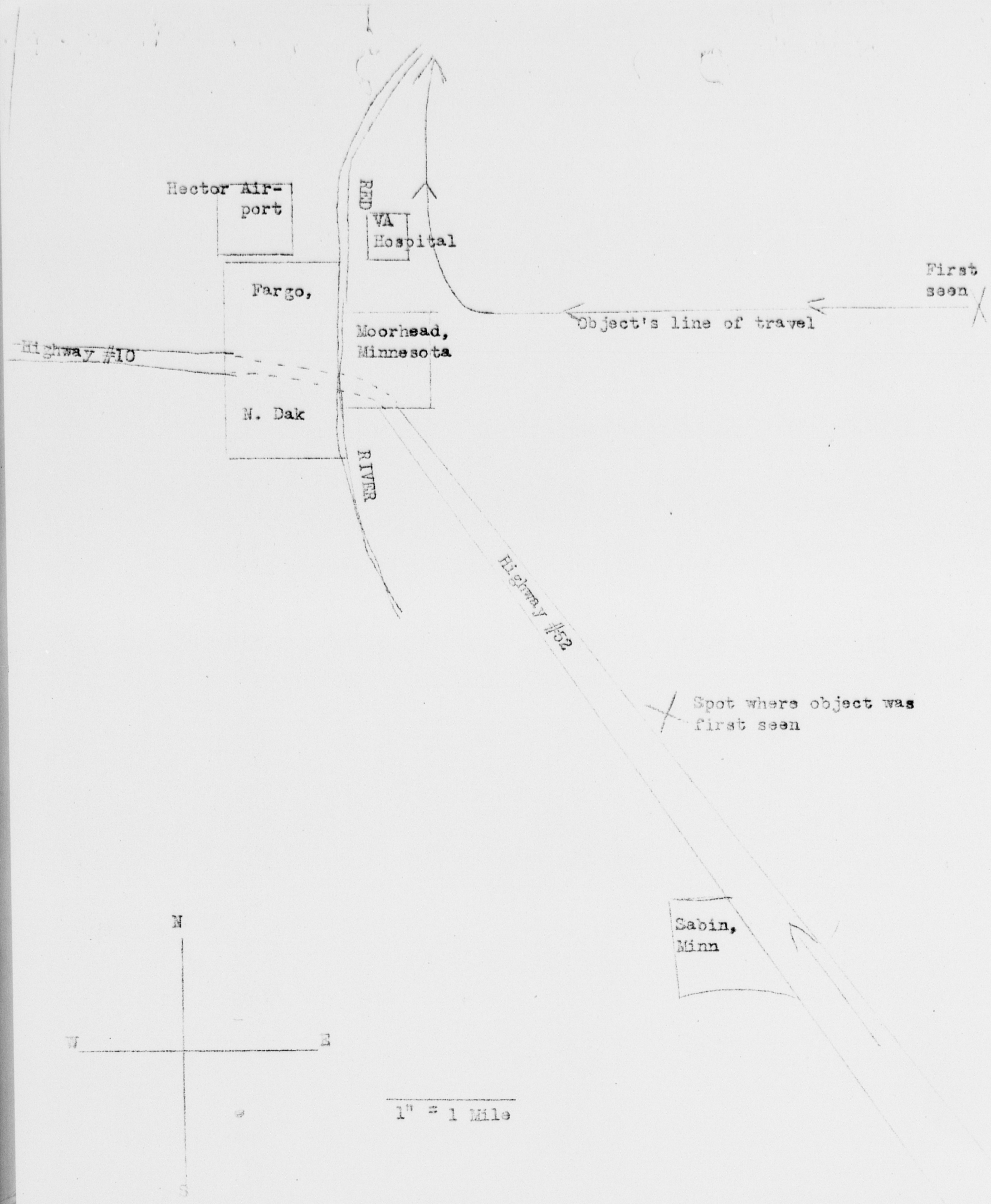
2. On 23 November 1948, [redacted], Weather Officer, Hector Airport, Fargo, North Dakota, was interviewed regarding the weather condition on 24 October 1948. [redacted] stated that between 1600 hours and 2200 hours on 24 October 1948, there was no precipitation, high scattered clouds, and unlimited visibility. Sun down was at 1523 hours.

3. On 23 November 1948, [redacted], Controller, Hector Airport, Fargo, North Dakota, was interviewed regarding flight operations on 24 October 1948. [redacted] stated that no scheduled flights were in progress from 1700 hours to 1900 hours on 24 October 1948. [redacted] further stated that no military or other Government agencies are operating aerial testing centers in this locale.

4. [redacted] is married and has two teen-age children; he is a successful business man and has no police record in this community; he has no political affiliations. [redacted] stated that he has no particular hobbies; is not color blind; and can judge moving and distant objects in an average manner. [redacted] further stated that he will render a signed statement to this report, upon request. Mrs. [redacted], his wife and only witness to the incident, will substantiate his statements. In conclusion, this agent feels that [redacted] and [redacted], [redacted] North, Fargo, North Dakota, did witness an aerial phenomenon, and that their statements have been given in a sincere and truthful manner.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

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



NO DENT NO 192

Incl #1

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

(Reverse 39)

PAGE OF ISSUE

DOWNTIME

TIME

TYPE Green

Flashed

Very slow

Star

S 30 to NE

1

TYPE OF OPTICAL AID Ground

DELIVERED

JAF Bacon

SKETCHES

AFTC FORM 329
(Aug 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #239 -- Phoenix, Arizona -- 24 October 1948

This incident as described is not amenable to any astronomical explanation. The object took 75 minutes to cross the sky.

The witness apparently is not a very critical observer (e.g., there could be no possible physical connection between the object's brightness and its apparent distance from a star).

The object could have been a lighted balloon; speed and maneuvers check.

UNCLASSIFIED

[redacted]

[redacted]

COPY

INCLOSURE #2

UNCLASSIFIED

THE SUN PUBLISHING CO.
HOOD RIVER COUNTY SUN [redacted], Publisher
HOOD RIVER, OREGON

(no date)

Dr. J. Hugh Pruett
1832 Longview Avenue
Eugene, Oregon

Dear Sir:

240

I am writing you in regard to a rather startling occurrence on Saturday evening, December 11, which no one has been able to explain locally to either my own or several other interested people's satisfaction.

At about 7:30 p.m. in the evening, according to most witnesses, a brilliant blue and white flash of light flared for an instant at a point about five miles south of Hood River and slightly east. Most witnesses said that the light "might have been lightning" but most also agreed that they had never seen any lightning exactly like it, since it was more like a rapid burning of a flare than a bolt or sheet of lightning. Most also agreed as to the location, which is about directly over a small community called Pine Grove, marked on the accompanying map. A loud noise, such as might have been made by thunder was heard by everyone in the lower valley and across the river on the Washington side. The light, apparently either reflected or moving through a light fog that was over most of the Valley at the time, was said by one witness on the Washington side to move northwest towards Mount Adams, but this was the only witness to indicate that the light moved at all.

I was reading at home at the time and the flash was directly east of my window----I seem to have been the only person to have seen the flash actually originate--the rest apparently saw only reflections or a diffused flash. The center of the flash, which, by the time between it and the first sound, must have been between one and four miles away, was itself round and almost completely white, somewhat like a fluorescent light might be or a faraway searchlight. It seemed to flash, unlike lightning which diffuses its light at the edges and does not beam itself.

Weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reporters. There were no further nor had there been previous flashes or thundering. Radio interference was strong at the time of the flash and a few seconds afterwards. Practically everyone, including those indoors, heard the thundering noise which rolled off the hills somewhat like artillery fire for several seconds.

No reports from the east valley indicated anything had fallen nor have any since then brought to light any reason for the disturbance.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

I am writing to you in hopes that you may be able to surmise what the disturbance might have been and also to let you have what information we could gather. As a correspondent for one of the press services I was naturally interested in it. I am further interested in your comments on it, even though I realize that the information is not complete enough to make any deductions possible.

Do you have an observer for your meteor society in the Valley? I would be interested in having his name if you do.

Thank you for your time and interest in this matter.

Sincerely,

/S/[redacted]d

[redacted]

UNCLASSIFIED

[redacted]

[redacted]

COPY.

INCLOSURE #3

UNCLASSIFIED

TO: Captain J. P. Shea
FROM: [redacted]
SUBJECT: Observations

This report is being made in writing at the request of Lt. O. E. Strang.

It will be divided into three parts: 1. Observations, 2. Recommendations, 3. A map indicating the point of my observations. The third part of this report will not be submitted now, but will be given later when a map is available to make this map accurate.

Inspector [redacted] and myself, being on patrol for the Reconnaissance Section AESS, arrived at Point Eagle 2050, December 20, 1948. We had driven up the road as far as it extended and was safe under the circumstances, and were sitting in the jeep with it headed in the general direction of the road at this point. The direction in which we were headed as well as all directions in this report will be referred to with some degree of accuracy from the map which will be submitted later to make this report complete.

As I was sitting in the jeep I observed a falling light in the sky at approximately 2054. At first it appeared to be a white light moving at about 45 degrees to the earth. It seemed to first be at a great height and to approach the earth at a continuing decreasing angle until it went out of my vision at about a twenty degree angle behind Point Eagle. I called the attention of Inspector [redacted] to this falling light and he too observed it and has also been requested to make a report on his observations. I continued to observe this phenomenon. According to my first observations it appeared to be a white light, clear and unbroken, falling very visibly through the night. However, as I observed this light more closely it changed in appearance. It seemed now to be broken instead of a clear stream. Its color basicly changed also. It now seemed to have a red flat core, its broken parts were red, its stream of light left seemed however to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken moving light. It seemed to have a flat base, leaving a broken red trail on each side. Where it had appeared at a great height it was now nearer the earth. Where its angle of glide had been 45 degrees, it now appeared to have an angle of twenty degrees glide, and reminded me very much of an airplane in flight. It seemed to fly through the air as if controlled and not to fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

At 2056 Headquarters was notified of our observations and the angle of movement of this light. We were told to stand by and later to 10-21 Headquarters. We returned to Station 340 to make the call, found there Lt. [redacted] and Mr. [redacted] of Physical Security who had also observed the same things we did from a different Point. Captain Shea was there also. We made verbal reports to them as well as to you. We returned to Headquarters to find a suitable map to make

UNCLASSIFIED

[redacted]

[redacted] UNCLASSIFIED

our observations more accurate from a descriptive point and to make a written report of our observations.

These are my recommendations. It is my understanding and has been my observation that this light is of concern to the Security Service. Attempts have been made to observe it more closely. As a means of observing this more closely, of finding out what it is, and what happens to it, I would suggest that attempts be made to observe it from the air and from the land. To observe it from the air I would suggest these means. These suggestions are made with the impressions that this thing has been observed before about the same times and probably can be observed again. First the Air Forces of the Department of Defense have excellent Photographic Planes. These are fast and make good photographs. These could operate safely at night. This thing if of any importance to the defense of our country would necessitate no small means of detection but should enlist all our resources for its proper observations and understanding. Also the Air Forces have small observing planes that might be used. The Civil Air Patrol might be used. Certainly some attempts should be used to observe and find out about this thing from the air. It appears in the air. It disappears in the air. It might damage some of our Atomic Installations eventually if it is not a natural thing and man controlled. Also attempts should be made by our own personnel to observe this thing. Patrol 405 of the Reconnaissance section could be at this Point Eagle about the expected time of appearance each night. It might even be important enough to place other patrols at points of observations until this thing is understood and known about. Also in future attempts to observe this thing radio silence should be observed under all conditions by participating personnel until the thing is sighted. However, it might be better if nothing is said over the radio in the future about it. Radio conversation, if this thing is man controlled, may give a clue to those controlling it that attempts are being made to observe it and may make difficult a discovery or an understanding of its nature. The use of radar may also aid in its discovery.

UNCLASSIFIED

[redacted]

COPY

INCLOSURE #4

UNCLASSIFIED

OFFICE MEMORANDUM

UNITED STATES GOVERNMENT

Date: 20 December 1948

241a

TO: Captain Shea

FROM: Inspector [redacted]

SUBJECT: Object seen on 405 Patrol

From 2050 to 2100 this date Inspector [redacted] and myself were at Pt. Eagle in the regular performance of the 405 patrol.

At 2054 we saw the object described below making a path thru the sky. The direction of travel was from West to East, possibly a trifle Southerly. The object was travelling in an almost flat trajectory and its decline formed an angle with the horizon of approximately twenty degrees. The angle of elevation from our point of observation was approximately thirty degrees. The object was moving at a very fast rate of speed and disappeared behind the mountain directly to the northeast of Pt. Eagle. Total time of visibility was about one and one-half seconds.

Description:

An intense blue-white light about the size of a basketball. As the object traversed the sky, there was a faint trail of light behind it, and two objects the size of a baseball separated from the main body. These objects were of the same color and intensity as the main body, and trailed behind it directly in its path at even intervals of distance equal to approximately three times the diameter of the main body. The size of the main body was approximately one quarter the size of the moon.

[redacted]
Security Inspector

UNCLASSIFIED

[redacted]

240

[redacted]

COPY

INCLOSURE #5

UNCLASSIFIED

[redacted] Director of Security

December 30, 1948

[redacted]

TIME: 2053

DATE: December 20, 1948

DIRECTION: Approximately southwest to northeast

SPEED: Slower than a meteorite (approximately 1500 m.p.h.)

COLOR: White, with a pale greenish tail

ALTITUDE: Questionable

POINT OF OBSERVATION: Route 4 - north of Bandelier cut-off

OBSERVER: [redacted]

STATEMENT BY OBSERVER:

At approximately 2053, December 20, 1948, while driving over State Route #4 toward the South Gate (Station 390), I observed what appeared to be, at first glance, a meteorite travelling from left to right, at right angles to the direction I was moving. However, the object seemed almost the size of a tennis ball and was colored a glaring white, similar to the color of white-hot steel in a smelting furnace. The ball had a small, conical shaped tail that appeared to be pale greenish in color, and this tail was not as clearly defined as the ball itself, seeming to be of a gaseous nature.

The object appeared to be travelling on a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. As I made a sharp right turn on the road, the object was again visible for approximately a second, and this time it was considerably farther away. However, during this short second period I observed a small light to the right of the object, which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane, and it seemed to be reddish in color. The object and accompanying light disappeared from view behind the tops of more trees, and I was unable to catch another glimpse of it.

Inasmuch as this event occurred at night, and due to the terrain I was travelling over, it is difficult to state the exact direction in which the object was travelling. In addition, due to the above first mentioned condition, as well as having no idea as to the size of the object itself, it is equally difficult to judge the altitude of the object.

UNCLASSIFIED

[redacted]

COPY [redacted]

INCLOSURE #6

UNCLASSIFIED

The University of New Mexico

Albuquerque

Institute of Meteoritics

December 30, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject; Anomalous luminous phenomena (Third Report)

In the second report of this series, a description was given of the real path through the atmosphere of the green fireball of 1948, December 12, $9^h\ 2^m$ (plus or minus 30^s). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second station near Los Alamos, New Mexico, this fireball was found to have appeared near a point with the coordinates: latitude 35° 50' N, longitude 106° , 40' W, and to have disappeared near a point with the coordinates: latitude 35° 45' N, longitude 107° 05' W, traversing an almost horizontal path, at an elevation of about 10 miles above sea level, with a length of about 25 miles, at a velocity of approximately 10 miles per second. (The minimum path length consistent with the observations was found to be about 11 miles, the corresponding velocity then falling between 3 and 6 miles per second, depending on the duration adopted.)

On the basis of corresponding observations of the greenish-white fireball of 1948, December 20, $8^h\ 54^m$ p.m. made by two pairs of Los Alamos observers, it has now become possible to work out another approximate real path. As will be apparent from the original accounts of the observations made by AESS Inspectors William D. Wilson, Buford G. Truett, Clifford E. Strang, and Physical Security Inspector George S. Skipper, the fireball of 1948, December 20 was observed under less favorable conditions than the green fireball seen by five persons on the night of December 12. However, on the basis of the original accounts of the observers named above, of sketches supplied by these four individuals on December 29 and of transit observations made by Captain M. E. Neef and the undersigned on the same date at the points of observation (viz., 35° 48' .9, 106° 18' .4 for [redacted] and [redacted] and 35° 55' ,106° 23' .7 for [redacted] and Truett), it has been possible to establish reasonable concordance between various points on the fireball path as seen by the two groups of observers. Because of the very short baseline (only 8 miles long) between the two points of observation and the difficult conditions under which the fireball of December 20 was observed, it is my opinion that the real path derived from the December 20 observations deserves considerably less weight than that obtained from the December 12 observations.

[redacted] UNCLASSIFIED

It is found that the fireball doubly observed by [redacted], [redacted] and [redacted] appeared at a height of at least 10 miles and descended at an angle of about 45° to the vertical (according to Truett's estimate) to a point C at an elevation of only 2.3 miles above the horizontal plane through the point from which Strang and Skipper observed. As the fireball approached the point C, its path levelled off and from C to its point of disappearance, E, the fireball followed a nearly horizontal path approximately 7.5 miles long moving with a velocity of between 3.75 and 7.5 miles per second, depending on the duration estimate adopted. The coordinates of the projection of C on the earth are 35° 56' N, 106° 30' W, and those of the projection of E are 35° 57' N, 106° 23' W. The forward extension of the fireball's trace on the earth, as determined by the above projections, passes some six miles to the north of the town of Los Alamos.

It should be noted that the descending branch of the path of the fireball was observed by Inspector [redacted] alone, but he was absolutely certain that his observation of this portion of the path was correct. It should also be noted that no sound was heard, although the distance from the observers to the fireball and from the fireball to the earth could have been only a few miles at most. I have no hesitancy in testifying that an object possessing the real path and the other peculiarities observed by [redacted], and [redacted] was not a falling meteorite.

[redacted]

COPY

INCLOSURE #7

UNCLASSIFIED

OFFICE MEMORANDUM

UNITED STATES GOVERNMENT

Date: 12/23/48

TO: Lt. E. D. Hightower

FROM: Insp. [redacted]

SUBJECT: Unknown Object

At approximately 0431, this date, while looking east from Station 103 towards Station 101 I noticed high in the sky what appeared to be a falling star, white in color, descending in a vertical path. My attention remained with the object when I noticed the rate of descent seemed to be slower than that of a falling star. After watching it lose altitude for several seconds, I saw it suddenly disappear with a greenish-tinged flash which momentarily illuminated a small cloud between the object and myself.

The object may also have been traveling east or west to some extent since I could not estimate that angle; however the object descended in a perfectly straight line with reference to North and South. At the time of the flash the object was a good distance east of Station 101 and at an estimated altitude of six thousand feet.

/S/ [redacted]

JDH

c/c Capt. R. I. Dowd, Duty Officer

243

UNCLASSIFIED

[redacted]

240

[redacted]

Green

Very slow

Ground

JAL Brown

[redacted]

[redacted]

UNCLASSIFIED

Incident #239 -- Phoenix, Arizona -- 24 October 1948

This incident as described is not amenable to any astronomical explanation. The object took 75 minutes to cross the sky.

The witness apparently is not a very critical observer (e.g., there could be no possible physical connection between the object's brightness and its apparent distance from a star).

The object could have been a lighted balloon; speed and maneuvers check.

UNCLASSIFIED

[redacted]

INCIDENT NO. 239

1. Date of Observation 24 Oct 48 Date of Interview

2. Exact time (local)

3. Place of Observation Over Phoenix, Arizona, in eastern sky

4. Position of observer

5. What attracted attention to object :-

6. Number of objects 1

7. Apparent size

8. Color of object green

9. Shape Like star or fireball

10. Altitude

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s) Approached from East, then south, then northwest

14. Time in sight 75 minutes to cross sky

15. Speed Very slow (estimated 75 minutes to cross sky)

16. Sound and odor N/S

17. Trail

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance Faded, then flared up, fall apart and disappeared

22. Effect on clouds

23. Additional information concerning object Became brighter as it neared other stars, then fainter as it left

24. Weather conditions

(over)

Incident: 239

Name and address of observer: Miss [redacted]
Arizona

Occupation and hobbies: N/S

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: On 24th Oct [redacted] noticed a very strange star or fireball in the Eastern sky. It was green and she thought at first that it was a plane. It moved very slowly south, then slightly north as if it were uncertain as to which way to go. It slowly changed its course to Northwest. It took at least 75 minutes for the object to cross over Phoenix. It seemed to be drawn to other stars, and when it came close to them it would become very bright. Everytime the star would light up and leave the other star it would be dimmer. Finally she could hardly see it. When she thought it had completely disappeared it suddenly became very bright and fell apart.

[redacted]

COPY

UNCLASSIFIED

INCLOSURE #1

[redacted]

Phoenix, Ariz.
November 3rd

Dear Dr. Pruett:

237

On October 24th I noticed a very strange star or fireball in the Eastern sky. It was green and my first impression was that it was a plane. It moved very slowly South and slightly North as if it wasn't certain of which way to go. It slowly changed its course to N.West.

Being very curious about the star, I watched it very closely, without taking my eyes away once.

It took at least 7½ minutes to cross over Phoenix. The star seemed to be drawn to other stars, and when it came close to them, it would become very bright.

Everytime the star would light up and leave the other star, it would be dimmer. Finally, we could hardly see it. When I thought it had completely disappeared, it suddenly became very bright and fell apart.

From here in Phoenix, I can point out just where the fireball travelled, but it is rather difficult on paper but it did start in the east and end up N.West.

If there is anything else I can tell you that you would like to know concerning the fireball, I will be very happy to tell you.

Yours truly,

/S/[redacted]

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

COPY UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AG 1st Ind OMN:jb
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, 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.

FOR THE COMMANDING OFFICER:

OLIVER M. NOLAND
Captain, USAF
Ass't Adjutant

1 Incl: n/s (1 cy w/d)

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

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

DETAILS:

1. This is a joint investigation by the writer, S/A MELVIN E. NEEF, EDGAR J. BETHART, and ROBERT R. JOHNS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss [redacted], to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Oregon, dated 3 November 1948, was provided by Dr. LINCOLN LA PAZ. This letter indicates that Miss [redacted] saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

> Color: Green
> Course: East to west, with erratic side motions
> Speed: Very slow (estimated 75 minutes to cross sky)
> Remarks: Seemed to be affected in course and brilliance by stars; moved off course to north and south in zig-zag; faded as it went further west, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 17th District OSI, for interview with Miss [redacted] to develope precise details as to course and elevation. (Inclosure #1)

4. Letter from [redacted], Sun Publishing Company, Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. LA PAZ. This letter refers to the sighting of a blue-white flash of light, accompanied by a loud noise, at 1930 hours, 11 December 1948. A summary of the letter from [redacted] follows:

> At approximately 1930, a brilliant blue-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from [redacted] and obtaining further statements.

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

UNCLASSIFIED

[redacted]

[redacted] UNCLASSIFIED

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

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 4 Jan 49

REPORT MADE BY JACK L. BOLING

REPORT MADE AT DO #17, Kirtland AFB, N. M.

PERIOD 22-24, 29 December 1948

OFFICE OF ORIGIN DO #17, Kirtland AFB, N. M.

STATUS PENDING

TITLE

UNKNOWN

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE Report, S/A NAFFZIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

SYNOPSIS

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico; bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. LA PAZ giving his findings.

DISTRIBUTION

CO, Kirtland AFB (Action copies)	4
Hq., OSI	2
File	2

ACTION COPY FORWARDED TO

CO, Kirtland AFB, N. M.

FILE STAMP

APPROVED

Doyle Rees

DOYLE REES
Lt Col, USAF
DISTRICT COMMANDER

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

UNCLASSIFIED

239

AFCSI FORM 23 JULY 48 4

[redacted]

16—56438-1 U. S. GOVERNMENT PRINTING OFFICE

KAFB 3609

6. The writer made inquiries in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Palma. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEEF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by [redacted].

Report by Inspector [redacted]

At about 2054, 20 December 1948, in company with Inspector [redacted] a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector [redacted]

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. [redacted] AESS (oral), and Mr. [redacted] (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEEF and Dr. LA PAZ on 29 December 1948. [redacted] and [redacted] reported concurrent sighting of the phenomena observed by [redacted] and [redacted]. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by [redacted] above. Transit readings were made by Dr. LA PAZ from location of sighting by [redacted] and [redacted]. A report was prepared by Dr. LINCOLN LA PAZ, meteoriticist, University of New Mexico, who has cooperated in this investigation, giving

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

his findings and conclusions on the latest sightings. This report provided Special Agent NEEF, 30 December 1948. (Inclosures #5 and #6)

9. Report of Inspector [redacted], AESS, relative to sighting of fireball on 28 December was provided Special Agent [redacted] by Lieut. [redacted], AESS. This report indicates that at 0431, 28 December 1948, [redacted] saw a white light, like a falling star, descending in a vertical path. It was not falling as fast as a falling star, so [redacted] continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and [redacted]. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. BETHART and ROBERT R. JOHNS interviewed Mr [redacted], Las Cruces Auto Court, Las Cruces, New Mexico, on 23 December 1948. [redacted] is connected with Navy Project Task D, Nord 8555, which requires that he and his associates, [redacted] maintain a watch on the skies for about 95% of the time at night. [redacted] denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with [redacted] work to be furnished 17th District OSI.

Inclosures for Complete Distribution:

1. Letter from [redacted] to Dr. Pruett
2. Letter from [redacted] to Dr. Pruett
3. Report of Inspector [redacted]
4. Report of Inspector [redacted]
5. Report of Mr. [redacted]
6. Report of Dr. [redacted]
7. Report of Inspector [redacted]

* PENDING -

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

Incident #182

PHOTO ANALYSIS (CAAP)

DATE OF OBS. 30 Oct 52

LOCATION Goose Bay, Labrador

SOURCE GCA Operators

DATE IN TO ATIC

COLOR

SPEED 25-30 mph

ALTITUDE

LENGTH OF TIME OBSERVED

TYPE OF OBSERVATION Ground (in score)

MANEUVERS 2 in horizontal flight one in. wide arc

PORT

TIME OF OBSERVATION 0812 Z

OF normal craft

GROUND Varied

NO. IN GROUP 1 (Possibly 3)

SOUND

PHOTOS SKETCHES

Primary ATIC Form 329
(2 Jan 52)

[redacted]

UNCLASSIFIED

Incident #138 -- Goose Bay, Labrador -- 29 October 1948

There appears to be nothing astronomical in this incident.

Judging from the speed and apparent size of the object, it seems that a balloon may have been picked up by the radar.

Radar experts should evaluate these sightings.

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

UNCLASSIFIED

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

29 aug 52

No. 188. No actual sighting; a radar report, if accurate, definitely no weather balloon.

INCIDENT NO. 188

1. Date of Observation 29 Oct 1948 Date of Interview

2. Exact time (local) 0812Z, for 4 minutes; 0819 for six minutes; & 0916Z for 4 minutes - total of 14 minutes in scope

3. Place of Observation Goose Bay, Labrador - approximately 2 miles from center of field

4. Position of observer ground GCA Scope

5. What attracted attention to object(s) :- blip on scope

6. Number of objects 1 seen intermittently
Undetermined - Could have been 3 separate sightings of same object

7. Apparent size Size of normal craft

8. Color of object Object not seen - appeared in scope

9. Shape N/S

10. Altitude Could not be determined

11. Direction from observer 170°; 090°; & 270°

12. Distance from observer 2 miles each time

13. Direction of flight of object(s) 170° ; 090 to 270° in a wide arc; & 270°

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

15. Speed 25 to 30 mph

16. Sound and its none

17. Smell nothing could be seen due to darkness

18. Luminosity Nothing visible

19. Emissions Nothing visible

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

21. Manner of disappearance 1st blip: faded from view; 2d blip: disappeared in ground clutter; 3d blip: Disappeared into ground clutter 1/2 mile fr center of field

22. Effect on clouds N/S

23. Additional information concerning object Rawin Sonde had been released at 0300Z & 0900Z.

24. Weather conditions Visibility 4 miles, indefinite ceiling 1500 ft overcas snow at 1520Z

(over)

Name and address of observer: [redacted] M/Sgt, [redacted] [redacted], New York, and others (See below)
Occupation and hobbies: GCA Operator

Comments of Interrogator relative to intelligence and character of observer(s): All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best. M/SGT [redacted] is a navigator and bombardier and his reliability is rated as excellent.

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

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

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

[redacted]

UNCLASSIFIED

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OF[redacted]

INCOMING MESSAGE

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

FROM: NEWFOUNDLAND BASE COMD FT PEPPERELL MASS

DOCS WASH

AT ZERO EIGHT ONE TWO ZEBRA GMA TWO NINE ONE FOUR EIGHT GMA UNIDENTIFIED OBJECT APPEARED ON GEORGE CHARLIE ABLE SCOPE AND TWO MILES FROM CENTER OF FIELD ON BEARING OF ONE SEVEN ZERO DEGREES PD OBJECT TRAVELLED ABOUT TWO MILES AND DISAPPEARED PD NO ALTITUDE WAS DETERMINED BY OPERATOR PD OBJECT WAS FIVE TO THREE ZERO MILES PER HOUR PD GEORGE CHARLIE ABLE OPERATOR CALLED IN ANOTHER OPERATOR TO VERIFY HIS FINDINGS PD OBJECT AGAIN APPEARED AT ZERO EIGHT ONE NINE ZEBRA AND REMAINED IN SCOPE UNTIL ZERO EIGHT TWO FIVE ZEBRA PD AT ZERO EIGHT ONE NINE OBJECT APPEARED ON BEARING OF ZERO NINE ZERO DEGREES AND MOVED SLOWLY IN A WIDE ARC TO TWO SEVIEY/YAPHEGREES AND AGAIN DISAPPEARED PD OBJECT AGAIN APPEARED

UNCLASSIFIED ACTION COPY

COPY No. 1

[redacted]

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq Office Instruction No. 30-2.

WF-L-9 JAN 48 10M

TSAGD Form No. 228
(7 Aug 47)

[redacted]

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

UNCLASSIFIED

INCOMING MESSAGE

Upon

ACTION COPY

UNCLASSIFIED

COPY No. 1

[redacted]

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

WF-L-9 JAN 48 10M

TSAGO Form No. 228
(5 Aug 47)

[redacted]

Paraphrase not required. Handle as [redacted] correspondence and 60a (4), AR 380-5

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

UNCLASSIFIED

INCOMING MESSAGE

PRIORITY

FROM GOOSE BAY LABRADOR 9011552

TO WP AFB

'49 OCT 31

08:49

HEREWITH SERVICED PORTION MSG DTG 2916 [illegible]Z NR 1977-E

IN A WIDE ARC TO TWO SEVEN ZERO DEGREES AND

AGAIN DISAPPEAR

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

ACTION COPY

1 MCIA action
2 MCIA [illegible]
3 MCI-

UNCLASSIFIED

COPY No. 1

[illegible] 3016232 [redacted] J8 3109152 NR 1977-E

[redacted]

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

186

WF-L-9 JAN 48 10M

[redacted]

UNCLASSIFIED

SECRET

[illegible]-3/OSI/[illegible]

5 Nov 48

SUBJECT: Request for Investigation

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

TO: Commanding Officer
United States Air Force
APO 677
c/o Postmaster
New York, New York

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

1. Reference is made to incoming messages 291600 , 011902, 010425, and 022005 from AF Goose Bay, Labrador, reporting several radar sightings of unidentified aerial objects. It is suggested source Base Intelligence Officer be directed to initiate an immediate investigation of the reported sightings.

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

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

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

UNCLASSIFIED

[redacted]

188.
1958
1946

[redacted]

AMC
Subject: Request for Investigation

UNCLASSIFIED

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

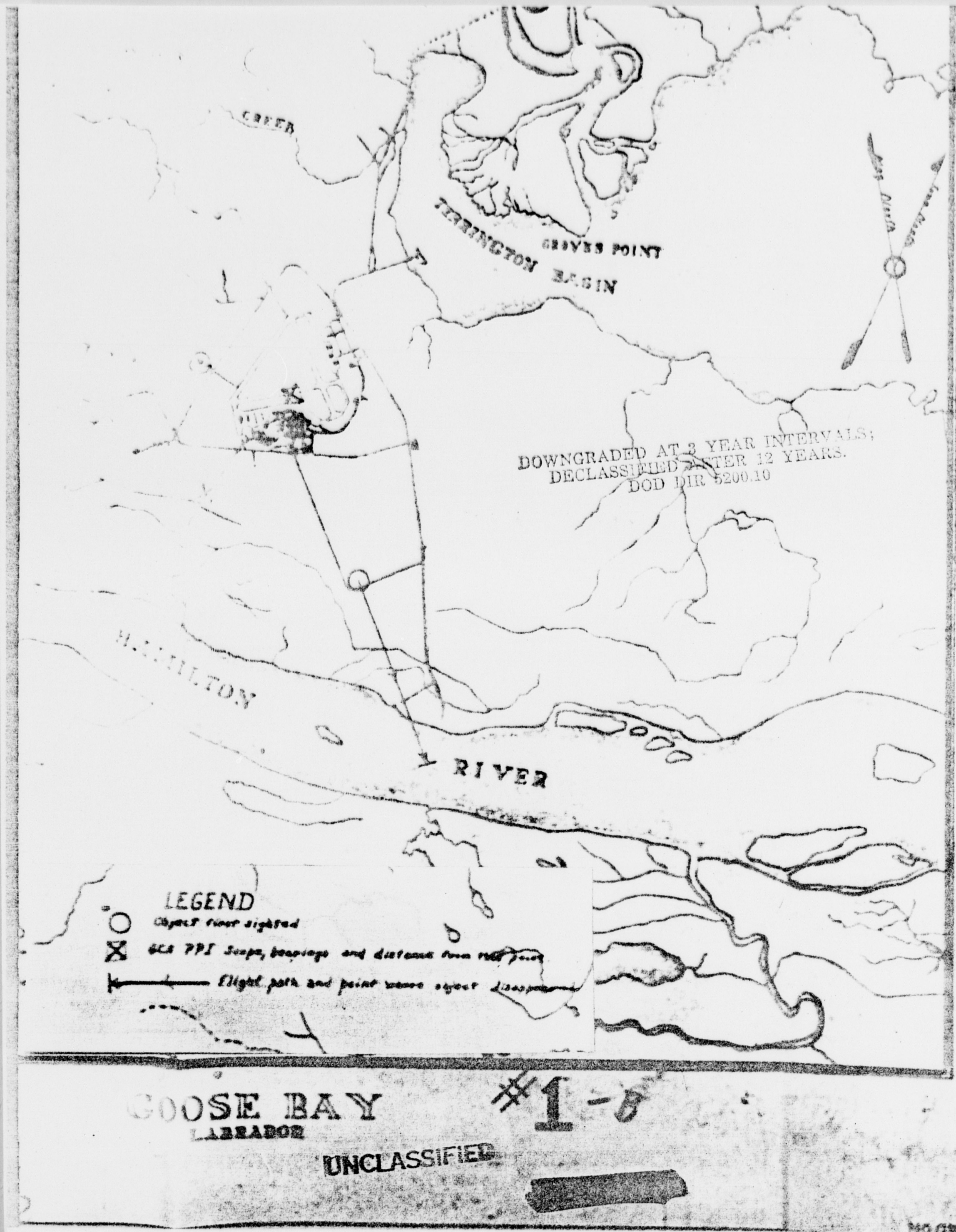
FOR THE COMMANDING GENERAL:

2 Incl
AMC Form (Exhibit)

R. P. McNAY
Colonel, USAF
Chief, Intelligence Department

UNCLASSIFIED

[redacted]

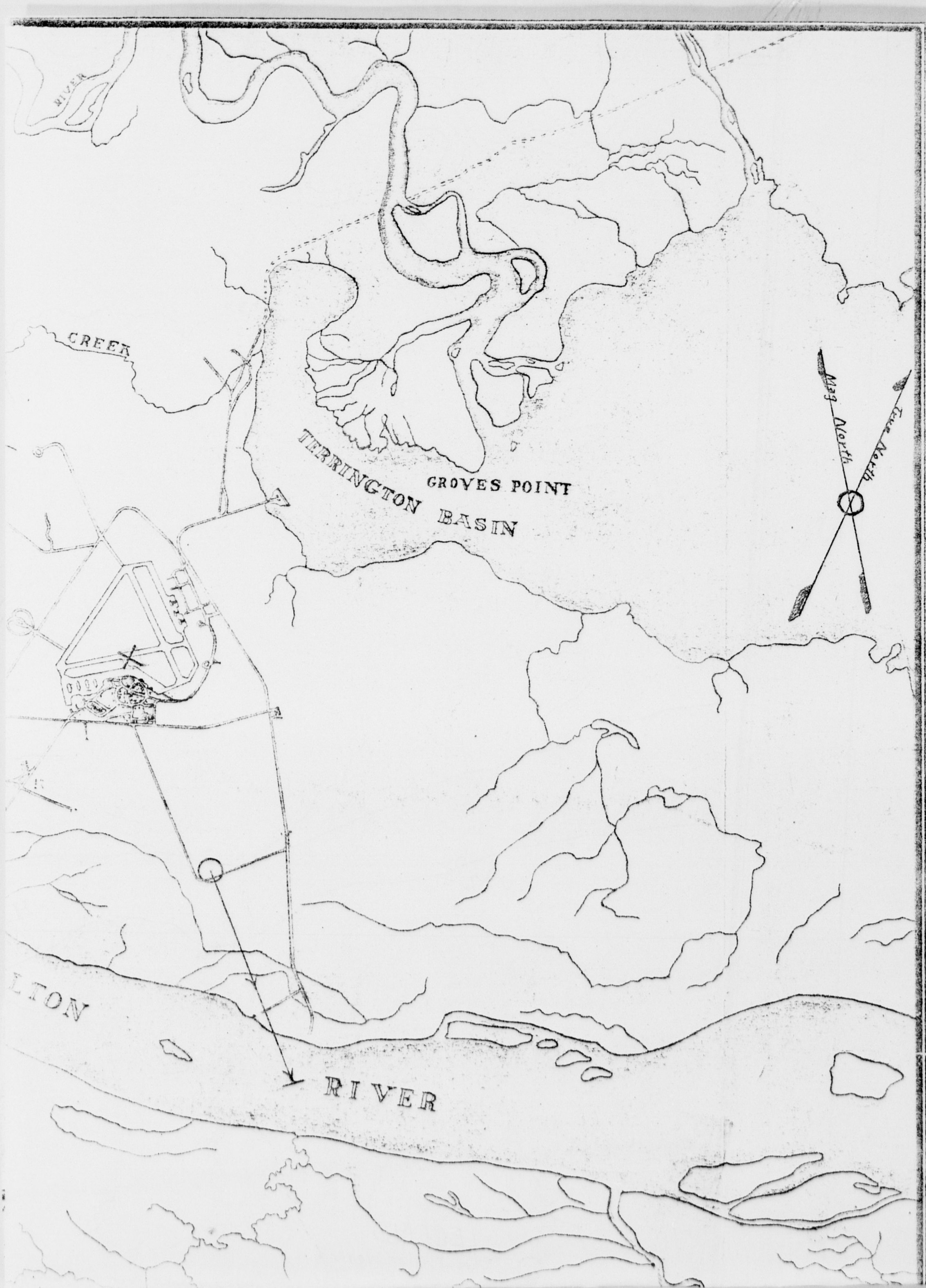


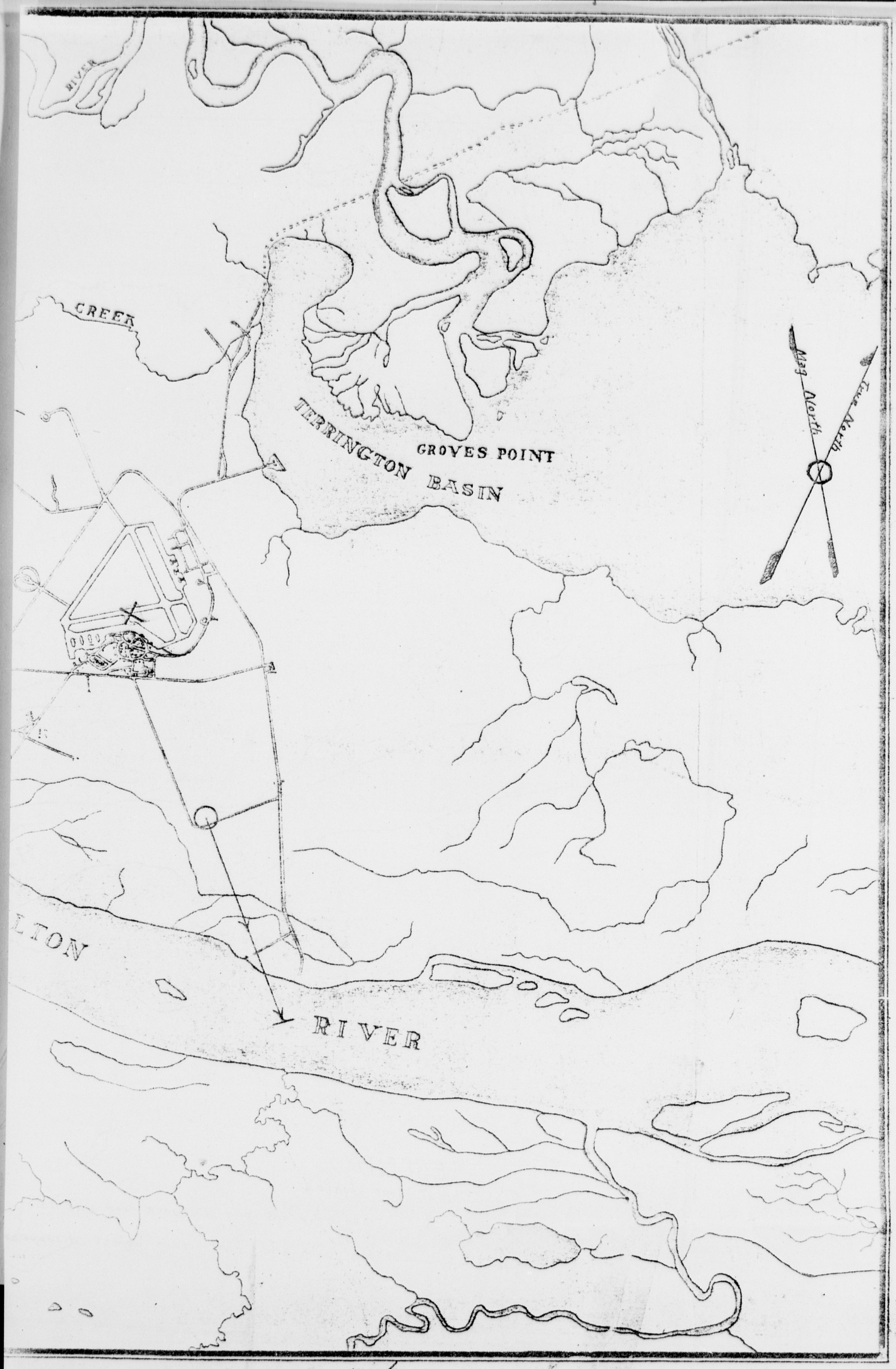
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

GOOSE BAY
LABRADOR

#1-B

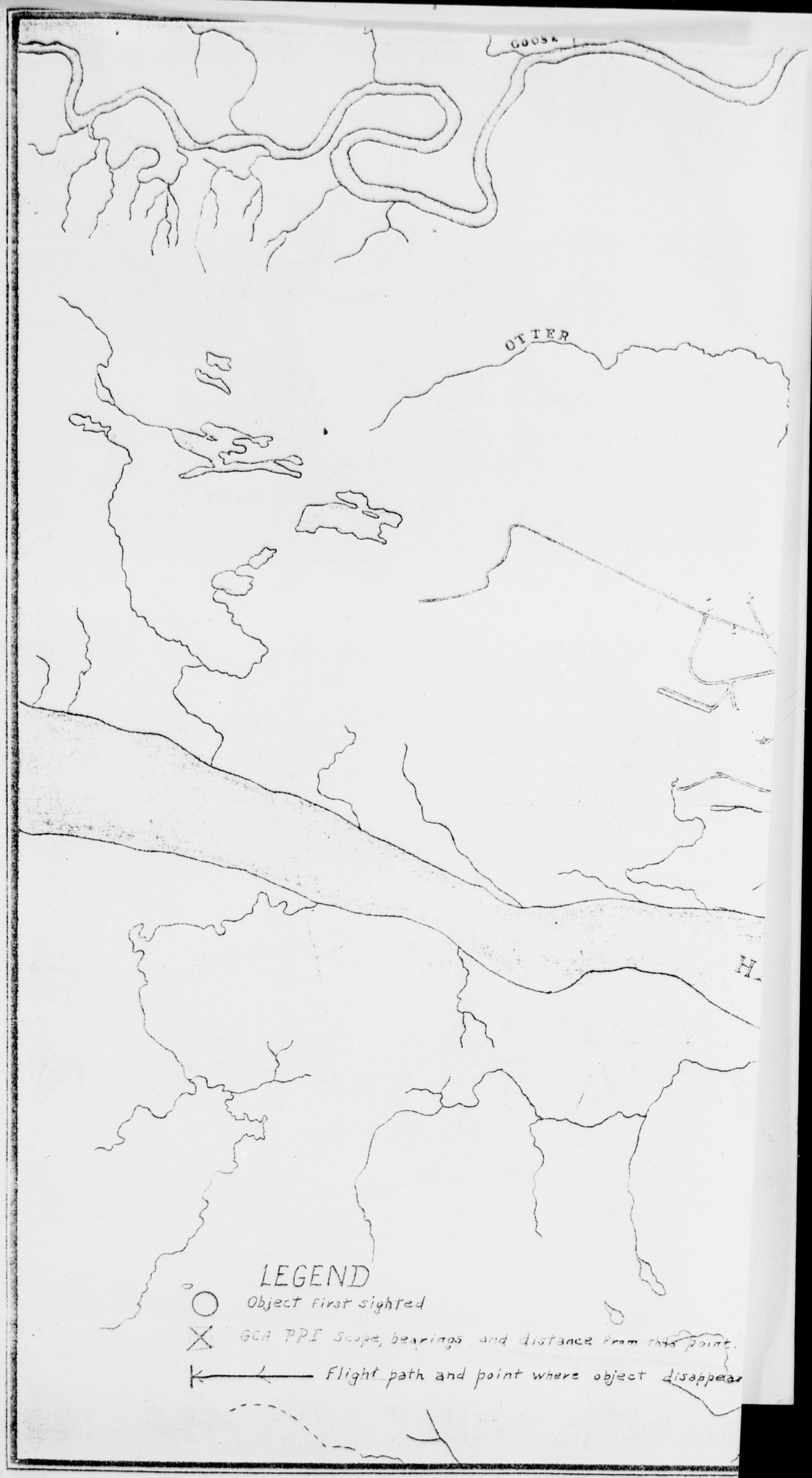
UNCLASSIFIED


RIVER
CREEK
TERRINGTON BASIN
GROVES POINT
Mag North
True North
LTON
RIVER



OSE BAY
LABRADOR

#1-B



#1-B

SCALE 1" = 1 MILE

[redacted]

UNCLASSIFIED

Referring to our message
291600Z

1. Date of sighting - 29 October 1948.

2. Time of sighting - 0812Z

3. Where sighted:

a. Ground

(1) Goose Bay, Labrador
(2) Approximately two miles from centre of field on a bearing of 170°.

4. Number of objects - one.

5. Distance of object from observer - approximately two miles.

c. Altitude could not be determined.

6. Time in sight - approximately four minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft making an approach for landing.

d. (1) Estimated size - same as an aircraft at either extremely low or extremely high altitude.
(2) Same as 7d (1) above.

8. Direction of flight - 170°.

9. Tactics or maneuvers - Travelled in horizontal straight line.

10. Evidence of exhaust - Due to darkness, nothing could be seen.

11. Effect on clouds - Nothing visible.

12. Lights - Nothing visible.

13. Support - Nothing visible.

14. Propulsion - Not known.

15. Control and stability - Not known.

16. Air ducts - Not known.

17. Speed - Estimated from scope on PPI to be 25 to 30 MPH.

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

UNCLASSIFIED

[redacted]

[redacted]

[redacted]

18. Sound - None

UNCLASSIFIED

19. None

20. Manner of disappearance

b. Faded from view.

OBSERVER

1. Name - [redacted] M/Sgt., AF [redacted].

2. Address - [redacted], Goose Bay, APO 677, New York.

3. Occupation - GCA Operator

4. Place of business - Goose Bay, Labrador

a. Employer - [redacted], Goose Bay, APO 677, New York.

5. Hobbies - Photography, nine years.

a. Observer is Navigator and Bombardier.

6. Ability to determine

a. Color - good

b. Speed of moving objects - good

c. Size at distance - good

7. Reliability of observer - Excellent

a. Sources - Loyalty Check, favorable results, filed 4th Army Area, Fort Sam Houston, Texas, 23 September 1946. This will also reflect reliability of the Observer.

8. Notes relative to observer on

a. Sightings in general - good

b. Observer's attention was drawn to object while on GCA alert. The PPI scope was on and object appeared out of normal ground clutter same as an aircraft making an approach to the base.

UNCLASSIFIED

[redacted]

188

T 23252

[redacted]

UNCLASSIFIED

9. Witnesses - [redacted] S/Sgt, [redacted]

a. Address - [redacted], Brookley AF Base, Mobile, Alabama.

b. Occupation - GCA Operator

c. Reliability - Good

10. All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best.

RADAR

1. Re radars now operating on ground

a. Range - two miles from center of field.
Speed - estimated 25 to 30 MPH.
Altitude - could not be determined on PPI
Size - Same as an aircraft

b. Object did not turn.

GENERAL

1. Teletype sequences of local weather conditions.

Oct 29 - 1520Z
Indefinite ceiling, 1500 ft overcast, visibility 4, light continuous snow. Pressure 1020.3 millibars, temperature 34 degrees F., dew point 32. ESE - 7. Remarks, wet snow.

Oct 29 - 1620Z
Indefinite ceiling, 1500 ft overcast, lower broken clouds, visibility - 6, light continuous snow, pressure 1020.1, temperature 35 degrees F, dew point 33, NE - 3.

Oct 29 - 1628Z - Special Report
Indefinite ceiling, 1500 high overcast, lower broken clouds, visibility 10, SE - 3.

Oct 29 - 1730Z
Estimated 2500, high overcast, lower broken clouds, visibility 15, pressure 1019.4 millibars, temperature 38 degrees F, dew point 33, S - 4.

UNCLASSIFIED

[redacted]

T 73352

[redacted]

UNCLASSIFIED

2. October 29 - 1500Z

Surface	040 degrees	7 MPH
1,000'	040 "	5 "
2,000'	310 "	7 "
3,000'	310 "	9 "
4,000'	310 "	10 "
5,000'	320 "	10 "
6,000'	340 "	10 "
7,000'	330 "	11 "
8,000'	320 "	14 "
9,000'	310 "	16 "
10,000'	310 "	17 "
12,000'	310 "	22 "
14,000'	310 "	19 "
16,000'	330 "	23 "
18,000'	330 "	25 "
20,000'	350 "	41 "
25,000'	350 "	50 "

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devises by Weather Unit, this station, are as follows:

Date	Time Runs Taken	Height in Meters
Oct 29	0300Z Rawin	17,000
Oct 29	0900Z Rawin	5,950
Oct 29	1500Z Rawin	13,490
Oct 29	2100Z Rawin	13,980

5. It is not known if object contacted earth.

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

7. See sketch #1-A and #1-B attached.

8. Statement #1-C and 1-D attached.

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

UNCLASSIFIED

[redacted]

[redacted]

S T A T E M E N T UNCLASSIFIED

11 January 1949

On 29 October 1948, GCA was standing twenty-four hour watches on the search scopes. I came on duty at 0800Z, 0400 local. At 0812Z I noticed a target on search scope #2. I checked #1 scope and it also showed a target. I then called Goose Tower and asked if there were any planes in the air. They gave me a negative reply.

I then called the GCA Shop and requested S/Sgt [redacted] to come out to the unit immediately. Upon his arrival, the target disappeared from the scope after a total time of about five minutes on the scopes. S/Sgt [redacted] remained in the unit and I checked in with the Air Police to have them check the dock and bay area for ships in the bay at that time. I then reported back to the unit.

I had just arrived at the unit when S/Sgt said that another target had just appeared on the scope. The time was then 0819Z. S/Sgt [redacted] remained on #1 search scope and I was on #2 scope. We followed this target until 0825 when it faded from view.

S/Sgt [redacted] and myself remained in the unit, keeping constant watch on both scopes . Again at 0916Z we sighted a target. After about four minutes (0920Z) it faded from view into the ground clutter of the field.

During the time that we noticed these targets there were no aircraft in the air or ships or boats in the bay. I do not know what caused these targets but the target that we saw was very clear though small.

[redacted]

M/Sgt, USAF

UNCLASSIFIED

[redacted]

T 72050

#1-C

158

[redacted]

S T A T E M E N T UNCLASSIFIED

11 January 1949

On the 29th October last I was standing watch in GCA Unit. I had been alerted by previous operator that unidentified blips were being observed at irregular intervals. I soon observed a small blip east of the field in the Lake Melville area. I notified the GCA shack and continued my observation. During my watch several blips were observed. I observed as many as three at one time. There seemed to be no set course although the speed of each blip was approximately thirty miles per hour. The wind was checked and it was found that they travelled upwind and crosswind. Most blips were observed to the east and south of the field, although some were seen to the north and west.

Attempts were made to observe the blips on the precision elevation scope but all were unsuccessful. The Air Police were also notified at the observance of the first blips by M/Sgt [redacted] and a check of the dock area was made but all ships were secured.

I observed unknown blips on one other occasion. Once with S/Sgt [redacted] my attention was called to two objects south west of the field moving away. They disappeared at about six miles. One of these was a very strong target.

The exact times of my observations are unknown but during my two hour watch six were seen.

[redacted]
S/Sgt, USAF

DOWNGRADED [illegible] YEAR INTERVALS
DECLASSIFIED [illegible]

UNCLASSIFIED

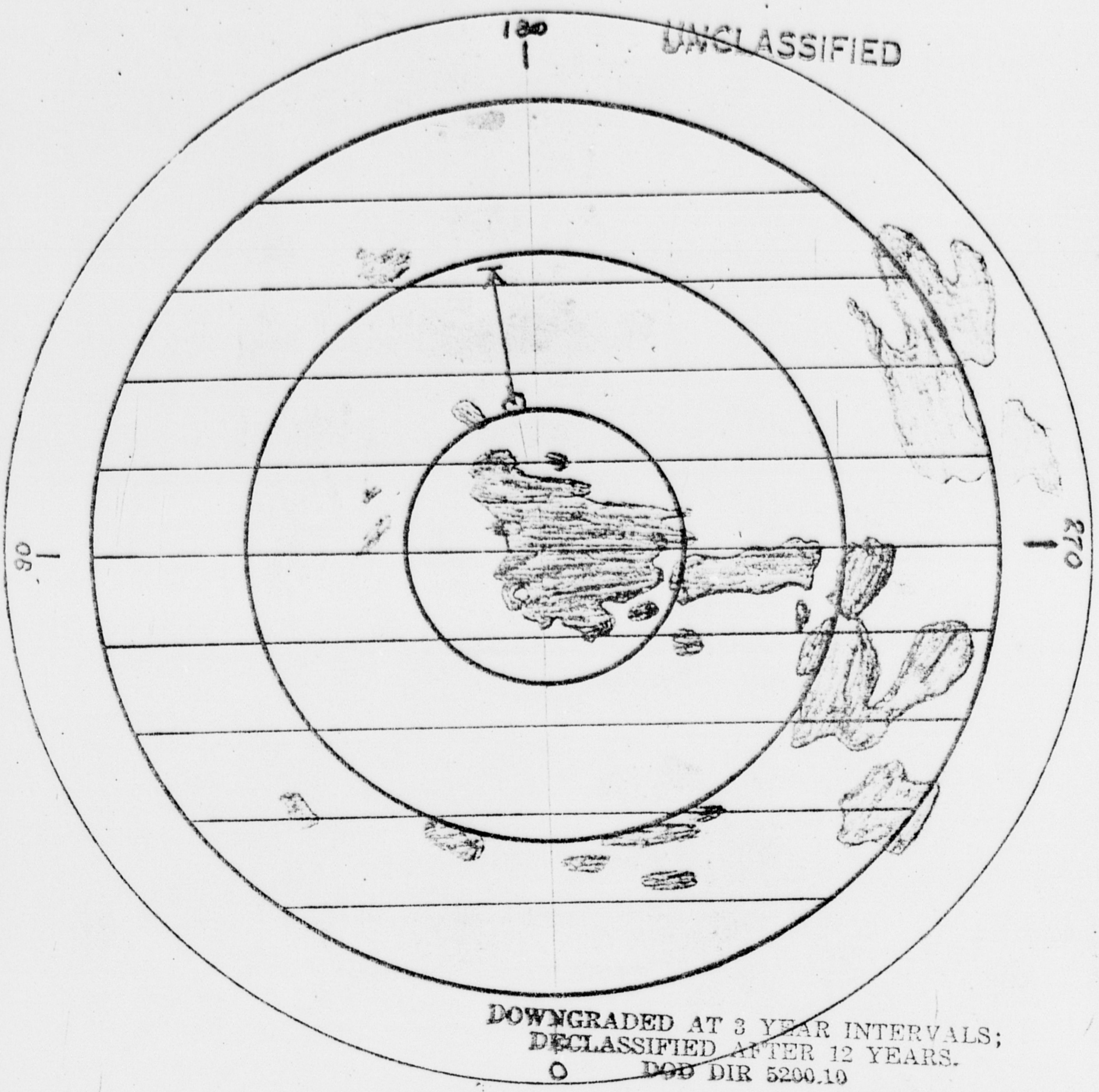
[redacted]

7 1-D

188

[redacted]

UNCLASSIFIED



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

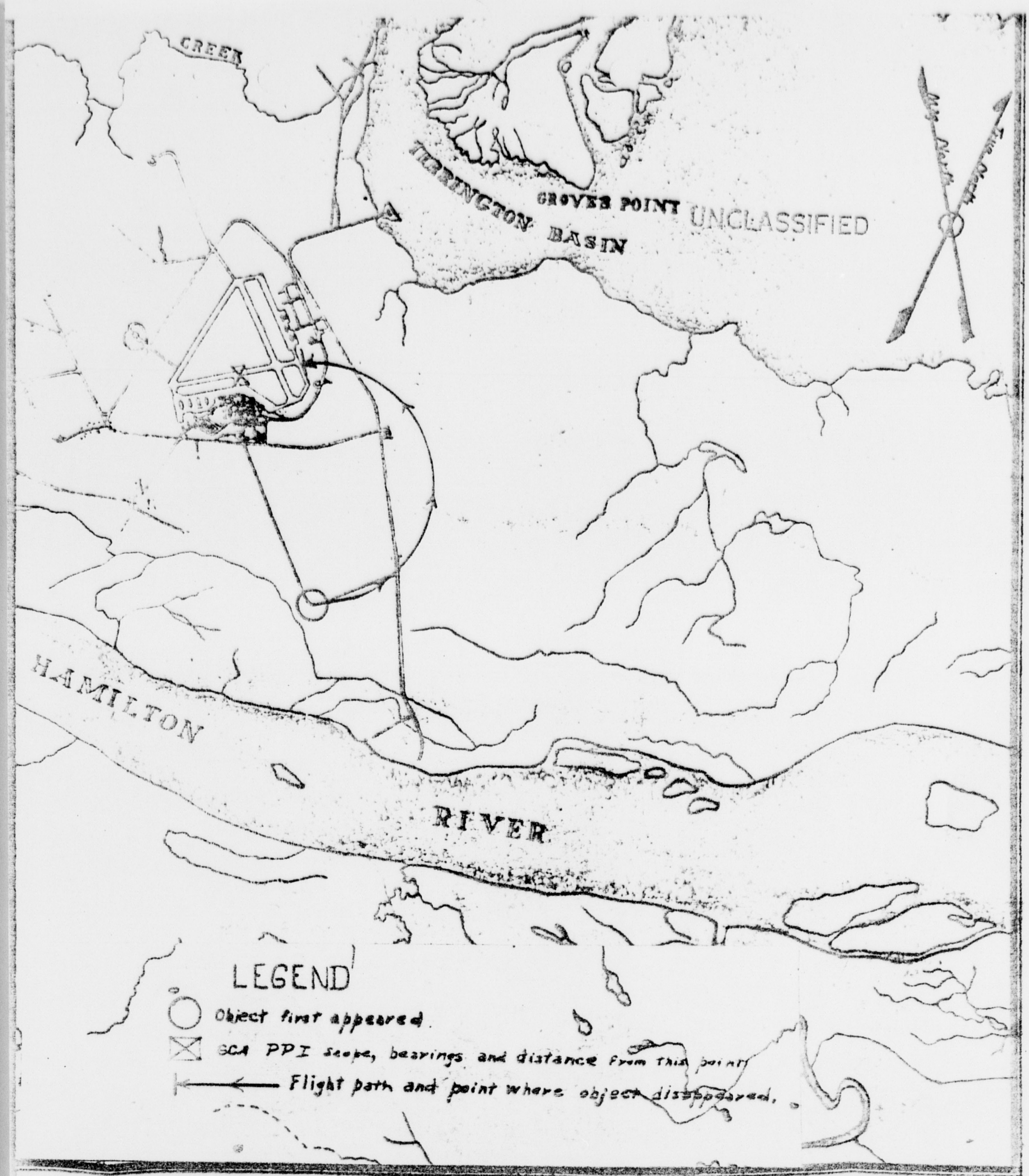
PPI SCOPE
SKETCHED BY
[redacted] USAF
Goose Bay, Labrador 10-JAN 49

UNCLASSIFIED

Shaded areas indicate normal ground clutter.

#1-A [redacted]

188



GOOSE BAY
LABRADOR

UNCLASSIFIED

#2-B

[redacted]

Referring to our
message 291600Z

1. Date of sighting - 29 October 1948

2. Time of sighting - 0819Z

3. Where sighted:

UNCLASSIFIED

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

a. Ground

(1) Goose Bay, Labrador
(2) Approximately two miles from centre of field on a bearing of 090°.

4. Number of objects - one.

5. Distance of object from observer - Two miles when first observed.

c. Altitude could not be determined.

6. Time in sight - Approximately six minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft making an approach for landing.

d. (1) Same as an aircraft at either extremely low or high altitude.
(2) Same as 7 above.

8. Direction of flight - From 090° to 270° in a wide arc, moved counter-clockwise on the scope.

9. Tactics or maneuvers - Moved in a wide arc at an estimated speed of about 25 to 30 MPH.

10. Evidence of exhaust - Due to darkness, nothing could be seen.

11. Effect on clouds - Nothing visible.

12. Lights - Nothing visible.

13. Support - Nothing visible.

14. Propulsion - Not known.

15. Control and stability - Not known.

UNCLASSIFIED

16. Air ducts - Not known.

17. Speed - Estimated from scope on PPI to be 25 to 30 MPH.

[redacted] [redacted]

[redacted]

UNCLASSIFIED

18. Sound - None

19. None

20. Manner of disappearance

b. Disappeared from view into the ground clutter.

OBSERVER

1. Name - [redacted], M/Sgt, [redacted]

2. Address - [redacted], Goose Bay, APO 677, New York.

3. Occupation - GCA Operator

4. Place of business - Goose Bay, Labrador

a. Employer - [redacted], Goose Bay, APO 677, New York.

5. Hobbies - Photography, nine years.

a. Observer is Navigator and Bombardier.

6. Ability to determine

a. Color - good

b. Speed of moving objects - good.

c. Size at distance - good.

7. Reliability of observer - Excellent.

a. Sources - Loyalty Check, favorable results, filed 4th Army Area, Fort Sam Houston, Texas, 23 September 1946. This will also reflect reliability of the Observer.

8. Notes relative to observed on

a. Sightings in general - good.

b. Observer's attention was drawn to object while on GCA alert. The PPI scope was on and object appeared out of normal ground clutter same as an aircraft making an approach to the base.

188

[redacted]

UNCLASSIFIED
T 73352

[redacted]

9. Witnesses - [redacted] S/Sgt, [redacted]

a. Address - [redacted], Mobile, Alabama.

b. Occupation - GCA Operator

UNCLASSIFIED

c. Reliability - Good.

10. All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best.

RADAR

1. Re radars now operating on ground

a. Range - two miles from center of field.
Speed - estimated 25 to 30 MPH.
Altitude - could not be determined on PPI
Size - same as an aircraft.

b. Radius of turn put the object at a distance of two to three miles from the center of the field.

GENERAL

1. Teletype sequences of local weather conditions.

Oct 29 - 1520Z
Indefinite ceiling, 1500 ft overcast, visibility 4, light continuous snow. Pressure 1020.3 millibars, temperature 34 degrees F, dew point 32. ESE - 7. Remarks, wet snow.

Oct 29 - 1620Z
Indefinite ceiling, 1500 ft overcast, lower broken clouds, visibility - 6, light continuous snow, pressure 1020.1, temperature 35 degrees F, dew point 33, NE - 3.

Oct 29 - 1628Z - Special Report
Indefinite ceiling, 1500 high overcast, lower broken clouds, visibility 10, SE - 3.

Oct 29 - 1750Z
Estimated 2500, high overcast, lower broken clouds, visibility 15, pressure 1019.4 millibars, temperature 38 degrees F, dew point 33, S-4

UNCLASSIFIED

[redacted]

UNCLASSIFIED

2. October 29 - 1500Z

Surface	040	degrees	7	MPH
1,000'	040	"	5	"
2,000'	310	"	7	"
3,000'	310	"	9	"
4,000'	310	"	10	"
5,000'	320	"	10	"
6,000'	340	"	10	"
7,000'	330	"	11	"
8,000'	320	"	14	"
9,000'	310	"	16	"
10,000'	310	"	17	"
12,000'	310	"	22	"
14,000'	310	"	19	"
16,000'	330	"	23	"
18,000'	330	"	25	"
20,000'	350	"	41	"
25,000'	350	"	50	"

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devises by Weather Unit, this station, are as follows:

Date	Time Runs Taken	Height in Meters
Oct 29	0300Z Rawin	17,000
Oct 29	0900Z Rawin	5,950
Oct 29	1500Z Rawin	13,490
Oct 29	2100Z Rawin	13,980

5. It is not known if object contacted earth.

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

7. See sketch #2-A and #2-B attached.

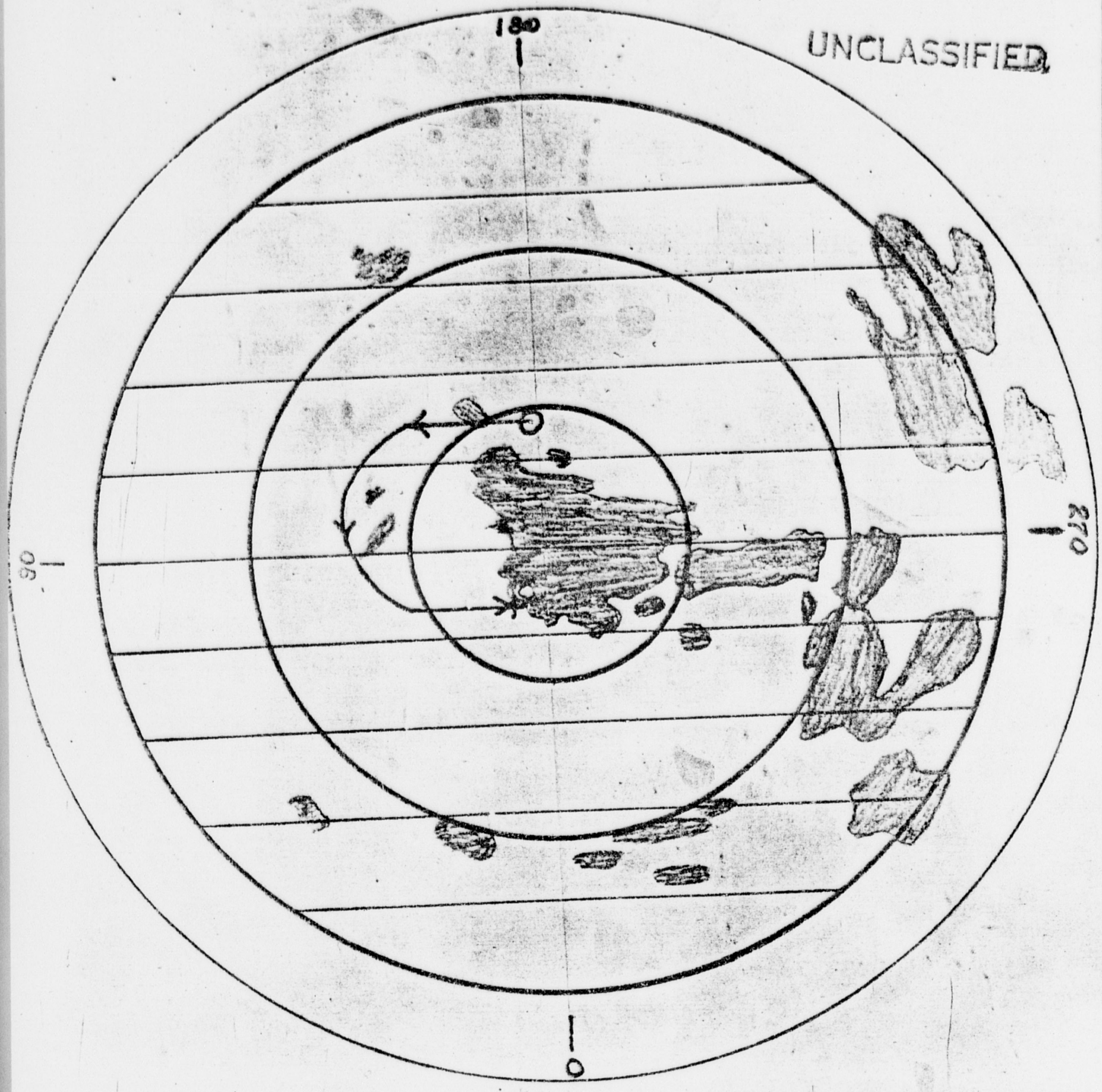
8. Statement #1-C attached

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED



UNCLASSIFIED

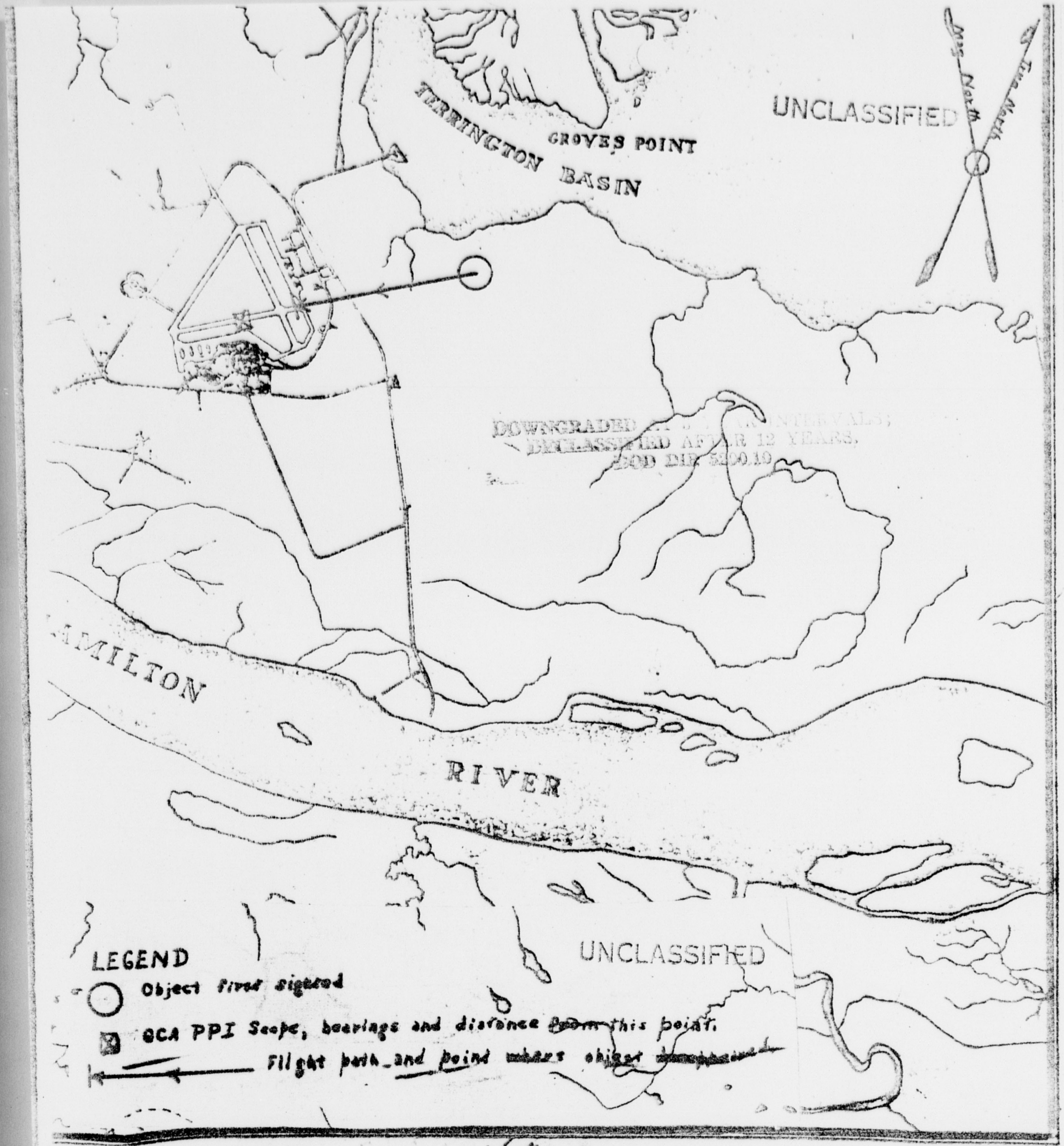
Shaded areas indicate normal ground clutter.

PPI SCOPE
SKETCHED BY
[redacted]
Goose Bay, Labrador 10-JAN 49

#2-A

[redacted]

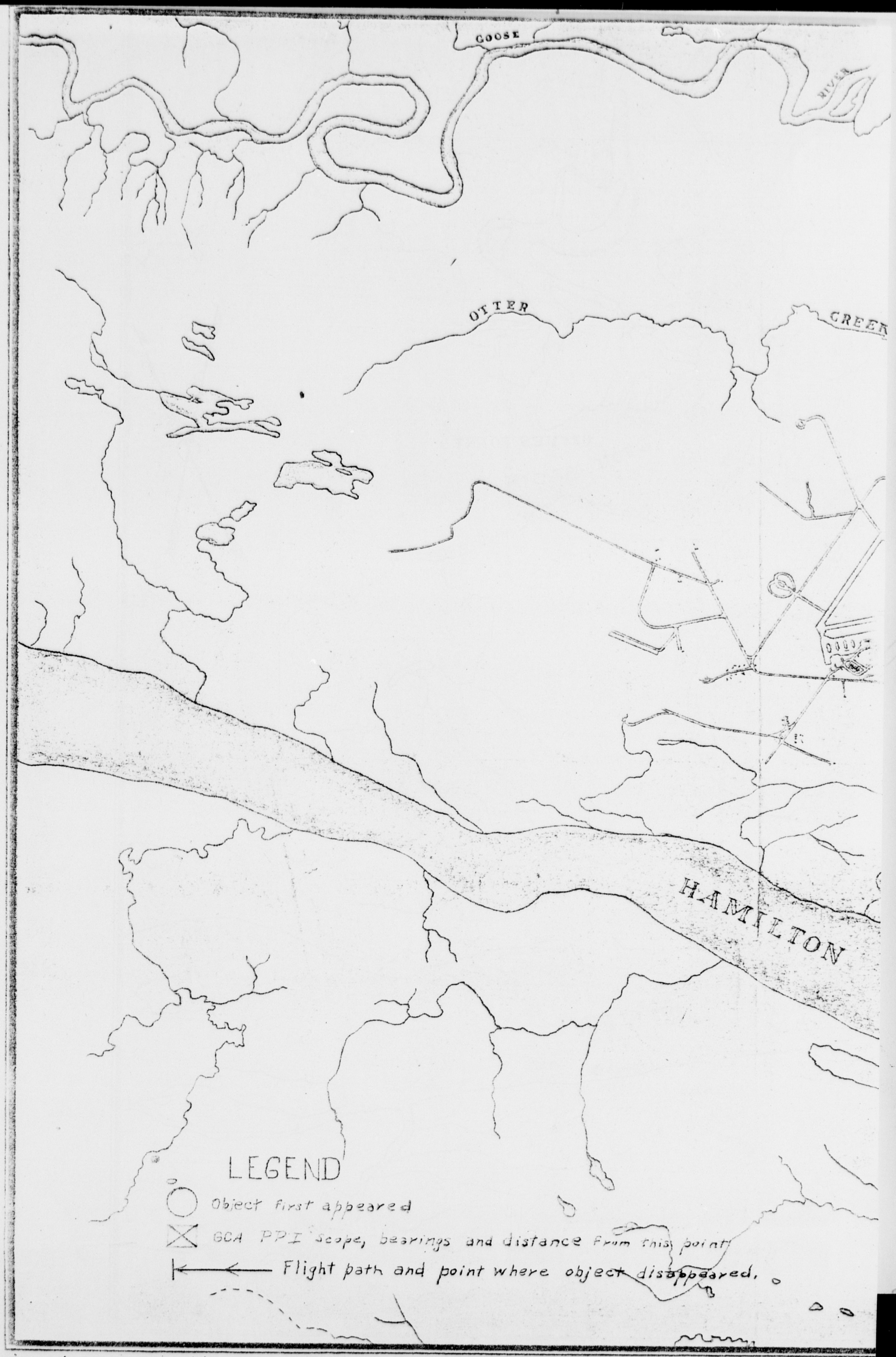
138



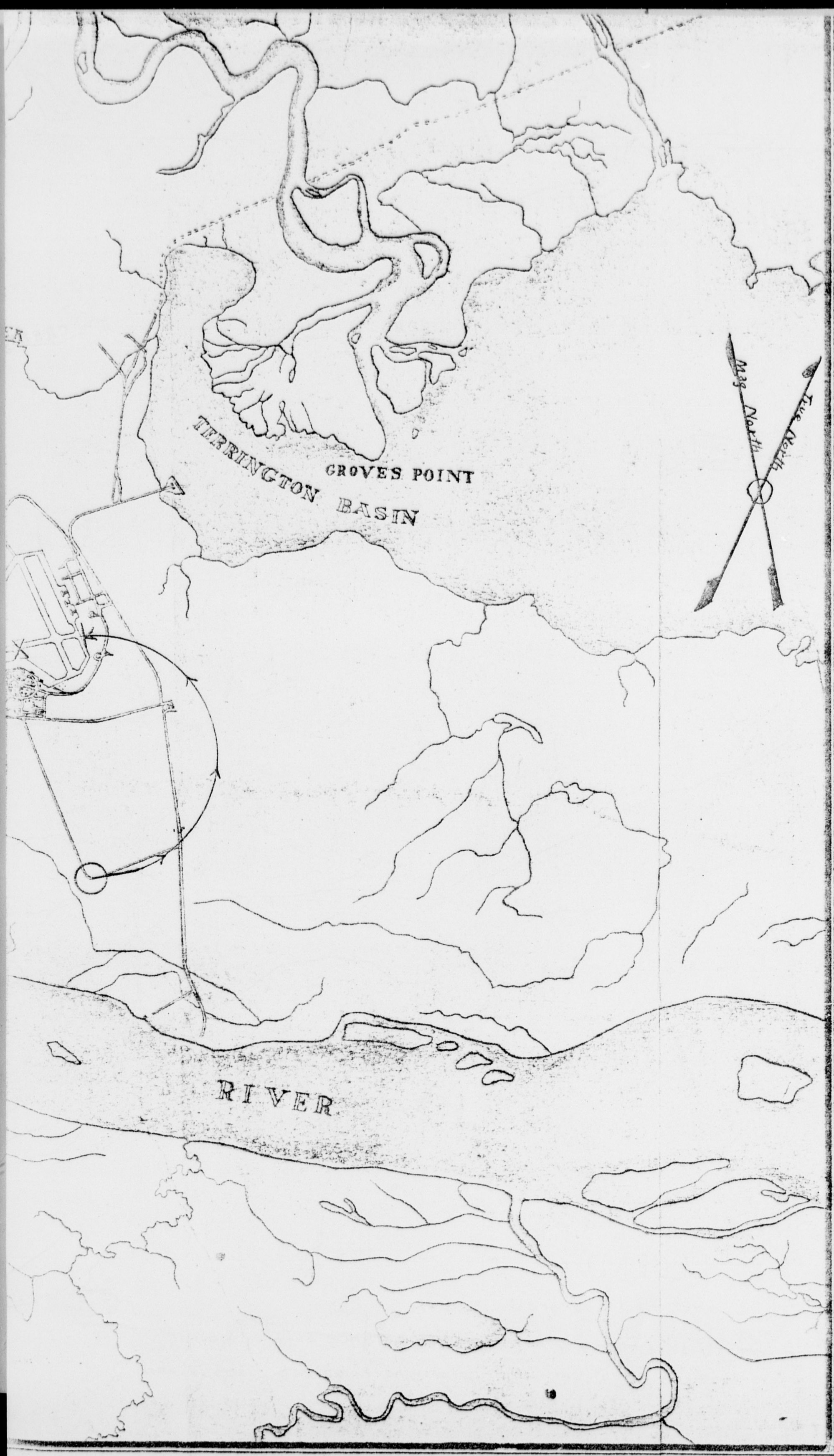
GOOSE BAY
LABRADOR

#3-B

NO GB



GOOSE
LABRADO



BAY
OR

#2-B

[redacted]

Referring to our message 291600Z.

1. Date of sighting - 29 October 1948

2. Time of sighting - 0916Z.

UNCLASSIFIED

3. Where sighted:

a. Ground

(1) Goose Bay, Labrador
(2) Object appeared east of the field about two miles out on a heading of 270° in perfect alignment with runway #27.

4. Number of objects - one.

5. Distance of object from observer - about two miles from center of field.

6. Time in sight - Approximately four minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft making an approach for landing.

d. (1) Same as an aircraft at either extremely low or high altitude.
(2) Same as 7 above.

8. Direction of flight - 270°.

9. Tactics or maneuvers - Travelled in horizontal straight line.

10. Evidence of exhaust - Due to darkness, nothing could be seen.

11. Effect on clouds - Nothing visible.

12. Lights - Nothing visible.

13. Support - Nothing visible.

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

14. Propulsion - Not known.

15. Control and stability - Not known.

16. Air ducts - Not known.

17. Speed - Estimated from scope on PPI to be 25 to 70 MPH.

UNCLASSIFIED

[redacted]

[redacted]

[redacted]

18. Sound - None

UNCLASSIFIED

19. None

20. Manner of disappearance

b. Disappeared from view into the ground clutter about one half mile from center of field.

OBSERVER

1. Name - [redacted] M/Sgt, [redacted].

2. Address - [redacted], Goose Bay, APO 677, New York.

3. Occupation - GCA Operator.

4. Place of business - GooseBay, Labrador

a. Employer - [redacted], Goose Bay, APO 677, New York.

5. Hobbies - Photography, nine years.

a. Observer is Navigator and Bombardier.

6. Ability to determine

a. Color - good.

b. Speed of moving objects - good.

c. Size at distance - good.

7. Reliability of observer - Excellent.

a. Sources - Loyalty Check, favorable results, filed 4th Army Area, Fort Sam Houston, Texas, 25 September 1946. This will also reflect reliability of the Observer.

8. Notes relative to Observer on

UNCLASSIFIED

a. Sightings in general - good.

b. Observer's attention was drawn to object while on GCA alert. The PPI scope was on and object appeared out of normal ground clutter same as an aircraft making an approach to the base.

[redacted] [redacted] 188

[redacted]

UNCLASSIFIED

9. Witnesses - [redacted] S/Sgt, [redacted]

a. Address - [redacted] Brookley AF Base, Mobile, Alabama.

b. Occupation - GCA Operator

c. Reliability - Good.

10. All persons interrogated are either officers or former officers now in enlisted status. Their character is of the best.

RADAR

1. Re radars now operating on ground.

a. Range - two miles from centre of field.
Speed - estimated 25 to 30 MPH.
Altitude - could not be determined on PPI.
Size - same as an aircraft.

b. Object did not make any turns.

GENERAL

1. Teletype sequences of local weather conditions.

Oct 29 - 1520Z
Indefinite ceiling, 1500 ft overcast, visibility 4, light continuous snow. Pressure 1020.3 millibars, temperature 34 degrees F, dew point 32. ESE - 7. Remarks, wet snow.

Oct 29 - 1620Z
Indefinite ceiling, 1500 ft overcast, lower broken clouds, visibility - 6, light continuous snow, pressure 1020.1, temperature 35 degrees F, dew point 33, NE - 3.

Oct 29 - 1628Z - Special Report
Indefinite ceiling, 1500 high overcast, lower broken clouds, visibility 10, SE - 5.

Oct 29 - 1730Z
Estimated 2500, high overcast, lower broken clouds, visibility 15, pressure 1019.4 millibars, temperature 38 degrees F, dew point 33, E - 4.

UNCLASSIFIED

[redacted]

188

[redacted]

UNCLASSIFIED

2. October 29 - 1500Z

Surfece	040	degrees	7	MPH
1,000'	040	"	5	"
2,000'	310	"	7	"
3,000'	310	"	9	"
4,000'	310	"	10	"
5,000'	320	"	10	"
6,000'	340	"	10	"
7,000'	330	"	11	"
8,000'	320	"	14	"
9,000'	310	"	16	"
10,000'	310	"	17	"
12,000'	310	"	22	"
14,000'	310	"	19	"
16,000'	330	"	23	"
18,000'	330	"	25	"
20,000'	350	"	41	"
25,000'	350	"	50	"

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devises by Weather Unit, this station, are as follows:

Date	Time Runs Taken	Height in Meters
Oct 29	0300Z Rawin	17,000
Oct 29	0900Z Rawin	5,950
Oct 29	1500Z Rawin	13,490
Oct 29	2100Z Rawin	13,980

5. It is not known if object contacted earth.

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

7. See sketch #3-A and #3-B attached.

8. Stetement #1-C attached.

9. Not possible to obtain fragments of physical evidence of object.

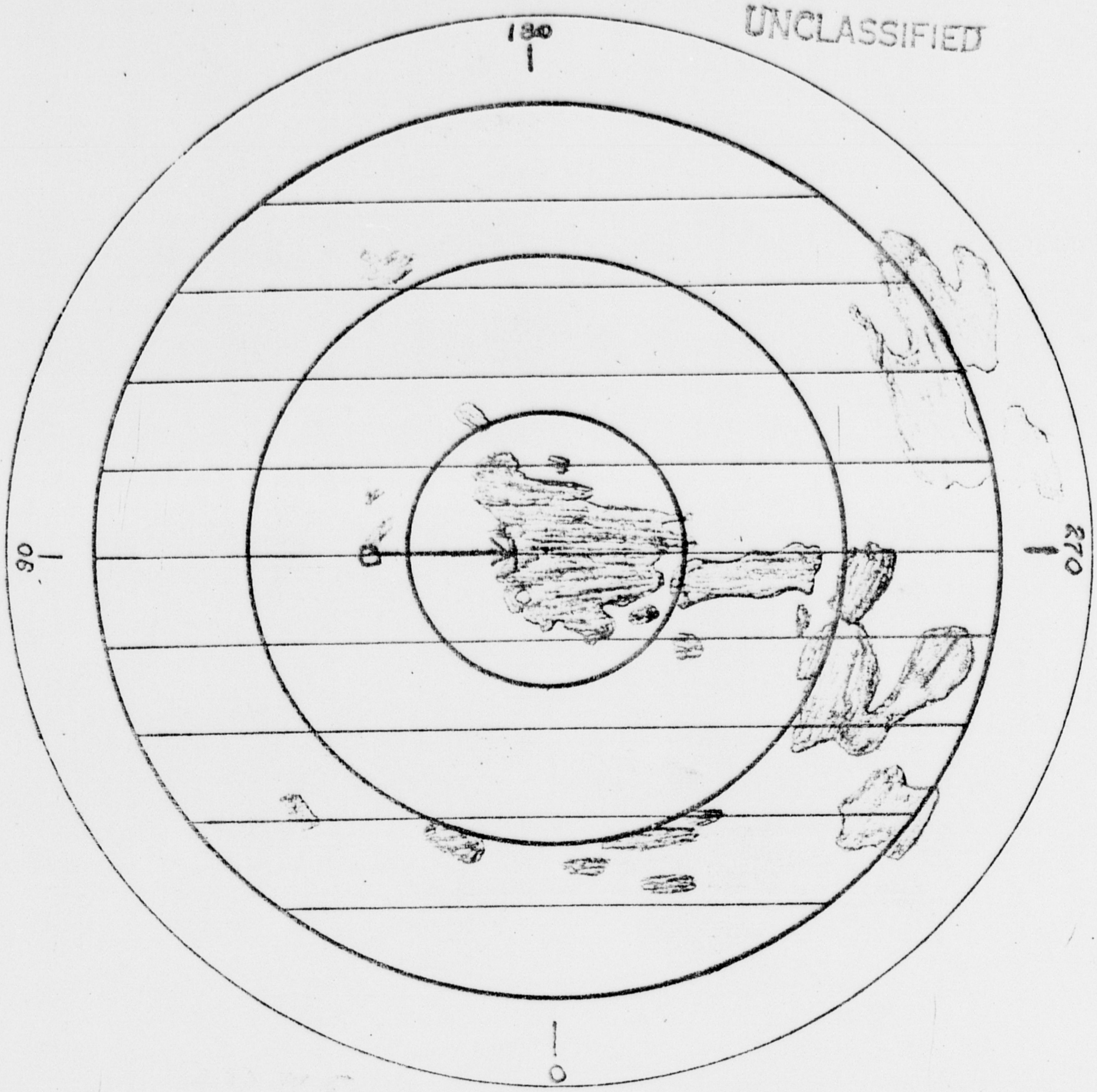
[redacted]

UNCLASSIFIED

188

[redacted]

UNCLASSIFIED



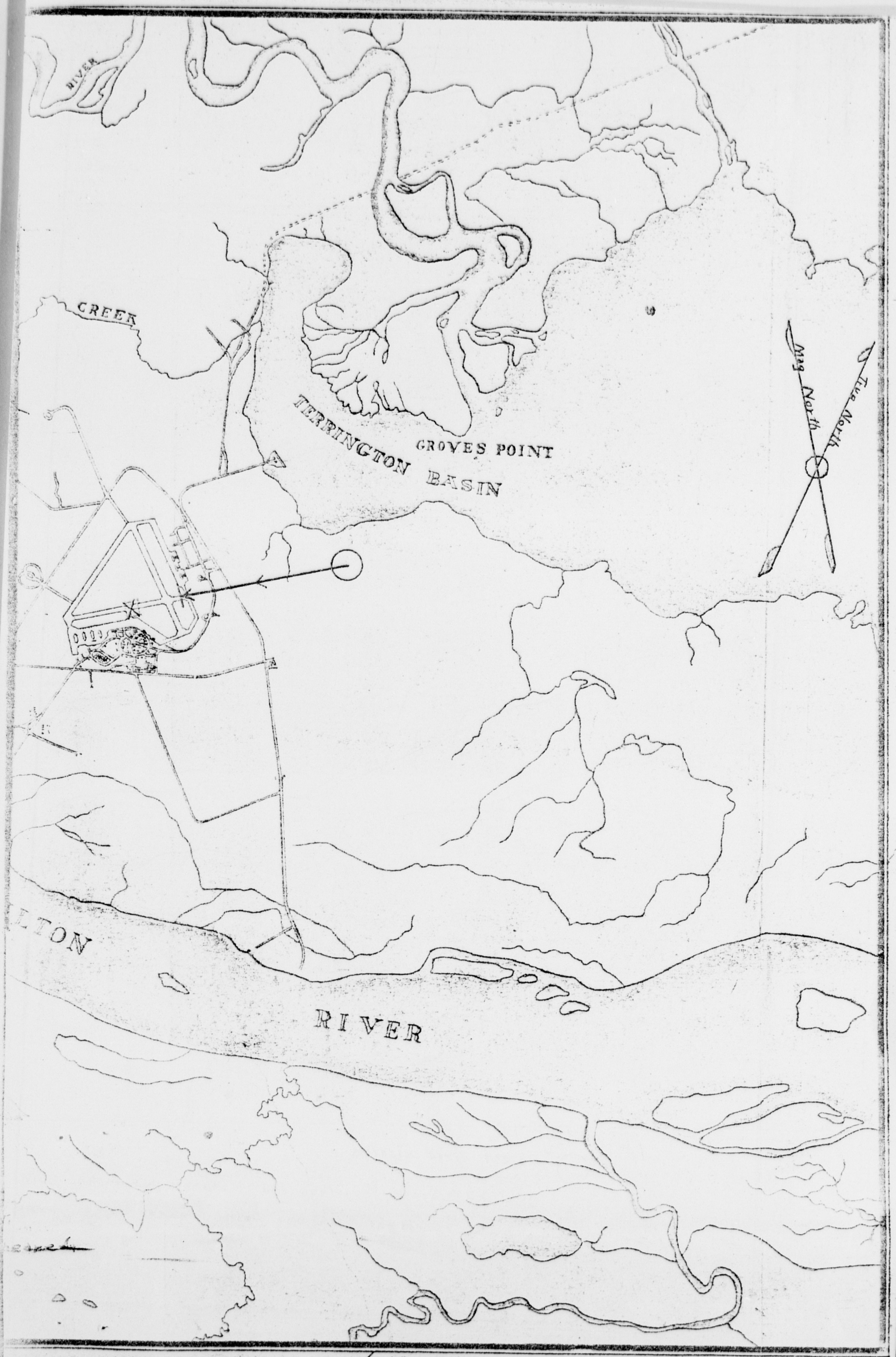
UNCLASSIFIED

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

#3-F [redacted]

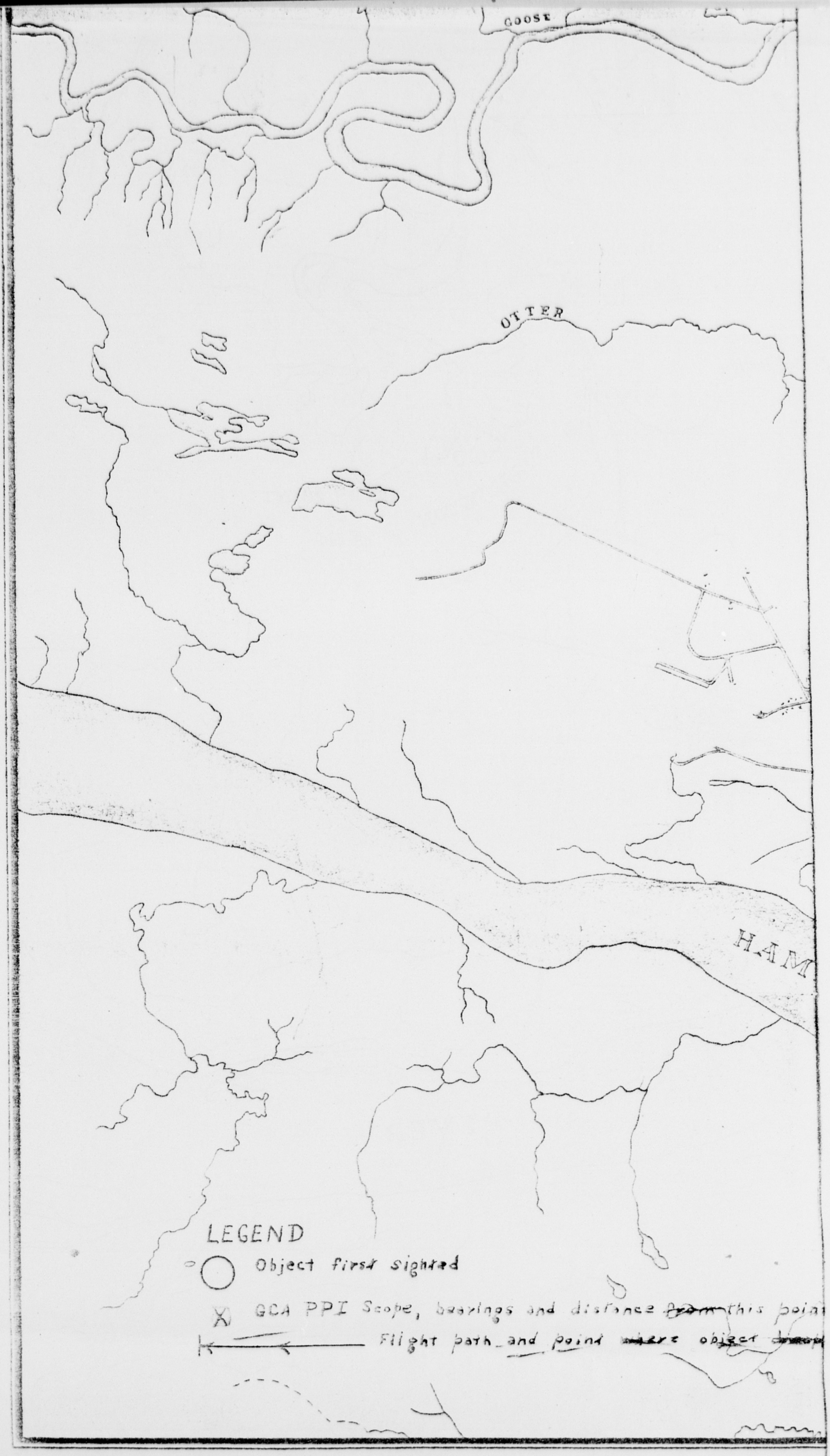
Shaded areas indicate normal ground clutter.

188



OSE BAY
LABRADOR

#3-B



GO

SCALE: 1" = 1 MILE
DATE: 3-6-48

UNCLASSIFIED

Incident #195 -- Goose Bay, Labrador -- 31 October 1948

The object reported in this incident has no astronomical explanation: speed was too slow and time in sight too long.

The object, observed on a radarscope, was probably a balloon or unidentified aircraft.

Question: Is the speed indicated the radial velocity of the object or true space velocity? If the latter, it is obviously too slow for conventional aircraft.

UNCLASSIFIED

3412-10

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

INCIDENT NO. 195

1. Date of Observation 31 Oct 48 Date of Interview

2. Exact time (local) 1545Z

3. Place of Observation Goose Bay, Labrador - 3 miles south of field on a southwest heading

4. Position of observer GCA Unit (ground)

5. What attracted attention to object : Target on PPI Scope

6. Number of objects 1

7. Apparent size Same as aircraft

8. Color of object N/S

9. Shape N/S

10. Altitude Could not be determined on scope

11. Direction from observer

12. Distance from observer Approximately 3 miles south of the field

13. Direction of flight of object(s) Southwest

14. Time in sight About 8 and 1/3 minutes

15. Speed 25 MPH

16. Sound and odor None

17. Trail None

18. Luminosity None

19. Projections

20. Maneuvers Object appeared out of ground clutter and disappeared into it.

21. Manner of disappearance Disappeared into ground clutter

22. Effect on clouds N/S

23. Additional information concerning object : Object could not be seen visual although target remained on scope for over 8 minutes

24. Weather Visibility 30 miles; ceiling estimated 3,000 ft overca

(over)

Name and address of observer: M/Sgt Frank D. Boerngen, 1932nd AACS Sq (See list below)

Occupation and hobbies: GCA Operator at Goose Bay, Labrador

Comments of Interrogator relative to intelligence and character of observer(s):

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

NARRATIVE SUMMARY:

Sighting was witnessed by: Col John N. Jones, CO 1227th Air Base Gp Goose Bay, Labrador

Group Capt Verner, Station Commander, RCAF Goose Bay, Labrador

S/Sgt E. V. Evilsizer (now stationed Hq 103rd AACS Sq, Wright-Patterson AFB.

S/Sgt Leon Chelette, Jr, 1932d AACS SQ Goose Bay Labrador.

Cpl Johnnie R. McMahone, (now stationed at 1921st AACS SQ, Carswell AFB, Texas)

M/Sgt Francis H.Mills, Separation Point, Westover AFB, Mass

S/Sgt A. E. Mercado, now stationed 1916th AACS Sq, Mitchel AFB, N. Y.

M/Sgt Frank D. Boerngen states that on 31 Oct 48 the GCA Unit was in operation on Runway #35. At that time (1535Z) the Canadian Air Vice Marshal Plant, the CO's of both bases and their party visited the GCA Unit. They were given a brief explanation of GCA and how it works when a target was spotted on Search Scope #1. Tower was called for number of aircraft in air. Tower stated there were no aircraft in the air. Target was called to the attention of both CO's and was viewed for about 6 minutes until it faded into the ground clutter about 6 miles from the field. The object first appeared to be about 3 miles south of the field and was traveling on a SW heading. The blip traveled at a speed of approximately 25 MPH. It faded into the ground clutter about 6 miles from the field. There were no clouds in the sky, yet after making a visual check nothing could be seen.

[redacted]

25

UNCLASSIFIED

AFOIE-CO-2 (A-3864) 1st Ind 20 DEC 1948

Dept. of the Air Force, Hq USAF, Washington, 25, D. C.

TO: Commanding Officer, 1227th Air Base Group, Newfoundland Base Command, APO 677, c/o Postmaster, New York, New York

1 Incl:
n/c

p/ W B m

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

UNCLASSIFIED

[redacted]

[redacted]

[redacted]

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

UNCLASSIFIED

MCIAXC-3/CWT/dw
Nov 9 1948.

SUBJECT: Request for Investigation

THRU: Chief of Staff
United States Air Force
Washington 25, D.C.
ATTN: AFOIR

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

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

1. Reference is made to incoming messages 291600Z, 0119302, 012045Z and 022205Z from AAF Goose Bay, Labrador, reporting several radar sightings of unidentified aerial objects. It is suggested source Base Intelligence Officer be directed to initiate an immediate investigation of the reported sightings.

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

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

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

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

FOR THE COMMANDING GENERAL:

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

UNCLASSIFIED

1 Incl
EEI Form (Quint)

[redacted]

TSAGD Form No. 228
(6 Aug 47)

[redacted]

per paragraph 51 i and 60a (4), AR 380-5

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

PRIORITY

UNCLASSIFIED

FROM AAF BASE GOOSE BAY LABRADOR 011983Z

TO AMC WPAFB

INFO WATS WASHINGTON DC

NEWFOUNDLAND BASE COMMAND FT PEPPERELL NFLD

CS USAF WASH DC

ACTION ATTN MCIAXO DASH THREE CMA INFO ATTN INTELL

ACTION COPY

Cte 011930Z

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

IN THE GEORGE CHARLIE ABLE UNIT AF YNE FIVE FOUR FIVE ZEBRA ON THREE ONE OCTOBER ONE NINE FOUR EIGHT WERE BASE COMMANDING OFFICER CMA COLONEL JONES AND ROYAL CANADIAN AIR FORCE STATION COMMANDER CMA GROUP CAPTAIN VERNER AND GEORGE CHARLIE ABLE OPERATOR CMA WHO ALL NOTICED ABLE TARGET ON PETER PETER ITEM SCOPE GUMBER ONE TRAVELLING ON ABLE SOUTH WEST HEADING ROUGHLY THREE MILES SOUTH OF FIELD PD THIS TARGET THENWENT INTO GROUND CLUTTER AT SIX MILES PD ESTIMATED TRAVEL SPEED OF THIS BLIMP WAS TWO FIVE MILES PER HOUR

UNCLASSIFIED

COPY No. 1

SEC HSM 011592Z NR 2343E

[redacted]

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

195

WF-L-9 JAN 48 10M

TSAGO Form No. 228
(6 Aug 47)

[redacted]

AIR MATERIEL COMMAND

ADJUTANT GENERAL'S OFFICE

UNCLASSIFIED

INCOMING MESSAGE

PRIORITY PRIORITY IN 030317Z

FROM 66 AACS GROUP HQ FT MCANDREW NFLD 012045Z

TO AMCWPAFB

Cite -012045Z

INFO AACS HQ GRAVELLY POINT VA

NEWFOUNDLAND BASE COMD FT PEPPERELL NFLD

ATTN MCIAXO DASH THREA CMA AMC FASNEWT PD

ON THREE ONE OCT FOUR LIGHT AT ONE FIVE FOUR FIVE ZEBRA GEXRGE CHARLIE ABLE OPERATOR AT GOOSE BAY CMA LABRADOR NOTICED ABLE TARGET PN PPI SCOPE NUMBER ONE PD IT APPEARED ABOUT THREE MILES SOUTH OF THE FISLD AND TRAVELLOD ON ABLE SOUTHWEST HEADING UNTIL IT WENT INTO GROUND CLUTTER AT VIX MILES PD THE CLUD TRAVELLED AT ABLE SPEED OF APPROX TWO FIVE MILES PER HOUR PD THIS TARGET WAS VERIFIED BY THE BASE COMMANDER CAA COL [illegible] AND CANADIAN BASE COMMANDER CMA GROUP CAPTAIN VERNER CMA WHO WERE IN THE UNIT AT THE TIME

1- MCIA atp
2- MCIAOXM
3- I&S

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

ACTION COPY

[redacted] 030630Z NO 2063 E

UNCLASSIFIED

COPY No. 1

[redacted]

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

F-72030

193

WF-L-9 JAN 48 10M

[redacted]

Referring to our message 011930Z.

1. Date of sighting - 31 October 1948.

2. Time of sighting - 1545Z.

3. Where sighted:

UNCLASSIFIED

a. Ground

(1) Goose Bay, Labrador
(2) Three miles south of field on a south west heading.

4. Number of objects - one.

5. Distance of object from observer - Approximately three miles south of the field.

c. Altitude could not be determined on the PPI scope.

6. Time in sight - about 8 1/3 minutes.

7. Appearance of object - Size as it appeared on the PPI scope was the same as an aircraft.

8. Direction of flight - South west.

9. Tactics or maneuvers - None. Object appeared out of ground clutter and disappeared the same way.

10. Evidence of exhaust - None

11. Effect on clouds - None

12. Lights - None

13. Support - None

14. Propulsion - None

15. Control and stability - None

16. Air ducts - None

17. Speed - About 25 MPH.

18. Sound - None

19. None

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

UNCLASSIFIED

[redacted]

[redacted]

195

Incl #4

UNCLASSIFIED

20. Manner of disappearance

b. Disappeared into ground clutter.

OBSERVER

1. M/Sgt Frank D. Boerngen, 1932nd AACS Sq, GCA Operator at Goose Bay, Labrador.

Air Vice Marshal Plant, RCAF, Ottawa, Canada.

Colonel John N. Jones, CO, 1227th Air Base Group, Goose Bay, Labrador.

Group Captain Verner, Station Commander, RCAF, Goose Bay, Labrador.

S/Sgt Edward V. Evilsizer, AF 15240233, now stationed Hq, 103rd AACS Sq, Wright-Patterson, Dayton, Ohio.

S/Sgt Leon Chelette, Jr., AF 18258403, 1932nd AACS Sq., Goose Bay, Labrador.

Cpl Johnnie R. McMahone, AF 18295582, now stationed 1921st AACS Sq, Carswell AFB, Texas.

M/Sgt Francis H. Mills, AF 16134800, Separation Point, Westover AFB, Mass. Home address, 1126 N. Pulaski, Chicago, Ill.

S/Sgt Andrew E. Mercado, AF 12271347, now stationed 1916th AACS Sq, Mitchel AFB, New York.

6. Ability to determine

a. Color - of all observers, good.

b. Speed of moving objects - of all observers, good.

c. Size at distance - of all observers, good.

7. Reliability of all observers - good.

UNCLASSIFIED

8. Notes relative to observers on

a. Sightings in general - of all AACS, GCA Operations involved - excellent

72352

[redacted]

UNCLASSIFIED

8. b. (2) The object was noticed as it appeared out of the normal ground clutter on the PPI scope.

9. Same as 1. above.

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

RADAR

1. Re radars now operating on ground

a. Range - about three miles south of field.
Speed - 25 MPH
Altitude - could not be determined.
Size - same as an aircraft would normally make on the 7½ mile PPI scope.

b. Object did not turn.

GENERAL

1. Teletype sequences of local weather conditions.

31 October 1948

0420 - Ceiling, measured 3,000 ft. Overcast, visibility 30 miles, pressure 1012.7 millibars, temperature 35 degrees F, dew point 22 degrees F, wind NNW 9 MPH.

0720 - Ceiling estimated 3,500 ft, broken clouds, visibility 30 miles, pressure 1014.1 millibars, temperature 32 degrees F, dew point 21 degrees, wind NNW, 10 MPH.

1020 - Scattered clouds at 4,000 ft, visibility 8 miles, pressure 1014.7 millibars, temperature 28 degrees F, dew point 21 degrees F, wind WNW 10 MPH.

1320 - Ceiling estimated 3,000 ft, overcast, visibility 30 miles, pressure 1016.2 millibars, temperature 32 degrees F, dew point 22 degrees F, wind NNW 9 MPH.

UNCLASSIFIED

[redacted]

115

[redacted]

UNCLASSIFIED

1. (cont'd)

1620 - Ceiling, estimated 3,000 ft, overcast, visibility 30 miles, pressure 1016.5 millibars, temperature 35 degrees F, dew point 21 degrees F, wind NNW 10 MPH.

1920 - Ceiling estimated 3,000 ft, overcast, visibility 30 miles, pressure 1016.9 millibars, temperature 36 degrees F, dew point 24 degrees F, wind NNE 5 MPH.

2220 - Precipitation, ceiling 1,000 ft, sky obscured, visibility 1¼ miles, light snow, pressure 1018.3 millibars, temperature 33 degrees F, dew point 29 degrees F, wind N 5 MPH.

2232 - Special report, ceiling measured 1,800 ft, overcast, lower scattered at 900 ft, visibility 5 miles, light snow, wind NNW, 3 MPH.

0120 - Ceiling measured 3,000 ft, overcast, visibility 30 miles, pressure 1020.3 millibars, temperature 34 degrees F, dew point 25 degrees F, wind N, 12 MPH.

2. Winds aloft report

0300Z	Wind Direction (From)	Speed
Surface	NNW	12 MPH
1,000'	NNW	15 "
2,000'	N	16 "
3,000'	NNW	17 "
4,000'	NNW	17 "
5,000'	NW	13 "
6,000'	NW	15 "
7,000'	NW	19 "
8,000'	NW	20 "
9,000'	NW	17 "
10,000'	NW	17 "
12,000'	NNW	19 "
14,000'	NNW	22 "
16,000'	W	34 "
18,000'	SWW	50 "
20,000'	SWW	49 "

UNCLASSIFIED

[redacted]

2. (cont'd)

UNCLASSIFIED

0900 Z	Wind Direction (From)	Speed
Surface	NNW	10 MPH
1,000'	NNW	16 "
2,000'	NNW	22 "
3,000'	NNW	25 "
4,000'	NNW	17 "
5,000'	NNW	16 "
6,000'	NNW	18 "
7,000'	NNW	21 "
8,000'	NNW	30 "
9,000'	NNW	26 "
10,000'	NNW	16 "
12,000'	NNW	22 "
14,000'	W	36 "
16,000'	W	31 "
18,000'	W	43 "
20,000'	SW	34 "
25,000'	SW	73 "

1500Z		
Surface	NNW	10 MPH
1,000'	N	11 "
2,000'	N	12 "
3,000'	N	15 "
4,000'	N	21 "
5,000'	N	25 "
6,000'	NNE	26 "
7,000'	NNE	25 "
8,000'	NNE	25 "
9,000'	NNE	23 "
10,000'	NNE	20 "
12,000'	NNW	15 "
14,000'	NW	10 "
16,000'	NNW	10 "
18,000'	SWW	25 "
20,000'	SWW	25 "
25,000'	SWW	28 "

UNCLASSIFIED

[redacted]

UNCLASSIFIED

2100Z	Wind Direction (From)	Speed
Surface	N	06
1,000'	N	20
2,000'	NNE	24
3,000'	NNE	24
4,000'	NNE	24
5,000'	NNE	28
6,000'	NE	41
7,000'	NE	32
8,000'	NE	39
9,000'	NNW	33
10,000'	NNE	33
12,000'	NNE	27
14,000'	NNE	26
16,000'	NNE	25
18,000'	NNE	22
20,000'	N	31

3. Both USAF and RCAF Operations were contacted and there were no local flights in the area at the time.

4. Releases of testing devises by Weather Unit, this station, are as follows:

Date	Time Runs Taken	Height in Meters
Oct 31	0300Z Rawin	6,440
Oct 31	0900Z Rawin	9,230
Oct 31	1500Z Rawin	10,020
Oct 31	2100Z Rawin	6,410

5. It is not known if object contacted earth.

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

7. See sketch #4-A and #4-B attached.

8. Statement #4-C attached.

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

UNCLASSIFIED

[redacted]

[redacted]

S T A T E M E N T

UNCLASSIFIED

11 January 1949

On 31 October 1948, the GCA unit was in operation on Runway #35. At about 1535Z the Canadian Air Vice Marshal Plant, the Commanding Officers of both bases and their party visited the GCA unit. They were being given a brief explanation of GCA and how it works when I spotted a target on search scope No. 1. I called the Tower and asked them for the number of the aircraft which was in the air and they stated that there was no aircraft in the air.

I then called this to the attention of both Commanding Officers and we watched the target for about six minutes until it faded into the ground clutter about six miles from the field.

The target was first sighted at 1545Z. There were no clouds in the sky, yet after making a visual check we could see nothing.

Frank D Boerngen

FRANK D. BOERNGEN
M/Sgt, USAF

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

UNCLASSIFIED

[redacted]

#4-e

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

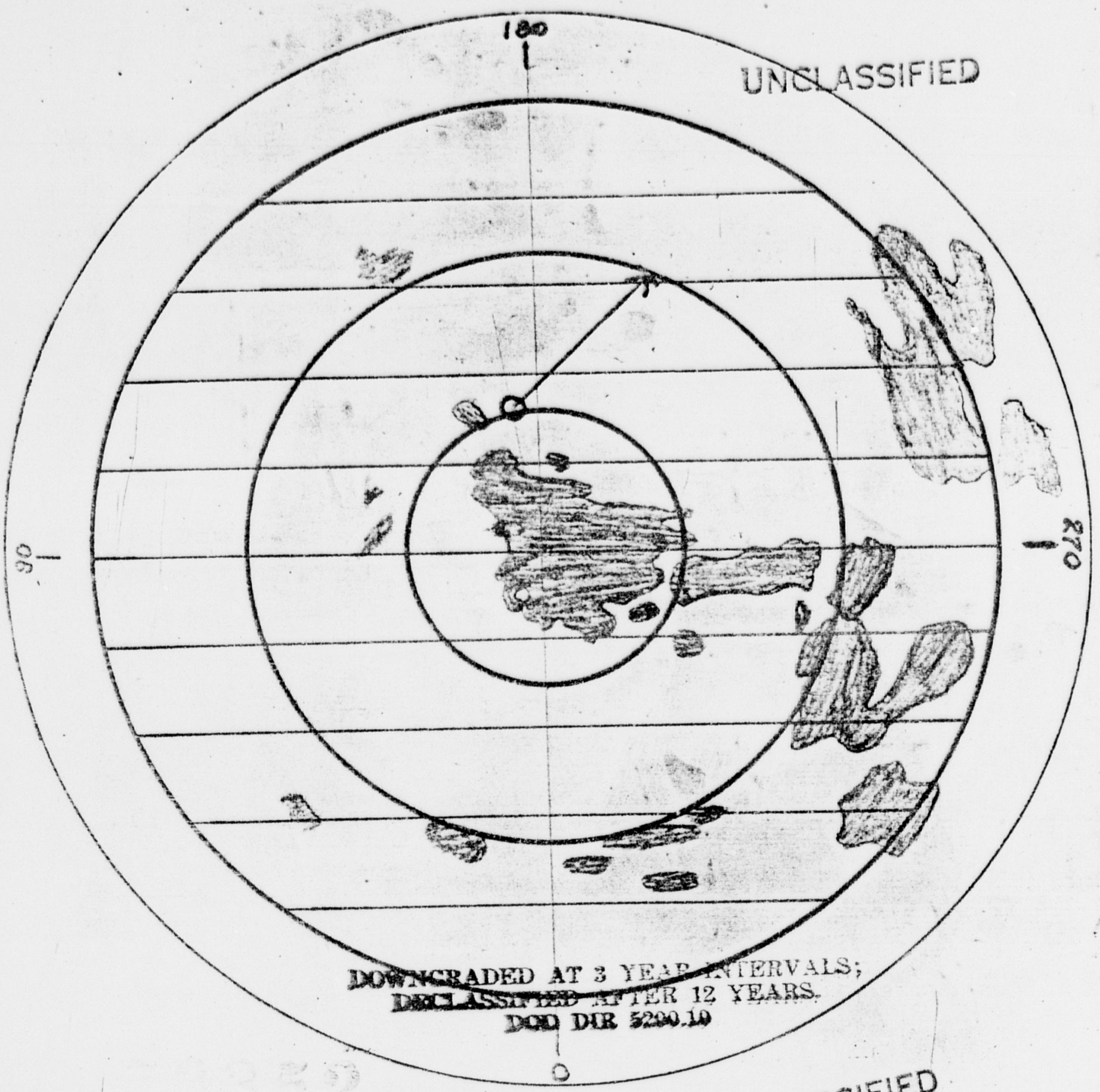
3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 228, 227, 236, 241, 242, 243, 244, 134.

[redacted]

UNCLASSIFIED



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

UNCLASSIFIED

PPI SCOPE

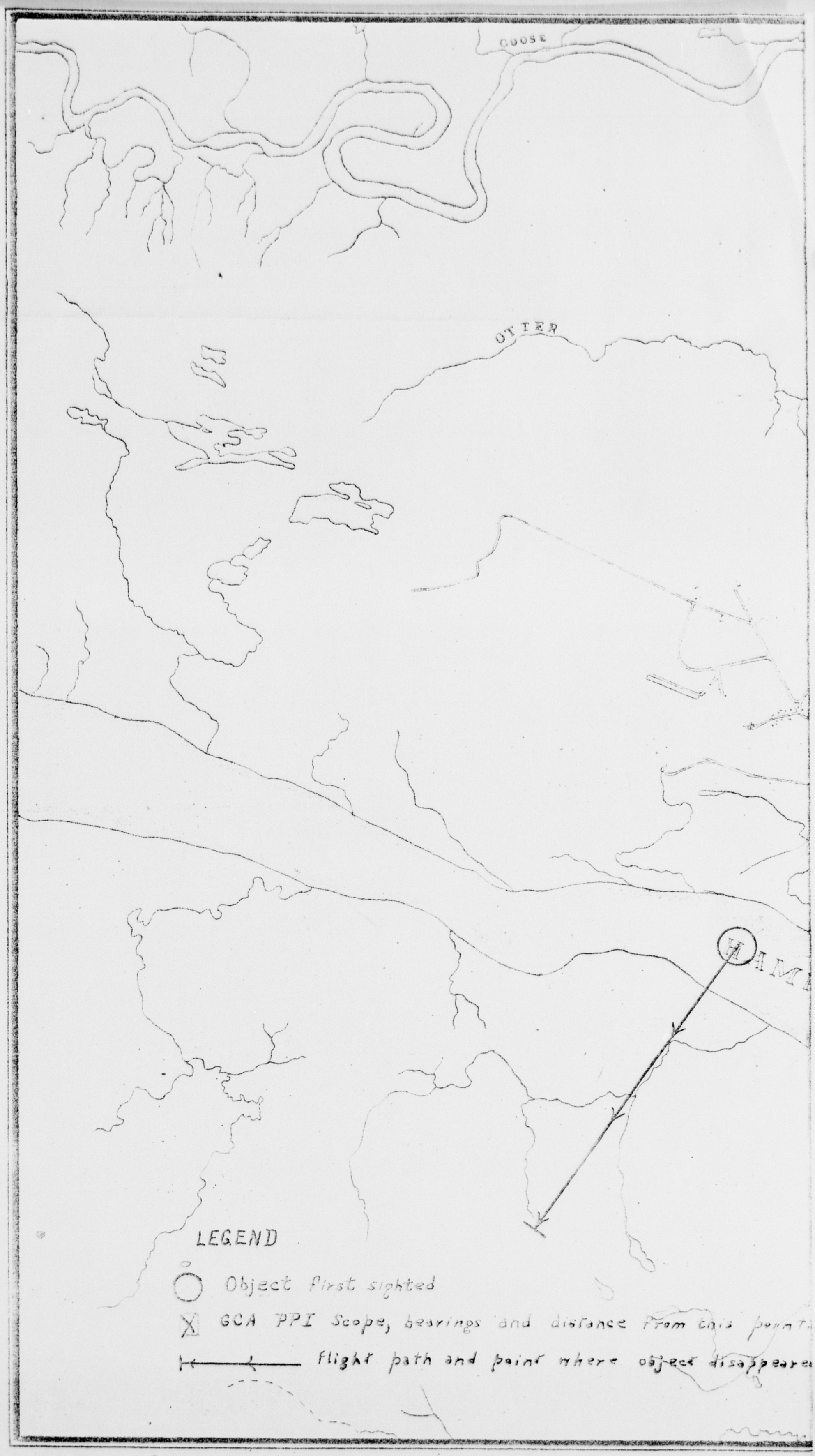
SKETCHED BY
E.R. JIRLES, CAPT. USAF
Goose Bay, Labrador 10-JAN 49

[redacted]

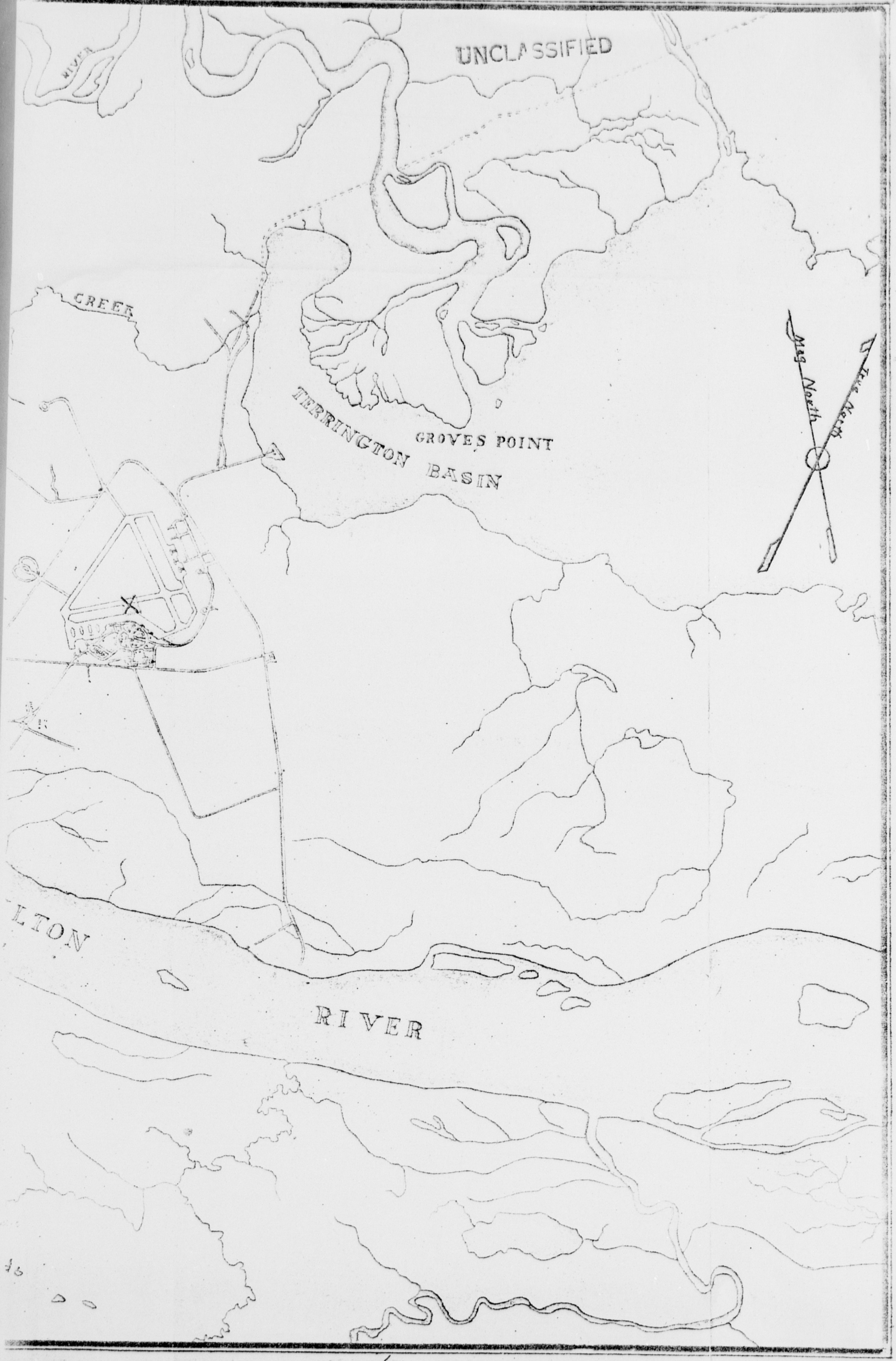
Shaded areas indicate normal ground clutter.

4-A

195



SCALE: 1" = 1 MILE



OSE BAY
LABRADOR

#4- B UNCLASSIFIED

[redacted]

Incident #199

DATE: DATE OF INCIDENT 21 Oct 48

Coyote Harbor, Wash

TYPE: TYPE Pilot

DATE: DATE

TIME 1430 PST

COLOR Yellow, then white

[illegible]

ALTITUDE Approx 6,000 ft

[illegible] 1 mi

DURATION OF THE INCIDENT 20 sec

[illegible] then 360°

TYPE OF OBSERVATION Aerial

[illegible] 10 to 20

HAND-DRAWN ---

SKETCHES ---

J AA: Questionable GEBALL

AFOSI Form 379
(1 Jun 50)

[redacted]

[redacted]

UNCLASSIFIED

Incident #199 -- near Grays Harbor, Washington -- 30 October 1948

From the meager information given by Lieutenant Kunzman, presumably a responsible and well-trained observer, positive identification of the object is impossible, but it appears likely that it was a bursting fireball.

The bits of evidence that tend toward this interpretation are the following: one object bursting into ten or twenty pieces, color white and yellow, and the short time in sight. Manner of disappearance, simply fading from view "like fumes from an airplane," is also similar to that of a disintegrating fireball; in bright daylight the otherwise bright, flare-like quality is sometimes not observed.

Against this interpretation are the following: no lights or outstanding reflection, and no trail. The former might be the result of bright daylight; obviously the objects were observed, and if they were yellow and white, they must have had some luminosity. Lack of trail is, however, unusual.

Unfortunately, without more detailed information, little more can be said.

UNCLASSIFIED

[redacted]

3712-10

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

30 a 7up

No. 199: Wind, time and number of objects sighted rule out possibility of weather balloons.

INCIDENT NO. 199

1. Date of Observation 30 Oct 1948 Date of Interview 24 Nov 1948

2. Exact time (local) 1430 PST

3. Place of Observation 10 miles west (off coast) and 15 miles north of Grays Harbor, Washington. 47° 20-1/2' N 124° 42' W

4. Position of observer Air at 8,000 ft from F-82 aircraft on northerly course. Speed of aircraft: 240 MPH

5. What attracted attention to object : -

6. Number of objects Unknown but thought to be from 10 to 20

7. Apparent size Could not be determined

8. Color of object At first appeared then yellow then changed to white

9. Shape Undetermined but thought they were egg-shaped

10. Altitude Approximately 8,000 ft

11. Direction from observer NW to observer, then E, then ENE from observer at which time they disappeared

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

13. Direction of flight of object(s) First on a westerly course for about 17 seconds, then changed to a northerly course and disappeared

14. Time in sight 20 seconds

15. Speed Could not be estimated

16. Sound and Odor None

17. Trail No evidence of exhaust

18. Luminosity No lights - no outstanding reflection

19. Projections Could not be determined

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

21. Manner of disappearance Seemed to dissolve - didn't go far enough to fade from view

22. Effect on clouds N/S

23. Additional information concerning object: Appeared translucent. Ground radar in operation but did not pick up any unidentified targets

24. Weather conditions 5 mile visibility - fog

(over)

[redacted]

UNCLASSIFIED

HEADQUARTERS, 20TH DISTRICT
OFFICE OF SPECIAL INVESTIGATIONS, (I.G.)
UNITED STATES AIR FORCE
McCHORD AIR FORCE BASE, WASHINGTON

File No. 24-3 17 December 1948

SUBJECT: Project "SIGN"
Unidentified Flying Objects
SPECIAL INQUIRY

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

ATTN: MCIAXO-3

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

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

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

MATTHEW THOMPSON
Lt Col., USAF
District Commander

UNCLASSIFIED

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

[redacted]

199

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

Q. What was your latitude and longitude?

A. Unknown.

Q. How many objects were there?

A. That is unknown. It appeared to be a formation. When I first saw it at 10:00 o'clock position it looked like a very small compact group. Later, at 1:00 o'clock position, they seemed to string out to an in-line formation. At first I could not identify anything. At that time there were clouds up and down the coast, but none in our immediate vicinity. The first color I noticed was rather yellow. As they came to the 1:00 o'clock position, the color appeared white, and an in-line formation. At that time I thought they were sea gulls--from ten to twenty. At no time could I absolutely identify any object. I could see something and mentioned it to my pilot, who was fiarly busy at the time and didn't see it. They came around to the 3:00 o'clock position in approximately the same type formation--same color. Then at the 3:00 o'clock position they made a turn back to the 2:30 position, parallel with our course, and faded much as an exhaust fume from an airplane would.

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

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

Q. Can you estimate the altitude?

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

Q. How long were they in sight?

A. Approximately twenty seconds.

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

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

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

A. They appeared to be on a Westerly course from the time I sighted them, for about seventeen seconds; then changed to a Northerly course and disappeared.

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

RLK

[redacted]

UNCLASSIFIED

File No. 24-3

19 January 1949

SUBJECT: Project "SIGN"
SPECIAL INQUIRY

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

ATTN: MCIAXO-3

1. Forwarded herewith is a closed report of investigation by Special Agent DONALD C. HILDRETH, this district, 6 January 1949, for your information and necessary action.

2. Request this headquarters be informed of the results of any action taken.

1 Incl:
1. Rpt of S/A HILDRETH dtd 6 Jan 49 (dup)

G. C. HARTMAN
Captain, USAF
Acting District Commander

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

UNCLASSIFIED

[redacted]

199

UNCLASSIFIED CONFIDENTIAL

634TH AIRCRAFT CONTROL SQUADRON
Everett, Washington

1 November 1948

SUBJECT: Report on Information on "Flying Discs"

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

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

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

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

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

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

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

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

CONFIDENTIAL

149

UNCLASSIFIED

Name and address of observer: Lt Kunzman, 318th All Wea Fighter Sq, 325th Fighter Gp, McChord AFB, Washington

Occupation and hobbies: Lt Kunzman is a trained observer

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: When Lt Kunzman saw the objects they appeared as a very small compact group. At that time they were at 10:00 o'clock position. Later, at a 1:00 o'clock position they seemed to string out to an in-line formation. At first Kunzman could not identify anything. At the time there were clouds up and down the coast but none in the observer's vicinity. The first color Kunzman noticed was yellow. At 1:00 position the color appeared white. At that time Kunzman thought they were seagulls. Number was thought to be from 10 to 20. At no time did Kunzman identify any object. He saw something and mentioned it to MAJ MORRIS, the pilot, who was fairly busy at the time and didn't see the objects. Objects came around to a 3:00 o'clock position in approximately the same type formation. They then appeared white in color. Objects then made a turn back to a 2:30 position, paralleling the course of the F-82 and then faded much as an exhaust fume from an airplane would. At first the object appeared yellow then changed to white. The shape, too, seemed to change slightly. He thought that they looked egg-shaped Part of the time they appeared rather translucent, that is, immediately before disappearance. (In this respect it is pointed out that there was fog and smoke in the vicinity according to weather reports for the vicinity of Grays Harbor) No estimation could be made to size. Objects disappeared on a northerly course. No evidence of aggressive or evasive tactics. Speed could not be estimated other than that they were "fast moving" objects.

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

CONFIDENTIAL

UNCLASSIFIED

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

Fighter Squadron, 325th Fighter Group, McChord Air Force Base, McChord Field, Washington, were being utilized on a controlled mission by the Air Defense Control Center of the 634th Aircraft Control Squadron, 505th Aircraft Control and Warning Group, Everett, Washington.

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

E J LOBATO
Maj, USAF
Commanding

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

CONFIDENTIAL

UNCLASSIFIED

199

[redacted]

UNCLASSIFIED

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

TITLE:	FILE NO.
Project "SIGN" Unidentified flying objects seen by Lt ROBT. L. KUNZMAN, Radar Observer, during flying mission, on 30 Oct 48.	24-3
	DATE: 16 December 48
	REPORT MADE AT: DO #20, McChord AFB
	REPORT MADE BY: DONALD C. HILDRETH
	PERIOD: 24 Nov. 7 - 10 Dec 48
CHARACTER:	OFFICE OF ORIGIN: DO #20, McChord AFB
SPECIAL INQUIRY	STATUS: PENDING

REFERENCE:

Ltr fr Hq Air Material Command, Wright-Patterson AFB, Dayton, Ohio, 19 Nov 48.

SYNOPSIS:

Investigation initiated by Dist Commander, DO #20, on receipt of letter from Hq AMC, Wright-Patterson AFB, Dayton, Ohio, requesting investigation of flying objects seen by Lt ROBERT L. KUNZMAN, Radar Observer, 318th Fighter Sq, on 30 Oct 48, while on controlled mission. Investigation disclosed Lt KUNZMAN saw formation of unidentified objects flying in Easterly, then Northerly direction, at approximately 8,000 feet, approximately 15 miles N. W. of Grays Harbor, Wash., ten miles off the coast. Could give no description as to size, shape, etc. Pilot Major HOMER W. MORRIS did not see objects, but stated Lt KUNZMAN is trained observer. Statements obtained from both Lt KUNZMAN and Major MORRIS. Further investigation being conducted.

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

AFCSI-Form 4
DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

199

UNCLASSIFIED

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

DETAILS:

1. Investigation initiated by District Commander, DO #20, McChord AFB, Washington, on receipt of letter from Headquarters, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 November 48, subject "Project 'SIGN'", requesting investigation of an unidentified flying object allegedly seen by Major MORRIS and Lt. "KOONSMAN" of the 318th All Weather Fighter Squadron, McChord AFB, Washington, on or about 30 October 48 while on a controlled mission for the Air Defense Control Center, 634th Aircraft Control Squadron, Everett, Washington. (See Inclosure #1)

AT McCHORD AFB, WASHINGTON

2. On 24 November 48, 2nd Lt ROBERT L. KUNZMAN, AO-2027143, 318th Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Lt KUNZMAN stated that on 30 October 1948, at approximately 1430 hours, Pacific Standard Time, he saw a formation of unidentified objects, while on a flying mission approximately fifteen miles Northwest of Grays Harbor, Washington. Lt KUNZMAN 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 KUNZMAN's sight for approximately twenty (20) seconds, and he mentioned the matter to the pilot, Major MORRIS, who was fairly busy at that time and did not see the objects. Lt KUNZMAN stated that these objects first appeared yellow in color, changing to white, then disappeared; that the objects looked rather translucent immediately before disappearance. He could not give any description as to size, shape or other identifying data. (See statement of Lt KUNZMAN, Inclosure #2.)

3. On 7 December 48, Major HOMER WILLIAM MORRIS, AO-1899412, 318th Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Major MORRIS stated that on or about 30 October 48, Lt KUNZMAN and himself left McChord AFB at approximately 1400 hours on a special instrument flight controlled by the G.C.I. (505th Aircraft Control and Warning Group) at Neah Bay, Washington. He stated that their first interception proved to be a small freighter travelling South. He was given a bearing to follow for his second interception and just prior to reaching this location his Radar Observer, Lt KUNZMAN exclaimed over the interphone system that he saw a very fast-moving object in the air and asked Major MORRIS if he had observed it. Major MORRIS stated that he did not see anything and, inasmuch as they had reached the rendezvous of the interception and nothing was visible at that time, he radioed the Ground Control Station and asked if they had passed over their target. He received the reply, "Break it off. There is nothing there." Major MORRIS stated that the fact that the G. C. I. station had said that they did have a target out there and later on stated there was no target there, was the reason that he had allowed Lt KUNZMAN to report his observations. He stated that Lt KUNZMAN is a trained observer. (See statement of Major MORRIS, Inclosure #3.)

 UNCLASSIFIED

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

199

UNCLASSIFIED

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

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

5. On 24 November 48, 1st Lt JAMES K. OHLIGSCHLAGER, AO-758214, 2101st Weather Squadron, McChord AFB, was interviewed and the weather sequence was obtained for 30 October at 1515 hours, in the Grays Harbor area. This sequence is as follows:

ABW B10 ⊖ (II) 5 FK 48/47 ↖ 19 E /3 (I) E15 (II) BRKS

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

6. On 7 December 48, Major JAMES H. ROSE, AO-905580, S-3, 505th Aircraft Control and Warning Group, McChord AFB, was interviewed and a verbal statement obtained. Major ROSE stated that the Ground Control Station at Neah Bay, Washington, must have picked up some object on the Radar Scope and then lost it prior to Major MORRIS' aircraft arriving at the interception point. Major ROSE stated to this agent that he would cooperate to his utmost to determine if some object was picked up and lost at the time and date indicated by Major MORRIS and Lt KUNZMAN.

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

INCLOSURES

1. Copy of letter from Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 Nov 48

2. Statement of 2nd Lt ROBERT L. KUNZMAN, dated 24 Nov 48

3. Statement of Major HOMER WILLIAM MORRIS, dated 7 Dec 48

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

PENDING

UNCLASSIFIED

199

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

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 20, McCHORD AFB

AT McCHORD AFB AND NEAH BAY, WASHINGTON

Determine if the objects seen by Lt KUNZMAN on 30 October 48, at approximately 1430 hours, were picked up by the Radar Scope at Neah Bay, Washington. Obtain all available information on the above, if positive.

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

[redacted]

UNCLASSIFIED

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

MCIAXO-3 MCIAXO-3/HWS/aw

SUBJECT: Project "SIGN"

TO: Acting Agent in Charge
20th CSI District (IG)
McChord Field
Tacoma, Washington

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

2. A letter from the 634th Aircraft Control Squadron dated 1 Nov 1948 (see incl 1) reports that Maj Morris and Lieutenant Koonsman, both of the 313th All Weather Fighter Sq, 325th Fighter Group, McChord Air Force Base, saw an unidentified flying object 30 October 1948 while on a controlled mission for the Air Defense Control Center, 634th Aircraft Control Squadron, 505th Aircraft Control and Warning Group, Everett, Washington.

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

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

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

FOR THE COMMANDING GENERAL:

2 Incls
1. Ltr f/634th Aircraft Contr Sq
2. "EEI"

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

A CERTIFIED TRUE COPY:
G. C. HARTMAN
Captain, USAF

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

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

INCLOSURE #1

UNCLASSIFIED

199

UNCLASSIFIED

[redacted]

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
24 November 1948

Statement of ROBERT L. KUNZMAN, 2nd Lt AO-2027143
(Name and Rank) (ASN)

318th Fighter Squadron
(Organization

My name is ROBERT L. KUNZMAN, 2nd Lt.

I was born on the 12th day of June 1922, at Bellingham, Washington. I was commissioned in the United States Air Force on the 26th day of March 19 48, at Hamilton Field, California.

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

Q. (BY AGENT HILDRETH) Lt KUNZMAN, I understand that on or about 30 October 1948, while on a flying mission, you sighted an unidentified flying object. Will you state the date and time you sighted this object--giving Zonal Time?

A. I think it was the 30th of October 1948, but I would have to look it up to be sure. We flew practically every day. It was some time in the afternoon. I would say it was just about 2230 hours Zonal Time (1430).

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

A. We were flying an F-82-F; speed at the time was approximately 240; our altitude was approximately 8,000 feet; our direction was Northerly.

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

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

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

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

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

QLK

UNCLASSIFIED/99

INCLOSURE #2

[redacted]

UNCLASSIFIED

Q. What was the manner of disappearance?

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

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

FURTHER DEPONENT SAYETH NOT.

Robert L Kunzman
ROBERT L. KUNZMAN
2nd Lt, USAF

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

G. C. Hartman
G. C. HARTMAN
Captain, USAF
Investigative Officer

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

UNCLASSIFIED

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

UNCLASSIFIED

STATEMENT

McChord Air Force Base, Washington
7 December 1948

Statement of HOMER WILLIAM MORRIS Major AO-1699412
(Name & Rank) (ASN)

318th Fighter Squadron, McChord Air Force Base, Washington
(Organization)

My name is Major HOMER WILLIAM MORRIS. I was born on the 24th day of June 1913, at Decatur, Illinois. I received my commission on the 26th day of May 1942 at Manitoba, Canada.

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

Q. (BY AGENT HILDRETH) 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. KUNZMAN?

A. Well, on or about 30 October 1948, Lt KUNZMAN and myself took off from McChord Air Force Base at about 1400 hours on a special instrument flight and proceeded to the West Coast near Neah Bay. At this time we checked in with G.C.I. Control. We were given work to do in the location of surface vessels at sea, also bogies in the air. "Bogies" in the air are moving objects, such as airplanes. We vectored our course to a surface vessel, which turned out to be a lightly loaded freighter which was travelling south, parallel to the coast line. After identification was made, we were vectoring to a new location, which turned out to be nothing--that is, no surface vessel there to be found. Just prior to reaching this location, my Radar Observer, Lt KUNZMAN, exclaimed over the interphone system that he saw a very fast-moving object in the air and asked me if I could see it. I made a very hurried scan of all the sky which was in front of me and to the right and left, and was not able to see any object. I asked him where the object was and he said he could not see it any more and stated at that time that it must have been one of those flying discs that you hear so much about. I continued to scan the sky to see if I could locate any object whatsoever, and told him at that time that I could not see anything except white-caps on the surface of the ocean. Then I called the ground control station and

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

H.W.M.

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

After reaching that station and acquainting ourselves with the orientation of it, we were dismissed from any further control and proceeded back to McChord, where we were interrogated by Captain HUNT, the Intelligence Officer of the 325th Fighter Group.

Inasmuch as I did not see any object and my Radar Observer said that he did, I allowed him to go ahead and make the statement to the interrogating officer that he did see a fast-moving object. The fact that the Ground Control Station had said that they did have a target out there and later on said they did not have a target, is the only reason I allowed that statement to go through 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 F-82. The air speed was approximately 275.

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

A. I would estimate that I was off the coast twenty (20) miles, on a bearing of 285 from Westport, Washington, which is near Grays Harbor.

Q. Is it correct that Lt KUNZMAN is a trained observer?

A. That is correct.

Q. When Lt KUNZMAN notified you he had seen the object, were you at that time, or immediately subsequent to that time, in a dive from approximately eight thousand (8,000) feet?

A. Yes. We were descending to the altitude on which we were scanning the ocean. The weather was such that it was solid overcast and sloping from the coast line to Seattle--up to ten thousand feet at Seattle and down to three hundred to five hundred feet at the coast. Therefore, we flew at an eight thousand foot altitude until such time we could let down VFR, and just prior to this statement by Lt KUNZMAN we were diving and descending from approximately eight thousand feet.

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

HWM.

199

UNCLASSIFIED

Q. Would it have been possible for condensation on the canopy from your descent to have attracted Lt KUNZMAN's attention?

A. No. The canopies are so designed that you have ventilation which will take care of that. No moisture actually forms when we descend.

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

FURTHER DEPONENT SAYETH NOT.

Homer W. Morris

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

G. O. Hartman
G. O. HARTMAN
Captain, USAF
Investigative Officer

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

UNCLASSIFIED

UNCLASSIFIED

[redacted]

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

TITLE:	FILE NO. 24-3
Project "SIGN" Unidentified flying objects seen by Lt ROBT. L. KUNZMAN, Radar Observer, during flying mission, on 30 Oct 48.	DATE: 6 January 1949
	REPORT MADE AT: DO #20, McChord AFB
	REPORT MADE BY: DONALD C. HILDRETH
	PERIOD: 20, 23 and 28 Dec 48
CHARACTER:	OFFICE OF ORIGIN: DO #20, McChord AFB
SPECIAL INQUIRY	STATUS: CLOSED

REFERENCE:

Report of Special Agent DONALD C. HILDRETH, DO #20, McChord AFB, dtd 18 Dec 48.

SYNOPSIS:

Daily log of 505th AC&W Group, McChord AFB, contains entry concerning report that "flying saucer" had been observed by Lt "Koonsman", about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. Investigation developed that the controlling station (GCI) of the flight of the F-82 aircraft on 30 Oct 48 was Pacific Beach, Washington, and not Neah Bay, Washington, as previously reported. Records at radar station, Pacific Beach, Wash., checked and there was no record of unidentified objects being observed on the radar during period in question. Commanding Officer at Pacific Beach stated that unidentified objects apparently were not picked up by radar, as they were not recorded as targets. F-82 Aircraft picked up on radar as Target No. 23. Records at McChord AFB indicate Aircraft No. 46450, departed this base at 1500 hours, 30 Oct 48, and returned at 1706 hours, 30 Oct 48. Position of F-82 Aircraft at approximate time of sighting of unidentified objects was plotted.

CLOSED

DISTRIBUTION:	ACTION COPY FORWARDED TO:	FILE STAMP
CO, Air Materiel Command Wright-Patterson AFB - 2 Attn: MCIAXD-5 (action copy) CSI, Hq - 2 File - 2	CO, Air Materiel Command, Wright-Patterson AFB APPROVED: G. C. HARTMAN Captain, USAF DISTRICT COMMANDER	

AFCSI-Form 4

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

UNCLASSIFIED

[redacted]

199

[redacted]

UNCLASSIFIED

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

DETAILS:

AT McCHORD AFB, WASHINGTON

1. On 20 December 48, an extract was made from the daily log of the 505th Aircraft Control and Warning Group, McChord AFB. The log stated: "Capt. HUNT called from McChord Field to report 'Flying Saucer' observed and reported there yesterday. Maj. Morris & Lt. Koonsman (R/O) were flying on 30 Oct 1948. Lt. Koonsman observed object about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. A/C was flying North, the object approached from the West, general W-E course. Single object at first, then broke up into about 25 pieces, about like birds but not the proper shape to be birds. Objects got in front of A/C went on to East and disappeared. No clouds." This entry was dated 31 October 1948 at 1340 hours.

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

AT PACIFIC BEACH, WASHINGTON

3. On 28 December 48, the records maintained on 30 October 1948 by the Radar Station, Pacific Beach, Washington, were reviewed. The controller log indicated that this station contacted the F-82 aircraft at 1520 hours. The next entry on the log, at 1526 hours, indicated that the aircraft had made contact with a boat. The succeeding entries were not relative to this case. The recorder's log showed time and locations of targets. The F-82 had been designated as target No. 28. An overlay was constructed on all targets spotted between 1400 hours and 1600 hours, on 30 October 1948. This overlay showed the location of target No. 28 (F-82) at the approximate time Lt. KUNZMAN reported seeing the unidentified objects, as being 47 degrees, 20½ minutes North, 124 degrees, 42 minutes West. No record of unidentified objects being observed on the radar during this period.

4. On 28 December 48, Captain GLENN H. PIPES, AO-807001, 505th Aircraft Control and Warning Group, Commanding Officer at Pacific Beach, Washington, was interviewed. Capt PIPES stated that he was controlling officer of radar on 30 October 1948. He stated that Sgt ALBERT R. ANDREWS and JAMES L. BULLOCK, JR. were making the recordings on the Controller Log that day. He also stated that he remembered giving the F-82 type aircraft a bearing to follow over the G.C.I. Station at Pacific Beach. Capt PIPES further stated that the unidentified objects apparently were not picked up by radar or they would have been recorded as a target. Capt PIPES stated that the 30th of October 1948 was a day or two prior to Naval maneuvers and that the Navy had several aircraft carriers in that area.

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

[redacted]

199

[redacted]

UNCLASSIFIED

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

AT McCHORD AFB, WASHINGTON

5. On 23 December 48, Sgt ALBERT R. ANDREWS, AF-37368334, 635th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and sworn statement was obtained. Sgt ANDREWS stated that on 30 October 48 he was on duty as Controller at Pacific Beach, Washington; that at about 1500 hours he received a call from the control station informing him that they were sending an aircraft to his station; that the aircraft was picked up on Radar and then Captain PIPES took over as Senior Controller. ANDREWS stated that to the best of his knowledge no unidentified objects were picked up on the Radar, moving at a great speed. (See statement of Sgt ALBERT R. ANDREWS, Inclosure #1.)

6. On 28 December 48, Sgt JAMES L. BULLOCK, AF-20918757, 635th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and a sworn statement was obtained. BULLOCK stated substantially the same as Sgt ANDREWS. (See statement of Sgt JAMES L. BULLOCK, Inclosure #2.)

7. On 28 December 48, the records maintained by the 318th Fighter Squadron, McChord AFB, Washington, were reviewed and revealed that Aircraft No. F-82 46450, with Major MORRIS as pilot and Lt. KUHZMAN as Observer, departed McChord AFB at 1500 hours on 30 October 48 and returned to McChord AFB at 1705 hours, 30 October 48, indicating an error of one hour in the statements of Major MORRIS and Lt. KUHZMAN.

INCLOSURES

1. Statement of Sgt ALBERT R. ANDREWS, dated 23 Dec 48
2. Statement of Sgt JAMES L. BULLOCK, dated 28 Dec 48

CLOSED

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

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
28 December 1948

Statement of ALBERT R. ANDREWS Sgt AF-37368334
(Name & Grade) (ASN)

635th Aircraft Control and Warning Squadron, McChord AFB, Washington.
(Organization)

My name is Sgt ALBERT R. ANDREWS. I was born on the 28th day of June 1917, at Buffalo, Missouri. I enlisted in the United States Air Force on the 9th day of September 1947, at Buffalo, Missouri.

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

On October 30, 1948, I, Sgt ALBERT ANDREWS, went on duty as Controller at Pacific Beach, Washington, at 0800 hours, and was relieved by Sgt BULLOCK at 1600 hours. At somewhere around 1500 hours I received a call from Control Station telling me that they were sending an aircraft to our station. We picked him up on our Radar and then Capt. PIPES took over as Senior Controller. I think that Capt. PIPES gave him a new Vector at about or near 1600 hours to bring the plane back over our station.

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

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

FURTHER DEPONENT SAYETH NOT.

Albert R Andrews
Sgt. AF 37368334

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

J. E. Kutler
J. E. KUTTLER
Captain, USAF
Summary Court Officer

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

UNCLASSIFIED

[redacted]

199

INCLOSURE #1

[redacted]

UNCLASSIFIED

Statement taken by:

DONALD C. HILDRETH
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington
28th December 1948

Statement of JAMES L. BULLOCK, JR. Sgt. AF-20918757
(Name and Grade) (ASN)

635th Aircraft Control and Warning Sq., McChord AFB, Washington
(Organization)

My name is Sgt. JAMES L. BULLOCK, JR. I was born on the 7th day of November 1919, at Los Angeles, California. I enlisted in the United States Air Force on the 29th day of June 1946, at Pittsburgh, Pennsylvania.

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

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

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

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

FURTHER DEPONENT SAYETH NOT.

James L. Bullock Jr.
Sgt - A.F. 20918757

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

J. B. Kuttler
J. B. KUTTLER
Captain, USAF
Summary Court Officer

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

UNCLASSIFIED

199

[redacted]

INCLOSURE #2

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

[redacted]

UNCLASSIFIED

Incident #205 -- Carthage, Missouri -- 31 October (?) 1948

The vague nature of the information reported in this incident and the inferred unreliability of the observer makes it difficult to take the incident seriously, especially since the observer has obviously jumped to conclusions on the basis of insufficient evidence.

However, if credence is given to the observations, either they must be placed with the group of "aluminum-colored objects," or, if liberal allowance is made for subjective impressions, one could stretch a point to say that a slow-moving fireball was seen. This hypothesis is far fetched, but the speed of the object and the time of day favor it. The fact that the observer stated that the object was aluminum colored actually means little, since he immediately identified it as a flying saucer, which he knew from newspaper reports to be such a color.

It is very difficult to deal with reports of untrained and unreliable observers, because they invariably see in an incident what they wish to be there.

From a purely physical basis, this investigator would prefer the meteoric hypothesis, even though the evidence is entirely insufficient to establish it.

UNCLASSIFIED

UNCLASSIFIED

97112-70

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

3/00

No. 205: No date given on this, therefore, impossible to check wind flow pattern. Time, two hours after scheduled release time for Kansas City, Columbia, and St. Louis, Mo. balloons.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

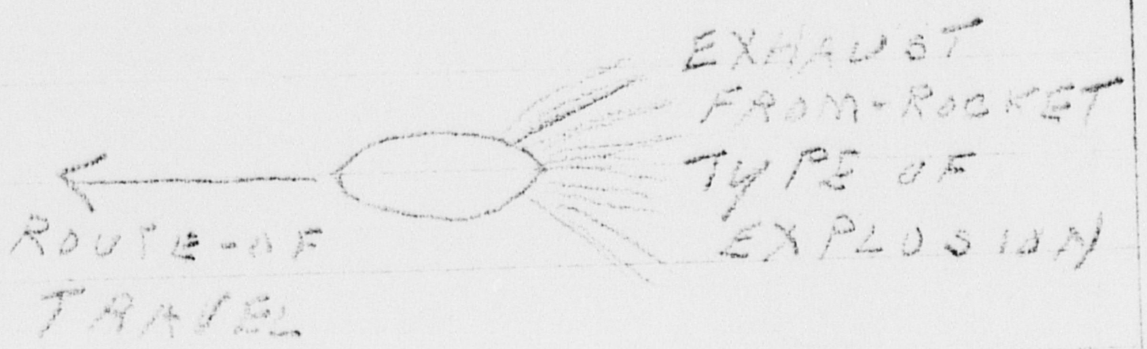
b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

If you are really interested I want no publicity about this report and just want have any.

My only hope is that this information may give you something of value

Yours truly

[redacted]



Shot toward north, speed less
greater than any meteor I have
seen prior to 7.15 from Lincoln.
Instantly this object started
to become visible from
then speed. It was moving
straight across from me but
appeared to slant within
within three or four seconds
Now was the cloud to flash
upward rounded, it slowly
faded upward, volume gone
in about 15 minutes. This object
left no upward trail as it
disappeared on. The tail of it appeared
in the machine made no sound.
I told this to only two other
friends and would not have
mentioned it but Hard

distance was ½ mile by the
very R of my feeble. The
height is somewhat I cannot
estimate because of my knowledge
of the kind. However it was
not any higher than the average
small motor plane would fly.
I would judge the diameter of
the wheels to be about the length
of a medium size plane.
Here is where the information
you should have comes in.
The object was motionless
in the sky for an hour. At first
I thought it was a balloon,
but the shape was not just
right for any balloon that I
had seen so I kept watching
it and wondering what it could
be. Suddenly from the one end
shot a very vivid explosion
of black smoke. The vehicle

No CASE, INFO ONLY
Oct 48 BENTON, WIS

Benton Wis
May 12 1966

Dear Sir:

I am a former living near Benton Wis. I saw the Walter Cronkite T.V. program on UFO and was so disgusted, I what was so disgusted, I wrote you a letter telling of the one that I saw. It happened on Oct. 4 1947. The time was from 4 P.M. to 5 P.M.

I have my bright silver aluminum on color. The shape was that of two deep dish saucers fitted on each other one being flat and one for the bottom. I know that this

01-2146

SEPTEMBER - OCTOBER 1948 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
September			
5	Kentwood, Louisiana (NO CASE)	Civilian	Other (HOAX)
12	Moffat, Colorado	Civilian	Astro (METEOR)
18	Shreveport, Louisiana (NO CASE)	Civilian	Balloon
22	Albany, Georgia	[redacted]	Possible Astro (BOLIDE
23	Santa Fe, New Mexico	[redacted]	Astro (VENUS)
23	San Pablo, California	[redacted]	UNIDENTIFIED
28	San Simeon, California	[redacted]	Insufficient Data
October			
Fall	Vinyard Haven, Massachusetts	[redacted]	Other (METEOROLOGICAL)
Oct	Escalon, California (NO CASE)	Male Civilian	A/C
1	New Orleans, Louisiana	[redacted]	Astro (METEOR)
1	Fargo, North Dakota (FOLDER)	[redacted]	1. Balloon 2. Astro (JUPITER)
2	Lytton, British Columbia	Newspaper(PHYSICAL S)	Balloon
10	Xenia, Ohio (CASE MISSING)	Military	A/C
11	Neubiberg, Germany	[redacted]	Balloon
13	South Bend, Indiana	[redacted]	Other (DEBRIS IN AIR)
14	Dayton, Ohio-Indianapolis, Ind (CASE MISSING)	Military Air	Other (REFLECTION)
15	Kyushu, Japan (NO CARD) Air Vis & RADAR	[redacted]	UNIDENTIFIED
15	Atlantic Ocean (Off Norfolk)(CASE MISSING)	Shipboard	Astro (MARS)
16	Sterling, Utah (CASE MISSING)	Male Civilian	Insufficient Data
17	Crescent City, California	[redacted]	A/C
19	Honolulu, Hawaii	[redacted]	Balloon
20	Winona, Minnesota	[redacted]	Astro (METEOR)
	Minneapolis, Minnesota	[redacted]	
	(Also observed at Aberdeen, S. D. and other places in area)		
24	Neubigerg, Germany (CASE MISSING)	Military	A/C
24	Junction City, Kansas	[redacted]	A/C
24	Fargo, North Dakota	[redacted]	Astro (METEOR)
24	Phoenix, Arizona	[redacted]	Balloon
29	Goose AFB, Labrador	Ground RADAR	Other (Anomalous Propagation)
31			
1 Nov			
30	Grays Harbor, Washington	[redacted]	Astro (METEOR)
31	Azores	Military	Balloon
31	Carthage, Missouri (CASE MISSING)	Civilian	Insufficient Data

[redacted]

TIME OF OBSERVATION 1500 - 1530 CST

ALTITUDE

Like that of any known a/c

SKETCHES

SOUND Faint Sizzling

RATE IN SQ ARC

COLOR

TONED Terrific

Object not seen

Neighbors say sources possess vivid imaginations.

ATIC Form 329
(1 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #177 -- Kentwood, Louisiana -- 3 September 1948

Contradictory opinions concerning the existence of the alleged unusual noise and the dubious personality of the reporter of this incident make serious attention to the incident impossible.

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

K243.6012-1
Sep-Oct 1948

UNCLASSIFIED

[redacted]

1003301

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

5 Sept 6

No. 177: Crack-pot report; insufficient information to evaluate.

[redacted]

AVIATOR: _____

NP NO. _____

DETACHMENT: _____

DATE OF FLIGHT: _____

TIME OF FLIGHT: 2200

SHAPE: Rounded Disc

SIZE: 30' - 40' DIA

COLOR: Silver

NO. IN GROUP: 1

SOUND: _____

PHOTOS: _____ SAMPLES: _____

DATE OF TIME OF Oct 4

PLACE OF Fargo, N.D.

SOURCE: US Pilot

DATE IN TO AFIS: _____

WEAR: Clear White

Stated

GROUND Lower to a Hill

Stated

APPROX. 1,000' to 14,000' [illegible]

DURATION: [illegible] 27 minutes

TYPE OF OBSERVATION: _____

REMARKS: Several left turns, one right turn, [illegible] and climbing.

GORMAN, Bruce

PROCEEDING AFIC FORM 200
(6 Jan 52)

[redacted]

[redacted]

UNCLASSIFIED

Incident #172, a, b, c -- Fargo, North Dakota -- 1 October 1948

There is no conceivable astronomical explanation for this much-examined and much-discussed incident.

Analyses by a psychologist and a meteorological expert would be of importance here.

It seems significant to this investigator that other witnesses of the incident did not observe the complex tactics reported by Lieutenant Gorman, although they were presumably seeing the same thing. Is it possible, then, that the pilot "took on" a lighted weather balloon? (See report on incident #207 for further discussion.)

UNCLASSIFIED

[redacted]

[redacted]

B/Ltr from ATC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

HEADQUARTERS, AIR WEATHER SERVICE Andrews Air Force Base, Washington 25, D. C.

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

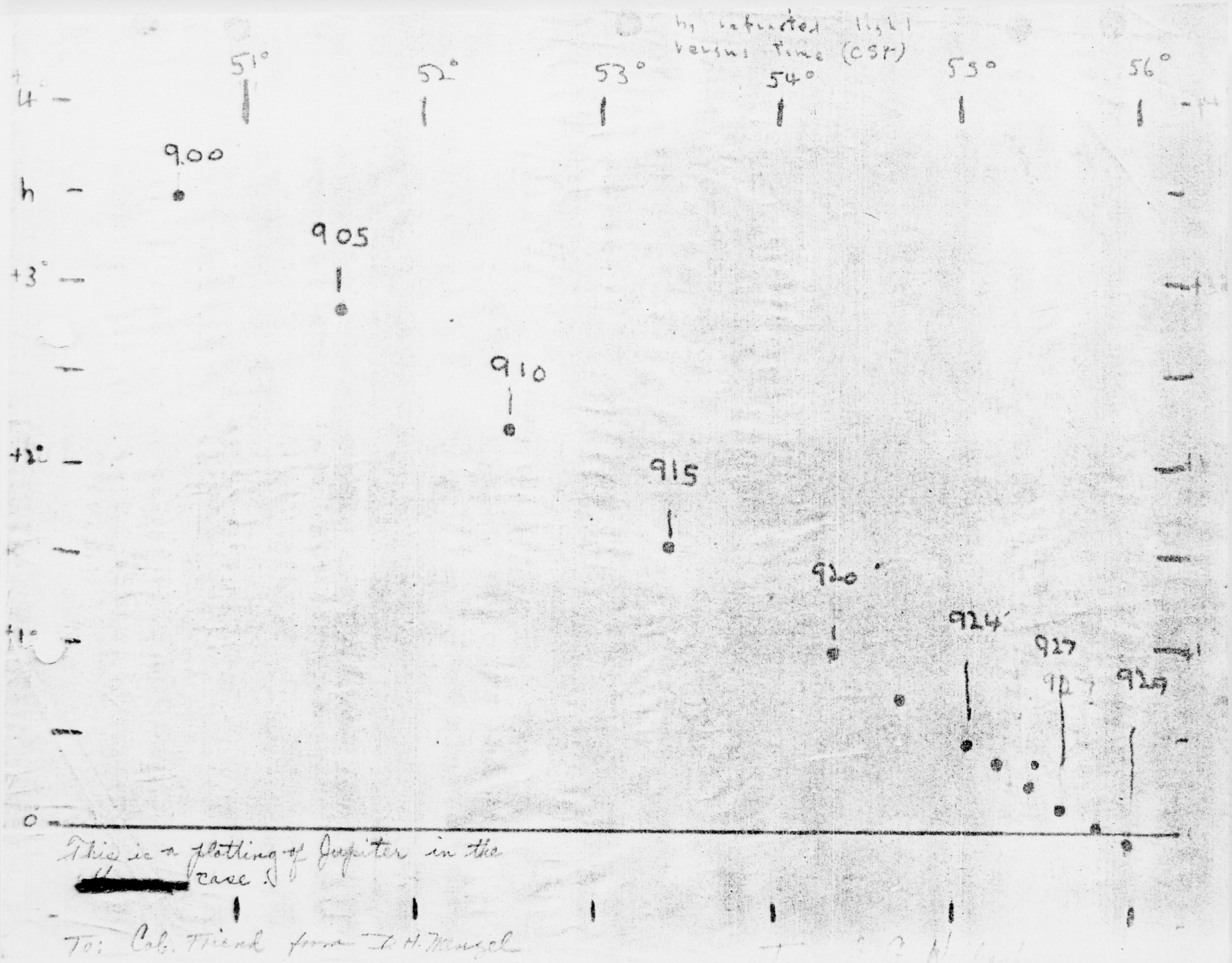
Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
n/c



This is a plotting of Jupiter in the [redacted] case.

To: Col. Friend from H. H. Mangel

OFFICIAL FILE COPY
4E

AFCIN-4E/Maj Friend/vw/69216

UFO Sighting, Lt. Gorman, Fargo, N. D., 1 Oct 48

12 MAY 1961

Dr. Donald H. Menzel, Director
Harvard College Observatory
Cambridge 38, Massachusetts

Dear Dr. Menzel

The material concerning the Lt. Gorman UFO sighting, which occurred in Fargo, N. D., on 1 Oct 1948 is forwarded per your request.

Lt. Gorman's plane was subjected to tests for radiation following his experience, with negative results. Five aircraft of the same type as Lt. Gormans (F-51), which had flown during the same period, were used as a control group during the test for radiation.

Sincerely

PHILIP G. EVANS
Colonel, USAF
Deputy for Science
and Components

1 Atch
a/s

COORDINATION: AFCIN-4E Robert Friend Major DATE 12 May 61

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172

1. Date of Incident 1 Oct 1948
2. Time of Incident 2100 hrs
3. Place of observation Fargo, N. Dakota from plane over Fargo and vicinity
4. Name of observer [redacted]
5. Occupation of observer Mgr Constr Co. (Pilot of F-51 in Air Natl Guard)
6. Address of observer 18 Red Hous Proj Fargo N. Dakota
7. Number of objects observed ~~[illegible]~~ 1
8. Distance of object from observer 1000 yds
9. Time in sight 27 minutes
10. Altitude 1000 to 1400 ft
11. Speed much faster than F-51
12. Direction of flight various
13. Tactics Several left turns, one right turn, diving and climbing
14. Lights clear white light
15. Sound none noted
16. Size at ~~[illegible]~~ closest observation 6 to 8 inches
17. Color clear white
18. Shape round at all times
19. Odor detected none
20. Apparent construction none noted
21. Exhaust trails none seen
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance in steep climb
26. Remarks: Northern lights were visible in the NE quadrant

(over)

Gave that [illegible] on
[illegible]

One object was observed over a period of 27 minutes. It consisted of a small round ball of clear white light with no physical form or shape attached. It was about 6 to 8 inches in diameter. At times this light traveled faster than the F-51 and performed maneuvers in both evasive and aggressive manner. When first sighted the object was traveling at about 250 MPH at 1,000 ft altitude. Under this condition the light was not continuous but blinked off and on. At higher performance the white light was continuous. Possibilities of other aircraft, meteorological balloon releases, Canadian Vampire Jets having been in immediate vicinity have been discredited. Geiger check now being performed on F-51 aircraft for comparison survey with unaffected aircraft. Technical studies have been initiated.

The closest [redacted] ever got to the object was in a head-on pass at which time the object passed over him at less than 500 feet. It then appeared to him to be from 6 to 8 inches in diameter. It was white with no apparent glare and a clear cut edge. It apparently had depth. It did not seem an exact ball but appeared "flat".

Realizing that the speed of the object was too much for him Gorman attempted to cut it off in turns. At this time his fighter ~~and~~ was under full power. His speed varying from 300 - 400 MPH. The object circled to the left, he cut back to the right for a head-on pass. The pass was made at 5,000 ft, the object approaching head-on until a collision seemed inevitable. It then veered and passed 500 feet or less over the top of him. He chandelled around still without the object in sight. The object then made a 180° turn and initiated a pass at [redacted]. This time [redacted] watched it approach all the way and as it started to pull up he pulled up attempting to ram. The The object went straight up with him following to 14,000 ft. [redacted] stalled out at 14,000 ft with the object 2000 ft above him circling to the left. They then made two circles. The object then pulled away and made another head-on pass, but did not complete it, breaking off at quite some distance from [redacted] and headed over Hector Airport at around 11,000 ft. [redacted] gave chase circling to the left trying to cut it off until he was some 25 miles SE of Fargo. He was then at 14,000 ft, the object at 11,000 ft. Again giving his engine full power he tried to catch it in a diving turn. The thing turned around and made another head-on pass. This time when it pulled up he pulled up also but it outclimbed him, traveling straight up until lost from view. [redacted] then returned to the field and landed.

[redacted] states positively that there was "thought" behind the maneuvers.

This case was the first to be an erratic maneuver of a fighter-like [illegible]

See Ruppelt, Book "Report on UFOs", page 67, top

PROJECT "SIGN"
Action Slip

Refers to

Incident No. 172

Location Fargo North Dakota

Date & Time of Incident

Initially Reported To

Info Recorded On: McBee _____ Witness File ____ Incident File ____ By ____

Check & Initial: Check List ____ Chart _____ Graph _____ By ____

Coordinated With: MCIAXO _____ MCIAO _____ MCI _____

Investigation Started: Type % _____ Date Initiated _____

Initial Investigation Report Rec'd _____ Date _____

Information Requests

1. To _____
   Subject _____
   Date _____

2. To _____
   Subject _____
   Date _____

3. To _____
   Subject _____
   Date _____

4. To _____
   Subject _____
   Date _____

Checked:

Meteorological Data File		Navy		Other	
Radar		Air Force		Other	
Electronics		Guided Missile		Other	
Astro Physical		Atomic Research	NRC Reading	Other	
Domestic Flight		Weather Station		Other	
Army		Private Flights		Other	

Reported to Washington By:

Telephone _____ Date _____ Teletype _____ Date _____

Letter _____ Date _____ Courier _____ Date _____

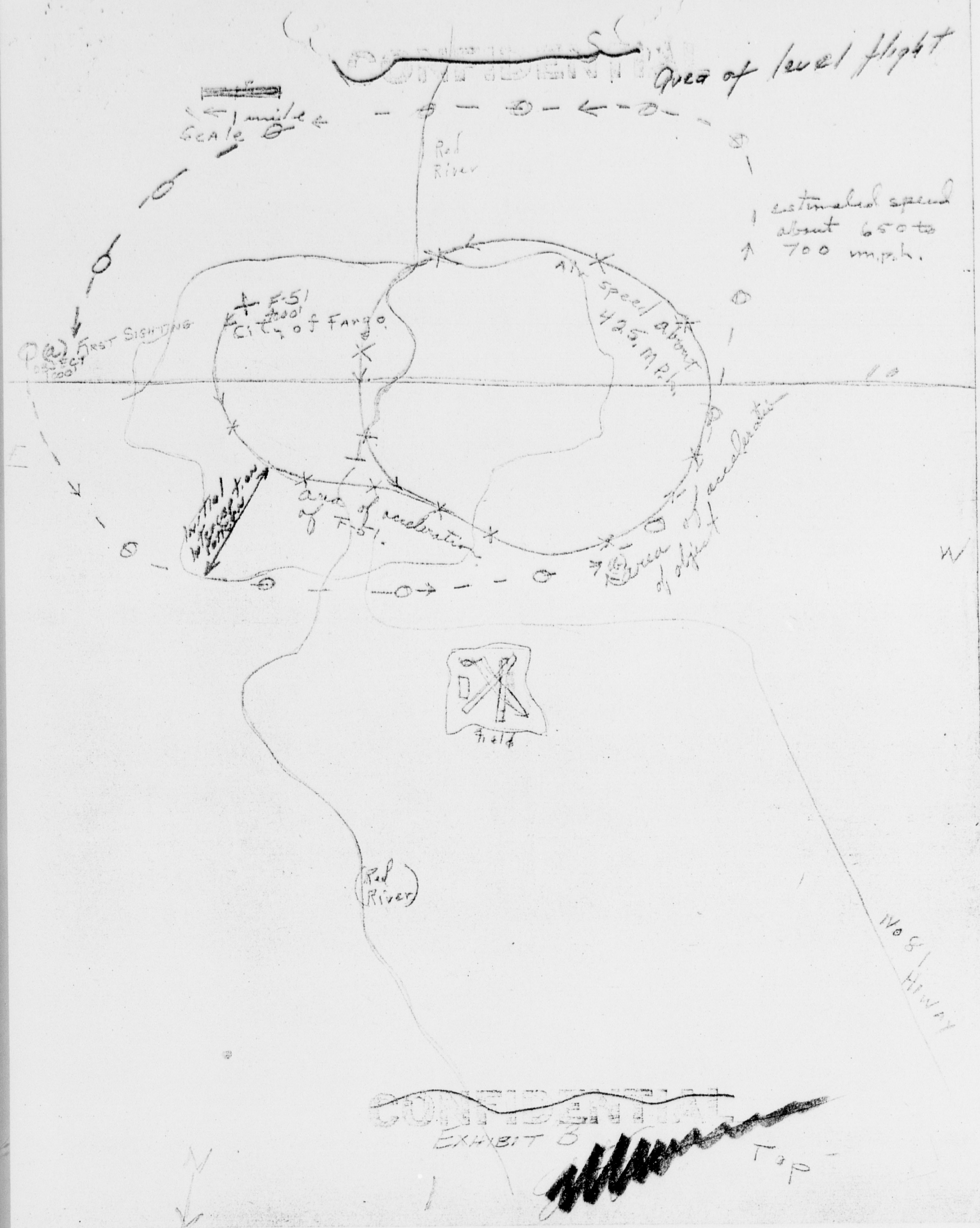
Other _____ Date _____

Dissemination : To _____ Date _____ To _____ Date _____

To _____ Date _____ To _____ Date _____

Status: Open ____ Pending _____ Closed ____

CONFIDENTIAL



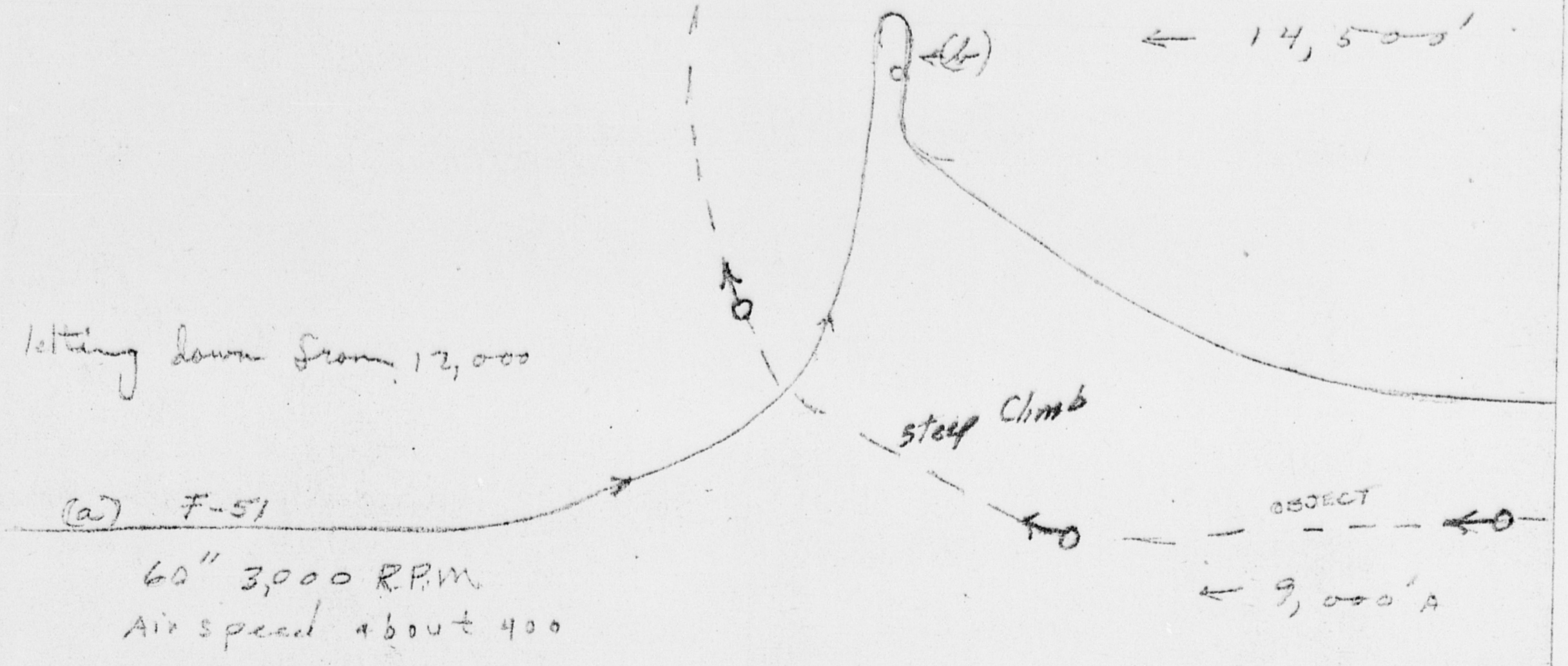
CONFIDENTIAL

EXHIBIT B

Top

~~[illegible]~~

objects rate of climb did not decelerate in it's climb, lost sight of it in this climb.



60" 3,000 R.P.M.
Air speed about 400

Cross Section of Test Man

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172A

1. Date of Incident 1 Oct 48
2. Time of Incident 2100 hrs
3. Place of observation Fargo N. Dakota Airport - Control Tower of Fargo Airport
4. Name of observer [redacted]
5. Occupation of observer Airport traffic controller
6. Address of observer [redacted] Fargo N. N. Dakota
7. Number of objects observed 1
8. Distance of object from observer 1/2 mile
9. Time in sight several seconds
10. Altitude 4,000 to 5,000 ft
11. Speed extremely fast
12. Direction of flight W. S. W.
13. Tactics horizontal flight
14. Lights clear white light
15. Sound none noted
16. Size tail lamp of an airplane
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted - "light"
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight out
26. Remarks: (over)

[redacted] was on duty [redacted] during the time Lt [redacted] sighted the light over Fargo. There was not much traffic during the evening hours on that day. With the exception of the F-51 Gorman was flying there was no other plane from Fargo Air Field in the air. at 2050 hours he was advised that a plane from a privately-owned field south of Fargo that Dr. Cannon had taken off in a Piper Cub and had asked permission to land at Fargo Air Field. At 2100 hours Lt [redacted] called the tower asking if any other aircraft were in the air. He was given the position of the Piper Cub. Approximately 5 minutes later [redacted] called again and stated that there was another aircraft in the air in approximately the same altitude as the Cub, but he stated that it could not be the Cub in view of its speed. He was advised that no other aircraft was in the air from Fargo and none other had signaled from other air fields. Lt [redacted] advised then that he was going to follow the other aircraft. Mr. [redacted] then stepped to the south window of the tower and saw the object approximately 1,000 ft from the tower in a northwestern direction passing very fast over the field. Taking a pair of binoculars he observed the object as it passed over the field. He was, however, unable to distinguish any shape or form other than what appeared to be the taillight of a very fast-moving craft. He did now, however, see the maneuvers carried on by the object nor the F-51 of Lt [redacted]. He saw the object only once and then only as it passed in a straight line over the field.

Mr [redacted] heard no sound, noticed no odor and saw no exhaust streaks in the air. The object appeared to be only a round light, perfectly formed, with no fuzzy edges or rays leaving its body. The edges were clear cut. No other attached shape was observed. The main identifying characteristic was the high rate of speed at which it was apparently traveling.

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172 b

1. Date of Incident 1 Oct 1948
2. Time of Incident 2100 hrs
3. Place of observation Fargo, N. Dakota Airport - Control tower Fargo, N. D Arpt.
4. Name of observer [redacted]
5. Occupation of observer Assistant Air-port Traffic controller
6. Address of observer [redacted], Fargo, N.D.
7. Number of objects observed 1
8. Distance of object from observer 1 to 2 miles
9. Time in sight several seconds
10. Altitude 2000 to 2500 ft
11. Speed extremely fast
12. Direction of flight NNW
13. Tactics one turn
14. Lights clear white light
15. Sound none
16. Size of a lamp
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs. none
25. Manner of disappearance straight line
26. Remarks: Mr. [redacted] was on duty at the Fargo Airport tower from around 1600 hours 1 Oct 48 and was in the tower at the time the F-51 called in requesting information about local traffic. When Lt [redacted] called a second time about the object [redacted] walked to the rear of the receiver and looked out the south window and saw the object and the Cub. Object was a little higher than the "Cub" and seemed to be on a north heading, and then turning northwest. It seemed about 2,000 ft in the air and traveling at an excessive rate of speed. No definite outline could be identified. Both the object and the "Cub" were noticed at the same time.

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172c

1. Date of Incident 1 Oct 1948
2. Time of Incident 2100 hrs
3. Place of observation Fargo, N. Dakota - from xxx Fargo control tower
4. Name of observer Dr. [redacted]
5. Occupation of observer Occulist (amateur pilot with 2 yrs flying experience)
6. Address of observer [redacted] Fargo, N. Dakota
7. Number of objects observed 1
8. Distance of object from observer 1 mile
9. Time in sight at intervals for seconds only
10. Altitude 5000 to 6000 ft
11. Speed very fast
12. Direction of flight NNW SE and W
13. Tactics straight line
14. Lights clear white light
15. Sound none
16. Size tail light of plane
17. Color clear white
18. Shape round
19. Odor detected none
20. Apparent construction none noted
21. Exhaust trails none seen
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight line
26. Remarks: Object first observed when Dr. [redacted] was landing his plane He noticed what appeared to be the tail light of another ship going at considerable speed in a westerly direction. He landed his "Cub" at the Fargo Airport and delivered some bottles of coca-cola to the tower operators

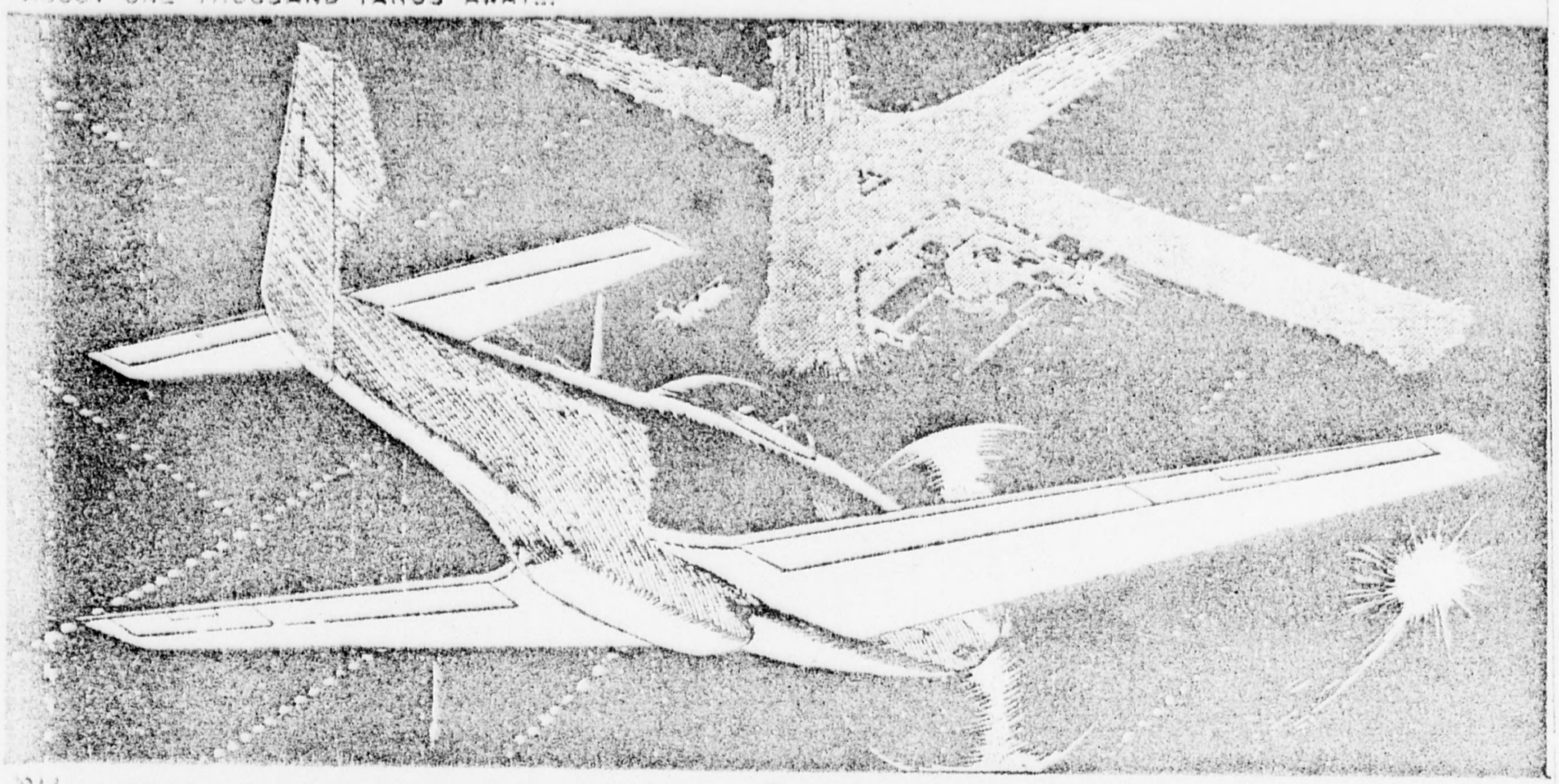
(over)

On entering he overheard the running commentary between Lt [redacted] & Mr. [redacted] He stepped on the balcony and watched the maneuvers of the F-51 from the southeast corner of the tower. He saw the object twice. It was headed in a westerly direction, returning shortly, and then going into a steep bank, then disappearing in a northwestern by north direction

Noticed no sound from the object at any time, no odor and no exhaust streaks in the sky.

The GORMAN-FARGO, N.D., CASE

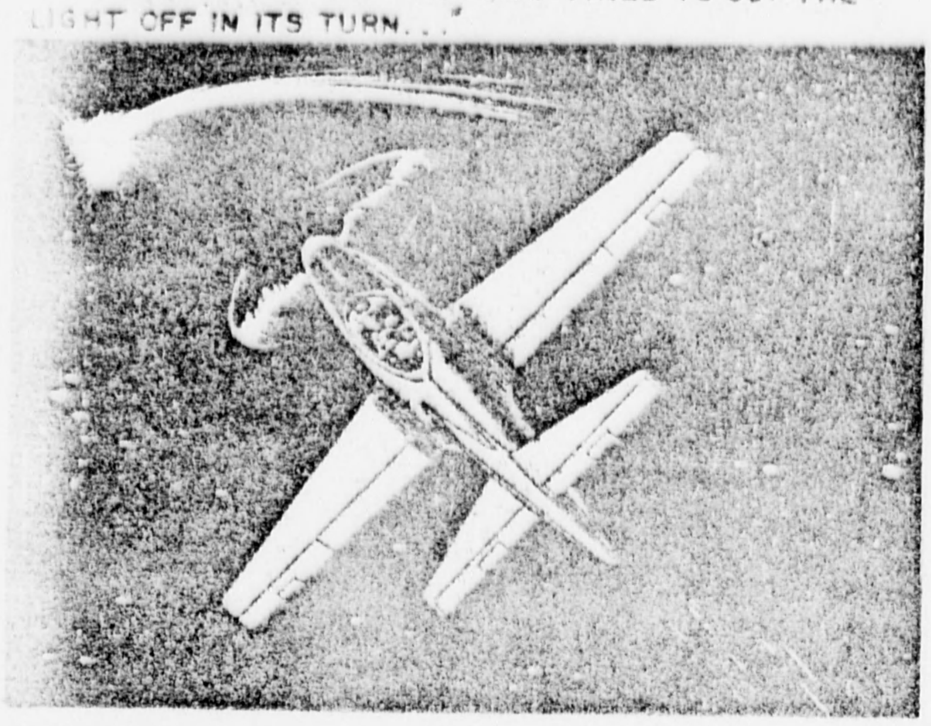
THE APRIL, 1949 'PROJECT SAUCER' REPORT ALSO STATED: "A UNIQUE CHAPTER IN THE SAUCER STORY WAS WRITTEN LAST OCTOBER BY LT. GEORGE F. GORMAN OF THE NORTH DAKOTA (AIR) NATIONAL GUARD WHO SAID HE HAD A 27 MINUTE DOGFIGHT WITH A FLYING SAUCER IN THE SKYS OVER FARGO. ON THE NIGHT OF OCTOBER 1, 1948, HE (GORMAN) WAS PREPARING TO LAND AT THE FARGO AIRPORT AFTER A ROUTINE F-51 PATROL. CLEARED BY THE TOWER TO LAND, GORMAN NOTICED WHAT APPEARED TO BE THE TAIL LIGHT OF ANOTHER PLANE ABOUT ONE THOUSAND YARDS AWAY..."



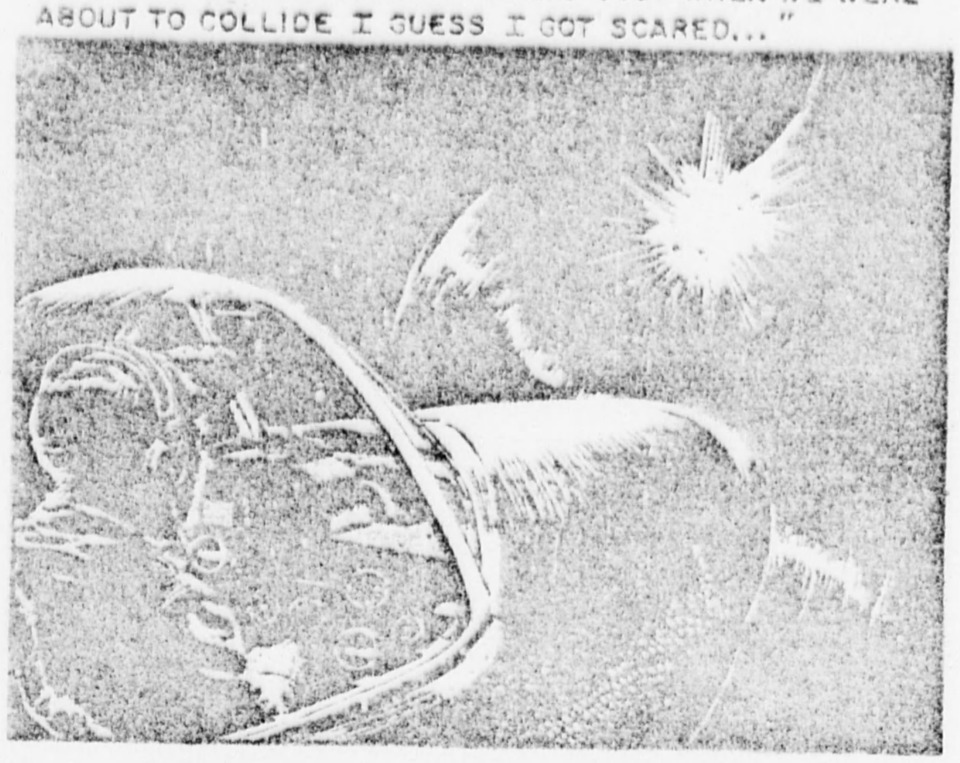
"HE QUERIED THE TOWER AND WAS TOLD THAT THE ONLY OTHER AIRCRAFT OVER THE FIELD WAS A PIPER CUB WHICH HE COULD SEE OUTLINED BELOW HIM. HE SAW NO OUTLINE OF ANYTHING AROUND THE MOVING LIGHT. GORMAN CLOSED IN TO TAKE A LOOK AT THE MYSTERY LIGHT..."

GORMAN TOLD 'PROJECT SAUCER' INVESTIGATORS: "IT WAS ABOUT SIX TO EIGHT INCHES IN DIAMETER, CLEAR WHITE AND COMPLETELY ROUND... AS I APPROACHED, THE LIGHT... PULLED INTO A SHARP LEFT BANK. I DIVED AFTER IT AND BROUGHT MY MANIFOLD PRESURE UP TO 60 INCHES..."

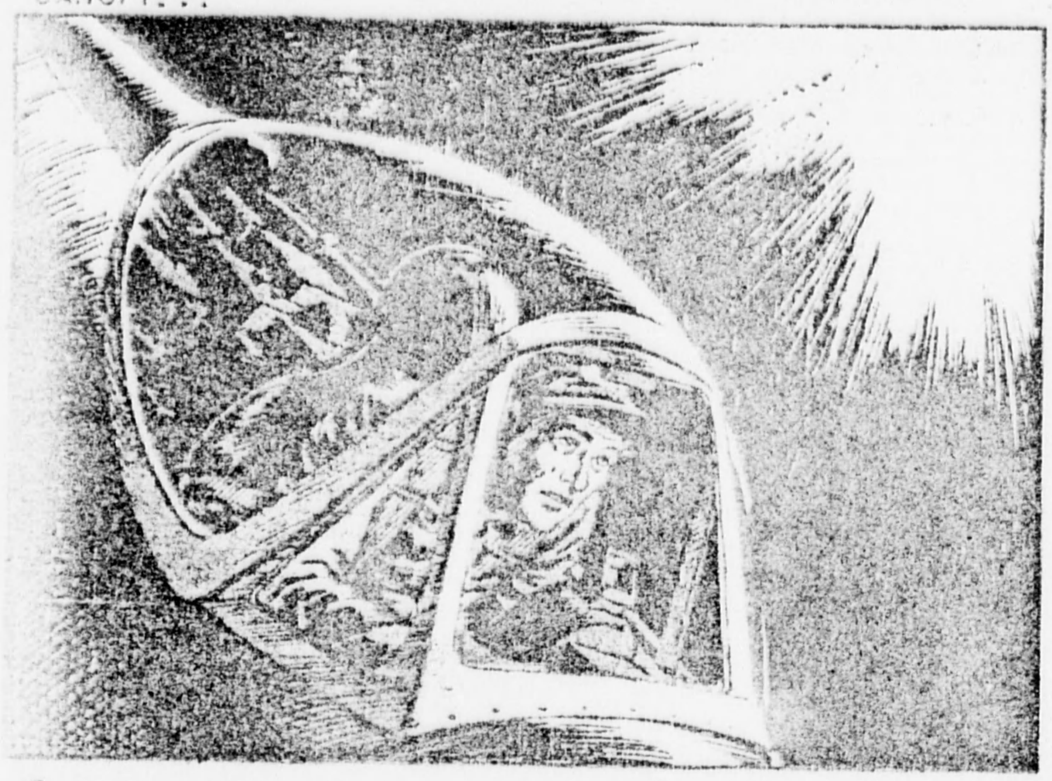
"...BUT I COULDN'T CATCH THE THING. IT STARTED GAINING ALTITUDE AND MADE A LEFT BANK. I PUT MY F-51 INTO A SHARP TURN AND TRIED TO CUT THE LIGHT OFF IN ITS TURN..."



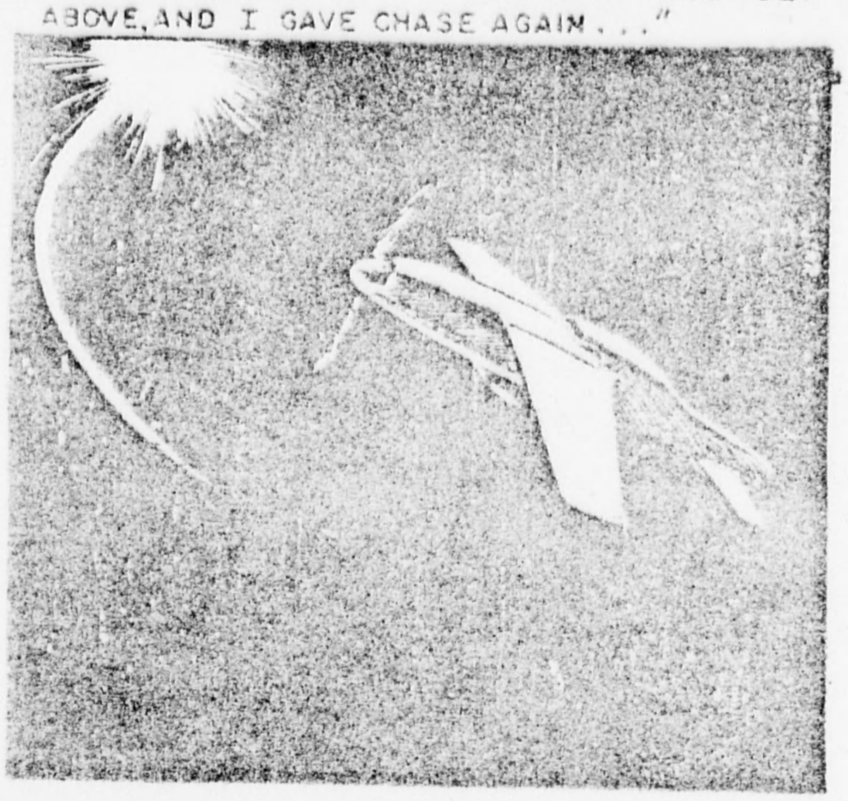
"SUDDENLY, IT MADE A SHARP RIGHT TURN AND WE HEADED STRAIGHT AT EACH OTHER. JUST WHEN WE WERE ABOUT TO COLLIDE I GUESS I GOT SCARED..."



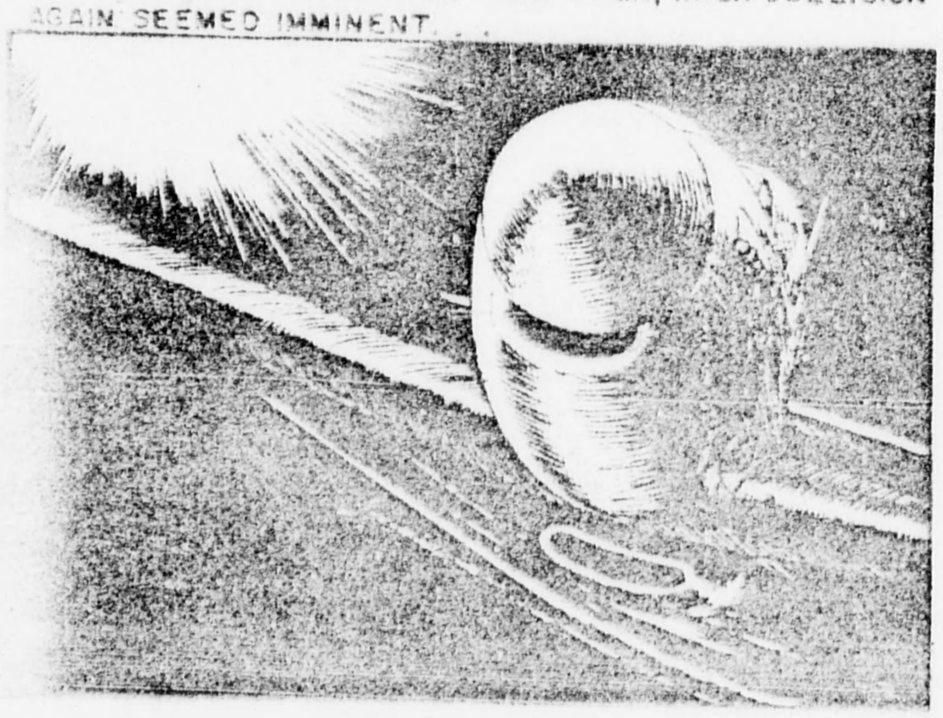
"I WENT INTO A DIVE AND THE LIGHT PASSED OVER MY CANOPY..."



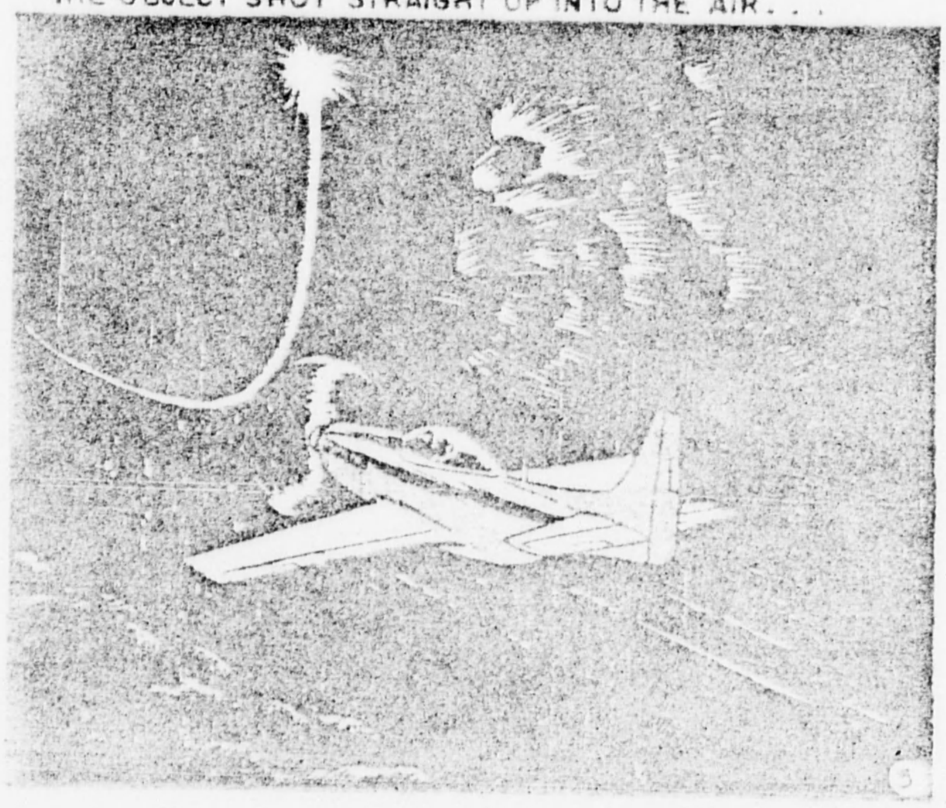
"THEN IT MADE A LEFT CIRCLE ABOUT 1000 FEET ABOVE, AND I GAVE CHASE AGAIN..."



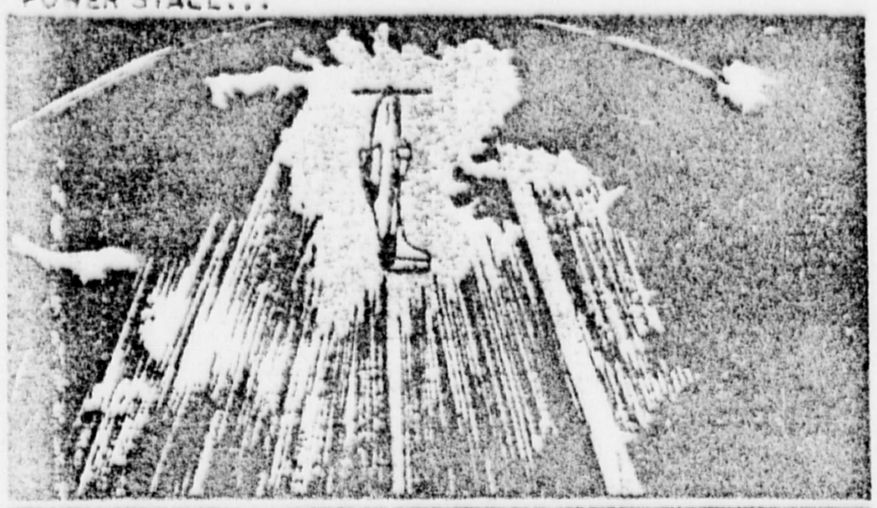
IN THE OFFICIAL REPORT, GORMAN WENT ON TO DESCRIBE HOW HE CUT SHARPLY TOWARD THE LIGHT WHICH WAS ONCE MORE COMING AT HIM. AND THEN, WHEN COLLISION AGAIN SEEMED IMMINENT...



"THE OBJECT SHOT STRAIGHT UP INTO THE AIR..."

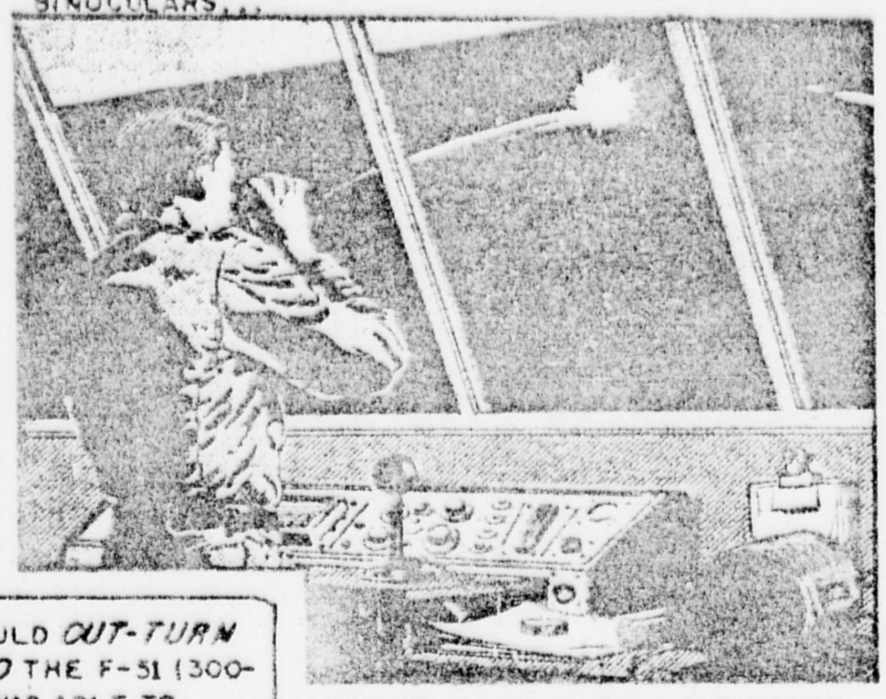


THE REPORT WENT ON: "GORMAN CLIMBED AFTER IT TO 14,000, AGAIN IN CHASE, WHEN HIS PLANE WENT INTO A POWER STALL..."



"THE OBJECT TURNED IN A NORTHWEST NORTH HEADING AND DISAPPEARED..."

THE REPORT THEN STATED: "THE MYSTERY LIGHT WAS ALSO SEEN BY L.D. JENSEN, AIRPORT TRAFFIC CONTROLLER AT FARGO, WHO WATCHED IT WITH A PAIR OF BINOCULARS..."



GORMAN, WHO WAS A PILOT INSTRUCTOR FOR FRENCH AIR CADETS DURING WORLD WAR II, SAID IN A CERTIFIED STATEMENT...

I AM CONVINCED THERE WAS *THOUGHT* BEHIND THE MANEUVERS. I AM ALSO CONVINCED THAT THE OBJECT WAS GOVERNED BY THE LAWS OF *INERTIA* BECAUSE ITS ACCELERATION WAS *RAPID* BUT *NOT IMMEDIATE*, AND, ALTHOUGH IT WAS ABLE TO TURN FAIRLY *TIGHT* AT CONSIDERABLE SPEED, IT STILL FOLLOWED A *NATURAL CURVE*.

THE OBJECT COULD *OUT-TURN* AND *OUTSPEED* THE F-51 (300-400 MPH) AND WAS ABLE TO ATTAIN A *MUCH STEEPER CLIMB* AND TO *MAINTAIN* A *CONSTANT* RATE OF CLIMB FAR IN *EXCESS* OF THE *AIR FORCE FIGHTER*. WHEN I ATTEMPTED TO TURN *WITH* THE OBJECT, I *BLACKED OUT TEMPORARILY*, DUE TO EXCESS SPEED...

THE REPORT THEN CONCLUDED WITH THIS QUESTION:

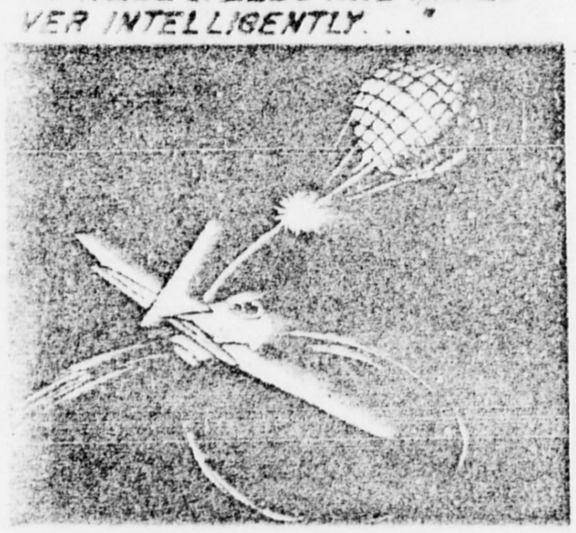
"IS IT POSSIBLE FOR AN OBJECT WITHOUT APPRECIABLE SHAPE OR KNOWN AERONAUTICAL CONFIGURATION TO APPEAR TO TRAVEL AT VARIABLE SPEEDS, AND MANEUVER INTELLIGENTLY?"*

**REMEMBER THIS! IT'S IMPORTANT!* THE REPORT *DID NOT ATTEMPT TO EXPLAIN* GORMAN'S SIGHTING... MERELY POSED THIS PROVOKING *QUESTION* CONSIDERING THE *FACTS* OF THE CASE...

YET, MAJOR JERE BOGGS, IN HIS I.N.S. INTERVIEW, STATED...

AGAIN PROJECT SAUCER HAD CHANGED ITS MIND!

SO *LT. GEORGE F. GORMAN*, A *VETERAN PILOT* DEEMED CAPABLE ENOUGH TO *INSTRUCT OTHERS*, HAD CHASED A *LIGHTED BALLOON* THAT COULD "*TRAVEL AT VARIABLE SPEEDS AND MANEUVER INTELLIGENTLY*..."



AND EASTERN AIR LINES PILOTS *CHILES* AND *WHITTED*, VETERAN PILOTS DEEMED CAPABLE ENOUGH TO BE *TRUSTED* WITH THE *LIVES* OF *PASSENGERS*, SAW A *METEOR* THAT TOOK *ONE HOUR* TO TRAVEL FROM *MACON, GA.* TO *MONTGOMERY, ALA.*

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

The Gorman "Dogfight"

One of the most puzzling of the classic saucer mysteries began on the evening of October 1, 1948, when [redacted], manager of a construction company and a lieutenant in the North Dakota Air National Guard, was returning to Fargo, N.D., from a cross-country practice flight in an F-51 fighter. About 9:00, Lieutenant Gorman called the control tower at the local airport for landing instructions, and asked the identity of a moving light that was blinking on and off in the air below him. Informed that a Piper Cub was coming in from the south, he continued to circle, and at 9:05 again called in to report that he could see the Cub below him at about 1000 feet. He could also see an unidentified light moving rapidly at about the same altitude.

The assistant traffic controller then walked to the south window of the tower and looked out. He could see the Cub in the air and, a little above it, a clear white light. The light was moving swiftly to the north, then shifted and continued in a straight line toward the northwest. After watching it for several seconds, he returned to his post. A few minutes later [redacted] called the tower for the third time to say that he was going to try to close in on the unknown. The traffic controller then stepped to the south window of the tower. Through his binoculars he could see a light moving rapidly over the field in a straight line toward the northwest. It had no particular shape and was merely a clear white light about the size of a plane's tail lamp. After a few seconds he returned and resumed communication with [redacted].

The pilot of the Cub glimpsed the light briefly as he was landing his plane. He supposed it to be the tail light of another ship going very fast in a straight line in a westerly direction, and was puzzled by the fact that an army plane seemed to be pursuing it. After landing he delivered some bottles of Coca-Cola to the tower operators and, overhearing the conversation between them and Gorman, stepped to the balcony at the southeast corner of the tower to see what was happening. From there he could see the light going west, with the army plane after it. The light shifted briefly to the southeast but almost immediately resumed its northwest course and disappeared after a few seconds.

Lieutenant Gorman, meanwhile, was engaged in a weird "dogfight." According to the description he later gave the Air Force, the unknown at closest approach seemed to be a round white light,

somewhat flattened, some six to eight inches in diameter—about a quarter the apparent size of the full moon. When he began the chase the UFO seemed to be at an altitude of about 1000 feet, traveling about 250 miles an hour, and was blinking off and on. As he approached, the light banked to the left. [redacted]ived after it but could not catch up. The light then began to climb in a rapid turn. Attempting to turn with it, Gorman blacked out temporarily from the excessive speed.

Continuing the chase, now at 5000–7000 feet, [redacted] noticed that the light was no longer blinking off and on but was a steady white. It was now traveling extremely fast, faster than the F-51 could go, so he began trying to cut it off in turns with his fighter at full power. As the object circled to the left, [redacted] cut back to the right for a head-on pass. When collision seemed inevitable he dived and the light seemed to pass over his canopy at a distance of about 500 feet. [redacted] then made a climbing turn. When he could see the light again it suddenly reversed direction and headed straight for the plane. Just before collision it pulled up and [redacted], too, pulled up, attempting to ram. The light went straight up, wit[redacted] [redacted] following until, at 14,000 feet, his plane went into a power stall while the object circled some 2000 feet above him. As he resumed the battle, the light seemed to retreat [redacted]ave chase, trying to cut it off in a series of turns to the left. Finally, when these maneuvers had taken him some twenty-five miles southeast of Fargo, he was at 14,000 feet with the object below him at 11,000 feet. He tried to catch it in a diving turn. The UFO turned and started a head-on pass, then broke it off, climbed straight up, and disappeared. The time was 9:27 [redacted] returned to the Fargo airport and landed, convinced that some intelligence had been controlling the actions of the unknown [1].

With the memory of the [redacted] tragedy (p. 00) and the [redacted] [redacted]ighting (see *Chapter* v, p. 00) still fresh in mind, officials from ATIC arrived at Fargo in less than twenty-four hours to investigate this new incident (2, p. 63 ff.). They carefully questioned Lieutenant [redacted] and the three other witnesses, but could find no obvious explanation. No other aircraft had been in the neighborhood at the time of the sighting. The weather had been clear, visibility unlimited, with some auroral activity in the northeast. When tested with a control group of five other F-51s that had flown during the same period, Gorman's plane showed no more radioactivity than did the control group—the slightly higher amount shown by all planes after flight.

A lighted weather balloon had been released from the weather station at Fargo at 8:50, ten minutes before Lieutenant Gorman's first call. As observed from the station, the balloon had traveled west and then northwest. At 9:00 it would have been near the airport about where the unknown light was first reported. However, to suppose that a balloon could have maneuvered in the seemingly purposeful manner shown by the UFO did not seem reasonable. The cause of the incident remained unexplained and the case was added to the file of Unknowns.

A review of the evidence, made by the authors during the preparation of this book, emphasized some puzzling inconsistencies. Lieutenant [redacted] had had the UFO in view for about twenty-seven minutes. During the first five or ten minutes it had traveled horizontally at low altitude in a fairly steady course. Then it had suddenly changed tactics, had climbed to high altitude, turned, darted in and out, and performed both evasive and aggressive actions. The three witnesses on the ground, however, did not see the UFO perform *any* of these combat maneuvers. They had observed it for only a few seconds at different times; it had merely been traveling steadily north and northwest and had disappeared from view at least fifteen minutes before the aerial dogfight ended.

These differences strongly suggested that two unknowns were involved in the sighting. According to this theory, the light seen by the ground observers was the weather balloon; the light first seen over the airfield by [redacted] was also the weather balloon. His adversary during the major part of the dogfight was a second unknown, not a physical object but some kind of optical phenomenon, very probably a mirage of the planet Jupiter. The reconstruction based on this theory would account for all the puzzling aspects of the case.

As first described by Lieutenant [redacted] and by the three witnesses on the ground, the light was small, bright, and clear; no structure was visible; it made no noise and left no trail or exhaust. It was south of the control tower, was traveling horizontally west and northwest, seemingly at high speed, on a straight course, at low altitude. On these points all the witnesses agreed.

They did not agree in their estimates of its actual distance and height—a fact that is not surprising when we consider the circumstances. The night was clear and cloudless. It was also dark. The sun had set more than two hours earlier and there was no moonlight (new moon on October 2). On a dark night, the height and distance (and hence the speed) of a moving light of unknown size are notoriously difficult to estimate. According to Lieutenant [redacted], the light when he first saw it was about 1000 feet above the ground and 1000 yards—a little more than ½ mile—from his plane. The three men on the ground saw the UFO, for a few seconds, at different times during a period of less than five minutes. Like Gorman, they were experienced airmen but they differed from him and from each other in their estimates. According to the assistant traffic controller, the altitude and distance from the control tower were 2000–2500 feet and 1–2 miles. According to the traffic controller, they were 4000–5000 feet and ½ mile; according to the Cub's pilot, they were 5000–6000 feet and 1 mile.

In spite of the discrepancies, these estimates are in general agreement and, together with the details of the UFO's appearance, are consistent with the description of the weather balloon that had been released at 8:30, some ten or fifteen minutes before the UFO was sighted from the ground. The balloon carried a small white light, moved west and then northwest, was at low altitude and slowly climbing, and would soon have disappeared from the view of ground observers.

The object that Lieutenant Gorman first saw and pursued was also the balloon, climbing and turning. As it bobbed and swayed in

Unknown? or Probably Solved?

A review of the evidence, made by the authors during the preparation of this book, emphasized some puzzling inconsistencies. Lieutenant [redacted] had had the UFO in view for about twenty-seven minutes. During the first five or ten minutes it had traveled horizontally at low altitude in a fairly steady course. Then it had suddenly changed tactics, had climbed to high altitude, turned, darted in and out, and performed both evasive and aggressive actions. The three witnesses on the ground, however, did not see the UFO perform *any* of these combat maneuvers. They had observed it for only a few seconds at different times; it had merely been traveling steadily north and northwest and had disappeared from view at least fifteen minutes before the aerial dogfight ended.

These differences strongly suggested that two unknowns were involved in the sighting. According to this theory, the light seen by the ground observers was the weather balloon; the light first seen over the airfield by [redacted] was also the weather balloon. His adversary during the major part of the dogfight was a second unknown, not a physical object but some kind of optical phenomenon, very probably a mirage of the planet Jupiter. The reconstruction based on this theory would account for all the puzzling aspects of the case.

As first described by Lieutenant [redacted] and by the three witnesses on the ground, the light was small, bright, and clear; no structure was visible; it made no noise and left no trail or exhaust. It was south of the control tower, was traveling horizontally west and northwest, seemingly at high speed, on a straight course, at low altitude. On these points all the witnesses agreed.

They did not agree in their estimates of its actual distance and height—a fact that is not surprising when we consider the circumstances. The night was clear and cloudless. It was also dark. The sun had set more than two hours earlier and there was no moonlight (new moon on October 2). On a dark night, the height and distance (and hence the speed) of a moving light of unknown size are notoriously difficult to estimate. According to Lieutenant [redacted], the light when he first saw it was about 1000 feet above the ground and 1000 yards—a little more than ½ mile—from his plane. The three men on the ground saw the UFO, for a few seconds, at different times during a period of less than five minutes. Like Gorman, they were experienced airmen but they differed from him and from each other in their estimates. According to the assistant traffic controller, the altitude and distance from the control tower were 2000–2500 feet and 1–2 miles. According to the traffic controller, they were 4000–5000 feet and ½ mile; according to the Cub's pilot, they were 5000–6000 feet and 1 mile.

In spite of the discrepancies, these estimates are in general agreement and, together with the details of the UFO's appearance, are consistent with the description of the weather balloon that had been released at 8:30, some ten or fifteen minutes before the UFO was sighted from the ground. The balloon carried a small white light, moved west and then northwest, was at low altitude and slowly climbing, and would soon have disappeared from the view of ground observers.

The object that Lieutenant Gorman first saw and pursued was also the balloon, climbing and turning. As it bobbed and swayed in

he reported. Underestimating its height and distance and overestimating its velocity as did the pilot in the Cuban dogfight (p. oo), he tried to follow its apparent climbing turn and, as he stated, blacked out briefly because of his excessive speed. During this interval, short as it may have been, he of course lost track of the object.

When he resumed the chase he supposed that he had located the same object he had been following earlier—but the evidence suggests that he had picked up a different target. The unknown was going much faster than before, was at a much higher altitude, and shone with a steady brilliance instead of blinking off and on. In such a tense situation he could understandably have mistaken one strange light for another. Pursuing an apparently hostile unknown, less than a year after the still mysterious death of Mantell in a similar encounter, he might justifiably have been frightened. That he was at least excited is shown by the fact that his throat microphone apparently slipped from place without his realizing it. The traffic controller in the tower had difficulty in understanding [redacted] remarks and repeatedly had to ask him to speak more clearly.

The most probable source of the second light is the planet Jupiter. The sun had set at 6:24 P.M, Following some three hours behind the sun, the planet had a magnitude of −1.7 and was thus very bright, brighter than the star Sirius. Shortly after 9:05 when the UFO began its violent maneuvers (the exact time is not known), Jupiter was very low in the southwest sky, between two and three degrees above the horizon, at a bearing of about 231 degrees. The UFO was also attacking from the southwest, as is shown b[redacted]actics: in trying to cut it off in turns to the left, he gradually moved to the southeast.

The weather bureau records for that evening, obtained from radiosonde observations, show that temperature inversions existed both near the ground and at higher altitude. Thus conditions were ideal to produce a furiously twinkling planetary mirage. When a planet is close to the horizon this twinkling, together with the defocusing action of the Earth's atmosphere, can spread out the image so that it looks huge, with an apparent diameter as great as ten minutes of arc. Under such conditions, both the size and the intensity of the light fluctuate. When they diminish, the object seems to be racing away from the observer; when they increase, it seems to be rushing directly towards him on a collision course. The peculiar lens-like action of the atmosphere makes the image seem to be, not at infinity, but only a few hundred feet away from the observer.

Seen through the distorting atmospheric lens, the image of Jupiter could have performed exactly as [redacted] described: it would have darted back and forth, seemed to attack, retreat, and carry out the "controlled" maneuvers that actually depended partly on the movement of the plane itself. Gorman apparently assumed that he was dealing with a material object (as indeed he was in the beginning), and therefore did not consider the possibility that he was seeing merely an optical image.

The geographical situation would have helped produce the illusion. Fargo lies at an elevation of about 900 feet and the land

rises gradually to the west. Due west is Bismarck at 1670 feet. To the south lies a series of buttes, some of them as high as 3500 feet. Thus in the southwest where Jupiter was setting and where the UFO attacked from, the buttes would repeatedly have cut off the planet from view as Gorman maneuvered, so that the image would have seemed to race in and out and perform evasive actions, just as did the mirage of Sirius in Alaska (p. 00). Since Jupiter was very low, however, the buttes served to conceal it from the observers on the ground.

The times involved provide the last piece of the puzzle. The dogfight ended at about 9:27. The time of the geometrical setting of Jupiter was 9:25. The usual lag due to refraction is between two and three minutes (see Figure 9). The planet therefore remained

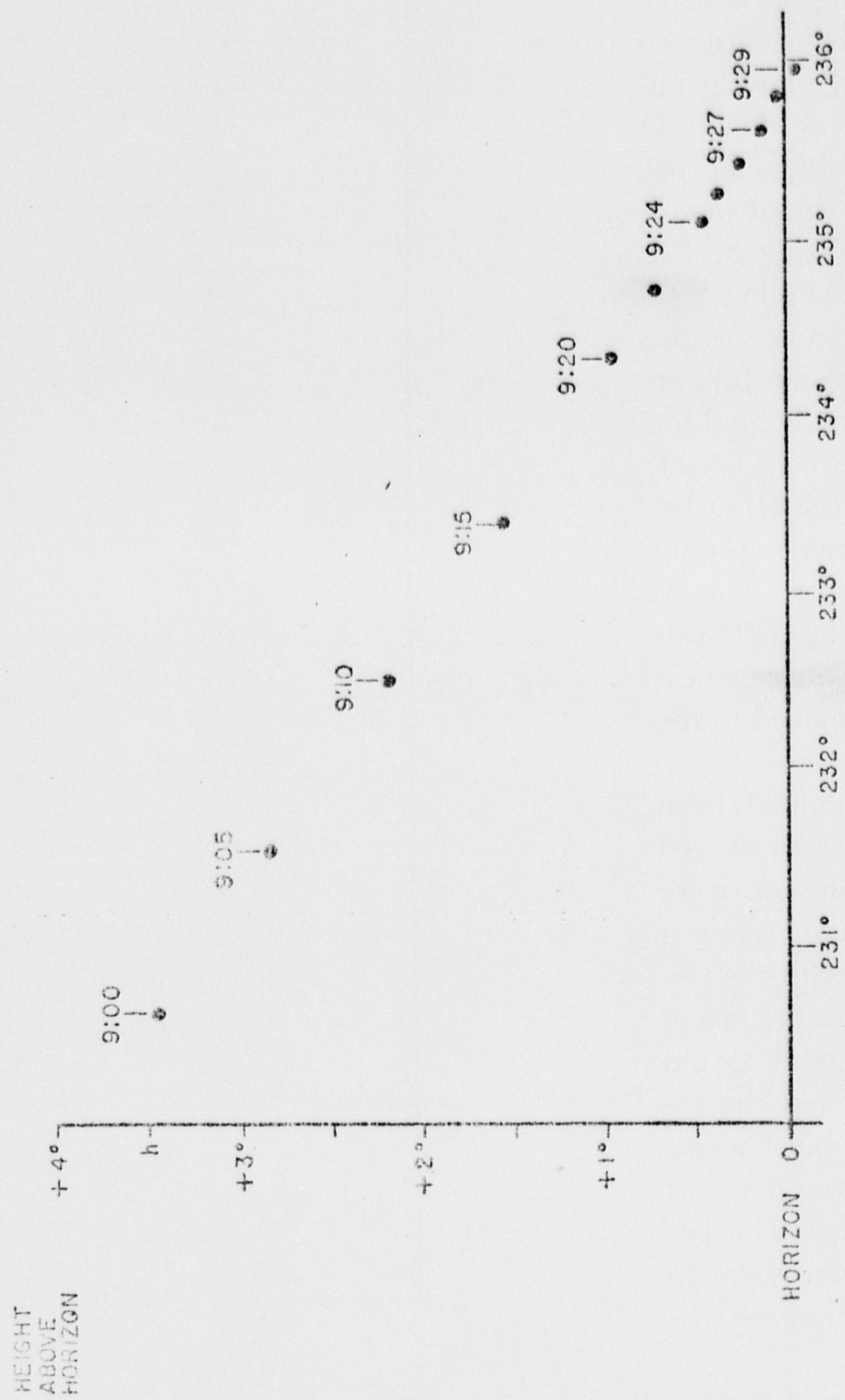


Figure 9. Position of refracted image of Jupiter plotted against time at Fargo, North Dakota on October 1, 1948. Azimuth measured north through east.

visible for some two minutes longer. The image actually sank below the horizon and disappeared from view between 9:27 and 9:28 the same time that the UFO climbed straight up into the sky and disappeared. When Jupiter vanished, the unknown also vanished and did not return.

Absolute proof of this solution is of course impossible. Nevertheless, the description of the UFO, its behavior, its direction, its time of disappearance—all are consistent with its identification as Jupiter. The [redacted] case might reasonably be removed from the "Unknown" category and listed as "Probably solved."

TAB	ITEM
A	Investigative Data
B	Newspaper and Magazine Articles
C	Weather Data
D	1948 Analysis
E	Menzel Correspondence

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 172 c

1. Date 1 Oct 1948
2. Time 2100 hrs
3. Location Fargo N. Dakota
4. Name of observer Dr. [redacted]
5. Occupation of observer Occulist
6. Address of observer [redacted]s, Fargo N. Dakota
7. Place of observation from Airplane and Fargo N Dakota Air port
8. Number of objects 1
9. Distance of object from observer 1 mile
10. Time in sight at intervals for seconds only
11. Altitude 5000 to 6000 ft
12. Speed very fast
13. Direction of flight N.N.W. S.E. and W.
14. Tactics straight line
15. Sound none
16. Size tail light of airplane
17. Color clear white
18. Shape round
19. Odor detected none
20. Apparent construction none noted
21. Exhaust trails none seen
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight line
26. Remarks:

Exhibit "D"

[redacted]

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

UNCLASSIFIED

DCJ:trb
5 October 1948

SUBJECT: Transmittal of Statements Pertaining To Aerial Phenomenon Seen on 1 Oct 48.

TO : Chief Intelligence Department, Headquarters Air Material Command, Wright Patterson Air Force Base, Dayton, Ohio.

1. Transmitted herewith are statements pertaining to the observation of an Aerial Phenomenon on 1 Oct 48.

2. While the undersigned is cognizant of the fact that reports of this nature are classified material, the fact that a number of civilians were aware of the alleged engagement which Lt. Gorman had with the object, it was necessary that a press release be made in order to avoid an exagerated account being printed and a consequent mild hysteria.

3. No attempt is made by the undersigned to evaluate the statements herewith attached.

Donald C. Johns
Major, AF, NDNG
Commanding.

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

UNCLASSIFIED

[redacted]

EXHIBIT "E"

CONFIDENTIAL
UNCLASSIFIED

Statement of an interview conducted by Major Donald C. Jones, Commanding Officer, 170th Fighter Squadron and 2nd Lt. George F. Gorman, Pilot in the above organization pertaining to the witnessing of an Aerial Phenomenon by Lt. Gorman.

Q. How did you happen to first notice the object in question?

A. Flying in circles to the left over the city of Fargo at 270 miles an hour, I noticed a cub circling the Football Field on the North end of Fargo. At almost the sametime I noticed the object traveling from East to West between the tower at Hector Airport and the Football Field. The time was 2100.

Q. How did the object first look to you?

A. At first observation it appeared to be the rear navigation light on an aircraft except that it had no glare and was blinking on and off.

Q. What did you then do?

A. My first reaction was to keep it in sight and circle with it. At the time, the object was making a circle around the city of Fargo at approximately 1000 feet traveling at the same rate of speed as I. Putting it in the light of the city, myself being above it, I checked it for wings and fuselage but it appeared to have none. I could distinguish the outline of the cub distinctly.

Q. Did you have any conversation with the tower regarding the position of any aircraft in the air?

A. Yes.

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

UNCLASSIFIED

EXHIBIT "E"

CONFIDENTIAL
UNCLASSIFIED

Q. What was the gist of this conversation and the time it occurred?

A. My first call occurred at 2107 at which time I asked the tower if any other aircraft were in the air besides the cub and myself.

Q. What was the towers response?

A. They knew of no other local aircraft.

Q. What did you do then?

A. I contacted the tower, gave them my position, the position of the object, and notified the tower that I was peeling off and going to give chase.

Q. How near did you estimate that you got to the object during the chase?

A. The closest time I got to the object was in a head-on pass at which the object passed over me at less than 500 feet.

Q. How large did the object appear when it passed over you?

A. It appeared to me from 6 to 8 inches in diameter.

Q. Can you describe the object?

A. The object was white light with no apparent glare and clear cut edge.

Q. Did the object have any depth?

A. Apparently no.

Q. Could you describe it as merely a ball of light?

A. No, it seemed to be flat.

Q. How long were you able to keep the object in view?

A. Twenty-seven (27) minutes.

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

EXHIBIT "E"

CONFIDENTIAL

UNCLASSIFIED

Q. Can you describe briefly what occurred during these 27 minutes?

A. After the initial peel off, I realized the speed of the object was too great to catch in a straight chase, so I proceeded to cut it off in turns. At this time my fighter was under full power. My speed varying between 300 and 400. The object circled to the left, I cut back to the right for a head-on pass. The pass was made at apparently 5000 feet, the object approaching head-on until a collision seemed inevitable. The object veered and passed apparently 500 feet or less over the top above me. I chandeled around still without the object in sight. The object made a 180 degree turn and initiated a pass at me. This time I watched it approach all the way and as it started to pull up, I pulled up abruptly trying to ram the object until straight up with me following to apparently 14,000 feet, I stalled out at 14,000 feet with the object apparently 2000 feet above me circling to the left. We made two circles to the left. The object then pulled out away from me and made another head-on pass. At this time the pass started and the object broke off a large distance from me heading over Hector Airport to the Northwest at apparently 11,000 feet. I gave chase circling to the left trying to cut it off until I was 25 miles Southeast of Fargo. I was at 14,000, the object at 11,000 when I again gave the aircraft full

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

[redacted]

UNCLASSIFIED

EXHIBIT "E"

power and trying to catch it in a diving turn. The object turned around and made another head-on pass. This time when pulling up, I pulled up also and observed it traveling straight up until I lost it. I then returned to the field and landed.

Q. Did the object at anytime change it's appearance?

A. Yes.

Q. In what way?

A. When the object was traveling slow, the light varied in intensity and blinking on and off.

Q. Did the light ever remain steady?

A. Yes.

Q. At what time?

A. When the object increased it's speed, the light increased in intensity and became steady.

Q. What did you estimate its fastest speed to be?

A. Somewhere above 600 miles per hour.

Q. Did the object appear to be opaque?

A. No.

Q. At any time did the light change color?

A. No.

Q. Did the light also appear the same even in turns?

A. Yes.

Q. Did the light at any time have an elliptical shape?

A. No.

Q. Did you have the impression that the object was controlled?

A. Definitely, there was thought behind the maneuvers.

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

Q. How was the weather especially the visibility at the time of this engagement?

A. C A V U.

Q. Were you conscious of the Northern lights?

A. Yes, I had observed them low on the North Eastern horizon through out my flight.

Q. Are you willing to certify that this is a true and accurate statement to the best of your knowledge?

A. Yes, I so certify to the best of my powers of observation, that every statement herein is true.

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

EXHIBIT "E"

PAGE 6 OF 7 PAGES

CONFIDENTIAL
UNCLASSIFIED

A STATEMENT BY DOCTOR [redacted]N:
October 1st at 11:20 PM

A gentleman and myself took off from Skye Ranch Flying Field, which is five (5) miles South of Hector Airport, at eight-forty (8:40) P.M. to do a little night flying. We were in a two way radio connection with the tower at Hector Airport. I was doing the flying and [redacted] was using the phones and while circling the Football Field at the A.C. at 1600 feet, the Fargo tower advised us there was a 51 inthe air and a few moments later asked who the third plane might be. We had noticed the 51, and when we were over the North side of Hector Field going West, a light seemingly on a plane flared above and to the North moving very swiftly toward the West. At first we thought it was the 51 but we then saw the lights of the 51 higher and more over the field. We landed on runway three (3) and taxied into the Add building and went up to the tower and listened to the calls from the 51 which seemed to be trying to over-take the plane or lighted object which the went southward and over the city. The plane was moving very swiftly, much faster than the 51. Tried to get a better view with a pair of binoculars but couldn't follow it well enough. The 51 landed and we took off just ahead of Northwest plane and landed at Skye Ranch and registered on the flying sheet at 10:20 P.M. I saw the light and the 51 at the sametime. The lights seemed to be outside of the circle made by the 51.

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

/S/ Doctor [redacted]

A TRUE COPY
Donald C. Jones
Donald C. Jones
Major, AF[illegible] NDNG
Commanding

CONFIDENTIAL
UNCLASSIFIED

EXHIBIT "E"

Page 1 of 1 Page

(8)

CSFtt-4544

6 October 1948 (541)

MEMORANDUM

SUBJECT: Incident #172, Fargo, N. Dakota, dated 1 Oct '48

TO: Mr. [redacted]

1. Per your request for telecon condensation:

a. Command Representatives interrogated witnesses involved in Incident #172 on the 3 Oct '48.

b. Newspaper reports were confirmed as being substantially correct.

c. Summary of witness testimony reveals that one object was observed over a period of 27 minutes; that it consisted only of a small round ball of clear white light with no physical form or shape attached, about 6 - 8 inches in diameter which at times traveled faster than the F-51 and performed maneuvers in both evasive and agressive manners. When first sighted the object was traveling at about 250 MPH at 1,000 feet altitude. Under this condition the light was not continuous but blinked off and on. At higher performance the white light was continuous. Possibilities of other aircraft, meteorological balloon releases, Canadian Vampire Jets having been in immediate vicinity have been discredited. Geiger check now being performed on F-51 aircraft for comparison survey with unaffected aircraft. Technical studies are being initiated.

Robert R. Sneider

Robt R. Sneider
Captain, USAF
Project Officer

Operations Log
172

PRIORITY

7 Oct 1948

UNCLASSIFIED

[redacted]

"O"

CO
Air National Guard
Fargo, N. D.
ATTN: Maj Jones

[redacted]
C. W. GRIFFIN
Chief
Operations Section
RS/av 6-5310

H. M. McCOY
Colonel, USAF
Chf of Intel

AMC INVESTIGATION CONDUCTED YOUR SEA THREE AND FOUR OCT FORTY EIGHT IS SUBJ PD DETAILED HAND DASH WRITTEN SIGNED STATEMENT FROM PASSENGER IN AIRCRAFT FLOWN BY DR [redacted] AT TIME OF OCCURRENCE OF UNUSUAL SIGHTING REQUESTED PD REQUEST COPY OF RECORD OF CONTROL TOWER CONVERSATION WITH LT GORMAN AND TOWER OPERATORS BETWEEN TWO ONE HUNDRED AND TWO ONE TWO SEVEN HOURS IF AVAILABLE PD REQUEST IMMEDIATE REPLY DIRECT TO MCIAXD DASH THREE WITH POSITIVE OR NEGATIVE INFO PD REFERENCE PREVIOUS TELETYPE DTD FIVE OCT RE GEIGER COUNTER TESTS PD RECOMMEND THAT CONSIDERATION BE GIVEN TO REACTION FROM LUMINOUS PAINT ON INSTRUMENTS AND DIALS IN AIRCRAFT PD CREDENCE SHOULD BE GIVEN MOSTLY TO TESTS MADE ON ALUMINUM BODY OF AIRCRAFT PD

Operations Section File

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

4810.1

[redacted]

UNCLASSIFIED

R-65059-3

MCIAXO-3 MCIAXO MCIAO MCIA

CONFIDENTIAL

UNCLASSIFIED

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

J-1123

DCJ:trb
16 October 1948

SUBJECT: Transmittal of Statement.

TO : Chief Intelligence Department, Headquarters Air Material Command, Wright Patterson Air Force Base, Dayton, Ohio.

1. In accordance with the attached communication, transmitted herewith is the statement requested.

2. Since the CAA Control Tower at Hector Airport has no recording device, no copy of the conversation between the Control Tower and Lt. Gorman is obtainable.

Donald C. Jones
DONALD C. JONES
Major, AF, NDNG
Commanding

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

HQ, USAF
NIC, ZONE COVERED
SECURITY INFO

CONFIDENTIAL

UNCLASSIFIED

EXHIBIT "F"

Page 1 of 4 Pages

Oct 16, 1948

Major O. C. Jones
N.D.M.L.
Langley Field

[redacted]

UNCLASSIFIED

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

Dear,

This is in reply to your request for a statement relative to the objects sighted by myself and others on the night of Oct. 14, 1948.

At [redacted] and I took off from the Langley "Airpark" 8:25 P.M. the night of Oct. 14th to do a little night flying. We circled the AC football field maintaining the power - I was on the front seat of the Pitch and for some flying at the time so I put on the flares and turned on the reading light on case that the Tango tower might want to contact us. After circling the football field a number of times Tango tower called and requested our position. I gave the tower our position as "just N.E. of the field over Langley at 1600 feet." Tango tower acknowledged the message and then asked if we had learned any other aircraft in the area at about 4000 feet. I [redacted] EXHIBIT 4 page 2 of 4 pages we had

UNCLASSIFIED

the 51 and it that there was no aircraft in sight at the time. Large trees then side the 51 had we in sight but that he had observed another aircraft in the area of the Has 5 thousand.

He heard north and saw a "object" come abeam we and 5 was right-it were travelling west and we were both very much impressed at the speed it was travelling at, I immediately called the and gave them the direction of the and travelling they would contact it. It had no position lights and appeared only as a large silhouette white glow. The night was clear but there was no moonlight so it was impossible to observe any detail of the object and there were no reflection observed.

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

The object then made a large sweeping turn of about 90° - it appeared to increase its altitude in the turn - and it travelled south at a very high rate of speed and was accordingly gaining altitude as it travelled south. The crew the 51 on present course made its turn south but the 51 were slow

on Corpus C. CONFIDENTIAL UNCLASSIFIED

We landed and went to the tower & took out if they had made contact with the craft but they had not. While in the tower we saw the object moving smooth efficiency circles over Tango - at a much higher altitude - above the location lights of the 51 as it circled after it. The 51 appeared to be trying to circle closer the other object but was not able to do so it could not match its speed. It circled towards and circled here the 51 - but there seemed to be no course of any kind from the other craft.

I know the back color what the object was but I do know what I saw was not an illusion

Yours truly

[redacted]

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

UNCLASSIFIED CONFIDENTIAL

EXHIBIT "F" Page 4 of 4 Pages

CONFIDENTIAL

Airport Traffic Control Tower
Hector Airport - Box 1756
Fargo, North Dakota

UNCLASSIFIED

October 1, 1948

178th Fighter Squadron
Air National Guard
Fargo, North Dakota

Gentlemen:

Attention: Maj. D. Jones

The object in question was first noticed just east of the airport, and appeared to be on a north heading. After passing to the east of the airport it seemed to take up a northwest heading. The object seemed to be at about two thousand feet and appeared to be traveling at quite an excessive speed compared to a Piper Cub that was east of the field at the time. No definite outline could be identified. Both objects were noticed at the same time.

[redacted]

Assistant Airport Traffic Controller
Civil Aeronautics Administration

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

UNCLASSIFIED

CONFIDENTIAL

EXHIBIT "G"

[redacted]

UNCLASSIFIED

Airport Traffic Control Tower
Hector Airport - Box 1755
Fargo, North Dakota

October 1, 1948

178th Fighter Squadron
Air National Guard
Fargo, North Dakota

Gentlemen:

Attention: Maj. D. Jones

This is to advise that I sighted an object or a light traveling at a high rate of speed, through B. & L. 6 x 30 binoculars, with an F-51 following. The object passed between my position and the city traveling at a high rate of speed apparently on a southwest heading. The F-51 was some distance behind and the object was traveling fast enough to increase the spacing between itself and the fighter. This took place at approximately 9:10 P.M. on October 1, 1948. The object appeared to be only a round light, perfectly formed, with no fuzzy edges or rays leaving its body. The edges were clear cut. No other shape was observed. The main identifying chacteristic was the high rate of speed at which it was apparently traveling.

[redacted]

Senior Airport Traffic Controller
Civil Aeronautics Administration

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

UNCLASSIFIED

[redacted]

EXHIBIT "H"

1 page

ORITY

Oct 48

UNCLASSIFIED

[redacted]

[redacted]

"O"

Chief of Staff
USAF
Washington 25, D. C.
ATTN: AFOIR
Collections Branch

C. A. Griffith
Chief
Operations Section
RS/aw
6-5310

H. M. McCOY
Colonel, USAF
Chf of Intelligence

STATISTICAL DATA FOR PROJECT SIGN IS SUBJECT PD THIS HQ REVEALS THAT GROUPS OF SIGHTINGS OCCUR AT PERIODIC INTERVALS PD BEGINNING OF INTERVAL IMMINENT PD REQUEST ALL UNITS CMA AGENCIES AND DEPT OF AF CMA ARMY CMA NAVY AS WELL AS PERTINENT CIVIL AGENCIES BE ALERTED TO SIGHTINGS OF UNIDENTIFIED AERIAL OBJECTS PD REPLY DIRECT TO MCIAMD DASH THREE AMC PD REQUEST ALL AFFECTED AGENCIES TAKE VIGOROUS ACTION TO INITIATE SPEEDY REPORTING SYSTEM PD WHERE POSSIBLE INITIATE INVESTIGATIVE ACTION WITH SPECIAL EMPHASIS PLACED ON ACCUMULATION OF PHOTOGRAPHIC EVIDENCE OF REPORTED SIGHTINGS PD REQUEST THAT THIS HQ BE INFORMED OF ACTION TAKEN AND NATURE OF RESPONSE PD

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

[redacted]

2-6051

MCIAMD-3 MCIAMD MCIAO MCIA

UNCLASSIFIED

UNCLASSIFIED

[redacted]

Incident 172

AMC-2 [redacted] 12 October 48

HUNNICUTT FROM SNEIDER

REQUEST INFORMATION CANADIAN GOVERNMENT SOURCES RE

MOVEMENT VAMPIRE JET AIRCRAFT ON 1 OCTOBER 1948 PD WERE ANY

CRAFT KNOWN TO BE IN VICINITY FARGO CMA NORTH DAKOTA THAT DATE?

INFORMATION IS DESIRED IN CONNECTION WITH PROJECT SIGN PD

DIRECT REPLY TO HQ AMC ATTN MCIAXC-3 REQUESTED PD

CSAF ITEM 3 [redacted] 14 Oct 1948

TELECON 108

TOLBERT TO SNEIDER

RE AMC 2 TELECON 12 OCT

NO CANADIAN AIRCRAFT IN THAT VICINITY THAT DAY

END CSAF ITEM 3 C [redacted]

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

[redacted]

UNCLASSIFIED

UNCLASSIFIED

[redacted]

RITTY CONF NR 118
FM CG AMC WPAFB 2615302
TO USAF WASH D C
SUBJECT SPEC A-2 CONF
CLASSIFICATION BY ITEM
PRESENT HERE MR. WHITE
MR. POST

AMC-1 ~~SECRET~~

REFERENCE PREVIOUS PROJECT "SIGN", AIR MATERIEL COMMAND REPORTS, CONCERNING FARGO, N. D. INCIDENT (172) INVOLVING HIGH SPEED, MANEUVERING BALL OF LIGHT 8 INCHES DIAMETER.
GEIGER COUNTER EXAMINATION OF F-51 AIRPLANE FLOWN BY LT GORMAN WITHIN 500 FEET OF OBJECT, SHOWED NO MORE RADIOACTIVITY THAN OTHER F-51 AIRPLANES AT FARGO, N. D. ALL OF THESE F-51 AIRPLANES INDICATED A SMALL AMOUNT OF RADIOACTIVITY, COMPARED TO GROUND EQUIPMENT.

IF OBJECT WERE ATOMIC POWERED AND IF THE PURSUING F-51 AIRPLANE WERE SUBJECTED TO SUFFICIENT RADIOACTIVE EMISSION RADIOACTIVITY SHOULD BE RETAINED (WITH PROGRESSIVE TIME DECREASE) BY F-51

IT APPEARS THAT THE OBJECT WAS NOT ATOMIC POWERED, SINCE THE DISTANCE OF 300 FEET WOULD PROBABLY HAVE BEEN NEAR ENOUGH TO AFFECT THE AIRPLANE SUFFICIENTLY TO GIVE AN INDICATION ON THE GEIGER COUNTER.

END AMC 1 / ~~SECRET~~ / T-70146-5

Incident #172

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

[redacted]

UNCLASSIFIED

PRIORITY

UNCLASSIFIED

[redacted]

[redacted]

5 Oct 1948

"O"

Commanding Officer
Air National Guard
Fargo, North Dakota
ATTN: Maj Jones

A. W. KNUTSON
Asst Chf
Operations Section
RS/aw 6-5310

H. M. McCOY
Colonel, USAF
Chf of Intelligence

VISIT YOUR ACTIVITY BY REPRESENTATIVES OF THIS CMD THREE AND FOUR OCT IS SUBJECT PD REQUEST YOU EXAMINE FOX DASH FIVE ONE AIRCRAFT YOUR CMD WITH GEIGER COUNTER FOR POSSIBLE EVIDENCE RESIDUAL RADIO ACTIVITY PD SUGGEST OTHER FOX DASH FIVE ONE AIRCRAFT BE EXAMINED AS WELL AS THAT FLOWN BY LT [redacted] IN ORDER ESTABLISH COMPARISON PD IF COUNTER NOT AVAILABLE YOUR VICINITY CMA SUGGEST CONTACTING STATE UNIVERSITY FOR ASSISTANCE PD IF SIGNS RADIO ACTIVITY EVIDENCED BY AIRCRAFT SUGGEST LT [redacted] BE GIVEN PHYSICAL EXAMINATION OVER PERIOD APPROX THREE OR FOUR WEEKS TO CHECK POSSIBLE EFFECTS OF EXPOSURE TO RADIOACTIVITY ESPECIALLY AS IT AFFECTS BLOOD COUNT PD REQUEST DIRECT REPLY THIS CMD ATTENTI N MCIAKO DASH THREE DESCRIBING RESULTS ATTAINED AS SOON AS POSSIBLE PD .

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

T-64138

[redacted]

MCIAKO MCIAKO MCIA O MCIA

UNCLASSIFIED

[redacted]

UNCLASSIFIED

ADC
Subject: "Unavailability of Geiger Counter"

1st Ind MCIAXC-3/GWT/aj

Hq ADC Wright-Patterson Air Force Base, Dayton, Ohio 26 Oct

TO: Commanding Officer, Hq North Dakota Air National Guard, Hector Airport, Fargo, North Dakota

1. Reference paragraph 3, basic letter, Geiger Counter readings requested by this Headquarters have been accomplished by visit of Technical Intelligence Division personnel to your station on 23 October 1948.

FOR THE COMMANDING GENERAL:

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

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

-2-

UNCLASSIFIED

[redacted]

172

UNCLASSIFIED

[redacted]

COPY COPY COPY

[redacted]

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

DCJ/trb
14 October 1948

SUBJECT: Unavailability of Geiger Counter.

TO : Chief of Intelligence, AMC, Wright-Patterson Air Force Base, Ohio

1. Reference is made to classified communication dated 5 October 1948, AT-3189.

2. The undersigned reports the complete unavailability of a Geiger Counter in this locality. State college authorities were contacted as was suggested in the communication and they informed the undersigned that it was their opinion no Geiger Counter was available in the State.

3. Should Wright Field be able to furnish this item, it will be picked up by aircraft furnished by this unit as soon as the undersigned is so notified.

DONALD C. JONES
Major, AF, NDNG
Commanding

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

UNCLASSIFIED

[redacted]

AMC Form No. 10-3
(Rev 29 Jul 47)

ROUTING AND RECORD SHEET [redacted]

UNCLASSIFIED

R MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized [redacted] addressor and addressee.

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

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

Separate comments by horizontal lines across page.

SUBJECT Result of Field Investigations - Project "Sign" K-8

TO MCIAT
Attn: Mr. [redacted]

FROM MCIAXO-3

DATE 29 Oct 48 COMMENT NO. 1

THRU: MCIAO - Mr. [redacted]
MCIA - Mr. [redacted]

Attached reports are the result of a field investigation conducted by Captain Robert R. Sneider, "Sign" Project Officer, in Fargo, North Dakota, 23 October 1948, and are forwarded for your review, information, and submission to higher echelons, if considered necessary.

2 Incls
1 Rpt on Geiger Reading
2 Field Investigation Rpt

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

RRS/ej
65310
P 202 F
Bldg 288

MCIAO, Mr. [redacted] (In turn)
MCIA, Mr. [redacted]

MCIAT 1 Nov 48 2

1. The attached reports have been reviewed by the undersigned, and appear to be in order, except that the report on the radio activity check should be cross-referenced or identified with the incident number or other information, tieing it definitely to the incident to which it relates.

2. It is recommended that the reports be filed with others on this incident. It is not considered necessary for these particular reports to be forwarded to higher echelons at the present time.

2 Incls
n/c

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

ABD/amb
6-6398
P 218B
B 288

Note of

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

UNCLASSIFIED

[redacted]

WF-O-30 APR 48 2600 M

(CONTINUE ON OTHER SIDE)

[redacted]

UNCLASSIFIED Date: 29 October 1948

FIELD INVESTIGATION REPORT

SUBJECT: Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota

TO: MCIAT
Attn: Mr. Deyarmond

THRU: MCIAO: MR M. Bay
MCIA: Mr. Loedding

1. In compliance with decisions between this office (MCIAXO) and Mr. [redacted] Aeronautical Engineer, Chief of Guided Missiles Branch and Mr. [redacted], Technical Assistant to this division (MCIAXO), Capt. Robert R. Sneider, Project Sign Officer, in the company of Air Technical Field Organization Officers acting as pilot (1st Lt. T. S. Lyington), co-pilot (1st Lt. Eluhow), and engineer and crew chief (Capt. Crawford), departed Patterson Air Force Base, Dayton, Ohio, on or about 0905 hours, 23 October 1948. The Air National Guard Airdrome Officer of the Day was contacted in the absence of the Commanding Officer, and arrangements were made for a comprehensive radioactivity check of a number of F-51 aircraft, including subject airplane, by exposure to a Geiger-Mueller Radiation Measurement Set, Model GIR-200A (hand-portable).

2. To obtain a comparative "Geiger" reading of the subject aircraft the following method of testing and measuring radioactivity was utilized:

a. Only certain fixed areas on all aircraft were checked.

b. A period of ten (10) seconds was allotted each reading. (a mean average could thus be established.)

c. Portions of aircraft indicating more than usual radioactivity were checked for maximum and minimum Geiger readings.

d. All aircraft tested (with the exception of the No. 11380 which was flown 20th Oct) had been flown on 22 October.

NOTE: Subject aircraft, in addition to having been flown 1 October 1948 (date of the incident) had been in use the 2, 8, 14, 21 and 22 of October.

e. The selected aircraft were not equipped with oxygen thus precluding flights in excess of 10,000 feet. Questioning of crews and two pilots revealed that none had been flown higher than 7,000 ft.

3. It will thus be seen that the factor of relative exposure to normal cosmic rays could be presumed to be fairly constant since only F-51's flown under 10,000 feet and whose daily flight-schedules corresponded to those of the subject aircraft were chosen.

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

[redacted] UNCLASSIFIED

UNCLASSIFIED

Field Investigation Report
Subject: "Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota"

4. The actual tests were performed in a hangar containing other aircraft and motorized equipment since the Geiger instrument required the use of an electric cable and outlet.

5. For practical purposes, the "click" method (using earphones) was selected since this method proves more accurate in detecting minimum radioactivity. It shows any activity above .001 "r" units. (The standard of eight clicks per minute for normal ionization of the atmosphere due to cosmic ray activity and natural radioactivity is present everywhere.)

NOTE: The standard of measurement utilized by the counter is calibrated in "r" units (Roentgen units) per day and is calibrated from individual measurement with known gamma radiation intensities obtained from a standard radium source. This unit of measurement is applicable only in checking safe radiation conditions. (One "r" per day equals 130 millicuria meters for radium gamma radiation.) The actual number of rays passing through the Geiger Mueller counter tube gives a meter reading indicating the average instantaneous number of detected rays and causes the needle to fluctuate around a mean value. Since the given calibration is strictly correct only in the vicinity of radium-gamma type emissions, other radiation (very hard) would have to be multiplied by a "k" factor to give a correct reading.

FACTUAL DATA

1. Pointing the Geiger tube at a tractor resulted in a zero indication at 10 seconds. Directing the counter in the general vicinity of the test planes at a distance of 10 to 12 feet, gave a reading of about 16 clicks per minute (an average normal for recently flown aircraft).

2. Readings taken on the subject aircraft and the five other F-51's are appended hereto as Exhibit "A".

COMMENTS:

1. More positive readings were found to be concentrated in those portions of the aircraft where luminous-dialed instruments or other sources of radiation were located. All aircraft gave similar readings, for the most part, at these points. Readings obtained from the wings, empennage and tail were of very low intensity tending to show that radioactive instruments in the aircraft accounted for the higher readings.

2. Explanation of the varied readings can be accounted for to some extent by the fact that ultra-violet radiations (to which the counter responds) are absorbed from the sun by the aircraft to a greater or lesser degree as the altitude is increased or decreased.

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Field Investigation Report
Subject: "Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota

3. Conference held between Major Carl B. Lindstrand, Chief, Electronics Section, Mr. Lawrence H. Truettner, Aeronautical Engineer, Chief of Guided Missiles Branch, Mr. Loedding, Technical Assistant to MCIAIC and the undersigned officer culminated in the expressed opinion by Major Lindstrand, that pending the complete analysis of the acquired data, positive indications of excessive radioactivity in the subject airplane would have been thirty to forty times that recorded.

2 Incl:
1. Original graph of Geiger reading
2. Chart of Geiger Readings on F-51 Craft

ROBERT R. SNEIDER
Captain, USAF

APPROVED:

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

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

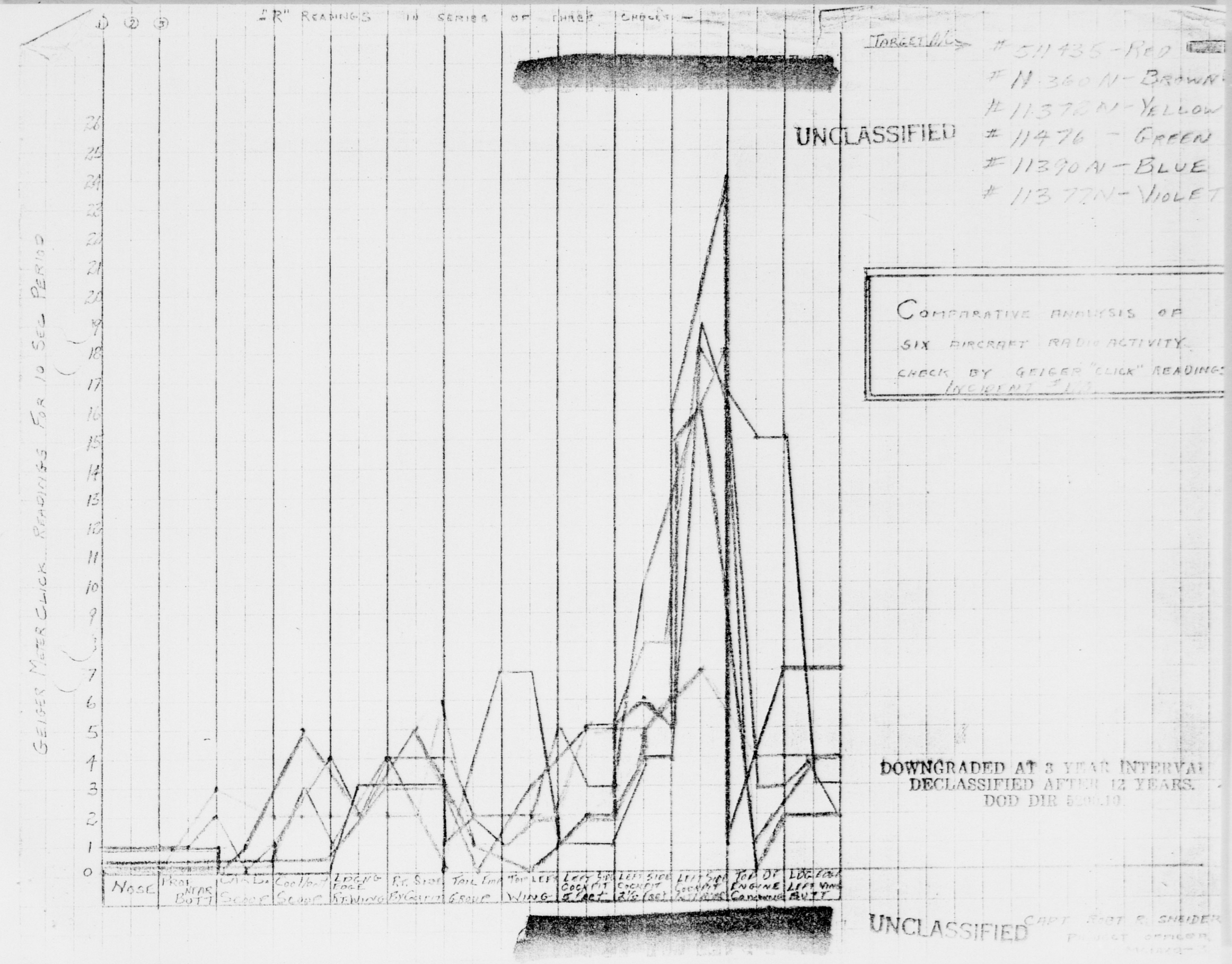
UNCLASSIFIED

[redacted]

GEIGER

Plane Number	Left side cockpit 2-1/2 ft	Left side cockpit interior	Top of Engine Cowling	Left side Engine Cowling near wing butt Ldg Edge	Nose	Propell near Butt
511435 Lt Gorman's plane	2,6,0 5 (4 readings) Average: 3.25	16,17,16,20 & 24 (5 readings) Average: 18.4	1, 7 Average: 4	7, 7, 7 (3 readings) Average: 7	0, 1	1, 2 Averag 1.5
11360N	5	7, 8	4	4	0	0, 3
11372N	5, 6	14, 15	0	2	0	0
11476	3, 10	16, 18	1	4	0	0
11390N - flown 7,000 ft 22d October	4, 4	18	15, 15	3	1	1
11377N	8	19, 16	4	4, 2	0	0

UNC



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

AMC Form No. 10-3
(Rev 29 Jul 47)

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

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

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

Separate comments by horizontal lines across page.

SUBJECT Project "Sign"

TO MCIAXO-3 FROM MCIA DATE 23 Dec 48 COMMENT NO. 4

1. A review of Lt. Gorman's statement and facts presented, which were considered highly reliable by interrogration from this Ho's, suggests the following comments regarding comment 2 by MCIAXS:

a. The positive statement that the aerial object sighted by Lt. Gorman was a piloted aircraft is unjustified and may lead to serious complications. Although the object apparently performed in a superior manner and as though human thought was involved, nothing was reported to indicate or permit assumption that the object was an aircraft, as the term is accepted today.

b. Reference paragraph 1a, the assumption regarding errors and deficiencies of observation and that Lt. Gorman failed to perceive the configuration is also not justified. The official report, see pages 2 and 3 of inclosed exhibit "E", testimony obtained by Major D. C. Jones (Gorman's Commanding Officer at Fargo), states quite definitely the configuration of the aerial object encountered by Lt. Gorman. The evaluation of Lt. Gorman by interrogating officer, Major Paul Kubala, is excellent, see page 1, exhibit "A". Therefore, there seems to be no justification to assume or distort the aerial object other than as described by Lt. Gorman.

c. A check with MCIA personnel involved in this case and project "Sign" disclosed that their concept of the configuration was spherical or "ball-like". Furthermore, it was officially reported and recorded as such. Actually, the configuration is round, but flat or "disc-like". Major Kubala stated that according to the direct question and answer interrogation, by Major Jones, NDNG, Commanding Officer, that the disc-like or round-flat configuration would havemto be accepted in lieu of the apparently indirect and assumed "ball-like" shape. This error on the part of the Intelligence Department could cause some serious embarrasement and reprocussions.

d. The centrifugal force formula presented in comment 2, par 2, is correct, but application to show normal "g's" in example of par 3 is not justified in view of Lt. Gorman's own statement that he did perform turns that imposed extreme acceleration forces on him even to the point of black out.

2. It is recommended that (1) the entire comment 2 from MCIAXS be disregarded and not made a matter of official record of the subject indident No. 172, (2) the records be corrected regarding the "understood" configuration of a ball to that of a flat round disc or that further investigation be made to correct this one important point.

A C Loedding

1 Incl
n/c

A. C. LOEDDING
Technical Assistant
Technical Intelligence Div
Intelligence Department

ACL/jr
66322
P 201C
B 288

WF-L-18 MAR 48 2 Mil 600M

(CONTINUE ON OTHER SIDE)

AMC Form No. 10-5
(Rev 29 Jul 47)

ROUTING AND RECORD SHEET — MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

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

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

Separate comments by horizontal lines across page.

SUBJECT Request for Report — 1285

TO MCIAXS-3
Attn: Mr. Truettner

FROM MCIAXO-3

DATE 10-15-48

COMMENT NO. 1

1. It is requested that a written report on the various technical aspects of Incident #172 be furnished the Project "SIGN" officer.

2. It is desired that the following questions be referred to the proper technical sections for discussion.

a. Form of propulsion

b. Fuel - possibly atomic?

c. How guided and controlled - from air? from ground?

d. Implication of "aggressive attitude". Lt Gorman states that the thing had "thought behind it".

NOTE: In several instances it has been reported that an object was sighted which resembled a disc with a silver ball suspended by a thin cord which "flashed in the sun" See incident file.

e. Opinion as to what caused it to "blink on and off".

Note

Important

C. A. GRIFFITH
Chief, Operations Section
Technical Intel Division
Intelligence Department

RRS/aw
Ext 6-5310
Bldg 288

MCIAXO-3 MCIAXS-3 3 November 48 2

1. A preliminary and tentative analysis of the unidentified aerial objects reported to Project "Sign" is forwarded.

2. The rough draft of Project "Sign" quarterly report submitted by your office is returned.

4 Incls
1. Prelim. & Ten Anal of Uniden. Obj rep to Proj Sign
2. Rough draft mat. of Proj Sign Quarterly rpt
3. Proj Sign Files 1 thru 200 incl (4 files)
4. Last Quarterly rpt file on Proj Sign

NICHOLAS POST
Chief, Special Analysis Section
Technical Intelligence Division
Intelligence Department

LHT/imm
53176
Bldg 288
P 214E

Note; Inclo retained in Project "SIGN" Analysis File

WF-L-18 MAR 48 2 Mil 600M

(CONTINUE ON OTHER SIDE)

[redacted]

UNCLASSIFIED

NCIAXO-3

NCIAXO-3/RRS/[redacted]
7th Oct '48

Project "SIGN"

Chief of Staff
United States Air Force
Washington, 25, D. C.
ATTN: AFOIR
Collections Branch

1. On the 3 October 1948, the following representatives of this Command interrogated witnesses involved in the North Dakota incident of 1 October 1948 which occurred from 2100 to 2127 hours Central Standard Time.

a. [redacted]er, aeronautical engineer
& Project Engineer for Project "SIGN"

b. Paul Kubala, Major, USAF
ATI Investigator

2. The first indication of this occurrence was received from 2 October 1948 press reports appearing in local papers. This material is retained in NCIAXO-3 files.

3. Investigation of the sighting by the above-mentioned representatives of this Command show the newspaper reports to be substantially correct. However, description of the object as a "disk" is inaccurate. All testimony from witnesses agree that one object was sighted and that it consisted only of a small round ball of clear white light with no physical form or shape attached. The object was about six to eight inches in diameter. At times it traveled faster than the F-51 and performed circular maneuvers in both evasive and aggressive manner. When first sighted the object was traveling at about 250 MPH at 1,000 feet altitude. Under this condition the light was not continuous but blinked off and on. At higher performance the white light was continuous.

4. The pilot of the F-51 aircraft was first attracted to the object when his attention was drawn to an intermittent white light about 3,000 feet below his 4,500 ft cruising altitude. He decided to investigate and began pursuit of the object in order to determine its nature.

UNCLASSIFIED

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

[redacted]

[redacted]

AMC
Subject: Project "SIGN"

UNCLASSIFIED

When the object began evasive tactics the F-51 pilot utilized maximum authorized power. (Engine seal for military power was not broken) However, the object out-turned, out-speeded and out-climbed the F-51 in every instance. Contact was lost twenty-seven minutes after the initial sighting when the F-51 went into a power stall at 14,000 feet altitude and the object continued to ascend almost vertically for another 3,000 ft. (up to 17,000 ft), at which time preparation for landing occupied the F-51 pilot.

5. Investigative personnel of this Command determined that local National Guard and CAA officials had already taken into account the possibilities of other aircraft having been in the vicinity, meteorological balloon releases and that Canadian "Vampire" jets had been in the vicinity. All these three factors of investigation were discredited. National Guard officials are familiar with the whistle of the "Vampire" jets and concur that the object made no noise, that no exhaust streaks were visible and that they noticed no odor.

6. Request was made by official telegram on 5th October 1948 to the Commanding Officer, Air National Guard, Fargo, North Dakota, 178th Fighter Sq for a Geiger check of all F-51 aircraft for comparison of affected aircraft with others in vicinity. (See Exhibit "E")

7. Other investigations and technical studies of time-consuming nature are being conducted on this incident and will be reported upon as speedily as possible as soon as results are available, by additional memorandums. A final report in brief form will be made when the incident is closed.

8. EVALUATION: Air Materiel Command evaluates the source as "A"; the factual data as "2". The overall evaluation is "A-2".

FOR THE COMMANDING GENERAL:

5 Incls
1. Exhibit "A"
2. Exhibit "B"
3. Exhibit "C"
4. Exhibit "D"
5. Exhibit "E"

H. M. McCOY
Colonel, USAF
Chief of Intelligence

UNCLASSIFIED

[redacted]

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

UNCLASSIFIED

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

23 October 1948

C E R T I F I C A T E

I hereby certify that the following facts concerning my experiences with an unidentified object in the vicinity of Fargo, North Dakota on or about 2900 to 2127 hours 1 October 1948, are true and correct to the best of my knowledge and belief.

This statement is supplementary to my previous testimony and its purpose is to clarify certain points as follows:

Upon my initial approach the object became aware of my presence at about five hundred yards (500).

I am convinced that there was definite thought behind its maneuvers.

I am further convinced that the object was governed by the laws of inertia because its acceleration was rapid but not immediate and although it was able to turn fairly tight at considerable speed, it still followed a natural curve. When I attempted to turn with the object I blacked out temporarily due to excessive speed. I am in fairly good physical condition and I do not believe there are many if any pilots who could withstand the turn and speed affected by the object, and remain conscious.

The object was not only able to out turn and outspeed my aircraft (F-51 V-1650-7) but was able to attain a far steeper climb and was able to maintain a constant rate of climb far in excess of my aircraft.

George F. Gorman
GEORGE F. GORMAN
2nd Lt.
North Dakota Air Nat'l Guard

Witness by: Ernest A. Winterquist
Captain Ernest Winterquist
Lt. Donald N. Sorlie
Donald N. Sorlie

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

EXHIBIT "A"

UNCLASSIFIED

a. From the psychological aspect, is it or is it not possible for an object without appreciable shape or known aeronautical configuration (and which appears to possess sensing capabilities) to appear to travel at variable speeds and maneuver intelligently.

b. From the technical analysis standpoint, to what degree is it possible to draw upon rumored present-day attainments (foreign or domestic) in the fields of equipment, propulsion, fuels, electronics (radar control) atomic research and any other applicable field, to account for the aforestated flying characteristics attributed this small missile.

c. To what degree does ball lightning phenomena proximate the flying characteristics attributed this missile.

d. From the aero-medical viewpoint, to what degree is it possible for a human being (utilizing presurized cabins, flying equipment, etc.) to accomplish the reported abrupt turns and extreme degrees of ascent at terrific speeds described in the foregoing.

e. Is it plausible to assume possible inter-planetary visitations.

CONCLUSIONS:

It is concluded that Lt. Gorman's statements, appended hereto as evidence, be accepted as truth until any part thereof is proven wrong or inaccurate.

3 Incls:
1. Exhibit "A"
2. Exhibit "B"
3. Exhibit "C"

ROBERT E. SNEIDER
Captain, USAF

APPROVED:

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

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

intending to cut the object off anf ram it since he had clearly seen that the lighted object appeared no larger than 8 inches in diameter. He reasoned that the damage to his own plane would not be too great should he succeed. The subject's plane at the turn indicated 425 MPH, yet he saw the object on a wider turn (as indicated by the symbol "o" on the chart) circle him twice in the time it took him to complete his 360 deg. turn. Accordingly, he believes that the object was traveling at estimated speeds of 650 to 700 MPH. Consequently in support of his previous statement, Lt. Corman feels certain that the object became aware of his approach, despite his approach from above and behind and in spite of his prior advantage in flying speed.

b. The maneuvers of the object, both evasive and aggressive not only matched but effectively coped with the interception tactics performed by the F-51 pilot. Thus the subject is convinced that intelligence directed the movements of his target.

c. To explain his convictions that the object was definitely bound by the laws of inertia, Lt. Corman explained that when he first approached the object it accelerated very rapidly, but not immediately. Although it turned "tighter" than the F-51 and at far greater speeds, it always followed a natural curve. At no time did it turn at a right angle. Having tried without success to turn with the object while trailing it dead ahead, no wash was felt; however, the subject blacked out momentarily on a few turns. Consequently, Lt. Corman feels convinced that few living pilots (if any) could have turned as sharply and at the speeds attained by the object.

d. As to flying characteristics, besides evidence as to degree of turn, level flying speeds, and maneuverability, subject pilot drew a vertical cross-section of his final maneuvers (submitted as Exhibit "C") to show the rate of climb of the object.

e. Letting down from 12,000 feet, the F-51 indicated 60" of mercury at 3,000 RPM, estimated airspeed 400 MPH, and began a steep climb to cut off the object as it, in turn, aggressively came flying toward his aircraft. As indicated by "b", the F-51 fell off in a power stall at 14,500 feet altitude. When asked if he had lost sight of his target at this point, Lt. Corman responded that he had kept his eyes fixed on his target and had watched it climbing vertically and on a slightly increasing angle of climb as indicated by "c" until distance caused it to disappear. When asked why he had not broken the seal for military power, the subject replied that he had indicated 60" of mercury at 3,000 RPM for 15 minutes and he felt further abuse of the engine would possibly injure it beyond repair. The subject stated that the object's rate of climb was constant despite the steepness of its ascent.

RECOMMENDATIONS:

1. That scientific and technical analysis of known factors in this and similar cases be continued so that data may be compiled to prove or disprove the following allegations:

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

UNCLASSIFIED

ATI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

FX/mlh

4 October 1948

INTERROGATION REPORT NO. 4

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: [redacted]
AGE: Thirty-four years.
ADDRESS: [redacted], Fargo, N.D.
OCCUPATION: Assistant airport traffic controller, Fargo Airport.
MARITAL STATUS: Married, no children.
EDUCATION: High School graduate.

Military History of Person Interrogated:

None -- Civilian.

Evaluation of Person Interrogated:

Mr. [redacted] is approximately of the same type as Mr. [redacted] stoical, quiet, Scandinavian type, not easily impressed, teetotaller, smokes pipe only, has never used habit-forming drugs.

Summary of Interrogation:

Mr. [redacted] was on duty at the Fargo Airport tower since about 1600 hours, 1 October 1948, and was in the tower at the time the F-51 called in requesting information about local traffic. At the time when Lt. Gorman called the second time in regard to the object, Mr. [redacted] walked to the rear of the receiver and, looking out of the south window, saw the object and the Cub. Object, at this particular time, was a little higher than the Piper Cub, and outside of him. Object seemed to be on a north heading and then turned northwest.

Mr. [redacted] had no other information to offer in support of what Mr. Jensen had to say. He added, however, that Dr. Cannon and partner had, in the meantime, landed and come to the tower and that Dr. Cannon had walked on to the balcony of the tower and remained on the southeast corner watching the object. Mr. Johnson heard no sound from the object, noticed no odor, and saw no exhaust streaks.

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS; [redacted]
UNCLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

PAUL KUBALA
Major, USAF

UNCLASSIFIED

Date: 29 October 1948

FIELD INVESTIGATION REPORT

SUBJECT: Fargo, North Dakota Incident

TO: MCIAT
Attn: Mr. [redacted]
THRU: MCIAO: Ma[redacted]
MCIA: Mr. Loedding

1. While conducting a Geiger counter check of an F-51 aircraft 23 October 1948, the undersigned had occasion to hold a brief discussion with 2nd Lt. George F. Gorman, North Dakota Air National Guard, the pilot involved in the incident now being investigated.

2. Lt. Gorman favorably impressed the undersigned as to sincerity, veracity, reliability and trustworthiness. This impression was gained during a discussion lasting about thirty minutes and is consistent with previous reliability reports. Exhaustive detailed questioning was not resorted to in view of the thoroughness of previous reports.

3. The subject reiterated the main points of his previous testimony and was able to add four definite convictions gained as a result of his encounter with an unidentified flying object. (See Exhibit "A" appended hereto). The gist of this discussion is essentially as follows:

a. The object first detected the approach of the intercepting aircraft about 500 yards distant.

b. Maneuvering of the object was indicative of intelligent control.

c. The object seemed bound by the laws of inertia.

d. The object's flying characteristics far exceeded that of the F-51 airplane.

4. Discussion - Comments

a. The pilot of the F-51 craft first decided to intercept the object while at 4,000 ft. (due SSW of the field), and the object was at about 1,000 ft. altitude and moving at about 250 MPH (also SSW of the field). See chart of flight paths appended hereto as Exhibit "B". Paths of these initial maneuvers were horizontal in aspect and should be viewed as though one is looking down. At point "b", the subject clearly saw the object but was unable to state any exact distance as to proximity, as it began rapid acceleration, turning from a due west heading to a due south heading. Gorman pulled into a tight 360 deg. turn to the left

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED

AFI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

FK/mlh

4 October 1948

INTERROGATION REPORT NO. 3

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: [redacted]
AGE: Twenty-eight years.
ADDRESS: [redacted], South, Fargo, N.D.
OCCUPATION: Airport traffic controller (CAA).
MARITAL STATUS: Married, one child.
EDUCATION: Two years' college.

Military History of Person Interrogated:

None - Civilian.

Evaluation of Person Interrogated:

Mr. Jensen is exactly what his name implies - typical quiet, steady, Scandinavian type of individual. He seems very reliable, deliberate and calculated in his observations. He is sober, does not smoke, use drugs, nor have any habits which could affect his normal way of thinking.

Summary of Interrogation:

Mr. Jensen was on duty since 1600 hours October 1, 1948, in the traffic control tower as traffic controller. There was not much traffic during the evening hours on that day, and, with the exception of the B-61, there was no other airplane from Fargo Air Field in the air. At 2050 hours he was advised from a privately owned field south of Fargo that Piper Cub No. 707, piloted by Dr. Cannon, had taken off and had asked for permission to land at Fargo Air Field to attend the ball game. At 2100 hours Lt. Corman called the tower, asking if any other aircraft were in the air and he was given the position of the Piper Cub. Approximately 5 minutes after that Lt. Corman called again and stated that there was another aircraft in the air at approximately the same altitude as the Cub; however, it could not be the Cub in view of its speed. He was advised that no other aircraft was in the air from Fargo Air Field and none other was signalled from other air fields.

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

UNCLASSIFIED [redacted]

UNCLASSIFIED

Lt. Gorman then called in again and stated that he was going to follow the other aircraft. Mr. Jensen then stepped to the south window of the tower and at that moment saw the object, approximately 1000 feet from the tower in a northwestern direction, passing very fast over the field. Mr. [redacted] happened to have, at this particular moment, a pair of binoculars in his hand, and he watched the object as it passed over the field. He was, however, unable to distinguish any shape or form other than what appeared to be the tail light of a very fast moving craft. Mr. Jensen did not see the maneuvers carried on by the object nor the P-51 of Lt. Gorman. He saw the object only once, and then only as it passed in a straight line over the field.

Mr. [redacted] states that approximately 10 minutes prior to Lt. Gorman's call, the Weather Station at Fargo had released a lighted weather balloon; however, the balloon was at all times in sight by Mr. Sanderson of the Weather Station, the balloon flying slowly in a westerly direction at an altitude of about 500 feet. Mr. [redacted] further states that the voice of Lt. Gorman became, at times, very garbled and he had to repeatedly ask him to speak clearer. He thinks, however, that during the diving and climbing maneuvers of the P-51, Lt. Gorman's throat microphone had probably slipped.

Mr. [redacted] heard no sound from the object, noticed no odor, and saw no exhaust streaks in the air.

PAUL RUBALA
Major, USAF
Chief, ATI Field Office.

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS; [redacted]
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

As he flew into the pattern preparatory to landing, what seemed to be the tail light of another airplane passed him from the right. He called the tower immediately and complained that they had misinformed him, that there was a third ship in the air. The tower came back with the information that no other aircraft was reported out, that they had just checked with all other air fields in the area. Lt. Gorman, seeing the tail light run just outside the Piper Cub, pulled up and cut towards the moving light in order to identify what he thought to be another aircraft. He saw the Piper Cub plainly outlined beneath him against the city lights, but saw no outline of anything around the moving light. Lt. Gorman then proceeded to move toward the object (he thinks that he was about 1000 yards from the object at this moment), which appeared then to be about 6 to 8 inches in diameter. The light was clear white, completely round without fuzz at the edges, and was, until then, blinking on and off. He then proceeded to follow the light which suddenly became steady and pulled into a sharp left bank, making what he thought to be a pass at the tower. Lt. Gorman dived after the light, bringing his manifold pressure to 50 inches and realizing 2000 RPM, which increased at the finish of the dive to 3000. He was unable to catch up with the object which began to gain altitude.

Lt. Gorman continued to follow the object, in the meantime calling the tower and advising them as to what was going on. The object continued gaining altitude and again made a left bank. Lt. Gorman then cut his P-51 into a sharp turn and tried to cut the object off in the turn. By that time he was to an altitude of 7000 feet. The object then made a sharp right turn and Lt. Gorman turned about and headed straight at the object which had completed its turn and was coming toward him. At the point where acollision seemed imminent, Lt. Gorman got scared and went into a dive, the object passing over his canopy at approximately 500 feet. At this time he had 60 inches of manifold pressure and 3000 RPM. The object again made a left circle approximately 1000 feet above him and he again gave chase. He cut again sharply toward the object which was once more coming at him and, at the time when collision seemed imminent again, the object went straight into the air and he started climbing after it until he gained approximately 14000 feet, at which time his plane went into a power stall. The object then turned in a northwest northern heading and disappeared. It was then 2127 hours.

Lt. Gorman proceeded to return to the field, being so excited that he had to make two passes at the field before he could properly land. During these entire maneuvers, Lt. Gorman noticed no deviation on his instruments. His magnetic compass reacted normally, there was no interference with his radio. He heard no sounds, noticed no odors, and saw no exhaust trails.

PAUL KURALA,
Major, USAF,
Chief, AMI Field Office.

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Sec 172

AAI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 2

INTERROGATION OFFICER: Major Paul Kubala

Personal History of Person Interrogated:

NAME: Gorman, George F.
AGE: Twenty-five years.
ADDRESS: Building 18, Federal Housing Project, Fargo, N.D.
OCCUPATION: Manager of construction work.
MARITAL STATUS: Married, one child.
EDUCATION: Two and one-half years college - mechanical engineering and physics.

Military History of Person Interrogated:

RANK: 2nd Lieutenant.
SERIAL NUMBER: A0943873.
UNIT: North Dakota Air National Guard.
NUMBER YEARS' SERVICE: Two years with the National Guard.
WAR ASSIGNMENT: Pilot instructor for French military students.

Evaluation of Person Interrogated:

2nd Lt. Gorman did not make the impression of being a dreamer. He reads little, and only serious literature. He spends 90% of his free time hunting and fishing; drinks less than moderately; smokes normally; and does not use drugs. He appears to be a sincere and serious individual who was considerably puzzled by his experience and made no attempt to blow his story up.

Summary of Interrogation:

Lt. Gorman had been with his squadron on a cross-country flight. When the squadron returned at approximately 2030 hours, Lt. Gorman decided to remain in the air inasmuch as he wanted to do some night flying. He flew west as far as Valley City and returned to Fargo to watch the foot ball game from the air, his altitude being approximately 1500 feet at this time. Circling the foot ball field, he saw about 500 feet beneath him a Piper Cub. At approximately 2100 hours he decided to return to the field. He called the tower to find out if all was clear, and was told that one other ship was in the air, the aforementioned Piper Cub, which was flown by Dr. Cannon of Fargo, North Dakota.

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

[redacted]

UNCLASSIFIED

TO MCIAXO-3 FROM MCIAXS CONFIDENTIAL DATE 9 Dec 48 COMMENT NO. 2

2. The acceleration due to turning experienced by an aircraft is given by the following formula:

$$A = \frac{4\pi^2 r}{T^2}$$

A= ft/sec/sec
r= radius of curvature in feet
T= time in seconds required to complete one circle

Therefore, if the radius of curvature of the aircraft was twice that of the F-51, and the aircraft completed two circles while the F-51 completed one, then the acceleration experienced by the aircraft would be eight times that experienced by the F-51. If the radii of curvature were equal, then the aircraft experienced an acceleration four times as great as the F-51. However, if the radius of curvature of the F-51 varied sufficiently, Lt Gorman could have momentarily blacked out without any blackout being experienced in the aircraft.

3. By scaling the diagram of the flight path given in Exhibit "K" a radius of curvature of approximately 18,000 ft is obtained. Using this radius along with an assumed speed of 600 mph, an acceleration due to turning of the order of magnitude of 1.4 g's is obtained. Such an acceleration would not result in any great discomfort to the pilot.

1 Incl
n/c

NICHOLAS POST
Chief, Special Analysis Section
Technical Intelligence Division
Intelligence Department

EW/mak
66332
Bldg 288
P 213B

To: MCIA L-1324 MCIAXO-3 15 Dec 48 3
Attn: Mr. Loedding

It is the opinion of this office that all technical factors submitted for analysis have not been treated and it is, therefore, requested that Mr. Loedding review and comment upon the contents of Comment 2.

~~1~~ Incl
No change

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

HBS/e
65310
P 2021
B 288

CONFIDENTIAL

(DO NOT WRITE BELOW THIS LINE)

(Rev 29 Jul 47)

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

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

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

Separate comments by horizontal lines across page.

SUBJECT Project "Sign"

TO MCIAXS FROM MCIAXO-3 DATE 6 Dec 48 COMMENT NO. 1

1. Attached are two (2) complete case folders of Incident No. 172 from the files of Project "Sign", submitted for scientific and technical analysis of known factors by pertinent activities of this Command.

2. Testimony from all available eyewitnesses has been obtained and no further investigation is to be made.

3. In view of the newspaper publicity afforded this incident, and the unusual nature of the configuration noted, it is deemed advisable to make a complete report to Headquarters, USAF, ATTN: AFOIR, with all available information at the earliest possible moment.

4. It is requested that the results of these analyses be forwarded to MCIAXO-3, ATTN: Capt. R. R. Sneider.

1 Incl
Case Folder in dup

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

RRS/ej
65310
P 202F
B 288

MCIAXO-3 MCIAXS 9 Dec 48 2
Attn: Capt Sneider L-858

1. There is no known technical explanation of the reported object except that it was a piloted aircraft with performance characteristics exceeding those of the F-51. In order to accept this explanation, the following assumptions are required:

a. Due to errors and deficiencies of observation, Lt Corman failed to perceive the configuration of the aircraft.

b. The light or lights were visible from both the rear and the front of the aircraft.

c. Maneuvering accelerations experienced by the aircraft did not exceed those humanly endurable, at least when using an anti-g suit.

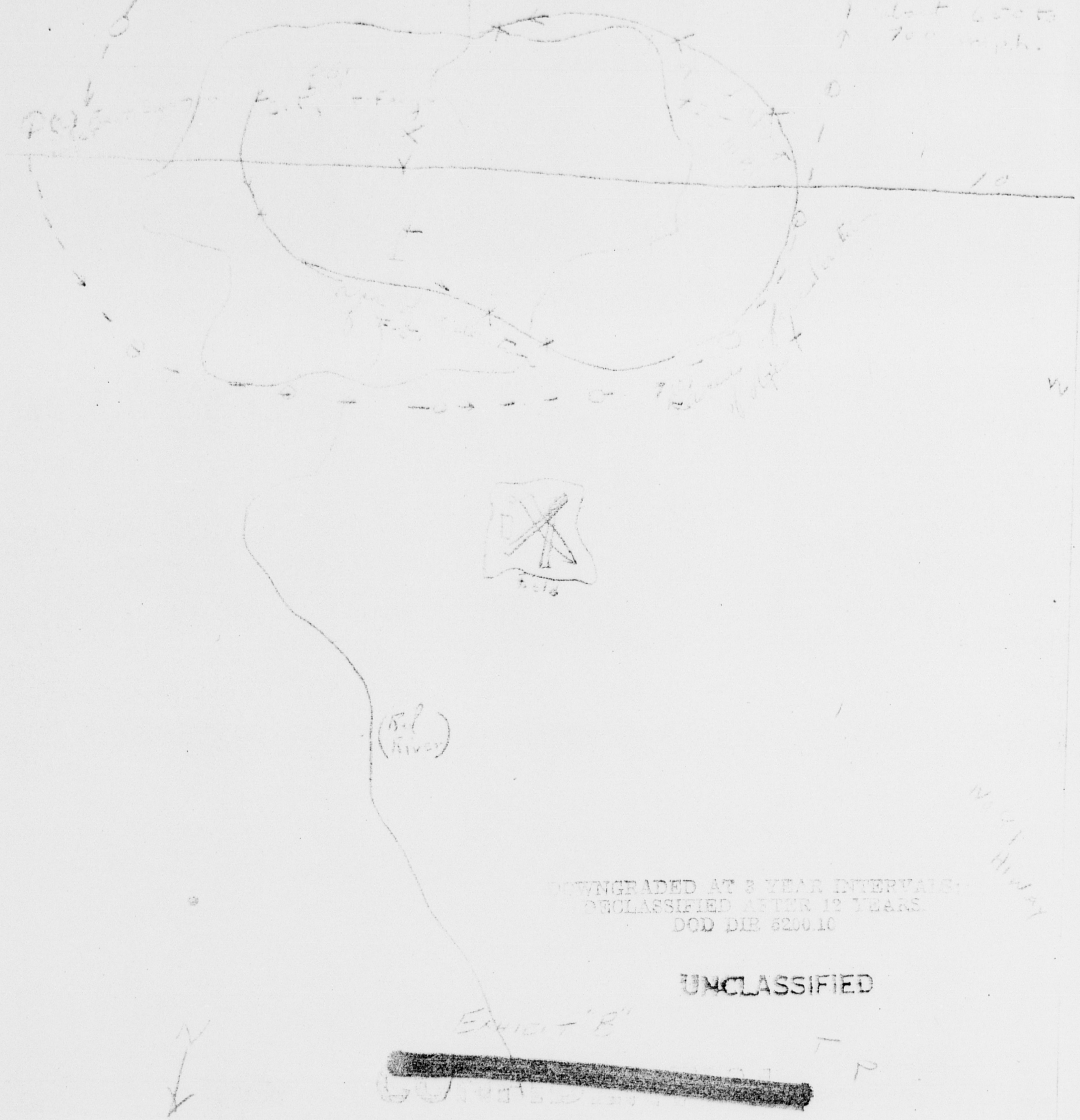
d. The sound of the aircraft was not distinguished from the sound of the F-51. At the speeds estimated by Lt Corman and when viewed from the side, the sound of the aircraft would appear to come from a point far to the rear of the aircraft.

~~CONFIDENTIAL~~

(continued)

UNCLASSIFIED

[redacted]



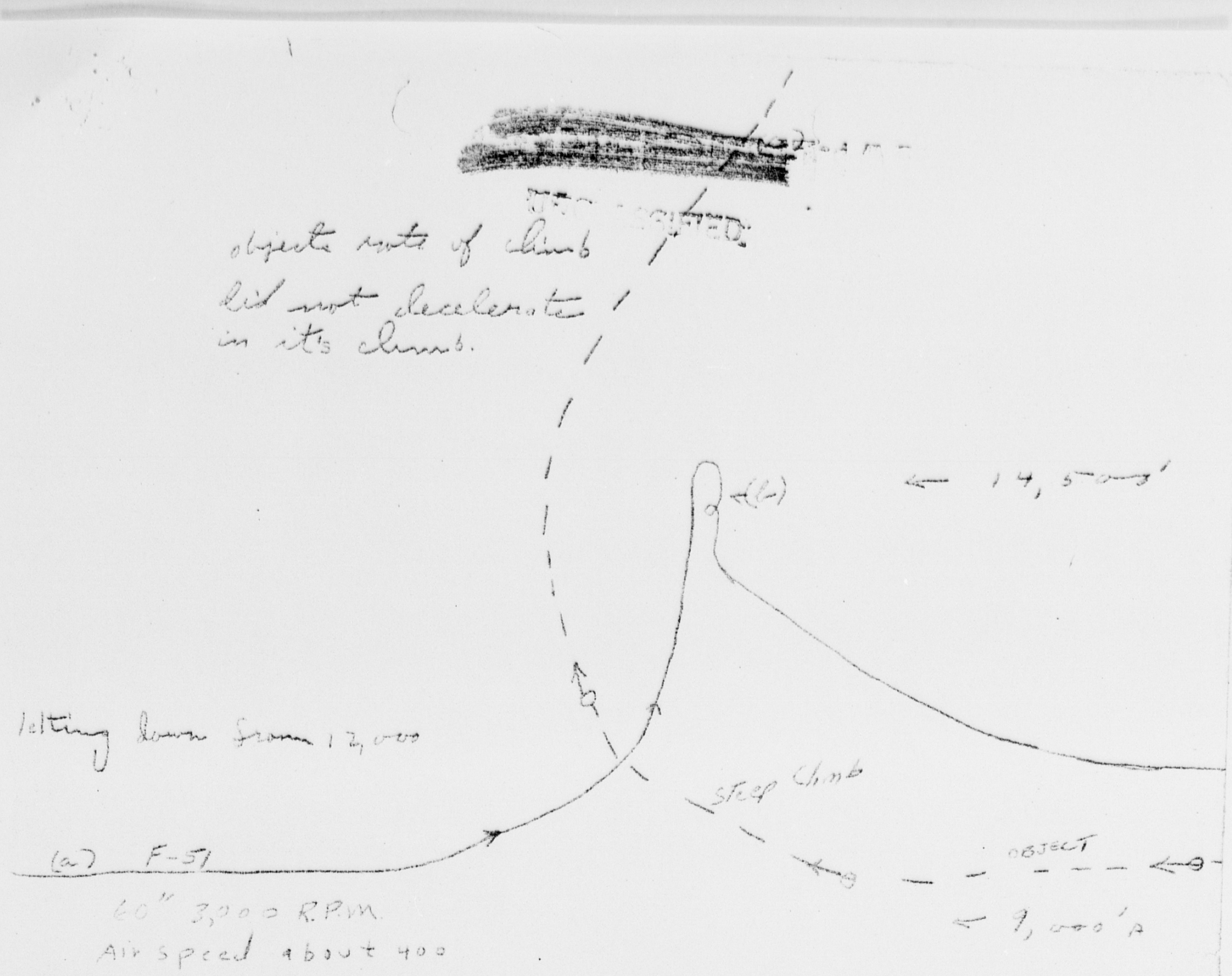
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED



[redacted]

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

UNCLASSIFIED

[redacted]

Cross Section. Just Mu

[redacted]

WRC

1st Ind MCIAXO-3/GWT3/aw

Hq AMC, Wright-Patterson Air Force Base, Wright Field, Ohio. 2 Nov 1948

TO: Commanding General, Hq Fifth Army, 1660 East Hyde Park Blvd, Chicago 15, Illinois

1. This office is engaged in a continuing investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with Army elements by Department of the Army letter dated 25 March 1948, subject: "Unconventional Aircraft".

2. It is requested that Intelligence Officer interview all available witnesses to the observations as reported by inclosure of basic letter and obtain detailed signed statements of the observed phenomena.

3. Enclosed are five (5) copies of "Essential Elements of Information" to aid the interviewing officers in obtaining data from the witnesses.

4. Investigation of the Fargo incident has been carried out by this Hq and therefore this item may be disregarded by your office.

5. All collected data should be forwarded directly to the Commanding General, Hq AMC Material Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXO-3.

FOR THE COMMANDING GENERAL:

2 incls
1. N/C
2. "EEI" - 5 cys

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

Operations Section File

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

25 October 1948

ALFGF-I

SUBJECT: "Reported Flying Disc"

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

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

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

FOR THE COMMANDING GENERAL:

Incl
As stated above

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

SOURCE: Minneapolis Morning Tribune
21 October 1948

DUCK! IT'S THOSE SAUCERS AGAIN

A red ball of fire which left a trail of smoke and burning particles, was seen floating northward across the Minneapolis sky Wednesday morning by a man who said he was stone sober.

And in two other Upper Midwest points, variations of the familiar "flying saucers" were reported.

At Winona, Minn., [redacted] Dr. [redacted] said they saw a slowly traveling object which broke up into numerous bright particles over the town at 6 a m. yesterday.

25 FEET LONG

They said it was about 25 feet long and eight feet wide and appeared to be a "bunch of sparks with a tail."

An Aberdeen, S. D., hunter said he saw red and green lights north of Britton, S.D., early yesterday morning high in the eastern sky. The lights seemed to dart into a cloud bank and plummet to earth, he said.

The Marshall county sheriff, however, said there had been no reports of plane crashes or anything else hitting the ground in the Britton vicinity.

A farm woman near Aberdeen said she was up early doing chores, when she noticed what she believed to be a comet shoot across the sky and disappear into the earth.

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

ALL SAW IT AT 6 A. M.

Although the communities in which the mysterious lights were sighted are many miles apart, there was an almost identical agreement on the hour around 6 a. m. yesterday.

[redacted] Street, St. Paul, noticed a "ball of fire" in the eastern sky as he ~~parked~~ parked his car in downtown Minneapolis a few minutes before 6 a m.

[redacted], a postoffice employe, who lives at 2929 Thirteenth Avenue S., was waiting for a streetcar with a companion about 5:45 a. m. when both saw "a big ball of fire." "It was some distance away, moving slowly, and appeared to be leaking fire." Oliver said.

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

AMC Form No. 10-507
(Rev 1 Nov 45)

ROUTING SLIP

TO: OFFICE AND INDIVIDUAL IN TURN

	SYMBOL	NAME	DATE FW'D
1	MCIAXD-3	NOTE:	
2			
3			
4			
5			

FOR: FOLLOWING ACTION(S) AS CHECKED

	Approval		Investigation		Recommendations
	Conference		Information		Signature
	Compliance		Note and File		See or Phone Me
	Coordination		Note and Return		Verbal Report
	Comment		Prep. of Reply		
	Distribution		Reply Direct to Writer		

REMARKS:

These inclosures forwarded by 2d Ind from Hq 5th Army, 1660 E. Hyde Park Blvd, Chicago 15, Illinois as of 7 Jan 49. See Incident file: 185

FROM: OR TO: WHEN FOLDED HERE FOR RETURN

SYMBOL	NAME	PHONE

WF-L-23 JAN 47 5 Mil 800M

[redacted]

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGNS"

1. Date of sighting. October 1, 1948.

2. Time of sighting (Zonal by 24 hr clock). 2100 hrs.

3. Where sighted:

a. Ground

(1) City, town: Fargo, North Dakota

(2) Distance and direction from city or town road, intersection, etc: Northwest of Fargo between city Airport and town of Fargo.

(3) From building (story), yard, etc: From the air.

(4) Map coordinates (if feasible) showing latitude and longitude: Not feasible.

b. Air

(1) Type aircraft, speed, altitude, direction of flight: Unknown

(2) Distance & direction from city, town or know landmark: Same as above.

(3) Clock position of object from observer's aircraft: 3 o'clock

(4) Latitude and longitude:

c. Sea

(1) Latitude and longitude:

(2) Proximity to land (Name city, country, etc)

4. Number of objects: One object

a. Formation type (if any) (sketch if possible): Nothing

5. Distance of object from observer: 2000 yards.

a. Laterally or horizontally: Diagonally

b. Angle of elevation fom horizont Below

c. Altitude: Approximately 1500 feet.

172

Incl = 3

[redacted]

6. Time in sight: 27 minutes

7. Appearance of object:

a. Color

b. Shape (sketch if possible)

c. Apparently construction (translucent)

D. Size

(1) estimated size

(2) Size as it appeared from observer's view (Compared to known object)

Apparently about 8 inches in diameter and appeared round from all points and directions that I approached it from. White in color unable to detect the construction.

8. Direction of flight: At a northwest direction in a left hand circle around the city of Fargo, North Dakota.

9. Tactics or maneuvers: It climbed and dived, using speed for evasion. At one time it appeared aggressive but made only lefthand turns. It followed the laws of inertia and at no time was it erratic or flutering.

10. Evidence of exhaust

a. Color or smoke: Nothing

b. Length and width: Nothing

c. Odor (if any): Nothing

d. Rate of evaporation: Nothing

e. Does trail vary with sound: Nothing.
(spurts)

11. Effect on clouds: Weather was CAVU

a. Opened path thru clouds.

b. Formed cloud or mists.

c. Reflected on clouds.

d. Shown thru cloud.

12. Lights

a. Reflected or attached

12. (Cont'd)

b. Luminous

c. Blinked on and off in relation to speed:

It appeared as one light and was luminous. It increased and decreased in intensity.

13. Support

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

No visible means.

14. Propulsion
Unable to determine.

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (KatzMayer effect)

15. Control and stability

a. Fins

b. Stabilizers (Horizontal or vertical)
Unable to determine.

(1) Size)

(2) Shape

(3) Location

16. Air ducts
Unable to determine.

a. Slats

b. Duct openings

17. Speed MPH 6 to 700 miles per hour.

18. Sound
Unable to determine

a. Continuous whine or buzz

[redacted]

b. Roar, whistle, whoosh

c. Intermittent.

19. Was any radio antenna to be observed, i.e., (any projections or extensions that might persumably be construed as such): None

20. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle.

It faded from view in a rapid climb, climbing to the Southeast at 1400 feet. Aircraft was unable to sustain greater climb.

[redacted]

It appeared to be a round light when passing over both a dark and light background. Its speed was such that it could outrun a F-51.

[redacted]

CONF[redacted]

UNCLASSIFIED

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

[redacted]

"Flying Saucers"

2. DATE SUBMITTED

23 December 1948

[redacted]ROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

On 18 December 1948, [redacted] Lieutenant in the Air National Guard, Fargo, North Dakota, the person who sighted the "Flying Disk", was interviewed and stated that on 1 October 1948 he did sight a flying "Light", and that it was over Fargo, North Dakota at the time. (See Attached Statement made by this informant). Since the time that it was sighted, he has been thoroughly interrogated by a Major from Air Materiel Command, who is allegedly in charge of the interrogations at the War Trials in Germany. The interrogation was written and signed by this informant. Since that time a Geiger count of the Lieutenant's plane has been made, but the results are known only to the Air Materiel Command. An article about the occurrence has been published in the Fargo newspaper, informant having received since that time several letters from civilians requesting information. Informant stated that he has destroyed the majority of these, having only one in his possession. (See attached letter. Statement in blue pencil at the end of this letter was made by Maj. Donald C. Jones, Commanding Officer of the Air National Guard, Fargo, North Dakota.) Information disclosed the following information:

Name: [redacted]
Address: [redacted] Fargo, North Dakota
Employment: Dairy Line Salesman, International Harvester Co.
Hobbies: Flying, Hunting, Fishing
Physical Condition: Excellent
Other Witness: Dr. [redacted] Fargo, North Dakota

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

(C-5)

AGENT'S NOTE;

Examination of the records of the FBI and Fargo Police Department revealed no information concerning above informant. The Police Department of Fargo, North Dakota considers informant to be a good source of information.

On 18 December 1948, Major Donald C. Jones, Commanding Officer of the Air National Guard post in Fargo, North Dakota was interviewed concerning the sighting of a "Flying Disk". Major Jones stated that although he was not the person who sighted the "missile" he was the officer who conducted the investigation of same immediately after the incident took place. The "Disk" was sighted by 1st Lt. [redacted] on the evening of 1 October 1948 while he was flying over the City of Fargo, North Dakota. Lt. Gorman described the object as a flying light and stated that during the entire time he was attempting to contact this object he was in touch with the control tower of the Northwest Airlines. Following sighting of this object, an article was published in the Fargo daily newspaper describing the incident. Shortly thereafter, Lt. [redacted] was interrogated by a Major from Air Materiel, a statement typed from notes taken, which statement was signed by Lt. Gorman. Since that interview, a Geiger count of the airplane Lt. Gorman used has been made, the results being known only to Air Materiel.

(Continued) (3-2)

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

PAUL J. SHERRY, S/A 113th CIC Det.

6. SIGNATURE OF SPECIAL AGENT

Paul J. Sherry

WD AGO FORM 1 JUN 47 341

U. S. GOVERNMENT PRINTING OFFICE [redacted]

UNCLASSIFIED

CONF[redacted] [redacted] UNCLASSIFIED

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

"Flying Saucers"

2. DATE SUBMITTED

23 December 1948

3. CONTROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

AGENT'S NOTE:

Records of the FBI and the Fargo Police Department disclosed no record of above informant and the police consider him an entirely reliable informant.

On 18 December 1948, Dr. [redacted], Eye, Ear and Nose Specialist, residing in Fargo, North Dakota, was contacted concerning the sighting of a "Flying Disk" over Fargo, North Dakota on 1 October 1948. Dr. [redacted] stated that while he was flying in an airplane over a football field in Fargo, North Dakota on 1 October 1948, he sighted an Army plane flying in rather unusual tactics. The plane was obviously trying to contact a flying object that was, it appeared to him, nothing but a flying light. Informant landed as soon as possible, and since that time he has been contacted by officers of the United States' Army and representatives of various newspapers concerning the object sighted. Informant has been unable to give any more detailed information than that stated above.

(B-2)

AGENT'S NOTE:

It seemed that this informant had been interviewed by quite a number of people concerning the incident mentioned above, and he was unwilling to give any more information. The reliability of this informant was guaranteed by the local police. Informant has no record with the police nor the FBI.

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

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

PAUL J. SHERRY, S/A 113th CIC Det.

6. SIGNATURE OF SPECIAL AGENT

Paul J. Sherry

[redacted]

UNCLASSIFIED

BASIC: Ltr Hq AMC 7Jan49 Subj: Project "Sign" to CG NDNG Fargo, NDak.

1st Ind

OFFICE OF THE COMMANDING OFFICER, North Dakota National Guard, Hector Airport, Box 1952, Fargo, North Dakota 30 January 1949.

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

In compliance with your request for additional information from Lt Gorman the following information is submitted :

a. (1) Object was symmetrical
(2) Shape:
(a) in turn-round, symmetrical
(b) head-on-same
(c) rear- same
(d) either side-same
(e) above & below-same
(3) Shape did not vary
(4) Appeared to be a round ball at all times, though appearance of a ball at times gives a flat-plate effect. Three dimensional sketch would be a ball.

b. (1) Object estimated to be six or eight inches in diameter. This diameter not as area covered on windshield.

(2) Size did vary in respect to size on windshield.

(3) Object seen through windshield, canopy and to sides and rear of F-51.

c. (1) Object was about the same intensity in light as were the lights of the city.

(2) Object was lost to view for instantaneous periods while it eclipsed bright city lights.

DONALD C. JONES
Major, AF, NDNG
Commanding.

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

[redacted]

UNCLASSIFIED

172

Hq AMC Form No. 10-4A (30 Jun 48)
(Old Hq AMC Form No. 10-513)
WF-O-10 SEP 48 250M

UNCLASSIFIED

[redacted]

HEADQUARTERS

AIR MATERIEL COMMAND

WRIGHT-PATTERSON AIR FORCE BASE

DAYTON, OHIO

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIAXO

MCIAXO-3/HWS/rm

JAN 7 1949

SUBJECT: Project "Sign"

TO: Commanding General
Hq North Dakota Air National Guard
Hector Airport
Fargo, North Dakota

1. Reference is made to incident of an unidentified flying object which occurred near your base 1 October 1948, and to subsequent investigations by personnel of this Command.

2. During analysis of evidence, certain points were brought out on which clarification is desired. It is requested that all witnesses to subject incident, particularly Lt. Gorman, be interviewed again concerning the following matters:

a. As to the exact shape of the object seen. Did object appear symmetrical and what was its shape as seen from various angles - in turns, from head-on, from the rear, from either side, above and below? Did shape appear to vary while being viewed from any one aspect? Give details of shape as it appeared from all angles. Include three dimensional sketches by each witness.

b. As to the size and range of object as viewed from [redacted]s plane and from the ground. Lt. [redacted] states object appeared to be six to eight inches in diameter and that its closest proximity to his aircraft was apparently five hundred feet. There is great difficulty in estimating size and distance of an object when neither the normal size is known, and where there is no object of known size at equal range to the unknown object for comparison. Was object estimated to be actually six to eight inches in diameter or was this the area of space it occupied on Lt. [redacted]s windshield? Did size of object (in respect to area occupied on windshield) vary in proportion to apparent variance in range, or did it appear to the eye in constant dimensions? Was object only seen through windshield, or was it seen also through the canopy, to the sides and rear of the F-51?

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

[redacted]

UNCLASSIFIED

c. As to luminosity of the object. Lt. [redacted] states there were no visible projections or unlighted sections to the object, and that he observed the object while it passed between him and the lights of Fargo. How intense was the light of the object, in comparison to city lights? Was object lost to view for instantaneous periods while it eclipsed bright city lights?

4. It is requested these questions be reviewed, answered carefully and returned together with any additional pertinent information to the Commanding General, Headquarters, Air Materiel Command, Dayton, Ohio, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

A.R. Clugerman Col USAF

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

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

Pilot, "Flying Saucer" Battle Over Fargo, N. D.

FARGO, N. D., Oct. 2.—(AP)—A National Guard fighter pilot today told a story of a 30-minute encounter with a mysterious flying object over this city in the darkness—and his account was supported by two control tower operators and another flyer.

In a signed statement for Air Force intelligence, the pilot, Lt. George Gorman of the 178th fighter squadron, North Dakota Air National Guard, claimed he chased and did aerial maneuvers last night with a lighted, disk-like object which outran and outmaneuvered him.

Watching him and the object with binoculars were Lloyd Jenson and H. E. Johnson, both of Fargo, control tower operators at Hector airport here. Both said in statements today that no other aircraft had reported to the tower besides Gorman's F-51 fighter and a cub, whose pilot, Dr. A. E. Cannon of Fargo, also reported watching Gorman and the object dogfight around Fargo.

* * *

GORMAN SAID he first caught sight of the lighted object between his ship and the city's lights at about 4500 feet. The F-51 pilot said he attempted to intercept the object, making head-on passes, but that it outturned and out-ran him for nearly a half hour until he lost it at 17,000 feet. Gorman said his speed at various times throughout the engagement ranged from 270 to 400 miles an hour.

All four men identified the object as a round light, perfectly formed, with no rays leaving its body and travelling at a speed considerably faster than the F-51.

"I've never seen anything like it," Gorman said. "If anyone else had reported such a thing I would have thought they were crazy."

Major D. C. Jones, commanding officer of the North Dakota 178th fighter squadron said he would send Lt. Gorman's statements to Air Force intelligence but refused to comment further.

Air Force headquarters in Washington said it had no reports on the Fargo incident, and no explanation for such an occurrence.

Classic No. Two—the "dogfight between the plane and the saucer." It is listed as the lone case of "combat" between a plane and a saucer. Actually, there were three other such cases.

The pilot was George F. Gorman, a 25-year-old second lieutenant in the North Dakota Air National Guard. On October 1, 1948, starting at 9 p.m., he chased an apparently disembodied light for 27 minutes in his fast F-51. He described the UFO as "a small ball of clear white light, between six and eight inches in diameter." For awhile it winked on and off, then it appeared to put on power and glowed steadily. Gorman pushed his F-51 to the limit and was unable to catch it. He reported that it made one turn that he couldn't follow and twice came at him in what appeared to be ramming attacks. Both times he dived his plane out of the collision course. The "dog fight" ranged from low level up to 17,000 feet, and the light finally pulled straight up and disappeared.

"I had the distinct impression that its maneuvers were controlled by thought or reason," Gorman said.

Four other observers at Fargo *partially* corroborated his story. An oculist, Dr. A. D. Cannon was near the field in his plane with a passenger, Einar Neilson. They saw a light "moving fast," but did not witness all the maneuvers that Gorman reported. Two CAA employees, on the ground, saw a light move over the field once.

In each of the four cases of "dog fights," including Gorman's, a balloon was known to be in the vicinity.

H.I. Oct 2, 1948

Lighted Flying Disk 'Eludes' F-51 Pilot

Second Flyer, 2 on Ground, Support Story of Chase

FARGO, N. D., Oct. 2 (AP).—A National Guard fighter pilot today told a story of a thirty-minute encounter with a mysterious flying object over this city in the darkness last night—and his account was supported by two control tower operators and another flier.

In a signed statement for Air Force intelligence, the pilot, Lieutenant George Gorman of the 178th Fighter Squadron, North Dakota Air National Guard, asserted that he chased and engaged in aerial maneuvers with a lighted, disk-like object which outran and outmaneuvered him. He was flying an F-51 fighter.

Watching him and the object with binoculars were Lloyd Jenson and H. E. Johnson, both of Fargo, control tower operators at Hector Airport here. The pilot of a Cub plane, Dr. A. E. Cannon, of Fargo, also reported watching the proceedings.

Lieutenant Gorman said he first caught sight of the lighted object at about 4,500 feet. It out-turned and outran him for nearly a half hour until he lost it at 17,000 feet.

Those Discs Again

Lt. George Gorman of the 178th Ftr. Sq. at Fargo, N. D., won't forget the night of 1 Oct. That was the night he flew into a story that hit the front pages of newspapers all over the country and brought back last year's tales of flying discs.

Gorman took off into a clear night and flew two hours with little more to do than watch the northern lights play tag. But when he brought his F-51 back over Fargo, to his left and below he saw a strange light. And here is Lieutenant Gorman's own story:

"At first it seemed like just another running light on an airplane. But it wasn't. For when seen over the lights of the town it had no wings. It was just a light. It seemed to be about eight inches in diameter.

"I watched it for a time, then followed as it circled over the town to make sure it wasn't just another airplane. Then I called the tower.

"According to them, there were no other ships reported in the area —just mine and a cub. I asked them to check National Guard operations and their report was the same.

"I reported the position of the object and went after it in a diving turn to the left. It was flying at about 4,500 feet and, as I approached, the light blinked on and off several times, then brightened and picked up speed."

The Mustang was wide open but the light pulled away, keeping in a tight left turn. "It turned twice around me as I made a single circle," the lieutenant reported. "It must have been pushing 600 miles an hour."

Lieutenant Gorman said he resisted an impulse then and there to go home and count fingers and toes. "It is hard," he said, "to believe your own eyes when something with no wings walks off and leaves you standing still."

The tower had seen the light, too, and was checking it through binoculars. The glasses showed the fighter pilot making a head-on shot at the light. The rate of closure was terrific.

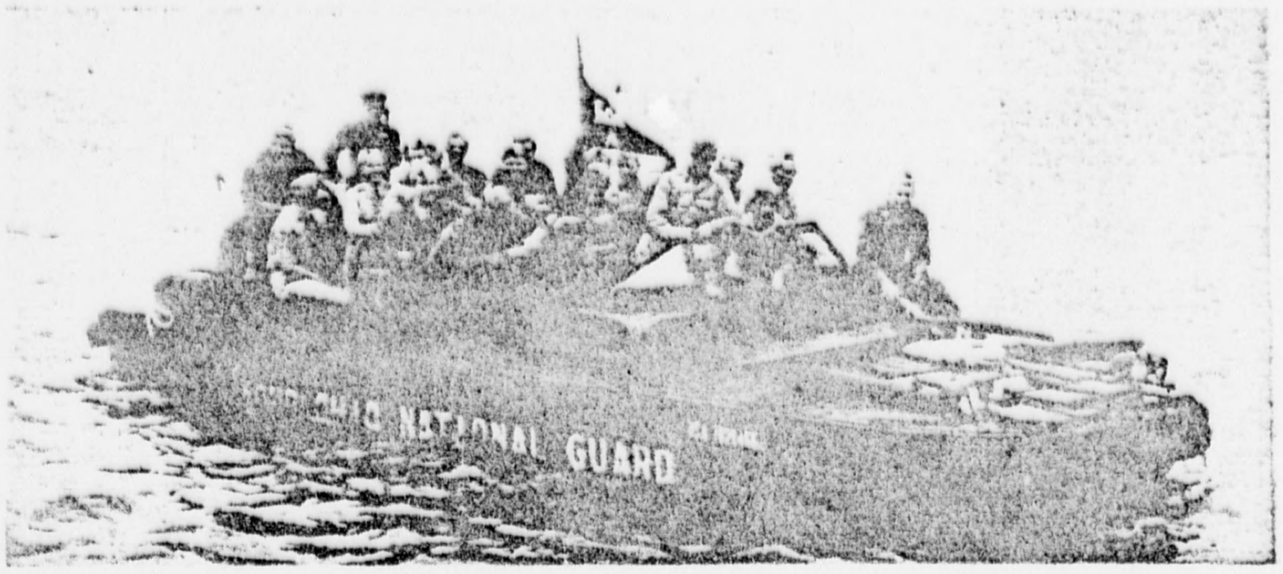
The lieutenant said he "ducked as the object passed over and made a climbing turn to the left. I pulled around again, trying to cut it off. No luck.

"We went through another head-on pass with the object taking the initiative. At 7,000 feet we both pulled up but the object did the better job. It climbed to 17,000 feet. I pulled up so quickly the F-51 hit a high speed stall but got to 14,000 anyway. I leveled out but didn't try to get above that point. No oxygen."

Then the light came back to Lieutenant Gorman's altitude. He turned, dropping to 11,000 feet, where the light made a quick turn and tried another head-on pass. Then, in a final burst of speed, it went straight up and out of sight.

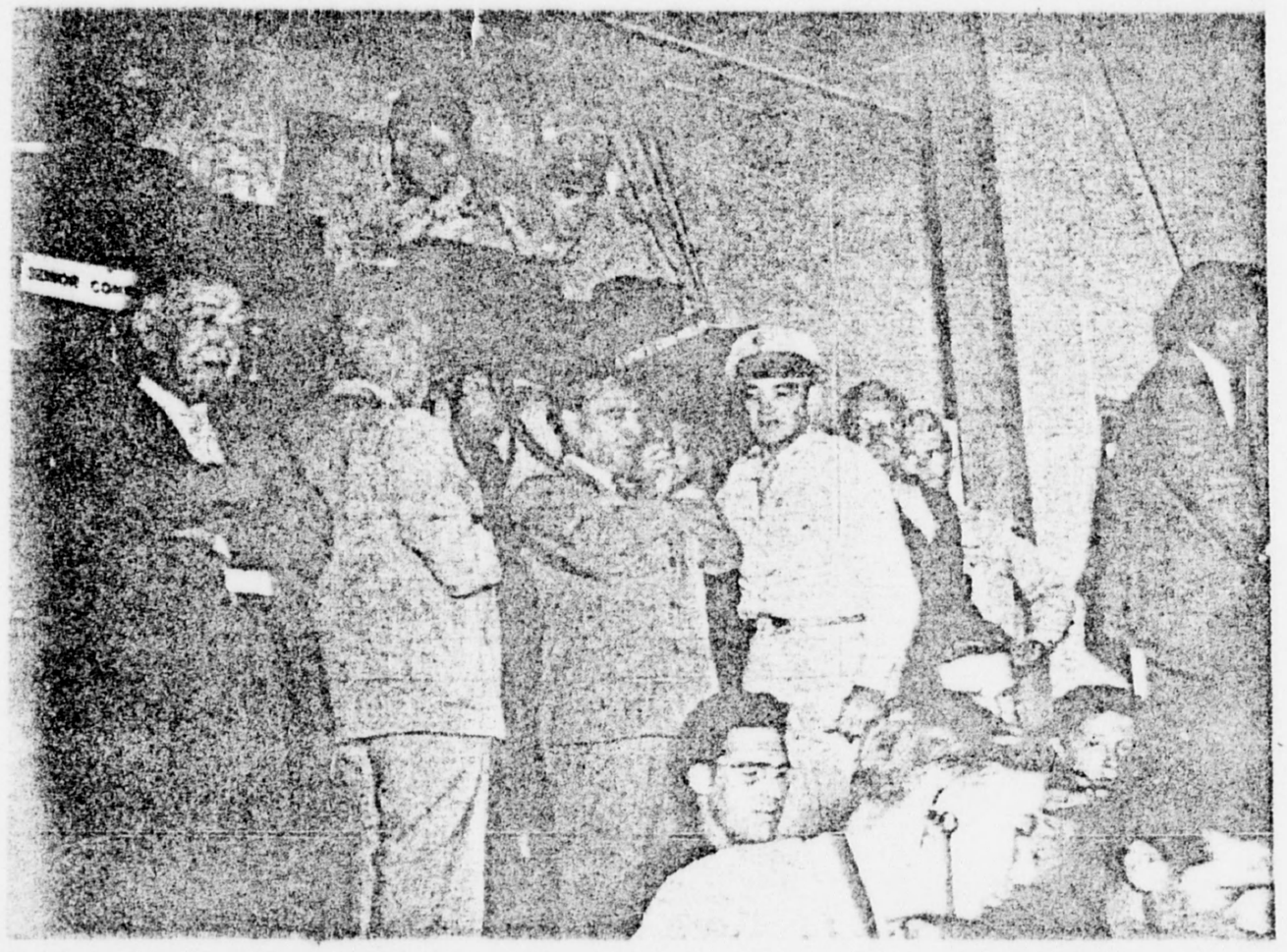
Said the lieutenant, "I don't mind the abrupt parting. I split-S'd out and went home."

What makes this story so different from earlier reports of flying lights is the testimony of tower operators Lloyd Jennings and H. E. Johnson. Both made statements to



—Ray Matjasic, Cleveland Plain Dealer

Ohio has had some nasty floods in its time, and the 112th Engr. (C) Bn. is getting itself ready for duty when the next comes along. Personnel volunteered for additional training in use of DUKWs, over and above the time they spend in complying with their NGTP, and here's one crew cruising on Lake Erie.



CONGRESSMAN JOSEPH MARTIN, JR. center, Speaker of the House listens to an air control intercept mission on a field telephone conducted at Camp Edwards, Falmouth Mass. by the 87th Fighter Wing, Mass. Air National Guard, recently during their second postwar two week summer encampment. Lt. Col. Charles W. Hedges, right, A-2 Officer is explaining the operation to Speaker Martin. Also looking on is Rep. Richard B. Wigglesworth, extreme right who was among the important Federal and State Officials who conducted a tour of inspection of the Officers and Men at the Camp.

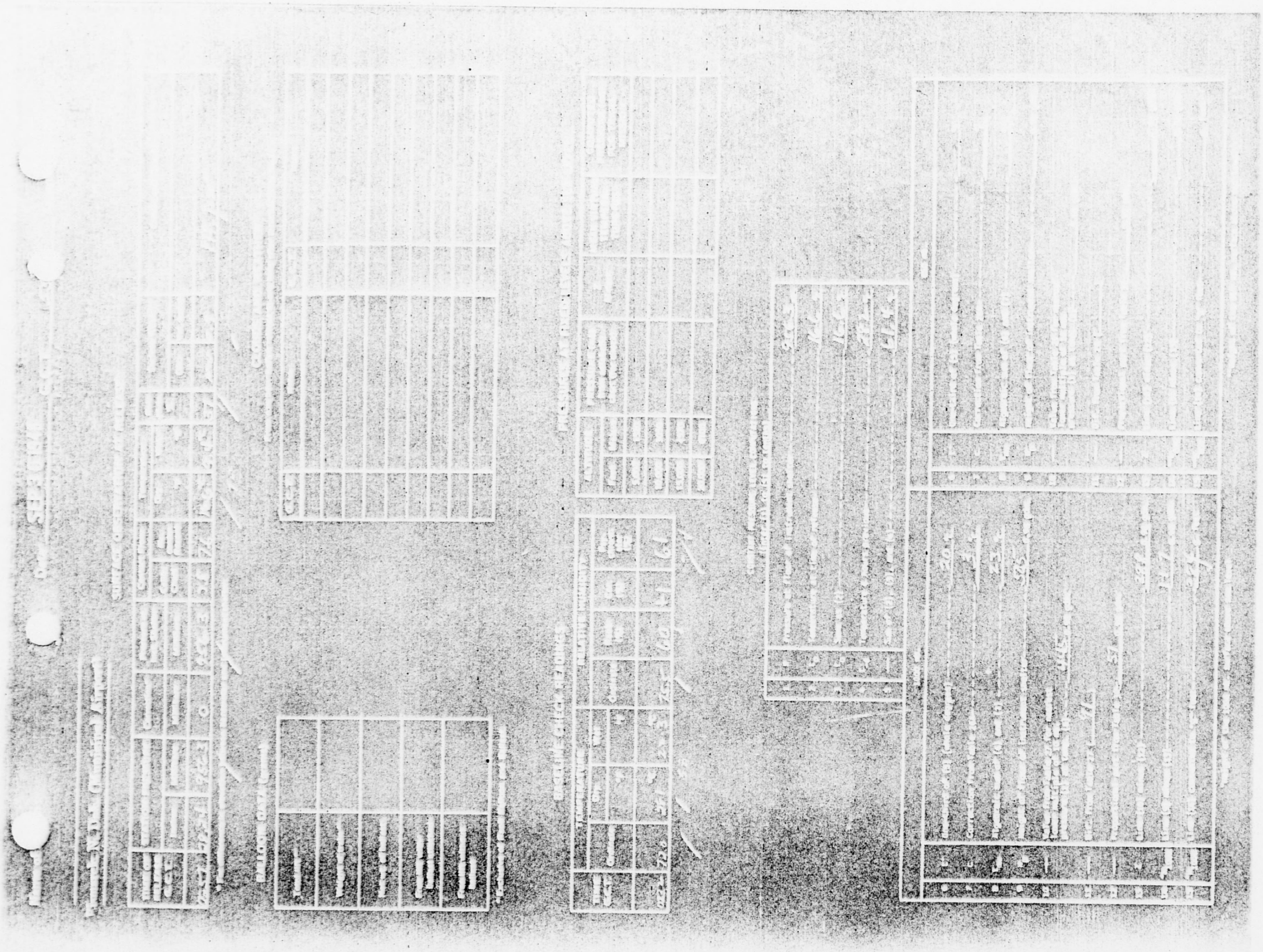
the effect that the light outran the Mustang.

Next there was the report of the Cub pilot. Dr. A. E. Cannon of Fargo said he watched the chase both from the air and ground. And he's an optometrist.

All four persons identified the object as a round light, perfectly formed, with no rays leaving its body.

Lt. Duane Lund, squadron PIO who rounded up the story for us, said the engagement left pilots of the 178th hopeful that they would see the object again—all, that is, except one.

Lt. George Gorman isn't planning a repeat performance.



U.S. DEPARTMENT OF COMMERCE

RAOB COMPUTATION DATA

SEP 20 1940 - 00Z

SEP 30 1940 - 00Z

Level	Alt. Time	Temperature	Dew Point	Wind Dir.	Wind Vel.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					

Correction Levels for Transmission

Sig.	Level	Alt.	Temperature	Dew Point	Wind Dir.	Wind Vel.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						

U.S. DEPARTMENT OF COMMERCE

RAOB COMPUTATION DATA

SEP 30 1948 G.C.T.

SEP 30 1948 G.C.T.

Code	Level Code	Alti-tude	Pressure		Temperature				Dew Point					

Issued [illegible] Date SEP 2 1964 GCT [illegible] Page [illegible]

Station W-THE (Municipal Airport)

SURFACE OBSERVATION AS RELAYED

Hour GCT	Sky	Ceiling	Visibility	Weather	Temp.	Dew Point	Wind Dir.	Wind Speed	Sea Level Pressure	Remarks
										4/18/2 10
1500	8 BK	7400	0	1637	74	72	235	06	17	14	64

BALLOON DATA (Launch)

Balloon	
Theodolite	
Type of Balloon	
Lifting Gas	
Amount of Gas	
Time of Release	

CLOUDS AND WEATHER

GCT	Clouds	GCT	Weather

BASELINE CHECK READINGS

Time GCT	Temperature	Relative Humidity		Actinometer			
	Dry Bulb	Wet Bulb	Dew Point	Direct	Diffuse	Total	Reflected
1700	72.2	29.5	17.8	73.2	57	74	60

MEASURED AT FIXED LEVELS ABOVE SEA LEVEL

Altitude		Temperature	Relative Humidity	Wind Direction	Wind Speed
Surface	Pressure				
2,000	1000				
4,000	900				
6,000	800				
8,000	700				
10,000	600				

Lowest Cloud Line Conditions

1	Height of base of lowest cloud	9,000 ft
2	Height of top of lowest cloud	9,2 ft
3	Cover (%)	9,2 %
4	Lowest cloud base pressure	1,1,7 mb
5	Level (1, 2, 3) or (4)	2,4

6	Pressure of (2) (sea level)	[illegible]
7	Correction from Table 2A	[illegible]
8	Pressure used in (6) and (7)	[illegible]
9	Height of base of lowest cloud	[illegible]
10	Lowest cloud base elevation (sea level)	[illegible]
11	Elevation of station	[illegible]
12	Difference (10) - (11)	[illegible]
13	Pressure at sea level (8) + (12)	[illegible]
14	Line (13) - Line (9)	[illegible]
15	Line (14) - (9)	[illegible]
16	Line (15) Converted to Sea Level Pressure (Table 1)	[illegible]

6	Pressure of (2) (field pressure)	[illegible]
7	Correction from Table 2A	[illegible]
8	Pressure used in (6) and (7)	[illegible]
9	Height of base of lowest cloud	[illegible]
10	Lowest cloud base elevation (field elevation)	[illegible]
11	Elevation of station	[illegible]
12	Difference (10) - (11)	[illegible]
13	Pressure at sea level (8) + (12)	[illegible]
14	Line (13) - Line (9)	[illegible]
15	Line (14) - (9)	[illegible]
16	Line (15) Converted to Sea Level Pressure (Table 1)	[illegible]

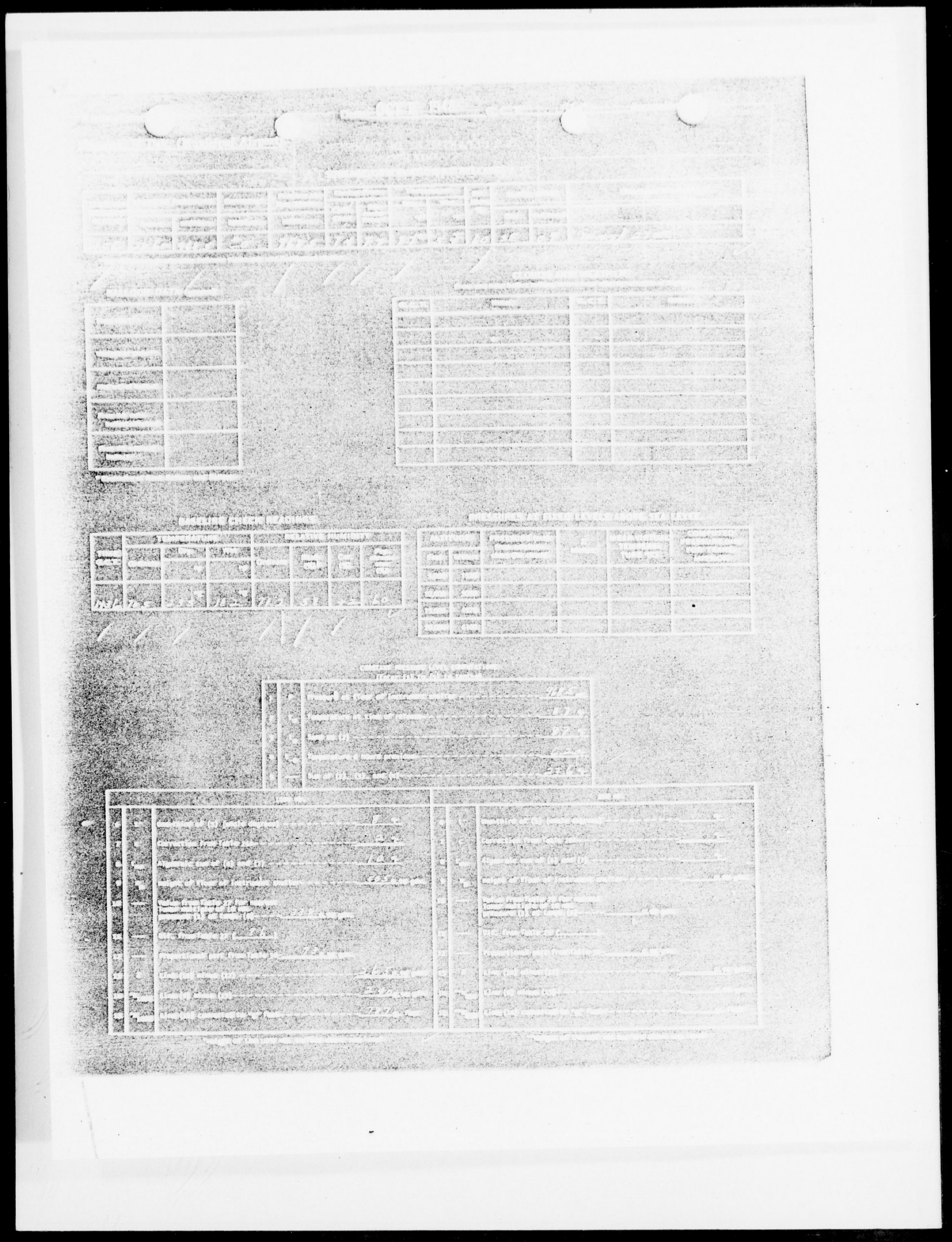
Lowest cloud line conditions to Central Area Data Unit

Lowest cloud line conditions to Central Area Data Unit

[illegible]

[illegible]

[illegible]



U.S. DEPARTMENT OF COMMERCE

RADIO COMPUTATION DATA

1948 SEP 30

1948 OCT 1

PRESSURE

TEMPERATURE

CODED MESSAGE FOR TRANSMISSION

Date OCT 1948 Sheet 43

Station [illegible] (Name of Airport)

SURFACE WEATHER OBSERVATIONS AT INTERVALS

Date	Time	Wind Dir.	Wind Vel.	Ceiling	Visibility	Weather	Sky	Temp.	Dew Pt.	Rel. Hum.	Sea Level Pressure	Altimeter Setting	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	00	7	25	25	10		5	71	60				

Surface Wind (Kts.)

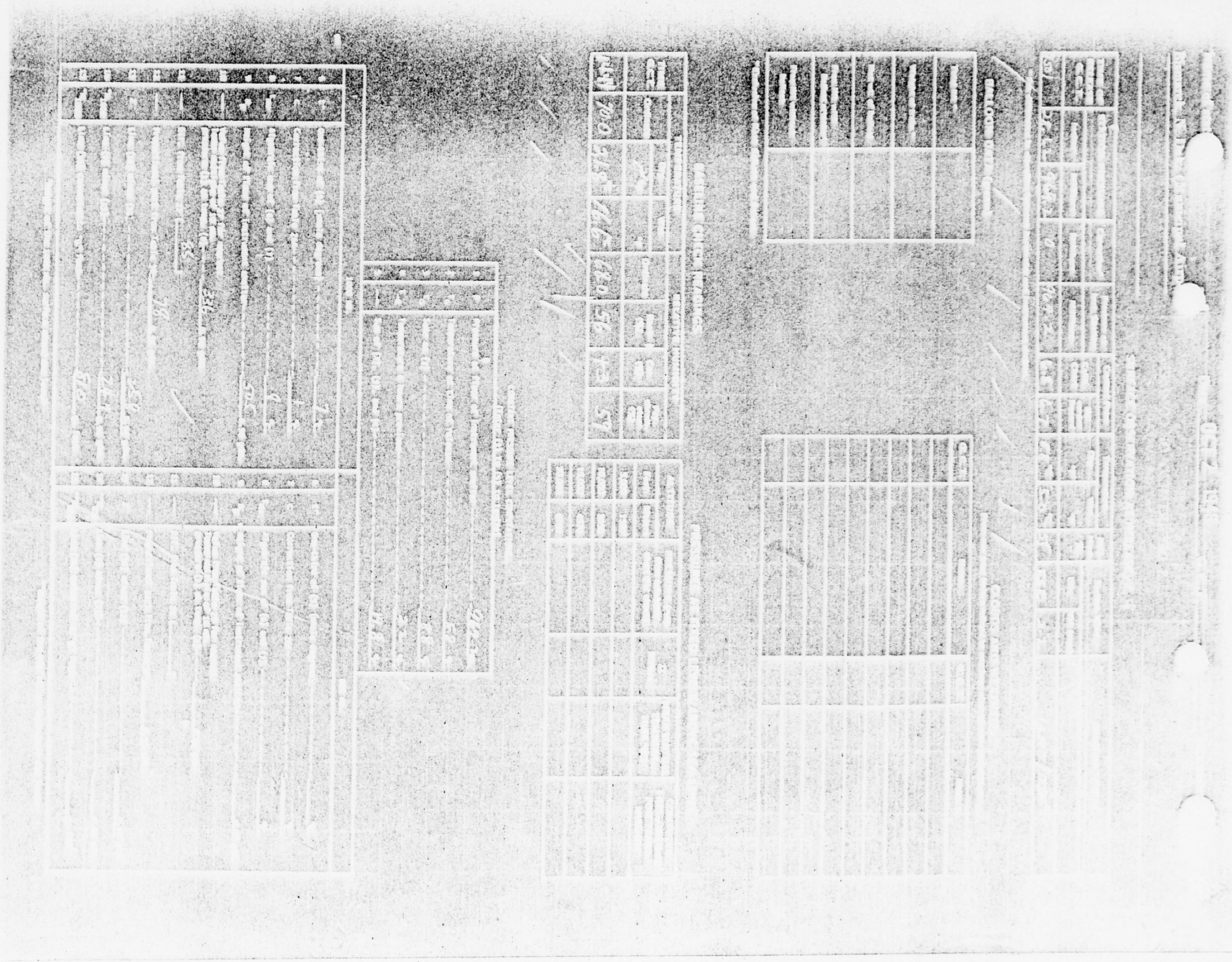
Remarks over (Kts.)

Remarks and Weather

Time	Remarks	Time	Remarks

Surface Wind Speed Frequency

Wind Dir.	Speed	Frequency



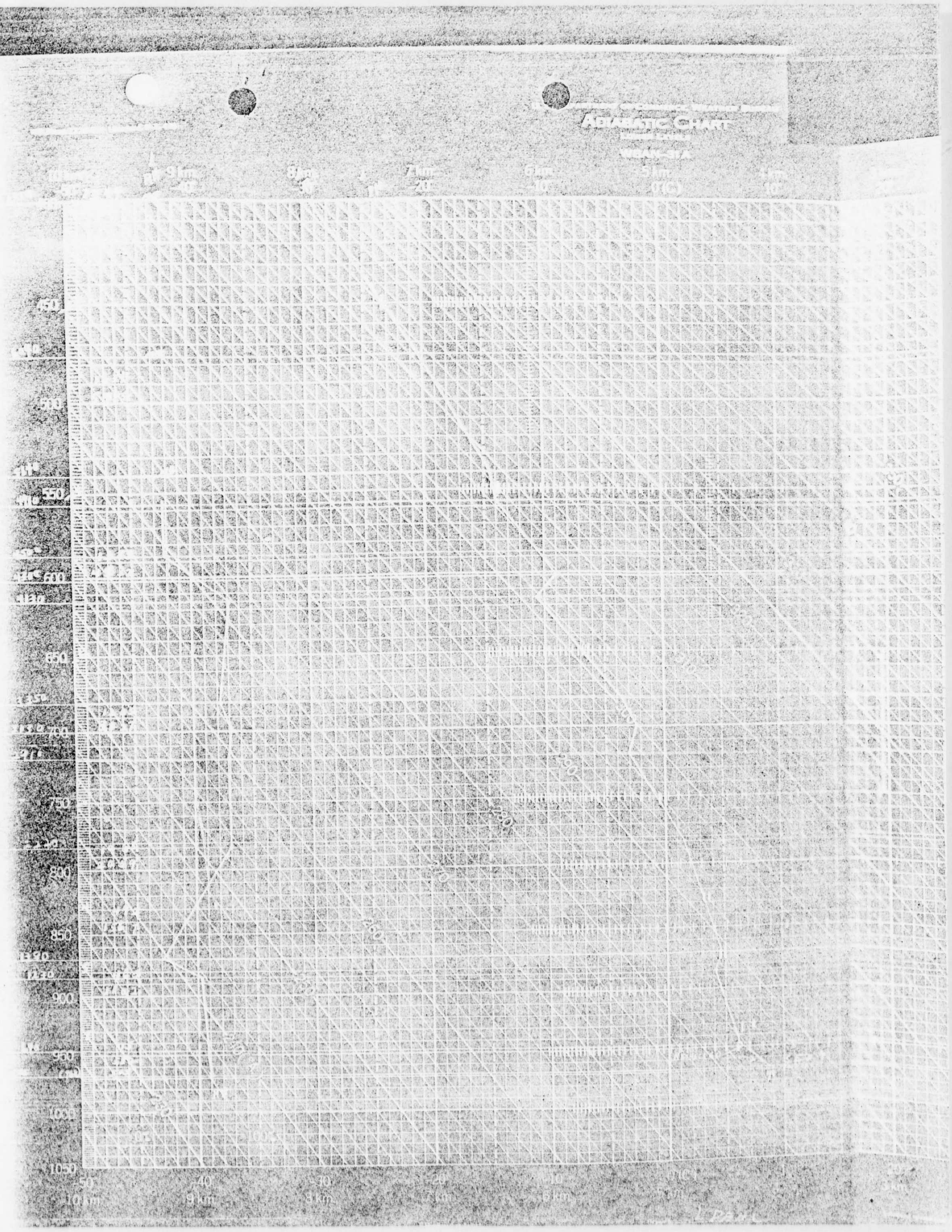
RACE COMPUTATION DATA

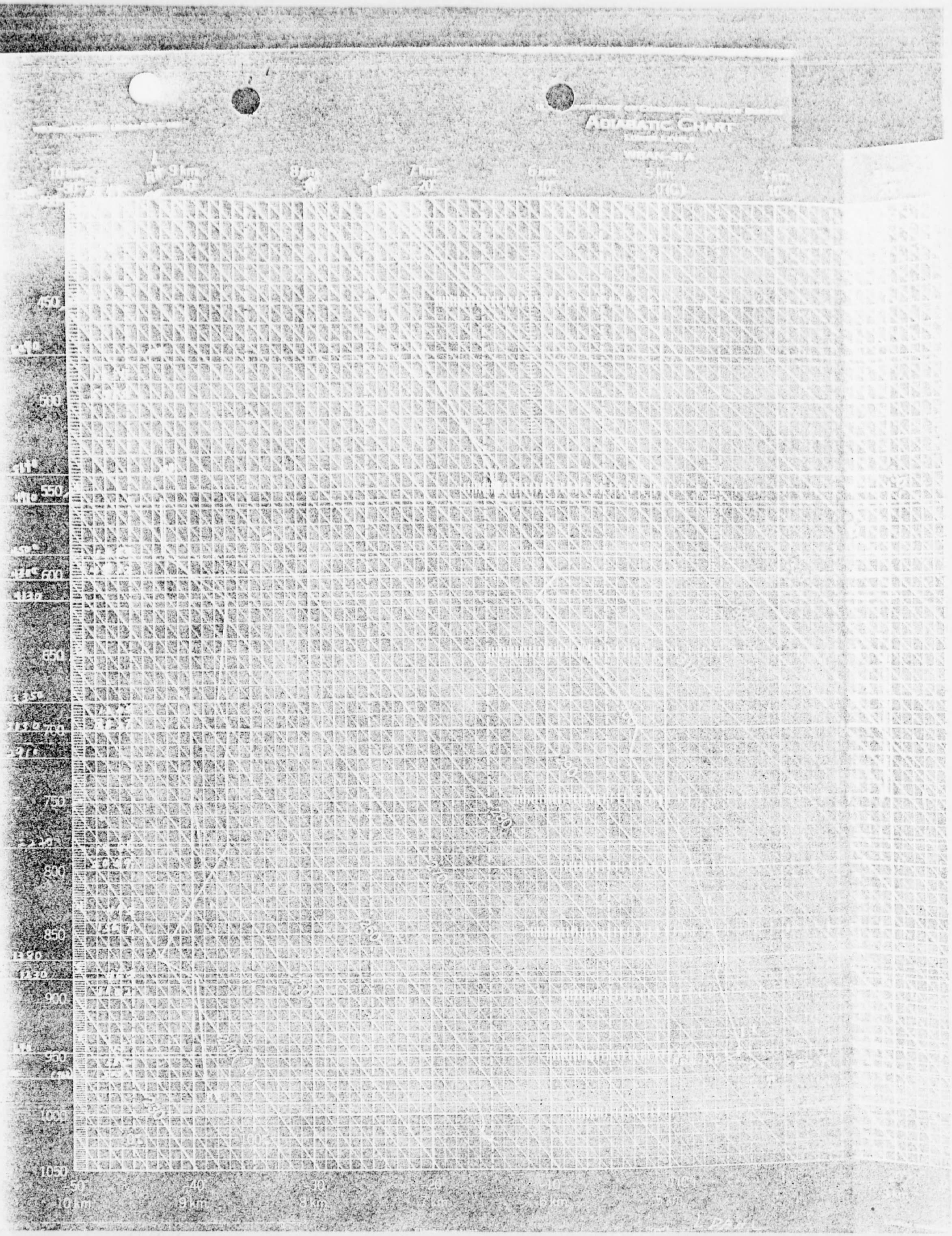
Code Number	Leg	Altitude									

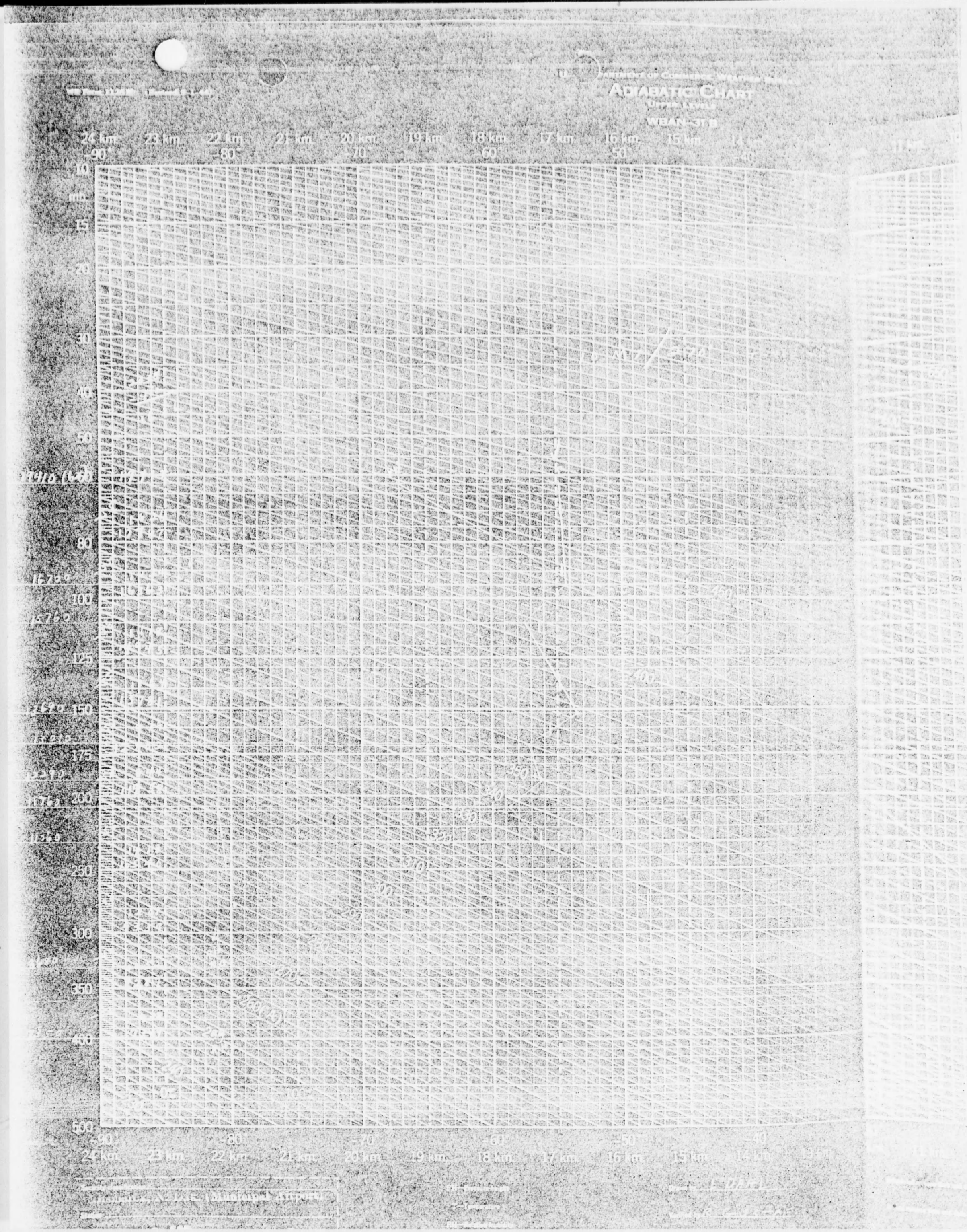
U.S. DEPARTMENT OF COMMERCE

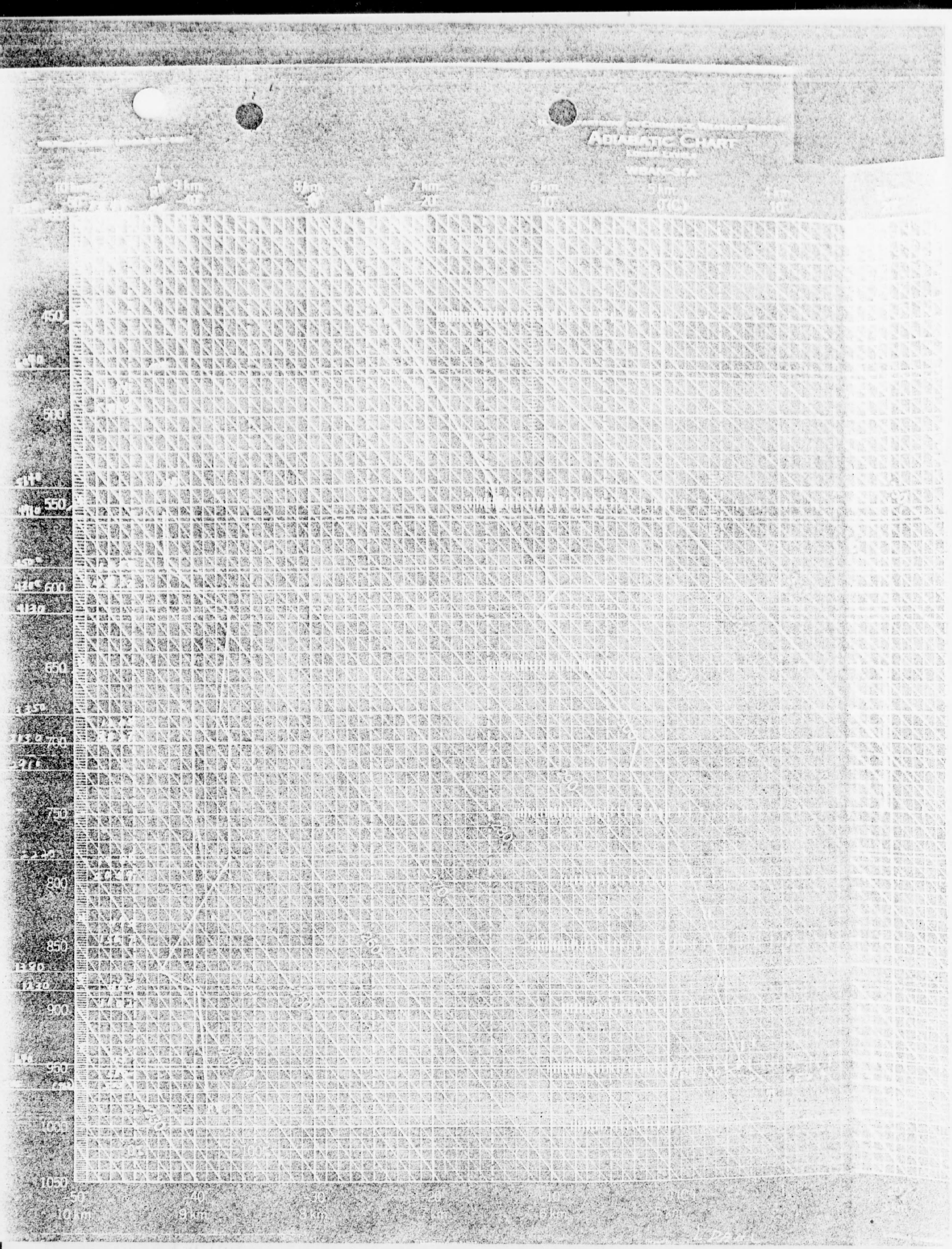
RAOB COMPUTATION DATA

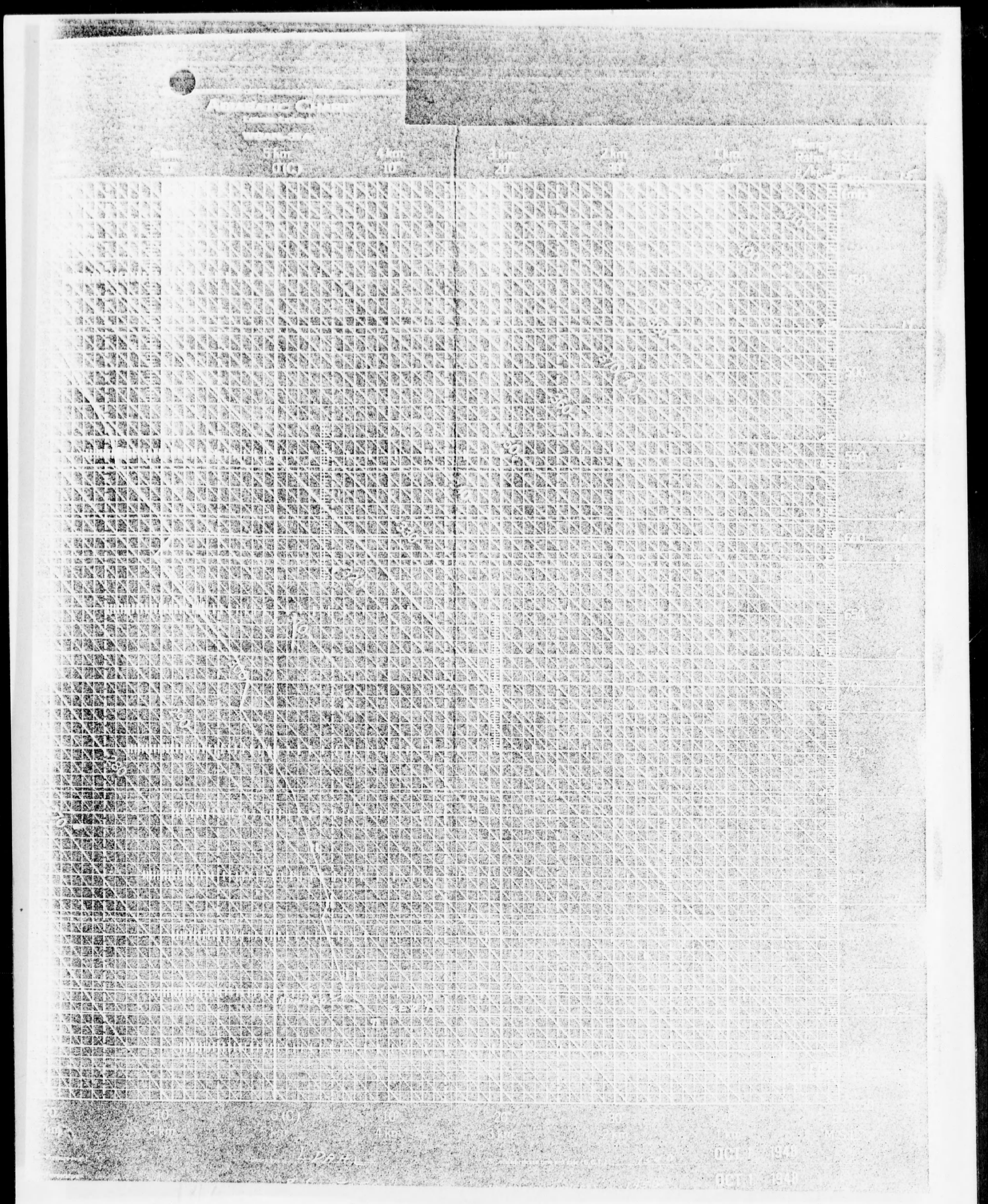
| | | |

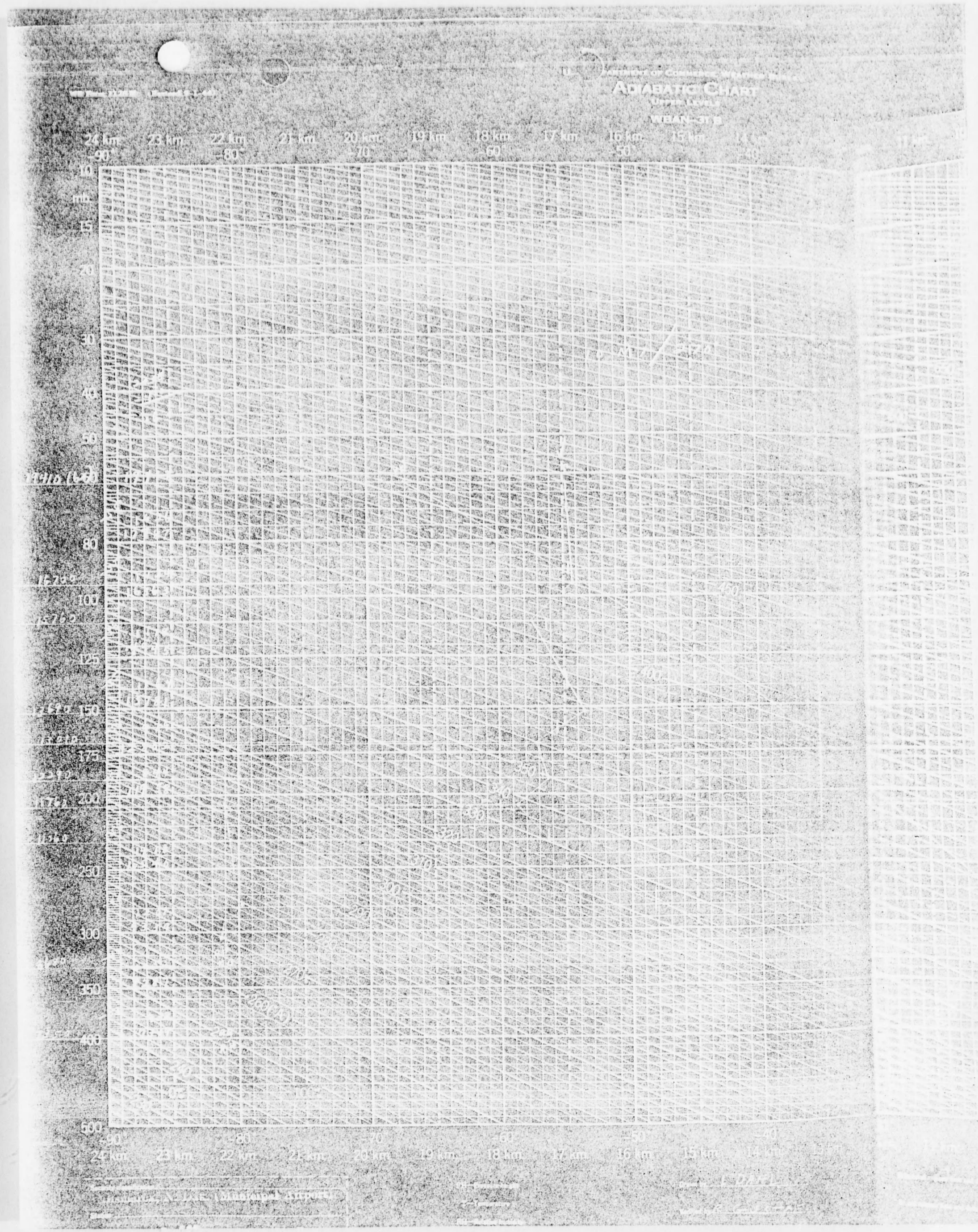

ADIABATIC CHART
WARSAW
T (°C)
50
550
600
650
700
750
800
850
900
950
1000
1050
10 km
9 km
8 km
7 km
6 km
5 km
4 km

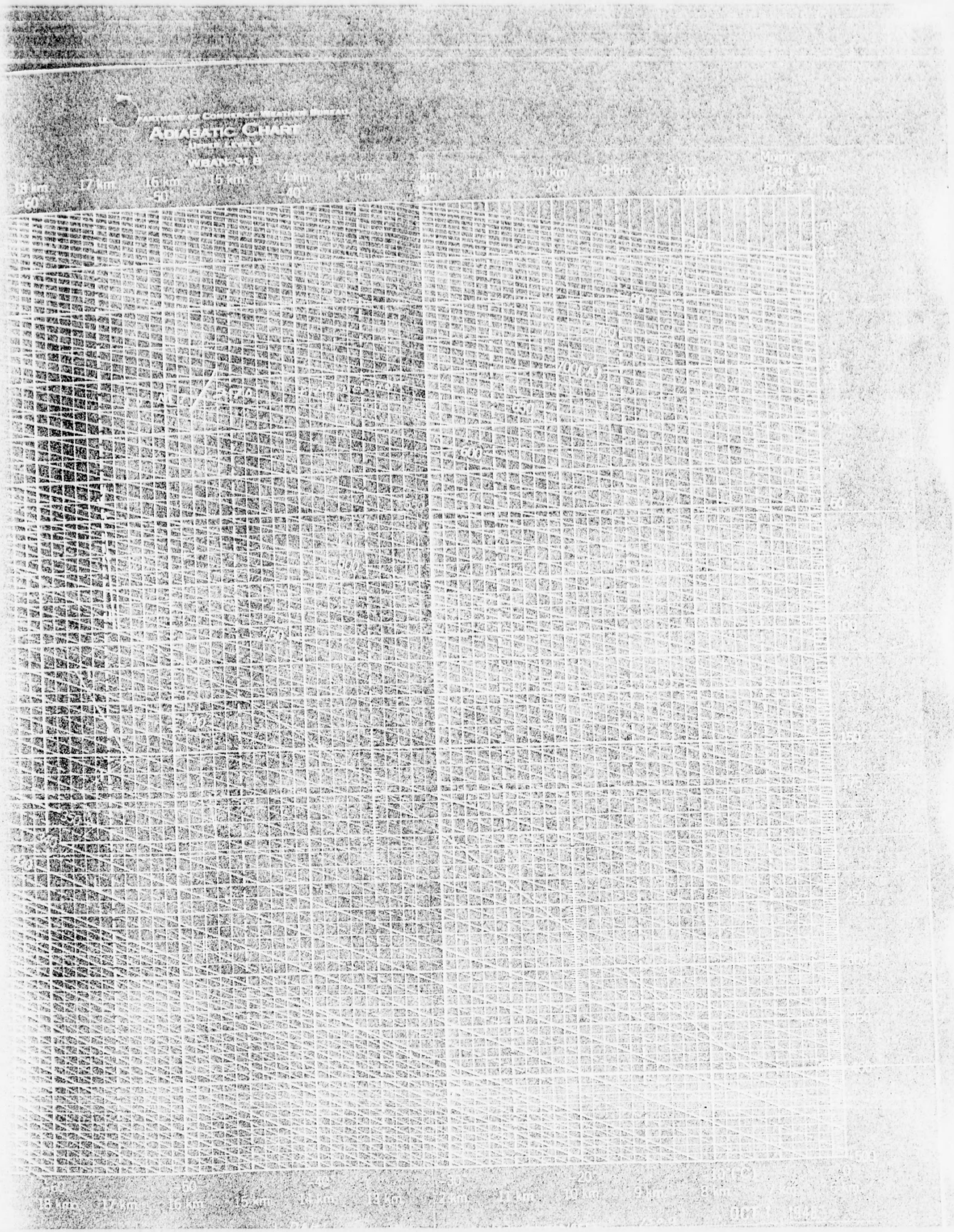

ADIABATIC CHART
10 km
9 km
8 km
7 km
6 km
5 km
-50
-40
-30
-20
-10
0°C
10
20
450
500
550
600
650
700
750
800
850
900
950
1000
1050

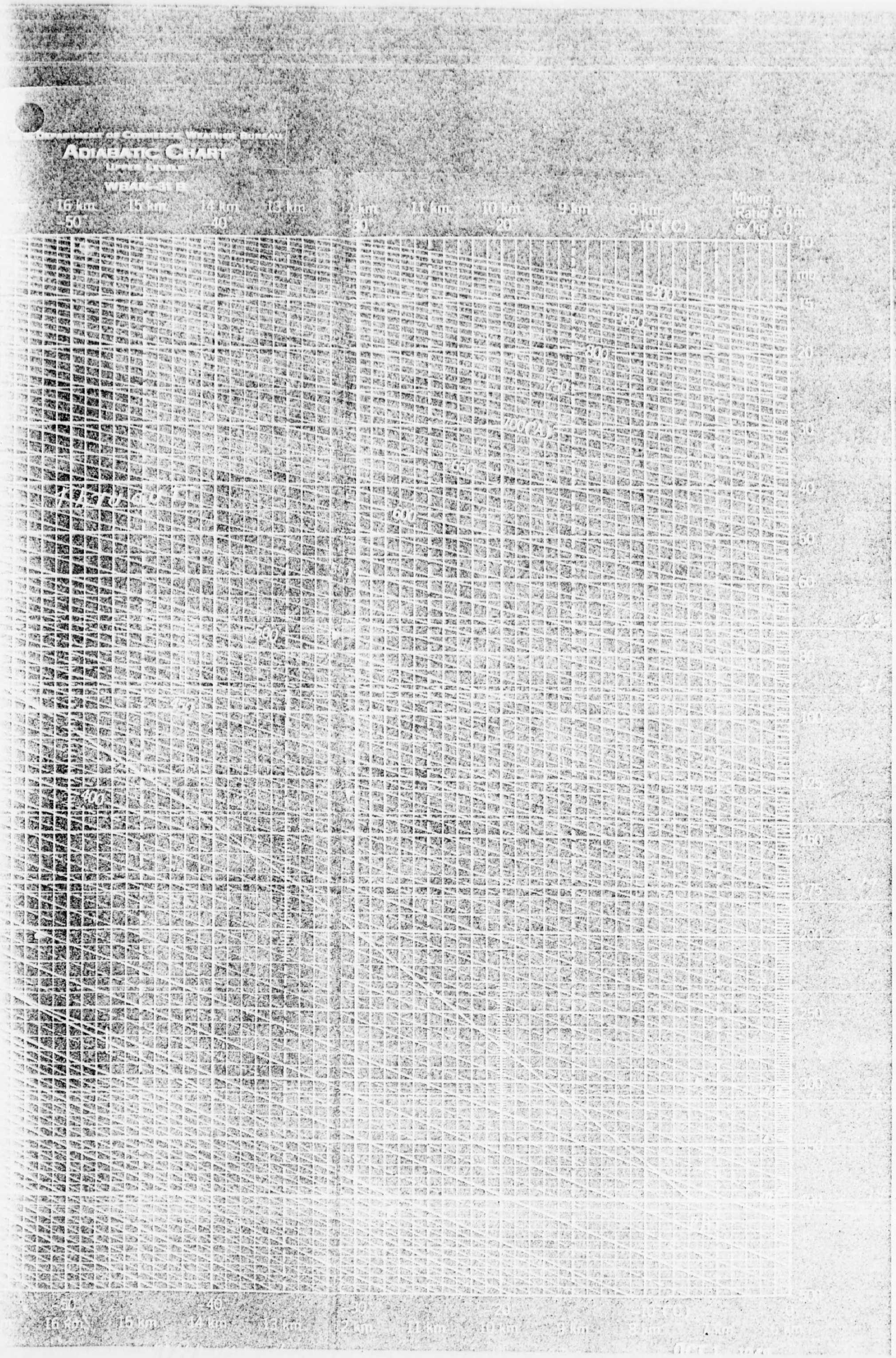

ADIABATIC CHART
UPPER LEVELS
WBAN-3TS
24 km
23 km
22 km
21 km
20 km
19 km
18 km
17 km
16 km
15 km
14 km
-90
-80
-70
-60
-50
-40
mb
15
20
30
40
50
80
100
125
150
175
200
250
300
350
400
500
460
450
440
430
420
410
400
390
380
370
360
350
340
330
320
310
300
290
280
270
260
250
240
230
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
-10
-20
-30
-40
-50
-60
-70
-80
-90
24 km
23 km
22 km
21 km
20 km
19 km
18 km
17 km
16 km
15 km
14 km

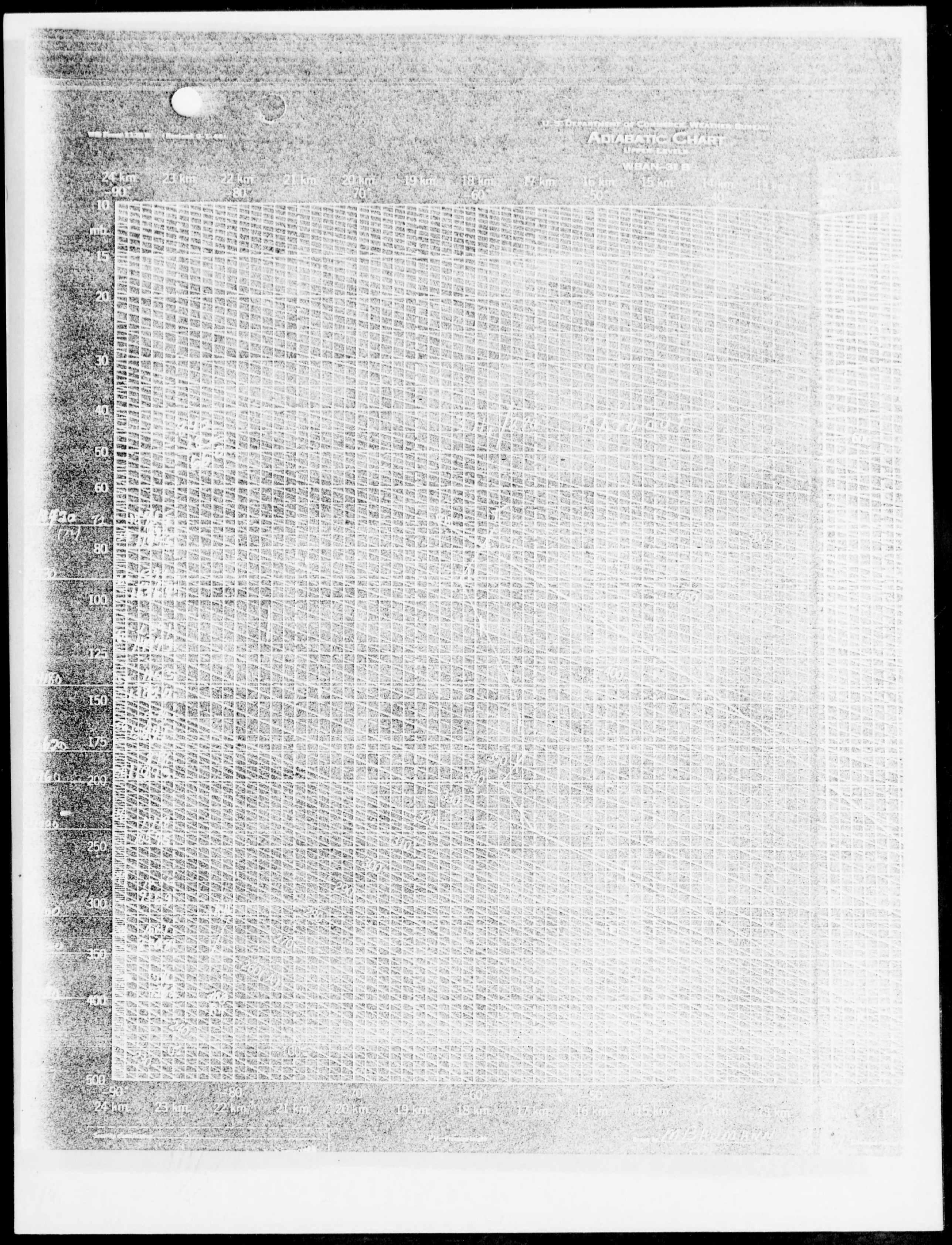

ADIABATIC CHART
450
500
550
600
650
700
750
800
850
900
950
1000
1050
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
300
310
320
330
340
350
360
370
380
390
400
410
420
430
440
450
460
470
480
490
500
510
520
530
540
550
560
570
580
590
600
610
620
630
640
650
660
670
680
690
700
710
720
730
740
750
760
770
780
790
800
810
820
830
840
850
860
870
880
890
900
910
920
930
940
950
960
970
980
990
1000
1010
1020
1030
1040
1050

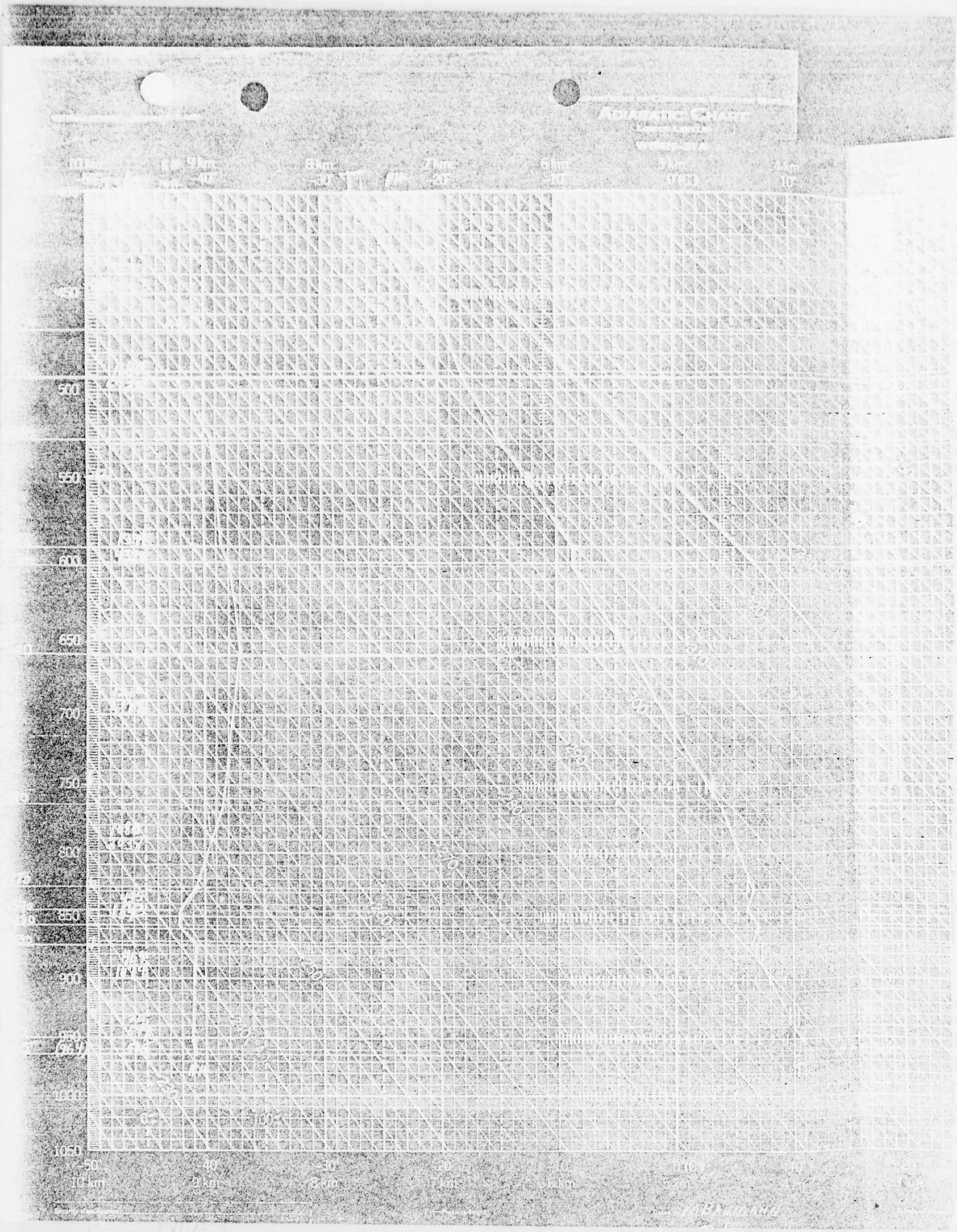


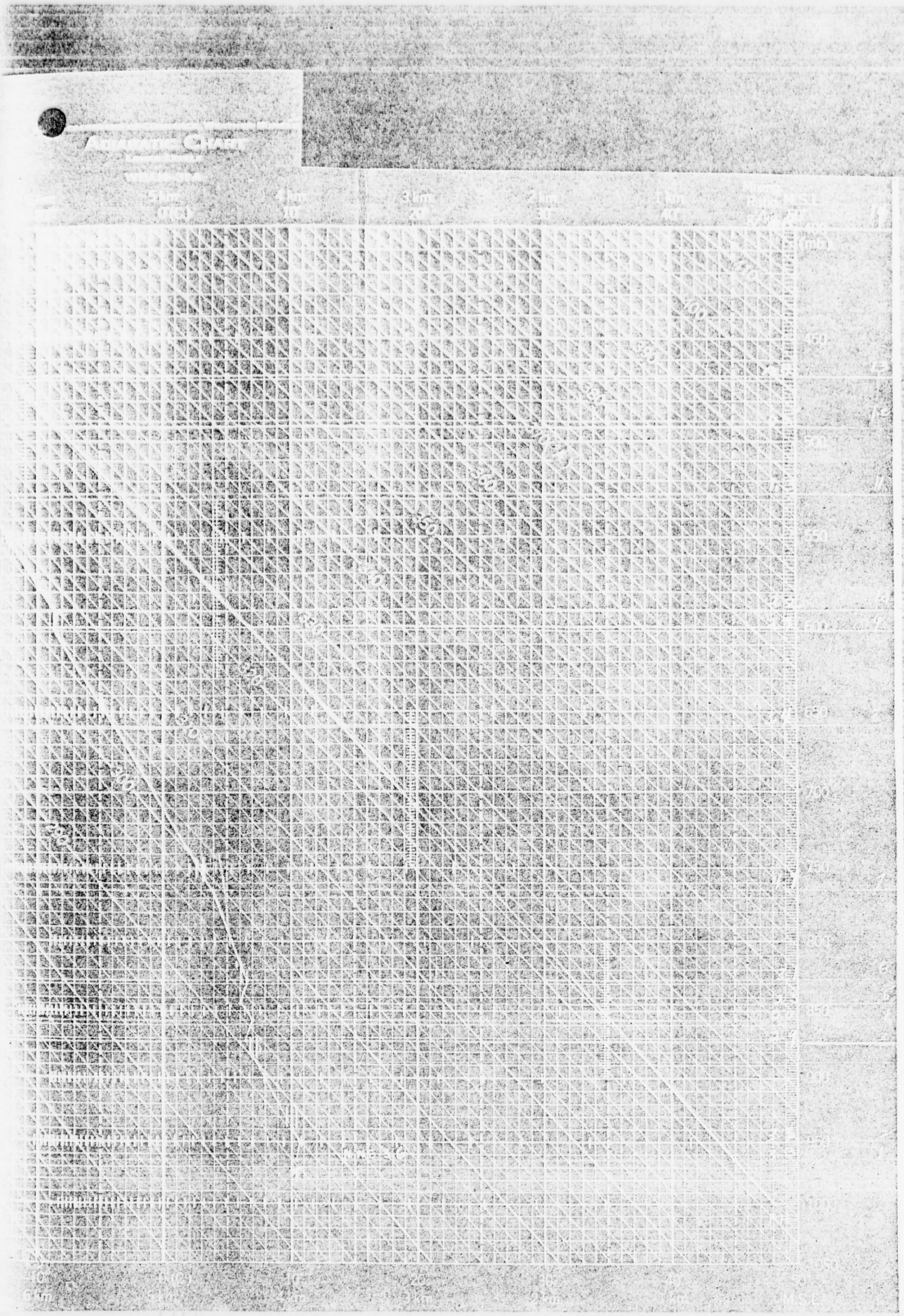

ADIABATIC CHART
24 km
23 km
22 km
21 km
20 km
19 km
18 km
17 km
16 km
15 km
-90
-80
-70
-60
-50
-40
10
15
20
30
40
50
80
100
125
150
175
200
250
300
350
400
500


ADIABATIC CHART
WBAN-31 B


Department of Commerce Weather Bureau
Adiabatic Chart
Mixing Ratio
16 km
15 km
14 km
13 km
12 km
11 km
10 km
9 km
8 km
6 km
50
40
30
20
10
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
700 (A)
650
600
550
500
450
400


U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
ADIABATIC CHART
UPPER LEVELS
WBAN-31 B
24 km
23 km
22 km
21 km
20 km
19 km
18 km
17 km
16 km
15 km
14 km
-90°
-80
-70
-60
-50
-40
10
mb.
15
20
30
40
50
60
80
100
125
150
175
200
250
300
350
400
500
-90°
-80
-70
-60
24 km
23 km
22 km
21 km
20 km
19 km
18 km
17 km
16 km
15 km
14 km


ADIABATIC CHART
10 km
9 km
8 km
7 km
6 km
5 km
4 km
50
40
30
20
10
0 (C)
10
20
450
500
550
600
650
700
750
800
850
900
950
1000
1050
10 km
9 km
8 km
7 km
6 km
5 km
4 km


AIRCRAFT
CHART
0 (0)
4 km
10
8 km
20
12 km
30
16 km
40
20 km
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
210
220
230
240
250
260
270
280
290
300
310
320
330
340
350
360
370
380
390
400
410
420
430
440

Date OCT 2 1948 G.C.T.

Standard Sea Level (Meteorological Atmosphere)

SURFACE OBSERVATION AT RELEASE

Time G.C.T.	Pressure	Temperature	Dew Point	Relative Humidity	Wind Direction	Wind Speed	Cloud Amount	Cloud Type	Visibility	Weather	Remarks
0253	2459	94.2	0	26.2	6.7	1.8	7/10	2/10	7/4	FAIR	1.6	allies

BALLOON DATA (press)

Temperature	
Relative Humidity	
Dew Point	
Wind Direction	
Wind Speed	

CLOUDS AND WEATHER

Time G.C.T.	Type	Amount	Remarks

BAROLINE LAPSE RATE DATA

Time G.C.T.	Pressure	Temperature						
0253	7/0	51.6	41	1.09	72.5	60.9	50	60.4

PRESSURES AT FIXED LEVELS ABOVE SEA LEVEL

Altitude	Pressure Level		Temperature	Dew Point
1	1000			
2000	1000			
10000	700			
15000	500			
20000	400			

Standard Temperature (Meteorological Atmosphere)

Temperature at Surface	96.2
Temperature at Tropopause	72.4
Lapse Rate	7.1
Pressure at Tropopause	164.2
Height of Tropopause	32.4

Temperature (°C) at Surface	16
Temperature (°C) at Tropopause	22
Pressure at Tropopause	164
Height of Tropopause	32.5
Pressure at Surface	1013
Height of Surface	77
Temperature at Surface	21.0
Temperature at Tropopause	22.3
Lapse Rate	2.7

Temperature at Surface	
Temperature at Tropopause	
Pressure at Tropopause	
Height of Tropopause	
Pressure at Surface	
Height of Surface	
Temperature at Surface	
Temperature at Tropopause	
Lapse Rate	

NOVEMBER * DECEMBER 1948 SIGHTINGS

INCIDENT NUMBER	DATE	LOCATION	OBSERVER	EVALUATION
	Winter	Sun Valley, California	[redacted]	Insufficient Data
194	3	Andrews AFB, Maryland	[redacted]	Balloon (Cluster)
225	3 - 4	Vaughn, New Mexico	[redacted]	Other (Flares)
209	4	South Korea	Military	A/C
197	5	Richmond, Indiana	[redacted] (PHOTO)	Astro (VENUS)
198	6	Wakkanai, Japan	RADAR	A/C
204	8	Panama	[redacted]	Astro (COMET 1948L)
202	8	Newark AFB, New Jersey	[redacted]	Astro (Meteor)
210	10	Boston, Massachusetts	[redacted]	A/C
206	12	Clark AFB, Philippines	[redacted]	A/C and Contrails
232	16	Demarest, New Jersey	[redacted]	Insufficient Data
208	17	Clark AFB, Philippines	[redacted]	Astro (Meteor)
203	17	Peace River, Canada	Military Air	Astro (Meteor)
207	18	Andrews AFB, Maryland	Multi Military	Balloon
222	23	Furstenfeldbruck, Germany	[redacted]	Balloon
225	23	Vaughn, New Mexico	[redacted]	Other (Flares)
	26	Washington, Oregon	[redacted]	Other (Mirage)
219	29	Newburgh, New York	[redacted]	Astro (Meteor)
220	29	San Francisco, California	[redacted]	Astro (Meteor)

DECEMBER

	1	Tarpon Springs, Florida	[redacted]	Astro (Meteor)
212	3	Dayton, Ohio	[redacted]	A/C
213			[redacted]	
211	3	Bellefontain, Ohio	(PHYSICAL SPECIMEN)	Other (Flare)
215	3	Fairfield-Suisun AFB, Calif	[redacted]	UNIDENTIFIED
247	5	Blanca, Colorado	[redacted]	Astro (Meteor)
205	8	Indiana County, Pennsylvania	(NO CASE) Civilian	Balloon
216	8	Chanute AFB, Illinois	Multi Military	Astro (Meteor)
217	9	Nr Pittsburgh, Pa	[redacted]	Astro (Parhelia)
218	11	40 Mi NW Martinsburgh, West Va	[redacted]	Astro (SIRIUS)
240	11	Hood River, Oregon	[redacted]	Astro (Meteor)
	12	New Orleans, Louisiana	[redacted]	Other (Reflection)
247	12	Monte Vista, Colorado	[redacted]	Astro (Meteor)
229	15	South Bay, Florida	(Newspapre Report)	Insufficient Data
[illegible]	[illegible]	Fort Myers Beach, Florida	(Newspaper Report)	Insufficient Data
	[illegible]	Lancaster, Ohio	[redacted]	Astro (VENUS)
245	17	Ambridge, Pennsylvania	[redacted]	Other (Birds)
251	22	Boise, Idaho	[redacted]	Astro (Meteor)

KIRTLAND AFB, NEW MEXICO FIREBALL FOLDER (DECEMBER 1948)

[illegible]	[illegible]	Albuquerque, New Mexico Area
[illegible]	[illegible]	Los Lunas, New Mexico
[illegible]	[illegible]	Las Vegas, New Mexico
227	12	Bernal, New Mexico
241	20	Los Alamos, New Mexico
243	28	Los Alamos, New Mexico
	30	Los Alamos, New Mexico (Report of Sounds)

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

Incident #230. -- Indiana County, Pennsylvania -- probably early December 1948

There appears to be no astronomical explanation for this incident.

The object seen was most likely a balloon.

UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

UNCLASSIFIED

UNCLASSIFIED

ASTRO (PARHELIA)

[redacted]

UNCLASSIFIED

Incident #217 -- near Pittsburgh, Pennsylvania -- 5 December 1948

There is no astronomical explanation for this incident.

The object seen could easily have been a balloon, for apparent speed could have been a result of the observers' own motion. Even if an object were standing still, observers in an airplane would not see it for much longer than the time reported here (7 minutes).

7-31-72

[redacted]

UNCLASSIFIED

UNCLASSIFIED

INCIDENT SUMMARY SHEET

Incident No. 217

1. Date and Time of Observation: 9 Dec 48 at 15:20 (Zonal by 24 hr clock)

2. Where Sighted: 8 to 12 miles SE of Pittsburgh on heading of 300°

3. Observer's Position: Air on a heading of 300°
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Col J. K. Brown & Capt E. G. Mulling
Guided Missile Group, DCS/O Hq, USAF, Washin
Instrument Flight Grou

5. Occupation and/or hobbies: Pilot and co-pilot

6. Attention Attracted by: Capt Mulling called attention of Col Brown to the object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Appeared slightly smaller than a quarter on windshield aircraft

9. Color of Object(s): chalky white but not shiny

10. Shape (Sketch if Possible) appeared perfectly round

11. Nature of Luminosity: (directed beam of light?) Was observed to shimmer - possibly due to extreme speed and to distortion of light waves

12. Altitude of Object: (estimated) Undetermined - 12 to 16,000 feet

13. Estimated Distance of Object from Observer: Unknown - thought to be 4 to miles when first sighted.

14. Estimated Speed of Object: Unknown, but evidently very fast as during the 7 minutes of the sighting it moved from 60° above horizon in a straight line to 10° (time of disappe ance)

15. Time in Sight: 7 minutes

16. Tactics: Moved in straight line - horizontal flight

17. Sound Made by Object(s): Could not be determined

18. Direction of Flight of Object(s) On a course of 270°

19. Apparent Construction: Undetermined

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): A slight shimmer was observed - could have been exhaust

22. Manner of Disappearance: Last seen 10° above horizon - became too small to s

23. Weather Conditions at Time of Sighting: Alto-stratus clouds around Akron

24. Peculiarities Noted: A jittery motion or horizontal shimmer was noticeable at all times

25. Summary of Incident: (over)
(See attached page)

Incident: 217

On 9 December while on flight from Washington, D. C. to Patterson Field, shortly after leaving Pittsburgh range some 8 to 12 miles southeast of Pittsburgh Capt Mulling asked Col Brown if he were interested in seeing a flying disc? Col Brown removed his flight goggles, took a quick look and said "Looks like a balloon to me" Capt Mulling didn't agree since the object evinced a very definite movement and was proceeding in a southwest direction at a pretty fair rate of speed. Col Brown then decided to watch the object again. The object appeared perfectly round and of a chalky white color but did not appear shiny. It was whiter than the clouds and was seen against a background of strips of blue sky alternating with strips of thin broken stratus. It was much whiter than the clouds. It appeared to be traveling fairly rapidly through or above the clouds disappearing behind them and then reappearing but always pursuing a straight course. When first sighted it appeared at 60° above horizon and seemed from the observer's viewpoint to be about the size of a quarter - thought to be about 4 to 5 miles in front of the C-45 A horizontal shimmer or jittery motion was noticable at all times. The C-45 was pursuing a course of 300° and then changed to 270° with the object almost parallel on a course of 250°. The C-45 was cruising at 180 MPH at 6,000 feet. The object appeared to be 12 to 16,000 feet and was above clouds. Object last seen at about 10° above the horizon and was about the size of a beebee shot.

[redacted]

ESSENTIAL ELEMENTS OF INFORMATION

UNCLASSIFIED

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of sighting
   9 December 1948

2. Time of sighting
   (Zonal by 24 hr clock)
   15:20

3. Where sighted:
   I was on the southeast leg of the Pittsburgh range on a heading of 300 degrees.

   a. Ground

      (1) City, town
         8 to 12 miles from Pittsburgh

      (2) Distance and direction from city or town road, intersections, etc.

      (3) From building (story), yard, etc.

      (4) Map coordinates (if feasible) showing latitude and longitude

   b. Air

      (1) Type aircraft, speed, altitude, direction of flight
         C-45; 180 mph indicated at 6000 ft; 300 degrees magnetic

      (2) Distance & direction from city, town or known landmark.
         8 to 12 miles southeast of Pittsburgh

      (3) Clock position of object from observer's aircraft
         On initial sighting: one o'clock

      (4) Latitude and longitude

   c. Sea

      (1) Latitude and longitude

      (2) Proximity to land
         (Name city, country, etc)

4. Number of objects
   One

   a. Formation type (if any)
      (sketch if possible)

5. Distance of object from observer

UNCLASSIFIED

Unknown, except that during sighting object disappeared behind a cloud which was determined to be over Akron and at an altitude of from 12,000 to 15,000 feet. At this time [redacted] was over Pittsburgh.

5. (Cont'd)

a. Laterally or horizontally

b. Angle of elevation from horizon
80 degrees when first seen

c. Altitude
?

6. Time in sight
Approximately 7 minutes

7. Appearance of object
Round

a. Color
Dead white, like chalk

b. Shape
(sketch if possible)

c. Apparent construction (translucent)
No details visible

d. Size

(1) Estimated size

(2) Size as it appeared from observer's view
(Compared to known object)
Slightly smaller than quarter on windshield of aircraft

8. Direction of flight
Crossing our course at a small angle; when we turned to heading of 270 degrees, object moved practically parallel to our flight path.

9. Tactics or maneuvers

a. Vertical ascent or descent, horizontal, oscillating, fluttering evasive, aggressive, erratic, etc.
Moved in straight line.

10. Evidence of exhaust
Object appeared to shimmy or dance to a small degree from side to side (horizontal plane only).

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound?
(spurts)

11. Effect on clouds

a. Opened path thru clouds
One cloud behind which object disappeared seemed to change from long narrow stratus type to a series of small strips oblique to the original line of the cloud.

b. Formed cloud or mists

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

No. 217: Object reported moving into winds of 20-30K velocity and going faster than C-47 doing 180 M.P.H. The speed and direction are apparently very accurate since the C-47 was paralleling the object's course and several readings were made of the compass and air speed indicator. If report is true, definitely no balloon.

UNCLASSIFIED

11. (Cont'd)

    c. Reflected on cloud
       No

    d. Shown thru cloud
       No

12. Lights
       None apparent

    a. Reflected or attached

    b. Luminous

    c. Blinked on and off in relation to speed

13. Support
       No details visible

    a. Wings

    b. Aerodynamic lift of fuselage

    c. Vertical jet

    d. Rotating cylinder or cone

    e. Aerostatic lift (balloon or dirigible)

14. Propulsion

    a. Propeller or jet

    b. Rotor

    c. Aerodynamic vanes (flapping or oscillating)
       (KatzMayer effect)

    d. Visible exhaust or jet openings

15. Control and stability
       Appeared very stable -followed a straight path as nearly as could be
    a. Fins determined.

    b. Stabilizers (Horizontal or vertical)

       (1) Size

       (2) Shape

       (3) Location

16. Air ducts

[redacted]
UNCLASSIFIED

16. (Cont'd)

a. Slots

b. Duct openings

17. Speed - MPH
Unknown, but evidently very fast as during the seven minutes of the sighting it moved from 60 degrees above the horizon in a straight line to 10 degrees above the horizon at time of disappearance.

18. Sound

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. intermittent

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

20. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view
Size(apparant) gradually diminished until no longer visible.

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer
Col. John K. Brown Jr.

2. Address
Guided Missile Group, DCS/Operations, Hq. USAF

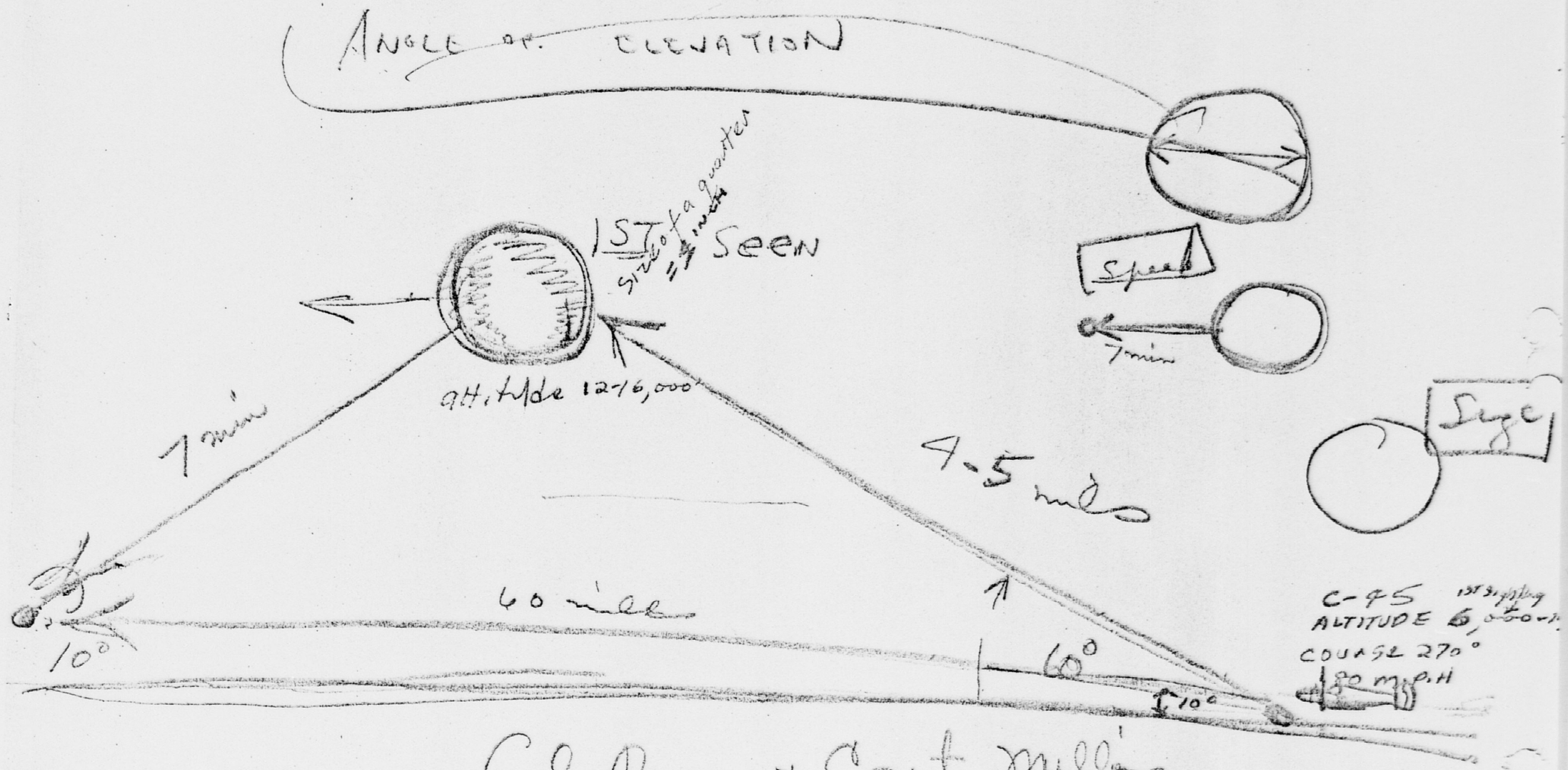
3. Occupation
Officer USAF

4. Place of business
Pentagon

a. Employer or employee
US Government

5. Hobbies

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.
Senior Pilot, Combat Observer, Bombardier



Col. Brown & Capt. Milling

1. (Cont'd)

   a. Observations of range, speed, altitude and size of target

   b. Does target execute any turns? If so, what angle (180°), etc. and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed? Followed straight path.

   c. Note particularly any separation of distant target into several targets upon approach. Track all if possible.

2. If airbourne, when object was sighted.

   a. Were there any radar indications or extra noise on radio circuits

   b. Give estimates of size, speed, maneuvers, etc.

GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time
   (Check Canadian activity if close to that border)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purposes of making comparison of soils.

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.

7. Obtain photographs (or original negatives) where available; if not, secure sketches of

   a. Object
   b. Surrounding terrain where object was observed
   c. Place where object contacted earth (if this happened)
   d. Maneuvers
   e. Formation (if more than two)

8. Secure signed statement

9. Obtain fragements or physical evidence where possible.

John K. Brown Jr.
Col. USAF
DCS/O, HQ. USAF

[redacted]

BASE WEATHER STATION
WRIGHT-PATTERSON AFB
FAIRFIELD,OHIO

10 DECEMBER 1948

HOURLY SEQUENCE REPORTS FOR THE STATIONS,TIMES AS INDICATED 9 DECEMBER 1948 .

1430EST 9 DECEMBER 1948

CLE -⊕/8 210/32/21→↗13/009
TOL -⊕/7 213/35/22→↗8/012/FEW CU
DAY -⊕/7 213/34/19↘6/011/BINOVC LAGOM
CMH -⊕/7 213/36/19↓↘4/012
AKR ⊕/5HK →6/009
PIT -⊕/1/2K 200/32/21↑↖4/007

1530EST 9 DECEMBER 1948

CLE -⊕/8 210/33/19→7/010
TOL -⊕/7 217/35/22→↗9/012
DAY ⊕/7 213/35/20↓↘6/011 LAGOM
CMH -⊕/8 213/37/22↘5/013
AKR -⊕/5K →↗6/009
PIT ⊕/1K 200/34/21↑↖3/007

WINDS ALOFT FROM PB30 092320Z
AKR CAK 21 02604 22709 2810 43011 3013 63015 2917 82919 2821 02721 22528 42434 62438 82435
PIT 21 03002 22904 3005 43207 3017 62916 2816 82817 2615 02616 22434 42342

JOHN F. WALL
MAJOR USAF
STATION WEATHER OFFICER

After Effect

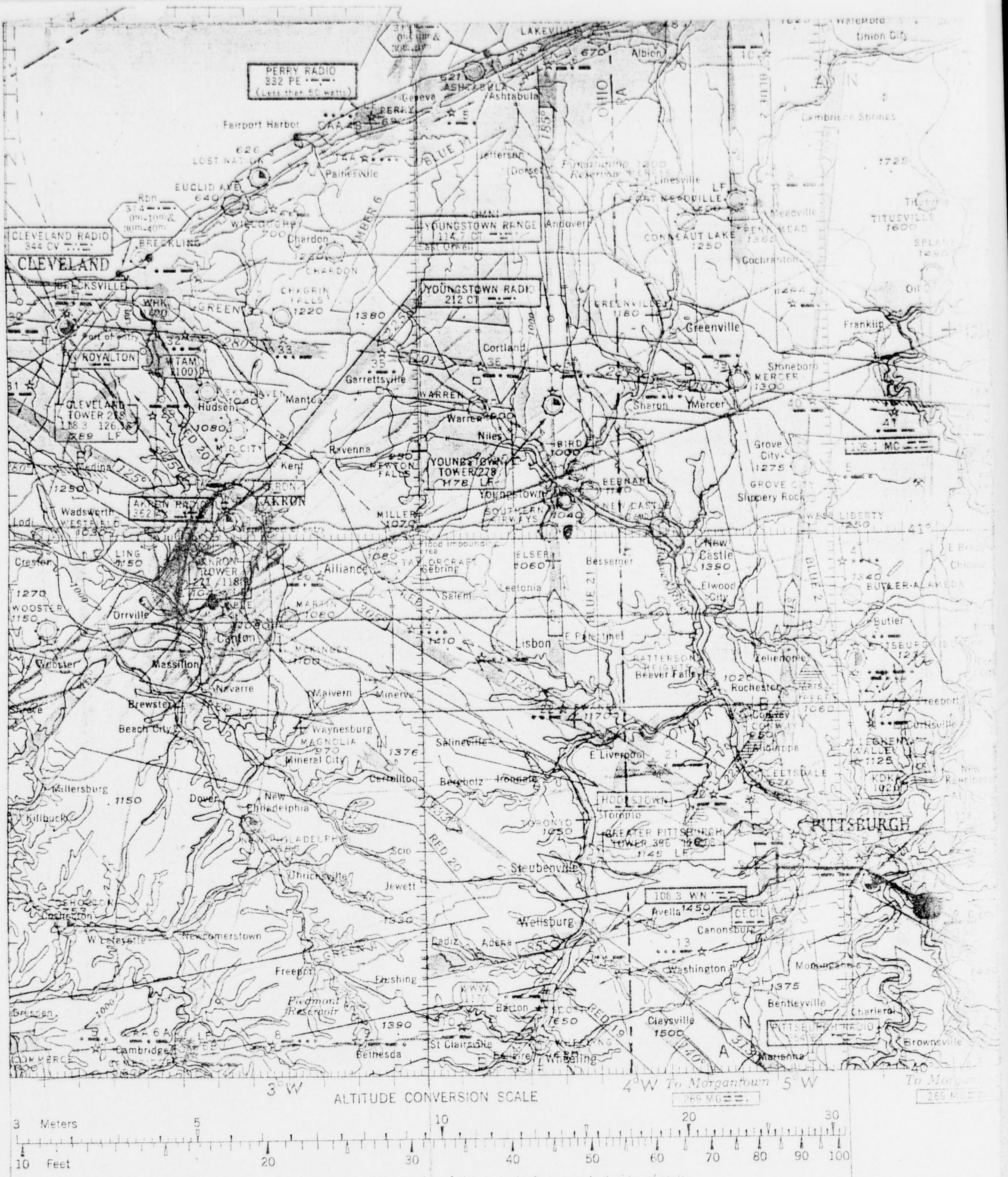
13

9 Dec '48

Col. E.K. Brown
Capt. Mulling

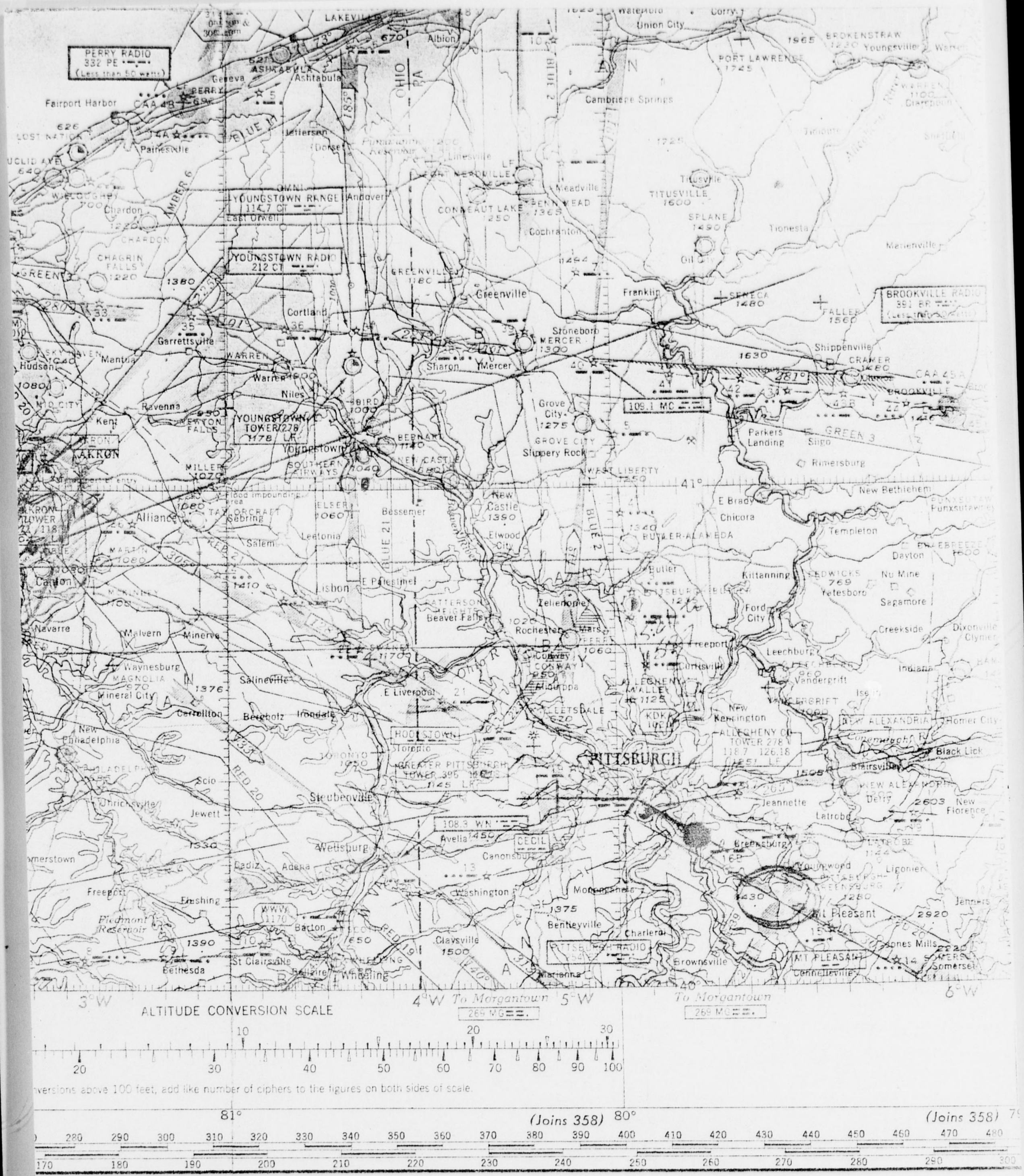
In flight (C-45) on a heading of 300° at 6000' with indicated a/s 180 mph. Past fan marker on SE leg of Pitt range at approximately 1520. Sighted object at 1521. Object was to N of a/c, 60° above horizon and traveling on a converging course to a/c (estimated heading of object 250°) Object appeared to maintain level flight in a straight line and constant speed above thin broken stratus clouds. As object progressed an erratic oscillating motion in horizontal plane was thought to be observed. Object disappeared each time it passed over or through the top of a cloud line. After three minutes a/c changed course to 270° at which time the object was almost directly before and far ahead of a/c at lowering angle to horizon but apparently on same course, altitude and speed. Object passed over

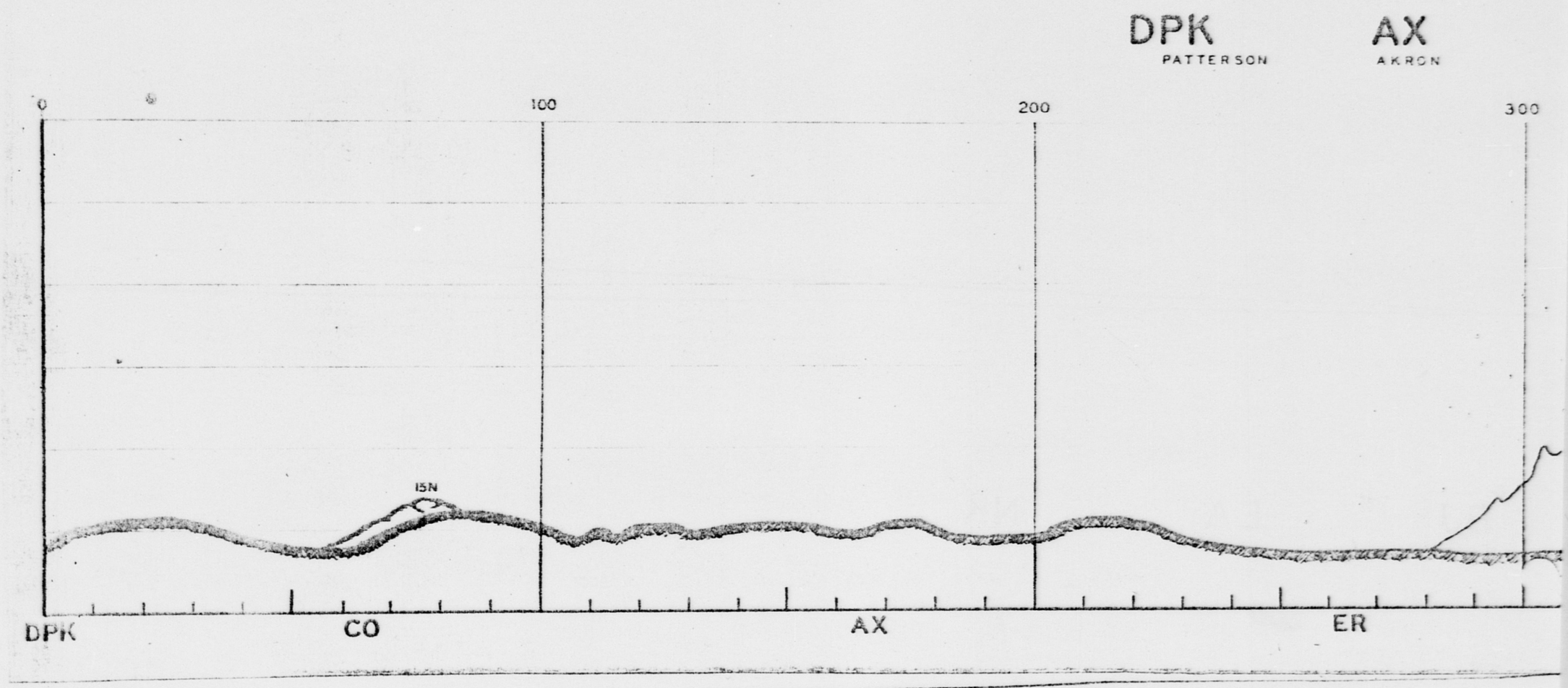
or through top of large cloud bank located SSE of Akron then reappeared on the far side on course and faded from vision at an angle 5° to 10° above horizon at 1527 hrs. A/c climbed to 10,000' and proceeded to cloud at Akron arriving there ~~at 1532½~~ 18½ min from time of first sighting. Top was estimated between 12,000 & 16,000'. Object occupied area on windscreen equal to quarter or eighth less than the sun when first seen. When last seen object appeared smaller than BB than left ~~this~~ vision. Object was round, chalky white, bright, not shiny, whiter than clouds.

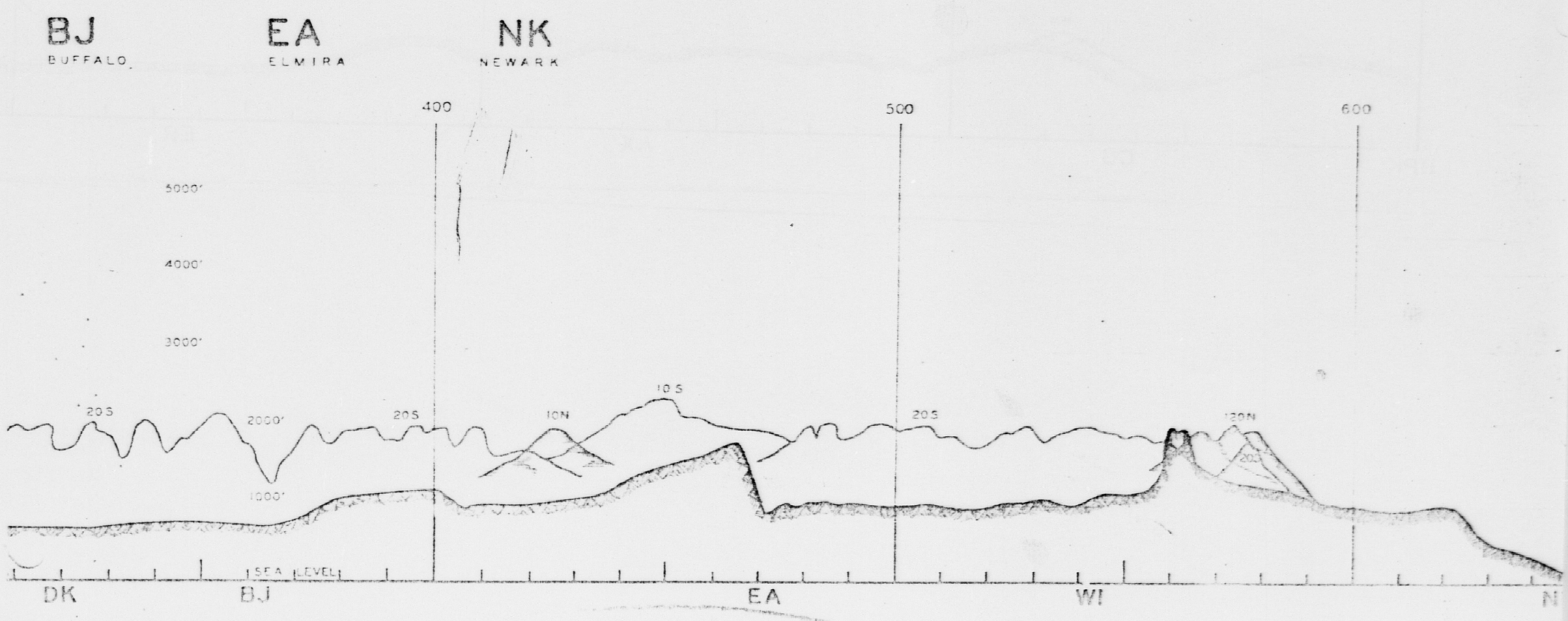


U. S. Coast and Geodetic Survey
of Commerce
BASE NO 2

NOTE: It is requested that persons using this chart indicate corr
additions which come to their attention and notify
"THE DIRECTOR, U.S. COAST AND GEODETIC SURVEY, WASH


PERRY RADIO
332 PE
(Less than 50 watts)
YOUNGSTOWN RANGE
114.7 CT
YOUNGSTOWN RADIO
212 CT
BROOKVILLE RADIO
391 BR
109.1 MC
108.3 WN
PITTSBURGH RADIO
ALTITUDE CONVERSION SCALE
To Morgantown
To Morgantown
(Joins 358)
(Joins 358)
PITTSBURGH
Ashtabula
Youngstown
Akron
Alliance
Canton
Steubenville
Wheeling
Washington
Greenville
Meadville
Oil City
Franklin
Butler
Kittanning
Indiana
Latrobe
Greensburg
Uniontown
Connellsville
Mt Pleasant
Somerset
Clarion
Brookville
Punxsutawney
Ligonier
Jeannette
Beaver Falls
Rochester
Mars
Zelienople
Freeport
Leechburg
Ford City
Kittanning
Tionesta
Titusville
Meadville
Cambridge Springs
Corry
Union City
Waterford
Youngsville
Warren
Sharon
Mercer
Stoneboro
Grove City
Slippery Rock
New Castle
Beaver Falls
Ravenna
Kent
Hudson
Mantua
Garrettsville
Cortland
Warren
Niles
Salem
Lisbon
Steubenville
Wellsburg
Bethesda
St Clairsville
Bellaire
Martins Ferry
Cadiz
Adena
Jewett
Scio
Freeport
Flushing
Piedmont Reservoir
Navarre
Malvern
Minerva
Waynesburg
Mineral City
Carrollton
Bergholz
Irondale
New Philadelphia
Sebring
Leetonia
Bessemer
Elwood City
Chicora
E Brady
New Bethlehem
Templeton
Dayton
Nu Mine
Sagamore
Yatesboro
Creekside
Dixonville
Clymer
Homer City
Black Lick
Blairsville
New Florence
Jennings
Jones Mills
Somerset
Ligonier
Greensburg
Brownsville
Monongahela
Charleroi
Bentleyville
Clarksville
Avella
Canonsburg
Washington
Barton
Wheeling
Marianna
Conway
Aliquippa
Leetsdale
Vanergrift
New Kensington
Tionesta
Marienville
Sligo
Rimersburg
Parkers Landing
Franklin
Cochranton
Conneaut Lake
Linesville
Jefferson
Dorset
Albion
Geneva
Fairport Harbor
Painesville
Chardon
East Orwell
Andover
Garrettsville
Mantua
Hudson
Kent
Ravenna
Akron
Alliance
Canton
Navarre
Malvern
Minerva
Waynesburg
Mineral City
Carrollton
Bergholz
Irondale
New Philadelphia
Scio
Jewett
Freeport
Flushing
Piedmont Reservoir
Bethesda
St Clairsville
Bellaire
Wheeling
Barton
Clarksville
Avella
Canonsburg
Washington
Bentleyville
Charleroi
Brownsville


DPK
PATTERSON
AX
AKRON
0
100
200
300
15N
DPK
CO
AX
ER


BJ
BUFFALO
EA
ELMIRA
NK
NEWARK
400
500
600
5000'
4000'
3000'
2000'
1000'
20S
20S
10N
10S
20S
120N
20S
SEA LEVEL
DK
BJ
EA
WI
N

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 163, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

UNCLASSIFIED

RECORD TYPE Incident Field

DATE OF INFO 11 Dec 195[illegible]

LOCATION 40 mi. NW Nashville

SOURCE USAF Capt.

DATE IN TO ATIC ——

COLOR Brilliant Red

SPEED Slow

ALTITUDE 10,000'-11,000'

LENGTH OF TIME OBSERVED [illegible]

TYPE OF OBSERVATION Aerial

MANEUVERS ——

Airc (S[illegible])

UNCLASSIFIED

Temporary ATIC Form 329
(1 Jan 52)

Incident #213 -- near Martinsburg, West Virginia -- 11 December 1948

As described, the object seen in this incident could have been a parachute flare. Under circumstances of a head-on approach, a meteor can appear stationary; however, the time in sight (one minute), if accurate, argues against the object's being a meteor. Therefore, while it is possible that the incident has an astronomical explanation, it is more probable that a flare was being observed.

0 - 12 - 3712 - 7

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

11 Dec

No. 218: No date given, consequently no check could be made of surface or upper-air data. As stated by observer, a flare is probable answer.

INCIDENT NO. 218 12

1. Date of Observation 11 December 1948 Date of Interview _____

2. Exact time (local) 2245E

3. Place of Observation 40 miles NW of Martinsburg, West Va

4. Position of observer From aircraft on 125° heading at 9,500 ft
Speed: 150 MPH

5. What attracted attention to object(s): -

6. Number of objects 1

7. Apparent size Undetermined

8. Color of object Changing - red to blue to red

9. Shape similar to parachute flare

10. Altitude 10,000 - 11,000 ft

11. Direction from observer

12. Distance from observer 20 miles to front of aircraft - seen laterally

13. Direction of flight of object(s) ~~Appeared~~ Appeared to be stationary

14. Time in sight 1 minute

15. Speed - appeared stationary

16. Sound and Odor Unknown

17. Trail None

18. Luminosity Object appeared as a brilliant flare in the sky

19. Projections

20. Maneuvers

21. Manner of disappearance Similar to a flare burning out

22. Effect on clouds

23. Additional information concerning object

24. Weather conditions 7 mile visibility - clear sky in Martinsburg area

(over)

SUBJECT UNIDENTIFIED FLYING OBJECT

UNCLASSIFIED

1. REF LETTER HQ USAF SUBJECT REPORTING OF INFORMATION ON FLYING DISCS DATED 6 FEB 1948 AND FSC REG 200-4 THE FOLLOWING INFORMATION IS REPORTED AS RECIEVED FROM THE PILOT OF AF5952

A. LOCATION AND TIME OF SIGHTING

FORTY MILES NORTHWEST OF MARTINSBURG WEST VA PILOT OF AF5952 REPORTED A BRILLIANT RED FLARE IN SKY AT AN ALTITUDE OF APPROX 10000-11000 FEET ACFT WAS ON HEADING OF 125 DEGREES WHEN OBJECT WAS SIGHTED OBJECT APPEARED TO BE 20 MILES IN FRONT OF ACFT TIME SIGHTED 2245E

B. WEATHER AT TIME OF SIGHTING

WEATHER IN MARTINSBURG AREA REPORTED AS CLEAR SKY 7 MILES VISIBILITY

C. NAMES OCCUPATIONS AND ADDRESSES OF WITNESSES

CAPT O M LEGG HQ AIR RESCUE SERV PILOT

CAPT R H CASSIDY HQ AIR RESCUE SRVC CO PILOT

S/SGT T P TURNER AIR RESCUE SRVC FORT BRAGG NC ENGINEER

D. PHOTOS OF OBJECT NONE

E. SKETCHES OF OBJECTS CONFIGURATION NONE

F. OBJECTS SIGHTED

1. NUMBER ONE // 2. SHAPE APPEARED TO BE SIMULAR TO PARACHUTE FLAFIE FLARE 3. SIZE NOT DETERMINED // [illegible] NOT DETERMINED

4. COLOR CHGED FROM RED TO [illegible]

BLUE TO RED // 5. SPEED APPRD TO BE STATIONARY // 6. HEADING SEE 5 // 7. MANUVERABILITY SEE 5 // 8. ALTITUDE APPROX TEN TO ELEVEN THOUSAND FEET // 9. SOUND NONE HEARD 10. EXAUST TRAIL NONE NOTICED

G. GENERAL RMKS FLARE LASTED APPROX ONE 1 MINUTE AND ALL WITNESSES MENTIONED PAR C CONCURRED AS TO COLOR POSN ALTITUDE AND ENDURANCE NO OPINION FORMED BY ANY MEMBER OF CREW AS TO IDENTITY OF OBJECT

SND COL MCNEIL

Incl. Ident.

214

Name and address of observer: Capt O. M. Legg, Hq Air Rescue Service
Ft Bragg, N. C.

Occupation and hobbies: USAF

Comments of Interrogator relative to intelligence and character of observer(s): No opinion

NARRATIVE SUMMARY: Object sighted some 40 miles northwest of Martinsburg, West Va., by pilot of AF 5952 and crew. A brilliant red flare was sighted at an altitude of approximately 10,000 to 11,000 feet. It appeared to be 20 miles in front of the aircraft which was on a heading of 125°. The shape appeared similar to a parachute flare. The color was variable changing to red to blue to red. The flare appeared to be stationary. No sound was heard and no exhaust trail noticed. No opinion was formed by any member of the crew as to the identity of the object. The flare lasted approximately 1 minute.

Witnesses: Capt R. H. Cassidy
Headquarters, Air Rescue Service
Washington 25, D. C.

S/Sgt T. P. Turner
Air Rescue Service
Fort Bragg, N. C.

(Rev. 23 Apr. 48)

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA
Operating Location 33-8

PKB/ban
MDT 000.9 13 December 1948

SUBJECT: Unidentified Flying Objects

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

ATTN: MCIAXC-3

1. In compliance with FS Regulation 200-4 dated 2 November 1948 and letter, Headquarters, USAF., Subject: "Reporting of Information on 'Flying Discs,'", dated 6 February 1948 the following information is submitted:

ESSENTIAL ELEMENTS OF INFORMATION

1. Date of Sighting: 11 December 1948

2. Time of sighting: 2245Z

3. Where sighted: See Paragrah 3b (2)

a. Ground

Not applicable

b. Air

(1) Type aircraft, speed, altitude, direction of flight.

C-45F 150 9500 ft 125 Degrees

(2) Distance & Direction from City, town or known landmark:

40 miles northwest of Martinsburg, West Virginia

(3) Clock Position of object from observer's aircraft:

12 o'clock., approximately 20 miles in front of aircraft

(4) Latitude and longitude: Approximately 39°58'N 78°20'W

2 1 6

MDT 000.9
Subj: Unidentified Flying Objects

c. Sea

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. Laterally or horizontally: Laterally

b. Angle of elevation from horizon: 5 degrees

c. Altitude: 10,000 - 11,000 feet

6. Time in sight: one (1) minute

7. Appearance of object:

a. Color: Red to Blue to Red

b. Shape: Resembled to parachute flare

c. Apparent construction: No opinion

d. Size: undetermined

8. Direction of flight: Appeared to be stationary

9. Tactics or maneuvers: None

10. Evidence of exhaust: None

a. Color of smoke: None

b. Length and width: None

c. Odor: Unknown

d. Rate of evaporation: Unknown

e. Does trail vary with sound: None

11. Effect on clouds: No clouds - unlimited ceiling

12. Lights: Object appeared as a brilliant flare in the sky.

13. Support: Not visible

14. Propulsion: Object appeared to be stationary.

a. Propeller or jet: Unknown

b. Rotor: Unknown

c. Aerodynamic vanes: Unknown

d. Visible exhaust or jet openings: None visible

15. Control and stability: Unknown

a. Fins: None visible

b. Stabilizers: Unknown

(1) Size: Unknown

(2) Shape: Unknown

(3) Location: Unknown

16. Air Ducts: Unknown

a. slots: Unknown

b. Duct openings: Unknown

17. Speed - MPH: Appeared to be stationary

18. Sound: Unknown

19. Was any radio antenna to be observed: None observed

20. Manner of disappearance: Similiar to a flare burning out

a. Explode

(1) Possibility of fragments: Unknown

(2) Other Physical evidence: Unknown

b. Faded from view: Yes

c. Disappeared behind obstacle: No

RELATIVE TO THE OBSERVER

1. Name of Observer: Capt [redacted]

MDT 000.9
SUBJ: Unidentified Flying Objects., 13 December 1948

2. Headquarters, Air Rescue Service

3. Occupation: USAF

4. Place of Business: USAF

5. Hobbies: Not applicable

6. Ability to determine: Unknown

7. Reliability of observer: No opinion

8. Notes relative to observer on

a. Sightings in general: None

b. How attention was drawn to objects: Directly in Flight Path

(1) Sound: Unknown

(2) Motion: Stationary

(3) Glint of light: Brilliant

9. Witnesses:

a. Capt R. H. Cassidy
Headquarters, Air Rescue Service
Washington 25, D. C.

b. S/Sgt T.P. Turner
Air Rescue Service
Fort Bragg, N. C.

10. Comments of interrogator re intelligence and character of person interrogated: No opinion

RELATIVE TO RADAR SIGHTINGS

1. Re radars now operating on ground: No radar sighting

2. If airbourne, when object was sighted: Not applicable

GENERAL

1. Teletype sequences of local weather conditions:

Clear sky - 7 miles visibility

2. Winds aloft report: Not given

SUBJ: Unidentified Flying objects: 13 December 1946

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time: Unknown.

4. Possibility releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other: Unknown.

5. If object contacted earth, obtain soil sampled within and without depression or spot where object landed for purposes of making comparison of soils: Unknown.

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects: Unknown.

7. Obtain photographs: None

8. Not obtained.

9. Obtain fragements or physical evidence where possible: None

Joseph L. McNeil
JOSEPH L. MC NEIL
Lt. Col., USAF
Commanding

DISTRIBUTION:

c/s to Ch of Staff, Hq USAF
Commander, MATS
CO, FS

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

UNCLASSIFIED

UNCLASSIFIED

Incident #240 -- near Hood River, Oregon -- 11 December 1948

The gist of this incident is that a flash of light was seen and a continuing sound of explosion heard at about 7:30 on a rainy evening. Clearly this description could apply to any large explosion, such as that of an ammunition dump or factory; however, it is true that when a bolide explodes a blinding flash of light is seen, and thundrous sounds are sometimes heard for many seconds. Since the sky was overcast at the time of this incident, and a light rain was falling, the earlier part of the trail of the fireball (if that is what it was) was, of course, not visible; only the flash from the final explosion, which would have appeared essentially stationary, was seen.

In the absence of positive evidence of any other type of explosion occurring in that vicinity at the time, it is the opinion of this investigator that a bolide explosion was observed.

11

INCIDENT NO. 240

1. Date of Observation 11 Dec. 1948 Date of Interview 3 Jan. 1949

2. Exact Time (local) 1900-1930

3. Place of Observation Hood River, Oregon 45°-41'-30" North 121°-32'-46" West

4. Position of observer Ground

5. What attracted attention to object. Flash of light.

6. Number of objects 1

7. Apparent size

8. Color of object White center, which gave off a blue impression

9. Shape Flash of light like ball.

10. Altitude

11. Direction from observer East, S.E.

12. Distance from observer 1 to 4 Miles

13. Direction of flight of object(s) Possibly N.W.

14. Time in sight One second.

15. Speed

16. Sound and odor Sharp report heard five seconds after flash of light (echo lasted for forty seconds).

17. Trail

18. Luminosity Flash of light.

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on Clouds Radio interference noted at time of flash and for a few seconds after.

23. Additional Information Concerning Object

24. Weather Conditions. Low clouds, fair visibility, cold light rain and snow, foggy.

(over)

Incident 240

Name and address of observer: [redacted] Hood River, Oregon

Occupation and hobbies: [redacted]

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY:

About 7:30 P.M. in the evening (according to most witnesses) a brilliant blue and white flash of light flared for an instant at a point about 5 miles south of Hood River and slightly east. Most witnesses said that the light "might have been lightning" but most also agreed it was not like any lightning they had ever seen since it was more like a rapid burning of a flare than a bolt or sheet of lightning. A loud noise, such as might have been made by thunder was heard by everyone in the lower valley and across the river on the Washington side. The light apparently either reflected or moving thru a light fog which was over most of the valley at the time, was said by one witnesses on the Washington side to move northwest towards Mt. Adams, but this was the only witness to indicate that the light moved at all.

Mr. [redacted] was reading at home at the time and the flash occurred directly east of his window - he was the only person who saw the flash actually originate - the rest only saw reflections or a diffused flash.. The center of the flash was itself round and almost completely round somewhat like a fluorescent light might be or a faraway searchlight. It seemed to flash, unlike lightning which diffuses its light at the edges and does not beam itself.

Weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reports. There were no further nor had there been previous flashes or thundering. Radio interference was strong at the time of the flash and a few seconds afterward. Practically everyone, including those indoors, heard the thundering noise which rolled off the hills somewhat like artillery fire for several seconds.

No reports from the east valley indicated anything had fallen nor have any since been brought to light which would serve to indicate any reason for the disturbance.

At Hood River, Oregon

On 30 January 1949, Mr. [redacted], Hood River, Oregon, was interviewed and stated that on 11 December 1948 at approximately 1900 hours he was sitting in his home, [redacted], Hood River, Oregon, when looking through the window (Facing towards the East Southeast), he saw a flash of light and about five seconds later he heard a sharp report. For about 40 seconds the echo rolled off the west hills with a rumbling sound. [redacted] stated that after his experience as a naval officer, he is sure that the sound was not thunder. At the time of the flare, there were low clouds, fair visibility, and a cold front moving through. The shape of

Incident 240

Name and address of observer: [redacted] Hood River, Oregon

Occupation and hobbies: [redacted]

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY:

the flash was like a ball, and [redacted] saw the complete roundness of the flash although it did not last over one second. The center of the flash was white; however, it gave off a blue impression through the fog. [redacted] immediately telephoned people in the surrounding hills, and people called in Odel and Parkdale, Oregon, had not seen the flash. One woman (name unknown to [redacted] in the Central Vale School area was said to have seen the illumination. The flash seemed to be in the Central Vale School area in the lower valley. Geographical coordinates of [redacted] position at time of sighting are as follows: 45° 41' 30" North latitude and 121° 32' 46" West longitude.

A telephone call made by [redacted] to a woman (name unknown to [redacted] at Van Horn, Oregon, revealed that the woman saw the flash due North of her home, and there seemed to be a lapse of about two seconds between the light and the explosion. [redacted] does not remember who the people were that he called, as he simply called people unknown to him in the various outlying towns. All efforts to contact people referred to by [redacted] failed.

See Incident 239 for details
For original report see Incidents No. 239 and No. 358.

INCIDENT NO. 240A

1. Date of Observation ~~11 Dec 1948~~ Date of Interview 5 Jan. 1949

2. Exact Time (local) 1900-2000

3. Place of Observation Bingen, Oregon 45°-42' 56" North 121°-27' 58" West

4. Position of observer Ground

5. What attracted attention to object. Sharp explosion followed by rumbling then reflection of light flash.

6. Number of objects 1

7. Apparent size

8. Color of object

9. Shape

10. Altitude

11. Direction from observer Appeared South

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight

15. Speed

16. Sound and odor Sharp explosion followed by thunder-like rumble.

17. Trail

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on Clouds

23. Additional Information Concerning Object-

24. Weather Conditions. Cold, rain or snow, visibility not very good.

(over)

Incident 21,01

Name and address of observer:

Mr. and Mrs. [redacted]
Bingen, Oregon

Occupation and hobbies:

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY:

AT BINGEN, WASHINGTON

On 5 January 1949, Mr. and Mrs. [redacted] Bingen, Washington, were interviewed and stated that at about 1900 or 2000 hours on 11 December 1948 they heard a sharp explosion followed by a rumbling like thunder, then saw the reflection of a flash of light. The sound seemed due South of Hood River, Oregon, or in the hilly country to the East, possibly around Odell, Oregon. They thought something had blown up at Hood River, Oregon. The weather was cold with either rain or snow and visibility was not very good. Geographical coordinates of the observers' position are as follows: 45° 42' 56" North latitude and 121° 27' 58" West longitude.

Original Report in File No. 358

[redacted]

COPY UNCLASSIFIED

INCLOSURE #2

THE SUN PUBLISHING CO.
HOOD RIVER COUNTY SUN - John H. Travis, Publisher
HOOD RIVER, OREGON

(no date)

Dr. [redacted]
Eugene, Oregon

240

Dear Sir:

I am writing you in regard to a rather startling occurrence on Saturday evening, December 11, which no one has been able to explain locally to either my own or several other interested people's satisfaction.

At about 7:30 p.m. in the evening, according to most witnesses, a brilliant blue and white flash of light flared for an instant at a point about five miles south of Hood River and slightly east. Most witnesses said that the light "might have been lightning" but most also agreed that they had never seen any lightning exactly like it, since it was more like a rapid burning of a flare than a bolt or sheet of lightning. Most also agreed as to the location, which is about directly over a small community called Pine Grove, marked on the accompanying map. A loud noise, such as might have been made by thunder was heard by everyone in the lower valley and across the river on the Washington side. The light, apparently either reflected or moving through a light fog that was over most of the Valley at the time, was said by one witness on the Washington side to move northwest towards Mount Adams, but this was the only witness to indicate that the light moved at all.

I was reading at home at the time and the flash was directly east of my window---I seem to have been the only person to have seen the flash actually originate---the rest apparently saw only reflections or a diffused flash. The center of the flash, which, by the time between it and the first sound, must have been between one and four miles away, was itself round and almost completely white, somewhat like a fluorescent light might be or a faraway searchlight. It seemed to flash, unlike lightning which diffuses its light at the edges and does not beam itself.

Weather conditions were cold, with a light rain and snow falling. A cold front was moving in at the time according to weather reporters. There were no further nor had there been previous flashes or thundering. Radio interference was strong at the time of the flash and a few seconds afterwards. Practically everyone, including those indoors, heard the thundering noise which rolled off the hills somewhat like artillery fire for several seconds.

No reports from the east valley indicated anything had fallen nor have any since then brought to light any reason for the disturbance.

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

UNCLASSIFIED

[redacted]

239

UNCLASSIFIED

Basic: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AG 1st Ind OMH:jp
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, ATC, Wright-Patterson AFB, 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.

FOR THE COMMANDING OFFICER:

OLIVER H. HOLAND
Captain, USAF
Ass't Adjutant

1 Incl: n/c (1 cy w/d)

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

UNCLASSIFIED

[redacted]

UNCLASSIFIED

THE SUN PUBLISHING CO.
HOOD RIVER, OREGON

240

I am writing to you in hopes that you may be able to surmise what the disturbance might have been and also to let you have what information we could gather. As a correspondent for one of the press services I was naturally interested in it. I am further interested in your comments on it, even though I realize that the information is not complete enough to make any deductions possible.

Do you have an observer for your meteor society in the Valley? I would be interested in having his name if you do.

Thank you for your time and interest in this matter.

Sincerely,

/S/ [redacted]

[redacted]

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

[redacted] UNCLASSIFIED 239

UNCLASSIFIED

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

REPORT OF INVESTIGATION

FILE NO. 24-3

DATE 4 Jan 49

REPORT MADE BY JACK L. BOLING

REPORT MADE AT DO #17, Kirtland AFB, N. M.

PERIOD 22-24, 29 December 1948

OFFICE OF ORIGIN DO #17, Kirtland AFB, N. M.

STATUS PENDING

TITLE

UNKNOWN

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE Report, S/A NAFFZIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

SYNOPSIS

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico; bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. [redacted] giving his findings.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CO, Kirtland AFB (Action copies)	4	CO, Kirtland AFB, N. M.	
Hq., OSI	2		
Files	2		

APPROVED

Doyle Rees

DOYLE REES
Lt Col, USAF
DISTRICT COMMANDER

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

UNCLASSIFIED

131

AFOSI FORM 4
23 JULY 48

16—66133-1 U. S. GOVERNMENT PRINTING OFFICE

KAFB 3609

UNCLASSIFIED

DETAILS:

1. This is a joint investigation by the writer, S/A MELVIN E. NEHEF, EDGAR J. BETHART, and ROBERT R. JOHNS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss [redacted] to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Oregon, dated 3 November 1948, was provided by Dr. [redacted]. This letter indicates that Miss [redacted] saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

Color: Green
Course: East to west, with erratic side motions
Speed: Very slow (estimated 75 minutes to cross sky)
Remarks: Seemed to be affected in course and brilliance by stars; moved off course to north and south in zig-zag; faded as it went further west, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 17th District OSI, for interview with Miss [redacted] to develope precise details as to course and elevation. (Inclosure #1)

4. Letter from [redacted] Sun Publishing Company, Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. [redacted]. This letter refers to the sighting of a blue-white flash of light, accompanied by a loud noise, at 1930 hours, 11 December 1948. A summary of the letter from [redacted] follows:

At approximately 1930, a brilliant blue-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from [redacted], and obtaining further statements.

DOWNGRADED AT 2 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

6. The writer made inquiries in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Palma. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEEF by Lieut. [redacted], Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. [redacted] from the position of sighting by [redacted] AND [redacted].

Report by Inspector [redacted] AESS:

At about 2054, 20 December 1948, in company with Inspector [redacted], a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector [redacted], AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. [redacted] AESS (oral), and Mr. [redacted] (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEEF and Dr. [redacted] on 29 December 1948. [redacted] and [redacted] reported concurrent sighting of the phenomena observed by [redacted] and [redacted]. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by [redacted] above. Transit readings were made by Dr. [redacted] from location of sighting by [redacted] and SKIPPER. A report was prepared by Dr. [redacted], meteoriticist, University of New Mexico, who has cooperated in this investigation, giving

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

his findings and conclusions on the latest sightings. This report provided Special Agent NEUF, 30 December 1948. (Inclosures #5 and #6)

9. Report of Inspector [redacted], AESS, relative to sighting of fireball on 28 December was provided Special Agent NEUF by Lieut. [redacted], AESS. This report indicates that at 0431, 28 December 1948, [redacted] saw a white light, like a falling star, descending in a vertical path. It was not falling as fast as a falling star, so [redacted] continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and [redacted]. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. BETHART and ROBERT R. JOHNS interviewed Mr. PHILLIP S. CARROLL, Las Cruces Auto Court, Las Cruces, New Mexico, on 23 December 1948. CARROLL is connected with Navy Project Task D, Nord 8555, which requires that he and his associate , RICHARD E. McCROSKEY maintain a watch on the skies for about 95% of the time at night. CARROLL denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with CARROLL's work to be furnished 17th District OSI.

Inclosures for Complete Distribution:

1. Letter from [redacted] to Dr. Pruett
2. Letter from [redacted] to Dr. Pruett
3. Report of Inspector [redacted]
4. Report of Inspector [redacted]
5. Report of Mr. [redacted]
6. Report of Dr. [redacted]
7. Report of Inspector [redacted]

* PENDING -

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

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

[redacted]

UNCLASSIFIED

11 Dec 48

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATION REPORT OF INVESTIGATION	FILE NO. 24-12	DATE 27 May 1949
	REPORT MADE BY HARRY R. PETERSON	
TITLE UNKNOWN - AERIAL PHENOMENON Fireball sighted over Hood River, Oregon, 11 Dec 1948	REPORT MADE AT DO #20, McChord AFB	
	PERIOD 3, 5 January 1949	
	OFFICE OF ORIGIN DO #17, Kirtland AFB	
	STATUS RUC	

CHARACTER

SPECIAL INQUIRY

REFERENCE

Letter from DO #17, Kirtland AFB, dated 23 December 1948, File #24-8.

SYNOPSIS

Investigation predicated upon a letter from DO #17, Subject: UNKNOWN, dated 23 December 1948, requesting an interview with [redacted] Hood River, Oregon, regarding the fireball sighted on 11 December 1948 at 1930 hours. [redacted] stated that he saw a flash through the window of his home, [redacted] Hood River, Oregon. About five seconds after he saw the flash, he heard a sharp report. Although the center of the flash was white, it produced a blue impression through the fog. [redacted] made several calls to people unknown to him in Odell and Parkdale, Oregon. These people advised him that they had not seen the flash. However, two women (names unknown to [redacted] that were contacted by [redacted] in the Central Vale School area and in Van Horn, Oregon, advised him that they had seen the flash. Mr. and Mrs. [redacted], Bingen, Washington, advised that they saw the reflection of the flash at about 1900 or 2000 hours. The flash seemed to them to be near Odell, Oregon.

RUC

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

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
DO #17 (Action Copies) 4 OSI Hqs 2 File 2	District Commander 17th District OSI Kirtland AFB New Mexico	
	APPROVED R. D. MELCHER Major, USAF District Commander (Actg)	

AFOSI FORM 4
23 JULY 1948

[redacted]

9-1073, AF

UNCLASSIFIED

other (lightning)

UNCLASSIFIED

File #24-12 [redacted]

DETAILS:

1. Investigation predicated upon a letter from DO #17, Subject: UNKNOWN, dated 23 December 1948, requesting an interview with [redacted]n, Hood River, Oregon, regarding the fireball sighted on 11 December 1948 at 1930 hours.

AT HOOD RIVER, OREGON

2. On 3 January 1949, Mr. [redacted]n, Hood River, Oregon, was interviewed and stated that on 11 December 1948 at approximately 1900 hours he was sitting in his home, a[redacted], Hood River, Oregon, when looking through the window (Facing towards the East Southeast), he saw a flash of light and about five seconds later he heard a sharp report. For about 40 seconds the echo rolled off the west hills with a rumbling sound. [redacted] stated that after his experience as a naval officer, he is sure that the sound was not thunder. At the time of the flare, there were low clouds, fair visibility, and a cold front moving through. The shape of the flash was like a ball, and [redacted] saw the complete roundness of the flash although it did not last over one second. The center of the flash was white; however, it gave off a blue impression through the fog. [redacted] immediately telephoned people in the surrounding hills, and people called in Odell and Parkdale, Oregon, had not seen the flash. One woman (name unknown to [redacted]) in the Central Vale School area was said to have seen the illumination. The flash seemed to be in the Central Vale School area in the lower valley. Geographical coordinates of [redacted]s position at time of sighting are as follows: 45° 41' 30" North latitude and 121° 32' 46" West longitude.

3. A telephone call made by [redacted] to a woman (name unknown to [redacted]) at Van Horn, Oregon, revealed that the woman saw the flash due North of her home, and there seemed to be a lapse of about two seconds between the light and the explosion. [redacted] does not remember who the people were that he called, as he simply called people unknown to him in the various outlying towns. All efforts to contact people referred to by [redacted] failed.

AT BINGEN, WASHINGTON

4. On 5 January 1949, Mr. and Mrs. [redacted] Bingen, Washington, were interviewed and stated that at about 1900 or 2000 hours on 11 December 1948 they heard a sharp explosion followed by a rumbling like thunder, then saw the reflection of a flash of light.

UNCLASSIFIED

[redacted]

File #24-12

Auch

The sound seemed due South of Hood River, Oregon, or in the hilly country to the East, possibly around Odell, Oregon. They thought something had blown up at Hood River, Oregon. The weather was cold with either rain or snow and visibility was not very good. Geographical coordinates of the observers' position are as follows: 45° 42' 56" North latitude and 121° 27' 58" West longitude.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

[redacted]

[redacted]

New Orleans, La. May 22, 1949

Technical Intelligence Division,
Air Material Command Headquarters,
Wright-Patterson Air Force Base,
Dayton, Ohio.

Dear Sir;

On or about the 12th of December 1948 while sitting on the front porch at my residence [redacted] this city I observed a phenomena which I believe to be an optical illusion, which was similar to flying discs or sauciers. They were about the size of a dinner plate.

A neighbor whom I was talking to at the time saw them too, after I mentioned them to her. I said to her "There are those flying discs" and I asked her if she saw what I did and she replied that she did. We laughed it off and forget the incident.

The weather was murky or heavy and it was getting dark. There is an air beam station at or near Moisant Airport which is eight miles west of New Orleans on highway 65.

These so called discswould follow the light beams, some of them would stand still a moment and then dart either to the left or right. None of them seem to follow a set course.

I believe that those objects or optical illusions was a reflection of the light beams and the weather was just right to create the condition.

I have read a good deal about others who thought they saw something of that nature some of whom were in the vicinity of ball parks etc.

I judged them to be thirty or forty feet from the ground. I would recommend making tests where there are beams of light and heavy weather at other points throughout the country. Maybe some simple explanation will answer the question.

Yours very truly,

[redacted]

MCIAXS

MCIAXS/GWT/amc

Mr. [redacted]
New Orleans, La.

Dear Mr. [redacted]

Receipt of your letter, dated 22 May 1949, is acknowledged by this Headquarters.

Your contribution has been made a matter of record and is being incorporated into our present study of unidentified aerial phenomena.

Your action in writing this Headquarters regarding this matter is appreciated.

Sincerely yours,

A. J. HEMSTREET, JR.
Lt Colonel, USAF
Acting Chief, Analysis Division
Intelligence Department

Misc. Sighting

UNCLASSIFIED

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

REPORT OF INVESTIGATION

FILE NO. 24-2

DATE 1 February 1949

REPORT MADE BY HAROLD B. GRISSINGER

REPORT MADE AT DO #11, Tinker AFB, Oklahoma

PERIOD 25, 31 January 1949

OFFICE OF ORIGIN DO #17, Kirtland AFB, New Mexico

STATUS RUC

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Ltr fr 17th OSI District, file 24-8, 20 January 1949

SYNOPSIS

Investigation requested by 17th District Office, Kirtland AF Base. On nights of 12 September, 5 and 12 December 1948, Mr. [redacted] observed a "green fireball" in southern Colorado. [redacted] interviewed on 31 January 1949, stated "fireball" to be bright green and soundless. Unable to ascertain definite size, shape, speed, or altitude.

-- RUC --

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

DISTRIBUTION

DO #17, Kirtland AFB	4
OSI Hq	2
File	2

ACTION COPY FORWARDED TO

DO # 17

APPROVED

TYLER M. BIRCH
Major, USAF
Acting DISTRICT COMMANDER

FILE STAMP

UNCLASSIFIED

AFOSI FORM 4
23 JULY 48

10—00408-1 U. S. GOVERNMENT PRINTING OFFICE

CONFIDENTIAL

UNCLASSIFIED

11D 24-2

DETAILS:

1. This investigation is predicated upon letter, 17th District Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico, dated 20 January 1949, stating MR. [redacted], [redacted], Amarillo, Texas, observed what he described as a "green fireball" upon three separate occasions.

2. Mr. [redacted] was interviewed on 31 January 1949 and gave the following information:

On 12 September 1948, accompanied by Mr. [redacted] (initials unknown), a teacher at Moffat, Colorado high school, the first "fireball" was seen in the vicinity of Moffat, Colorado. It appeared to be a bright green falling star. On 5 December 1948, while traveling on U. S. Highway 160, in the vicinity of Blanca, Colorado, the "fireball" was again observed. Moving horizontally and westerly, at a very fast rate of speed, it once more appeared to be a bright green. [redacted] stated that the "fireball" seemed closer and more brilliant than previously. It did not fall but "went out in midair." The "fireball" was last seen on 12 December 1948 in the vicinity of Monte Vista, Colorado, and again had the appearance of a bright green falling star. In the company of [redacted], at this time, was a Mr. [redacted] St. Louis Valley Cooperative, Monte Vista, Colorado. [redacted] described this phenomena to the best of his ability but was unable to give concrete details regarding size, shape, location, etc.

3. During the interview, it appeared to this agent that [redacted] was above-average in intelligence and that the "fireball" was not just a figment of his imagination.

4. Reference is made of radio reports in Oklahoma area stating "fireballs" were seen on night of 31 January 1949 in northern New Mexico.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

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

CONFIDENTIAL

UNCLASSIFIED

UNCLASSIFIED

Area (venus)

Lancaster, Ohio,
[redacted],
March 9, 1950.

Commanding Officer,
U. S. Army Airforce,
Dayton Airfield
Dayton, Ohio.

Dear Sir:
I heard over the radio yesterday that several people at the Dayton Airfield had seen what they thought was a flying saucer. Also last week and the preceeding week over the radio program, "Let the People Speak," an officer of the U. S. Army Air-force said the "flying saucer" was real, having been seen by him and 500 scientists; and how he tried also to overtake and capture one, but it escaped

The one he described was similar to something I saw early one morning in the South-eastern sky, about the middle of Dec., 1948. I tried to awaken my husband and to make him get up and look at the thing, but could not get him up, nor my young daughter.

I awakened and thinking I heard an odd whirring sound in the sky, looked out the window, and I saw this large round shinning object in the sky. It was not moving and looked like a huge electric light. It did not seem solid. I thought at first that I was half asleep, and so kept looking at the object until I knew I was wide awake and that it was no reflection from any electric light. I watched

it for about half an hour and every now and then kept shaking my sleeping husband, trying to make him come to the window to look, but he would not move and asked me to stop bothering him. I finally went back to sleep, not knowing who to telephone. I awoke later in the morning while the sky was still dark, but the object was gone.

I told only members of the family about this, as my husband said if it was a planet, comet, or anything someone else would have seen it. I often thought I would try to find out what it was, or if anyone else had reported seeing something at that time, but did not do so, as I read soon after this that the U. S. Army had come to the

conclu on the "flying saucer" is
either an illusion or a cloud
and had discontinued "Opera-
tion flying saucer" at O.S.U.
Then I heard the U.S. Army
airforce Major two weeks ago
over "We the People Speak" des-
cribe what he saw and believed
to be a space-ship from Mars,
operated by light. It was simi-
lar to what I saw two years
ago, except he said it was egg-
shaped. The object I saw seem-
ed to be highly illuminated
with light, like a powerful
electric light, but was round
as a ball. The light was more
of a reddish yellow. It was
not white as aluminum. His
object could have been captured or
shot down, as it did not seem to
be moving. It seemed about
1,000 feet high.

I do not want my name or picture in the paper, as they said people who reported seeing the "flying saucer" wanted. I would like to know what it was that I saw. I want to report it, as the Russians may be behind these objects.

Yours sincerely,

Mrs. [redacted]

HEADQUARTERS

AIR MATERIEL COMMAND

WRIGHT-PATTERSON AIR FORCE BASE

DAYTON, OHIO

Page Venus 7

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIAXA-1

14 March 1950

[redacted]
Lancaster, Ohio

Dear Mrs. [redacted]

Receipt of your letter dated 9 March 1950 is hereby acknowledged.

Your letter will be forwarded to the office interested in these matters.

If further information is desired you will be contacted.

Your action in writing this Command is appreciated.

Yours truly,

Bryan L. Davis

BRYAN L. DAVIS
Colonel, USAF
Air Adjutant General

MCIAXA - Section File

Hq AMC Form No. 9 (Rev 8 Feb 49)

WF-L-18 AUG 49 500M

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

Incident #228, 223a

No information (other than the names of observers) concerning this incident has been received by the present investigator.

UNCLASSIFIED

[redacted]

17 Dec

No. 228, Case under investigation, no information.

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

[redacted]

UNCLASSIFIED

Project "SIGN"

5D OSI MCIAKO-3 26 Dec 48 1.
Attn:

1. This office is in receipt of a communication reporting the sighting of an unidentified aerial phenomena during the week of 20 December 1948 by

a. [redacted]
Freedom, Pa.

b. [redacted]
New Brighton, Pa.

2. The above are employed at the Spang-Chalfont Steel Tube Plant, and were working in the train yards at the time of the sighting.

3. It is requested your office initiate an investigation of this incident.

4. As an aid to the investigating officer in recording the desired data a copy of our Essential Elements of Information is inclosed.

1 Incl
1. EEI

W. R. CLINGMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Dept

HWP/aw
6-5310

UNCLASSIFIED

[redacted]

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

[redacted]

6

UNCLASSIFIED

5D 24-4 1st Ind 5D-OSI/JWF/[illegible]
(11 Mar 49)
Subj: PROJECT "SIGN" (SPECIAL INQUIRY)

5th District OSI (IG), Wright-Patterson AFB, Dayton, Ohio, 15 Mar 49

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

Forwarded for your information and any action deemed appropriate.

1 Incl
n/c

JOHN W. FARRELL
Major, USAF
Acting District Commander

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

[redacted]

[redacted]

UNCLASSIFIED

24-9

MAR 1 1 1949

SUBJECT: PROJECT "SIGN"

THRU: District Commander
5th District OSI (IG) USAF
Wright-Patterson Air Force Base
Dayton, Ohio

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

1. Reference is made to letter from 5th District OSI, Wright-Patterson AFB, Dayton, Ohio, dated 3 January 1949, File 5D 24-4.

2. Forwarded for your information and any action deemed appropriate is the final report of Special Agent TONEY ZEVRAIS, 3d District OSI, dated as above. With the submission of this report, all logical investigative leads have been covered and reported.

3. Interviews with witnesses of Subject phenomena failed to give any logical explanation of same. Investigation disclosed that [redacted] and [redacted], who reported the sighting of the spherical objects, are of unquestionable veracity and integrity and no reason to doubt their statements was disclosed.

4. In order that OSI records may be complete, it is requested that this office be informed of the results of any action which may be taken.

FOR THE DISTRICT COMMANDER:

1 Incl
Report [redacted]
dtd as above (in dup)

BACONS B. BYRD, JR.
Captain, USAF
Deputy Commander

UNCLASSIFIED

[redacted]

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

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

UNCLASSIFIED

REPORT OF INVESTIGATION

FILE NO. 24-9

DATE MAR 1949

REPORT MADE BY
TONEY ZEVRAIS

REPORT MADE AT
DO #3, [redacted], Harrisburg, Pa.

PERIOD
10, 24 Feb - 2, 3 Mar 49

OFFICE OF ORIGIN
DO #3, [redacted], Harrisburg, Pa.

STATUS
CLOSED

TITLE
PROJECT "SIGN"

CHARACTER
SPECIAL INQUIRY

REFERENCE
Letter from DO #5, Wright-Patterson AFB, Dayton, Ohio, dated 3 Jan 49, File 5D 24-4

SYNOPSIS

Investigation predicated from information received from Technical Intelligence Division, Hq, AMC, Wright-Patterson AFB, Dayton, Ohio regarding the sighting of unidentified aerial phenomena near Ambridge, Pa., by [redacted] and [redacted] during the week of 20 December 1948. At 0130 hours 17 December 1948, [redacted] and [redacted] sighted several unidentified spherical objects approaching high above the horizon from the north, and before reaching a point directly overhead, made a sharp 90° turn towards the west and faded from view while still high above the horizon. Greater Pittsburgh Airport, Coraopolis, Pa. Weather Sequence at 0130 hours 17 December 1948, indicated visibility clear (1 1/2 miles) fog and smoke. Wind from west, 12 miles per hour. Military and civilian flight records disclosed no flights over Ambridge at 0130 hours 17 December 1948. References contacted concerning character of [redacted] and [redacted] disclosed no derogatory information, and both are considered good, sober citizens whose veracity has never been doubted.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC, Wright-Patterson AFB (Action Copy)	2	CG, AMC, Wright-Patterson AFB, Dayton, Ohio	
DO #5, WP AFB.	2		
Hq, OSI	2	APPROVED	
File	2	MICHAEL G. FRISCH Major, USAF DISTRICT COMMANDER	

UNCLASSIFIED

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

AFOSI FORM 4
23 JULY 48

16—66438-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

DETAILS:

UNCLASSIFIED

1. This investigation was requested by Commanding General, Hq, AMC, Wright-Patterson AFB, Dayton, Ohio, Technical Intelligence Division, regarding the sighting of unidentified aerial phenomena by [redacted] and [redacted], during the week of 20 December 1948.

AT FREEDOM, PA.

2. This is a joint investigation of Special Agent HARRY H. PERRY, Jr. and the writer.

3. On 10 February 1949, Mr. [redacted], Freedom, Pa., was interviewed in his home and stated in substance that on 17 December 1948 at approximately 0130 hours while working as a yardmaster in the railroad yard of the Spang-Chalfant Corporation, which is on the north side of Ambridge, Pa., he sighted what appeared to be a formation of spherical objects, approximately the dimension of a late full moon. These objects were first sighted at a 45° angle above the horizon to the north. The objects appeared to be moving at a high rate of speed towards the south. At this time the topmost object appeared to dive beneath the formation and accomplish a sharp 90° turn to the right. This maneuver was followed by the rest of the formation. The objects then disappeared very high above the horizon towards the west where they faded from the view of the observer. All movements appeared to be definite as in controlled flight. The objects seemed to be whitish or luminescent and no exhaust vapors or flames were evidenced. At the time of this sighting, the sky was clear, moonlit, and visibility according to the observer, was excellent. It was estimated the objects were visible for approximately thirty (30) seconds and appeared to be rotating around their axes. No lights other than the overall luminescence of the object were apparent and no antennae, wings, fins, projections, propellers, slots, ducts or openings were visible. At the time of the sighting [redacted] was standing near a railway switching locomotive and therefore could not definitely state whether or not there was any noise emanating from the objects. [redacted] stated he has no hobbies as his family and position take up most of his time. WERNER, upon request and to the best of his ability, drew a rough sketch of the objects which is inclosed with this report as Exhibit "A", and at a later date mailed to this office a page from an unnamed magazine, depicting objects similar to the ones he sighted, which is attached hereto as Exhibit "B".

NOTE: [redacted] appeared to be an intelligent, conscientious, reliable, sober family man.

AT NEW BRIGHTON, PA.

4. On 24 February 1949, Mr. [redacted], New Brighton, Pa., was interviewed in his home and stated in substance that on 17 December 1948 at approximately 0130 hours, while working as conductor in the railroad yards of the Spang-Chalfant Corporation, Ambridge, Pa., his attention was attracted by a shout from the night yardmaster, [redacted], who was

UNCLASSIFIED DOWNGRADED AT 3 MONTH INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

[redacted]

pointing up into the sky. [redacted], who at the time, was atop a freight car, immediately looked up towards the direction indicated by [redacted] and sighted what appeared to be a group of eight (8) white objects, approximately 45° above the horizon moving up the river from Rochester, Pa. towards Ambridge. (The Ohio River between Rochester and Ambridge flows from south almost directly north, consequently objects would be moving towards the south). The objects which resembled wheels turning around hubs were traveling at what appeared to be a high rate of speed. The objects suddenly dove, changed positions, and executed a sharp 90° turn to the right fading from view towards the west while still high above the horizon. [redacted] estimated the time objects remained in his view as approximately thirty (30) seconds. The objects were solid, white, rotating wheels and approximately the size of a high full moon. The weather during this period was clear. In view of the fact tha[redacted] was standing on a freight car close to the switching engine, he could not state if noises of any type were emanating from the objects. The objects appeared to be definitely under control and no antennae, wings, fins, projections, propellers, slots, ducts, or openings were visible and did not leave a vapor trail nor were there signs of exhaust. [redacted] could not make a definite statement concerning the speed, size, or altitude of the objects. [redacted] has no hobbies other than his automobile as he stated he is entirely occupied by his family and job.

NOTE: [redacted] is the father of three (3) children and appears to be well settled, honest, and a conscientious person.

AT CORAOPOLIS, PA.

5. On 24 February 1949 the weather sequence for Greater Pittsburgh Airport, Coraopolis, Pa., for 0130 hours 17 December 1948 was obtained as follows:

> 0130 17 December 1948 GRP Sequence, clear, 1 1/2 miles visibility (fog and smoke) pressure 190 millibars, 33°F, dew point 31°F, winds from west at 12 mi per hr, altimeter 30.07. Pressure rising 3/100 millibars. No precipitation in last 12 hours. Maximum temp. 57°F. Winds aloft for this period could not be obtained from GRP.

AT McKEESPORT, PA.

6. On 2 March 1949 the winds aloft for Allegheny County Municipal Airport, McKeesport, Pa., was obtained from U.S. Weather Bureau, Municipal Airport, Allegheny County, for the following times and dates:

2200 16 Dec 48	2000 MSL 260° 7 mph
	3000 MSL 270° 9 mph
	4000 MSL 270° 8 mph
	5000 MSL 270° 7 mph
	6000 MSL 270° 8 mph

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

0400 17 Dec 48	2000 MSL 270° 29 mph
	3000 MSL 260° 30 mph
	4000 MSL 280° 29 mph
	5000 MSL 270° 36 mph
	6000 MSL 270° 45 mph
	7000 MSL 270° 53 mph
	8000 MSL 260° 71 mph
	9000 MSL 270° 72 mph

7. On 2 March 1949 Mr. [redacted], Chief, Aircraft Communications, Allegheny County Municipal Airport, McKeesport, Pa., was interviewed concerning radio contacts made with aircraft in flight in the Pittsburgh area on 17 December 1948. Radio contacts are as follows:

0015 17 Dec 48	AF 8801 5 min NE Pitts at 5000 VFR
0023	AF 8801 over GRP at 3000 VFR
0201	NAN 47172 over Pitts 8000 VFR

8. On 2 March 1949 Mr. [redacted], Tower Operator, Allegheny County Municipal Airport, McKeesport, Pa., was interviewed and the following information regarding incoming and outgoing flights of aircraft was obtained:

	Incoming	Outgoing
17 Dec	0025 TWA 3011 fr LaGuardia	0025 Capital 74 to Washington
	0031 Capital fr Washington	0028 Capital 22 to Washington
	0159 Capital fr Newark	0100 TWA 3011 to St. Louis
	0215 Capital fr Newark	0111 TWA 1031 to Columbus
		0116 TWA 1433 to Columbus

AT CORAOPOLIS, PA.

9. On 2 March 1949 a check of the files of the Airway Communication Service, Greater Pittsburgh Airport, Coraopolis, Pa., for 17 December 1948, revealed the following information regarding incoming and outgoing flights of military aircraft:

Incoming	Outgoing
0029 B-25 fr Cleveland	0153 C-45 to Middletown

Radio check-in call C-45 at 0220 enroute from Orchard Place to Bolling AFB. There were no local flights from GRP after 1800 16 December 1948.

AT AMBRIDGE, PA.

10. On 24 February 1949 Mr. E. L. CRANE, Industrial Relations Supervisor, Spang-Chalfant Corp., Ambridge, Pa., was interviewed in his office regarding [redacted] and [redacted] CRANE stated in substance that although he never had occasion to have personal contact with either of the men, he

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

[redacted]

could definitely state that from the viewpoint of employer-employee relationship their work, character, and integrity were beyond reproach. Each man has been employed in the freight yards for over twelve (12) years and on no occasion have given cause for suspension or reprimand. Both are considered good, solid American citizens and typical family men of the community. Physically and mentally, both men are in excellent condition due to the nature of their work, which necessitates coordination and good eyesight as their work in the switchyards is at night.

11. On 24 February 1949 Mr. [redacted], Yardmaster, Spang-Chalfant Corp., Ambridge, Pa., was interviewed in his office and stated he is personally acquainted with both men for over twelve (12) years, both as a friend and supervisor. [redacted] is night yardmaster under [redacted] and [redacted] is a car conductor, responsible for the shifting and making up of freight cars in and out of the Corporation's yards. [redacted] stated that in his estimation, both men are good, sober, citizens whose veracity he would never doubt, and on no occasion has he had cause to mistrust or reprimand either man.

AGENCY

12. On 24 February 1949 the following agencies were checked with negative results:

Police Department, New Brighton, Pa.
Constable, Freedom, Pa.

Inclosures:

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

1. The signed statements of [redacted] and [redacted], dated at Beaver County, Pennsylvania, 3 March 1949.

2. Exhibit "A" - a rough sketch of the objects drawn by [redacted]

3. Exhibit "B" - a page from an unnamed magazine depicting objects similar to the ones sighted by [redacted]

FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AFB, DAYTON, OHIO

Copy of statement of [redacted] and [redacted], dated at Beaver County, Pennsylvania, 3 March 1949.

FOR HQ, OSI, WASHINGTON, D.C.

Copy of statement of [redacted] and [redacted] dated at Beaver County, Pennsylvania, 3 March 1949.

CLOSED

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

[redacted]

MAR 3 1949

COUNTY OF BEAVER)
STATE OF PENNSYLVANIA)

As requested by Mr. Harry H. Perry, Jr. who has identified himself as a Special Agent of the Office of Special Investigations, Inspector General, USAF, and in the presence of Mr. Toney Zevrais, who has also identified himself as a Special Agent of the Office of Special Investigations, Inspector General, USAF, I, [redacted] Freedom, Pennsylvania, do make the following statement:

On 17 December 1948, at approximately 1:30 A. M. while working as Yardmaster in the railroad yard of the Spang-Chalfont Corporation, Ambridge, Pennsylvania, I sighted what appeared to be a formation of spherical objects, approximately the dimensions of a late full moon. I first sighted these objects above the horizon to the north, at a 45° angle ~~approximately 80° 15' W. Longitude and 40° 36' N. Latitude~~. The objects appeared to be moving at a high rate of speed in a southerly direction. ~~until almost directly overhead~~. At this time the topmost object appeared to dive beneath the formation and accomplish a sharp 90° turn to the right, this maneuver being followed by the rest of the formation. The objects then disappeared very high above the horizon towards the west where they faded from my view. All movements of the objects appeared to be definite as in controlled flight. The objects seemed to be whitish or luminescent and no exhaust vapors or flames were evident. At the time of my sighting the sky was clear, moonlit, and visibility was excellent. These objects were visible for approximately 30 seconds and ~~appeared~~ DID NOT APPEAR to be rotating around their axis. No lights other than the overall luminescence of the objects were apparent and no antennae, wings, fins, projections, propellers, slots, ducts or openings were visible at the time of the sighting. I was standing near a railroad switching locomotive and therefore could not definitely state whether or not the objects made any noise.

[redacted]

[redacted]

MAR 3 1949

COUNTY OF BEAVER)
STATE OF PENNSYLVANIA)

As requested by Mr. Harry H. Perry, Jr, who has identified himself as a Special Agent of the Office of Special Investigations, Inspector General, USAF, and in the presence of Mr. Toney Zevrais, who has also identified himself as a Special Agent of the Office of Special Investigations, Inspector General, USAF, I, [redacted], New Brighton, Pennsylvania do make the following statement:

On 17 December 1948, at approximately 1:30 A. M. while working as conductor in the railroad yards of the Spang-Chalfont Corporation, Ambridge, Pennsylvania, my attention was attracted by a shout from the night yardmaster, [redacted] who was pointing up into the sky. I immediately looked up towards the direction indicated by Mr. [redacted] and sighted what appeared to be a group of eight white objects approximately 45° above the horizon moving up the river from Rochester, Pennsylvania towards Ambridge. The objects resembled wheels turning around hubs and were traveling at what appeared to be a high rate of speed. The objects ~~at this time were almost directly overhead, and~~ then suddenly dove, changed positions, and executed a sharp 90° turn to the right, fading from view towards the west while still high above the horizon. I would say the objects were in view for approximately 30 seconds. The objects were solid white rotating wheels and approximately the size of a high full moon. The weather was clear. I was standing on a freight-car near the switching engine and could not say whether the objects made any noise. The objects appeared to be definitely under control and no antennae, wings, fins, projections, propellers, slots, ducts, or openings were visible. They did not leave any vapor trail, and there were no signs of an exhaust. I could not make definite statements to the speed, size or altitude of the objects.

228A

[redacted]

TOP

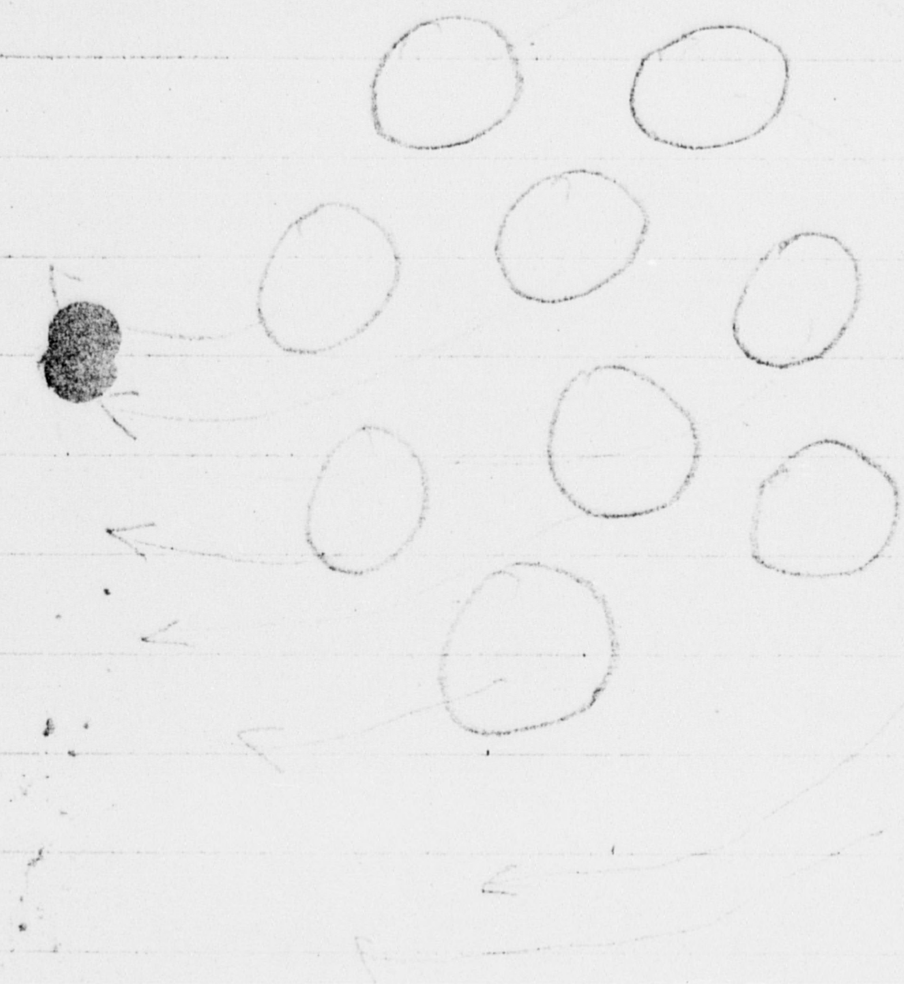
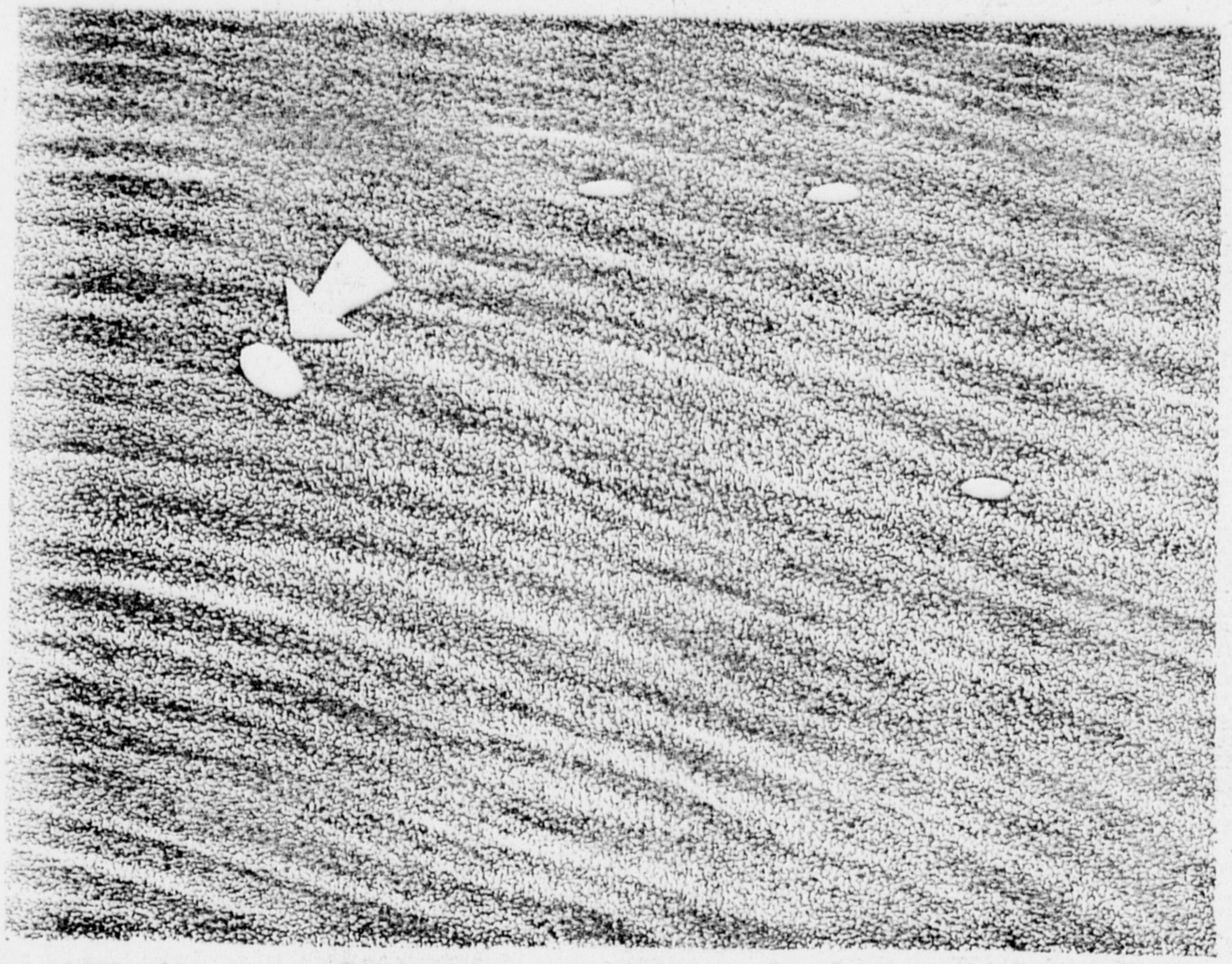


Exhibit A



Drawing of first photograph (June 24, 1947) of disks, speeding across the sky near Seattle. A Coast Guard observer snapped them while hundreds of persons watched their speedy flight.

August 3, 1947, appears the following story under the by-line of Maurice Roddy.

* * *

Link "Sky Metal" to Mystery Blast

A mass of blazing metal reported to have roared down from the sky on an island off the West Coast simultaneously with the recent appearance of "flying saucers" gave a plot last night for an atomic age "Man From Mars" story.

A tragic part of the story lies in the fate of two Army fliers who went to their deaths in the crash of a B-25 bomber while reportedly carrying a load of fragments of the metallic mass.

The mysterious explosion took place June 24 on Maury island off the Washington coast.

A harbor patrol boat in the water nearby was damaged, the captain's son was injured and a dog was killed. (Later information said it was a cat, and that a seagull had been killed.)

Exhibit B

That blast has been surrounded with the deepest secrecy by Army, Navy and atomic authorities.

. . . described as a "lava oxide metal" . . . the specimens were analyzed by University of Chicago scientists. They identified the stuff as "molten metal which had fallen from great height, landing in sand."

Friday night Capt. (E. J.) Smith attended a conference in Tacoma, Washington. He talked with two B-25 fliers, assigned by the AAF to work exclusively on all reports of "flying saucers" or other phenomena of the sky.

Present at the meeting, too, were Arnold, the Boise pilot, some persons who were aboard the harbor boat damaged off Maury island, and other witnesses.

The conference broke up at 12:30 A.M. and the two Army pilot-investigators took with them a box of specimens, pictures and affidavits from persons who had witnessed the island explosion.

The next thing known of the two B-25 fliers is when their plane crashed. . . .

Whether the box of Maury island "specimen molten lava" aboard the plane had anything to do with the crash has caused considerable speculation.

Authorities at (Hamilton) field admitted the plane had made a flight to McChord field, outside Tacoma, where the conference was held.

They said, too, that the airplane was carrying an "unclassified cargo" and went on to describe it as "hot stuff".

Asked whether the cargo was connected with the Maury island matter, a spokesman at the field said the query was "very close" to the situation.

The next newspaper account which appeared in this connection comes from a U. P. account datelined San Rafael, Calif., August 9.

* * *

It's Official: There Is No Flying Disk

The Fourth Air Force's long-heralded "report on the flying saucers" came out today.

It decided there were no such things.

Said a report from Lt. Col. Donald L. Springer, intelligence officer and assistant chief of staff of the command:

"There is not sufficient evidence nor testimony available to conclude whether the reports of the so-called flying disks in the Tacoma (Wash.) area or any other area have any basis in fact. In view of this, Fourth Air Force will pursue this particular investigation no further."

Springer brought back from his investigation of the Tacoma area some fragments resembling molten metal, found on Maury island beach.

"Similar material appears in great quantity in that area and in other Tacoma areas," he said, referring to reports that the fused rocks were remnants of "flying disks."

He said there was no trace of a box of similar material reportedly aboard a plane that crashed near Kelso, Wash., killing two officers also investigating "disk" reports.

But on November 23 the flying

INCIDENT NO. 228

1. Date of Observation 17 Dec 48 Date of Interview 10 Feb 49

2. Exact time (local) 0130

3. Place of Observation North of Ambridge, Pa

4. Position of observer Ground

5. What attracted attention to object -

6. Number of objects Formation

7. Apparent size Formation was approx dimensions of late full moon

8. Color of objectwhitish or luminescent

9. Shape spherical

10. Altitude45° when first sighted

11. Direction from observer north

12. Distance from observer

13. Direction of flight of object(s) north to south

14. Time in sight 30 seconds

15. Speed high rate

16. Sound and Odor

17. Trail none noticed

18. Luminosity

19. Projections

20. ManeuversTopmost object appeared to dive beneath formation and make 90° turn to right followed by rest of formation appeared to be rotating.

21. Manner of disappearanceDisappeared high above horizon towards west as faded from view.

22. Effect on clouds

23. Additional information concerning objectmovements appeared as if controlled

24. Weather conditionsclear moonlit, excellent visibility (see file for complete weather report)

(over)

Incident: 228

Name and address of observer: [redacted], Freedom, Pa.

Occupation and hobbies: Railroad Yardmaster

Comments of Interrogator relative to intelligence and character of observer(s):

Observer is father of 3 children appears well settled, Honest and a conscientious person.

NARRATIVE SUMMARY:

On 17 December 1948, at approximately 1:30 A.M. while working as Yard master in the railroad yard of the Spang-Chalfont Corporation, Ambridge, Pennsylvania, I sighted what appwared to be a formation of spherical objects, approximately the dimensions of a late full moon. I first sighted these objects above the horizon to the north, at a 450 angle. The objects appeared to be moving at a high rate of speed in a southerly dir ction. At this time the topmost object appeared to dive beneath the formation and accomplish a sharp 90° turn to the right, this maneuver being followed by the rest of the formation. The objects then disappeared very high above the horizon towards the west where they faded from my view. All movements of the objects appeared to be definite as in controlled flight. The objects seemed to be whitish or luminescent and no exhaust vapors or flames were evident. At the time of mu sighting the sky was clear, moonlit, and visiblility was excellent. These objects were visible for approximately 30 seconds and did not appear to be rotating around their axis. No lights other than the overall luminescense of the objects were apparent and no antennae, wings, fins, projections, propellers, slots, ducts or openings were visible at the time of the sighting. I was standing near a railroad switching locomotive and therefore could not definitely state whether or not the objects made any noise.

sig[redacted]

INCIDENT NO. 228A

1. Date of Observation 17 Dec 48 Date of Interview 24 Feb 49

2. Exact time (local) Approximately 0130

3. Place of Observation Ambridge, Pennsylvania

4. Position of observer Atop Freight Car

5. What attracted attention to object [redacted]

6. Number of objects appeared to be 8

7. Apparent size Approximately the size of high full moon

8. Color of object solid white

9. Shape Resembled wheels turning about hubs

10. Altitude approximately 45°

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s) South

14. Time in sight 30 seconds

15. Speed high rate of speed

16. Sound and Odor

17. Trail

18. Luminosity

19. Projections

20. Maneuvers Suddenly dove changed positions and executed 90° turn to right

21. Manner of disappearance faded from view towards west

22. Effect on clouds

23. Additional information concerning object appeared to be under control

24. Weather conditions Clear, See file for complete weather report.

(over)

 Incident: 228A

Name and address of observer: [redacted], New Brighton, Pa.

Occupation and hobbies: Railroad Conductor

Comments of Interrogator relative to intelligence and character of observer(s):

Werner appeared to be an intelligent, conscientious, reliable sober family man.

NARRATIVE SUMMARY:

On 7 December 1948, at approximately 1:30 A. M. while working as conductor in the railroad yards of the Spang-Chalfont Corporation, the night yardmaster, [redacted], who was pointing up into the sky. I immediately looked up towards the direction indicated by Mr. [redacted] and sighted what appeared to be a group of eight white objects approximately 45° above the horizon moving up the river from Rochester, Pennsylvania towards Ambridge. The objects resembled wheels turning around hubs and were traveling at what appeared to be a high rate of speed. The objects then suddenly dove, changed positions, and executed a sharp 90° turn to the right, fading from view towards the west while still high above the horizon. I would say the objects were in view for approximately 30 seconds. The objects were solid white rotating wheels and approximately the size of a high full moon. The weather was clear. I was standing on a frieght-car near the switching engine and could not say whether the objects made any noise. The objects appeared to be definitely under control and no antennae, wings, fins, projections, propellers, slots, ducts, or openings were visible. They did not leave any vapor trail, and there were no signe of an exhaust. I could not make definite statements to the speed, size or altitude of the objects.

signed/ [redacted]

INCIDENT NO. 261

1. Date of Observation 18 Dec 48 Date of Interview 21 Feb 49

2. Exact time (local) 0720 - 0730 MST

3. Place of Observation Boise Idaho, Municipal Airport 43°-24' N 116°-06' W

4. Position of observer While driving home in automobile

5. What attracted attention to object & - Light

6. Number of objects One

7. Apparent size Size of moon (as moon appears overhead)

8. Color of object Fire Orange (like sun on hazy day)

9. Shape Round (like big ball of fire)

10. Altitude 8000 feet when first sighted

11. Direction from observer

12. Distance from observer 15 miles when first, 25 when last seen

13. Direction of flight of object(s) Northeast

14. Time in sight Four minutes

15. Speed Fast even speed

16. Sound and Odor

17. Trail Deep gray smoke trail (like skywriters), 4 times as wide asobject, fanning out flames sweeping back over aft part of object

18. Luminosity Object grew in brilliance as it traveled to a point where it grew white hot

19. Projections

20. Maneuvers Straight flight in 45° descent

21. Manner of disappearance Lost sight of object as observer made left turn

22. Effect on clouds

23. Additional information concerning object Wind broke up trail 1 hour after he sighted object - sunrise at 0813 hours

24. Weather conditions Clear - no clouds

(over)

Name and address of observer: [redacted] - US Weather Bureau, Municipal Airport, Boise, Idaho

Occupation and hobbies: Meteorological Aide - U. S. Weather Bureau

Comments of Interrogator relative to intelligence and character of observer(s):

Witness had only minor experience as Meteorologist prior to appointment to this position in July 48

NARRATIVE SUMMARY: The writer interviewed Mr. [redacted], Meteorological Aide, United States Weather Bureau, Municipal Airport, Boise, Idaho, on 21 Feb 49. [redacted], an employee of the Bureau since July 1938, had only minor experience as a meteorologist prior to his employment. Informant previously served in the Armed Forces from 1940. He declared that he sighted the object on 13 December 1948 from 0720 hours to 0730 hours (MST), from Boise Municipal Airport as he was driving from his home to work. The distance from his home to the Weather Bureau is 3.2 miles. ROBERS, enroute to the weather bureau, drove on a road which borders the east end of the airport. He did not stop but continued to drive as he watched the object. He declared that he saw the object all during the time he drove one and 3/4 miles of the 3 miles. [redacted] placed the coordinates at 43 degrees, 24 minutes North; 116 degrees, 06 minutes West, as the location of the object upon first sighting it, and followed it to a point placed at 43 degrees, 41 minutes North; 115 degrees, 49 minutes West. The flight of the object was in a straight line to the northeast. He judged the altitude to be at 8,000 feet above the terrain when he sighted the object. The object descended toward the earth at a 45 degree angle. [redacted] was approximately 15 miles from the object when first sighting it and last saw the object 25 miles away. Informant stated that the altitude, coordinates, distance, and angle of descent are argumentative. [redacted] described the object as being a brilliant fire-orange color, as the sun may appear on a hazy day. The object grew in brilliance as it traveled to a point where it appeared white-hot. The shape of the object was round and looked like a big ball of fire, with flames sweeping back over the aft part of the object. He suggested that the size of the object was approximately the same as the moon, as the moon appears directly overhead. [redacted] indicated that the size was very difficult to determine. There appeared to be no variation in its speed, and the object was traveling fast. He was unable to estimate the speed. The object left a trail of deep gray smoke such as used by sky writers, with the exception of color. The width of the trail was approximately four times as wide as the object at the base of the object. The trail fanned out behind. Informant was unable to detect any odor. The trail broke up in the winds approximately one hour after he sighted the object. No noise was noted as informant was driving his car. The smoke trail formed a straight status cumulus cloud prior to its being disseminated by the wind. Other than the smoke trail, there were no clouds in the sky. Informant stated he lost sight of the object as he made a left turn to the

west. He believed the object was in sight for approximately four minutes. Mr [redacted] attention was drawn to the object by the light it produced. Sunrise was at 0813 hours. Informant believed the object to be a meteor.

INCIDENT NO. 261A

1. Date of Observation 18 Dec 48 Date of Interview _____

2. Exact time (local) 0750

3. Place of Observation Boise, Idaho, Municipal Airport 43°-36' N, 116°-11' W to 43-°49' N 115°-58' W

4. Position of observer Roof of hangar

5. What attracted attention to object - Mr. [redacted]

6. Number of objects One

7. Apparent size

8. Color of object Dark gray

9. Shape Smoke trail only seen

10. Altitude 20,000 feet

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight 20 minutes

15. Speed

16. Sound and Odor

17. Trail White smoke trail descended toward earth at 30° with slight arc

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance - Disappeared behind mountain range 30M N.E.

22. Effect on clouds

23. Additional information concerning object

24. Weather conditions

(over)

Name and address of observer: Mr. [redacted], U. S. Weather Bureau, Municipal Airport, Boise, Idaho

Occupation and hobbies: Chief Meteorologist U.S. Weather Bureau (20 years experience)

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: Mr. [redacted], Chief Meteorologist, United States Weather Bureau, Municipal Airport, Boise, Idaho, was interviewed and stated that he sighted the smoke trail in the sky at approximately 0750 hours, on 13 December 1948 from the roof of the hangar which houses the Weather Bureau and United Airlines at Boise Municipal Airport. His attention was drawn to the smoke trail by Mr. [redacted]. The smoke was dark gray in color and started from the base of a thin cloud layer at 20,000 feet. The trail descended toward the earth at a 30 degree angle with a slight arc. The smoke trail dissipated 20 minutes after informant sighted it. The trail disappeared behind a range of mountains 30 miles northeast of Boise. Informant judged the coordinates to be from 43 degrees, 36 minutes North; 116 degrees, 11 minutes West to 43 degrees, 49 minutes North, 115 degrees, 58 minutes West. The mountain range is approximately 6,000 feet high. He did not see the object itself, only the smoke trail. He declared that after hearing Mr. [redacted] describe the object, information was of the opinion that the object was a meteor. Mr. [redacted] has been a meteorologist for the past 20 years. [redacted] stated that Mr. [redacted] has been employed as a Meteorologist Aide since July 1948 and that he has not had previous experience in Weather Bureaus. Informant often questions Mr. [redacted]s judgment in relation to altitude and distance.

INCIDENT NO 2613

1. Date of Observation 13 Dec 48 Date of Interview

2. Exact time (local) 0715

3. Place of Observation [redacted], Boise, Idaho

4. Position of observer Ground

5. What attracted attention to object -

6. Number of objects One

7. Apparent size

8. Color of object

9. Shape Only smoke trail sighted

10. Altitude 25,000 feet

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight Forty minutes

15. Speed Breaking up by wind

16. Sound and Odor

17. Trail White, smoke trail descended toward earth at 50°, 10-15 feet wide tapering to seven feet.

18. Luminosity

19. Projections

20. Maneuvers Straight flight at 50° decline

21. Manner of disappearance Disappeared behind mountain range at 15 miles N.E.

22. Effect on clouds

23. Additional information concerning object Trail began to break up in wind 40 minutes after first sighting

24. Weather conditions

(over)

INC261 B NO. _____

1. Date of Observation Mr. [redacted], Idaho Fish and Game Dept., [redacted], Boise, Idaho

2. Exact time (local) Pilot (10 years)

3. Place of Observation

4. Position of observer

5. What attracted attention to object & -

6. Number of objects

7. Apparent size

8. Color of object

9. Shape

Mr. [redacted], pilot, Idaho Fish and Game Department, [redacted], Boise, Idaho, was interviewed. He stated that he has been a commercial pilot for the past ten years, and his work has been flying for the Fish and Game Department on such jobs as game counts, distributing food for game animals, hunting coyotes, etc. [redacted] stated that he sighted the smoke trail in the sky at 0715 hours, on 13 December 1948, from his home at [redacted] Boise, Idaho. The trail started from a cloud base at 25,000 feet. The cloud was three miles long and one-half mile wide and almost directly overhead. The trail descended toward the earth at a 50 degree angle and disappeared behind a mountain range 15 miles northeast of Boise. Informant judged the trail to be 10 to 15 feet wide at the cloud base and tapered down to seven feet before it disappeared behind the mountains. There was no opening in the cloud which would indicate that an object had passed through it. The trail began to break up and drift in the wind approximately 40 minutes after he first sighted it at 0715 hours. Informant watched the smoke trail for approximately five minutes, then called the Weather Bureau at Boise Municipal Airport. Mr. [redacted]S answered the phone and informed [redacted] that he had seen the object. (Mr. [redacted] verified that [redacted] called the Bureau and that they had discussed the phenomenon) [redacted] stated that the smoke trail was white in color and appeared as a vapor trail left by an aircraft. Informant placed the coordinates in practically the same position as [redacted].

20. Maneuvers

21. Manner of disappearance

22. Effect on clouds

23. Additional information concerning object

24. Weather conditions

(over)

[redacted]

UNCLASSIFIED

File No. 24-15 8 March 1949

SUBJECT: UNUSUAL OBJECT
SPECIAL INQUIRY

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

ATTN: MCIAXD-3

Forwarded herewith is a closed report of investigation by Special Agent MERLE L. CLEVELAND, this district, dated 3 March 1949, for your information.

Jay J. Jordan
Capt USAF

1 Incl:
1. Rpt of S/A CLEVELAND
dtd 3 Mar 49 (dup)

for G. C. HARTMAN
Captain, USAF
Acting District Commander

UNCLASSIFIED

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

[redacted]

UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATION REPORT OF INVESTIGATION	FILE NO. 24-15	DATE 3 March 1949
	REPORT MADE BY MERLE L. CLEVELAND	
TITLE UNUSUAL OBJECT	REPORT MADE AT DO #20, McChord AFB, McChord Field, Wn.	
	PERIOD 21 Feb 49	
	OFFICE OF ORIGIN DO #20, McChord AFB	
	STATUS CLOSED	

CHARACTER SPECIAL INQUIRY

REFERENCE Ltr, Hdqs Idaho ORC Instructor Group, AMORI 319.1 dated 21 Dec 48

SYNOPSIS

Investigation requested by District Commander, DO #20, McChord AFB, Wn., predicated upon information received from Hq Idaho ORC, Boise, Idaho, in reference to sighting of Unusual Object at Boise, Idaho, by employees of local weather bureau. Investigation revealed that [redacted]S saw an unusual object streaked across the Boise sky at 0720 hours 18 Dec 48 and described Object as being a meteor which left a grayish smoke trail. No known aircraft were in the sky at the time of sighting, and weather conditions were clear. Positive identification of Object was not possible.

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
CG, Air Material Command 2 copies OSI Hdqs 2 File 2	CG, Air Material Command	

APPROVED
G. C. MARTIN
Captain, USAF
Acting DISTRICT COMMANDER

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

UNCLASSIFIED

261

AFCSI FORM 4
23 JULY 1948

UNCLASSIFIED

DETAILS:

1. This investigation was requested by the District Commander, DO 420, MacChord AFB, McChord Field, Washington, predicated upon information received from Hq Idaho ORC, Boise, Idaho, which invited attention to a newspaper article printed in the "Idaho Statesman", Boise, Idaho, on 16 December 1948. Said article stated that local weather bureau employees sighted an unusual object at 0730 hours on 15 December 1948, described as a ball of fire which left a trail of smoke across the sky.

AT BOISE, IDAHO

2. The writer interviewed Mr. [redacted], Meteorological Aide, United States Weather Bureau, Municipal Airport, Boise, Idaho, on 21 Feb 49. [redacted], an employee of the Bureau since July 1938, had only minor experience as a meteorologist prior to his employment. Informant previously served in the Armed Forces from 1940. He declared that he sighted the object on 15 December 1948 from 0720 hours to 0730 hours (MST), from Boise Municipal Airport as he was driving from his home to work. The distance from his home to the Weather Bureau is 3.2 miles. [redacted], enroute to the weather bureau, drove on a road which borders the east end of the airport. He did not stop but continued to drive as he watched the object. He declared that he saw the object all during the time he drove one and 3/4 miles of the 3 miles. [redacted] placed the coordinates at 43 degrees, 24 minutes North; 116 degrees, 06 minutes West, as the location of the object upon first sighting it, and followed it to a point placed at 43 degrees, 41 minutes North; 115 degrees, 49 minutes West. The flight of the object was in a straight line to the northeast. He judged the altitude to be at 8,000 feet above the terrain when he sighted the object. The object descended toward the earth at a 45 degree angle. [redacted] was approximately 15 miles from the object when first sighting it and last saw the object 25 miles away. Informant stated that the altitude, coordinates, distance, and angle of descent are argumentative. ROGERS described the object as being a brilliant fire-orange color, as the sun may appear on a hazy day. The object grew in brilliance as it traveled to a point where it appeared white-hot. The shape of the object was round and looked like a big ball of fire, with flames sweeping back over the aft part of the object. He suggested that the size of the object was approximately the same as the moon, as the moon appears directly overhead. ROGERS indicated that the size was very difficult to determine. There appeared to be no variation in its speed, and the object was traveling fast. He was unable to estimate the speed. The object left a trail of deep gray smoke such as used by sky writers, with the exception of color. The width of the trail was approximately four times as wide as the object at the base of the object. The trail fanned out behind. Informant was unable to detect any odor. The trail broke up in the winds approximately one hour after he sighted the object. No noise was noted as informant was driving his car. The smoke trail formed a straight status cumulus cloud prior to its being disseminated by the wind. Other than the smoke trail, there were no clouds in the sky. Informant stated he lost sight of the object as he made a left turn to the west. He believed the object was in sight for approximately four minutes. Mr. ROGERS' attention was drawn to the object by the light it produced. Sunrise was at 0813 hours. Informant believed the object to be a meteor.

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS: 2
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

3. Mr. [redacted], Chief Meteorologist, United States Weather Bureau, Municipal Airport, Boise, Idaho, was interviewed and stated that he sighted the smoke trail in the sky at approximately 0750 hours, on 13 December 1948 from the roof of the hangar which houses the Weather Bureau and United Airlines at Boise Municipal Airport. His attention was drawn to the smoke trail by Mr. [redacted] The smoke was dark gray in color and started from the base of a thin cloud layer at 20,000 feet. The trail descended toward the earth at a 30 degree angle with a slight arc. The smoke trail dissipated 20 minutes after informant sighted it. The trail disappeared behind a range of mountains 30 miles northeast of Boise. Informant judged the coordinates to be from 43 degrees, 36 minutes North; 116 degrees, 11 minutes West to 43 degrees, 48 minutes North, 115 degrees, 58 minutes West. The mountain range is approximately 6,000 feet high. He did not see the object itself, only the smoke trail. He declared that after hearing Mr. [redacted] describe the object, informant was of the opinion that the object was a meteor. Mr. [redacted] has been a meteorologist for the past 20 years. [redacted] stated that Mr. [redacted] has been employed as a Meteorologist Aide since July 1948 and that he has not had previous experience in Weather Bureaus. Informant often questions Mr. [redacted] judgment in relation to altitude and distance.

4. Mr. [redacted] pilot, Idaho Fish and Game Department, [redacted]t., Boise, Idaho, was interviewed. He stated that he has been a commercial pilot for the past ten years, and his work has been flying for the Fish and Game Department on such jobs as game counts, distributing food for game animals, hunting coyotes, etc. [redacted] stated that he sighted the smoke trail in the sky at 0715 hours, on 13 December 1948, from his home at [redacted] St., Boise, Idaho. The trail started from a cloud base at 25,000 feet. The cloud was three miles long and one-half mile wide and almost directly overhead. The trail descended toward the earth at a 50 degree angle and disappeared behind a mountain range 15 miles northeast of Boise. Informant judged the trail to be 10 to 15 feet wide at the cloud base and tapered down to seven feet before it disappeared behind the mountains. There was no opening in the cloud which would indicate that an object had passed through it. The trail began to break up and drift in the wind approximately 40 minutes after he first sighted it at 0715 hours. Informant watched the smoke trail for approximately five minutes, then called the Weather Bureau at Boise Municipal Airport. Mr. [redacted] answered the phone and informed [redacted] that he had seen the object. (Mr. [redacted] verified that [redacted] called the Bureau and that they had discussed the phenomenon) [redacted] stated that the smoke trail was white in color and appeared as a vapor trail left by an aircraft. Informant placed the coordinates in practically the same position as [redacted]

5. The records of the United Air Lines, Empire Airlines, and Idaho National Guard, housed at Municipal Airport, Boise, Idaho, were checked and revealed that no aircraft arrived or were dispatched from the airport between 0600 hours and 0900 hours on 13 December 1948.

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

6. Mr. [redacted], newspaper reporter, "Idaho Statesman", Boise, Idaho, was interviewed and stated that he wrote the story printed in the "Statesman", entitled, "Weather Observers Sight Fiery Orb with Trail of Smoke in Sky", which appeared in the edition dated 13 December 1948. He declared that the information was obtained from Mr. [redacted] and Mr. [redacted] of the United States Weather Bureau at Boise Municipal Airport. Informant stated that he had obtained no additional information regarding the sighting of the aerial phenomenon, and he knew of no other person other than Mr. [redacted] who had actually seen the fire ball.

7. HARRY L. BERGEY, Chief Airport Traffic Controler, Civil Aeronautics Administration, Municipal Airport, Boise, Idaho, was interviewed, and he advised that VILAS N. BRANT was on duty in the control tower from 0100 hours to 0800 hours, 13 December 1948. Informant had questioned BRANT in reference to the sighting of the unusual object, and he had stated that he did not see the object nor did he see the smoke trail. Informant declared that only aircraft making instrument landings or take-offs for the field are required to file flight plans with the Traffic Controler, and no such flight plans were on file in informant's office, for 13 December 1948. No records are maintained of visual landings or take-offs from the airport.

8. The following information was extracted from the daily weather report dated 13 December 1948, on file at the United States Weather Bureau, Municipal Airport, Boise, Idaho:

Sunrise:	0813 hours
Sunset:	1710 hours
Temperature (Fahrenheit) from 0600 to 0900 hrs:	10½
Max. Temperature, at 1520 hours	30
Min. Temperature, at 0846 hours	10
Cloudiness (0-10) from 0600 to 0900 hrs.	0
Wind Direction:	SE
Wind Movement (M.P.H.) from 0600 to 0900 hrs:	5

9. Other aerial phenomena have been sighted in the vicinity of Boise, Idaho and were described as meteors by local newspapers. On 6 January 1949 an Object, described as a Fiery Meteor, fell near Union, Oregon; and on 4 August 1948, Mr. [redacted] observed a fire ball in the vicinity of North Powder, Oregon. Investigations are being made in reference to the sighting of these unusual objects.

CLOSED

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

[redacted]

UNCLASSIFIED

[redacted]

FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
SWEDEN	IR 115-48	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Project "SIGN"		
AREA REPORTED ON: Sweden	FROM (Agency): OAA-Sweden	
DATE OF REPORT: 30 December 1948	DATE OF INFORMATION: 29 December 1948	EVALUATION: B-2
PREPARED BY (Officer): Donald L. Hardy, Colonel, USAF	SOURCE: Swedish Defense Staff	

REFERENCES (Control number, directive, previous report, etc., as applicable)
Source Control No. AMC-495

SUMMARY: (Give concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. The Swedish Defense Staff has no proof that any unidentified flying objects, missiles or vehicles have passed over or near Sweden to date.

2. All reports of sightings in Sweden during the past year, irrespective of to whom they were submitted, have been funneled to a special section of the Defense Staff, where the sightings were plotted. In each case an exhaustive interrogation of the sighter followed, somewhat along the lines of the EEI for Project "SIGN". All evidence obtained of sightings was explicable in terms of astronomical phenomena.

3. In addition, 3 ground radar stations and 2 radar equipped destroyers cooperated in maintaining watch. The radar equipments were Swedish modified British sets of fairly short range and were not operated on a 24 hour basis; however, no unexplained sightings were made with this equipment.

4. Conclusion: Although the possibility exists that objects have traversed Sweden and its adjacent waters, no proof has been obtained to confirm such flight in any instance.

COMMENT: The cooperation of the Defense Staff in securing this information was undoubtedly given in an effort to emphasize their need for additional U.S. radar equipment. The Swedish Air Board had previously negotiated with the Bendix Corporation for 20 TTS-1a sets but had been refused an export license by our State Department. The members of the Defense Staff, to whom I talked, were eager to point out the good use to which such equipment could be put for both ourselves and the Swedes as instanced by our mutual interest in unidentifiable flying objects. However, I am convinced that our refusal to grant an export license for such equipment will do more good in implementing our national policy, as expressed in the National Security Council document NSC 23/1, than would the information we might receive from the use of such equipment here.

DONALD L. HARDY
Colonel, USAF
Air Attache

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

INCLS.

DISTRIBUTION BY ORIGINATOR
CG USAFE, USFA, AA Oslo, Copenhagen, NL, SD - Stockholm

1 E1

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted]

16—55569-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

UNCLASSIFIED

Basic: Ltr fr 17th Dist OSI, KAFB to CC, KAFB, dtd 21 [illegible]
Subject: Unknown (Aerial) Phenomena

AG
HEADQUARTERS, Kirtland AF Base, Kirtland Field, [illegible]

TO : Commanding General, AMC, Wright-Patterson AF Base, [illegible]

Forwarded for your information in connection with the investigation forwarded from this Headquarters on 14 December 1st Ind to letter same subject as above.

BY ORDER OF THE COMMANDING OFFICER:

Steve M. Nolen
STEVE M. NOLEN
Captain, USAF
Adjutant

1 Incls: n/c (1 cy w/d)

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

UNCLASSIFIED

KAFB 2-2 [illegible]

[redacted]

[redacted]

File No: 24-[redacted]

SUBJECT: Unknown (Aerial Phenomena)

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, N. M.

1. Reference is made to Reports of Investigation, [redacted] dated 13 December 1948, 17 December 1948, 23 December 1948 and [redacted] January 1949, subject and file number as above.

2. Attached for your information are four (4) copies of [redacted] of [redacted] investigation, this office, file and subject as above, [redacted] 19 January 1949. It is requested that two (2) copies of [redacted] be forwarded Headquarters Air Materiel Command, [redacted] designated as the headquarters responsible for the coordination [redacted] this investigation.

3. Investigation to date has not produced any positive [redacted] tion as to the nature or source of these manifestations. No [redacted] sightings have been reported since 6 January 1949.

4. Report of certain unexplained sound phenomena is [redacted] included report as possibly having a connection with the subject [redacted] investigation.

5. This is a supplemental report. Investigation is continuing and subsequent reports will be submitted as further events transpire.

1 Incl
Rpt of Invest re Subj (quad)

DONALD REES
Lt Col, USAF
District Commander

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

UNCLASSIFIED

[redacted]

[redacted]

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

REPORT OF INVESTIGATION

UNCLASSIFIED

FILE NO. 24-8

DATE 19 Jan 49

REPORT MADE BY JACK L. BOLING

REPORT MADE AT DO #17, KIRTLAND AFB

PERIOD 6, 7, 17, 18 January 1949

OFFICE OF ORIGIN DO #17, Kirtland AFB.

STATUS PENDING

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Reports of Investigation, DO #17, dated 13 and 22 Dec 48 and 4 Jan 49

SYNOPSIS

Additional sighting on 5 December reported from Albuquerque. Sighting on 6 January 1949 reported from Los Alamos. Report of sighting from Kirtland Air Force Base, differing in several features from the usual received from Sandia Security. Unusual, unexplained sounds reported from Los Alamos. Sounds apparently originated in sky over station. No aircraft known to have been in area.

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

DISTRIBUTION

CO, Kirtland AFB (Action copies) (3 Incls)	4
Hq, OSI (3 Incls)	2
File (3 Incls)	2

ACTION COPY FORWARDED TO

CO, Kirtland AFB

APPROVED

DOYLE REES
Lt Col, USAF
DISTRICT COMMANDER

FILE STAMP

UNCLASSIFIED

[redacted]

AFCSI FORM 4
23 JULY 48

16—66438-1 U. S. GOVERNMENT PRINTING OFFICE

KAFB 3626

[redacted]

DETAILS:

UNCLASSIFIED

AT KIRTLAND AIR FORCE BASE:

1. On 18 January 1949 Dr. LINCOLN LA PAZ provided a letter from one [redacted]Y, student at the University of New Mexico, relevant to an observation of 5 December 1948. The information contained in this letter is summarized below:

At about 2000 hours, 5 December 1948, while walking along the west side of Varsity Village, a University housing area, [redacted] saw a bright green "meteorite". The color was a brilliant green, as in a traffic signal or a neon tube. There was a definite area to the object; ie., it was not merely a point of light. The size was very hard to determine, but was estimated at one third that of Venus when that planet is visible in the daytime. [redacted] discounted any claim of accuracy as to the size, however, saying that he could not definitely say. The object appeared in the western sky, vertically to about five degrees. There was a definite corona or halo effect, but no sparks or trail were produced. The sky was hazy and there was some cloud cover at the time of the sighting, but [redacted] did not recall the extent of the cloudiness. No stars were visible in the part of the sky where the "meteor" was observed.

NOTE: No other report of observation for 5 December gives a time element of 2000 hours. [redacted] will be contacted by Dr. LA PAZ in an effort to obtain precise measurement of his observational angles.

2. A report of observation by Inspector [redacted], AESS, was provided by Lt. Col. [redacted], Chief Inspector, AESS, Los Alamos, New Mexico on 17 January 1949. This report provided the following data:

Date: 6 January 1949	Color: Brilliant green
Time: 0310	Elevation: 3 to 5 degrees
Direction: Azimuth 30 degrees	Trajectory: Flat
Speed: Slower than a meteor	OP: Station 101

The object was visible for about two seconds, low in the sky to the northwest. It moved in a straight line at a high speed. It looked like a bright green incandescent light. No estimate of size could be made. Direction of movement was east to west, flew on a level course, disappearing behind the mountainous horizon to the west. (Inclosure 1)

3. On 7 January 1949 the Chief, Physical Security Branch, Sandia Base, New Mexico, (MATHEW J. DOYLE), forwarded a report of observation by Pfc. [redacted], 8450th M.P. Group. [redacted] reported that on 6 January 1949, while guarding an aircraft near the Ordnance Area, Kirtland Air Force Base, he had observed a bright object travelling across the sky. The time was approximately 1730, and the sky wasclear, providing a light blue background. The object was diamond shaped, about two feet long, bright white in color, and moving at a high rate of speed. Altitude was estimated at 1500 to 2000 feet, and distance travelled was estimated at 500 feet. There was no smoke or trail. Two other persons with [redacted] did not see the object. (Inclosure 2)

DOWNGRADED AT 3 YEAR INTERV[redacted]
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

NOTE: Estimates such as "two feet long", and "1500 feet high" are not to be accepted as factual, due to the lack of any object for comparison.

4. Dr. LA PAZ transmitted a report to the District Commander, 17th District Office of Special Investigations, on 6 January 1949 relative to certain unexplained sound phenomena observed at Los Alamos. Pertinent summary of this report follows:

Anomalous sounds were heard at four different Security Stations at Los Alamos on the night of 30 December 1948. Three of these stations were visited in company with the AESC Inspectors who had heard the sounds. At Station 340 Inspectors [redacted] were questioned. [redacted] and [redacted] said that at approximately 2010, 30 December 1948 they heard a sound as of a truck laboring up the hill. The sound was so definite that they went out to inspect the truck, but found the roadway empty. Timing of their movements indicates that the duration of the sound was some seven seconds. Then at about 2020, the sound was heard again and they went out to check with the same results. Timing of this set of movements gave a duration of eight and one-half seconds. This repitition of the occurrence made quite an impression on the inspectors and they discussed the matter for about a half-hour. Then a "Bogey" alarm was given over the communications net by Headquarters. [redacted] had left just before the alarm came in and his place was taken by [redacted]. The noise was heard again at 2050 by [redacted] and [redacted]. This time it was definitely an aerial noise. Both men said that an airplane motor came close to being the same type of sound, but neither would state definitely that the sound was wholly similar to that of an aircraft. Timing of movements showed a probable duration of 10 to 15 seconds for the aerial sounds. Azimuth and elevation readings were taken for each estimated position of the sound.

At Station 390, Inspector [redacted]S was interviewed relative to the sounds reported by him. [redacted] said that he had not heard the sounds reported at 2010, 2020, or 2050, but that about ten or fifteen minutes after the "Bogey" warning he and Inspector [redacted] had heard a sound like heavy wagons on the roadway, and later a sound like the whistle noise made by some airplanes in flight. The time measurements were inconclusive. Azimuth and elevation readings were taken of the estimated position of the sound.

Inspectors [redacted] and [redacted]S were interrogated at Station 350. According to [redacted], at approximately 2010 on 30 December he heard a noise which he believed to be the motor of a 140 horsepower Cub airplane. The sound lasted about 6 minutes. At about 2020 he heard the same noise again, this time for about two or three minutes. At about 2050 the same noise was heard. The "Bogey" alarm was then sounded by headquarters, and WELLBORN believes that his reports of the sounds were responsible for the alarm. ROSS thought that the first noise sounded like a light tank coming along the road. Azimuth and elevation readings were taken of the positions as indicated by [redacted].

Inspector [redacted] who had been at Station 350 at 2010 was interviewed by telephone. [redacted] said that the noise sounded like a Cub type aircraft orbitting directly overhead, then moving off to the northeast and resuming an orbit at very low altitude. Total time given by [redacted] was 30 minutes.

[redacted]

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

In his summary of the above interviews Dr. LA PAZ finds that the sounds were unlike normal aircraft sounds, that a Cub could not have operated at the altitude needed to conform with the figures given by the transit readings, that no heavy machinery or tanks had been operating, and two other Inspectors had heard similar sounds on the morning of 31 December at about 0540.

Calculations based on the transit readings indicate that the sound originated at a point with coordinates 106 degrees 17 minutes, 35 degrees 52 minutes.

5. AACS at Kirtland Air Force Base was checked by the writer and so far as their records show no aircraft were near Los Alamos during the times of the sound observations.

AT WALKER AIR FORCE BASE:

6. AACS at Walker Air Force Base was checked by Special Agent SHERIDAN W. CAVITT, and reported that no aircraft were shown near Los Alamos by their log during the critical times.

INCLOSURES

FOR FULL DISTRIBUTION:

1. Copy of report from Lt. EARLE D. HIGHTOWER, Operations Officer, Protective Force, AESS, Los Alamos, New Mexico, to Lt. Col. JOHN A. CARROLL, Chief Inspector, re sighting by Inspector [redacted], dated 7 January 1949. (~~Duplicate.~~)

2. Copy of report from MATTHEW J. DOYLE, Chief, Physical Security Branch, Sandia Base, New Mexico, to Director, Intelligence and Security Division, re sighting by Pfc [redacted]T, Hq 8450th MP Group, dated 7 January 1949. (~~Duplicate.~~)

3. Copy of letter, Dr. LINCOLN LA PAZ, to Lt. Col. DOYLE REES, re sound phenomena at Los Alamos, New Mexico, dated 6 January 1949. (~~Duplicate.~~)

[redacted]

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

KAFB 3626

[redacted]

UNCLASSIFIED

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 17, KIRTLAND AFB

1. Will report on new sightings as they are made.

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

UNCLASSIFIED

[redacted]

KAFB 3626

Fireball

2-3
258

C
O
P
Y

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

16

UNCLASSIFIED

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

File No. 24-8 19 January 1949

SUBJECT: UNKNOWN (Aerial Phenomena)

TO: See Distribution

SUMMARY OF INFORMATION:

1. The present investigation is based on the series of sightings of anomalous luminous phenomena beginning on 5 December 1948. Reports of previously sighted phenomena are included as they are developed in the course of the investigation. Established dates of sightings in the New Mexico area are 5, 6, 7, 8, 11, 12, 13, 14, 20, and 28 December 1948, and 6 January 1949. Sound phenomena, which may or may not be related, are reported on 11 December 1948, and 30 December 1948.

2. In general the descriptions given by witnesses agree in the major features of the fireballs. A summarized description follows:

a. Location - The majority of the observations have been reported from the Las Vegas-Los Alamos area of northern New Mexico. Sightings from other points in the New Mexico area are almost invariable in that the object is seen in the direction of the Las Vegas-Los Alamos area. Ground tracks plotted from concurrent sightings fall in the immediate vicinity of Los Alamos.

Reports from Idaho, Oregon, and Arizona, concerning allied sightings have been received, but definite identity with the phenomena under investigation has not been established.

b. Color - A billiant green, similar to a green traffic signal or a green "neon" light, is the usual color cited. Some reports indicate that the light began or ended with a red or orange flash. Other reports have given the color as red, white, blue-white, and yellowish green. The trailing lights (covered below) are said to be red.

c. Shape - With one exception the shape is definitely round, not a point of light. Most descriptions say that there is a definite area

DOWNGRADED AT 3 YEARS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

223

[redacted]

J+T 49-2060

UNCLASSIFIED

to the light source. One report gives the shape as that of a diamond, and another indicates that the trailing lights are elongated.

d. Size - The size is usually given as one-fourth (1/4) the diameter of the full moon, when that comparison is suggested. Frequently the size is compared to a basketball, with the trailing lights lights the relative size of a baseball.

e. Course - The course is usually reported as being on an east-west line. Admissible approach sectors calculated by Dr. LA PAZ indicated the probability that the objects are mostly approaching from the northern quadrant. Plotted ground tracks lie east-west, with one line of flight being east to west and the other almost directly opposite.

f. Trajectory - The trajectory of the objects is almost invariably given as almost horizontal, with occasionally a dip at the terminal end of the path. On two occasions a definite vertical change in course was indicated. In each of these cases, the trailing lights were present.

g. Speed - In most cases the observation period is approximately two seconds, with a large angular distance covered. Measurements of the ground tracks plotted from concurrent sightings give a minimum speed of three (3) miles per second and a maximum of twelve (12) miles per second. If the mean calculated speed be accepted as correct, then a velocity in the order of seven and one-half (7-1/2) miles per second is the result. In this connection, it is to be noted that the velocity required for a projectile to overcome both air resistance and the effect of the earth's gravity field is approximately seven and twenty-eight hundredths miles per second.

h. Altitude - The angular altitude varies with each observation, of course, but the altitude plotted from concurrent sightings is between six and ten miles.

i. Sound - On no occasion has any sound been directly associated with the observation of these phenomena. Unexplained sounds have, however, been reported from Los Alamos. A combined sound-light phenomenon has been reported from Oregon, but has not definitely been identified with the subject under investigation.

j. Multiple Units - On at least two occasions reports definitely show that the main luminous object was followed at a fixed distance by two trailing lights. One report shows these trailers as being the same color as the main body, and another that they were red, while the main body was green. In each of these instances, a sharp course variation in the vertical plane was noted.

UNCLASSIFIED

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

3. The observers upon whose reports this summary is based include [redacted] authority on meteoritics, Special Agents of the OSI, airline pilots, military pilots, Los Alamos Security Inspectors, school teachers, truck drivers, and other assorted vocational groups. The congruency of the reports is all the more remarkable when the wide variation in background of the observers is considered.

4. The calculations as to track, height, and velocity are of necessity rough, as the observations upon which they are based were not scientifically accurate. Whenever possible, accurate transit readings have been taken from the spot where the sighting was made. These readings were based on estimated positions of the objects, however, so are not definitive. No photographs have as yet been obtained.

5. The conclusions reached from this investigation are:

a. Some nine (9) specific differences exist between these phenomena and any known meteoric data.

b. It is possible that they are manifestations of some hitherto unreported natural phenomena.

c. It is possible that they are man made.

DISTRIBUTION:

Resident Agency, FBI
Fourth Army Liaison Officer
AEC Security, Sandia Base
Intelligence Office, Sandia Base
AESS, Los Alamos
Field Office for Atomic Energy, Kirtland AFB
Other as needed

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

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

B/L fm NME, R & D Board, dtd 7 Jan 49, subj: Fireball Phenomena

AFOIR-CO-5 (L-1-42) 1st Ind.

14 JAN 1949

Dept. of the Air Force, Hq. USAF, Washington 25, D. C.

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

Forwarded as a matter pertaining to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

2 Incls.
n/c

ROBERT TAYLOR 3rd
Colonel, USAF
Chief, Collection Branch
Air Intelligence Requirements Division
Directorate of Intelligence

Inclosure #2 on file in Incident 223 (Report of Investigation #24-8 dated 13 Dec 48)

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

UNCLASSIFIED

[redacted]

223

NATIONAL MILITARY ESTABLISHMENT
RESEARCH AND DEVELOPMENT BOARD
WASHINGTON 25, D. C.

4 January 1949

MEMORANDUM TO: HQ-USAF
Directorate of Intelligence
Collection Branch
Room 5E 203, The Pentagon

SUBJECT: Fireball Phenomena

1. Attached is correspondence from [redacted] of [redacted], University of New Mexico, directed to Dr. H. E. Landsberg, Executive Director of the RDB Committee on Geophysics and Geography. [redacted], 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.

DAVID Z. BECKLER
Chief
Technical Intelligence Branch

Attachments:

Correspondence from Dr La Paz
USAF Report of Investigation

cc:

Dr Walter Colby
Atomic Energy Commission

Lt Col. Ray W. McDuffee
Dept of Air Force Operations

Air Materiel Command
Wright Patterson Air Force Base

EXTRACTS FROM LETTER TO DR. H. E. LANDSBERG, EXECUTIVE DIRECTOR OF RDB COMMITTEE ON GEOPHYSICS AND GEOGRAPHY
FROM
DR. LINCOLN LAPAZ, DIRECTOR OF THE INSTITUTE OF METEORITICS, UNIVERSITY OF NEW MEXICO
December 28, 1948
Attaching Appended Material

"Since December 5 I have been working almost continuously day and night on certain anomalous fireball phenomena of which a detailed account is given in the accompanying confidential enclosures. No doubt you are familiar with these incidents since I brought your name into the picture in my first report to the O. S. I. of the U. S. A. F.

"These incidents are not in the same category as the rather fantastic ones described by Norman G. Markham and certain inhabitants of Norton County, Kansas. Authorities here are deeply concerned. Perhaps you have knowledge of defensive training maneuvers that would explain the observed concentration of incidents in certain highly important areas.

"Additional observations by 6 more AEC Security Service Guards make incidents referred to look very serious. Please give this matter careful attention. I am sure two best observed incidents are not meteoric."

Inclosure #1

UNCLASSIFIED

INTER-OFFICE MEMO SLIP
HEADQUARTERS FOURTH ARMY

SUBJECT: Unidentified Flying Objects: New Mexico

No.	Date	From	To
1	29 Dec 48	Maj Godsoe	A C/S G-2

Remarks

1. Since the initial report of unidentified objects, described as flares or moving lights, in the vicinity of Las Vegas, New Mexico, on 5 December 1948, there have been 23 reports from observers up to and including 28 December 1948. Of these reports 21 have been in New Mexico, 1 in Arizona and 1 in Oregon.

2. The 21 observations in New Mexico have, in general, been in the vicinity of an area bounded in the east by the city of Las Vegas and in the north by Los Alamos. Two observations were made in the vicinity of Albuquerque.

3. The appearance of the lights are of a definite pattern. All have been of an intense white or greenish white. The trajectory or path of flight has been north to east, north to west or west to east. Altitude has been reported from 3000 to 20,000 feet above the terrain, which in this area is 5000 to 7200 feet above sea level. Speed has been undetermined except that it seems to be above the supersonic range.

4. This office, the FBI and the intelligence agencies of Sandia Base and Kirtland Field have been unable to evaluate or determine the significance or origin of the phenomena. We have therefore agreed that the 17th District, Office of Special Investigation (OSI) of the Air Force be the gathering and reporting agency in that they have a direct reporting channel to Washington, have access to aircraft and observation facilities and are in coordination with the Geophysics Laboratory of the Air Material Command, USAF.

5. The OSI has obtained the cooperation of Dr. Lincoln La Paz of the University of New Mexico. Dr. La Paz is one of the top ranking meteorologists in the United States. He is qualified to identify the sighted objects as natural meteoric phenomena or otherwise. Dr. La Paz has, from descriptions of observations furnished him and, BY PERSONAL OBSERVATION, determined that the objects sighted are NOT natural meteoric phenomena. Dr. La Paz is in consultation with other scientists in an effort to solve the problem but up to this time have arrived at theories only. Theories advanced to date have fallen into CATEGORY III possibilities. Experimental tests have been made at the university

DOWNGRADED AT 3 YEARS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

to determine what material would give off the whitish-greenish glow under extreme heat. The only material which they have discovered giving off this color is Beryllium Copper, a metal used in the construction of guided missiles. It is the unsubstantiated opinion of Dr. La Paz that the presently unidentified objects are man made missiles constructed to be self disentegrating, hence the whitish-greenish color given off at the time of observation.

6. It is of interest to note that at least two of the objects have been sighted directly over the Los Alamos AEC project. One person who observed one of the objects at Los Alamos has stated that it looked exactly the same as V2 Rockets he had seen over England during the war.

7. In view of the continuation of these objects being sighted over this area, it is suggested that Fourth Army coordinate with the Air Force and the Air Materiel Command to conduct a scientific study of ordinary intelligence agencies, who can only report occurrence and cannot evaluatethe probabilities or possibilities.

DOWNGRADED AT 3 [illegible]
DECLASSIFIED AFTER 12 [illegible]
DOD DIR 5200.10

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

CASE	TAB	SIGHTING	
		DATE	LOCATION
	A	INVESTIGATIVE DATA	
223	B	5 Dec	Albuquerque, N. M. area
226	C	6 Dec	Sandia Base, N. M.
224	D	8 Dec	Las Vegas, N. M.
227	E	12 Dec	Bernal, N. M.
241	F	20 Dec	Los Alamos, N. M.
243	G	28 Dec	Los Alamos, N. M.
	H	30 Dec	Los Alamos, N. M.

INFO

[redacted]

5 DEC ~~NOV~~ 47

Albuquerque, N.M.

DETAILS:

AT WALKER AFB, ROSWELL, NEW MEXICO

1. On 16 December 1948, Mr. SAM WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed with reference to possible maneuvers by planes of the 509th Bomb Group or Walker AFB Base Flight Section between 1 November 1948 and 16 December 1948. WILLIAMS, after reviewing the Walker AFB Dispatch Records, stated no maneuvers have been held by the 509th Bomb Group which would entail the use of aerial flares or other similar signaling devices. During the period mentioned above, only one (1) Walker AFB plane is known to have been in the general vicinity of Las Vegas, Los Alamos, Santa Fe, or the Sandia Mountains. This plane, B-29 #3401, was piloted by 1st Lt. HEARTY FITCHKO, 393rd Bomb Squadron, 509th Bomb Group, Walker AFB, and was on a bombing mission from Roswell to Wendover AFB, Utah. Take-off was made at 0326 hours, 5 November 1948, and the path of this flight would have normally been over Albuquerque. WILLIAMS stated that there have been no reports by either 509th Bomb Group or Base Flight pilots or crew members of unusual lights or flares in the sky.

2. On 22 December 1948, 1st Lt. HEARTY FITCHKO, AO 680624, 393rd Bomb Squadron, 509th Bomb Group, Walker AFB, was interviewed regarding his flight from Roswell, New Mexico, to Wendover AFB, Utah, on 5 November 1948. FITCHKO stated: I took off in B-29 #3401 at approximately 0330 hours on a routine bombing mission to Wendover AFB. At about 0430 hours, my position was approximately 20,000 feet and over Albuquerque. The only flares aboard were red ones which, when fired, indicate trouble. There were no flares of any kind used on this mission and I would have known if one was shot, for the flare chute is in the navigator's compartment. This compartment is the only place where a flare can be released when the plane is pressurized as we were on this mission. I saw nothing unusual nor did anyone on my crew report seeing any flares or anything unusual during this mission. I questioned my crew on this date (22 December 1948) and received negative answers as to the sighting of anything unusual on the above mentioned flight.

3. Colonel JOHN D. RYAN, AO 21117, Commanding Officer, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed on 22 December 1948 regarding any maneuvers or flights by planes of the 509th Bomb Group which would entail the use of aerial flares or lights. Colonel RYAN stated: To his knowledge, no 509th planes have used flares of any kind during the past several months. No one has reported to Colonel RYAN the sighting of unusual flares or lights in the sky.

4. On 22 December 1948, Major PAUL K. CARLTON, AO 55912, S-3, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed. Regarding maneuvers or the use of aerial flares by the 509th Bomb Group,

[redacted]