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FLYING DISCS --1947
(photos, letters, and newsclippings)

1030306

S-1161

Department of the Air Force
Air Force Declassification Office
Authority: FY24 NDAA, now codified at 44 U.S.C. 2107
Date: 5/22/2025
Declassified in Full: X
Case Number: 342UAP00026

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FOURTH AF
Form No. 219

# LIST OF PAPERS

*File under No.* 319.1

REPORTS GENERAL
REPORTS OF UNIDENTIFIED FLYING OBJECTS
YEAR 1947--

| SERIAL NUMBER | FROM— | DATE | TO - | SYNOPSIS |
|---|---|---|---|---|
| #1 CONF | Hq Portland AFB | 7 Jan 47 | CG | Incident rept |
| #2 SEC | CorAC | 7 Jul 47 | CG | CorAC Ltr 333.5 ID Ives of "Flying Discs". |
| #3 UNCL | CorAC | 10 Jul 47 | CG | TWIX (632) Request info on sighted flying objects fr K. Arnold & R. Rankin |
| #4 CONF | Hq 4th AF | 18 Jul 47 | AAF, ADC | Inv K.A. Arnold, Flying Disc first rept in this area |
| #5 UNCL CONF | Civ ltr | | K. A. Arnold | Eight (8) pers ltr to Mr Arnold on opinions of newspaper story of Disc's. |
| #6 CONF | Hq 4th AF<br>Tenth AF | 16 Jul 47<br>21 Jul 47 | 10th AF<br>4th AF | MOIC dt 18 Jul 52<br>Req info fr Lt E.B. Armstrong regarding unidentified objects. |
| #7 UNCL | Williams Fld<br>San Diego, Calif | 18 Jul 47<br>8 Jul 47 | | Lt Armstrong's statement.<br>Newspaper clipping & memo by N. Meade Layne. |
| #8 UNCL | | | | Newspaper Clipping "Talk About Aviation", by Dave Johnson |
| #9 UNCL | Venture Press<br>Evanston, Ill | 22 Jul 47 | K. A. Arnold | R.A. Palmer, req article about Flying saucers fr Arnold. |
| #10 UNCL | CorAC | 23 Jul 47 | CG | TWIX 1453 Info on req, 10 Jul 47, TWIX (632) |
| #11 UNCL | CorAC | 29 Jul 47 | CG | TWIX 1714, contact & secure statement fr Richard Rankin. |
| #12 CONF | Hq 4th AF | 24 Jul 47 | CorAC | Msg, unable to locate R. Rankin. |
| #13 UNCL | CG AFADC CorAC | 24 Jul 47 | CG | Same req as #11. |
| #14 UNCL | Tacoma, Wash | 2 Aug 47 | K. Arnold | Msg Western Union fr H. Dahl. |
| #15 UNCL | CG AFADC CorAC | 4 Aug 47 | CG 4th AF | TWIX 140 Info crashed B-25 req. |
| #16 UNCL | | 2-3 Aug 47 | | Newspaper clippings crashed B-25 Kelso, Wash |
| #17 UNCL | | 6 Aug 47 | | Tacoma Times, Newspaper clippings "Flying Saucer Mystery" & Army Plane Crash. |
| #18 CONF | Hq 4th AF | 6 Aug 47 | CG Maroc AAB | Inv CO & other pers rept s "Flying Discs". |
| #19 CONF | Hq 4th AF | 4 Aug 47 | | Inv of Flying Discs. |
| #20 CONF | Air Res Sv MacChord AFB | 4 Aug 47 | CO Air Res Sv MacDill AFB | Final Mission Rept |
| #21 CONF | 4AF | 5 Aug 47 | DC Int | Incident rept on Capt Ryb flying objects. |
| #22 UNCL | | 5-14 Aug 47 | DC Int | Inv & Incident rept on fl (Williams Fld, Chandler, |
| #23 UNCL | CO, Alaska Comm System | 5 Aug 47 | Hq 4th AF | Bethel, Alaska Incident r flying objects. |

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INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

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| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| #24 UNCL | K. Arnold | 7 Aug 47 | CG DO Int | Pers ltr, flying objects |
| #25 UNCL | | 8-9 Aug 47 | | Newspaper Clippings, unidentified objects. |
| #26 UNCL | Mil Int Div McChord AFB | 8 Aug 47 | DO Int | Incident rept, Helena [redacted] area. |
| #27 CONF | Hq 4th AF | 8 Aug 47 | | Rept inv of flying discs fr 5 Jul -5 Aug 47. |
| #28 UNCL | Mrs D. Smith | 9 Aug 47 | DO Int | Ltr & Clippings, unidentified flying objects, Reno Nev area. |
| #29 UNCL | L. G Wells | 9 Aug 47 | DO Int | Ltr, flying objects, Klamath Falls, Ore area. |
| #30 CONF | J. D. Currie | 8 Aug 47 | DO Int | Ltr, opinions on discs. |
| #31 CONF | DO Int | 8 Aug 47 | | Incident rept, "Stockton Record", reporter. |
| #32 CONF | ConAC | 11 Aug 47 | DO Int | Replacement of pers. |
| #33 CONF | Hq 4th AF | 11 Aug 47 | ConAC | Inv K. Rankin. |
| #34 UNCL | K. Arnold | 12 Aug 47 | DO Int | Telegram & clipping fr K. Arnold. |
| #35 CONF | 12 | 12 Aug 47 | DO Int | Incident rept, flying disc's 31 Jul thru 7 Aug 47. |
| #36 CONF | Alaska Comm Sys | | DO Int | Correction, incident rept. |
| #37 CONF | Hq 4th AF | 22 Aug 47 | ConAC | Incident rept, M.J. Madden. |
| #38 CONF | Hq 4th AF | 25 Aug 47 | | Incident rept, P.M. Johnson, Portland, Ore area. |
| #39 UNCL | Seattle Times | 25 Aug 47 | DO Int | Info ltr regarding disc's. |
| #40 ~~CONF~~ SEC | Hq 4th AF | 27 Aug 47 | FBI, San Francisco, Calif | Info ltr, "Flying Obj in Guam". |
| #41 UNCL | Hq 4th AF | 27 Aug 47 | | Inv Flying Disc. |
| #42 UNCL | | 20 Aug 47 | DO Int | Paper clippings, "Two Flying Saucer Inventions" Nd. |
| #43 CONF | Hq MATS | 21 Dec 47 | | Incident rept, Great Falls, Mont. |
| #44 UNCL | Seattle, Wash | 22 Aug 47 | Dir FBI | Rept, facts regarding Disc story Fred Crisman, Harold Dahl & crashed 8-25, Tacoma, Wash area. |
| #45 CONF | Hq 4th AF | 30 Dec 47 | | Rept, Incident same as #43. |
| #46 UNCL | Hq 4th AF | 23 Dec 47 | | Excerpt fr San Francisco Chronicle "Russian Rocket Test's". |
| #47 UNCL | K. Arnold | 26 Nov 47 | DO Int | Pers Ltr, info flying disc's. |
| #48 CONF | Hq Sixth Army | 5 Dec 47 | DO Int | Incident story, E. Oddman, fly disc, Seattle, Wash area. |
| #49 UNCL | Portland, Ore | 14 Nov 47 | DO Int | Incident story & photo's fr Mrs Herron, Ore area. |
| #50 UNCL | Seattle, Wash | 12 Nov 47 | DO Int | Oregon Journal clipping, Obj seen by sailor. |
| #51 CONF | FBI, Phoenix Ariz | 23 Oct 47 | SAC, San Francisco | Incident rept, Unidentified obj, Phoenix, Ariz area. |

INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

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# LIST OF PAPERS

...RTH AF
Form No. 219

*File under No.* ...SIS.1

...FOR 1947

| SERIAL NUMBER | FROM— | DATE | TO— | SYNOPSIS |
|---|---|---|---|---|
| 52 SEC | 28th Air Div, Tyndall, Flda | | AC Int | Ltr -1714 Incident rept. Disc's Seattle, Wash area. |
| 53 UNCL | ComAC | 3 Sep 47 | AC Int | Ltr, conversation w/FBI on Inves Flying Disc Incidents. |
| 54 CONF | Hq 4th AF | 8 Sep 47 | FBI San Francisco | Ltr fr C. Simpson, pers opinions "Flying Saucers". |
| 55 CONF | Hq 4th AF | 8 Sep 47 | CG, AAF Wash DC | Telegram fr K. Arnold, offer to sell his inves & story of Disc's to movie. |
| 56 CONF | Hq 4th AF | 9 Sep 47 | ComAC | 4AFDA 333.5/1208-1 Ltr inves of flying disc's. |
| 57 CONF | Hq 4th AF | 9 Sep 47 | Sixth Army | 4AFDA 333.5 1208-1 Incident rept Sacramento, Calif area. |
| 58 CONF | Hq 4th AF | 11 Sep 47 | CG AAF Wash DC | 4AFDA 333.5/16 Ltr. Inves of Flying Disc's. |
| 59 CONF | Hq 4th AF | 16 Sep 47 | FBI San Francisco | Inves William Rhodes, unidentified objects & photo's. |
| 60 CONF | Hq 4th AF | 25 Sep 47 | ComAC | Ltr 3 333.5 ID, Inves of Flying Disc fr basic ltr & Incidents. |

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1208

Investigation of Flying Disc.

D 333.6 ID (8 Sept 47) 1st Ind.

HQ AIR DEFENSE COMMAND, Mitchel Field, New York. 16 SEP 1947

TO: Commanding General, Fourth Air Force, Hamilton Field, California
ATTENTION: Assistant Chief of Staff, A-2

Action concurred in.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

J. H. BLOSS
Lt Col, AUS
Asst Adj Gen

1 Incl.
n/c

Basic 333.5/13 Sec. 8 Sept 47
Subj: Invest of flying Disc. Incl Photostat of
TWX to Arnold.

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HEADQUARTERS SIXTH ARMY
Presidio of San Francisco, California

AMGBI-C 333.5

SUBJECT: FBI Report on Flying Discs

TO: Headquarters Fourth Air Force
Hamilton Field, California
ATTN: AC of S, A-2 (Counter Intelligence Division)

Enclosed herewith is an FBI report on Flying Discs which the FBI requested be forwarded to your headquarters.

FOR THE COMMANDING GENERAL:

T. E. COLLINS
Major A.G.D.
Asst Adjutant General

Incl: FBI Report re:
Flying Discs

333.5/w/3 1st Ind 4AFDA

HQ FOURTH AIR FORCE, Hamilton Field, California. 22 SEP 1947

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

1. The attached report forwarded.

2. This report is inclusive and in addition to the Summary of Information forwarded 27 August 1947, File 4AFDA 333.5/13 (Gen).

FOR THE COMMANDING GENERAL:

R. H. EAYLS
Major, Air Corps
Acting Asst Adjutant General

Incl:
FBI Rpt re Flying Discs (dup)

MAILED

A-2 COMM BACK

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

4AFDA
333.5/13 (Gen)

SUBJECT: Investigation of Flying Discs.

GENERAL

TO: Commanding Officer
Air Defense Command
Mitchel Field, N. Y.
ATTN: AC of S, A-2

1. Attached report forwarded.

2. This report is inclusive and in addition to the Summary of Information forwarded 27 August 1947, File 4AFDA 333.5/13 (Gen).

FOR THE COMMANDING GENERAL:

[redacted]
Asst

Incl:
FBI Rpt re Flying Discs.

MAILED

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ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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

4AFDA
333.6/20 S 18 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General
Air Defense Command
Mitchel Field, N. Y.
ATTN: AC of S, A-2

The attached re-investigation was initiated at the request of Headquarters Army Air Forces, Executive Air Intelligence Requirements Division, by letter Headquarters AAF, AFSIR-CO, subject: "Investigation of Flying Disc" dtd 19 Aug 47.

FOR THE COMMANDING GENERAL:

WILLIAM J. TURNER,
Col., G. S. Army,
Asst. Assistant [illegible]

2 Incls:
1 - MOIC, Fugate dtd 2 Sep 47.
2 - Envelope with Ex. I, II, III.

MAILED

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ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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BASIC: Ltr fr HQ AAF, Wash, DC, dtd 12 Aug 47, subj: Investigation of "Flying Disc"

AMC.5/AS WR(GEN) 1st Ind AAFDA

HEADQUARTERS FOURTH AIR FORCE, Hamilton Field, California. 18 SEP 1947

TO: Commanding General, Army Air Forces, Washington, DC.
ATTENTION: AC of AS-2, Air Intelligence Requirements Division.

The attached MOIC and exhibits are forwarded in compliance with basic communication.

FOR THE COMMANDING GENERAL:

2 Incls:
1 - MOIC, Fugate dtd 2 Sep 47.
2 - Envelope with Ex. I, II, III.

MAILED
18 SEP 1947

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1206-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Federal Office Building, Room 428, San Francisco, California.

Your attention is invited to the attached copy of a letter to this officer from The Seattle Times, and the Commanding General's answer thereto with copy attached.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

2 Incls:
1. Ltr fr Seattle Times.
2. Ltr fr CG 4AF.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFIA
333.6/1208-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, Calif.
ATTENTION: G-2

Your attention is invited to the attached copy of a letter to this officer from The Seattle Times, and the Commanding General's answer thereto with copy attached.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

2 Incls:
1. Ltr fr Seattle Times.
2. Ltr fr CG 4AF.

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COPY

THE SEATTLE TIMES

Fairview Avenue North and
John Street
Telephone Main 0300

Seattle 11, Washington

Col. Donald Springer,
A-2
Fourth Air Force,
Hamilton Field,
Calif.

Dear Colonel Springer:

This letter is addressed to you following conversations with various persons in the Seattle and Tacoma area, including Maj. George Sander, public relations officer at McChord Field.

Several of our staff members have tried, without success, to obtain the true story of the origin of flying disks from Kenneth Arnold, of Boise, Idaho; Harold Dahl, Tacoma, and various official agencies.

From various sources, we have understood the entire disk story originated from a manuscript or suggested manuscript for a fiction magazine in Illinois, written either by Arnold or Dahl, or both.

May we ask if there is any truth to these reports? May we ask if there is any statement forthcoming from any government agency on this subject, and if so, when? Might we get from you an official approval of interviews with Arnold, Dahl or Capt. E. J. Smith of United Air Lines?

The story is becoming so widespread, by word of mouth, it seemed this might be about time for a true story, with the approval of your office. May we hope you or someone in your office will favor us with a reply as soon as possible?

Very truly yours

/s/ Henry MacLeod

Henry MacLeod
City Editor

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

Mr. Henry MacLeod
The Seattle Times
Seattle, Washington

25 August 1947

Dear Mr. MacLeod:

Your letter of August 21, 1947, to Lt. Col. Donald Springer of this headquarters, has been brought to my attention.

You are advised that I have no knowledge of the origination of the flying disc stories. My Intelligence personnel have had several pertinent incidents brought to their attention by civilians and government agencies. For your information, this headquarters, in the interest of economy, does not intend to pursue each and every reported flying disc. However, in the interest of national defense, reliable reports of such a nature will be investigated.

I have no knowledge at this time of any statement to be made by a government agency regarding the flying disc.

As you know, there is no censorship on individuals within the United States, therefore, you may feel free to interrogate Mr. Arnold, Capt. Smith, or whomever you desire. I have no authentic information which would indicate that those individuals, or any other persons, should maintain secrecy regarding their alleged observations.

Sincerely yours,

WILLIS H. HALE
Major General, U. S. Army
Commanding

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ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFIA
SSD/ICOS-I

18 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice,
Room 422, Federal Office Building, San Francisco, California.

Information forwarded in form of attached MOIC and Exhibits.

FOR THE AC OF S, A-2:

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
As indicated.

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[redacted], William Albert
Investigation of "Flying Discs"
3 September 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

On 28 August 1947 in the presence of S/A Brewer (EBI Office, Phoenix, Arizona) Mr. William Albert Rhodes was interviewed at his residence at 4333 North 14th Street, Phoenix, Arizona, in connection with investigation of the "Flying Discs". Mr. Rhodes stated that on the afternoon of 7 July 1947 immediately following a local thunderstorm, at about 1:00 hrs., he was walking from his house toward his workshop (located approximately 100ft. directly back of the house) when he heard a noise in the east which sounded to him very much like the approach of a jet airplane, possibly a P-80. He stopped and looked to the east but saw nothing for several seconds. A few seconds later, however, an object appeared from the north-east. The object seemed elliptical in shape with a diameter of 25-30ft. At first sight, it appeared to be at about 3000ft., traveling about 400 to 600MPH. Its color was grey, which made it blend into the clouds and difficult to see at a distance. As soon as it appeared in the north-east, the object spiraled downward reaching a level of about 2000ft. at the end of its second spiral, and then started upward into the west at an angle of 45 degrees, disappearing into the cumulus clouds which appeared to be at about 5000ft. at that time. The object was visible from the time of its appearance in the north-east to its disappearance into the west about 60 seconds. In spite of the fact that a noise was heard prior to the appearance of the object, while in view, it produced no audible sound. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles, which had an approximate radius of 1/4 to 1/2 miles. The object had what looked like a cockpit canopy in the center extending toward the back and under the object. The cockpit did not protrude from the surface but was clearly visible with the naked eye. The object was not revolving on its own axis. It had no discernible landing gears nor propellers. It appeared to have an oval shaped air foil (tapered from wing tip to wing tip). Mr. Rhodes stated that it is possible that he did not hear the object while it was in sight because of the rustling of tree leaves set up by a wind velocity of 10-15MPH. He also stated that the first sight of the object caused him to think it might be the Navy's new flapjack plane illustrated on the cover of the May 1947 issue of "Mechanix Illustrated". He later altered his opinion because the object appeared to have no landing gears and no propellers, and the Navy ship is illustrated as having both. Rhodes stated that immediately after the object had started into its first spiral he ran to get his camera, which he kept loaded and set at all times for the purpose of taking candid action shots of his family and which he kept right inside the door of the workshop. By the time he returned with it, the object had completed one circle and had started on its second. At the same time he called to his wife who was in the house, but by the time she arrived in the back yard the object had disappeared. Rhodes stated that he managed to take one photograph of the object while it was at its lowest point (about 2000ft.) (Exhibit I) and another just as it turned out of its second spiral and started upward. (Exhibit II). The second

George Fugate, Jr., Special Agent, CIC-AAC-4AF

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[illegible] S. William Albert
Investigation of "Flying
Discs"
2 September 1947

photograph includes the tops of some trees and a telephone pole. Mr. Rhodes stated that he developed the negatives himself. He still had the negative of the first photograph (Exhibit III), but he could not find the negative for the second photograph.

Exhibits I, II, and III turned over to Capt Philip Hearing, PIO, 20th Air Division for forwarding to Wash DC Ref Ltr Dept of Defense 1 Aug 52 to Hq 20th Air Div from Chief Air Force Dept Press Branch

to 8 August 1952

John L. Leet
Capt. USAF
Div of Intell.

George Fugate, Jr., Special Agent, CIC-ADC-6AF

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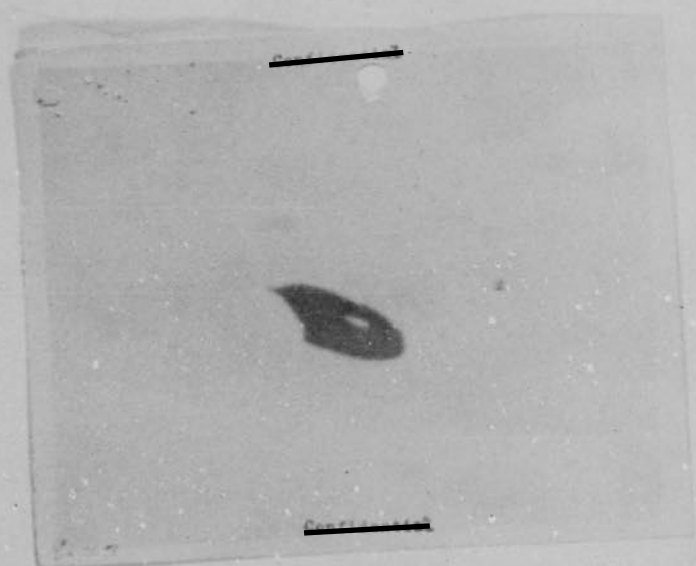

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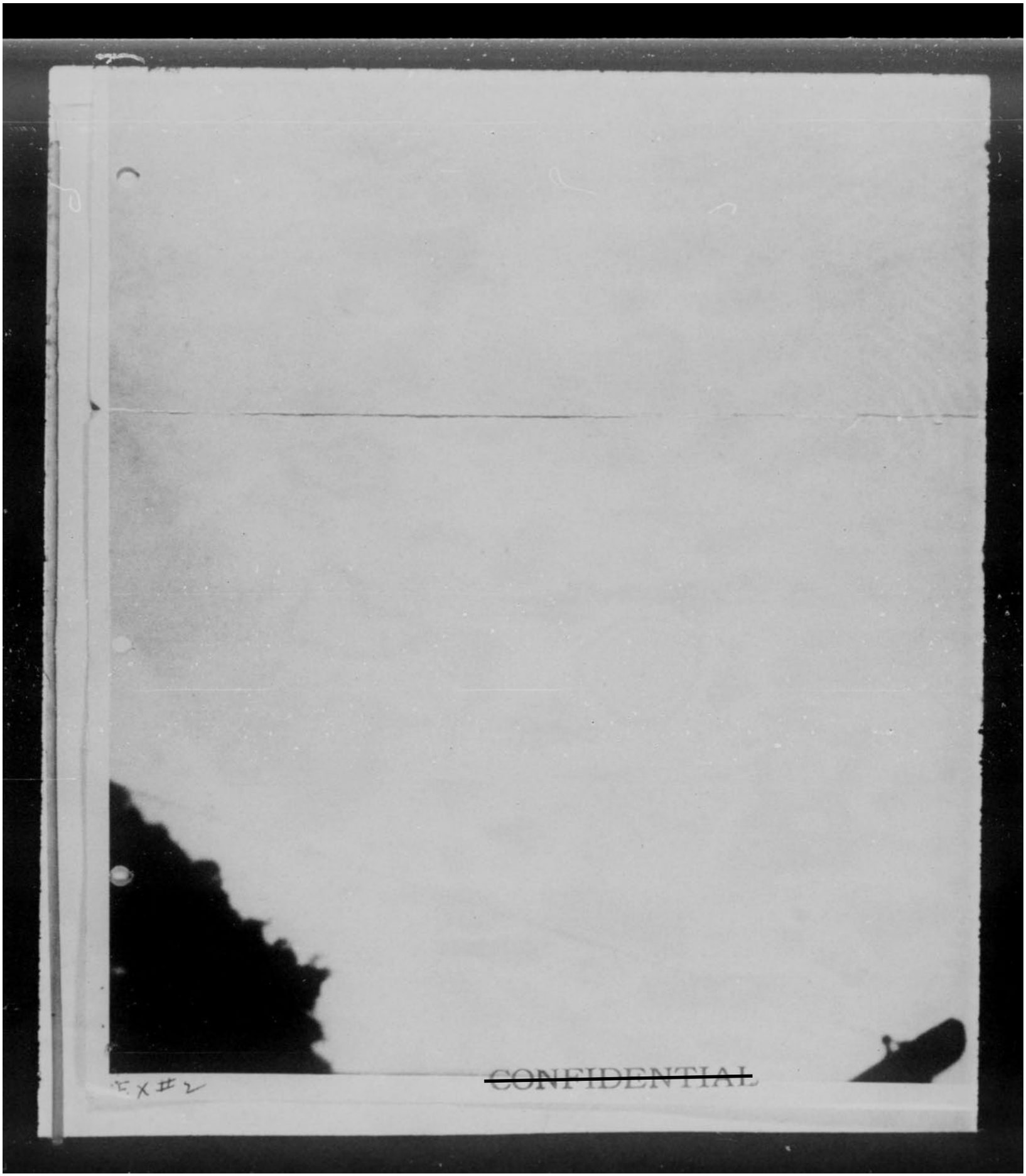


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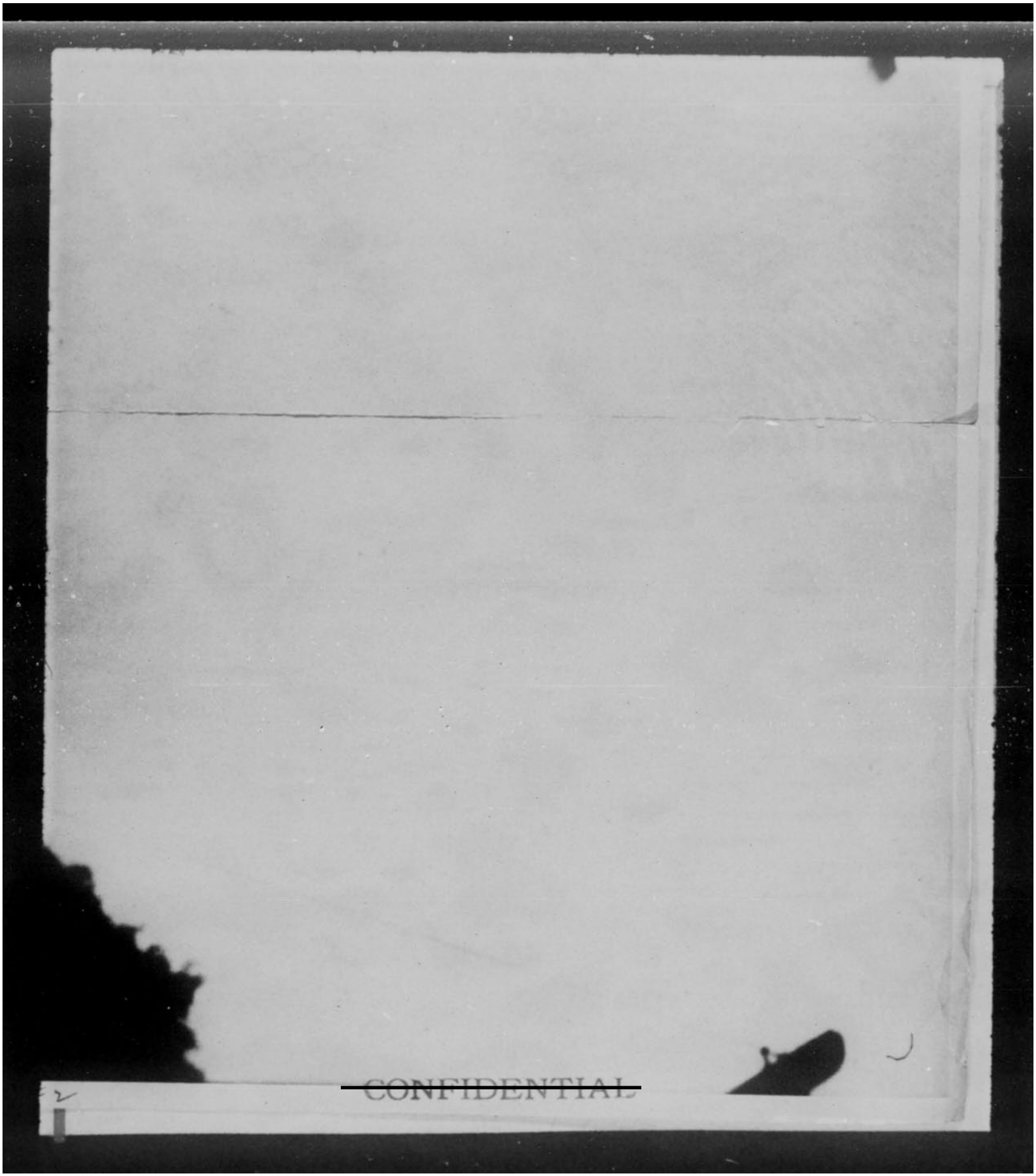


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FOURTH AF
FORM NO. 202
(4 JUL 1944)

1208

HEADQUARTERS FOURTH AIR FORCE

CHECK SLIP

File No. 383.6/33

(Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: Investigation of Flying Disc.

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 27 Aug | A-2 | CIC | Airmail this letter and quoted 4AFHA/33 to Mr. Pugate. Instruct him to give priority investigation to this matter. He is to contact the Phoenix FBI Office which will have been advised by San Francisco FBI of his arrival. Phoenix FBI will furnish agent to accompany him. Pugate to attempt to comply with paragraph 2, basic communication.<br><br>Forward results by airmail immediately.<br><br>Springer<br>SPRINGER per. afr. |
| 2 | 27 Aug | Nelson | Pugate | This investigation is considered top priority. Advised by Col Springer to begin investigation and send all information to the office of the earliest practicable date. Note suspense date 3 Sept 1947. Request you to start on receipt immediately upon receipt of the complaint.<br>Nelson |
| 3 | 2 Sept | Pugate | Nelson | Instructions complied with.<br>Pugate |
| 4 | 6 Sept | Moon | CI(D) | Forwarded with MOIC and three inclosures in acetate coverings.<br>Moon<br>Moon |
| 5 | 9 Sept | A-2 | Adjutant | Forwarded by ltr dtd to CG AAF with 1 end #1, MOIC + 3 encls 2, I & III Negatives with Command Levels. Coordinated with DCS, AC. Also To ADC, FBI, SE, + GHQ Army.<br>16 Sep 47<br>Mailed Sep 18 (Use both sides.) |

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1 August 1952

28th Air Division (Def)
Hamilton Air Force Base
Hamilton, California
ATTN: Capt. Hlaring

1. On August 30, 1947, the FBI turned over to Air Force Intelligence representatives, Hamilton Field, two negatives of "flying saucers" which were taken by a civilian, W. A. Rhodes.

2. Subsequently, a letter was received from OSI District 19, transmitting copies of these photographs taken by Rhodes, and advising that the originals were in custody of the Assistant Chief of Staff, A-2 Intelligence, Hamilton AFB, California.

3. Will you please contact that office and determine whether the original negatives are on file there. If they are on file please secure them and forward same to this office.

DeWITT R. SEARLES
Lt. Col., USAF
Chief, Air Force Desk
Press Branch

cc: Col Day
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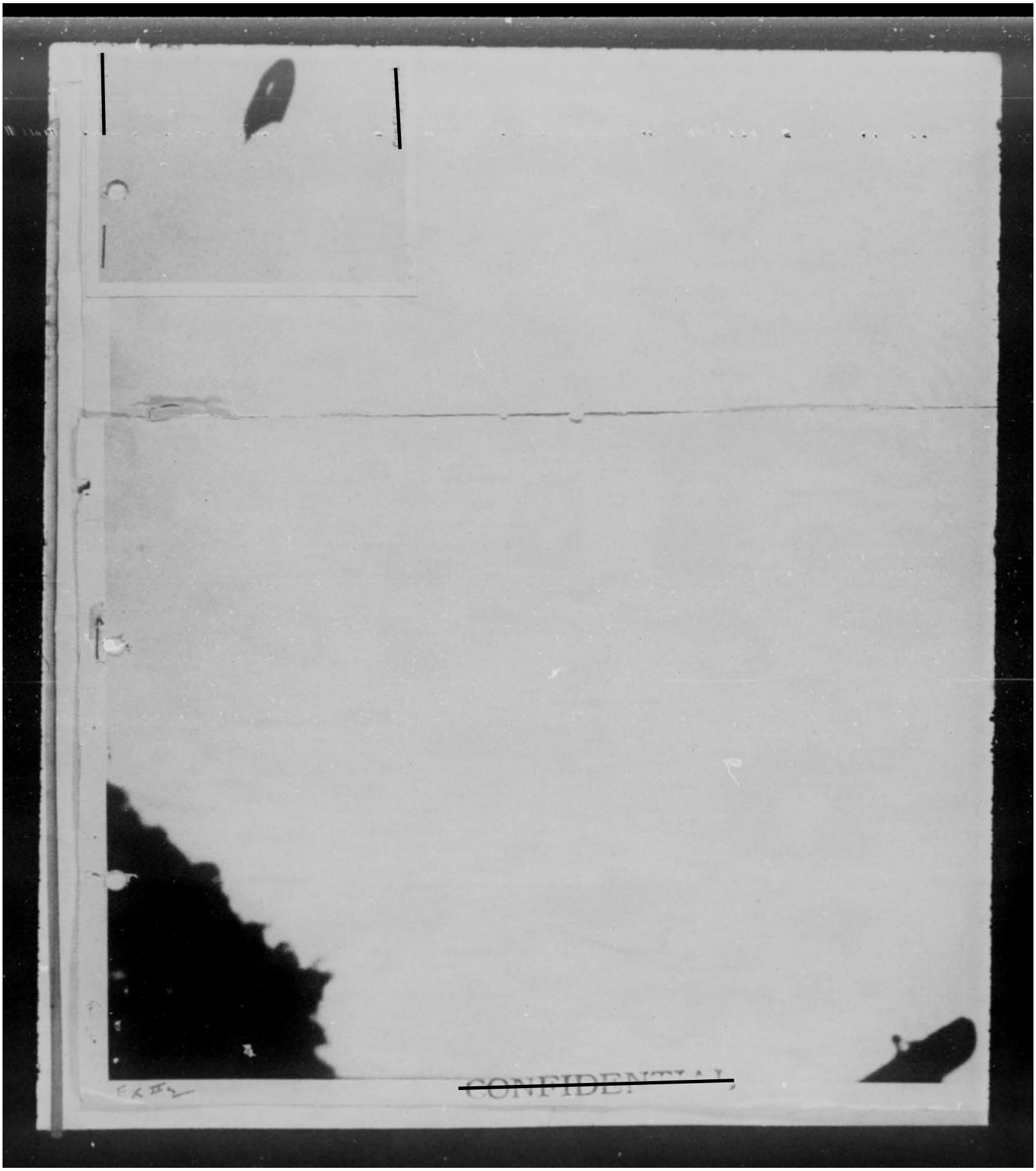


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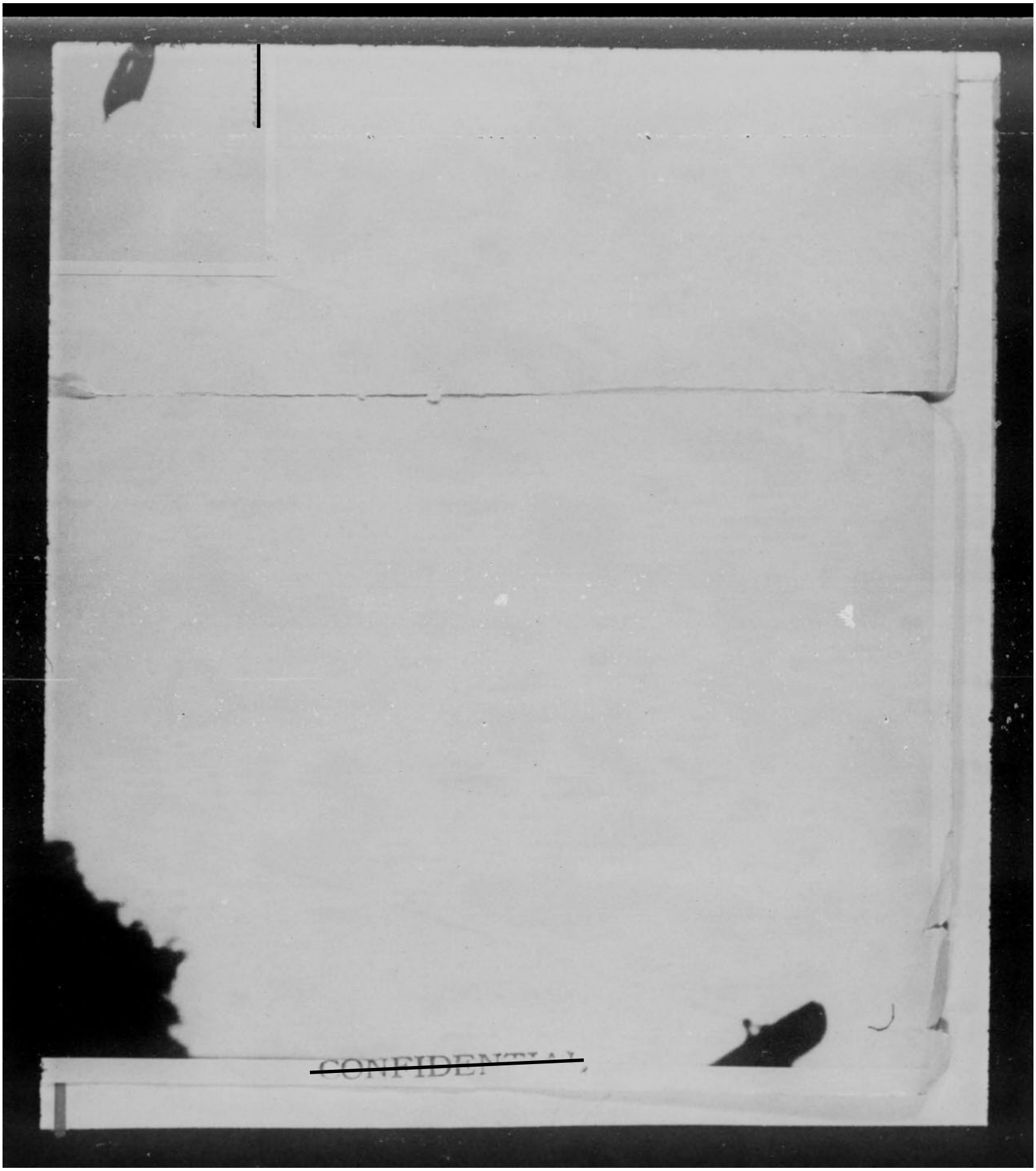


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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

AFCSA
335.9/16

SUBJECT: Investigation of Flying Disc. 11 SEP 1947

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

Attached MOIC for your information.

FOR THE COMMANDING GENERAL:

WILLIAM F. TOMPKINS,
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl:
MOIC, Hubbard, dtd 9 Sep 47 (dup)

MAILED
11 SEP 1947
AAF
ADCOM

A-2 COME BACK

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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

4AFIA
333 S/AC

SUBJECT: Investigation of Flying Disc. 11 SEP 1947

TO: Commanding General, Air Defense Command, Mitchel Field, N.Y.
ATTENTION: AC of S, A-2

Attached MOIC for your information.

FOR THE COMMANDING GENERAL: WILLIAM J. [illegible]
Col, U. S. Army
Asst Adjutant General

1 Incl:
MOIC, Hubbard, dtd 9 Sep 47.

MAILED
11 SEP 1947
4TH AIR FORCE
ADJUTANT

A-2 COME BACK

CONFIDENTIAL

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

16 September 1947

4AFDA
333.6/1208-I

SUBJECT: Investigation of Flying Disc.

TO: Special Agent In Charge, FBI, U. S. Department of Justice, Phoenix, Arizona.

Information forwarded in form of attached MOIC and Exhibits.

FOR THE AC OF S, A-2:

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
As indicated.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFIA
333.5/1208-1

16 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
ATTENTION: G-2

Information forwarded in form of attached MOIC and Exhibits.

FOR THE AC OF S, A-2:

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
As indicated.

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

4AFDA
333.9/kj 15

SUBJECT: Investigation of Flying Discs. 11 SEP 1947

TO: Commanding General, Air Defense Command, Mitchel Field, N.Y.
ATTENTION: AC of S, A-2

Attached MOIC for your information.

FOR THE COMMANDING GENERAL:

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl:
MOIC, Moon, dtd 20 Aug 47.

MAILED

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ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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

383.6/15

11 SEP 1947

SUBJECT: Investigation of Flying Disc.

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

Attached MOIC for your information.

FOR THE COMMANDING GENERAL:

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl:
MOIC, Moon, dtd 20 Aug 47.
(dup)

MAILED
11 SEP 47
1947

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ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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FOURTH AF
FORM NO. 102
[6 July 1944]

HEADQUARTERS FOURTH AIR FORCE

# CHECK SLIP

File No. HAF-1208-I (Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: Incident

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 6 Aug | CIC | CI | Enclosed is MOIC in compliance with Maj. Graham's request. NELSON |
| 2 | 6 Aug | CI | A-2 | [illegible] |
| 3 | 6 Aug | CI(D) | CIC | Interview [illegible] 1st Lt Wood L Stewart, 1242 Milvia Street, Berkley Calif concerning flying objects which he was reported to have seen on 29 July at 1450 while with Capt William H. Rykend 415 AAF BU(RT). Try and tie this interview in with other business in that area. Graham |
| 4 | 6 Aug | CI(D) | CIC | For compliance with #3 above, and return. Stehle. |
| 5 | 7 Sept | CIC | CI(D) | Interview accomplished - MOIC forwarded Nelson |
| 6 | 9 Sept | CI(D) | A-2 | For your information. |
| 7 | 10 Sept | A-2 | Mess R. | HAF-2 AAC-1 } 6 — 1 to G-1, FBI-SF-1, FBI, ACS A-2 |
| 8 | 10 Sept | [illegible] | [illegible] | [illegible] (Use both sides) |

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~~CONFIDENTIAL~~

AAF-1006-1
Incident
8 September 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

Mr. Ward L. Stewart, 1242 Milvia Street, Berkeley, California, was interviewed 8 September 1947 at his place of employment, the Hearst Mining Building, University of California, concerning flying objects he reported to have seen on 28 July 1947 while with Captain William E. Ryherd of the 416th AAF BU(27). Mr. Stewart stated in substance that he was a 1st Lt in the Reserve and that on the 28th of July 1947 shortly after 12 noon he and Captain Ryherd had just landed from a routine training flight when Captain Ryherd called Mr. Stewart's attention to an unidentified flying object that was following a P-80 aircraft at a terrific rate of speed. Mr. Stewart estimated the P-80 to be flying at approximately 250 miles per hour on a preliminary approach to landing at Hamilton Field. In Mr. Stewart's estimation the object he saw following the P-80 maintained a speed of three to four times that of the aircraft. A moment later a second object appeared and flew a course described as something similar to a fighter aircraft's maneuvers when accompanying heavier ships, or a left to right movement, over the object first sighted. Mr. Stewart stated that this maneuvering continued until the objects were out of sight. He estimated the time to be approximately 15 seconds, the course approximately 120 degrees. Mr. Stewart could not estimate the size of the objects nor actual altitude, though he did not believe them to be beyond six thousand feet. Mr. Stewart described the objects as being milky white in color, and unlike any conventional type aircraft he had ever seen. When questioned whether he was familiar with the Navy "flapjack", Mr. Stewart stated that he was, and that he was certain the objects he reported seeing were not of this nature.

AGENT'S NOTES: Mr. Stewart is a former officer of the U.S. AAF and a B-29 pilot of considerable experience. Mr. Stewart does not convey the impression of being the kind of person who would "imagine" that he was seeing objects, nor has he any apparent desire for publicity. Mr. Stewart is in charge of machine shops at the University of California, Berkeley, California.

LESLIE L. MUSSARD, S/A, CIC ADC 4AF

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[redacted]

Hale

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

9 September 1947

4AFDA
333.8/1208-I

SUBJECT: Investigation of Flying Discs.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
ATTENTION: G-2

Attached MOIC for your information.

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC, Wcom, dtd 20 Aug 47.

[redacted]

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1208

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

10 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice,
Room 422, Federal Office Building, San Francisco, California.

Attached MOIC for your information.

FOR THE AC OF S, A-2:

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC, Hubbard, dtd 9 Sep 47.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

10 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, Calif.
ATTENTION: G-2

Attached MOIC for your information.

FOR THE AC OF S, A-2:

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC, Hubbard, dtd 9 Sep 47.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4APDA
333.6/1206-I

9 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice,
Room 422, Federal Office Building, San Francisco, California.

Attached MOIC for your information.

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC, Moon, dtd 20 Aug 47.

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UNIDENTIFIED OBJECT
AAF-120[illegible]-I
20 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 20 August 1947, this agent and Special Agent Hubbard interviewed Mr. Ray A. Switzer, Insurance Adjustor, at his home, 3431 David Way, Sacramento, California, and he stated in substance: On the afternoon of 14 August 1947, he was driving his automobile from Placerville, California, on the Cedar Ravine Road. Mr. Switzer's wife was in the front seat of the automobile and Mrs. Switzer's mother and the two Switzer children were in the back seat of the car. At about 1600 hours they were at a point approximately five miles southwest from Placerville when Switzer saw a white smoke trail out of the corner of his eye. In searching for a rocket ship (P80) he saw an object, four to six feet in length, ten to fourteen inches wide, and of a metal color, bright like highly polished chromium. In relation to the travel of the automobile the object was first seen at 1030, and when the object reached a point at approximately 1200, it was engulfed in a puff of dark gray smoke about ten feet in diameter. The object was traveling at a terrific rate of speed and seemed to be in a very shallow dive. When the puff of smoke appeared, the object disappeared completely and there were no particles seen to have fallen from the smoke. The point where the object was engulfed in the smoke was about eight hundred yards distant (in front of) Switzer with no possibility of the object being hidden from view by vegetation or terrain. The object appeared rectangular in shape except for one very short period of time it appeared to have a top surface that was very slightly curved. Mr. Switzer turned to tell his wife about the object and found her with her mouth open in an effort to say something and with her hand in a pointing gesture toward where the object had disappeared. The object was not very high in relation to the terrain and seemed to be following the contour of a canyon.

2. In a separate interview Mrs. Switzer concurred in the information obtained from Mr. Switzer with the following exceptions: The smoke trail and the puff that engulfed the object appeared dark gray in color and there was no change in the color. Mrs. Switzer estimated the object to be about five feet long and about a foot wide with the top surface being slightly curved. The object appeared to be some larger in front than in the rear.

AGENT'S NOTES: At the time this object was seen, the sun was to the Switzer's back, the sky was clear and the object gave off a very bright reflection. Mr. Switzer has been connected with the field of insurance investigation for the last eighteen years and appears to be a man not desirous of publicity. The other passengers of the car did not see the object. Mr. Switzer is in the process of moving to a ranch near Placerville, Calif., and his new address will be Box 43, Aukum, Eldorado County, Calif. Arrangements have been made to meet Mr. Switzer at 1400, 26 Aug 47 at the Raffels Hotel, Placerville, Calif., for the purpose of going back over Cedar Ravine Road to locate the point where the object disappeared.

Bryden E. Moon, Special Agent, AAF CIC

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UNIDENTIFIED OBJECT
4AF-1208-I

3. On 26 Aug 47, S/A Hubbard and this agent contacted Mr. Ray Switzer, Insurance Adjustor at the Raffels Hotel, Placerville, California. After traveling Cedar Ravine road to a point nine miles southeast of Placerville, known as Buck's Bar, Switzer decided that the place from where he had observed the object on 14 Aug 47 was nearer to Placerville. After a thorough check of the road, Switzer believed the spot where he had observed the object to be on the ridge just north of Webber Creek where the road breaks over the summit. This point is two miles from the Raffels Hotel, Placerville, California, on the Cedar Ravine Road. As the road approaches the summit it curves to the left which would provide an observer from an automobile a sweeping view through 40° of the canyon and the horizon on the south side of Webber Creek. This point of observation lies 38° 42' 45" North Latitude and 120° 47 ' 15" West Longitude. The elevation at this point is 2,000 feet above sea level. The horizon from this point in the south is formed by a series of mountain peaks which lie generally through 38° 39' 45" and which are on the south side of Squaw Hollow Creek, a distance of four miles, and ranging in elevation from 2,300 feet to 2,500 feet above sea level. Switzer was not definite as to what part of the field of view he had seen the object and indicated that it could have been as far as the horizon. Any object, or particles of an object, that Switzer saw, if on the ground on the field of view, would be in a six square mile area of wooded, mountainous terrain which is full of canyons and ravines.

AGENT'S NOTES: This agent believes that Switzer could have seen an aluminum surfaced conventional type aircraft which, due to the distance at which he observed it, distinguishing features were not seen because of the bright reflection and the short period of observation. The aircraft would have been coming from the left as Switzer turned to the left, thereby giving the effect of a much greater speed than the object was really traveling. This agent has no explanation as to the smoke trail observed by Switzer. If reconnaissance is desired of the area to see if anything can be located on the ground, this agent suggests that a small type aircraft similar to an L-5, be used in low level flight between the hours of 1100 to 1300. Switzer was very cooperative and expended much of his own time in an effort to be of as much service as possible. Switzer will communicate with the AC of S, A-2, Headquarters Fourth Air Force, Hamilton Field, California, in the event of any report of aircraft wreckage in the area.

4. On 26 Aug 47, a check with Ranger Dixon, State Forest Service, Camino, California, and George S. Young, Forester, Federal Forest Service, Placerville, California, provided the following information: There has been no forest fires or reported aircraft crashes in the area in question within the last month.

Bryden E. Moon, Special Agent, 4AF CIC

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UNIDENTIFIED OBJECT
4AF-1208-I

AGENT'S NOTES: Forester Young will communicate with the AC of S, A-2, Headquarters Fourth Air Force, Hamilton Field, California, if any information regarding wreckage of an aircraft is located in the area in question. Young was not informed of the mission and was led to believe that the mission was an effort to locate possible aircraft wreckage in the area.

Bryden E. Moon, Special Agent, 4AF CIC ~~CONFIDENTIAL~~

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1030 hours 18 August 1947

Telephone message received from Mr. Al Reck, City Editor, Oakland Tribune:

Mr. Ray A. Switzer, 3431 David Way, Sacramento 2, Calif, and insurance executive with the firm of McGuire and Wallis, of Sacramento, reported the following incident:

At 4:P.M. on August 14, while driving on Cedar Ravine Road, 4 to 5 miles southeast of Placerville, Calif, he, accompanied by his wife, observed a vapor trail moving from north to south. Closer ovservation revealed a piece of "shiny metal at from 500 to 1000 feet altitude moving at a "high rate of speed". The object appeared to be more "rocket-shaped" than disc-shaped. It appeared to be approximately 5 feet in length and was "tilted in a semi-circle".

The object struck the ground with a "puff of black smoke" about 100 feet below the top of a hill which was approximately 750 feet of the automobile driven by the observer. An intervening canyon prevented investigation of the location where the object was observed to have landed.

The observer is able to identify the location where the object was observed to land.

(Mr. Switzer is a University of California graduate, and is personally known by members of the Oakland Tribune staff. He is a brother-in-law of Col. Gray of the Marine Hospital of Southern California)

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[redacted]

[redacted]

COPY

1400 hours 18 August 1947

Telephone message received from Mr. [illegible] Beck, City Editor, Oakland Tribune:

Mr. Ray J. Switzer, 2421 Devisadero, Sacramento 2, Calif, and insurance executive with the firm of Switzer and Wallis, of Sacramento, reported the following incident:

At 0[illegible], on August 18, while driving on Lesser Service Road, 4 to 5 miles southeast of Placerville, Calif, Mr. accompanied by his wife, observed a "vapor" trail coming from north to south. Closer observation revealed a piece of "shiny metal" at from 500 to 1,000 feet altitude moving at a "high rate of speed". The object appeared to be cone "rocket-shaped" [illegible] disc-shaped. It appeared to be approximately 2 feet in length and [illegible] tilted in a head-circle".

The object struck the ground with a "puff of black smoke" about 100 feet below the top of a hill which was approximately 750 feet ahead of the automobile driven by the observer. An interesting sequel prevented investigation of the location where the object was observed to have landed.

The observer is able to identify the location where the object was observed to land.

(Mr. Switzer is a University of California graduate, and is personally known by members of the Oakland Tribune staff. He is a brother-in-law of Col. [illegible] of the Marine Hospital of Southern California.)

[redacted]

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1206-I

9 September 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

The fragments contained in this package are those received from Major Sander via Mr. Arnold, reference our Summary of Information dated 12 August 1947, Flying Disc Incident, Tacoma Area.

DONALD L. SPRINGER
Lt. Colonel, Air Corps
Deputy AC of S, A-2

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

4AFDA
333.9/6/13 Gen

8 SEP 1947

SUBJECT: Investigation of Flying Discs.

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

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

2. Reference is made to Summary of Information forwarded from this headquarters, File 4AFDA 333.9/13 (Gen) 1206-I, dated 27 August 1947. It is the opinion of this headquarters that Mr. Arnold, in all sincerity, will attempt to substantiate his investigation as stated in the attached telegram.

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

FOR THE COMMANDING GENERAL:

1 Incl:
Photostat, telegram
dtd Aug 31. (dup)

A-2 COMM BR

~~CONFIDENTIAL~~

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

8 September 1947

4AFDA

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Federal Office Building, Room 422, San Francisco, California.

1. The attached telegram is forwarded for your information.

2. A copy of this telegram has been sent to Headquarters Army Air Forces and Headquarters Air Defense Command.

3. No appeal will be made to Mr. Arnold to maintain secrecy regarding his investigation and findings.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
As indicated.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

8 September 1947

SUBJECT: Investigation of the Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
ATTENTION: G-2

1. The attached telegram is forwarded for your information.

2. A copy of this telegram has been sent to Headquarters Army Air Forces and Headquarters Air Defense Command.

3. No appeal will be made to Mr. Arnold to maintain secrecy regarding his investigation and findings.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
As indicated.

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WESTERN UNION

WUA9 NL PD

BOISE IDAHO AUG 31

COLONEL SPRINGER

A-2 OFFICE HAMILTON FIELD CALIF

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

KENNETH ARNOLD

29 3RD A-2

8383A

file 1208

notified Gen. Schramm 1000 1/2/47

FBI SF (EZZE.) 0750 1/2/47

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-1

5 September 1947

SUBJECT: Investigation of the Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice,
Federal Office Building, Room 422, San Francisco, California.

For your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

2 Incls:
1 - Ltr fr C. B. Simpson
2 - Photostat of newspaper
clipping - Saucer.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

5 September 1947

SUBJECT: Investigation of the Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
Attention: G-2

For your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

2 Incls:
1 - Ltr fr C.B.Simpson.
2 - Photostat of newspaper clipping - Saucer.

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FOURTH AF
FORM NO. 202
(9 July 1944)

HEADQUARTERS FOURTH AIR FORCE

File No. 333.5/1208-I

CHECK SLIP
(Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: Re: Flying Saucer

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 3 Sept 1947 | A-2 | C/S | This correspondence opened by this office per the address on the envelope, not realizing we were delving into your private mail. |
| 2. | 4 Sep | C/S | A-2 | I never heard of the gun- He it Case Invented his bottle opener. (Is my face the feeling wrong. This does show an Eye on the Thing Lehman |

1208-I file

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Office of
Brig. Gen. Carl Spaatz,
Chief of Staff, 4th Air Force, [illegible]
San Francisco, Calif.

Dear:

We cannot overlook anything or any possibility. [illegible] undertake the investigation of phenomena flying over our head which could be of tremendous importance from a military standpoint.

By a process of elimination, I have just about convinced myself that these damned discs are from "out of this world". Like our scientists, my first question was that people were just imagining things - seeing stars before their eyes. However, for several reasons that theory is not tenable. If they were merely "seeing things", all of them would not stop seeing them at the same time; nor would they continue reporting the flight of the objects. Also, with the exception of Mr. Newman, not a single person seems to have seen them twice. To me that is good evidence that they were not using their imagination. If we are going to believe Kenneth Arnold, Dick Rankin and Pilot Smith, then the things were up there and we had just as well believe the reports from ten thousand other people.

If they were a military secret, we certainly would not be flying them around periodically - even over Canada, Mexico, France and China. If one should be forced down we no longer would have a secret. That would apply to Russia or any other country. So without the positive denial from our High Command, common sense tells me that these objects were no military secret of any country.

We now are faced with these facts: (1) The saucers were actually flying around overhead; (2) They were not meteors or other freaks of nature; (3) They were not military secrets of this or any other country on this little earth, and (4), the evidence is rather conclusive that they were not manufactured here on earth.

That takes us to Mars, or somewhere, "out of this world". And when we leave our own mundane sphere, the sky is the limit. I am inclosing a copy of a letter addressed to the Treasurer, which was never mailed. Since writing it, I have made a further study of Ezekiel's remarks about a spacecraft, and the similarity with our saucers is a little uncanny. Lets not overlook any possibility.

The FBI has accumulated a couple of the little discs which were sent out by the Air Force, and this might be a lead: There is no "crust" where Ezekiel's spacecraft came from, which could mean there is no oxygen. If the materials in these silver discs contained no oxygen, and if they disintegrate rather rapidly when exposed to oxygen, it would be real circumstantial evidence.

Could be.

Geo. R. Simpson

Geo. R. Simpson, 2001 S.W. Barbur,
Portland 1, Oregon. Phone Beacon 6027.

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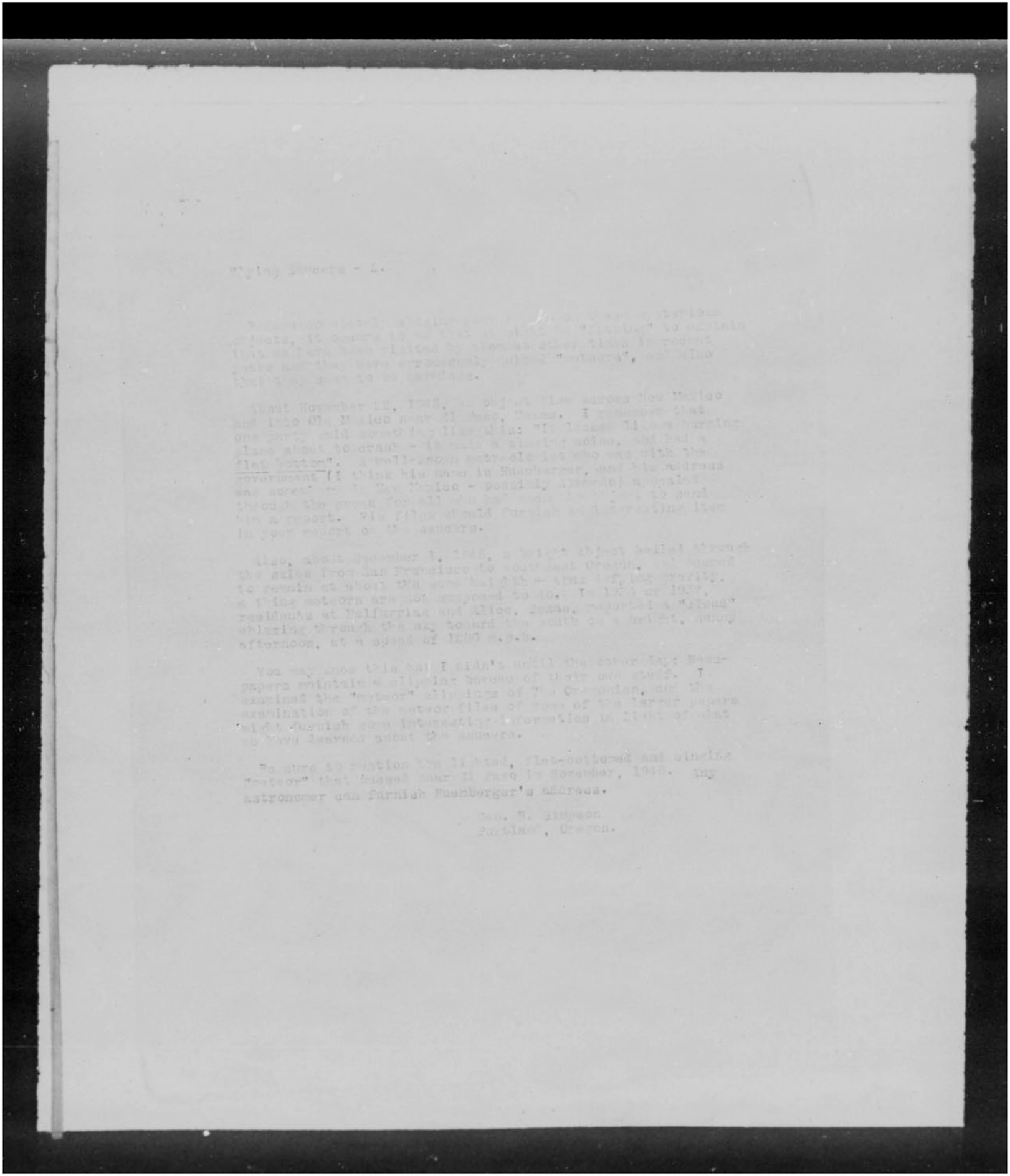

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[illegible]
Portland, Oregon.
July 8, 1947.

To the Editor,
The Oregonian,
Attn: Mike Mesa.

Since our scientists are stumped on the saucer deal, lets look elsewhere for an explanation. Ezekiel saw four of these things: He first thought they were living creatures but later discovered they were merely "cherubims" (Ezekiel 10:20), which cleared things up considerably.

From the Oregonian files: (Mr. Arnold of Boise, 6/24/47) "They seemed to be joined together - when one dipped, all dipped."
From Ezekiel: (700 B.C.) "Their wings were joined together, one to another ... when those went, these went; when those stood, these stood" (Ezekiel 1:9 & 21).

From the Oregonian files: "A bright orange color" - "A fiery red color" - "Brilliant - so brilliant in fact that it hurt my eyes to watch", etc.
From Ezekiel: "...and a brightness was about it ... as the color of amber ... their appearance was like burning coals of fire". (Ezekiel 1:4 & 13).

From C.P: "They made a whishing sound" - "...a singing sound at a higher pitch than the sound of airplanes" - "a humming sound" - "..like the rumble of distant thunder" - "...a swooshing sound", etc.
From Ezekiel: "...I heard the noise of their wings, like the voice of great waters, as the voice of the Almighty, the voice of speech, as the noise of an host: when they stood they let down their wings" (Ezekiel 1:24).

From C. P: (Mr. Arnold) "I clocked them at 1200 miles per hour"; Portland taxi driver 7/7/47 - "..traveling nearly 2000 mph"; From Dishman, Washington - "..they came into view at an extreme speed", etc., etc.(See picture back page Oregonian 7/9).
From Ezekiel: "They ran and returned as the appearance of a flash of lightning" (Eze. 1:14).

From C. P: "It left a trail of smoke" - "They appeared to be jet propelled".
From Ezekiel: "... lifted me up between the earth and the heaven.. I heard behind me a voice of a great rushing .. I heard also the noise of the wings of the living creatures that touched one another, and the noise of the wheels over against them, and the noise of a great rushing" (Eze. 8:3, 3:12-13-14).

From C. P: (Dr. M. A. Lelay, Philadelphia) "The object I saw was moving at approximately the speed of the wind".
From David: "And he rode upon a cherub, and did fly; yea, he did fly upon the wings of the wind" (Psalms 18:10).

Anyway, I think that is as good an explanation as anything our scientists have suggested.

Geo. T. Gleason

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PHONE 132W FARR BUILDING

JOHN D. CURRIE
ATTORNEY AT LAW
CAMAS, WASHINGTON

August 9th 1947

Lt. Col. Donald L. Ashington
4th Air Force Headquarters
Hamilton Field
Cal.

Dear Sir

In this mornings Portland, Oregonian appears an article in which you state that there is insufficient evidence etc. as to "discs".

A number of people plainly saw the discs who never said anything about it, taking it for granted that it was some secret experiment by one of the services.

There was no "hysteria" or "excitement" either. I can refer you to Professor Wayne Moffett, a teacher in the High School, Band leader and a strong church man.

He and his two sons were reroofing his garage at about 4 P.M.; the sky was clear with a few broken clouds. They all saw and watched for several minutes 3 of these discs traveling rapidly, west to East and noticed that they passed behind the clouds or three them.

You can get his testimony and rely on it.

Yours Truly

J. D. Currie

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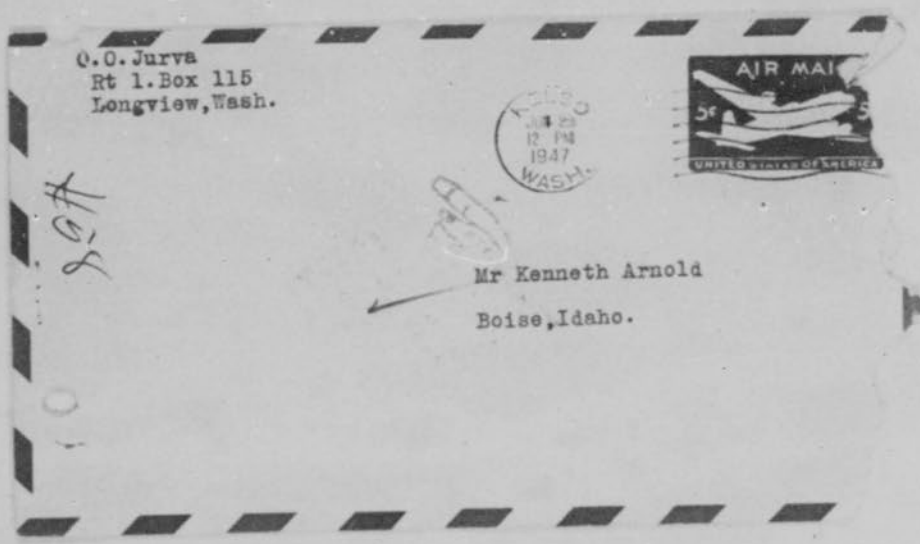


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O.O.Jurva
Rt 1.Box 115
Longview,Wash.

June 28th 1947.

Mr Kenneth Arnold
Boise,Idaho.

Dear Sir:

You are HONEST 100%. I know you have seen all what you stated.Those are human made with Atomic power.

How fast the first Ford's auto ran,and how much the last model?

Later the world will know how right you are.

Last October befor that big hanging,we read from news papers that it take "4hours or whole day".(In Germany.)

I followed that hanging.My wife was in nextroom,reading papers. When last was teath 9:57 p.m.,I told to my wife that "hanging took only little over one hour". Then I walked to living room and told"Must be a time to hear about hanging". I opened the radio and news came.

I am some extent a PENDULIST and with that I work.

Sincerely
O.O.Jurva

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~~Vill~~
2901 S.W.Barbur Blvd.,
Portland 1, Oregon.

PORTLAND
AUG 27
1947

3 CENTS

Intelligence Department,
4th Air Force,
Hamilton Field, California.

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333

HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK

IN REPLY REFER TO:

D 333.5 EX

3 September 1947

SUBJECT: Cooperation of FBI with AAF on Investigations of "Flying Disc" Incidents.

TO: Commanding Generals, First, Second, Fourth, Tenth, Eleventh and Fourteenth Air Forces
ATTENTION: Assistant Chief of Staff, A-2

1. The Federal Bureau of Investigation has agreed to assist Air Force Intelligence personnel in the investigation of "flying disc" incidents in order to quickly and effectively rule out what are pranks and to concentrate on what appears to be a genuine incident.

2. It was the original intent of the AC/AS-2, Headquarters, Army Air Forces that whereas the ADC Air Forces would interview responsible observers whose names would be furnished by AAF, the FBI would investigate incidents of so called "discs" being found on the ground. The services of the FBI were enlisted in order to relieve the numbered Air Forces of the task of tracking down all the many instances which turned out to be ash can covers, toilet seats and whatnot.

3. It is requested that each A-2 informally coordinate and cooperate with the FBI, generally keeping the FBI informed of any proposed calls that intelligence personnel will make on this subject. Very shortly, with the separation of the AAF from the War Department, a firm policy will be established to clarify the liaison arrangements between A-2's and FBI Special Agents. Presently, it is considered inadvisable to promulgate a formal interim policy -- only to have it replaced in a month or so by another.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

R. H. SMITH
Colonel, GSC
Asst Chief of Staff-Intell.

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HEADQUARTERS
AIR DEFENSE COMMAND
Mitchel Field, New York

In reply
refer to:

D 333.6 EX

3 September 1947

SUBJECT: Cooperation of FBI with AAF on Investigations of "Flying Disc" Incidents.

TO: Commanding Generals, First, Second, Fourth, Tenth, Eleventh and Fourteenth Air Forces
ATTENTION: Assistant Chief of Staff, A-2

1. The Federal Bureau of Investigation has agreed to assist Air Force Intelligence personnel in the investigation of "flying disc" incidents in order to quickly and effectively rule out what are pranks and to concentrate on what appears to be a genuine incident.

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BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

/s/ R. H. Smith
R. H. SMITH
Colonel, GSC
Asst Chief of Staff-Intell.

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~~SECRET~~

AAF MSG CEN WBN C-1314

PRIORITY

FROM: CG, 25th Air Division, Everett, Washington 230550Z 22 Aug '47 Aug

TO : C/S, USAF, Washington, D.C. (ATTN: Dir of Intell)
CG, CONAC, Mitchel AFB, N.Y. (ATTN: Dir of Intell)
CG, 4th AF, Hamilton AFB, California (ATTN: Dir of Intell)
CG, AMC, Wright Patterson AFB, Ohio (ATTN: MCIAXO-3)

25ADD98. Several silver disc shaped objects were reported over Seattle at 1850 PST 22 Aug. Weather clear. Names of witnesses are Jack Paulefner, 1st Sgt 143rd AC and W Sq and Seattle tel LA 7510, Mr. Ifar W. Mullen no address available tel LA 2982 Seattle. No photos or sketches available. Objects were reported as several roundshape 50 to 100 ft in diameter silver color traveling 5 to 6 hundred MPH in SouthEast direction. Altitude 7000 ft. Emitted sound like Jet Fighter. The objects were reported to Seattle CAA Regional Control Office who immediately advised the Headquarters. 3 individuals telephoned the reports, adiresses of two were available. The sitings were made from different sections of town. The operations sections of McChord AFB, Sands Point NAS, Naidby Island NAS, and Moses Lake AFB were queried concerning possible local Jet flights, all reports no activity.

Signed Vincent

~~SECRET~~

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Federal Bureau of Investigation
United States Department of Justice
Phoenix, Arizona

October 23, 1947

SAC, San Francisco

RE: FLYING DISCS

Dear Sir:

On October 23, 1947, Mr. J. L. CLARK, age 28, Route 12, Box 831, Phoenix, and R. E. Anderson, age 22, Route 3, Box 342, Glendale, Arizona, called at the Phoenix office and furnished the following information concerning an undefinable object which they had observed.

These gentlemen stated they own and are developing a mine located approximately eleven miles north or northeast of Cave Creek, Arizona. The ground elevation at this point is approximately 12 noon on October 14, 1947, while they were eating their lunch at the mine, they observed a B-25 plane going over in a northwesterly direction. They estimated the elevation of the plane to be about 12,000 feet above the ground. They stated the B-25 was flying high enough that it was just above the clouds. They advised that the plane was easily distinguishable as a B-25 and they could hear the sound of the plane for at least a full minute or more after they first observed it.

Mr. Anderson stated that at about the same time he lost sight of the B-25 he observed a black object traveling the course taken by the B-25 but in the exact opposite direction which he first thought was a buzzard. However, while watching it he reached the conclusion that it was not a buzzard and called his partner's attention to the object.

Both Clark and Anderson stated that the black object they observed was traveling at an estimated height of 8/10,000 feet above the ground and was moving in a straight line traveling from the northwest towards the southeast. They estimated the object was traveling at least 350 miles per hour; that it did not change elevation nor direction. They stated they would guess that their range of vision from the point where they were standing upwards to the object would be at about a 25 degree angle; that the object remained within their vision from 45 seconds to one minute. Both men stated that there was absolutely no sound audible to them.




FEDERAL BUREAU OF INVESTIGATION
OCT 27 1947

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In endeavoring to obtain a detailed description of the object, neither man could give an accurate description. Mr. Clark stated the nearest thing he could say it resembled was a "flying wing". However, it was not a flying wing. Both men stated positively that there was no tail assembly visible. They estimated the size of the object as about 3 feet in diameter from their point of view, but would offer no estimate as to the size it might be had it been on the ground. In describing the color, both stated that when the object had a blue cloud for a background it appeared to have a reddish cast, and when it had a white cloud for a background it appeared to be black.

In view of the fact that neither man could hear any noise, they were questioned as to the direction and velocity of the wind on that date and they advised that the ground wind was about 15 miles in velocity and was blowing in a northeasterly direction which would tend to carry the sound away from them.

Mr. Clark stated that he was a pilot in the United States Army Air Force for a period of five years, flying fighter type of planes during most of this period. Mr. Anderson advised that he had been a gunner in the Army Air Forces for two years and he is also a pilot. Both men appeared to be level headed and not the type to become excited over nothing and were very sincere in making their report on the above matter. These men were thanked for their information and advised that it would be referred to the Army Air Force.

It is requested that the contents of this letter be made available to Lt. Colonel Donald L. Springer, A-2, Fourth Air Force, Hamilton Field, California. Extra copies of this letter are being furnished for this purpose.

Very truly yours

KENNETH LOGAN
SAC

KL-kb

62-213

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-333.8/1206-I

SUBJECT: Investigation of Flying Disc.

TO: Commanding General
Air Defense Command
Mitchel Field, N. Y.
ATTN: AC of S, A-2

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
As listed.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFHA-333.5/1206-I

SUBJECT: Investigation of Flying Disc.

SUMMARY OF INFORMATION: The following interview was received from a very reliable source:

On October 23, 1947, Mr. J. L. CLARK, age 38, Route 12, Box 831, Phoenix, and R. R. ANDERSON, age 22, Route 3, Box 342, Glendale, Ariz., furnished the following information concerning an undefinable object which they had observed.

These gentlemen stated they own and are developing a mine located approximately eleven miles north or northeast of Cave Creek, Arizona. The ground elevation at this point is approximately..... 12 noon on October 14, 1947, while they were eating their lunch at the mine, they observed a B-25 plane going over in a northwesterly direction. They estimated the elevation of the plane to be about 12,000 feet above the ground. They stated the B-25 was flying high enough that it was just above the clouds. They advised that the plane was easily distinguishable as a B-25 and they could hear the sound of the plane for at least a full minute or more after they first observed it.

Mr. Anderson stated that at about the same time he lost sight of the B-25 he observed a black object traveling the course taken by the B-25 but in the exact opposite direction which he first thought was a buzzard. However, while watching it he reached the conclusion that it was not a buzzard and called his partner's attention to the object.

Both Clark and Anderson stated that the black object they observed was traveling at an estimated height of 8/10,000 feet above the ground and was moving in a straight line traveling from the northwest towards the southeast. They estimated the object was traveling at least 350 miles per hour; that it did not change elevation nor direction. They stated they would guess that their range of vision from the point where they were standing upwards to the object would be at about a 25 degree angle; that the object remained within their vision from 45 seconds to one minute. Both men stated that there was absolutely no sound audible to them.

In endeavoring to obtain a detailed description of the object, neither man could give an accurate description. Mr. Clark stated the nearest thing he could say it resembled was a "flying wing". However, it was not a flying wing. Both men stated positively that there was no tail assembly visible. They estimated the size of the object as about 3 feet in diameter from their point of view, but would offer no estimate as to the size it might be had it been on the ground. In

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[redacted]

4AFDA-333.5/1206-I

describing the color, both stated that when the object had a blue cloud for a background it appeared to have a reddish cast, and when it had a white cloud for a background, it appeared to be black.

In view of the fact that neither man could hear any noise, they were questioned as to the direction and velocity of the wind on that date and they advised that the ground wind was about 18 miles in velocity and was blowing in a northeasterly direction which would tend to carry the sound away from them.

Mr. Clark stated that he was a pilot in the United States Army Air Force for a period of five years, flying fighter type of planes during most of this period. Mr. Anderson advised that he had been a gunner in the Army Air Forces for two years and he is also a pilot. Both men appeared to be level headed and not the type to become excited over nothing, and were very sincere in making their report on the above matter. These men were thanked for their information and advised that it would be referred to the Army Air Force.

EVALUATION

| Of Source | Of Information |
|---|---|
| B | 2 |

[redacted]

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-333.5/1208-I

SUBJECT: Investigation of Flying Disc.

TO: Commanding General
Sixth Army
Presidio of San Francisco, Calif
ATTN: AC of S, G-2

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-353.5/1208-I

SUBJECT: Investigation of Flying Disc.

TO: Commanding General
Sixth Army
Presidio of San Francisco, Calif
ATTN: AC of S, G-2

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-333.5/1208-I

SUBJECT: Investigation of Flying Disc.

TO: Chief of Staff
United States Air Forces
Washington, D. C.
ATTN: AC of AS-2

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-333.5/1208-I

SUBJECT: Investigation of Flying Disc.

TO: District Intelligence Officer
Office of Naval Intelligence
Rincon Annex, PO Box 3433
San Francisco 19, California

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, CSC
AC of S, A-2

1 Incl:
As listed

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Federal Bureau of Investigation
United States Department of Justice

Portland, Oregon
November 20, 1947

RECEIVED
NOV 24 1947

Commanding Officer
Fourth Air Force
U. S. Army
San Francisco, California

Dear Sir:

There is enclosed herewith, for whatever value it may have, a clipping from a Portland newspaper regarding flying discs allegedly seen by a sailor off the coast of Oregon.

Very truly yours,

H. I. Bobbitt

H. I. BOBBITT
Special Agent in Charge

Enclosure




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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/319.1

SUBJECT: Letter of transmittal.

TO: Chief of Staff
United States Air Forces
Washington, D. C.
ATTN: AC of AS-2

Attached summary for your information.

1 Incl:
S/I (dup)

DONALD L. SPRINGER
Lt. Colonel, AC
AC of S, A-2

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THOSE DISCS ARE FLYING AGAIN

# Objects Seen by Sailor Off Coast of Oregon

SEATTLE, Nov. 12.-(AP)-Two flying discs trailing jet-like streams of fire were sighted from the bridge of the tanker Ticonderoga early Wednesday, Second Officer Claude Lee Williamson radio-telephoned the United Press here.

Williamson said the discs moved at tremendous speed out of the north horizon, and curved in a westerly direction in a long, wide arc.

"I couldn't be sure, of course, but I'd say they were moving at between 700 and 900 miles an hour," Williamson said.

Standing alongside of him was Ordinary Seaman James S. Lynde who said he also saw the discs.

The Ticonderoga's position at the time was 40 miles south of Cape Blanco, Or., about 20 miles off shore.

"I'm sure they weren't meteors because you don't see two of them at the same time, and anyway, meteors fall to the horizon," Williamson said.

He said he had been looking for flying discs ever since he heard the first report last summer.

"When I saw those two balls of fire I couldn't believe it at first, but I finally yelled to the quartermaster 'there goes some flying discs!'"

Williamson said they were in view about 45 seconds.

"I radioed the hydrographic office in San Francisco as soon as I saw them because I remember once they asked for bulletins on all flying discs sighted," he said.

The Ticonderoga is due to arrive in Portland Thursday.

Oregon Journal
13 Nov 47

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-S/319.1

SUBJECT: Letter of transmittal.

TO: Special Agent In Charge, FBI
U. S. Department of Justice
Federal Office Bldg, Room 422,
San Francisco, California

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, AC
AC of S, A-2

1 Incl:
S/I

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/1208-I

SUBJECT: Investigation of the Flying Discs.

SUMMARY OF INFORMATION: Following is extract from The Oregon Journal, dated 13 November 1947:

"THOSE DISCS ARE FLYING AGAIN

OBJECTS SEEN BY SAILOR OFF COAST OF OREGON

SEATTLE, Nov 12 - (UP) - Two flying discs trailing jet-like streams of fire were sighted from the bridge of the tanker Ticonderoga early Wednesday, Second Officer Claude Lee Williamson radio-telephoned the United Press here.

Williamson said the discs moved at tremendous speed out of the north horizon, and curved in a westerly direction in a long, low arc.

"I couldn't be sure, of course, but I'd say they were moving at between 700 and 900 miles an hour," Williamson said.

Standing alongside of him was Ordinary Seaman James S. Lynde who said he also saw the discs.

The Ticonderoga's position at the time was 40 miles south of Cape Blanco, Or., about 20 miles off shore.

"I'm sure they weren't meteors because you don't see two of them at the same time, and anyway, meteors fall to the horizon," Williamson said.

He said he had been looking for flying discs ever since he heard the first report last summer.

"When I saw those two balls of fire I couldn't believe it at first, but I finally yelled to the quartermaster 'there goes some flying discs!' "

Williamson said they were in view about 45 seconds.

"I radioed the hydrographic office in San Francisco as soon as I saw them because I remember once they asked for bulletins on all flying discs sighted," he said.

The Ticonderoga is due to arrive in Portland Thursday.

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THOSE DISCS ARE FLYING AGAIN

# Objects Seen by Sailor Off Coast of Oregon

A story of sighting two flying discs off the Oregon coast was told by Second Officer Claude Lee Williamson of the tanker Ticonderoga, which arrived at the Shell dock here early today.

Williamson informed the United Press that he had seen the two objects trailing jet-like streams of fire from the bridge of the ship early Wednesday.

Williamson said the discs moved at tremendous speed out of the north horizon, and curved in a westerly direction in a long, low arc.

"I couldn't be sure, of course, but I'd say they were moving at between 700 and 900 miles an hour," Williamson said.

Standing alongside of him was Ordinary Seaman James S. Lynde who said he also saw the discs.

The Ticonderoga's position at the time was 40 miles south of Cape Blanco, Or., about 20 miles off shore.

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Williamson said they were in view about 45 seconds.

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HOTEL WINTHROP

No Name
Please

M. V. Roddy

Chi - Times
Chi - 6 - Ill

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Lets move out of Hotel.
sleep in Car if necessary.

Room is wired

Carry on a normal
conversation

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

1206-I

SUBJECT: 'Blue Flash' in Boise Sky.

SUMMARY OF INFORMATION: Following is an extract from the Boise, Idaho, "Statesman", 23 October 1947:

AIRMEN, OTHER OBSERVERS REPORT STRANGE 'BLUE FLASH' IN SKY.

by Dave Johnson

A weird blue light flared across the Boise sky at 9:20 Wednesday night, ranging in reported magnitude from bright to blinding, and bringing comment from one observer that it seemed like a "gaseous explosion."

A check of the immediate vicinity brought no word of a surface blast that might have caused the sudden illumination of the horizon, but at least a dozen airplane pilots reported the glare.

The Boise weather bureau, although none of its personnel observed the blue flash, reported that atmospheric conditions were not productive of lightning.

DISCOUNT LIGHTNING THEORY

All of the pilots reporting the flash said they did not believe it was a flash of lightning. They said there was no static in their radio headphones at the time of the flash. Lightning, they said, would have caused static.

Motorists, pedestrians, airport ground personnel, and Empire Airlines and 190th fighter squadron pilots reported the phenomenon.

Various reports were given of "glare of extreme brilliance that lighted up five or six miles of the sky and earth like daylight"; "a gaseous explosion that seemed to reflect from the bottom of the clouds"; three people on duty in the Boise airport control tower saw the light and said it covered an arc from the north through east to west; another said the glare was "fluorescent in nature"; the light, although brief, presented a "steady illumination" for the time of its endurence; another described that it was "very bright, in fact almost blinding" and that it swept across the southwestern sky when observed, blending into the overcast and lighting up the area under the clouds; "a huge blue flash"; "an intense blue light from the west"; "strong enough to light up the cockpit"; a pilot taxying in for a landing

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said there was a big explosion of blue light over the field that "lighted up the entire field"; another pilot on the ramp said the light streaked across the field from west to east, and reflected from the instruments in the cockpit; still another pilot, flying in the overcast at the time of the flare, said it appeared to him as a "dull blue explosion that came up all over."

A-2 COMMENT: Above clipping from the Boise "Statesman" was sent to the A-2, Fourth Air Force, by Kenneth Arnold. No investigation is being made of this incident by this office.

EVALUATION

| Of Source | Of Information |
|---|---|
| C | 3 |

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/1208-I

SUBJECT: Investigation of Flying Disc. DEC 5 1947

TO: Commanding General
Air Defense Command
Mitchel Field, N. Y.
ATTN: AC of S, A-2

also FBI, Frisco
G-2, 6th Army

For your information.

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

1 Incl:
Blue Flash in
Boise Sky (dup)

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# Airmen, Oth r Observers Rep rt Strange 'Blue Flash' in Boise Sky

By DAVE JOHNSON

A weird blue light flared across the Boise sky at 9:20 Wednesday night, ranging in reported magnitude from bright to blinding, and bringing comment from one observer that it seemed like a "gaseous explosion."

A check of the immediate vicinity brought no word of a surface blast that might have caused the sudden illumination of the horizon, but at least a dozen airplane pilots reported the glare.

The Boise weather bureau, although none of its personnel observed the blue flash, reported that atmospheric conditions were not productive of lightning.

**Discount Lightning Theory**

All of the pilots reporting the flash said they did not believe it was a flash of lightning. They said there was no static in their radio headphones at the time of the flash. Lightning, they said, would have caused static.

Motorists, pedestrians, airport ground personnel and Empire Airlines and 190th fighter squadron pilots reported the phenomenon.

Lawrence Schmitz, first officer on Empire's eastbound flight six, approaching Boise airport for a landing at the time of the flash, said the glare was extremely brilliant and "lighted up five or six miles of the sky and earth like daylight."

His airplane was between Meridian and Boise, descending for the landing when he observed the flash. Empire's flight three, over Mayfield, and westbound, also reported by radio that the sudden eruption of blue light had been seen.

**Like "Gaseous Explosion"**

Schmitz said he couldn't tell if the light came from within the overcast or above the clouds, but Don Rich, of 1111 Broadway, told The Statesman that the light, which appeared to him as a "gaseous explosion" seemed to reflect from the bottom of the clouds.

All three people on duty in the Boise airport control tower saw the light, and said it covered an arc from the north through east to west.

Those seeing the burst of light from the tower were Harry Bergey, chief controller; John E. Maw, controller on duty, and Delphine Aldecoa, assistant controller.

**Seen By Fighter Pilots**

Fighter pilots of the 190th squadron of the Idaho national guard, performing their first night flying training mission, reported seeing the blue glare.

Capt. James Trail, flying a P-51 at an altitude of 6000 feet between Mountain Home and Boise, said the light was so brilliant "and penetrating" that he thought there had been a short circuit in the plane's electrical system, causing a glow within the cockpit.

He said the glare was "fluorescent in nature." He said that the light, although brief, presented a "steady illumination" for the time of its endurance. He said it seemed to come from above him.

Lt. Col. W. L. McDowell, flying four miles west of Gowen field, said he was just reaching the bottom layer of clouds when "the light came on."

Lt. Bob Burns, flying southwest

(Please turn to Page 2, Col. 5)

Boise, Idaho, Thursday Morning, October 23, 1947

## Mysterious Flash Seen Over Boise

(Continued from Page One)

of Gowen field, said the flash was "very bright, in fact almost blinding." He said it swept across the southwestern sky when he observed it, blending into the overcast and lighting up the area beneath the clouds.

"It was a huge blue flash," he said.

Capt. P. J. Remaklus, on the ground preparatory to starting his P-51 engine, said the light glared over the airport. Lt. Cliff Agenbroad, taking off in a twin-engined attack bomber, said he had just retracted the landing gear "when the light hit me."

Lt. Noel C. Brewer was flying a P-51 five miles east of Emmett, when he saw "a very intense blue light from the west." He said it was "strong enough to light up the cockpit."

**Reports Entire Field Lit Up**

Capt. Bill Coburn, taxying his twin-engined bomber out to take-off position, said he saw "a big explosion of blue light over the field."

He said it "lighted up the entire field."

Lt. Harry E. O'Neil, on the ramp starting his fighter plane's engine, said the light streaked across the field from west to east, and reflected from the instruments in the cockpit.

Lt. W. P. Sproat, flying in the overcast at the time of the flare, said it appeared to him as a "dull blue explosion that came up all over."

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-S/319.1

SUBJECT: Letter of Transmittal.

TO: Commanding General
Air Defense Command
Mitchel Field, N. Y.
ATTN: AC of S, A-2

Attached summary for your information.

DONALD L. SPRINGER
Lt. Colonel, AC
AC of S, A-2

1 Incl:
S/I

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

H. I. Bobbitt,
Special Agent in Charge, FBI,
U. S. Department of Justice
Portland, Oregon

Dear Mr. Bobbitt,

Returned herewith are photographs and negatives which were forwarded by you to the Commanding General, Fourth Air Force, 14 November 1947, in order that they may be returned to Mary L. Herren, 1728 S. W. Bidwell Ave., Portland 2, Oregon, as requested.

We wish to thank you very much for your interest in this matter and to advise that this office will make no further investigation of this incident.

Very truly yours,

W. R. GRAHAM
Major, USAF
OIC Counter Intelligence

4 Incls:
As indicated.

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Federal Bureau of Investigation
United States Department of Justice

Portland, Oregon
November 14, 1947

RECEIVED
NOV 18 1947

Commanding Officer
Fourth Air Force
U. S. Army
San Francisco, California

Dear Sir:

I am forwarding herewith photographs and negatives which were given to this office by Mary L. Herren, 1728 S. W. Bidwell Avenue, Portland 2, Oregon. She advises these photographs were taken sometime between November 5 and November 12, 1946 in the vicinity of Jefferson, Oregon, and points out the formation in the photograph as being objects which she did not recall seeing herself, but which she thought might possibly be flying disks. Mrs. Herren requested the photographs and negatives be returned to her after they had served their purpose.

Very truly yours,

H. I. BOBBITT
Special Agent in Charge

FOR VICTORY
BUY
UNITED STATES DEFENSE BONDS AND STAMPS

Enclosures - 4

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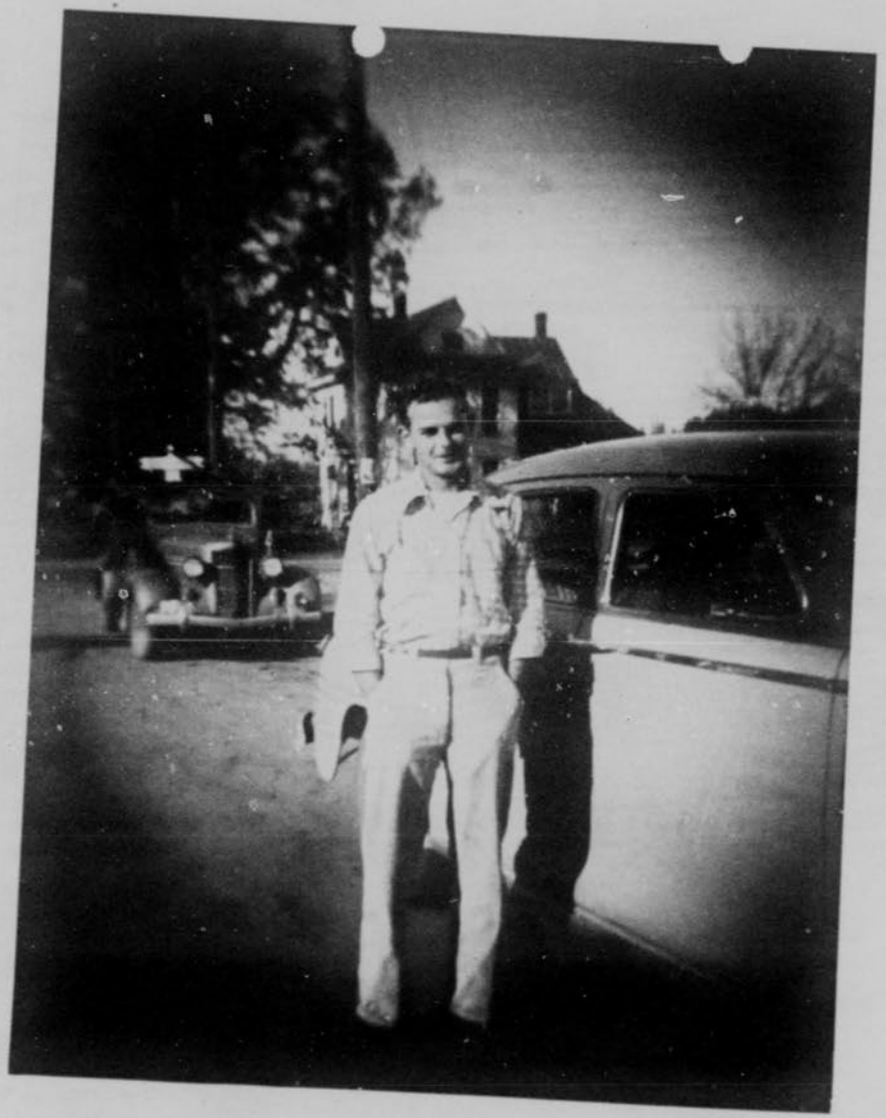

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Basic Ltr fr Hq. Fourth Air Force, Hamilton Fld, Calif., dated 5 Dec '47,
subject: Flying Disc.

AFOIN-OA-5 1st Ind.

Dept. of the Air Force, Hq. USAF, Washington 25, D. C. [illegible] 47

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

1. The marks appearing on the photographs inclosed in basic letter are believed to be defects in the film, paper, or camera and not pictures of "flying discs".

2. It is requested that no further investigation be made of this incident.

FOR THE CHIEF OF STAFF:

Douglas W. Kiernan

DOUGLAS W. KIERNAN
Lt. Colonel, U.S.A.F.
Executive, Foreign Requirements Div.
Directorate of Intelligence

Incls.
n/c

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HEADQUARTERS FOURTH Air Force
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/1208-I

DEC 5 1947

SUBJECT: Flying Discs.

12-131

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

1. The attached photographs were forwarded to this office by a very reliable source of information, obtained from a Mary L. Herren, 1723 S. W. Sidwell Avenue, Portland 2, Oregon. She advises these photographs were taken some time between November 8th and 12th, 1947, in the vicinity of Jefferson, Oregon, and points out the formation in the photographs as being objects she did not recall seeing herself but she thought might possibly be flying discs.

2. The objects referred to appear in the sky area of each accompanying photograph. The uniformity of the markings would tend to indicate that the camera or film used to take these pictures was possibly defective. No incidents of flying discs have been reported from that vicinity on or about the inclusive dates named above.

3. Mrs. Herren has requested the return of the negatives. If desired, this office will obtain the negatives and forward them at your request.

Donald L. Springer
DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

3 Incls:
Photographs.

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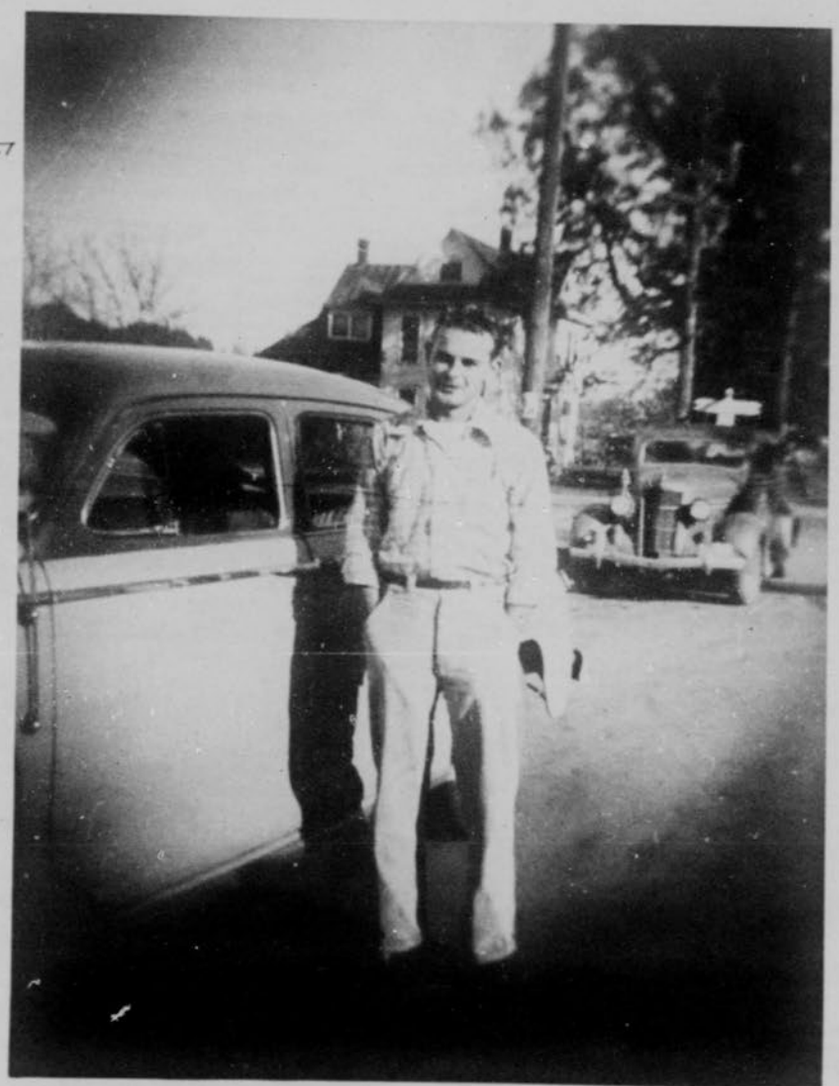

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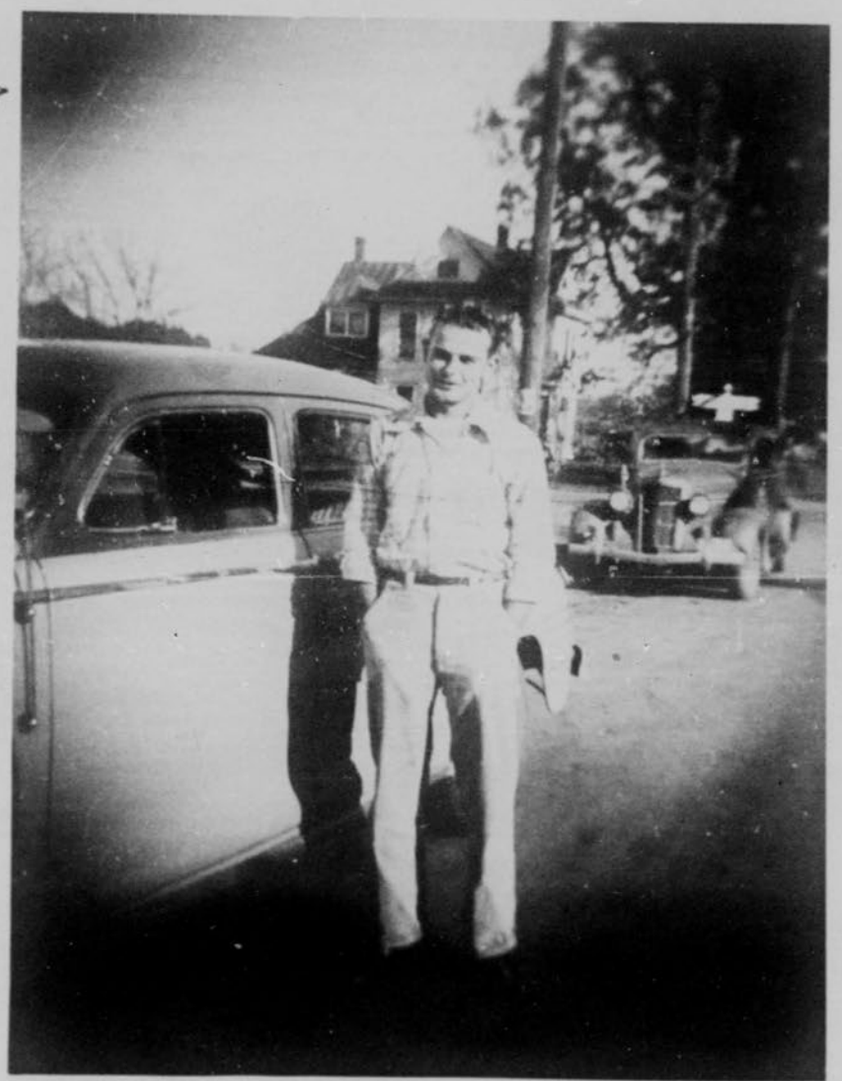

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-5/1209-I

SUBJECT: Flying Disc.

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

1. The attached photographs were forwarded to this office by a very reliable source of information, obtained from a Mary L. Herren, 1728 S. W. Bidwell Avenue, Portland 2, Oregon. She advises these photographs were taken some time between November 5th and 14th, 1946, in the vicinity of Jefferson, Oregon, and points out the formation in the photographs as being objects she did not recall seeing herself but she thought might possibly be flying discs.

2. The objects referred to appear in the sky area of each accompanying photograph. The uniformity of the markings would tend to indicate that the camera or film used to take these pictures was possibly defective. No incidents of flying discs sited have been reported from that vicinity on or about the inclusive dates named above.

3. Mrs. Herren has requested the return of the negatives. If desired, this office will obtain the negatives and forward them at your request.

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

3 Incls:
Photographs.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-3/1209-I

SUBJECT: Flying Disc.

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

1. The attached photographs were forwarded to this office by a very reliable source of information, obtained from a Mary L. Herren, 1726 S. W. Bidwell Avenue, Portland 2, Oregon. She advises these photographs were taken some time between November 5th and 12th, 1946, in the vicinity of Jefferson, Oregon, and points out the formation in the photographs as being objects she did not recall seeing herself but she thought might possibly be flying discs.

2. The objects referred to appear in the sky area of each accompanying photograph. The uniformity of the markings would tend to indicate that the camera or film used to take these pictures was possibly defective. No incidents of flying discs sited have been reported from that vicinity on or about the inclusive dates named above.

3. Mrs. Herren has requested the return of the negatives. If desired, this office will obtain the negatives and forward them at your request.

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

5 Incls:
Photographs.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFIA-3/1206-I

SUBJECT: Flying Disc.

TO: CG, ADC, Mitchel Fld, N.Y., ATTN: AC of S, A-2
C/S, USAF, Washington, D.C., ATTN: Dir of Intel
FBI, San Francisco
G-2, Sixth Army

(with attached photos) DEC 5 1947

File Copy

1. The attached photographs were forwarded to this office by a very reliable source of information, obtained from a Mary L. Herron, 1728 S. W. Bidwell Avenue, Portland 2, Oregon. She advises these photographs were taken some time between November 5th and 12th, 1946, in the vicinity of Jefferson, Oregon, and points out the formation in the photographs as being objects she did not recall seeing herself but she thought might possibly be flying discs.

2. The objects referred to appear in the sky area of each accompanying photograph. The uniformity of the markings would tend to indicate that the camera or film used to take these pictures was possibly defective. No incidents of flying discs sited have been reported from that vicinity on or about the inclusive dates named above.

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

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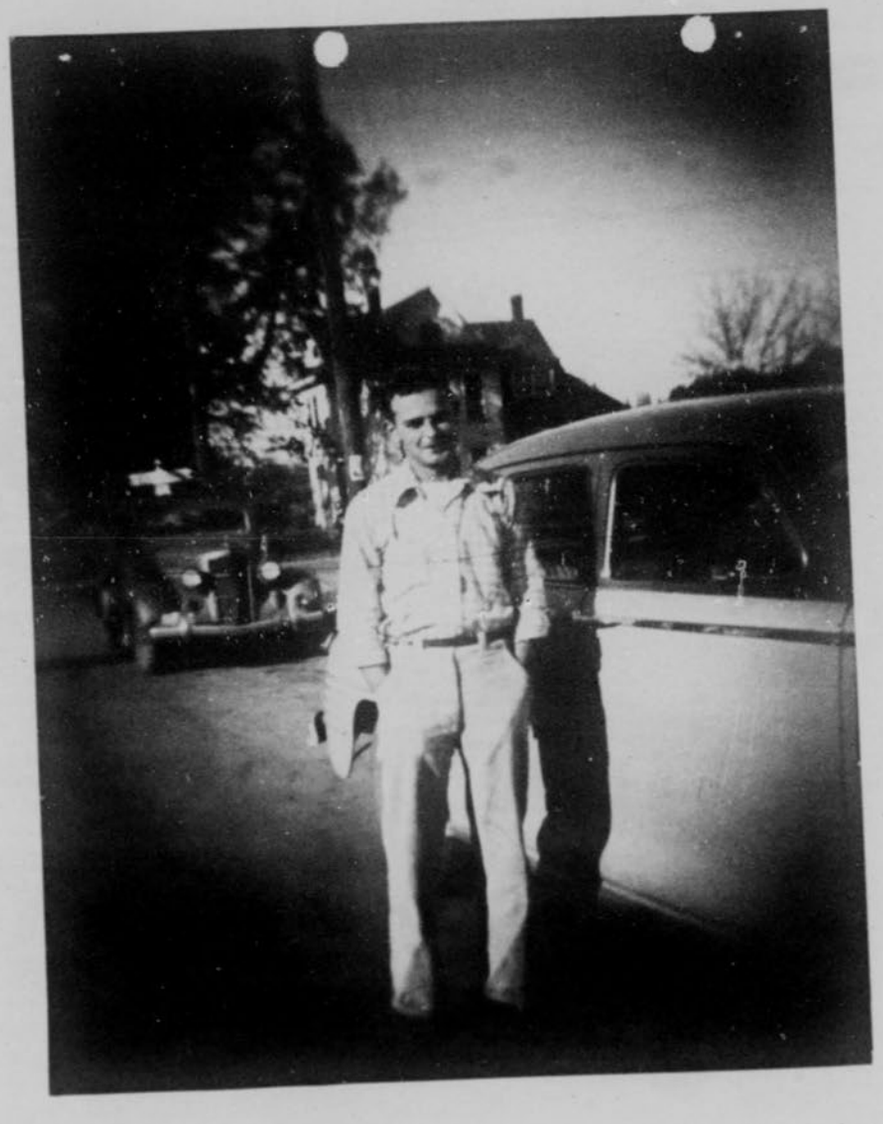

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HEADQUARTERS SIXTH ARMY
Office of the Assistant Chief of Staff G-2
Presidio of San Francisco, California

AMGBI-C 333.5 5 December 1947

SUBJECT: Flying Discs

TO: Headquarters Fourth Air Force
Hamilton Field, California
ATTN: AC of S, A-2 (Counter Intelligence Division)

The Seattle office of the Federal Bureau of Investigation has informed this office that Bob Oddman, 3235 63d Street, SW, Seattle, Washington, informed the FBI on 23 November 1947, that a flying disc was discernible over his home.

FOR THE AC OF S, G-2:

S.M. MONTESINOS
Colonel, GSC
Asst AC of S, G-2

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FOURTH AF
FORM NO. 202
(9 July 1944)

HEADQUARTERS FOURTH AIR FORCE 4AF-1206-I

CHECK SLIP

File No. 4AF-1206-I (Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: Flying Discs.

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1. | 8 Dec | CI(D) | CIC | Request your office have Mr Hubbard interview one Bob Odeman, re Subject. Gideon CI(D). |
| 2. | 15 Dec | Hubbard | CIC | Your instructions complied with and draft of MOIC is attached hereto Hubbard |
| 3 | 23 Dec | CIC | CI(D) | MOIC forwarded. Nelson NELSON |
| 4 | 23 Dec | CI(D) | A-2 | For your information [illegible] |
| 5 | 31 Dec | A-2 | Gideon | S/I to ADC for information. |

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(Use both sides)

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Incident
4AF-1208-1
13 December 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

1. On 12 December 1947, a call was made at the home of Mr. Bob Oddman, a student at the University of Washington, Seattle, Washington, who lives at 3235-63 Street South West, Seattle, Washington, and the following persons were interviewed collectively at the Oddman home: Mr. Bob Oldman, Mrs. Juanita Oddman, and Fred Moeckel, younger brother of Mrs. Oddman, regarding an object seen over Seattle, Washington, about 2130 hours, Surday, 23 November 1947. Oldmen left the house to empty some garbage and noted a strange object flying in a circular course over Seattle, Washington, downtown district. Due to the strangeness of the object, Oddman called his wife and brother-in-law out of the house to observe the object, and Mr. Oddman called the Seattle Police Department reporting the object but was told by the desk Sergeant that the Police Department was busy on a robbery and could not be bothered. Mr. Oddman went outside and continued to observe the flying object.

All members of the Oddman family agree that the item seen was flying between 12,000 and 15,000 feet, following a circular course of about five miles in width over what they believed would be the downtown area of Seattle, Washington. The object was about forty feet wide and platter shaped, and traveled at a terrific speed. A faint "swishing" sound could be heard from time to time. The object was fluorescent, brighter in the center with a hazy outer ring and followed by a trail of light or bright glow. Twice during the time object was observed it stopped still for perhaps one-half of a second and then resumed its course without appearing to slow down or take time to gather momentum again. Object was observed for four to six moments and then abruptly changed course and departed from Seattle, Washington, on a south east course and vanished shortly after.

During the time the object was observed, Mr. Oddman called his neighbors across the street from their house, a Mr. and Mrs. Scott, who observed the phenomenon briefly and, without showing much interest, returned to their house.

According to Mr. Oddman, the night of 23 November 1947 was clear with a few high and very scattered clouds.

Mr. Oddman is quite perturbed over the lack of interest shown by the Police Department of Seattle, Washington, also the FBI. Oddman has majored in business law and economics at the University of Washington and will graduate about 22 December 1947. One of the elective courses at the university consists of world affairs and economics, and Mr. Oddman is very Strong

Leslie S. Hubbard, Special Agent, CIC ADC 4AF

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Incident
4AF-1206-1

about Russia as a menace to the United States and believes strongly if such an object as he saw on the night of 23 November 1947 is a Russian invention that this country should show more interest, as such a contraption could be used as a bomb or to photograph areas of our country. Oddman believes the object must be radio controlled to a "super degree of perfection."

AGENT'S NOTE: Mr. Oddman is a man about twenty-seven years old, well educated, and well read. At no time could he be made to vary his story, and no room for doubt exists whatever but that an unusual object was seen by all of the persons named above. During the interview the topic of conversation was changed to unrelated subjects such as economics and politics, and considerable time was spent talking about the present world situation, a subject in which Mr. Oddman is intensely interested. The conversation was then switched back to the object seen on the night of 23 November 1947, and no deviation could be noticed in the repeated story of Mr. and Mrs. Oddman or Fred Moeckel. Mrs. Juanita Oddman is about twenty-three years old, mother of one child, and gives the impression of having above average mentality and education. Fred Moeckel is about twenty years old, quiet, well spoken, very intelligent, and well-mannered. The Oddman home is located in a very desirable neighborhood of South West Seattle; home is well furnished and well kept.

2. On 12 December 1947, Mr. James McCloud, Editor, Seattle Times, Seattle, Washington, was called regarding an item appearing in the Seattle Times, 24 November 1947. Mr. McCloud furnished the following information in substance from a clipping on file in the morgue of the Seattle Times:

"24 November 1947. Several persons in Seattle, Washington, reported seeing a silvery object in the sky over Seattle during the evening of the 23 November 1947. A Mr. Bob Oddman of 3235-63rd Street SW reported to the Seattle Police Department of seeing an unknown object circling over Elk Point, Seattle, Washington. The weatherman on duty at Boeing Airport stated object seen was a reflection from the moon shining through a thin layer of clouds and stated "I know because I saw it." "

AGENT'S NOTE: According to Mr. Bob Oddman, object seen was directly opposite of the horizon from the moon.

Leslie S. Hubbard, Special Agent, CIC ADC 4AF

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# Russian Rocket Tests Held Responsible For 'Flying Saucer' Scare

WASHINGTON (AP)—Rep. Ellsworth (R-Ore) revived reports today that last summer's "flying saucer" epidemic may have stemmed from Russian rocket experiments.

Claiming that he has received reliable information concerning the development of high velocity missils by Soviet scientists, the Oregon lawmaker added in a statement:

"Strangely enough, this development might be the solution of the now almost forgotten mystery of the flying saucers."

He said the Russians are reported to have a rocket of amazing speed and "almost limitless range" propelled by a series of explosions occurring several seconds apart.

"Each successive explosion shoots the missle forward at increased speed," Ellsworth said. "Apparently the charges are packed separately and are held apart by metal discs. As each charge is fired, the metal disc is discharged as an empty cartridge shell is ejected from an automatic rifle. The discs are made of this metal and possibly disintegrate in the air not long after they are discharged."

Ellsworth suggested that American scientists might have been working on some similar device, but he held it more likely that any discs actually seen had come from Russian military proving grounds.

There were similar reports at the time the flying saucer wave swept the country earlier this year, but they were given on unofficial credence.

## MARRIAGE LICENSES

James T. Farnkopf, 24, 122 Calumet avenue, San Anselmo, and Mary C. Lees, 23, 1 Idalia road, San Anselmo.

Jack C. Weddell, 46, and Golda ... Roppolo, 43, both of Santa Rosa.

... J. Blake, 32, and Marie ... of San Franci...

# 'Flying Tig Chinese \ Wedding .

SHANGHAI, honeymoon. Ger nault, famed wartime Flying Air Transport ... today after su taking a pretty reporter as his ...

In a Lutheran yesterday, perfo bell of chrysa which doves fl retired major ge English-speaking

A small, intim witnessed the Chennault's bi Heath, toasted with Chinese ci down to a wild d

Today the b dressed woman, Chennault first ago, returned t the Chinese Ce but she was so whether to keep

The famed al marriage to his



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Kenneth L. Bell
Lawrence Smith
Evanston

HOTEL WINTHROP
TACOMA, WASHINGTON

Harold Dahl.
Home
Br 7116. 3903 N Stone.
Mac 7733 Crisman.
Crisman
325 Middle Waterway.
Br 7622
Commercial Lumber Co -
Br 7733.
Harbor patrol.
Coast Guard Tacoma

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KENNETH ARNOLD, GENERAL MGR.
BOX 387, BOISE, IDAHO

Great Western Fire Control



Nov 16, 1947

Dear Mac

Well Here what the Press said about the Blue Lights Sorry I've been late in getting this to you. Done also enclosing another Article

Yours
Ken Arnold

(Just heard another plane crashed & burned in Alaska)

P.S. What's new We sure are having a lot of Airplane trackups Aren't we

A C.A.A. Aircraft Inspector
Wanted his name Flight
Saw a huge Blue Green ball of fire
with a tail on it. They were about the amount

AUTOMATIC DEAL-FIRE CONTROL SYSTEMS · MANUAL EQUIP., ALL KINDS—AERIAL FIRE CONTROL ENGINEERS

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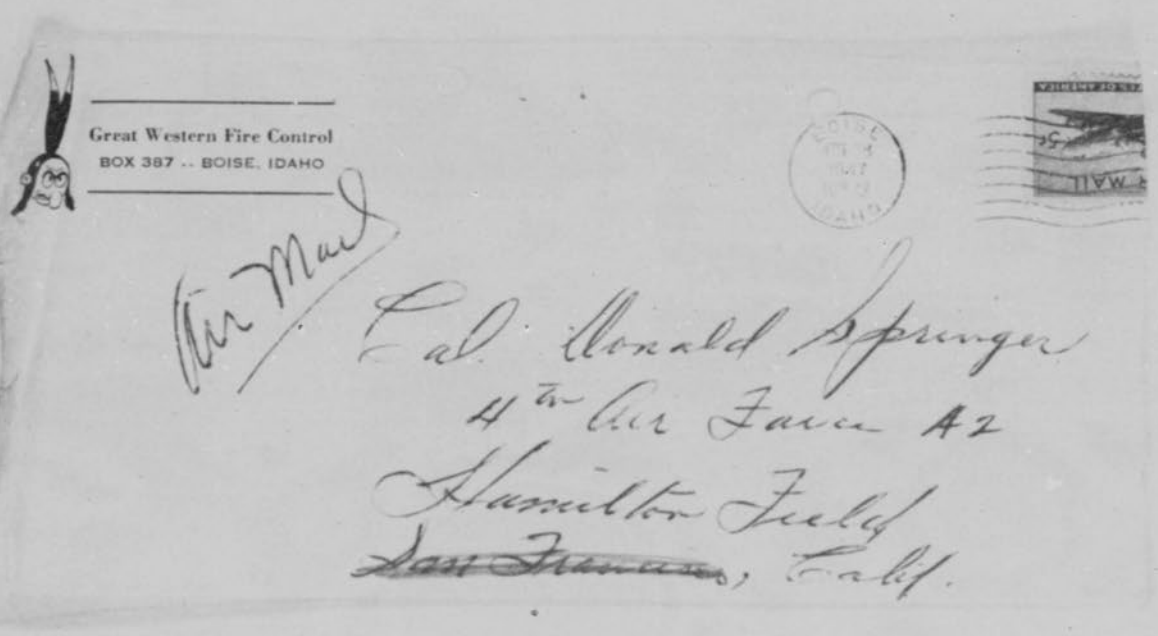


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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-080/169

SUBJECT: Russian Rocket Tests - "Flying Saucer" Scare.

SUMMARY OF INFORMATION: Following is excerpt from the San Francisco Chronicle 23 December 1947:

RUSSIAN ROCKET TESTS HELD RESPONSIBLE
FOR FLYING SAUCER SCARE.

WASHINGTON (AP)--Rep. Ellsworth (R-Ore) revived reports today that last summer's flying saucer epidemic may have stemmed from Russian rocket experiments.

Claiming that he has received reliable information concerning the development of high velocity missiles by Soviet scientists, the Oregon lawmaker added in a statement:

"Strangely enough, this development might be the solution of the now almost forgotten mystery of the flying saucers."

He said the Russians are reported to have a rocket of amazing speed and "almost limitless range" propelled by a series of explosions occurring several seconds apart.

"Each successive explosion shoots the missile forward at increased speed," Ellsworth said. "Apparently the charges are packed separately and are held apart by metal discs. As each charge is fired, the metal disc is discharged as an empty cartridge shell is ejected from an automatic rifle. The discs are made of this metal and possibly disintegrate in the air not long after they are discharged."

Ellsworth suggested that American scientists might have been working on some similar device, but he held it more likely that any discs actually seen had come from Russian military proving grounds.

There were similar reports at the time the flying saucer wave swept the country earlier this year, but they were given no unofficial credence.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

LAFDA
080/170

SUBJECT: Spot Report on Possible Missile Sighting.

SUMMARY OF INFORMATION: While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 Dec 47, a possible rocket sighting was made by the pilot and co-pilot of the C-54 airplane. Observation was made at 1926 Pacific Standard Time, location 42° 09.3'N 114° 22.2'W. The airplane was cruising at 13,000 feet. An unidentifiable object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7488 flying near Rosedale, California, to the effect that an object was sighted at 1925 Pacific Standard time trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward toward some hills at approximately 38° 50'N, 121° 02'W. McClellan tower asked the pilot to investigate and at 1958 the pilot reported a small fire at 38° 50'N and 120° 53'W which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1937 Pacific Standard Time at a position of 38° 50'N and 120° 53'W. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points in the fire seemed to burn with a bright blue green flame.

As a result of the above activity on 30 December 1947, Air Sea Rescue located at Hamilton Field was notified and it is understood they would dispatch an airplane to the scene of the fire. The California Highway Patrol was dispatched to the scene of the fire and their findings will be reported as soon as possible.

The Fairfield control tower obtained a report at approximately 2300 PST, 30 December 1947, from Hamilton Field Flight Control, that a motorist on U. S. Highway #40, thirty miles West of Lovelock, Nevada, approximately 39° 53'N, 118° 53'W had seen an object explode in the air at 1926, 1200 to 1300 feet in the air.

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The Fairfield Control tower obtained a report from Oakland Airport Flight Control (CAA), at approximately 2315 PST, 30 Dec 47, that United Airlines Flight 191 proceeding on airways between Medford, Oregon, and Mount Shasta, observed a flash at 1925 PST just North of their position.

Subsequent information on the above incidents will be sought and reported.

EVALUATION

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-319.1

SUBJECT: Transmittal of Intelligence Information.

TO: Special Agent in Charge, FBI
U. S. Department of Justice
Federal Office Bldg, Room 422
San Francisco, California

Attached report for your information.

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

1 Incl:
S/I

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-319.1

SUBJECT: Transmittal of Intelligence Information.

TO: District Intelligence Office
Office of Naval Intelligence
Rincon Annex, PO Box 3433
San Francisco 19, California

Attached report for your information.

1 Incl:
S/I

DONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

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407 U. S. Court House
Seattle 4, Washington
August 18, 1947

DIRECTOR, FBI

RE: FLYING DISCS SIGHTED BY FRED CRISMAN and HAROLD A. DAHL, TACOMA, WASHINGTON
SM - X

62-2938
62-cc-14

Dear Sir:

The following, in general, are the facts regarding the flying disc story that started by FRED CRISMAN and HAROLD A. DAHL which subsequently resulted in news stories by the Tacoma Times, the Boise Statesman and the Chicago Times that a B-25 carrying Army Intelligence officers was shot down or sabotaged over Kelso, Washington on August 1, 1947 because it was carrying some flying disc fragments.

The original story, as related by FRED CRISMAN and HAROLD DAHL, was to the effect that DAHL, while patrolling in his boat near Maury Island, Washington, sighted six flying discs, one of which fluttered to the earth and disintegrated, showering his boat with fragments which caused some damage to the boat and killed his dog. HAROLD DAHL wrote a letter to RAY A. PALMER of Ziff-Davis Company which publishes fantastic adventure magazines in Chicago, sending him fragments of the flying disk and relating the above story. RAY PALMER requested Trans-Radio News in Chicago to verify the story as related by HAROLD DAHL and FRED CRISMAN telegraphed RAY PALMER confirming DAHL's story. RAY PALMER then engaged KENNETH ARNOLD, Boise, Idaho, who was the first to report sighting the flying discs and whom RAY PALMER had previously made a contract for a story regarding the flying disc, to come to Tacoma and check the story as related by FRED CRISMAN and HAROLD DAHL.

KENNETH ARNOLD came to Tacoma, Washington July 30, 1947 and arranged for a meeting the following day, July 31, with FRED CRISMAN and HAROLD DAHL in his room 502, Winthrop Hotel, Tacoma, Washington. KENNETH ARNOLD also called to attend the meeting Captain EMIL J. SMITH, United Airlines Pilot who had also reported seeing flying disc fragments, and Army Intelligence to attend

9/2/50

FEDERAL BUREAU OF INVESTIGATION
AUG 23 1947

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this meeting. KENNETH ARNOLD, Captain EMIL J. SMITH, FRED CRISMAN, HAROLD DAHL, Captain DAVIDSON and Lieutenant BROWN of Army A-2 Intelligence from Hamilton Field, California, all met in ARNOLD's room at various times during the afternoon and evening of July 31, 1947 and discussed the flying disc story as related by CRISMAN and DAHL. The Army Intelligence Officers, Captain DAVIDSON and Lieutenant BROWN, left about 2:00 A. M. the morning of August 1, 1947 to return to Hamilton Field, California for Air Force Day in a B-25 and were carrying some of the reported disc fragments. The left engine on the B-25 burned an exhaust stack which in turn caught the left wing afire, the wing subsequently breaking off and tearing off the tail. The B-25 crashed, killing Captain DAVIDSON and Lieutenant BROWN. However, the Crew Chief and a hitch-hiker parachuted to safety. Intelligence Officers at McChord Field, Washington advised there was no indication of any sabotage. The plane crashed at Kelso, Washington approximately 2:50 A. M. August 1, 1947.

Five anonymous calls were received by a reporter, Tacoma Times, and the United Press Wireman, Tacoma, between 11:30 A. M., July 31, 1947 and 5:30 P. M., August 2, 1947. The first call was to a Tacoma Times reporter approximately 11:30 A. M., July 31, in which the caller stated that there was a meeting taking place at that time in room 502 of the Winthrop Hotel concerning the disc fragments found on Maury Island. The second call was received between 11:00 A. M. and 12:00 noon, August 1, 1947 by the Tacoma Times reporter in which the caller advised that at that moment a big meeting was taking place in ARNOLD's room number 502, Winthrop Hotel; that the B-25 which crashed was carrying disc fragments and that McChord Field officials had stated it was shot down or sabotaged. The third call was received Friday, August 1, 1947 at 5:30 P. M. by the United Press Wireman, Tacoma, in which the caller stated that the B-25 which crashed at Kelso, Washington was carrying flying disc fragments and that the dead officers were Captain DAVIDSON and Lieutenant BROWN, A-2 Intelligence Officers at Hamilton Field, California. This call was prior to the release of the dead officers' names by Army authorities and the caller indicated that when the names were released, it would verify the information he was furnishing was correct. The fourth phone call was received at approximately 6:45 P. M., Friday, August 1 by the United Press Wireman in which call the caller stated the B-25 was definitely shot down and that if he contacted Army Intelligence officers, they would not deny it. The fifth phone call was received by the United Press Wireman, Tacoma, at 5:30 P. M. August 2, 1947 at which time the caller stated the B-25 was shot down from the air with a 20 m.m. cannon; that the Marine plane found recently on Mt. Rainier had also been shot down and that Captain SMITH would be taken to Wright Field Tuesday morning. When the Army authorities released the names of the dead Intelligence officers which verified the information as given by the anonymous caller, the Tacoma Times printed this story on August 2, 1947 and carried several articles thereafter inferring that the B-25 had been shot down or sabotaged because of the fact that it was carrying disc fragments. DAHL and CRISMAN have admitted that the material which they sent to RAY PALMER had no connection with any flying discs and have given a signed statement to that effect which are being



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forwarded herein. DAHL and CRISMAN deny, however, that they actually started the flying disc story and their actual part in the story. United Airlines pilot, EMIL J. SMITH, states that DAHL and CRISMAN on July 31, 1947, both related their original flying disc fragment story. Information gathered would indicate that the anonymous phone calls were possibly made by FRED CRISMAN in order to build up the flying disc story to the point where they could make a profitable sale of the story to RAY PALMER, Chicago, Illinois. No facts have been developed which would definitely prove that CRISMAN made these calls. However, from all facts and information gathered, it appears he is probably the most likely to have made the anonymous calls. The detailed interviews of the persons contacted in regard to this flying disc story are being set out below.

The following investigation was conducted by Special Agent DAVID A. MacCULLOCH at Tacoma, Washington on August 6, 7, 1947:

ERNIE VOGEL, Associated Press Wireman, Tacoma, Washington, advised that in the early part of June, 1947 he was requested by the Seattle Post Intelligencer to check on a story which he was informed had been obtained from the Fire Chief at Harper, Washington. The story was supposed to have originated with FRED CRISMAN. Mr. VOGEL stated that the story was to the effect that DAHL, while patrolling in his boat near Maury Island, saw five or six flying discs, one of which fluttered toward the ground and finally disintegrated. Fragments of the disc were reported to have showered down on the boat of HAROLD DAHL, causing some damage and killing his dog. Mr. VOGEL stated that he went to the home of HAROLD DAHL on 3903 North Cove, Tacoma, Washington to check with him on this flying disc story. He stated that as best he could recall, this was just a few days after the first flying disc stories had appeared in the paper and was on a Sunday evening. He believed it was the early part of June. He stated that DAHL took him in the kitchen and proceeded to talk about this flying disc story in low muffled tones. He stated that DAHL acted rather suspicious and that shortly his wife came into the kitchen and was in a considerable rage, telling DAHL to admit that the entire story was a plain fantasy which he had dreamed up. He stated that after his wife told DAHL to admit the entire story was false, that DAHL then admitted that there was nothing whatever to the story and it was an entire hoax. VOGEL stated that in view of the enraged condition of DAHL's wife, he immediately left and reported to the Seattle Post Intelligencer that the entire story was a hoax and that they should not print it in any way. He further stated that he advised the Seattle Post Intelligencer that DAHL was a mental case and that nothing which he had reported should be carried as far as a news story. Mr. VOGEL stated that since that time he had received repeated requests from the Boise Statesman requesting information as to the flying disc stories reportedly originating with FRED CRISMAN and HAROLD DAHL. VOGEL stated that he had never, in his experience, had such pressure brought upon him to release a news story and that he repeatedly advised the Boise Statesman that the story of seeing the flying discs by DAHL and CRISMAN was a complete fabri-



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cation and should be in no way, carried as a news story and refused to furnish any information regarding these reports. He further stated that he advised the Boise Statesman shortly before, or at the time KENNETH ARNOLD left Boise to come to Tacoma to check on the flying disc stories with DAHL and CRISMAN, that ARNOLD should not come as the entire story was a hoax.

The following information was obtained from PAUL LANTZ, 4513 South 7th, Tacoma, Washington, Proctor 8416, a reporter for the Tacoma Times:

It was the Tacoma Times paper which first issued a story on August 2 and subsequent stories intimating that the B-25 which crashed at Kelso, Washington on the early morning of August 1, had been sabotaged or shot down because of the fact that it carried flying disc fragments. LANTZ stated that on Thursday, July 31, at approximately 11:30 A. M. he received an anonymous phone call in which the caller stated that KENNETH ARNOLD and Army Intelligence officers were meeting in room 502 of the Winthrop Hotel to check on the flying disc story from which fragments were obtained on Maury Island. LANTZ stated he turned around to speak to his editor and when he picked up the phone again the line was dead. He stated that the caller asked for BURT McMURTIN, a reporter on the Tacoma Times who was out at the time of the call. He stated that BURT McMURTIN called ARNOLD at room 502 in the Winthrop Hotel and was advised by ARNOLD that he could furnish no information as he was there on a Government mission. LANTZ stated that on Friday, August 1, between 11:00 A. M. and noon, he received another phone call for BURT McMURTIN in which the anonymous caller stated that he might have some information for him. LANTZ asked the caller if he was not the same party that had called the previous date and he said yes. The caller then related that at that moment there was a big meeting in progress in ARNOLD's room, 502, in the Winthrop Hotel; that the B-25 which crashed that morning in Kelso was carrying flying disc fragments from California and that McChord Field officials had stated the plane was sabotaged or shot down. The caller then hung up after making some statement to the effect that he was a switchboard operator. LANTZ stated that he went to the Winthrop Hotel on Friday about noon and found that there was no male operator on duty. He stated he then went to room 502 and ARNOLD answered the door and that Captain EMIL J. SMITH, United Airlines pilot, was on the phone. LANTZ stated that he heard SMITH make a statement to the effect that the information must be very strictly confidential. He stated that there were one or two others in the room besides SMITH and ARNOLD, but that he could not identify them. He stated that ARNOLD told him he could made no statement and that he had attempted to check the story with various people on Maury Island with negative results. He stated that about 3:30 P. M., Friday, he wrote a story regarding the mysterious informant and called ARNOLD at his hotel room, stating that he had written this story and that ARNOLD had better check it. He stated that he talked to TED MORKILLO, the United Press Wireman, Tacoma, who advised that the story sounded fantastic. LANTZ stated that about 5:30 P. M., Friday, August 1, an anonymous caller called TED MORKILLO, the



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August 19, 1947

United Press Wireman, stating that Captain DAVIDSON and Lieutenant BROWN were the Intelligence officers that were killed in the crash of the B-25 and that civilians and the sheriff had been kept away from the wreckage with the Army guarding it. He stated the anonymous caller then said that the names had not been released yet by the Army and that this would verify his statements. PAUL LANTZ stated that the following morning, Saturday, August 2, the Army verified that the officers killed were Captain DAVIDSON and Lieutenant BROWN and two days later verified that they were Army Intelligence officers. LANTZ stated that the anonymous caller again later contacted TED MORRELLO, calling him by that name, and at this time stated he did not call the Tacoma News Tribune or the Associated Press and denied calling PAUL LANTZ or BURT McMURTIE. In this call the anonymous caller stated that, "Don't think I'm doing this for you." He then asked if the story had been put on the wire and when MORRELLO said yes, the caller stated, "We want this to get back to New Jersey." The caller further stated that the B-25 was shot down by a 20 m.m. cannon and that the marine plane which was recently found wrecked on the side of Mt. Rainier, having been missing for several months, had also been shot down. The caller stated to MORRELLO that he should get in touch with a flyer named MORGAN with United Airlines who, he stated, was with Captain SMITH when they were shot at over Montana. The caller then stated, "I'll see you Tuesday. I'm going to San Francisco." LANTZ stated that he had checked with Captain EMIL SMITH of United Airlines who denied knowing any pilot by the name of MORGAN; denied ever having flown over Montana. LANTZ stated that MORRELLO received another anonymous call in which the caller stated that SMITH would be sent to Wright Field on Tuesday and that Saturday one of the men who found fragments of the flying disc was to be flown to Alaska. LANTZ stated that in view of the fact that the information as to the Intelligence officers on the B-25 had been as furnished by the anonymous caller, had subsequently been verified by the Army, the story was released that the B-25 was carrying disc fragments returning to Hamilton Field, California and furnishing the inference that the plane had been sabotaged or shot down. LANTZ stated that about 8:00 P. M. on Sunday, August 3, he contacted Captain EMIL SMITH at his home, 3027 West Laurelhurst Drive, Seattle at which time SMITH stated he had not given any story out to the Post Intelligencer at Seattle; stated that he had gotten a telegram to call a number in Boise and when he called and found out it was the Boise Statesman, he had hung up. He stated that the Boise Statesman then contacted him, at which time he admitted he had seen the disc fragments, but that he did not take any of them. This time SMITH informed LANTZ that he had been with Major GEORGE SANDERS, Public Relations Officer from McChord Field, all afternoon until about 3:45 P. M. SMITH informed LANTZ that he had told the Army authorities everything that he and ARNOLD knew about the flying disc fragments story from the time that KENNETH ARNOLD left Boise, Idaho and he had left Seattle, Washington. This time SMITH admitted that there were some of the supposed disc fragments in ARNOLD's room at the Winthrop Hotel and that CRISMAN and DAHL had been in the room Thursday afternoon. On Monday PAUL LANTZ stated that he called HAROLD DAHL who advised that if this were not used in the paper, he and FRED

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CRISMAN would see him after lunch. LANTZ stated that about noon DAHL and CRISMAN contacted him at which time DAHL stated that he and his son had been exploring a gravel pit on Maury Island and found some strange rock formations. He stated they picked up some of these samples and that FRED CRISMAN later saw them and they went back over to Maury Island at which time additional samples were obtained and that CRISMAN sent these to a friend of his at the University of Chicago to have analyzed. They stated that they received a report and that apparently this friend had asked a newspaperman to find out where the rock formations were obtained. CRISMAN and DAHL told LANTZ that sometime after the first flying disc story had appeared, they received a telegram from Trans-Ocean Press from Chicago wanting information on the flying disc fragments. FRED CRISMAN stated that they had at no time indicated the rock formations were a part of a flying disc and that Captain EMIL SMITH and KENNETH ARNOLD were not interested in the rock formations and they decided giving them to SMITH and ARNOLD.

TED MORRELLO, a United Press Wireman, Tacoma, Washington furnished substantially the same information that was obtained from PAUL LANTZ, the Tacoma Times reporter, regarding the anonymous phone calls which he had received. He stated further that the first call he received was on Friday, August 1, at around 5:30 P. M. At this time the caller stated that the B-25 which crashed at Kelso, Washington was carrying disc fragments and that the two officers killed were Captain DAVIDSON and Lieutenant BROWN, officers with Army A-2 Intelligence at Hamilton Field and that the fragments were top secret material. He stated the caller indicated that when the Army released the names of the dead officers it would verify that the information he was furnishing was correct. MORRELLO stated that the second call he received at approximately 6:45 P. M. Friday, August 1 at which time the caller stated that the B-25 was definitely shot down and that if he contacted Army Intelligence A-2, the man in charge would not deny it. MORRELLO stated he thought the man said to contact Colonel GUYS, but it was found out it was Colonel CRAIG who was in charge of Army Intelligence A-2. The caller further stated that the Sheriff's Office had been kept away from the crash and that no civilians had been allowed near the plane. MORRELLO stated the third call he received at 5:30 P. M., August 2, and that this time the caller stated that one of the men who had been conferring with Captain SMITH and KENNETH ARNOLD was taken to Alaska that day. The caller further stated that the B-25 was shot down from the air with a 20 m.m. cannon; that the Marine plane found recently on Mt. Rainier had also been shot down; that Captain SMITH would be taken to Wright Field Tuesday morning and that a United Airlines pilot by the name of MORGAN flew with Captain SMITH when they were shot at over Montana. The caller stated he was leaving for San Francisco and would be back Tuesday.

PAUL LANTZ and TED MORRELLO both stated that they had made very little effort to question the anonymous caller to obtain his identity as they felt it was useless and that if they started questioning him he would



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refuse to furnish any further information.

On August 5, 1947 Special Agent DAVID A. MacCULLOCH was contacted in the resident agency office, Tacoma, Washington by FRED CRISMAN. At this time CRISMAN asked if the Seattle Office was investigation the crash of the B-25 and he was informed that no investigation was being conducted by the Seattle Office. CRISMAN at this time related in a rambling story that he had picked up some strange rock formations which he had forwarded to a friend of his in the University of Chicago to have analyzed and that later, in some manner unknown to him, these rock formations had been reported as being fragments of a flying disc.

On August 7, 1947 FRED CRISMAN and HAROLD DAHL were interviewed at the Tacoma resident agency office. Both DAHL and CRISMAN at first denied any knowledge of how the rock formations which they had picked up to have analyzed became connected with the flying disc stories. Both denied making any statement to anyone that these rock formations were portions of a disc fragment. It was apparent from the start of the interview that DAHL and CRISMAN were not telling their complete and true connection with the flying disc story. They refused to give any definite information as to what they said or had done which caused them to become involved in a flying disc story, but gave evasive answers and repeatedly stated that they had nothing to do with it and were at a less to understand how they became connected with the flying disc story. After considerable questioning, they stated that in the early part of June they sent to RAY PALMER of the Ziff-Davis Publishing Company which published the Fantasy magazine in Chicago and the Venture magazine in Evanston, Illinois, some rock formations which they had found on Maury Island. They stated they sent these formations, asking PALMER to have them analyzed. They stated that later PALMER wrote and asked for more samples, advising he had failed to analyze the samples. CRISMAN and DAHL stated they have never sent any additional samples and that the next they heard regarding the rock formations which they had sent PALMER was when he called HAROLD DAHL and asked if the rock formations could have come from a flying disc. DAHL stated he made some remark that they possibly could have come from a flying disc and that he immediately sat down and wrote a letter to PALMER, which was in the latter part of June in which he stated the material could have been portions of a flying disc. DAHL claimed that he thought he told PALMER over the phone something about being in his boat when he obtained these rock formations, but stated he could not recall what he had written to PALMER and claimed that he passed the whole thing off as a joke. CRISMAN and DAHL were questioned at length in an attempt to obtain specific information as to exactly what each one had done with regard to the rock formations. However, each stated that the only thing they had done was tell RAY PALMER the formations could have come from a flying disc in view of the fact it appeared "that's what he wanted them to say". No definite information could be obtained from either DAHL or CRISMAN as to what each specifically had done to start the flying disc story.

The signed statement which was obtained from CRISMAN and



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DAHL and in which they admitted the rock formations had no connection with any flying discs is being forwarded to the Bureau herewith. The statement contains no information of value and therefore is not being set forth herein.

Regarding the meeting which was held in the Winthrop Hotel on Thursday, July 31, CRISMAN and DAHL stated that they both met KENNETH ARNOLD there about 1:00 P. M. They stated that they all left ARNOLD's room about 3:00 P. M. and that CRISMAN took ARNOLD to Barry's Airport at Tacoma and ARNOLD flew his plane to Seattle where he picked up Captain EARL SMITH. CRISMAN stated that he picked up ARNOLD and SMITH at Barry's Airport about 5:00 P. M. and that HAROLD DAHL came to ARNOLD's room about 7:00 P. M. CRISMAN stated that he and SMITH left about 8:30 P. M. when he drove SMITH to Seattle to get his car and that DAHL went home at this time. CRISMAN stated they returned about 11:30 P. M. at which time the Army Intelligence officers were in ARNOLD's room and that CRISMAN left about midnight. He stated that he returned to ARNOLD's room Friday afternoon for approximately one-half hour from 2:30 to 3:00 P. M., at which time ARNOLD and SMITH were still there and neither seemed to be able to recall if DAHL was in ARNOLD's room on Friday, August 1. The best that could be obtained from CRISMAN and DAHL as to what took place in ARNOLD's room was to the effect that most of the talk was about flying, that no one seemed very interested in the rock formations and that they had no connection as far as they knew with any flying disc. CRISMAN stated that KENNETH ARNOLD wanted to obtain pictures of the place where the rock formations were obtained and that the Army Intelligence officers did not appear to be interested in any manner whatever.

HAROLD DAHL operates the Commercial Lumber Company at 235 Millwater Avenue, Tacoma, Washington and FRED CRISMAN has recently been working with him buying timber. They have also been associated with the Harbor Patrol Association at Tacoma, Washington which furnishes patrol and police protection to parts of the harbor area which are not patrolled by Tacoma police or Sheriff's officers. FRED CRISMAN resides at 125 Woodland, Tacoma, Washington, Army serial number O-758-951. During the war he was a pilot and it is believed presently holds a Reserve Officer's commission as a Captain.

Regarding the B-25 which crashed, killing Captain DAVIDSON and Lieutenant BROWN of the 4th Air Forces, Captain ROBERT G. BACHELOR, A-2 Officer, Mc Chord Field, advised that this investigation of the crash reflected an exhaust stack had burned out on the left engine which in turn caught the left wing afire and that when the left wing broke off, it also broke off the tail. The plane at the time of the crash was carrying Captain DAVIDSON, Lieutenant BROWN, the hitch-hiker and a man as Crew Chief to take care of the airplane. The Crew Chief and the hitch-hiker parachuted to safety, but Captain DAVIDSON and Lieutenant BROWN were killed. He stated that their investigation reflected no indication of any sabotage whatever.

A check of the records of the Winthrop Hotel at Tacoma, Washington revealed that KENNETH ARNOLD, giving his address as Route #1, Mountview Drive, Boise, Idaho rented room 502 from July 30 at 7:45 P. M. until



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August 3. A record of the phone calls made from room 502 during this period was made by Miss SARAH LANGBERG. This record reveals that KENNETH ARNOLD on July 31 called PALMER at AN-5200, Evanston, Illinois, collect. On the same date called Lieutenant BROWN at 3800 Hamilton Field, California, collect. ARNOLD also called C309-J in Boise, Idaho on July 31. On August 1 ARNOLD called LOR-4936, Portland; PALMER at Dearborn 5200, Chicago; and SMITH called REDDY at Dearborn 2323 at Chicago. Both Chicago calls were collect. The remainder of the calls appear to be personal calls and are not being set out. A record of the phone calls made are being retained as an exhibit in the Seattle Office.

The following information was obtained by Special Agent PIERRE M. LEVEC in interview on August 12, 1947 with Captain EMIL J. SMITH, 3027 West Laurelhurst Drive, United Airlines pilot: It should be noted that Captain SMITH has previously received publicity for having supposedly seen flying discs or similar objects on July 4, last while on a routine United Airlines flight out of Boise, Idaho in company with his co-pilot RALPH STEVENS, concerning this incident. Captain SMITH states that they took off from Boise, Idaho at 8:12 P. M. and headed Northwest at 300 degrees and while still climbing at 8,000 feet, co-pilot STEVENS called his attention to some objects in the sky ahead of them about ten degrees left which neither one could identify. SMITH states that he called a CAA radio operator at Ontario, Oregon and requested him to step outside his radio shack and see if he could see any of these objects overhead. The CAA radio operator replied in the negative.

Captain SMITH states that he first met KENNETH ARNOLD on July 5 in the offices of the Seattle Post Intelligencer where both were being interviewed concerning their sighting of flying discs. SMITH states that he next met ARNOLD about three weeks ago in Boise, Idaho at which time he, SMITH, was on another flight through Boise, Idaho and had a ten minute lay-over there. On this occasion ARNOLD was in company of Captain WILLIAM L. DAVIDSON and Lieutenant FRANK M. BROWN, Army Intelligence officers, and a reporter JOHNSON of the Boise Statesman. SMITH's next contact with ARNOLD was on Thursday, July 31, last when he received a telephone call from ARNOLD calling from Tacoma in the early afternoon at which time he asked SMITH to come over to Tacoma and join him as he was investigating a flying disc story for "someone back East" and some fragments were involved which SMITH might be interested in seeing. After some discussion SMITH agreed to join ARNOLD in Tacoma and ARNOLD told SMITH he would fly over and pick him up at Boeing Airport at 4:00 P. M. SMITH met ARNOLD at Boeing Field at about 4:00 P. M. and they flew to Berry's Airport at Tacoma, Washington where they were met by FRED CRISMAN. The three of them proceeded in CRISMAN's car to the Winthrop Hotel where ARNOLD was occupying room 502. ARNOLD ordered something to eat and during this time either ARNOLD or CRISMAN called a HAROLD DAHL and invited him up to the room. By this time SMITH stated he had learned from ARNOLD that CRISMAN and DAHL were the participants in the latest flying disc story and SMITH states that he had no previous acquaintance with either of these men before meeting them in Tacoma on this date. While in the Hotel Room ARNOLD showed SMITH a letter which he had received from RAYMOND PALMER of the Venture Press of Chicago requesting that ARNOLD investigate



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the CRISMAN-DAHL story in Tacoma. ARNOLD informed SMITH at this time that after receiving this letter he had called PALMER by telephone in Chicago as a result of which call PALMER had forwarded him $200.00 expense money for covering the story. Shortly thereafter, at about 7:30 P. M. HAROLD DAHL arrived at the Hotel room and the discussion began among the four men present as to what DAHL and CRISMAN had seen on Maury Island. DAHL professed reluctance to tell the story, claiming that several unfortunate incidents had occurred subsequent to his seeing the flying discs and he believed the entire incident had brought him bad luck. In this connection he stated that four or five days subsequent to his sighting the flying discs, a man called at his home and had a conversation with him the course of which DAHL was warned to forget all about everything he had seen on or near Maury Island. In addition to that, DAHL stated that his sixteen year old son had run away from home following the incident and had been picked up by the police somewhere in Montana. After some further discussion DAHL finally agreed to tell his story of the flying disc incident in front of SMITH after eliciting a promise from SMITH that he would not discuss the matter for at least two weeks. It should be noted that DAHL had previously told his story to ARNOLD and CRISMAN. At this point DAHL related the incident which has already been described and which he alleged had taken place on or about June 23 or 24. While relating the incident DAHL mentioned that he had taken pictures of the flying disc which he had seen but that the printed films were marred with white spots. When DAHL had concluded his story, CRISMAN related that he had gone the following day to Maury Island to verify what DAHL had told him concerning the fragments and had at this time picked up several fragments and taken them with him. At this time CRISMAN related that he also saw one of the flying discs hovering over the Island but that it had disappeared into a cloud. When DAHL and CRISMAN had finished telling their story ARNOLD told the group that he had earlier in the evening called Captain DAVIDSON and Lieutenant BROWN, Army Intelligence officers and that they were on their way to the Hotel room. At this point DAHL protested that he did not wish to tell his story before anyone else and he was advised by SMITH that if such was the case why didn't he just leave and not be there when they arrived. CRISMAN, DAHL and SMITH then left the room and went downstairs. DAHL departed alone. CRISMAN drove SMITH back to Boeing Field near Seattle where SMITH desired to pick up his own personal car, which he did. They then returned to the Hotel where they found Captain DAVIDSON and Lieutenant BROWN in room 502 with KENNETH ARNOLD. ARNOLD met them at the door and seemed excited, explaining to SMITH that Captain DAVIDSON had just drawn a representation of a freak disc which had supposedly been seen by a woman in Arizona and that this drawing was an exact reproduction of the flying disc which he, ARNOLD, had seen several weeks before, nearing Mt. Rainier. SMITH states that shortly after this CRISMAN seemed very anxious to tell his and DAHL's story to the Army officers. Before this was done, however, SMITH had a discussion with Lieutenant BROWN, informing him that they had promised DAHL not to release the story for two weeks and that if CRISMAN were allowed to tell the story at this time, BROWN and DAVIDSON must agree not to release the story for one month. Following this agreement, CRISMAN related DAHL's and his story of the flying discs over Maury



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Island to BROWN and DAVIDSON. Following this recitation, Lieutenant BROWN, in answer to a query from SMITH, said that he and Captain DAVIDSON were of the opinion that there might be some truth in the current flying disc stories, but that their immediate superiors (presumably A-2 at Hamilton Field) did not agree with them. BROWN and DAVIDSON then held a brief discussion as to whether they should return that same night to Hamilton Field and they decided that they would. All five of the men then went down to the lobby where BROWN detached himself from the group and entered a phone booth to call for a car from McChord Field. SMITH also left the group and met BROWN outside the phone booth where they held a short discussion relative to the credibility of CHISMAN and DAHL's story. BROWN indicated to SMITH that he should attempt to find out if the story was on the level and that BROWN would call him the following day regarding this matter. The group then proceeded to the front of the Hotel at which time CHISMAN brought his car to the front of the Hotel and took from his trunk a box of the alleged flying disc fragments picked up on Maury Island. He offered them to BROWN and DAVIDSON and when the Army car arrived from McChord Field the box of fragments was placed in the car with the officers. CHISMAN departed alone and ARNOLD and SMITH went in search of something to eat and later returned to the Hotel for the night.

On Friday morning, August 1, 1947, ARNOLD received a call from CHISMAN informing him that a B-25 had crashed during the night and it was believed to be the same plane which BROWN and DAVIDSON were flying. Following this call CHISMAN and DAHL came to the Hotel room and from the room CHISMAN again called McChord Field in an attempt to get information about the crash. SMITH took the phone from CHISMAN and spoke to a Colonel GREGG, identifying himself and asking if the B-25 which crashed was the only one which had taken off from McChord Field the previous night. GREGG told him that it was. Following this call ARNOLD called RAYMOND PALMER in Chicago and informed him of the previous night's conversations and the fact that DAVIDSON and BROWN were believed to have been killed. PALMER told ARNOLD to discontinue his investigation of the incident and that he, PALMER, was no longer interested. SMITH then took the phone from ARNOLD and asked PALMER if he could shed any light on the situation. SMITH was unable to say what PALMER's reply to CHISMAN was. Following these telephone discussions SMITH says that he called MAURICE RODDY whom he identifies as a personal friend of his and an aviation editor of the Chicago Times. SMITH states that he had previously made an agreement with RODDY in Chicago that should he ever run across any flying disc stories which showed promise of some value, that he would contact RODDY and this call was a result of that agreement. Shortly afterward, Colonel GREGG called him from McChord Field stating that Hamilton Field had requested that ARNOLD, SMITH, CHISMAN and DAHL submit their addresses to Hamilton Field for convenience of any Army investigation of the incident which may be forthcoming. After this call the four men went to a restaurant for lunch. During the course of this meal SMITH excused himself from the table and attempted to call SAC BURNETT of the Portland Field Office, Federal Bureau of Investigation with whom he claims acquaintance. BURNETT, however, was unavailable and SMITH was unable to complete the



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call. After returning to the Hotel room, a Tacoma Times reporter called attempting to gain information, but they did not give him any. Later, a Mr. MORRILLO of the United Press called and SMITH spoke to him on the telephone but refused to give out any information. SMITH further relates that while the four men were in the room at this time, an envelope was shoved under the door and that he retrieved it from the floor. SMITH states that the appearance of this envelope seemed to startle CRISMAN considerably and that in fact, CRISMAN turned white as a sheet until SMITH read the note unsigned which was a communication to the Hotel advising that a strike of Hotel employees was eminent and that guests should not expect room and telephone service much longer. Shortly after this incident DAHL and CRISMAN left the Hotel room after promising to take ARNOLD and SMITH to Maury Island the following morning, (Saturday). ARNOLD and SMITH then went out for dinner and on their return, SMITH found a note in the box requesting him to call a certain telephone number. He did this from the Hotel room and was answered by LANTZ, Tacoma Times reporter who requested SMITH to go out and call him from a pay station. SMITH complained and was informed by LANTZ that two anonymous telephone calls had been received by him that a discussion regarding flying discs had been taking place in room 308 at the Winthrop Hotel which involved Army Intelligence officers. From the information which LANTZ had received, SMITH was convinced that the anonymous caller must have been present at the discussion also, as LANTZ was seemingly in possession of pertinent remarks which had been made in the room. SMITH states that he did not give LANTZ any further information and that in consideration of the call, he returned to the Hotel room and he and ARNOLD retired for the night.

On Saturday morning, August 2, 1947 SMITH received a telephone call from MAURICE RODDY in Chicago, but was unable to give him any further information. SMITH advised him, however, that he would call him back at 2:30 that afternoon. DAHL then called from a coffee shop nearby and ARNOLD and SMITH joined DAHL, CRISMAN and an unknown man in the Coffee Shop for breakfast. The unknown person was discussing some lumber business with DAHL and left after breakfast. On leaving the coffee shop, SMITH asked DAHL about the negatives of the photographs which he claimed to have taken of the flying discs. DAHL said the negatives were in the glove compartment of his car, but a search of the instant glove compartment was fruitless. The four then proceeded in CRISMAN's car to the dock where they were to embark for Maury Island. The boat, however, could not be started and the trip was postponed until later in the day. While at the dock, however, SMITH asked to be shown the damage to the boat which had allegedly occurred when the fragments showered down on Maury Island. CRISMAN pointed out what may have been repairs to the windshield and lights on the boat, but SMITH was not personally satisfied that these repairs were made as a result of any such incident. CRISMAN and DAHL then drove ARNOLD and SMITH back to the Hotel at approximately 10:45 A. M. and CRISMAN told them he would call them later on and that they would go to Maury Island. On returning to the Hotel, SMITH called LANTZ at the Tacoma Times as a result of which call he and ARNOLD met LANTZ at the Coffee Shop across the street from the



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Winthrop Hotel. SMITH stated that the purpose of this meeting was to try to find out something more about the anonymous phone calls which LANTZ had told him about. He and ARNOLD still refused to give out any further information regarding the Thursday evening conference to LANTZ and were informed by LANTZ that the Tacoma Times was afraid of being scooped on the story and was going to print something on that day. SMITH and ARNOLD then returned to the Hotel and shortly thereafter received a phone call from CRISMAN, but the call was cut off by the switchboard operator since it was not an emergency call. SMITH and ARNOLD then returned to the Hotel lobby where they found a telegram from DAHL asking them to call him at either Broadway or Procter 7733, SMITH is not sure of the exchange. SMITH called this number, but DAHL was not there. SMITH states that he went then to the Western Union Telegraph Office and dispatched a collect telegram to MAURICE RODDY at the Chicago Times which contained a brief resume of the incidents which had occurred and which requested RODDY to wire SMITH a telephone number where RODDY could be reached after 6:00 P. M. SMITH states that he has never received an answer to that wire. Following this, SMITH states that he and ARNOLD that he and ARNOLD were sitting in the lobby of the Olympic Hotel when LANTZ entered and gave them each a copy of the latest edition of the Tacoma Times which contained a story hinting at sabotage in the crash of the Army B-25 which killed Captain DAVIDSON and Lieutenant BROWN. SMITH stated that he and ARNOLD continued to occupy seats in the Hotel Lobby most of the afternoon inasmuch as they were unable to receive calls in the Hotel room due to the Hotel employees' strike. He relates that he received a call in the late afternoon from LANTZ advising him to call LANTZ that evening at 8:30 as LANTZ had further information regarding the anonymous calls. SMITH also received a telegram requesting that he call Boise 6000 which he did and found that it was JOHNSON, of the Boise Statesman. He refused to give JOHNSON any further information at this time. However, shortly thereafter, JOHNSON called from Boise and advised SMITH that the Army had released a story through Brigadier General NORAN revealing the confidential assignment which BROWN and DAVIDSON had been engaged on. In view of this release, JOHNSON requested SMITH to answer one question for him which was, "Were they carrying any alleged disc fragments on the plane?" and SMITH answered, "Yes, they were." Following this SMITH called LANTZ as per his earlier request and was informed that MORRELLO of the United Press had received another anonymous phone call at which time "the voice" said that the Army B-25 carrying Captain DAVIDSON and Lieutenant BROWN had been shot down with 20 m.m. shells and that the Marine plane found on Mt. Rainier had also been shot down with 20 m.m. shells. The voice went on to state that SMITH would be called back to Wright Field on Tuesday. When MORRELLO asked why he was giving out this information the caller replied that it was not for the benefit of the newspapers, but that he was interested in seeing that the information got back to New Jersey. The voice also informed MORRELLO at this time that one of the two persons who had been talking to ARNOLD and SMITH had now left for Alaska. As a result of this latter bit of information SMITH decided to find out if CRISMAN or DAHL had left town. He located DAHL at the Sunset Theatre and DAHL came to the Hotel and met SMITH and ARNOLD. They were unable to locate CRISMAN by phone and DAHL left saying that he would try to find out where CRISMAN was and that he would call them tomorrow (Sunday) and that they would go out to Maury Island at that time. After DAHL left,



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SMITH and ARNOLD went to the Tacoma Times Office where a reporter met them and took them to MORRELLO in the United Press Office. There they read the latest press releases and had a discussion with MORRELLO regarding the anonymous phone calls. In the course of this discussion MORRELLO mentioned the name of Major GEORGE SANDERS, Public Relations Officer at McChord Field as being one of the officers interested in the investigation.

Following this discussion with MORRELLO, at which time SMITH states they still refused to divulge any further information, SMITH and ARNOLD returned to the Hotel for the night.

On Sunday morning, August 3, 1947, DAHL appeared at the Hotel room and told them that he had received a letter from GRUMMAN which said in effect, "Take care of my business. I'll be out of town for three or four days." DAHL had a letter with him but he did not show it to SMITH or ARNOLD. The three men then drove to DAHL's secretary's house in South Tacoma and picked her up and the four of them then went to breakfast on the South Tacoma highway. While the four of them then went to breakfast SMITH excused himself and called Major SANDERS at McChord Field and arranged an appointment to meet him at the Hotel lobby at 11:00 A. M. They then took DAHL's secretary to her home where DAHL picked up a typewriter and then drove SMITH and ARNOLD back to the Hotel. They asked him if he was going to take them to Henry Island that day and he replied that he was not. He further stated that he was sick of the entire business and that if he was ever contacted by the Army or the authorities he was going to deny ever having seen anything and claim to be "the biggest liar that ever lived". Shortly after returning to the Hotel, SMITH met Major SANDERS in the lobby and they went in SMITH's car to a coffee shop in South Tacoma where SMITH proceeded to tell Major SANDERS the entire story of the incidents which had occurred in Tacoma regarding the GRUMMAN and DAHL story since Thursday afternoon. Following this, SMITH took Major SANDERS back to the Hotel and introduced him to ARNOLD and suggested to ARNOLD that he also tell Major SANDERS the entire story of what had occurred. ARNOLD did so. Major SANDERS after looking at the fragments which were still in the room suggested that they drive out to the Smelter near Tacoma as he believed the slag at the Smelter would bear a distinct resemblance to these fragments. The three men then drove to the Smelter and the slag was noted to be definitely similar to the fragments which GRUMMAN and DAHL had left in the Hotel room. They then returned to the Hotel room and Major SANDERS left them. After packing their bags, SMITH took ARNOLD to Henry's Airport where his plane was parked and then SMITH drove himself back to Seattle.

About an hour after his arrival in Seattle, which was approximately 7:30 P. M., LANTZ of the Tacoma Times appeared at SMITH's home with the newspaper containing the Associated Press story which had originated in Boise, Idaho in the Boise Statesman and which was written by JOHNSON following SMITH's admission to him that fragments had been carried by Lieutenant BROWN and Captain DAVIDSON on the fatal B-25 flight. SMITH at this time continued to refuse to give any statements for the Press and told LANTZ that he had placed



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all of his information in the hands of the Army. SMITH stated that a couple of days later he called Major SANDERS at McChord Field and asked him if there was any recent information concerning the incident. SMITH states that Major SANDERS informed him that CHISMAN had not yet been contacted, but that the Federal Bureau of Investigation was "setting a trap for him". SMITH further advises that on Friday, August 8, 1947, he appeared before Lawyer JOHN NOLAN at the County-City Building, Seattle and made a deposition of the facts relating to the incidents in Tacoma from Thursday afternoon, July 31, last until Sunday morning, August 3, last.

A copy of this deposition is now in possession of the writer and is being forwarded herewith to the Bureau. It should be noted that this deposition is in no way as complete as the statement taken by the writer above and any setting out of this deposition in this communication would be superfluous.

Copies of this communication are being sent to the Butte, Portland, San Francisco and Chicago Offices for their information only. Unless advised by the Bureau to the contrary, instant investigation is considered closed by this office.

For the information of the Bureau, Captain R. C. BJORKMAN, Intelligence Officer, McChord Field, Ft. Lewis, Washington advised at the weekly O.N.I.-S.I.D.-F.B.I. Intelligence conference that the Public Relations Officer at McChord Field had received a telephone call from an individual at Army Air Forces Headquarters at Washington, D. C., during which call the Public Relations Officer was requested to obtain a signed statement from DAHL and CHISMAN which could be published and thus publicly close the matter. Captain BJORKMAN further related that he had no additional information in this matter and that he did not handle it.

Very truly yours,

JACK B. WILCOX
Special Agent in Charge

ENCLOSURES
DAM:PHL:HEK
100-18945
CC - Butte
Portland
San Francisco
Chicago

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HEADQUARTERS, [illegible]
PACIFIC DIVISION, AIR TRANSPORT COMMAND
Fairfield-Suisun Army Air Field, Calif

319.1

SUBJECT: Spot Report on Possible Missile Sighting

JAN 6 1948

TO: Commanding General
Pacific Division, ATC
c/o ATC Postal Officer
Fairfield-Suisun AAFld, Calif
ATTN: AC/S, A-2

1. While on an administrative flight from Great Falls, Montana, to Fairfield-Suisun Airfield, on the night of 30 December 1947, a possible rocket sighting was made by the pilot (Lt Col W H Jones, Hq, ATC) and the co-pilot (Major A A Andrae, Hq, ATC) of the C-54 airplane. Observation was made at 1926 Pacific Standard Time, location 42° 09.3' N 114° 22.2' W. The airplane was cruising at 13000 feet. An unidentifiable object, trailing green and blue flames, was viewed for a period of two seconds. The object was descending vertically at a very high rate of speed and seemed to slow down slightly upon nearing the ground. The object appeared at a position of 2:30 o'clock in relation to the airplane and the flames were intensely bright.

2. A report was received at the Fairfield-Suisun tower from the McClellan Airfield tower at Sacramento stating a report had been received from Sacramento Air Depot C-47 #7408 flying near Roseleaf, California, to the effect that an object was sighted at 1925 Pacific Standard time trailing several colors of flame with red and green predominating. The object was travelling at a very high speed and low altitude eastward toward some hills at approximately 38° 50' N, 121° 02' W. McClellan tower asked the pilot to investigate and at 1938 the pilot reported a small fire at 38° 50' N and 120° 53' W which became considerably larger. Fairfield tower requested a local night flying C-47 to also investigate the fire for a possible aircraft accident and the pilot reported over the fire at 1937 Pacific Standard Time at a position of 38° 50' N and 120° 53' W. The fire was burning in a triangular shape over a small area and went out at 2155. Two particular points in the fire seemed to burn with a bright blue green flame.

As a result of the above activity on 30 December 1947, Air Sea Rescue located at Hamilton Field was notified and it is understood

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A-2 319.1
Subject: Spot Report on Possible Missile Sighting

31 December 1947

they would dispatch an airplane to the scene of the fire. The California Highway Patrol was dispatched to the scene of the fire and their findings will be reported as soon as possible.

3. The Fairfield control tower obtained a report at approximately 2300 PST, 30 December 1947, from Hamilton Field Flight Control, that a motorist on U S Highway #40, thirty miles West of Lovelock, Nevada, approximately 39° 53' N, 118° 53' W had seen an object explode in the air at 1926, 1200 to 1300 feet in the air.

4. The Fairfield Control tower obtained a report from Oakland Airport Flight Control (OAA), at approximately 2315 PST, 30 December 1947, that United Airlines Flight 191 proceeding on airways between Medford, Oregon and Mount Shasta observed a flash at 1925 PST just North of their position.

5. Subsequent information on the above incidents will be sought and reported.

FOR THE COMMANDING GENERAL:

STANLEY Q KENTZ
Colonel, Air Corps
AC/S, A-2

Info:
CG, 4th AF, ATTN: A-2



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# 'Flying Saucer' Mystery Link Traced

## 2 Disk-Type Aircraft Found In Old Barn

### Maryland Inventor Missing Nine Years

By United Press

WASHINGTON, Aug. 20. — Air Force investigators—skeptical but intrigued — were trying today to locate an eccentric inventor who more than 10 years ago built two contraptions that look like "flying saucers."

The two disk-like ships, battered and damaged, were found yesterday in a Maryland barn, where they had lain untended for nine years.

"It is apparent that both ships would have given the appearance of flying disks," an Air Force spokesman said.

The inventor of the Maryland contraptions, Jonathan E. Caldwell, disappeared in 1940. The only possibility of any connection between his old abandoned devices and the rumored "flying saucers" of recent years would lie in the possibility that he went to other parts of the country, developed better models and flew them successfully.

**MANY CLUES CHECKED**

A good many Air Force officers find it difficult to believe that he could have done that without coming to public attention during the periodic excitement over "flying saucers" in the past two years.

For two years Air Force investigators have been running down clues from coast to coast on reports of flying saucers being seen. The Air Force in the main has taken a skeptical attitude toward the reports.

Some of the flying saucers have been reported seen from the air, but traveling at such high speed to make pursuit impossible. One military pilot crashed to his death, reportedly while chasing a flying saucer.

One of the craft found in the Maryland barn reportedly flew briefly around in 1938. It was said to have gotten only 75 feet in the air. If it did, the Air Force said it would not have flown much faster than 100 miles an hour.

**TWO REVOLVING SAUCERS**

One ship resembled a helicopter. But instead of rotor blades it had a disc-like device about 16 feet in diameter. The device resembled two saucers revolving top to top. Small rotor blades jutted from between the two saucers.

The other craft, named the "Roto-Blade," looked like a plywood tub about 14 feet in diameter. The pilot sat in the middle. The engine was in the tub. Around top and bottom rims of the tub were four-bladed propellers which revolved in opposite directions.

The helicopter-type was reported by John W. Ganz, a mechanic, to have flown briefly. Mr. Ganz said he helped Mr. Caldwell build the plane in 1935 and 1936.

Mr. Caldwell disappeared after getting in trouble with Maryland state authorities who thought his money-raising activities as unconventional as his inventions.

The authorities had ordered him to stop selling any more stock in his enterprise, "Gray Goose Airways, Inc."




—The News-Argus Photograph

Police look over the second "flying saucer," named the "Gray Goose." It is of tubular steel, fabric covered, and would operate somewhat similar to a helicopter.

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State police guard a "flying saucer" type aircraft found in an abandoned shed near Marley Park, Md., by police and Air Force investigators. Two "saucers" were discovered. The parts of the one shown here indicate it was 14 feet in diameter, equipped with seven-foot blades which rotated in opposite directions.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
ATTENTION: G-2

Attached summary forwarded for your information.

1 Incl:
Summary of Information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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

4APDA 13/Flying Disc)
333.5/~~SECRET~~

27 AUG 1947

SUBJECT: Investigation of Flying Disc.

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

The attached summary of information forwarded.

FOR THE COMMANDING GENERAL:

[redacted]
Major, A.G.D.
Asst. Adj. General

1 Incl:
Summary of Information (dup)

A-2 COME BACK

~~CONFIDENTIAL~~

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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

4AFDA 12(Key)
333.6/1~~8 Jul~~

27 AUG 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

The attached summary of information forwarded.

FOR THE COMMANDING GENERAL:

~~Asst. Adj. General~~

1 Incl:
Summary of Information.

Coord
C/S
Ext
AG

A-2 COME BACK

~~CONFIDENTIAL~~

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFIA
333.5/1208-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Seattle, Washington.

Attached summary forwarded for your information.

1 Incl:
Summary of Information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

27 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice,
Federal Office Building, Room 422, San Francisco, California.

Attached summary forwarded for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Summary of Information.

~~CONFIDENTIAL~~

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~~1 July 1944~~ 202

HEADQUARTERS FOURTH AIR FORCE

1208-I

CHECK SLIP

(Do not remove from this paper)

File No. 1208-I

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: ~~Investigation~~ of Place where Mr Switzer observed a crash of object.

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 18 Aug | A-2 | CI(D) | attached information re set of explanatory — Contact Mr Switzer and have him show the place where he observed the object to have crashed. Suggest that aeronautical map of area be taken along to be used to mark the spot by Mr Switzer in case he is unable to make the trip and point it out. You are advised to caution Mr Switzer that in the interest of national security, etc that no publicity is desired. Graham |
| 2 | 18 Aug | CI(D) | ~~A-2~~ CIC | For compliance Graham |
| 3. | ~~27 Aug~~ | ~~MCIA~~ | ~~CIC~~ | ~~Investigation for ground crash~~ Please |
| 4 | 3 Sept | CIC | CI(D) | Trans forwarded [illegible] |
| 5 | 3 Sept | CI(D) | A-2 | For your info [illegible] |
| 6 | 9 Sep | A-2 | Redfern | Information forwarded to: (AAF, AAC, FBI, 6th Army, ~~—~~. " " CG 4AF [illegible] |

(Use both sides)

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

AAFHA
332.1/1208-1

27 August 1947

SUBJECT: Re Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice,
Federal Office Building, Room 422, San Francisco, California.

1. Following is extract from the Weekly Intelligence Summary, Air Transport Command, Washington 25, D. C., dated 20 August 1947, Copy No. 120, Article I, pg 1:

"FLYING OBJECTS IN GUAM: Unidentified flying objects have been observed by three American enlisted men of the 147th Airways and Air Communications Service Squadron at Harmon Field, Guam. The men report that at 1040 hours on 14 August 1947 the two objects, which they describe as small, crescent shaped and traveling at a speed twice that of a fighter plane, passed over them on a zig-zag course in a westerly direction at an approximate altitude of twelve hundred feet. The objects disappeared into clouds and a few seconds later a similar object possibly one of those previously observed, emerged from the clouds and proceeded west. No further details have been reported."

2. For your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1206-I

27 August 1947

SUBJECT: Re Flying Disc.

TO: Headquarters, Sixth Army, San Francisco, California.
ATTENTION: G-2

1. Following is extract from the Weekly Intelligence Summary, Air Transport Command, Washington 25, D. C., dated 20 August 1947, Copy No. 120, Article I, pg 1:

"FLYING OBJECTS IN GUAM: Unidentified flying objects have been observed by three American enlisted men of the 147th Airways and Air Communications Service Squadron at Harmon Field, Guam. The men report that at 1040 hours on 14 August 1947 the two objects, which they describe as small, crescent shaped and traveling at a speed twice that of a fighter plane, passed over them on a zig-zag course in a westerly direction at an approximate altitude of twelve hundred feet. The objects disappeared into clouds and a few seconds later a similar object possibly one of those previously observed, emerged from the clouds and proceeded west. No further details have been reported."

2. For your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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4AFHQ
FORM NO. 702
(4 July 1944)

HEADQUARTERS FOURTH AIR FORCE

1206-I

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File No. 333.6/33

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SUBJECT: Investigation of Flying Disc.

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 27 Aug | A-2 | CIC | Airmail this letter and quoted 4AFDA/33 to Mr. Fugate. Instruct him to give priority investigation to this matter. He is to contact the Phoenix FBI Office which will have been advised by San Francisco FBI of his arrival. Phoenix FBI will furnish agent to accompany him. Fugate to attempt to comply with paragraph 2, basic communication.<br><br>Forward results by airmail immediately.<br><br>SPRINGER |

(Use both sides)

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OFFICE OF THE COMMANDING GENERAL
HEADQUARTERS FOURTH AIR FORCE
Hamilton Field, California

000.7/76

Mr. Henry MacLeod
The Seattle Times
Seattle, Washington

Dear Mr. MacLeod:

Your letter of August 21, 1947, to Lt. Col. Donald Springer of this headquarters, has been brought to my attention.

You are advised that I have no knowledge of the origination of the flying disc stories. My Intelligence personnel have had several pertinent incidents brought to their attention by civilians and government agencies. For your information, this headquarters, in the interest of economy, does not intend to pursue each and every reported flying disc. However, in the interest of national defense, reliable reports of such a nature will be investigated.

I have no knowledge at this time of any statement to be made by a government agency regarding the flying disc.

As you know, there is no censorship on individuals within the United States, therefore, you may feel free to interrogate Mr. Arnold, Capt. Smith, or whomever you desire. I have no authentic information which would indicate that those individuals, or any other persons, should maintain secrecy regarding their alleged observations.

Sincerely yours,

WILLIS H. HALE
Major General, U. S. Army
Commanding

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COPY

THE SEATTLE TIMES

Fairview Avenue North and John Street
Telephone Main 0300

Seattle 11, Washington

Col. Donald Springer,
A-2
Fourth Air Force,
Hamilton Field,
Calif.

Dear Colonel Springer:

This letter is addressed to you following conversations with various persons in the Seattle and Tacoma area, including Maj. George Sander, public relations officer at McChord Field.

Several of our staff members have tried, without success, to obtain the true story of the origin of flying disks from Kenneth Arnold, of Boise, Idaho; Harold Dahl, Tacoma, and various official agencies.

From various sources, we have understood the entire disk story originated from a manuscript or suggested manuscript for a fiction magazine in Illinois, written either by Arnold or Dahl, or both.

May we ask if there is any truth to these reports? May we ask if there is any statement forthcoming from any government agency on this subject, and if so, when? Might we get from you an official approval of interviews with Arnold, Dahl or Capt. E. J. Smith of United Air Lines?

The story is becoming so widespread, by word of mouth, it seemed this might be about time for a true story, with the approval of your office. May we hope you or someone in your office will favor us with a reply as soon as possible?

Very truly yours

/s/ Henry MacLeod

Henry MacLeod
City Editor

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The Seattle Times
SEATTLE, 11, WASHINGTON

Returned for Postage

VIA AIR MAIL

Col. Donald Springer,
A-2
Fourth Air Force,
Hamilton Field,
Calif.

AR

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA 25 August 1947

SUBJECT: Flying Disc.

TO: Special Agent in Charge, FBI, U. S. Department of Justice, Federal Office Building, Room 422, San Francisco, Calif.

1. The attached true copy of a letter from Mr. F. M. Johnson was received by this officer 22 August 1947.

2. Your attention is invited to the similarity between Arnold's early report and this gentleman's report. A possibility exists that Mr. Johnson might have read some of this in the newspapers when Arnold was publicized re this matter.

3. This headquarters does not intend to investigate this incident. It is requested that a result of any interview you may make be furnished this headquarters.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Ltr fr F.M.Johnson
(True Cy)

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PORTLAND, OREGON, August 20th 1947

Lt. Col. Donald L. Springer, Assistant Staff

Sir. Saw in the portland paper a short time ago in regards to an article in regards to the so called flying disc having any basis of fact. I can say as a prospector and was in the Mt Adams district on June 24th the day Kennet Arnold of Boise Idaho claims he saw a formation of flying disc. And i saw the same flying objects at about the same time. Having a telescope with me at the time I can asure you they are real and noting like them I ever saw before they did not pass verry high over where I was standing at the the time. plobly 1000 ft. they were Round about 30 foot in dimater tapering sharply to a point in the head end in an oval shape. with a bright top surface. I did not hear any noise as you would from a plane. But there was an object in the tail end looked like a big hand of a clock shifting from side to side like a big magenet. There speed as far as i know seemed to be greater than anything I ever saw. Last veiw I got of the objects they were standing on edge Banking in a Cloud.

Yours Respectfully

/s/ F. M. Johnson
108 No. West 1st Ave
Portland, Oregon

A TRUE COPY:

DONALD L. SPRINGER,
Lt. Colonel, GSC,
AC of S, A-2

~~CONFIDENTIAL~~

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Portland Oregon July 29th 1947

To Col Ennell L. Springer Assistant Staff

Sir. I saw in the Portland paper a short time ago in regards to an article in regards to the so called flying saucers having any basis of fact. I can say am a prospector and was in the Mt Adams district on June 24th the day Kenneth Arnold of Boise Idaho claims he saw a formation of flying discs. And I saw the same flying objects at about the same time. Having a telescope with me at the time I can assure you they are real and nothing like them I ever saw before they did not pass very high over where I was standing at the the time. Probly 9000 ft. they where Round about 30 feet in diameter tapering sharply to a point in the back end in an oval shape. with a bright top surface. Did not hear any noise as you would from a plane. But there was an object in the tail end looked like a big hand of a clock shifting from side to side like a big magnet.

There speed as far as I know seemed to be greater than anything I ever saw, but view I got of the objects they were standing on edge Banking in a bland.

Yours Respectfully
F. M. Johnson
104 No West 1st Ave
Portland Oregon

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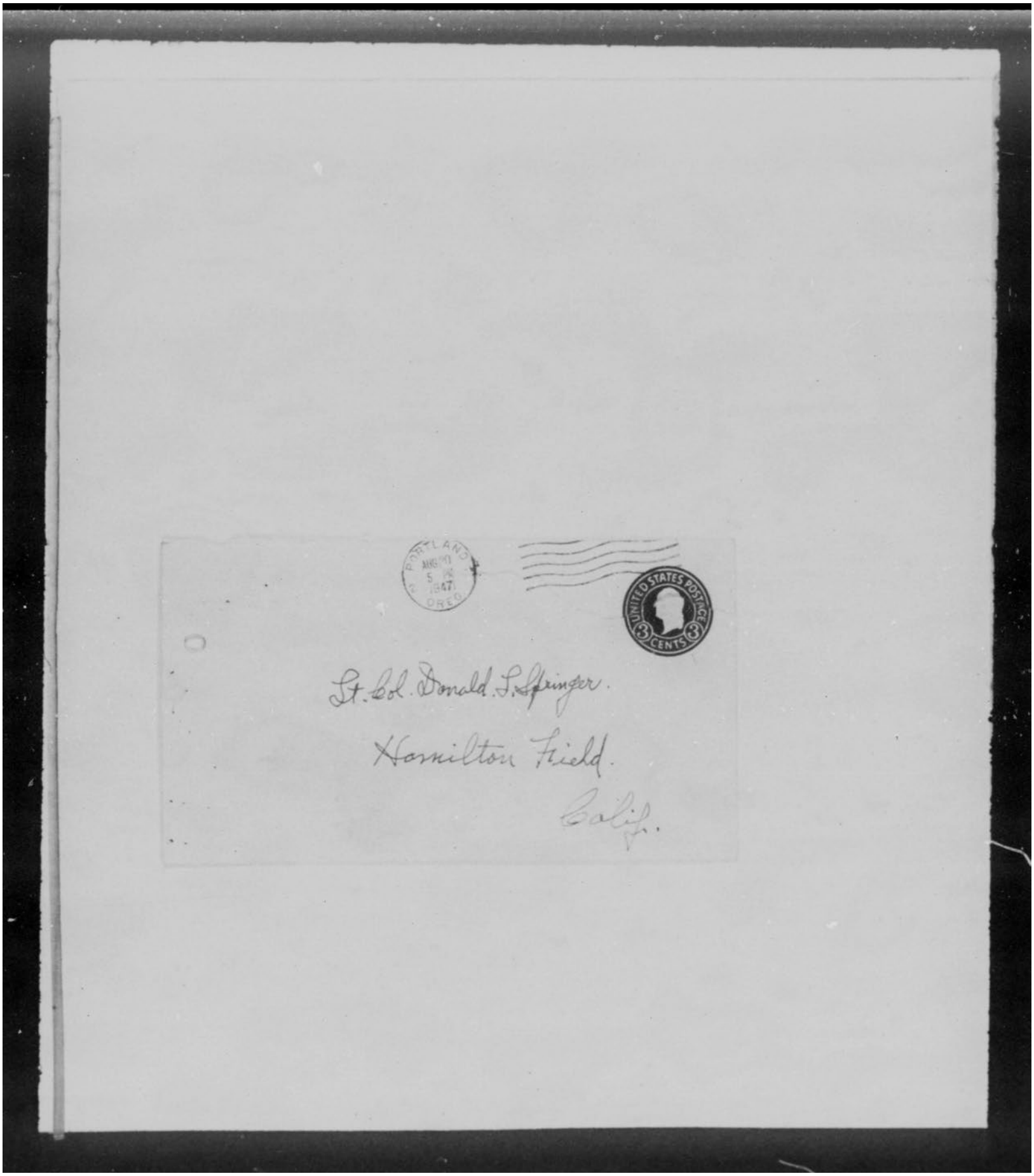


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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

26 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. The attached true copy of the letter of Mr. F. W. Johnson of Portland, Oregon, was received by this officer 22 August 1947.

2. Your attention is invited to the similarity of statement by Mr. Johnson and Mr. Arnold.

3. This letter is being referred this date to the Special Agent In Charge, FBI, San Francisco, for any investigation they may care to make.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Cy of ltr fr F.W.Johnson
(in dup)

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1206-I

25 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

1. The attached true copy of the letter of Mr. F. W. Johnson of Portland, Oregon, was received by this officer 22 August 1947.

2. Your attention is invited to the similarity of statement by Mr. Johnson and Mr. Arnold.

3. This letter is being referred this date to the Special Agent In Charge, FBI, San Francisco, for any investigation they may care to make.

1 Incl:
Cy of ltr fr F.W.Johnson.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

25 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
ATTENTION: AC of S, G-2

1. The attached true copy of the letter of Mr. F. W. Johnson of Portland, Oregon, was received by this officer 22 August 1947.

2. Your attention is invited to the similarity of statement by Mr. Johnson and Mr. Arnold.

3. This letter is being referred this date to the Special Agent In Charge, FBI, San Francisco, for any investigation they may care to make.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Cy of ltr fr F.W.Johnson

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.6/1206-I

20 August 1947

SUBJECT: Flying Disc.

TO:

1. The attached letter was received by this office from Mr. R. J. Madden, Division Plant Engineer, Pacific Telephone and Telegraph Company, on 15 August 1947.

2. No further investigation will be made of this reported incident by this headquarters.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
As indicated.

DISTRIBUTION:
AAF - 2 cys
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6th Army - 1 cy
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1206-2

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

22 August 1947

Headquarters, Air Defense Command
Mitchel Field, New York.

Attention: Colonel G. H. Smith

Dear Colonel Smith

I am writing you in reference to coordinating the investigation on flying discs. The attached bulletin to all agents of the FBI was handed me yesterday by Mr. Kimball, Special Agent in Charge, FBI, San Francisco. I had no previous knowledge that the FBI was entering this investigation except a rumor by several FBI agents that they were to assist Air Force Intelligence Officers in the investigation. One of my CIC agents made a preliminary interrogation and survey on an incident at Placerville, California, on 20 August 1947. The Bureau was very unhappy about our proceeding without their knowledge or inviting them to come along. This is in keeping with our previous FBI - A-2 relationship, that they will not enter a case or incident unless they can be in on the preliminary action. As you can see, it was very embarassing to me to find Army Air Forces telling the Bureau one thing and not having any instructions from my own headquarters.

For your information, however, we have consistently furnished the San Francisco FBI with all reports of flying disc incidents and our relationship with them is of the highest.

Another point that comes to mind is the various other commands represented within the eight western states investigating the flying disc. The Bureau is anxious to know how this is to be coordinated in order that they may be advised of investigations and interrogations that will take place.

If you will note the last paragraph of the bulletin to all agents of the FBI, any information the FBI develops should be brought to the attention of the Army through your usual liaison channels. In this light the Bureau has authority to release information only to the Army and the Navy. Therefore, all results of investigations, whether it concerns flying discs or other Air Force matters, must pass through Army channels to us, and experience in the past has indicated ten days to two weeks delay. I will attempt to secure an agreement with G-2, Sixth Army, to have an information copy sent directly to me at Headquarters Fourth Air Force in order that I can properly advise your headquarters and Headquarters Army Air Forces.

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The final point of this whole investigation as it concerns the FBI participation would seem to be who or what headquarters will be the coordinating body for United States Air Forces within the Fourth Air Force Area.

Please let me hear from you at your earliest convenience in order that I may advise the local Federal Bureau of Investigation and other FBI Field Offices on this matter.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Bulletin to All FBI Agents
(in dup)

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~~CONFIDENTIAL~~

Bulletin to all Offs. 7/30/47 Confidential.

(B) FLYING DISCS -- The Bureau, at the request of the Army Air Forces Intelligence, has agreed to cooperate in the investigation of flying discs. The Air Forces have confidentially advised that it is possible to release three or more discs in odd numbers, attached together by a wire, from an airplane in high altitudes and that these discs would obtain tremendous speed in their descent and would descend to the earth in an arc. The Army Air Forces Intelligence has also indicated some concern that the reported sightings might have been made by subversive individuals for the purpose of creating a mass hysteria.

You should investigate each instance which is brought to your attention of a sighting of a flying disc in order to ascertain whether or not it is a bona fide sighting, an imaginary one, or a prank. You should also bear in mind that individuals might report seeing flying discs for various reasons. It is conceivable that an individual might be desirous of seeking personal publicity, causing hysteria, or playing a prank.

The Bureau should be notified immediately by teletype of all reported sightings and the results of your inquiries. In instances where the report appears to have merit, the teletype should be followed by a letter to the Bureau containing in detail the results of your inquiries. The Army Air Forces have assured the Bureau complete cooperating in these matters and in any instances where they fail to make information available to you or make the recovered discs available for your examination, it should promptly be brought to the attention of the Bureau.

Any information you develop in connection with these discs should be promptly brought to the attention of the Army through your usual liaison channels.

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SIGAK 000 ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS ACSAD
Seattle 4, Washington
19 August 1947

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the NCOIC of the Alaska Communication System station at Bethel, Alaska. It is submitted for your information.

For the Commanding Officer:

/s/ Svend C. Hansen
SVEND C. HANSEN
Captain, Signal Corps
Acting Executive

1 Incl
Cy ltr fr NCOIC at Bethel
to Hq, ACS, Seattle

333.5/ 1st Ind 4AFDA

HQ FOURTH AIR FORCE, Hamilton Field, California. 3 SEP 1947

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

1. Forwarded for your information.

2. This headquarters wishes to correct the impression stated in par 2, of the inclosure, that Fourth Air Force claims there are no such "things" (flying disc). It is the opinion of this headquarters that 1/4 Harold Johnston has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision of a flying disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

1 Incl: (dup)
n/e

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[redacted]

Office of the Assistant Chief of Staff, G-2
Intelligence
Hamilton Field, California

TITLE Investigation of Flying Disc | INVESTIGATION MADE AT Tacoma and Yelm, Washington

CONTROLLING OFFICE Air Defense Command, Mitchel Field
FILE NO. AAF-1238-7 | PERIOD COVERED 31 July through 7 August 1947
CASE CLASSIFICATION Incident
DATE 12 August 1947 | STATUS OF CASE Pending

REASON FOR INVESTIGATION: Investigation initiated at the request of Air Defense Command, reference ltr dtd 7 Jul 47, file [illegible], subj: Investigation of Flying Disc.

SYNOPSIS:

On 31 July 47, Mr. Arnold, Aviation Editor of the Idaho Daily Statesman, telephoned Lt. Brown requesting he return to Tacoma because Arnold believed he had some very vital information on the flying disc.

Lt. Brown and Capt. Davidson interviewed a Mr. Fred L. Crisman and a Mr. Harold A. Dahl, along with Capt. Smith of the United Air Lines, and Mr. Arnold, at the Winthrop Hotel in Tacoma, Washington, on the night of 31 July 1947.

The summary of their interrogation and findings was related to Major Xander, Public Information Officer, McChord Field, by Mr. Arnold and Capt. Smith. Major Xander retold the results of the investigation to this officer from his notes.

Mr. Dahl and Mr. Crisman were not available for interview while this officer was in that area, although every effort was made to contact them.

Further investigation of this particular incident was left with Mr. Gray, Resident Agent, FBI, Tacoma, Washington.

It was apparent from newspaper clippings, telephone calls to this officer, and conversations with Major Xander, that a United Press correspondent, of the Tacoma Times, was instrumental in keeping this case alive. This officer and Major Xander, although quoted many times in the press, did not discuss this matter with the press during the period of this report.

The anonymous mystery caller in Tacoma could possibly be Mr. Crisman.

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| FBI, San Francisco | 1 |
| [illegible] files | 1 |

APPROVED:

[redacted]
DONALD L. [illegible], Lt. Colonel, GSC
AC of S, G-2

W. D., P. M. G. Form No. 110
1 April 1944
(This form supersedes W. D., O. C. S. Form No. 19, which will not be used upon receipt of this revision)

[redacted]

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DETAILS

1. During the afternoon of 31 July 47, Mr. Arnold, Aviation Editor of the Idaho Daily Statesman, telephoned Lt Brown, CIC Sub-Basement Commander at Headquarters Fourth Air Force, and stated in substance: That he, Arnold, and Capt Smith had arrived in Yakima to investigate the purported flying disc explosion on a surface craft on 21 June 47. This investigation was requested and financed by a Mr. E. J. Palmer of the Venture Press, 305 Studio Bldg., 1710 Sherman Avenue, Evanston, Illinois.

ACTION: See Inclosure 1 and Inclosure 2. The signature to Inclosure 2, Mr. Dave Johnson, is that of the editor of the Idaho Daily Statesman. Mr. Johnson is a former Army Air Forces officer and from all indications is a very patriotic American. On the receipt of Inclosure 2 at Headquarters Fourth Air Force, this officer requested the San Francisco FBI Office to check the Chicago FBI Office for E. J. Palmer and the Venture Press. The return answer, by telephone, was to the effect that the Chicago indices of the FBI, the Chicago Police, and Credit Bureau had no record on E. J. Palmer or the Venture Press.

2. Lt Brown and Capt Davidson arrived at Yakima Field during the afternoon of 31 July 47. They changed from their uniforms to civilian clothing in the aircraft and, on being queried by Operations as to why they desired transportation to Yakima, they replied they were to make a speech.

ACTION: This was in compliance with par 4, ltr fr Hq AAF, AMC MCSSI.413, 7 Jul 47, subj: Investigation of Flying Discs.

According to Major George Sander, Public Information Officer, Moses Lake Field, The Yakima Times received an anonymous telephone call that Arnold and Smith were present in the Pinthrop Hotel for the purpose of conducting an investigation on the flying discs. The Yakima Times checked and found this to be true, much to Arnold's and Smith's surprise. Lt Brown and Capt Davidson did interview Mr. Harold A. Dahl, Mr. Fred L. Crisman, in a hotel room in the Pinthrop Hotel, Yakima, Wash., in the presence of Mr. Arnold and Capt Smith. If notes were taken of this conversation, they were destroyed in the aircraft Accident. Mr. Arnold stated to Major Sander that Lt Brown obtained from Mr. Dahl and Mr. Crisman samples of an unidentified substance that were identical to those appearing in Inclosures 3 to 7. The samples pictured in Inclosures 3 to 7 were taken by Mr. Arnold from the same box that Dahl and Crisman offered Lt. Brown and from which he obtained his samples. T/Sgt Matthews, Crew Chief on the wrecked aircraft, upon being interrogated by this officer, stated that he placed a heavy cardboard carton in the rear compartment of the C-46 that crashed. He did not look in the box nor hear any comments from Lt Brown or Capt Davidson as to its contents.

3. The following summarizes what was related by Mr. Arnold and Capt Smith to Major Sander as to the substance of the interrogation by Lt Brown and Capt Davidson: That on 21 Jun 47 Mr. Dahl was proceeding south of Maury Island in Mr. Crisman's boat. Five flying discs came down out of the clouds and circled slowly around the bay, dropping to an estimated elevation of 800 feet. These discs appeared round and

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W.D., P.M.G. Form No. 110

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flattened similar to a deflated automobile innertube. They were judged by Dahl to be approximately 100 feet across with a 25 foot opening in the center. The outer edge of the object had round portholes and the inner rim had square windows or portholes. The discs were silent and from his viewpoint he could see no means of propulsion. One of these discs appeared to falter and hover in the air, another of these aforementioned five discs dropped down close to the disc that appeared to waver and bumped it, dumping "tons" of the stuff as pictured in Inclosure 3 to 7 on his boat, breaking off the handrail, here, and generally damaging the boat to the extent of $200.00, and killing Dahl's dog.

AGENT'S NOTE: This officer, in the company of Major Sander, boarded the aforementioned boat where it was docked in the Lacona harbor on 6 Aug 47. The hand rail was missing, but the area where the hand rail was previously fastened had been painted over with several coats of paint and was crushed by the weather. The deck and roof of the cabin was of a very thin construction and the cabin further had glass on the front and sides. It is this officer's opinion that if any of the objects presented by Dahl as samples of the material dropped by the flying disc had hit this boat, it would have certainly been necessary to replace the foredeck and the cabin roof. These two areas were very heavily coated with several coats of paint and had deep weather cracks that would take several seasons to acquire.

Mr. Grisman, who owns the boat and operates a shoreline water patrol for various business firms, evidently visited the area at Maury Island to check Dahl's story. He is supposed to have stated that he found the material that he presented to IA Brown and Capt Davidson in a sand pit near where the incident was supposed to have occurred. While he, Grisman, was at the scene of the incident, a flying disc came out of the clouds and behaved in a similar manner as the ones previously described.

AGENT'S NOTE: The witnessing on two occasions, in broad daylight, of an object so large and clearly visible within several miles of the city of Lacona certainly should have been seen and reported on by other than Dahl and Grisman. A check was made of the newspapers on and after 21 June and no mention could be found of a mysterious object appearing over the Lacona harbor.

Mr. Grisman is supposed to have sent samples of the objects that he picked up in the Maury Island sand pit to a friend of his at the University of Chicago for an analysis report. He is reported to have not received the analysis report.

AGENT'S NOTE: It is possible that the Mr. R. A. Olsen, referenced Inclosure 1 and 2, might have some across this incident through the University of Chicago.

The interrogation of Dahl and Grisman by IA Brown was completed about midnight on 31 July/1 August. IA Brown and Capt Davidson returned to Richard Field and prepared for a night flight to Hamilton Field. The weather was clear with a bright moon shining. They departed approximately 0230 hours and arrived at approximately 0330 hours on 1 August 1947. (See Inclosure 9).

6. On 6 August 47, this officer, in the company of Major Sander, Richard Field, and Mr. Reid, resident agent, Lacona, Federal Bureau of Investigation, attempted to



W.D.,P.M.G. Form No. 116

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contact either Mr. Ehl or Mr. Grisman, without success. Capt Smith and Mr. Arnold departed the Tacoma area on 5 August 47, therefore, this officer did not have the opportunity of conversing with them directly.

AGENT'S NOTE: A record check was made by telephone by Mr. Bragg with the Seattle Field Office, FBI, for records on Mr. Grisman and Mr. Ehl. The check on Mr. Grisman was negative. The Seattle FBI indices indicated that a Harold Ehl had been charged with two incidents of illegal wearing of the uniform and one with theft of national property. It could not be determined at the time whether Harold E. Ehl, the subject in question, and Harold Ehl of the FBI indices, was one and the same.

5. Mr. Grisman had indicated to Capt Smith, Arnold, et al, that he was a former fighter pilot and held commission as Captain in the Air Reserve.

AGENT'S NOTE: On 6 August 47, this officer checked the records of the 434th AAF W(ST) and determined that Fred A. Grisman was registered with that Reserve Unit as Captain, Serial Number O-757981, with residence at 123 Woodland, Lacona, Washington, Primary MOS 1006 and 1035. In 1943 he was with the Criminal Investigation Division, State of Washington, and previously had been an oil tankerman with the Union Pacific Railway. Grisman entered the service in 1942 as an enlisted man and served as such for seventeen months. In 1943 he was commissioned on graduation from flying school and served a total of twenty-nine months. A check of the Tacoma city directory was made on Harold E. Ehl, which indicated his home was at 3903 N. Cobe St., telephone: Proctor 7117. Business address was listed as 233 Middle Waterway; telephone: Broadway 7736.

RECOMMENDATION:

1. That no further investigation be undertaken on this specific incident by Army Air Force personnel.

2. That in view of the reported statements by Mr. Grisman, that consideration be given to revoke his Air Reserve commission and flying status as an undesirable and unreliable officer.

5 Incls:
1. Photostat, ltr fr R.A.Palmer.
2. Photostat, telegram fr Dave Johnson.
3. to 7. Photographs, Unidentified Substance.
8. Final Closing Report, Air Reserve Service.

~~CONFIDENTIAL~~

W.D.,P.M.G. Form No. 116

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WESTERN UNION

WU A53 PD

PENDLETON ORG AUG 12 1947 1255P

CAL SPRINGER

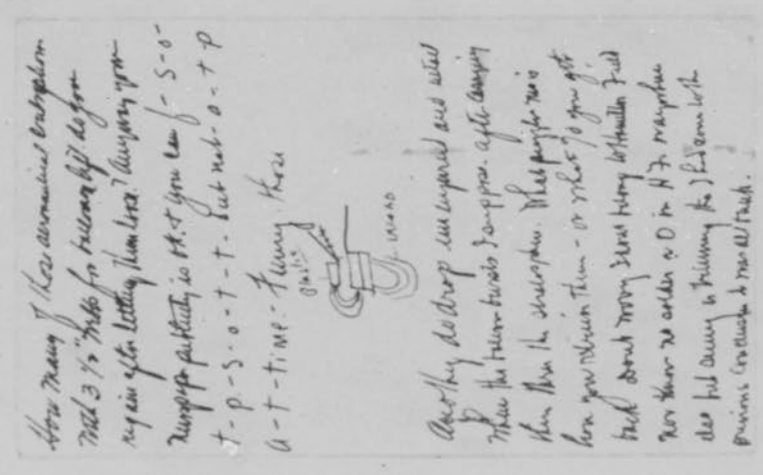
HAMILTONFIELD A2 OFICE CALIF

WOULD LIKE TO KNOW THE SCORE WILL BE IN PENDLETON OREGON

THIS WEEK

KENNETH ARNOLD.

(12XXX 212PM AUG 12.



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1. The purpose of this questionnaire is to gather information which may be used to broaden our knowledge of the Soviet Union.

2. It is emphasized that this questionnaire is not an attempt to determine the political affiliations or sympathies of any individual. It is designed solely for the purpose of gathering as much information as possible about Russia and her neighboring countries.

3. You are requested to answer the following questions in the spaces provided and return to your Division Chief with the least practicable delay. Where insufficient space is provided, use additional space under "Remarks."

YOUR NAME_____ RANK_____

SERIAL NUMBER_____ PLACE OF DUTY_____

1. Do you speak Russian or any of the languages or dialects spoken in any of the countries listed below: (Iran, Afghanistan, Turkey, Albania, Finland, Estonia, Latvia, Lithuania, Poland, Czechoslovakia, Yugoslavia, Romania, Hungary, Bulgaria, Korea, Manchuria) (Please specify)

2. Have you ever traveled in Russia or any of the other countries named above? (Please specify places and dates)

3. Have you ever lived in Russia or any of the other countries named above? (Please specify places and dates)

4. Have you ever had any personal contact with any Russian Nationals? (Specify place and date)

5. Do you know anyone not in the military service who has any degree of knowledge as requested above? Give names and addresses if known.

6. REMARKS: (Here outline any additional information you may wish to volunteer)

(M-49-18)

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
D333.5 ID 11 August 1947

SUBJECT: Investigation of Flying Discs.

TO: Commanding General, Sixth Army, Pres. of San Francisco, Calif.
ATTENTION: G-2

Following is copy of interview with Mr. Richard Rankin, Portland, Oregon, forwarded for your information.

FOR THE AC OF S, A-2:

WILLIAM R. GRAHAM
Major, Air Corps
OIC Counter Intelligence

1 Incl:
As indicated.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDM
333.5 ID

4 August 1947

SUBJECT: Investigation of "Flying Discs"

TO: Special Agent in Charge, U. S. Department of Justice, Suite 426, 111 Sutter Street, San Francisco, California.

Forwarded herewith is information copy of statement and newspaper clipping re subject.

WILLIAM R. GRAHAM
Major, Air Corps
Deputy AC of S, A-2

2 Incls:
1. Statement of RANKIN, dtd 30 Jul 47.
2. Newspaper clipping, dtd 3 Jul 47.

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

4AFDA
333.5/ID
/MID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Air Defense Command, Mitchel Field, N.Y.
ATTENTION: AC of S, A-2

1. Attached information copy of statement and newspaper clipping forwarded per request of TWX, your headquarters, dated 10 July 47.

2. Original copies furnished Headquarters Army Air Forces, Washington, D.C., in compliance with above TWX.

FOR THE COMMANDING GENERAL:

WILLIAM J. TOMPKINS,
CWO, U. S. ARMY,
Asst. Adjutant General.

2 Incls:
1. Statement re RANKIN, dtd 30 Jul.
2. Newspaper clipping, dtd 3 Jul.

5 AUG 1947

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

4AFDM
333.5/10

5 AUG 194-

SUBJECT: Investigation of "Flying Discs"

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

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

2. Information copy furnished Headquarters Air Defense Command.

FOR THE COMMANDING GENERAL:

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

2 Incls:
1. Statement re RANKIN, dtd 30 Jul.(dup)
2. Newspaper clipping, dtd 5 Jul (dup)

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On 24 July 1947 a [illegible], [illegible], Portland, Oregon was interviewed by this agent and stated in substance as follows:

My name is Kenneth Arnold. I am[illegible] years old and have flown since I was nineteen years old. I first soloed in an air craft in 1928. I have flown over all the western parts of the United States many times and have mapped all of the western part of the United States during the years before the late war for the U.S. Forest Service. I am familiar with almost every part of the western United States. During a great part of my life I have done stunt flying for air shows and various other types of aeronautical exhibitions. My brother was "Doc" Arnold who was quite well known in both civilian and military flying circles for many years before his death and during the late war ran thousands of Flying Cadets through primary training schools owned and operated by him. To date I have accomplished 7000 hours in the air as pilot of both civilian and military aircraft. I am well acquainted with most articles that one would see in the air and I feel that I am well qualified to say when I see articles flying through the air, although I would not attempt to say that I am infallible and state that I could definitely identify every object that might be flying through the air. The following is an account of what I saw on 24 June 1947 from the [illegible] of my home at [illegible] South "A" St., Pendleton, California.

At approximately 1430 noon on the 24 of June I was flying in the front yard of my home. There was a lad mowing the lawn at the time. I looked up into the sky and saw ten articles flying from the South to the North at that I would judge to be 9500 ft. The objects were flying at approximately what I would judge to be 700 miles per hour. As I have stated before, I have done quite a lot of map work for the U.S. Forest Service. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers on the deserts of Southern California, having quite a knowledge of aircraft in general I attempted to explain to the lad mowing the lawn that the objects were probably on some sort of training mission for either the Army or Navy. At that time I did not give the slightest thought to anything but that the objects were some sort of test ship for the Government services. The objects resembled the pictures that I have seen of the "Flying Flapjack" which the Navy is testing. After the objects disappeared I proceeded into the house and had my noon meal. At approximately 1445 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from North to South, although this time there were only seven of the articles. When I first saw the original ten objects they were flying in a "V" formation with one object seemingly starting in the rear of the formation. When the objects appeared to second time they were still in the "V" formation although there was only seven of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that this was the case, that the other three objects had probably gone back to their base on the other side of the mountains from Maurnfield. A week or so later when I read of Mr. Kenneth Arnold stating that he had seen articles flying through the air over the Cascade Mountains in

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

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

SIGNED

Richmond Macklin
Portland, Oregon
30 July 1947

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FROM "THE OREGONIAN" - Thursday, July 3, 1947

PILOT RECALLS SEEING DISCS.

Dick Rankin Tells Of Odd Aircraft:

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

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

"I hesitated to say much about them," Rankin said, "until I noticed all the hullabaloo in the papers. I puzzled over their strange shape for a while and finally concluded that they were the navy's new XF5U-1 flying flapjacks, which are thin and round, with twin propellers and stubby tail."

ONLY ONE XF5U-1 BUILT.

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

"These planes were flying high, maybe 9000 feet, and fairly fast, about 300 or 400 miles an hour. I first counted ten of them in formation, going north. About 2:15 P.M. they returned on the reverse course, headed south, but there were only seven in the formation.

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

Rankin, who plans to spend the summer here at 834 N. E. Simpson St., is now able to resume a little flying for fun, but not commercially, he said. He now operates a string of auto courts, spending his winters at Palm Springs.

TWO DESCRIPTIONS CHECK.

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

Other reports came Wednesday from Astoria. Jack Hayes, patient in St. Mary's hospital there, said he saw two of the discs Monday flying southwest at a rapid speed and that they vanished behind the hills.

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

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

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

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# 30 States Spot Flying Saucers; Army Jet Plane Set for Chase

Flying saucers, mysterious objects that skim through and over clouds at tremendous speed, had been reported from 30 states and the District of Columbia yesterday. The witnesses ranged from two airline pilots who chased "four or five" of the dazzling discs 45 miles over Idaho, to a man in Maine who said he spotted a dozen of them.



Capt. E. J. Smith, United Air Lines pilot, tells of seeing flying discs while on flight from Boise, Idaho, to Portland, Ore. Copilot Ralph Stevens uses phone in background.



Marnie Marion, airline steward-ess, who confirmed pilot's story of seeing flying saucers on flight from Boise, Idaho, to Portland.

## 18½ Million Tons of Food Sent to Europe in Year

By JERRY GREENE

Washington, D. C., July 5—President Truman today pledged the U. S. to an all-out program to keep up feeding Europe and the Far East for the next year, "within our ability to share our resources."

Revealing that this nation's food exports have topped abroad 18,000,000 long tons in the past year, the President said that the rate of food to the war areas will be stepped up during the period ended June 30. Truman said the overall food program must go on as many millions of people are still

Pentagon's G-2 On Trail of Saucers

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Capt. E. J. Smith, United Air Lines pilot, tells of seeing flying discs while on flight from Boise, Idaho, to Portland, Ore. Copilot Ralph Stevens uses phone in background.

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By JERRY GREENE

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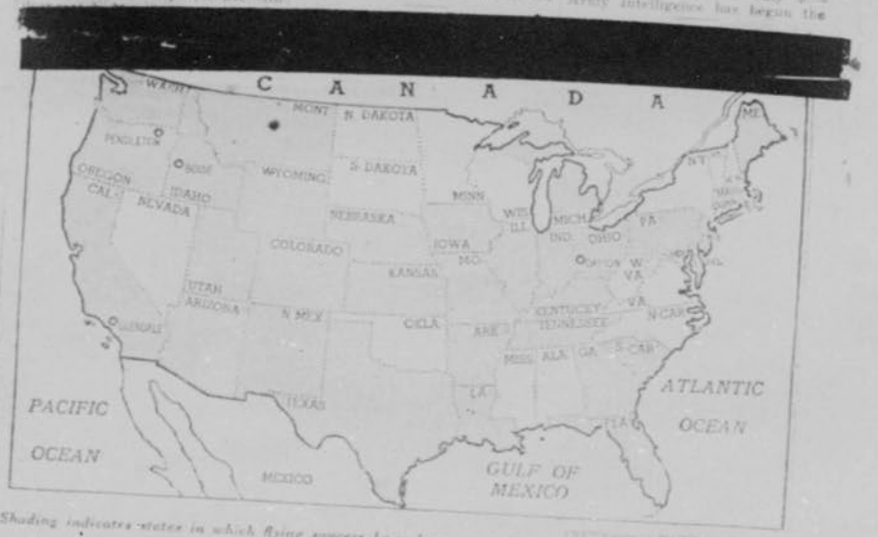
Revealing that this country time even if the U. S. keeps exshipped abroad 18,500,000 long ports up to maximum levels. tons of food in the year which The President made public the ended June 30, Truman said report of his cabinet committee on "many millions of people are still world food programs hard on the



Marmie Marrow, airline stewardess, who confirmed pilots' story of seeing flying saucers on flight from Boise, Idaho, to Portland.

## Pentagon's G-2 On Trail of Saucers

Washington, D. C., July 5—Army Intelligence has begun the




*Shading indicates states in which flying saucers have been reported skimming through the skies. They were also reported in the District of Columbia.*

# 30 States See Flying Saucers; Jet Plane Is Ready for Chase

(Continued from page 1)

job of digging out the facts on the outburst of flying saucers reported flitting over widespread parts of the nation, but to date remains completely mystified.

The News learned that the saucers are definitely not connected with any U. S. experimental military project.

A War Department source revealed that the G-2 section (Intelligence) went to work a year ago on reports of other strange objects flying around the skies and came to the conclusion—never fully verified—that they were meteorites of some description.

But the reputable witnesses who have reported seeing the saucers

aircraft approaching us head-on.

I noticed the objects then for the first time.

We saw four or five "somethings." One was larger than the rest and, for the most part, kept off the right of the other three or four similar, but smaller, objects.

Since we were flying northwest—roughly into the sunset—we saw whatever they were in at least partial light. We saw them clearly. We followed them in a northwesterly direction for about 45 miles.

Then I called the attendant at the Ontario, Ore., radio tower, giving an approximate location and course for the objects. The attendant acknowledged our call, went outside to look, but was unable to

## Saucer Derby Entries

Flying saucers have been reported in the District of Columbia and these 30 states:

Oregon, Washington, California, Idaho, Arizona, New Mexico, Texas, Montana, Wyoming, Colorado, Missouri, Nebraska, Michigan, Indiana, Louisiana.

Also Kentucky, Georgia, South Carolina, Pennsylvania, New Jersey, Ohio, Illinois, Arkansas, Tennessee, Maine, Florida, Utah, Maryland, Iowa and Kansas.

It was flying fairly high, I'd judge at about 10,000 feet.

Until last night I didn't believe in them. But now I know that those saucers aren't just a myth.

## CAA Observer Sees 2 Saucers in Ohio

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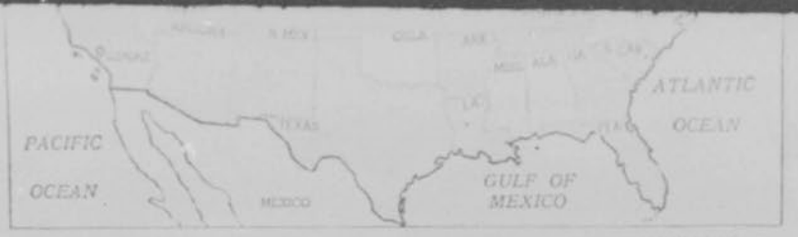



*Shading indicates states in which flying saucers have been reported skimming through the skies. They were also reported in the District of Columbia.*

# 30 States See Flying Saucers; Jet Plane Is Ready for Chase

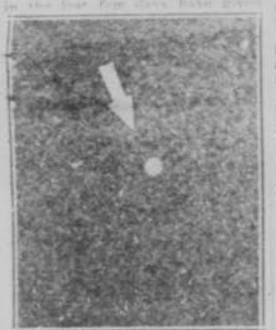
*(Continued from page 2)*

job of digging out the facts on the outburst of flying saucers reported flitting over widespread parts of the nation, but to date remains completely mystified.

The News learned that the saucers are definitely not connected with any U. S. experimental military project.

A War Department source revealed that the G-2 section (Intelligence) went to work a year ago on reports of other strange objects flying around the skies and came to the conclusion—never fully verified—that they were meteorites of some description.

But the reputable witnesses who have reported seeing the saucers in the last few days have given rise to growing concern at the Pentagon. Intelligence agents in the field have been instructed to examine eyewitnesses and make every effort to determine the cause of the strange events.



'Associated Press Wirephoto'

**Is this a flying disc? Frank Ryman, Coast Guard yeoman, who took this picture Friday night in Seattle, thinks it is.**

## Flier Tells of Chasing The Flying Saucers

***(The following is an eyewitness account by a United Air Lines pilot of how he chased a strange group of objects sighted last night in the sky over Boise, Idaho.)***

By CAPT. E. J. SMITH

Seattle, July 5 (U.P.)—As our flight, No. 105, took off from Boise, Idaho, at 8:04 P. M., Pacific time, the tower jokingly warned us to be on the lookout for flying saucers.

My copilot, Ralph Stevens, also of Seattle, my home, was in control shortly after we got into the air. Suddenly he switched on the landing lights.

He said he thought he saw an aircraft approaching us head-on.

I noticed the objects then for the first time.

We saw four or five "somethings." One was larger than the rest and, for the most part, kept off the right of the other three or four similar, but smaller, objects.

Since we were flying northwest—roughly into the sunset—we saw whatever they were in at least partial light. We saw them clearly. We followed them in a northwesterly direction for about 15 miles.

Then I called the attendant at the Ontario, Ore., radio tower, giving an approximate location and course for the objects. The attendant acknowledged our call, went outside to look, but was unable to see anything like what we described.

Finally the objects disappeared in a burst of speed. We were unable to tell whether they outsped us or disintegrated.

We never were able to catch them in our DC-3. Our air speed at the time was 185 miles per hour.

## Newsman and Wife See Idaho Discs

***(The following dispatch is by the Idaho manager for United Press, a newspaperman of 15 years' experience.)***

By JOHN CORLETT

Boise, Idaho, July 5 (U.P.)—Just before dusk last night, as my wife and I and two friends were relaxing in the garden after dinner, a tiny white disc—one of the mysterious "saucers"—zoomed across the sky at a terrific speed.

My wife suddenly pointed skyward and cried, "Look!"

In just about the time it takes to turn your head, the silver object was nearly out of sight.

Both my wife and I, and our guests caught a glimpse of the tiny object.

During the last few days we had discussed the various news stories about the discs, and, frankly, I had been a bit skeptical of them. But the disc was unmistakable even in the three or four seconds' time during which we had a chance to see it.

### More Than a Myth.

The disc traveled at a high rate of speed. It appeared first in the northwestern sky, apparently coming from the general direction of the Oregon-Washington line, and traveled southeast.

There was no noise. The sky was clear, and we could not have mistaken a cloud for the disc we saw.

At one point in its progress the disc was almost directly overhead. It was flying fairly high, I'd judge at about 10,000 feet.

Until last night I didn't believe in them. But now I know that those saucers aren't just a myth.

## CAA Observer Sees 2 Saucers in Ohio

Zanesville, Ohio, July 5 (U.P.)—A Civil Aeronautics Authority representative reported here tonight that she sighted two flying saucers.

Mrs. Betty Perazzo, CAA weather observer at Zanesville Municipal Airport, said she sighted one of the discs at 8:55 P. M. while measuring the cloud ceiling. She said the saucer disappeared in a few seconds.

She spotted another at 9:10 P. M. They were moving east northeast at about 5,000 feet, Mrs. Perazzo said.

She said they were illuminated and appeared about the size of an actual saucer at that distance, but were more of an elliptical shape.

## Maine Reports Seeing 'Em, Too

Augusta, Maine, July 5 (AP)—The Civil Aeronautics Administration office said it had received a report that a dozen of the mysterious sky discs had been seen over this city.

The CAA said Dan Kelly, program director at radio station WRDO here, advised that he saw about 12 objects he believed to be discs.

## Saucer Derby Entries

Flying saucers have been reported in the District of Columbia and these 30 states:

Oregon, Washington, California, Idaho, Arizona, New Mexico, Texas, Montana, Wyoming, Colorado, Missouri, Nebraska, Michigan, Indiana, Louisiana.

Also Kentucky, Georgia, South Carolina, Pennsylvania, New Jersey, Ohio, Illinois, Arkansas, Tennessee, Maine, Florida, Utah, Maryland, Iowa and Kansas.

## Wings Over Truman

Charlottesville, Va., July 5.—President Truman took his mind off the cares of state today to observe the antics of a number of birds which were on hand to greet him when he arose at 6:30 A. M.

Dressed in a light jersey and slacks, the President sat under a flowering mimosa tree reading the papers and watching the bird life on the 210-acre wooded estate of Stanley Woodward, State Department official, where he is spending the weekend.

Press secretary Charles G. Ross said Truman plans to return to Washington at 1 P. M. tomorrow.

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# Flying Saucers May Be 'Flying Flapjacks'

Chicago, July 4 (U.P.)—Watchers from coast to coast said today that they had seen the flying saucers which have been careening through the skies since June 24, and a Los Angeles newspaper suggested the discs might be a new type Navy plane.

The saucers might be a plane described in a recent issue of Science Magazine, the Los Angeles Daily News said.

The craft, known as the Flying Flapjack, can travel at 400 to 425 miles an hour and looks exactly like a saucer spinning across the heavens, the News quoted the magazine.

The magazine recently carried a five-page article which warned people not to be surprised if they saw a new-type aircraft shooting through the air.

**Props Like Antennae.**

The article said the Navy had designated its experimental flapjack as XE3U1, a twin-engined craft with two propellers sticking from the sides of the front, like insect antennae.

The plane reportedly has no tail, and the cockpit is sunk in the center of the gleaming shell, The News said.

Two Navy chief petty officers reported seeing three of the discs traveling about 400 miles an hour 20 miles west of the Naval Air Station at San Diego.

Robert L. Jackson and William Baker said the discs were flying in close formation over the ocean, coming in from the west, and then headed back toward the sea.

**Seen in Many States.**

Whatever they were, the mysterious, silent, speedy discs, sighted first 11 days ago over the Pacific Northwest, reportedly were seen over Oregon, Washington, California, Kentucky, New Mexico, Idaho, Colorado, South Carolina, Arkansas, eastern Canada, Texas and Ohio. All the descriptions tallied.

Brad Layne said at San Diego that his explanation of the saucers was about as good as anyone's. Layne publishes of an occult magazine, said they really are ethereal bodies from another world.

He said that he had received a message from the people aboard the ships through a medium and that they wanted to experiment with living on earth.

"They come with good intent," he said.

**What do the stars say for June through December, 1947? Send name and birthdate with 10 cents and self-addressed stamped envelope to Marion Dixon, Iowa Astrologer, 220 E. 42d st., N. Y. C. 17.**

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flying saucer file

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

11 August 1947

Captain Paul N. Harlow,
Chief, Counter Intelligence Branch
Air Defense Command,
AC of S, A-2,
Mitchel Field, N. Y.

Dear Capt. Harlow,

I am in receipt of your letter of 4 August 1947. We here appreciate your kind thoughts and certainly regret the loss of these two officers.

Colonel Smith has sent a request out here for a personal letter from me for replacement of personnel, which I have dispatched this date. Your suggestion of Lt. Moon as the Officer in Charge of the Sub-Detachment is satisfactory with me. He does not necessarily measure up to Lt. Brown's standards but I am sure with time and experience he will be very capable.

I am sending a full and complete report under separate cover regarding the incident at Tacoma.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK

IN REPLY REFER TO:

4 August 1947

Lt Colonel Donald L. Springer
AC of S, A-2
Fourth Air Force
Hamilton Field, California

Dear Colonel Springer:

1. This headquarters has received news regarding the untimely and unfortunate deaths of 1st Lt Frank M. Brown and Capt William L. Davidson, approximately 0215, 1 August 1947. These officers were held in high regard at this headquarters.

2. To assist you, we should like to know if we can assist in the replacement of these officers. We have no replacements available at this time, however, thru appropriate channels, we will attempt to satisfy your needs and desires.

3. Regarding CIC personnel, we are today recalling Lt. Moon from leave and request him to proceed at once to your headquarters. This headquarters desires that Lt Moon function as interim CIC Sub-Detachment Commander until you have expressed your desire that he function permanently in that capacity. Until Lt Moon arrives, with your approval, it is suggested that Mr Leslie Hubbard function as Agent-In-Charge.

4. This office desires to be appraised of all the facts relating to the crash because of the "flying saucers" interest and the loss of the two officers. Fortunately, the crew chief is available for interview according to press dispatches.

5. Attached is copy of a UP press story published in New York, 3 August 1947, and this office desires answer to the following questions:

a. Name of "mystery informant"? (if available)

b. Are "fragments" mentioned in news story destroyed or retrieved?

c. Does your office anticipate reinterviewing Arnold and Smith?

d. Can the two EM (Matthews and Taff) relate a comprehensive story of events preceding and relating to the crash? (For CIC

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records, it is requested that Hubbard or Fugate interview the EM thoroughly. )

Paul N. Harlow

PAUL N. HARLOW
Captain, Air Corps
Chief, Counter Intelligence Branch
Intelligence Division

1 Incl: Newspaper Clipping
dtd 3 Aug 1947



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C
O
P
Y "New York American"
dated 3 August 1947

REPORT ARMY GUARDING DISC

Tacoma, Wash., Aug 2 (UP). - A mysterious telephone informant with uncannily accurate information touched off new speculation that Army Intelligence was guarding closely fragments of a "flying disc" reported to have crashed this week near here.

According to the anonymous source's information, much of which was later partly confirmed by Army Air Forces authorities at nearby McChord Field, platter fragments were loaded aboard a B-25 at McChord yesterday for flight to Hamilton Field, Cal.

Half an hour after the takeoff, the plane crashed near Kelso, Wash., killing the pilot and copilot.

IN SECRET CONFERENCE

The informant also disclosed that Kenneth Arnold, Boise, Ida., pilot who first reported the flying discs, and United Airlines Capt. E. J. Smith, of Seattle, who reported following nine discs with his transport for 15 minutes July 4, were in secret conference at the Hotel Winthrop here.

This was confirmed but neither Smith nor Arnold would comment.

The mystery man identified the dead pilot and co-pilot as "Capt. Davidson and Lt. Brown."

The two fliers killed were Intelligence officers returning there after talking with Arnold, Brig. Gen. Ned Schramm, 4th Air Force chief of staff, said confirmed later today at San Francisco.

Schramm said the officers had flown to see Arnold after they got a tip Arnold "might have something interesting to tell them."

The fliers killed were Capt. William L. Davidson of San Francisco, pilot, and 1st Lt. Frank M. Brown, Vallejo, Cal., co-pilot. Two crew members, M/Sgt Woodrow B. Matthews and T/4 Elmer L. Taff, parachuted to safety.

A McChord intelligence officer confirmed that the ill-fated B-25 carried "classified material."

"No one was allowed to take pictures of the wreckage until the material has been removed and returned to McChord," said Maj. George Sanders.

When Sanders was notified that the names of the two pilots had been made known, he said:
"Nobody should have known that!"

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FOURTH AF
FORM NO. 202
(4 July 1944)

HEADQUARTERS FOURTH AIR FORCE

# CHECK SLIP

File No. 333.6 ID (Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: Investigation of "Flying Discs" 4AF 1208 [illegible]

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 4 Aug | A-2 | CI(D) | 1. Information has been received that the Stockton Record (newspaper) carried a story concerning flying discs or saucers. This story was reported to have been included in a column called "Peter and his Type". Subject story was carried approximately one week ago and it reported that a man and his wife saw three objects in the sky. From information available the man and his wife are supposed to have lived in the vicinity of Calaveras, California. "Pete and his Pipe"<br>2. Request that this lead be developed and MOIC or statement submitted to this office.<br>GRAHAM Deputy A-2 |
| 2 | 4 Aug | CI(D) | CIC | 1. Development of above lead.<br>2. You are advised that discretion and tact will be utilized in subject investigation.<br>3. Following information is desired: Description of object seen, including time, place, altitude, speed, flight characteristics and craft description.<br>GRAHAM CI~~C~~ |
| 3 | 7 Aug | CIC | CI | LEAD HAS BEEN DEVELOPED AND MOIC HAS BEEN COMPLETED WITH REQUIREMENTS REQUESTED IN NO. 2<br>Nelson |
| 4 | 7 Aug | CI | A-2 | [illegible] |
| 5 | 7 Aug | A-2 | CI | [illegible] |
| 6 | 7 Aug | CI | CIC | For compliance with #5 [illegible] |

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Incident
AAF-1208-I
5 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. A check was made at the "Stockton Record," Stockton, California, 5 August 1947, to secure information pertaining to items that appeared in articles written by L. V. Peterson on 15 July and 21 July which mention various people who claim to have seen flying discs in the vicinity of Big Meadows, California. Inquiry in the editorial staff of the "Stockton Record" revealed that Mr. Peterson is a retired newspaper reporter who writes a daily feature called "Pete and His Pipe." When questioned as to the reliability of this writer, every assurance was given that Mr. Peterson was very careful about material he publishes, that Mr. Peterson was quite reluctant to use material he had obtained regarding the flying discs. It was the consensus of opinion among his associates in the editorial section of the "Stockton Record" that Mr. Peterson has considerably more information that he cared to publish. The following are extracts from Mr. Peterson's daily feature, "Pete and His Pipe":

"BIG MEADOWS, July 16--On their "discovery" those flying platters were as big as bombers, flew as fast as 1000 miles per hour and were at altitudes beyond reach of our airplanes. Now they are dinner plate size, fly at near ground level and at speeds a baseball pitcher can match. I guess it's about time to forget the whole thing. Undoubtedly a few persons saw something and many persons imagined seeing things and several pranksters got into the game. By now the mystery has about succumbed to horse-play. There's this about it: If any of the things were real and were man-made and man-sent, then either we did it or Joe Stalin did, because in no other country than ours did anybody see or claims to see one of them. If they came from Russia, Stalin will have to tell us so if he is to "throw a scare into us." And if he should claim he sent them, we'll not believe on his unsupported word. My guess is that the whole thing was mass delusion based on an optical illusion, or sort of mirage in the upper atmosphere.

"BIG MEADOWS, July 21--Yep, we lagged, up here in Calaveras, but I now have to report two instances of sighting the "flying platters." Joe and Idamae Johnson, house-trailering in the meadow, both saw one in broad daylight one day last week, and on the evening of that same day Mrs. O. C. Treleaven, whose home is on the shoulder of Darby's Knob, just south of Red Apple, saw one. Her husband would have seen it also, except that he was all wound 'round in 50 feet of garden hose at the moment and couldn't get clear to look where his wife was pointing up in the eastern sky.

"In each instance, the "platter" didn't merge with the horizon, or fall, as a meteor would have done, but just "melted in thin air" as a vagrant little cloud so often does. How high it was, how fast going, or what, they have no idea."

LESLIE S. HUBBARD, S/A, CIC, AAF

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Incident
AAF 1208-I
5 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 5 August 1947, this agent interviewed Captain William H. Ryherd, ASN O-66356, the assistant operations officer in the 415th AAF BU, Building 95, Hamilton Field, California, regarding flying objects in the air. Captain Ryherd stated in substance: He is an instructor pilot in the 415th Training Unit. On 29 July at 1450, Captain Ryherd and a student, 1st Lt. Ward L. Stewart, 1242 Milvia Street, Berkeley California, landed and parked an AT-6 near the hangar, building 59 of the 415th AAF BU. Walking from the aircraft toward reserve operations, and looking westward just over the hangar, Captain Ryherd saw a P-80 flying southward toward Oakland. Above this P-80, at approximately 8,000 to 10,000 feet in altitude, Captain Ryherd saw two flying objects traveling the same direction as the P-80. He, Ryherd, judged the solid, white, somewhat shiny objects were approximately 15 to 25 feet in diameter. Ryherd stated that he didn't call them discs due to the publicity these objects have been given, but in shape they were circular, like a ball on the bottom, but not completely round; and Ryherd specifically stated that these objects were not airplanes.

The first flying object was traveling straight and level; whereas the second was close behind the first, same altitude, only it seemed to be going from left to right and right to left, more or less like a guard in an aircraft formation. Captain Ryherd further stated that the speed of these two objects made a P-80 look as if it was motionless in the air.

The sky was clear, consequently Captain Ryherd and Lt. Stewart watched the two objects until they disappeared in flight, supposedly over Oakland, headed toward the ocean.

Due to the noise of the P-80, no sound of any kind could be heard from these flying objects.

These objects did not leave any vapor, smoke, or any visible trails along their flight path.

Captain Ryherd informed this agent he had never told anyone about these flying objects, fearing that people would think he was crazy.

AGENT'S NOTES: Captain Ryherd showed extreme sincerity throughout the interview, answering all questions with caution and assurance.

JAMES A. NELSON, Spec. Agt., CIC 4 AF

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-1

21 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

Attached is Summary of information and affidavits on subject flying disc for your information.

1 Incl:
CI-M1 and affidavits.(dup)

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5/1208-I

21 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

Attached information on subject flying disc forwarded for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
CI-R1 and affidavits.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.9/1208-1

21 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Sixth Army, Pres. of San Francisco, California.
ATTENTION: AC of S, G-2

Attached is Summary of Information and affidavits on subject flying disc for your information.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC OF S, A-2

1 Incl:
CI-#1 and affidavits.

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BETHEL, ALASKA

5 August 1947

Subject: Matters of National Interest

To: Commanding Officer, Alaska Communication System
550 Federal Office Building, Seattle 4, Washington.

1. Per AGAO-S 319.1 the following report is submitted on a matter which may become of National Interest. Captain Jack Peck and his CoPilot Vince Daly have stated that on August 4, 1947 they sighted and followed a flying saucer Northwest of Bethel Alaska. This object was bigger than the Douglas DC-3 they were flying, crossed their course at right angles to them. It was flying at an Altitude of one thousand feet. They swung in behind it and followed it at an air speed of one hundred seventy miles per hour but it was out of sight in four minutes. They state the object was smooth surfaced and streamlined with no visible means of propulsion whatever.

2. It is realized that the Fourth Air Force claims there are no such things but Captain Peck is Chief Pilot for Al Jones flying service and is not a man given to exageration. In view of the excellent reputation of Captain Peck and the fact that no one here doubts in the least but that he actually saw this object, this report is turned in for any action deemed necessary by your office.

/s/
Harold D. Johnston
T/4 Signal Corps
Operator in Charge

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SIGAK 000 ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS ACCAU
Seattle 4, Washington
19 August 1947

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the NCOIC of the Alaska Communication System station at Bethel, Alaska. It is submitted for your information.

For the Commanding Officer:

/s/ Svend C. Hansen
SVEND C. HANSEN
Captain, Signal Corps
Acting Executive

1 Incl
Cy ltr fr NCOIC at Bethel
to Hq, ACS, Seattle

333.8/14 (Ltr) 1st Ind 4AFDA

HQ FOURTH AIR FORCE, Hamilton Field, California. 8 SEP 1947

TO: Commanding General, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

1. Forwarded for your information.

2. This headquarters wishes to correct the impression stated in par 2 of the inclosure, that Fourth Air Force claims there are no such "things" (flying disc). It is the opinion of this headquarters that T/4 Harold Johnston has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision of a flying disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

1 Incl:
n/c

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

[illegible]/w18
[illegible]
[illegible]

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of S, A-2

Attached MOIC is forwarded your office in compliance with letter, your headquarters, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

[illegible]
Lt. Col., A. G. Army,
Asst. Adjutant General.

1 Incl:
MOIC Marion 14 Jul 47

5 AUG 1947

A-2

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[redacted]

4AF 1809

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.6 ID

4 August 1947

SUBJECT: Investigation of "Flying Discs"

TO: Special Agent in Charge, FBI, U. S. Dept. of Justice, Suite 426, 111 Sutter Street, San Francisco 4, California.

Attached MOIC is forwarded for your information.

WILLIAM R. GRAHAM
Major, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC Aldrich, 14 Jul 47.

[redacted]

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[redacted]

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.5 ID

4 August 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Sixth Army, Pres. of San Francisco, Calif.
ATTENTION: G-2

Attached MOIC is forwarded for your information.

WILLIAM R. GRAHAM
Major, Air Corps
Deputy AC of S, A-2

1 Incl:
MOIC Aldrich, 14 Jul 47.

[redacted]

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HEADQUARTERS
FLYING DIVISION, AIR TRAINING COMMAND
Office of the Commanding General

Randolph Field, Texas

24 July 1947

AG 333.5

SUBJECT: Unidentifiable Objects

THRU: Commanding General
Fourth Air Force
Hamilton Field, California
Attn: ACofS, A-2

TO: Commanding General
Sixth Army Area
Presidio of San Francisco
San Francisco, California
Attn: ACofS, G-2

Forwarded herewith for your information is a WDIC titled "UNIDENTIFIABLE OBJECTS, WILLIAMS FIELD, CHANDLER, ARIZONA", dated 14 July 1947.

FOR THE COMMANDING GENERAL:

H. L. Crisler

H. L. CRISLER
Lt. Colonel, G.S.C.
Asst Chief of Staff, A-2

RECEIVED
JUL 28 1947
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1 Incl
WDIC fr Williams Fld, Ariz.

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

4AFHA
333.5/ID

SUBJECT: Investigation of "Flying Discs"

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

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

FOR THE COMMANDING GENERAL:

WILLIAM F. TURNER,
CWO, U. S. Army,
Asst. Adjutant General

1 Incl:
MOIC Aldrich 14 Jul 47 (dup)

A-2

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~~CONFIDENTIAL~~

UNIDENTIFIABLE OBJECTS,
WILLIAMS FIELD, CHANDLER,
ARIZONA.

14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 8 July 1947, this Agent obtained pictures of unidentifiable objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Rhoads, 4333 N. 14th St, Phoenix, Arizona, at sunset, on 7 July 1947. The Subject objects flew at unconceivable speeds, making three circles in the vicinity of Mr. Rhoads' home. The pictures were taken with a box camera, size 620. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Rhoads, and Exhibit 2 as the object turned towards Mr. Rhoads. The height of the object was estimated at 1000 feet.

AGENT'S NOTES: See Exhibits 1 and 2, photographs of unidentifiable objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Lynn C. Aldrich, Special Agent, CIC-AAF, FDIRC

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EXHIBIT I

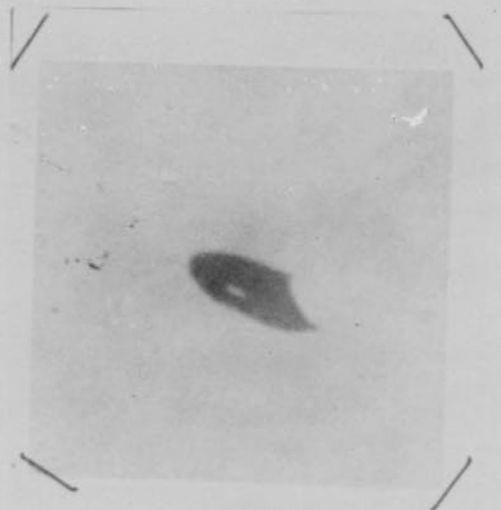

EXHIBIT II

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☆R rs. Ryder will con-
their home in San

# Link B-25 Deaths To 'Disc' Probe

From flight of disc to "flight of fancy" — this was the course traced today by various Army Air Forces spokesmen at about the speed of sound—the sound made by a public relations officer.

Discs—a touchy subject with the AAF since a Roswell, N. M., announcement one had been captured, was followed by a statement it was only a weather balloon—were back in the news as the result of a tragically real crackup of an Army B-25 bomber.

The plane carried, among others, two officers who had been assigned by the AAF to interview persons who said they had seen "flying saucers." The two, Captain William L. Davidson of San Francisco and Lieutenant Frank M. Brown of Vallejo, were killed in the crash.

Among those interviewed by the two officers were Captain Eddie H. Smith, a United Air Lines pilot, and Kenneth Arnold, a Boise, Ida., businessman and private pilot, whose reports of the strange "discs" touched off an epidemic of "saucer" manifestations which reached nationwide proportions.

Davidson and Brown had gone to Tacoma, Wash., to investigate reports that a small harbor patrol craft had been exploded and sunk by a "flying disc" off Maury island, near Tacoma. Half a dozen pieces of "metal or lava" were found on the beach near the scene.

At McChord Field, Wash., an AAF spokesman said that a "full story" would be released "soon" on the latest episode. But instead of saying "no saucer," he would only say "no comment."

# AAF Closes 'Disc' Probe

HAMILTON FIELD, Cal. Aug 9 (INS)—Fourth air force headquarters at Hamilton field finally called off its investigation of reports of flying saucers Friday, after receiving final reports on a survey in the Pacific Northwest.

Lt. Col. Donald L. Springer, intelligence chief for the fourth air force, returned from an investigation at Tacoma, Wash., with word that there was insufficient evidence or testimony to conclude whether flying disc stories from Tacoma or elsewhere have any basis in fact.

Colonel Springer did say the reported explosion of a small boat in Puget sound near Tacoma did not occur. There had been reports that a boat exploded after being hit by a flying disc, or because it was carrying mysterious fragments found on the beach.

**Fragments Found Plentiful**

The army intelligence officer said there were fragments resembling molten metal on the beach of an island near Tacoma —but that similar fragments were plentiful in the Tacoma vicinity.

An earlier fourth air force probe of flying disc stories ended in tragedy when a B-25 carrying intelligence officers plunged to earth near Kelso, Wash., killing two men. Master Sgt. Woodrow B. Matthews, who parachuted safely to the ground from the plane, said a heavy box had been placed aboard the plane—presumably enclosing samples of the unidentified metallic-appearing fragments.

Fourth air force headquarters scoffed at suggestions that the fragments were connected in any way with the plane crash. Colonel Springer brought a similar sample back to Hamilton field with him.

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LA Times
8 Aug 47

# TACOMA FLYING SAUCER STORY STILL UNVERIFIED

HAMILTON FIELD (Cal.) Aug. 8. (AP)—Intelligence officers of the 4th Air Force reported today "there is not sufficient evidence or testimony available to this headquarters to conclude whether or not the reports of so-called flying disks in the Tacoma area or any other area have any basis of fact."

Two Army officers who had been assigned to investigate reports of flying saucers in the Pacific Northwest were killed in the plane which crashed as it was returning to Hamilton Field from McChord Field.

Lt. Col. Donald L. Springer, assistant chief of staff, Army intelligence, returned today from the Tacoma area. He stated that a reported explosion of a small boat off Maury Island, attributed by some persons to a flying disk collision, did not occur.

Col. Springer said fragments resembling molten metal were found on the beach and that similar material appears in great quantity in that area and in other parts of the Tacoma country.

Samples of this material presumably were on the crashed plane but none was recovered.

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Oregonian
Portland Ore

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Stick with your guns
Kenneth — I
We Believe You

RED COMET
AUTOMATIC FIRE EXTINGUISHERS
E. J. PERKINS - SPOKANE, WN.
6306 TEMPLE ROAD

expressed will of the electorate.

## Army Drops Disc Inquiry

SAN RAFAEL, Cal., Aug. 9.—The 4th air force quit puzzling about the "mystery of the flying saucers" today.

Lt. Col. Donald L. Springer, intelligence officer and assistant chief of staff of the 4th air force command, reported "there is not sufficient evidence available to conclude whether reports of the so-called flying discs have any basis of fact.

"In view of this, the 4th air force will pursue this particular investigation no further," he said.

ur Picnic
OREGON JOURNAL
AUG 9
Now!

## 'Saucers' Over Oakland

Flying saucers with the "new look"—they're square—were reported over Oakland last night.

Benjamin F. Smith, 66, of 31 Randwick street, Oakland, said he saw a series of six, strange flying objects following each other in perfect formation and at tremendous speed.

Instead of resembling the conventional round saucers, however, Smith said his were square, with luminous windows, and proceeded noiselessly.

Air Force hearquarters at Hamilton Field said they had received no reports of anything but normal plane traffic.

## Six Flying Saucers Reported In Formation Over Oakland

SF EXAMINER 7/4/47

Benjamin F. Smith, 66, of 31 Randwick Street, Oakland, reported yesterday that he had spotted in the evening sky a series of six strange, flying objects following each other in perfect formation at a great speed.

He said the objects looked very much like the flying saucers others have reported—only his saucers were square and came in two formations of three each, separated by half the length of an airplane.

**"In fact," he admitted, "they looked very much like the windows of an airplane, and they were traveling at the speed of an airplane. But I don't think they were an airplane. I did not hear any noise."**

Air Force headquarters at Hamilton Field said they had received no reports of anything but normal plane traffic.

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Oregon Journal 8-8-47

# ARMY SAYS DISC DATA TOO VAGUE FOR DECISION

HAMILTON FIELD, Cal., Aug. 8.-(AP)-Intelligence officers of the 4th air force reported Friday, "There is not sufficient evidence or testimony available to this headquarters to conclude whether the reports of so-called flying discs in the Tacoma area or any other area have any basis of fact."

Two army officers who had been assigned to investigate reports of flying saucers in the Northwest were killed in the crash of their plane as it was returning to Hamilton field from McChord field.

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He stated that a reported explosion of a small boat off Maury island, attributed by some persons to a flying disc collision, did not occur.

Col. Springer said fragments resembling molten metal were found on the beach at Maury island and that similar material appears in great quantity both in that area and in other parts of the Tacoma country.

Samples of this material were turned over to McChord field authorities by persons who reported having seen the flying discs.

The officer said that Master Sgt. Woodrow Matthews, crew chief on the plane in which the two Hamilton field men were killed, reported he had placed a heavy box aboard the bomber before it left McChord field. It is presumed here the box contained samples of the metallic substance.

The plane was destroyed by fire and neither box nor material was retrieved.

Sgt. Matthews and another passenger parachuted from the flaming ship.

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427 W 3d Ave
Spokane, Washington
August 8, 1947

Military Intelligence Division, U.S.A.
McChord Field, Washington

Gentlemen:

Following the reading of an account of the visit of Mr. Kenneth Arnold, Boise, Idaho, as published in the Spokesman Review under date of August 7, 1947, the undersigned considered the enclosed account of an observation of a "flying saucer" would be of interest to you.

This account has not been given to any newspaper or other publication as yet.

Yours truly,

R. F. Madden,
Division Plant Mgr.
The Pac. Tel. & Tel. Co.

RFM/t

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Report on a "Flying Saucer"

At or about 12:00 p.m., July 4th, 1947, a sedan, driven by Steve Herrmann and carrying R. A. (Bob) Sudden in the front seat and Karl Herrmann in the rear seat, was proceeding northwesterly along the road leading from Canyon Ferry to York, both in Montana some 20 miles E.N.E. of Helena.

When at a point approximately ½ mile S.W. of Canyon Ferry, (as shown on Forest Service Map to be in the NE¼ of NW¼ of Sec. 10 T10N R4W) Karl suddenly shouted "See it! See it! There's a flying saucer!" Steve immediately slowed down and gradually brought the sedan to a stop. He and Bob meanwhile scanning the sky in the direction pointed by Karl in an effort to see the "flying saucer", but without success.

Approximately ten seconds elapsed between the time Karl reported seeing the "saucer", coming over the horizon at high speed from the southeast, (Karl first thought it a meteor) and travelling northeasterly, and the bringing of the car to a stop.

As the car came to a stop, Steve, Karl and Bob, simultaneously, saw the following:

Directly ahead, (N.E.), 2 to 3 miles distant and approximately 3000 ft. above the ground, a bright disc hovering and fluttering in the air. Descending and rising through a vertical distance of fifty or a hundred feet for a period of about five seconds then, while at the top of an ascent, the "disc" suddenly swooped to the Northeast at tremendous speed and disappeared into the clear air within a distance of 20. ft. That is to say it did not pass beyond an obstruction to further visibility but "melted into thin air" as if because of tremendous speed.

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This disc was, from the elevation at the observers, approximately 3 ft. in diameter, circular and of no great thickness - approximately 3 or 4 inches.

The sky was blue with scattered small clouds, the sun was shining brightly and the disc gleamed and shimmered in the bright sunlight as if covered with highly polished nickel.

After the "disc" disappeared from view, the scene and its occupants proceeded northwesterly along the road, but could discern no evidence of the presence of the "disc" along or adjacent to that thereafare.

It is to be remembered that the dimensions as stated above were as they appeared to the observers some 2 or 3 miles from the "disc" and the true dimensions must be considerably greater.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
333.6 ID

8 August 1947

SUBJECT: Investigation of Flying Discs.

TO: Special Agent in Charge, FBI, U. S. Dept. of Justice, Room 422, Federal Building, San Francisco, California.

1. We are inclosing copies of MOICs and other data concerning the above subject, which have been gathered by this office.

2. We are of the opinion that all of this material has been submitted to your office prior to this, but are again sending it on the telephone request of Mr. Richmond of your office.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

Incls:
As indicated.

5 Jul - Fr Oregon Journal
7 Jul - MOIC Aldrich (McGinty)
7 Jul - MOIC Sorensen (McDowell, Cross, Patterson, Lissy, Ellis)
14 Jul- MOIC Aldrich (Rhoads-pictures)
14 Jul- MOIC Brown (Check for Rankin)
15 Jul- MOIC King (Armstrong)
16 Jul- MOIC Brown (Arnold-Interview and History)
12 Jul- Statement and drawing by Johnson
15 Jul- MOIC Davidson (Baker)
16 Jul- MOIC Brown (Johnson)
16 Jul- MOIC Brown (Smith)
30 Jul- Certificate-Richard Rankin
5 Aug - MOIC Nelson (Rykerd)

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6 Aug 47

HQO

~~Mr Richmond~~

Mr Warren Richmond of SF FBI called and said they had received instructions to investigate and make report on all reports of flying discs.

He was assured of our coop. was informed that we had sent him copies of all our reports to date. He stated that they had forwarded them to Hq and would like another copy. Advised that we would send them. Mr Richmond stated he would send us all he had ~~=~~ Idaho

Address: Special Agent in Charge —
FBI, U.S. Dept. Justice
Federal Office Bldg
Room 422
San Francisco, Calif —

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ADVERTISEMENT

# DO WE HAVE TO DIE?



Thirty years ago, in Forbidden Tibet, behind the highest mountains in the world, a young Englishman named Edwin J. Dingle was desperately ill in mind and body. A great mystic opened his eyes. A great change came over him. He realized the strange Power that Knowledge gives.

That Power, he says, can transform the life of anyone. Questions, whatever they are, can be answered. The problems of health, death, poverty and wrong, can be solved.

In his own case, he was brought back to splendid health. He acquired wealth, too, as well as world-wide professional recognition. Thirty years ago, he was sick as a man could be and live. Once his coffin was bought. Years of almost continuous tropical fevers, broken bones, near blindness, privation and danger had made a human wreck of him, physically and mentally.

He was about to be sent back to England to die, when a strange message came—"They are waiting for you in Tibet." He wants to tell the whole world what he learned there, under the guidance of the greatest mystic he ever encountered during his 21 years in the Far East. He wants everyone to experience the greater health and the Power, which there came to him.

Within ten years, he was able to retire to this country with a fortune. He had been honored by fellowships in the World's leading geographical societies, for his work as a geographer. And today, 30 years later, he is still so athletic, capable of so much work, so young in appearance, it is hard to believe he has lived so long.

As a first step in their progress toward the Power that Knowledge gives, Mr. Dingle wants to send to readers of this paper a 2000-word treatise. He says the time has come for it to be released to the Western World, and offers to send it, free of cost or obligation, to sincere readers of this notice. For your free copy, address The Institute of Mentalphysics, 213 South Hobart Blvd., Dept. 228-C, Los Angeles 4, Calif. Readers are urged to write promptly, as only a limited number of the free books have been printed.

S.F.C HREV. 20-8-47

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# Talk About Aviation

—By Dave Johnson—

One of the greatest aeronautical mysteries of all time—that of the flying discs—has come to life again. Objects which were reported seen by thousands of persons on the ground, and by scores of pilots in the air, have been sighted off the Pacific coast.

The oceanic appearance of flying discs was the subject of a message transmitted to naval intelligence in San Diego, San Francisco and Seattle. The report also was relayed to the U. S. hydrographic office in San Francisco.

It originated with the second officer of the oil tanker S. S. Ticonderoga. The tanker was at a position 300 miles north of San Francisco, and 25 miles off the coast on Nov. 12 when the officer reported that he saw two flying discs.

This is the report:

"Two flying discs were sighted flying southwest at high speed. They appeared about 36 feet in diameter and were 20 feet apart. They emitted a very bright glow and left a streak about 20 feet behind them. They were first sighted bearing north and disappeared bearing west at 0620 Greenwich central time. The fix (position of the vessel) was latitude 43 degrees 15 minutes north and 124 degrees 54 minutes west."

It is the first time that the objects, reported in such profusion during the summer months, have been observed after the hours of darkness as emitting a glow and



**THIS is a reproduction from a photograph of an object in flight—an object that might be a flying disc. The object appears to have been turning toward the camera when the picture was taken. It is one of a number of pictures collected by the Army. The Statesman does not have the original negative.**

### THE FUTURISTIC SWEEP

The first American jet-propelled fighter plane to use the swept-back wing to delay the formation of shock waves at the speed of sound has completed its first test flights at the Muroc air base in California.

What's more, the announcement from North American Aviation, builders of the plane—the XP-86—says the plane is operational. That means it isn't built along lines of pure research, but if found to be successful, can be turned out in quantity as a fighting addition to the Air Force.

The XP-86 has a range of more than 1000 miles and a service ceiling of 40,000 feet. The company says it flies in excess of 600 miles per hour.

It is single place, has an extremely thin wing, and is equipped with a pressurized cabin to maintain normal atmospheric pressure at extreme heights. There is an ejection seat—meaning what the term implies. If the pilot has to bail out, he junks the canopy, pulls a trigger, and is fired into the air like a skyrocket. When he slows down he pulls the ripcord of his chute. It's the only way to get out of an airplane at high speed.

Boeing's new six-jet bomber, the XB-47, uses the swept-back wing, and expects to get as much speed out of the bomber as North American wants from its fighter. On future missions, the B-47 may be escorted by the P-86.

### ANOTHER STEP

Empire Airlines is testing its new radio range at Lewiston. Installation of the range is another step in the development of a north-south airway through Idaho over the shortest route. At the present it is not possible for private pilots to use the range because Empire furnishes its own traffic control personnel and the range, we understand, will be turned off except when Empire's own planes need it. A private pilot desiring to have the range turned on for use on a trip from Boise or Coeur d'Alene to Lewiston may order it, but he will have to pay for the time he uses it.

It is hoped the CAA will eventually take over operation of the range, and provide traffic personnel. That would make it a 24-hour a day affair, open to use by anyone with a radio in his plane.

### SHORT TAKE-OFFS

Consolidated-Vultee's experimental flying automobile ran out of gas on a test flight... Just like [illegible] handed all

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during the summer months, have



**THIS is a reproduction from a photograph of an object in flight—an object that might be a flying disc. The object appears to have been turning toward the camera when the picture was taken. It is one of a number of pictures collected by the Army. The Statesman does not have the original negative.**

been observed after the hours of darkness as emitting a glow and a trail.

Airline pilots who sighted the objects over Idaho during the months of July and September saw nothing that would indicate any light associated with the discs.

After receiving the report that discs had been sighted at sea, we telephoned an intelligence officer assigned to one of the air forces in the United States. This air force had received "orders from the top" to expend every effort in tracking down the possible source of flying discs.

We cannot give this officer's name. But, he said he is now convinced that something has been flying over the United States, and the source of that something, as far as he understands, is not known either to the Army or the Navy.

We have also learned that the Army has asked what it considers its most creditable witnesses of flying discs to draw pictures of what they saw. These drawings have all been generally the same.

These sketches are of an object with a rounded nose and a tail with a sharp point, much like a tadpole. As far as is publicly known, nobody has been able to get a clear photograph of the objects, although many people tried.

The Army has a number of photographs. We have two of them. We are told that the Army considers them to be "reliable" photographs. We have not seen the original negatives. The pictures show the objects to resemble the structure we have come to associate with supersonic aircraft. The front portion resembles a flying wing. In the center of both photographs is a dot of light. We don't know what this is. It could be either a hole, or a glassed-in dome creating a reflection.

The officer with whom we talked appeared extremely interested in the blue light which glared over a 250-mile area of southern Idaho and eastern Oregon a few weeks ago. He said he was not convinced it was a meteoric display. Three men, two United Airlines pilots and a CAA air carrier inspector riding with them, observed this light from a point near Baker, Ore. They said that after the light expired there was a trail of luminescent particles in the air which slowly assumed an arc of 180 degrees and vanished.

This information is passed on with an objective point of view. We draw no conclusions. The question still remains: What are, or what were, the flying discs?

can wants from its fighter. On future missions, the B-47 may be escorted by the P-86.

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### SHORT TAKE-OFFS

Consolidated-Vultee's experimental flying automobile ran out of gas on a test flight...Just like an automobile...It landed all right, but hit a ditch and rolled over...Just like an automobile... Kenneth Arnold of Boise has been appointed agent for the CallAir... The airplane is built in Afton, Wyo...A bill is being written for Congress to ponder in eliminating the red tape strangling the national airport plan...Dummy samples of the world's biggest bomb, a 42,000-pound affair, will be dropped from a B-29 in the California desert...Later on, the bomb will be buried in the ground and exploded...That B-29 which flew 4410 miles non-stop, landed with 625 gallons of fuel still in the tanks ...William B. Ziff, author and air power advocate, says there should be a $5,000,000,000 program for rebuilding American air strength ..The Hamilton Field radar landing aid brought in a four-engined transport the other day with ceiling zero and visibility listed as one-sixteenth of a mile... Radar landing aid is frowned upon by the CAA...Dunno why...The largest land-based airplane in the world, the 400-passenger XC-99, acquired a speed of 166 miles an hour on a taxi test.

### NEWS FROM THE NORTH

Down from Coeur d'Alene, where Aviation Industries, Inc. operates at Weeks field, comes the news about our northern flying neighbors. The correspondent is Jean De Wells, who confesses she has an r.p.m. indicator on her typewriter so she won't exceed the machine's rated performance.

She says it takes more than a little wet weather to dampen the spirits of Aviation Industries' flight school students. "Sure," writes Jean, "it's been raining and snowing in Coeur d'Alene, but the planes fly just the same."

The list of students and pilots out in the cool air of winter proves it: A. W. Aristonic, Robert Barker, Stanley Barker, Frank Bevard, John S. Bochinsky, S. G. Borum, Donald K. Burroughs, John Carlson, Antonio R. Carneiro, Walter K. Charlton, Ellis C. Clark, Bill Culster, Grant Corey, Don Demetry, Jack Denning, James Doyle, Murray Gallaher, Paul Gnapp, Harold Hanks, Jack Hatch, Lawrence Howell, Clayton Jackson, Dale Jackson, John Kendall, James King, Gerald E. Kirk, Owen LaNore, Earle McCurdy, O. M. McMillion, Rex C. Melena, N. H. Mikelson, Don Mohoney, J. D. Moore, Richard Nelson, Roy D. Nierstheimer, Charles Payne, Si Penman, Harold Ray, Frank J. Riggs, George Schneberger, Wa

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- 2 -

The general direction in which they were traveling was:.....

.....

They appeared to be moving at about.....miles per hour.

Were they a sort of silvery translucency in color with perfectly rounded edges, as they bobbed along at a great rate? .....

or were they some other color or shape than a saucer like form?.....

.....

.....

Did they keep the same general course, though weaving in and out on it, as they took the changing air currents, raising or falling on their impacts with them?

.....

.....

Remarks:.....

.....

.....

.....

.....

Signed:.....

Address: .....

.....

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J. Szakula
613 N. Wellsley
Chicago Ill.

Mr Kenneth Arnold

Boise

Idaho

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VENTURE PRESS
305 STUDIO BUILDING
1718 SHERMAN AVENUE
EVANSTON, ILLINOIS

July 22, 1947

Mr. Kenneth Arnold,
Boise, Idaho

Dear Mr. Arnold:

Quite obviously you have been ribbed so much you'd like to forget the flying saucers--but I'd sure like to have your personal story, your photo, pic of your plane, etc, as I asked before. And you won't be made to look silly, because there's more to this than the newspapers and the "experts" have made of it.

Besides the article, I have another proposition. You seem to get around quite a bit, and if you can make a trip to Tacoma, Washington at all feasible, I'd be willing to pay expenses plus a nice amount to make it worth your while.

I'd want you to see Mr. Harold A. Dahl, P. O. Box 154, Fern Hill Station, Tacoma, and Mr. Fred L. Crismar, owner of the Tacoma Harbor Patrol, Inc. Dahl, and two other seamen, on a patrol near Maury Island, off Tacoma, saw six discs, one in trouble, witnessed an explosion, saw falling stuff which smashed their wheelhouse and searchlight and landed on the beach. They sent me samples which Chicago U has failed to analyze. I want a picture of the beach and the stuff that landed there (about twenty tons, they said). And I want somebody who'll get the truth, to find out if these boys are on the up and up. You could do that. I hope you will. If agreeable, please write and perhaps we can talk business. I think you'd like to prove this thing too!

Anyway, I still want that article!

Sincerely yours,

R. A Palmer

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WESTERN UNION

WUA41 PD

BOISE IDA JULY 29 1947 255P

LT FRANK M BROWN, A-2 (RPT A-2)

OFFICE 4TH AIRFORCE HAMILTON FIELD CALIF

WESTERN UNION

VENTURE PRESS 305 STUDIO BLDG 1718 SHERMAN AVE EVANSTON ILL. RA PALMER. SENT ARNOLD $200 TO GO TO TACOMA TO INVESTIGATE FLYING DISC REPORT THERE. SUGGEST THIS OUT OF LINE FOR PRESENT PUBLIC INTEREST IN STORY AND BELIEVE AS I SUGGESTED ON YOUR VISIT HERE VENTURE PRESS SHOULD BE CHECKED

DAVE JOHNSON

WESTERN UNION

305 1718 $200

308P

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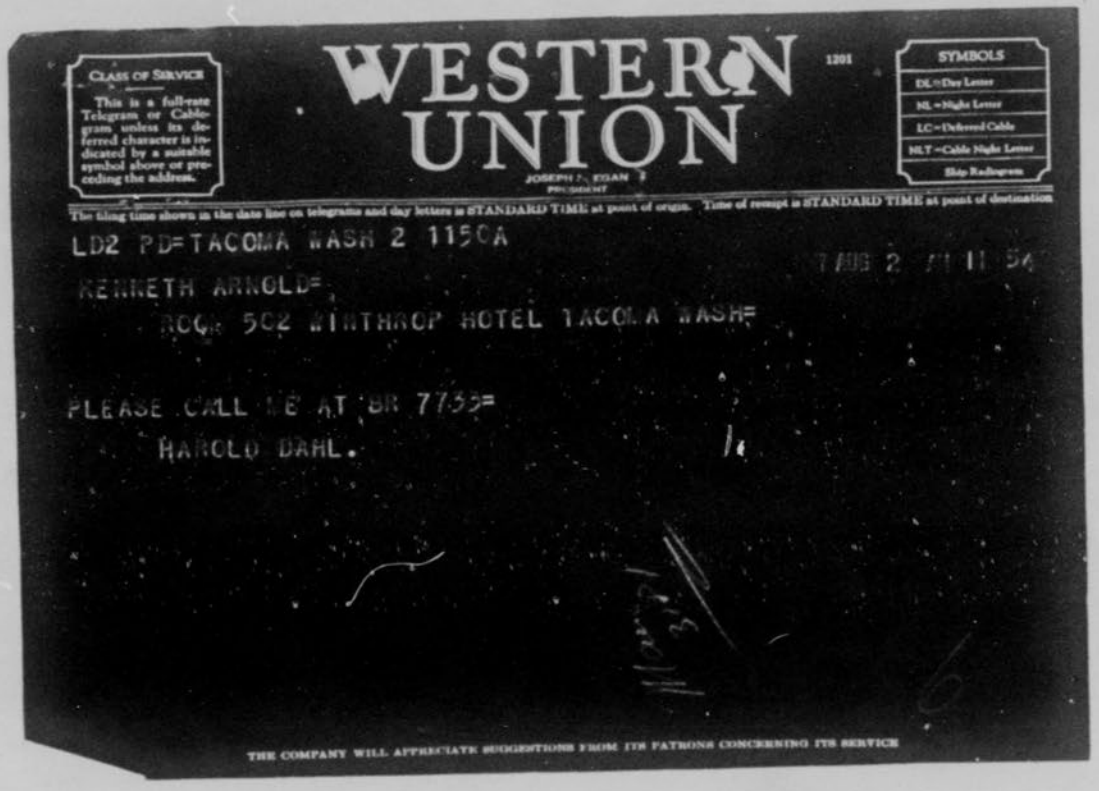

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This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

JOSEPH P. RYAN, PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The time time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

LD2 PD=TACOMA WASH 2 1150A

7/08 2 PM 11 54

KENNETH ARNOLD=

ROOM 502 WINTHROP HOTEL TACOMA WASH=

PLEASE CALL ME AT BR 7733=

HAROLD DAHL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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FOURTH A
FORM NO.
(6 July 1944)

HEADQUARTERS FOURTH AIR FORCE

4AF 1208 I

CHECK SLIP

File No. 333.5 ID (Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: Investigation of "Flying Discs" 4AF 1208 I

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1 | 4 Aug 1947 | A-2 | CI(D) | 1. It has been reported that the Commanding Officer of Muroc Army Air Base had seen flying saucers or discs in that area some time ago. It was further reported that the Commanding Officer called attention to these objects to several other officers at the Base.<br><br>2. It is requested that a lead sheet be prepared in order to obtain a description of what was seen to include time, place, altitude, speed, flight characteristics and any other information possible.<br><br>3. You are advised that discretion and tact will be utilized in subject investigation.<br><br>GRAHAM Deputy A-2 |
| 2 | 4 Aug | CI(D) | CIC | Request that lead sheet be forwarded through CIC channels to the CIC Agent at Muroc AAB and any other information obtained be forwarded to A-2.<br><br>GRAHAM (FD) ~~CIC~~ |

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[redacted]
[redacted]
[redacted]

6 August 1947

Controlling Office: 4AF
Case Classification: Incident

SUBJECT: Investigation of "Flying Discs"

TO: AC of S-2, Muroc Army Air Base, Muroc, California.

REASON FOR INVESTIGATION: Per Request Ltr Hq ADC, File D, 333.5 ID Dated 7 July 1947

LEADS TO BE DEVELOPED: Check Base CO Muroc AB, for facts pertaining to "Flying Discs", also interview any other personnel who have reported seeing "Flying Discs."

PERTINENT FACTS: A report has been received that Co, Muroc AB, had seen "Flying Discs", Muroc Area, recently, and that he called attention of other officers to objects: Following information is desired: Description of objects, time, place, altitude, speed, direction, flight characteristics, and craft description.

FOR THE AC OF S, A-2:

Leslie S. Hubbard
[redacted]
Special Agent in Charge

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HEADQUARTERS MUROC ARMY AIR FIELD
OFFICE OF THE COMMANDING OFFICER
MUROC, CALIFORNIA

Jar/TAG
14 August 1947

SUBJECT: Investigation of "Flying Discs"

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

RECEIVED
AUG 18 1947
01355

ATTN: AC of S, A-2

1. In compliance with your LETTER SHEET dated 6 August 1947, subject, Investigation of "Flying Discs", the enclosed statements are submitted for your information.

ROBERT D. BLACK
Captain, AAC
Intelligence Officer

Inc. 1-8 Statements Re: "Flying Discs"

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AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

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

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

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

s/s harry d. black
CAPT. HARRY D. BLACK, AAC

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A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

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

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

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

s/s richard r. shoop
MAJOR, RICHARD R. SHOOP, AC

WITNESS:

s/s thomas s. mc millan
THOMAS S. MC MILLAN

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AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

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

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

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

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

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

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

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

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

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

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

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

s/s joseph o. mc henry
1Lt. JOSEPH O. MC HENRY, AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

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# A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by S/Sgt. Gerald A. Bauman, 414th. AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st. Lt. J. C. McHenry, Billeting Officer.

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

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

In addition to these two (2) disc I saw another object a few minutes later at the same altitude doing certain maneuvers such as flying in a tight circle. The two disc had already disappeared. This object to my knowledge of aircraft could not have been a airplane because of the very tight maneuver it was undergoing. I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this. If necessary I can and will swear to this statement.

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

s/s t. c. robinson
PFC. T. C. ROBINSON

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

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# A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

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

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

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

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

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

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

s/s joseph ruvolo
T/SGT. JOSEPH RUVOLO

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

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A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

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

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

On Tuesday morning 8 July 1947, at approximately 10:00, while typing some cards, and taking care of my routine work, Lieutenant McHenry called me, along with T/Sgt. Joseph Ruvolo and S/Sgt. Gerald E. Nauman, to the front of B.O.Q. "A" Bldg. Pointing up in a direction directly above me he asked us to explain what we saw. There were two, silver colored disc like objects flying toward Mojave, California, one directly back of the other, at a speed of about 300 to 400 miles per hour, having an altitude of approximately 8000 feet. I listened carefully for a few minutes, and heard no drone, such as should be heard from any aircraft. I also cast my eyes to another direction and looking back to the same spot, I was able to distinguish the same objects again. Having assured myself that there was no eye-strain, I was convienced these objects were not weather ballons due to the horizontal position in which they were flying. Nor could they have been birds of any nature, due to the definite reflection from the sun rays.

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

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

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

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

s/s Jannette Marie Scott
Jannette Marie Scott

WITNESSED:
s/s Thomas A. McMillan

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# A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF XXXX)

The following is a statement given by Captain John Paul Strapp, Flight Test, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, this Station, on 12 August 1947.

At 11:50 hours, 8 July 1947, while the undersighed was sitting in an observation truck located in Area # 3, Rogers Dry Lake, for the purpose of observing a P-82 ejection seat experiment, the following unfamiliarity was observed.

The undersigned was gazing upward toward a formation of two (2) P-82's and an A-26 aircraft flying at 20,000 feet, preparing to carry out a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occured. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which was ejected thirty minutes later. As it fell it drifted slightly north of due west against the prevailing wind, toward Mount Wilson. The speed, horizonal motion could not be determined, but appeared slower than the maximum velocity 50-80 aircraft.

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

No smoke flames, propellar arks, engine noise, or other clasuable or visible means of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

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

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

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

The following is my own personal opinions about this object:

1. I think it was a man-made object, as evidenced distaintly by the outline and functional appearance.

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

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

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

s/s John paul strapp
CAPTAIN JOHN PAUL STRAPP, AC

WITNESS:

s/s thomas a. mcmillan
THOMAS A. MC MILLAN

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A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

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

On 7 July 1947, at approximately 10:10, while running up the XP-84 on the ground I noticed everyone was looking up into the air. Off to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 200 to 225 MPH, and heading from west to east.

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

I did not have time to chase it in a P-80.

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

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

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

TITLE Investigation of Flying Misc. INVESTIGATION MADE AT Muroc AAF, Muroc, Calif.

FILE NO. 1208-I
DATE 18 August 1947
CONTROLLING OFFICE Air Defense Command, Mitchel Field.
PERIOD COVERED 8 July 1947
CASE CLASSIFICATION Incident
STATUS OF CASE Pending

REASON FOR INVESTIGATION: Investigation initiated at request of Air Defense Command reference ltr Gq ADC, dtd 7 Jul 47, file D333.6 IO, subj: Investigation of Flying Misc.

SYNOPSIS:

On 8 July 1947, approximately 1000 hours, two incidents occurred in the vicinity of Muroc Flight Test Base.

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

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| FBI, S.F. | 1 |
| File 4AF | 1 |

APPROVED:

DONALD L. SPRIGGS, Lt. Col., GSC
AC of S, A-2

W. D., P. M. G. Form No. 110
1 April 1944
(This form supersedes W. D., O. C. S. Form No. 19, which will not be used upon receipt of this revision)

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TACOMA TIMES
6 AUG. 1947

# Final Chapter in "Flying Saucer Mystery" Will Be Written at Washington, D. C.

By PAUL LANTZ

Federal authorities from Washington, D. C., will write the final chapter in Tacoma's "Case of the Flying Disc Material," it was announced Wednesday.

An army board of inquiry, including high-ranking officers from Hamilton Field, was at the scene of the plane crash at Kelso Tuesday, looking for evidence of "classified material pertaining to discs" which was reported to have been aboard the ill-fated B-25 bomber when it left Tacoma early last Friday, bound for Hamilton Field.

But Maj. George Sanders of McChord Field left little hope news of their findings would be released until after their scheduled visit to Tacoma.

**DEATH FOR TWO**

Sanders revealed authorities at the nation's capital had decided to make a thorough investigation into what he termed was "the biggest hoax ever perpetrated," especially since it ended disastrously in the death of Capt. William Davidson and First Lt. Frank M. Brown, army inteligence men.

The two officers flew to Tacoma last week on word that Kenneth Arnold, first man to see the aerial saucers, had information which might prove of interest to them.

On Thursday noon, The Times received a telephone call from an anonymous person revealing that the officers and Arnold were in conference in room 502 at the Winthrop hotel. On checking at the hotel, it was discovered that Arnold actually was in town.

**MORE TIPS COME**

Other mysterious "tips" of a similar nature were received Friday by both The Times and United Press charging that flying disc matter had been placed aboard the B-25 which crashed at Kelso. Names of the dead flyers revealed by "the Voice" hours before the army released this information, proved correct.

**The Times late Friday warned Arnold and United Air Lines Pilot Emil Smith, another reliable disc observer, who had joined Arnold, that the "leak" in information might have been coming from a dictaphon planted in their room, and advised them to get in touch with army intelligence officers.**

Meanwhile, Times reporters and a United Press correspondent worked virtually "around the clock" running down leads suggested by their informant, and holding "off-the-record" conversations with Smith and Arnold.

An interesting chapter in the story, which proved to be of minor importance, developed Sunday when it was learned that samples of a black, fused material discovered by a Tacoma business man on Maury island had been examined by Arnold and Smith.

**WASN'T INTERESTED**

The owners of the chunks of rock did not believe it to be part of a fallen sky platter, however, and said Arnold "wasn't interested." The material, when analyzed Tuesday, proved to be common slag.

Learning Arnold and Smith had checked out of Hotel Winthrop Sunday, a Times reporter went to Seattle and located Smith at the home of friends at Lake Washington. He said Maj. Sanders had received all the information they possessed about their mission here.

**He denied, however, that any of the Maury island fragments had been turned over to them.**

When contacted this week, Maj. Sanders labeled the whole case a "hoax," hinting meanwhile, that some Tacoma residents are mixed up in it. All requests for information backing up this position have been denied.

Following are questions asked by The Times which presumably will be answered when the government completes its investigation and makes public the report it has promised:

1—What was the purpose behind the alleged hoax?

2—If Smith and Arnold did not receive the worthless Maury island fragments, what kind of material was aboard the plane which prompted "top brass" from Hamilton Field headquarters to visit the scene of the crash with the reported purpose of discovering whether any of this material remained in the wreckage?

3—What prompted Smith and Arnold to send for army investigators? Was it because they had been shown samples of the Maury island specimens, which could easily have been identified as slag by simple chemical analysis?

4—What did the "Mystery Man" mean when he said in one of his muffled telephone conversations that he hoped this publicity would reach New Jersey?

(We ask this question because a McChord Field official has admitted it is an important point).

S. F. CALL-BULLETIN— Aug. 1, 1947

# Two Reported Killed In Army Plane Crash

Two Army airmen were believed killed and two escaped death early today in the crash of a B-25 airplane, attached to Hamilton Field, in the woods 12 miles east of Kelso, Wash.

A ground crew of the Air Rescue Service based at McChord Field, Wash., was expected to reach the crashed plane momentarily, Hamilton Field officers said.

The crew chief of the B-25, which flew low over Kelso at 2 a. m. and seemed to be in trouble, and a passenger baled out. The passenger was unhurt, said Hamilton Field officers, but the crew chief was injured and is now in a Kelso hospital.

Neither the dead nor the survivors were identified by Army authorities. The plane crashed at approximately 2:25 a. m. and caught fire, the Air Rescue Service reported, after apparently going out of control.

The B-25 was attached to the 401st Base Unit at Hamilton Field and carried a crew of three and one passenger.

The ground crew of six en route to the scene from McChord Field is in charge of Captain William L. Littrell.

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# Vallejo Army Flier Dies in Secret Flight

## Frank M. Brown Victim; Air Force Silent On Details of Mission

**A Vallejo Flier, First Lieutenant Frank M. Brown, of 21 Sunset drive, was killed yesterday in the crash of an Army B-25 bomber near Kelso, Wash., which** also took the life of the pilot, Captain William L. Davidson of San Francisco. Two non-commissioned officers, passengers in the ship, parachuted to safety.

Lt. Brown, who served in combat in Italy during the war as a B-25 pilot, was co-pilot of the wrecked plane. The ship was en route to its base at Hamilton Field from McChord Field, Tacoma, Wash., when it crashed eight miles east of Kelso.

Fire which broke out in one engine of the bomber caused the crash, survivors said. The B-25 plummeted to earth from 1,000 feet altitude and burned.

**TWO JUMP FROM SHIP**

Those who saved their lives by jumping from the ship are Sgt. Elmer L. Taff of Fort Lawton, Wash. and Technical Sgt. W. D. Matthews of Hamilton Field.

Taff, who was making his first trip by air, said one of the flyers fastened his parachute, told him how to pull the rip cord and then pushed him from the doomed plane.

Col. D. L. Springer, intelligence officer for the Fourth Air Force at Hamilton Field, told the Times-Herald last night that the two pilots were flying a "confidential mission." Other information received here indicated

(Continued on Page 2, Col. 1)



# Vallejo Army Flier Killed While Making Secret Flight

(Continued From Page 1)

the mission might be classified as "top secret."

Another source said the mission had such a high classification that only the war department could release information on its purpose. It was hinted that confidential nature of the flight was the reason for the pilot and co-pilot staying with the ship instead of parachuting to safety with the two passengers.

**COURIER FLIGHT**

Col. Springer told the Times-Herald that the assignment was of "courier nature." The Army refused to divulge the names of the victims at a late hour last night, although wives of the victims had been notified unofficially earlier.

The pilot and co-pilot were identified by Coroner Gudon Quarnstrom of Cowlitz county, Wash., who said he received the bodies from the isolated crash scene at 6 p. m.

Lt. Brown had been on duty at Hamilton Field for five months, and recently purchased a home in Vallejo at 21 Sunset drive. He held the Purple Hart, awarded when he was shot down during his fifth combat mission in Italy, and the Air Medal.

The Vallejo officer had been in the service since Febary, 1943.

He is survived by his wife, Velma, of Vallejo; a brother C. T. Brown of San Diego, and two sisters, Len Tucker of San Diego and Mrs. Ruth Butler of Jim Texas.

## 1 Dead, 35 Hurt In New Holy Land Terror Outbreak

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BUS SMASHES CAR—Squee extensive front and rear dama 29, of 806 Olympic avenue, wa street, driver of the bus pictur other vehicle and driving wit car. The automobile was forc M. Turner. (Times-Herald pl

## Bus Driver Cit Crash on Dow

An automobile received exten sive damage when squeezed be tween two city buses at Georgia and Santa Clara streets yester day afternoon but occupants of the three vehicles escaped injury, Vallejo traffic officers reported.

The accident occurred when

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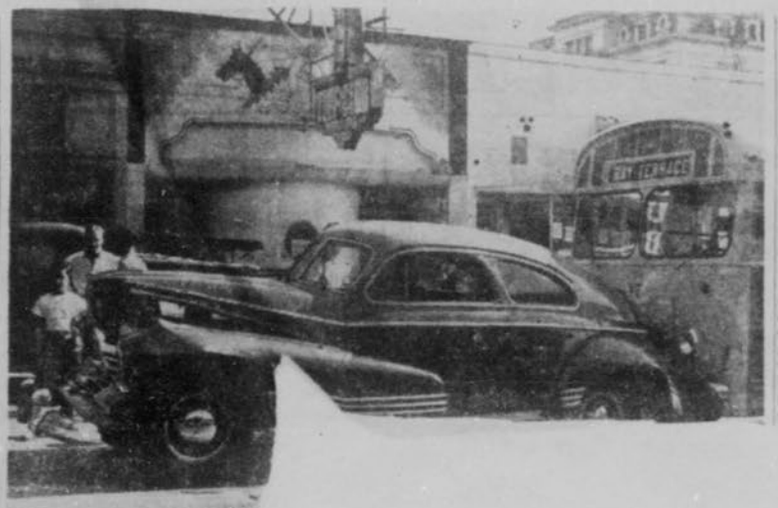

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## Hughes to Face Senate Probe Ne

(Continued From Page 1)
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## Council's Budget Study to Continue

(Continued From Page 1)
budget calls for appropriations totaling $3,104,880 and reflects a city tax rate of $1.56, lower by four cents than the 1946-47 rate.

Salary recommendations are made on the basis of current pay schedules, but Vickers told the council in transmitting the budget that a salary study "reveals that a salary adjustment should be made." He recommended that if the council decides on raising salaries, the money required

him. Brewster only wants him to now to set the stage for publicity purposes.

3. Brewster now has Johnny Meyer (who travelled 4,000 miles) sitting in the hearing room waiting to testify. Brewster has a lot of other witnesses waiting to testify. So why does he want me back there now?"

Hughes charged that when he leveled his first blast at the "Brewster-Pan American Airways tie-up" the senator could not take it, and as a result fell back on his senatorial powers to crack the whip.

He said Sen. Brewster had the two-fold motives of inconveniencing him and to put him on the witness stand

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# Hughes to Face Senate Probe Next Week

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and took full responsibility for that decision. He told the committee, however, to ask Meyer about the parties they charge he staged.

He said, however, if the committee wanted facts and figures about airplanes and negotiation of contracts he would provide them.

"On the other hand, if you want a publicity show then why not put one of the girls on the stand on the other side of me?" asked.

"If you want to dress Senator Brewster, then you make it the circus that you a

## Council's Budget Study to Continue

(Continued From Page 1)

budget calls for appropriations totaling $3,104,880 and reflects a city tax rate of $1.56, lower by four cents than the 1946-47 rate.

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# Plane Crash Linked to Flying Disc Inquiry

Two Army Air Force Intelligence officers from the Bay Area, killed early Friday when their B-25 bomber crashed into a hillside near Keiso, Wash., were on a mission apparently connected with flying discs.

Brigadier General Ned Schramm, chief of staff, Fourth Air Force, said at Hamilton Field the two officers had been in the north to talk with Kenneth Arnold, pilot.

Arnold was the man who first reported seeing the flying discs last June 25.

"Arnold had contacted our people," Schramm said, "saying he might have something interesting to tell them. I don't know what he told them."

**PILOT PRESENT**

The dead officers were Captain William L. Davidson, 587 Twenty-fourth avenue, and First Lieutenant Frank M. Brown, 21 Sunset street, Vallejo.

Although the Army did not mention Captain E. H. Smith, United Airlines pilot who chased nine discs on July 4, he apparently was present when the Army officers talked to Arnold.

The Idaho statesman of Boise, according to Associated Press, said last night that Smith phoned in Tacoma, where the conference was held, and said he had given the dead officers six pieces of "metal or lava" to take back to Hamilton Field for inspection.

Smith, the statesman added, had gone to Tacoma with Arnold in connection with an investigation of a report that a disc or some object had struck a boat in that area and that the two boat owners had salvaged pieces of the "metal or lava" from the accident.

**'CLASSIFIED MAT? !'**

This was in keeping with an earlier report by United Press that the plane was carrying fragments of what might have been a disc aboard at the time of the crash. The fragments were identified as "classified material"—an Army term for restricted or secret.

The plane was en route from McChord to Hamilton Field.

However, Major George Sanders, public information officer at McChord, denied that the "classified material" was pieces of a fly ing disc.

"The 'material' was merely personnel records," he said.

McChord officials, however, allowed no one to take pictures of the wreckage until the 'material' had been removed and returned to McChord field.

Maurice Roddy, aviation editor of The Chicago Times, reporting on the explosion which wrecked the boat, said it took place June 24 on Murray Island, off the Washington coast.

"The explosion came to the attention of Raymond Palmer, Chicago magazine writer, who began an investigation," Roddy said.

"The explosion took place the same day Arnold reported sighting the first of the flying discs.

"Palmer commissioned Arnold to go from Boise to Murray Island, and he did so.

"He obtained photographs, interviews with all persons in the area at the time and specimens of what Palmer 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 a great height, landing in sand.'

"Last Friday night Arnold and Smith of United Airlines attended a conference in Tacoma to talk with two AAF officers assigned to work on the flying disc phenomena.

"The conference broke up at 12:30 a. m. and the two Army officers took with them a box of specimens, pictures and affidavits from persons who had witnessed the island explosion."

At Portland, Ore., Dick Rankin, Northwest pilot, told United Press the Army officers had questioned him for about four hours. Rankin saw the mysterious objects over Bakersfield on June 14.

"The officers were getting pretty hot on something," Rankin said. "I wouldn't be surprised if something had happened to them."

Two other men aboard the crashed plane, Master Sergeant Woodrow B. Mathews, a crew chief at Hamilton Field, and T/4 Elmer Taff, attached to Fort Lawton, Okla., parachuted to safety after being ordered to jump when the plane caught on fire.

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VALLEJO TIMES-HERALD
2 AUG.

# Vallejo Army Flier Dies in Secret Flight

## Frank M. Brown Victim; Air Force Silent On Details of Mission

**A Vallejo flier, First Lieutenant Frank M. Brown, of 21 Sunset drive, was killed yesterday in the crash of an Army B-25 bomber near Kelso, Wash., which** also took the life of the pilot, Captain William L. Davidson of San Francisco. Two non-commissioned officers, passengers in the ship, parachuted to safety.

Lt. Brown, who served in combat in Italy during the war as a B-25 pilot, was co-pilot of the wrecked plane. The ship was en route to its base at Hamilton Field from McChord Field, Tacoma, Wash., when it crashed eight miles east of Kelso.

Fire which broke out in one engine of the bomber caused the crash, survivors said. The B-25 plummeted to earth from 1,000 feet altitude and burned.

**TWO JUMP FROM SHIP**

Those who saved their lives by jumping from the ship are Sgt. Elmer L. Taff of Fort Lawton, Wash., and Technical Sgt. W. D. Matthews of Hamilton Field.

Taff, who was making his first trip by air, said one of the flyers fastened his parachute, told him how to pull the rip cord and then pushed him from the doomed plane.

Col. D. L. Springer, intelligence officer for the Fourth Air Force at Hamilton Field, told the Times-Herald last night that the two pilots were flying a "confidential mission." Other information received here indicated

(Continued on Page 2, Col. 1)



# Vallejo Army Flier Killed While Making Secret Flight

(Continued From Page 1)

the mission might be classified as "top secret."

Another source said the mission had such a high classification that only the war department could release information on its purpose. It was hinted that confidential nature of the flight was the reason for the pilot and co-pilot staying with the ship instead of parachuting to safety with the two passengers.

**COURIER FLIGHT**

Col. Springer told the Times-Herald that the assignment was of "courier nature." The Army refused to divulge the names of the victims at a late hour last night, although wives of the victims had been notified unofficially earlier.

The pilot and co-pilot were identified by Coroner Gordon Quarnstrom of Cowlitz county, Wash., who said he received the bodies from the isolated crash scene at 6 p. m.

Lt. Brown had been on duty at Hamilton Field for five months, and recently purchased a home in Vallejo at 21 Sunset drive. He held the Purple Heart, awarded when he was shot down during his fifth combat mission in Italy, and the Air Medal.

The Vallejo officer had been in the service since February, 1943.

He is survived by his wife, Velma, of Vallejo; a brother, C. T. Brown of San Diego, and two sisters, Len Tucker of San Diego and Mrs. Ruth Butler of Otim, Texas.

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However, Scramm said it was his understanding that the men were not bringing anything back with them in the plane. He revealed the officers had flown to Washington to see Arnold after they received a communication that he "might have something interesting to tell them."

**EARLIER DISPATCH**

Meantime, Morello's earlier dispatch had reported that "a mysterious telephone informant with uncannily accurate information touched off new speculation that the Army Intelligence was guarding closely fragments of a 'flying disc' reported to have crashed this week near Tacoma."

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United Press' informant at Tacoma also disclosed that Arnold, pilot who first reported the flying discs, and United Airlines Capt. E. J. Smith, Seattle, who turned his transport from its course and followed nine discs for 15 minutes July 4, were in secret conference at a Tacoma hotel. A check confirmed the information, Morello reported, but neither Smith nor Arnold would disclose the nature of the conference.

**IDENTIFIED DEAD**

In one of a series of calls to the press service office, Morello's early story continued, the mystery man identified the dead pilot and co-pilot as "Captain Davidson and Lieutenant Brown." Not until hours later did the Army make public for the first time the names of the crash victims.

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(Continued on Page 2, Col. 1)

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# Mystery Deepens Over Vallejo Pilot's Death

(Continued From Page 1)

check of Hamilton Field sources yesterday failed to disclose further information on the mystery assignment. Press and intelligence officers could not be contacted, and the Hamilton Field telephone operator explained "This is Saturday. There's nobody around here today."

Hamilton Field, where both Brown and Davidson were stationed, is headquarters for the Fourth Air Force and principal point for release of press information.

Friday night following the crash Col. D. L. Springer, intelligence officer at Hamilton Field told the Times-Herald that the two officers were flying a "confidential mission." Yesterday a McChord Field intelligence officer confirmed the report to United Press that the ill-fated B-25 carried "classified material."

**PICTURES BANNED**

"No one was allowed to take pictures of the wreckage until the material had been removed and returned to McChord," said Maj. George Sanders. When he was notified that the names of the two pilots had been made known ahead of official Army release time, he said:

"Nobody should have known that!"

Continued secrecy on the part of all Army authorities yesterday supported earlier Times-Herald findings that the fatal mission was of "top secret" classification. Censorship of all information surrounding the mission and the crash gave credence to the theory that the fliers elected to go down with their ship to save top secret materials rather than parachuting to safety.

Two passengers on the B-25, M/Sgt. Woodrow B. Matthews and T/4 Elmer L. Taff, were able to parachute to safety before a burning engine sent the bomber plummeting to earth from a 1000-foot altitude. Taff, who was take back to Hamilton Field, Calif., for inspection.

The Statesman said Smith telephoned from Tacoma, Wash., where the B-29 bomber took off yesterday shortly before it crashed at Kelso, Wash., killing Capt. William L. Davidson of San Francisco and Lt. Frank M. Brown, of Vallejo, Calif., intelligence officers.

Smith, the Statesman added, had gone to Tacoma with Kenneth Arnold, Boise businessman and pilot who in June turned in the first report of seeing a so-called "flying disc."

The two men were investigating a report that a disc or some object had struck a boat belonging to Harold Dahl and Fred L. Crisman in that city. Arnold told the Statesman the two boat owners had salvaged pieces of "metal or lava" from the accident.

Smith did not identify the pieces, the Statesman said, but told the newspaper he had given them to the two Army officers. He added that he did not know where the pieces are at present.

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**WIDOW LIVES IN VALLEJO**

Brown's widow, Velma, who lives here at 21 Sunset Drive, last night claimed she did not know the purpose of her husband's mission. "All I can say is that they were carrying secret material," Mrs. Brown told the Times-Herald. "Any other information must come from the War Department."

Mrs. Brown said the body was shipped from McChord Field yesterday to Long Beach, where military funeral services will be held. Burial will be in Forest Lawn Cemetery.

Dick Rankin, noted northwest flyer, disclosed at Portland last night that the two Army officers killed Friday in an airplane crash near Kelso, Wash., had questioned him Wednesday about two flights of mysterious objects he had seen June 14 above Bakersfield.

Rankin said the men talked to him for about four hours, and added, "They were getting pretty hot on something. I wouldn't be surprised if something had happened to them."

One of the survivors of the crash, who parachuted to safety, said the plane had developed engine trouble.

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S.F. CHRONICLE
7 AUG 1947

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Meanwhile, the headquarters issued a statement indicating that the crash of a B-25 bomber August 1, near Kelso, Wash., was caused when an engine caught fire. Rumors that the plane had been carrying metal or lava of "disc origin" which may have exploded were ignored in the statement.

The crash resulted from an exhaust stack failure which permitted flames to concentrate in the engine cowling. Captain William L. Davidson, San Francisco, and Lieutenant Frank M. Brown, Vallejo, the pilots, were killed.

Full details concerning results of the Army's investigation of the disc reports and their relation to an unexplained explosion on Maury Island, near Tacoma, the day the discs were first sighted, are to be revealed by Lieutenant Colonel D. L. Springer, Fourth Air Force intelligence officer.

He has been assembling reports of investigating activity in the Pacific Northwest, with headquarters at McChord Field, near Tacoma, and is scheduled to return to Hamilton Field shortly.

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(Continued From Page 1)

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Col. Springer told the Times-Herald that the assignment was of "courier nature." The Army refused to divulge the names of the victims at a late hour last night, although wives of the victims had been notified unofficially earlier.

The pilot and co-pilot were identified by Coroner Gordon Quarnstrom of Cowlitz county, Wash., who said he received the bodies from the isolated crash scene at 6 p. m.

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The Vallejo officer had been in the service since February, 1943.

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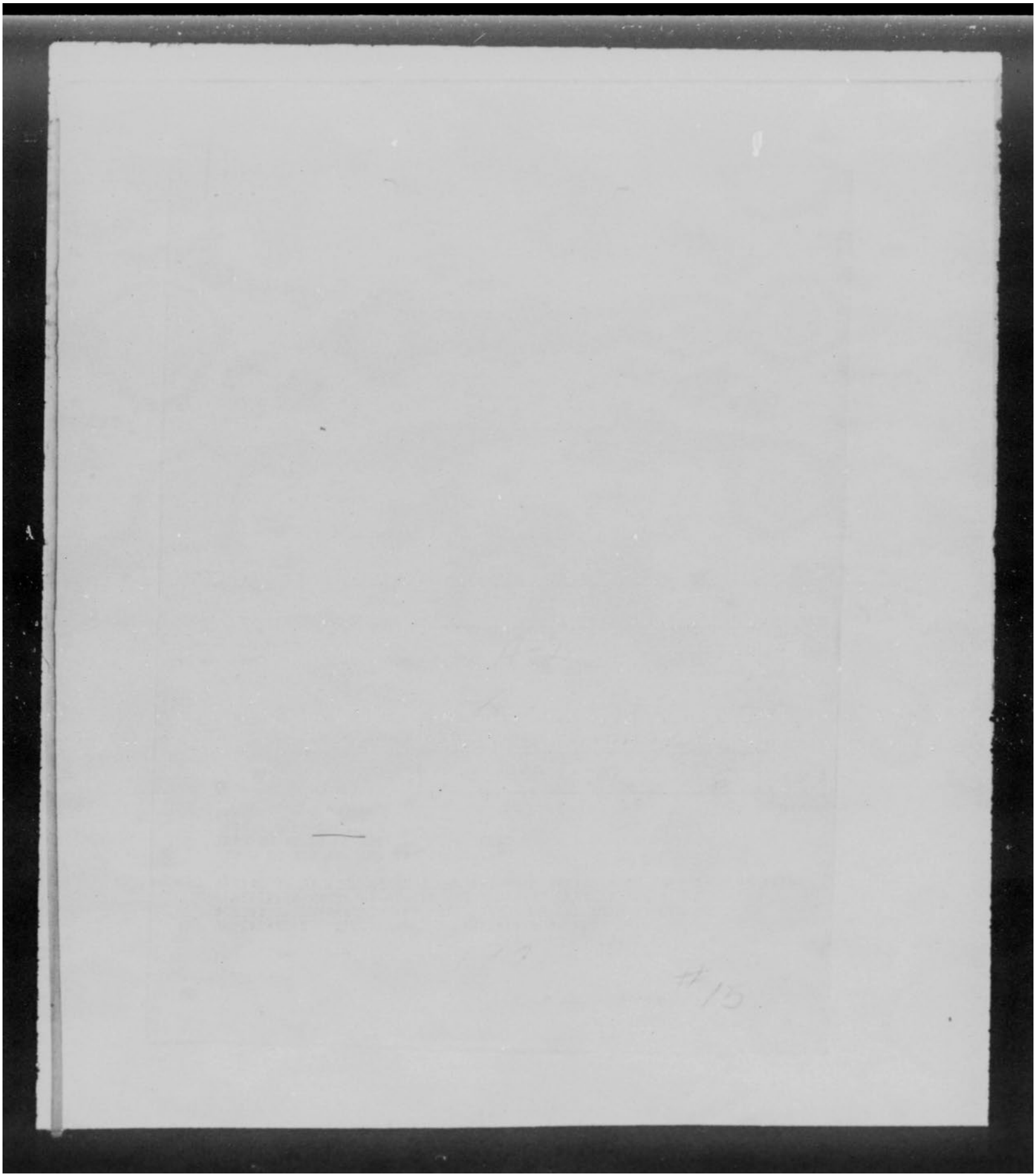

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Hamilton Field, California

COMMANDING GENERAL
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MITCHEL FIELD N Y

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# WESTERN UNION

1201

JOSEPH L. EGAN
PRESIDENT

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

LD2 PD=TACOMA WASH 2 1150A

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KENNETH ARNOLD=
ROOM 502 WINTHROP HOTEL TACOMA WASH=

PLEASE CALL ME AT BR 7755=
HAROLD DAHL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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Hamilton Field, California

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OFFICIAL BUSINESS

T. H. HINES,
C.W.S., U.S.A.
Asst. Adjutant General

LETTER MESSAGE ADC632 REFERS TO OUR INCOMING MESSAGE NO. 1453

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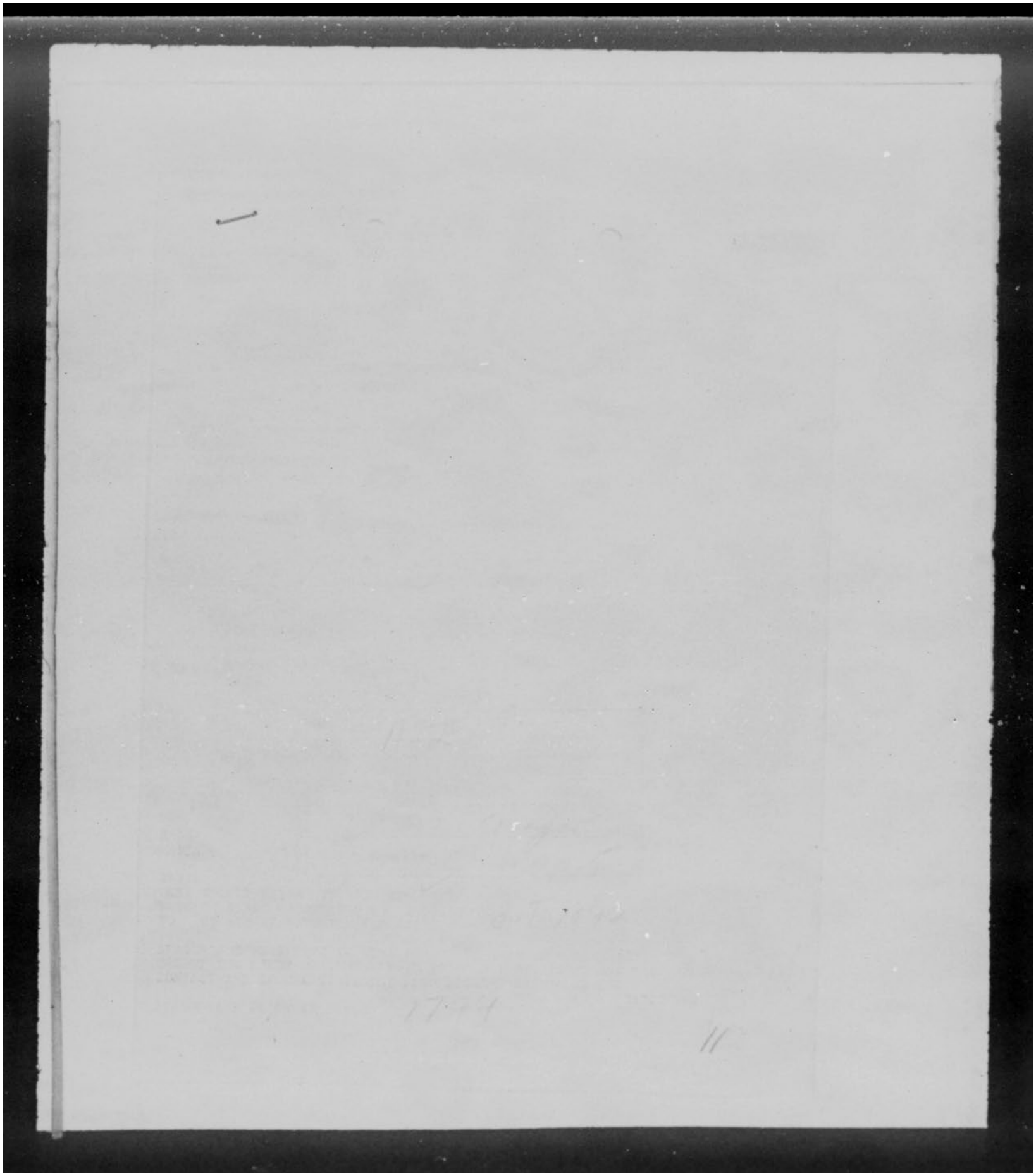

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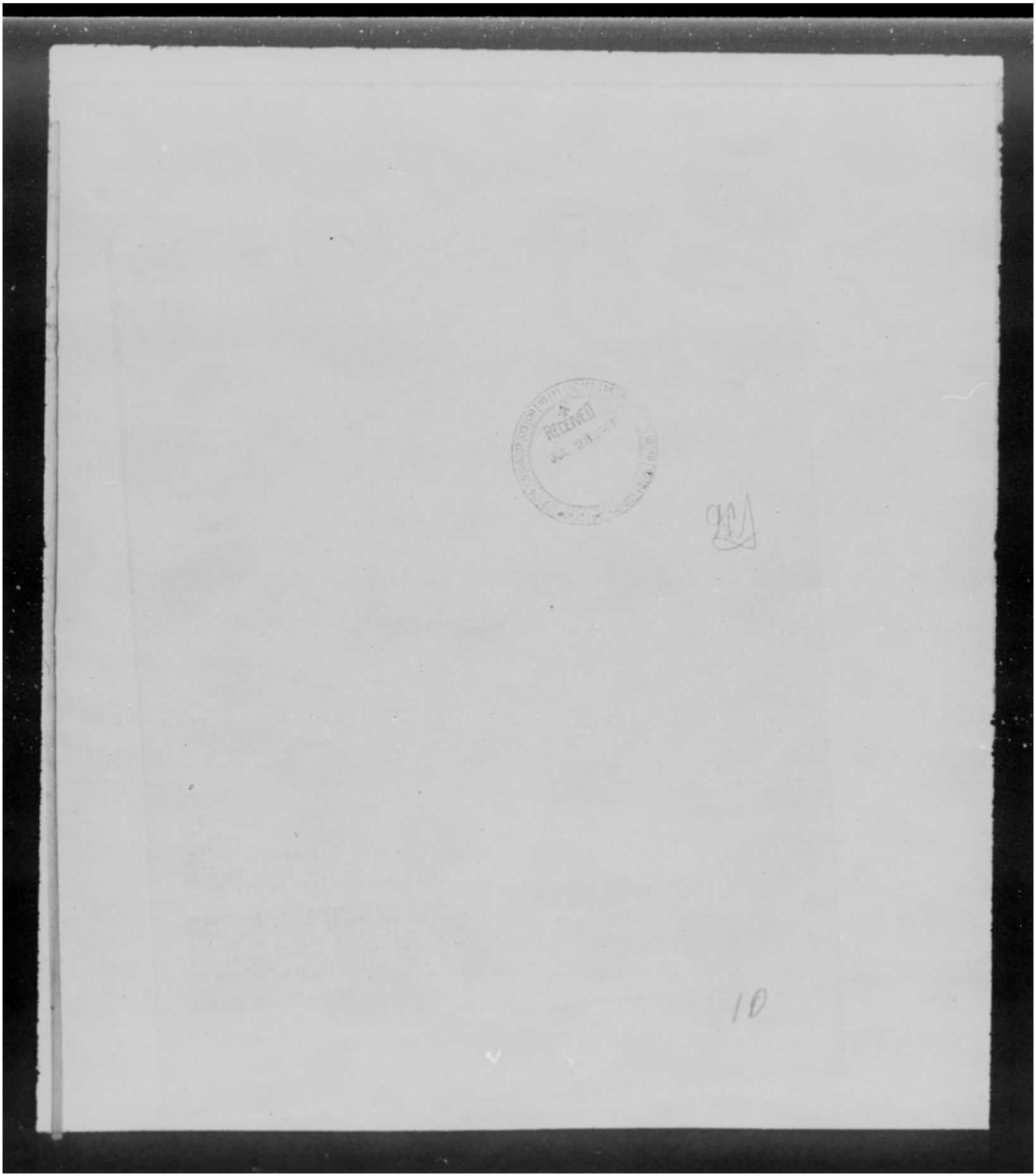

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Incident
AAF 1208-I
5 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 5 August 1947, this agent interviewed Captain William H. Ryherd, ASN O-66356, the assistant operations officer in the 415th AAF BU, Building 95, Hamilton Field, California, regarding flying objects in the air. Captain Ryherd stated in substance: He is an instructor pilot in the 415th Training Unit. On 29 July at 1450, Captain Ryherd and a student, 1st Lt. Ward L. Stewart, 1242 Silvia Street, Berkeley California, landed and parked an AT-6 near the hangar, building 59 of the 415th AAF BU. Walking from the aircraft toward reserve operations, and looking westward just over the hangar, Captain Ryherd saw a P-80 flying southward toward Oakland. Above this P-80, at approximately 8,000 to 10,000 feet in altitude, Captain Ryherd saw two flying objects traveling the same direction as the P-80. He, Ryherd, judged the solid, white, somewhat shiny objects were approximately 15 to 25 feet in diameter. Ryherd stated that he didn't call them discs due to the publicity these objects have been given, but in shape they were circular, like a ball on the bottom, but not completely round; and Ryherd specifically stated that these objects were not airplanes.

The first flying object was traveling straight and level; whereas the second was close behind the first, same altitude, only it seemed to be going from left to right and right to left, more or less like a guard in an aircraft formation. Captain Ryherd further stated that the speed of these two objects made a P-80 look as if it was motionless in the air.

The sky was clear, consequently Captain Ryherd and Lt. Stewart watched the two objects until they disappeared in flight, supposedly over Oakland, headed toward the ocean.

Due to the noise of the P-80, no sound of any kind could be heard from these flying objects.

These objects did not leave any vapor, smoke, or any visible trails along their flight path.

Captain Ryherd informed this agent he had never told anyone about these flying objects, fearing that people would think he was crazy.

AGENT'S NOTES: Captain Ryherd showed extreme sincerity throughout the interview, answering all questions with caution and assurance.

JAMES A. WILSON, Spec. Agt., OSI A AF

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5 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 5 August 1947, this agent interviewed Captain William H. Ryherd, ASN O-66356, the assistant operations officer in the 415th AAF SU, Building 95, Hamilton Field, California, regarding flying objects in the air. Captain Ryherd stated in substance: He is an instructor pilot in the 415th Training Unit. On 29 July at 1450, Captain Ryherd and a student, 1st Lt. Ward L. Stewart, 1242 Wilvia Street, Berkeley, California, landed and parked an AT-6 near the hangar, building 59 of the 415th AAF SU. Walking from the aircraft toward reserve operations, and looking westward just over the hangar, Captain Ryherd saw a P-80 flying southward toward Oakland. Above this P-80, at approximately 8,000 to 10,000 feet in altitude, Captain Ryherd saw two flying objects traveling the same direction as the P-80. He, Ryherd, judged the solid, white, somewhat shiny objects were approximately 15 to 25 feet in diameter. Ryherd stated that he didn't call them discs due to the publicity these objects have been given, but in shape they were circular, like a ball on the bottom, but not completely round; and Ryherd specifically stated that these objects were not airplanes.

The first flying object was traveling straight and level; whereas the second was close behind the first, same altitude, only it seemed to be going from left to right and right to left, more or less like a guard in an aircraft formation. Captain Ryherd further stated that the speed of these two objects made a P-80 look as if it was motionless in the air.

The sky was clear, consequently Captain Ryherd and Lt. Stewart watched the two objects until they disappeared in flight, supposedly over Oakland, headed toward the ocean.

Due to the noise of the P-80, no sound of any kind could be heard from these flying objects.

These objects did not leave any vapor, smoke, or any visible trails along their flight path.

Captain Ryherd informed this agent he had never told anyone about these flying objects, fearing that people would think he was crazy.

AGENT'S NOTES: Captain Ryherd showed extreme sincerity throughout the interview, answering all questions with caution and assurance.

JAMES A. NELSON, Spec. Agt., CIC 4AF

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C O P Y
AIR RESCUE SERVICE
DETACHMENT A (62d AAF BU)
McChord Field, Tacoma, Washington

4 August 1947

SUBJECT: Final Mission Report

TO: Commanding Officer
Air Rescue Service
MacDill Field, Florida

1. MISSION NUMBER Thirty-Nine.

2. NATURE.

a. At 0400 PST, 1 August 47, ARMY FLIGHT SERVICE notified this detachment that a plane had been seen to crash and burn thirteen (13) miles south of KELSO, Washington (46°8'N, 122°55'W).

3. ACTION TAKEN

a. 1 Aug 47. At 04:30 PST, AFS received information from Mr. O. C. Clark, local sheriff of KELSO, Wash., that the scene of the crash was fifteen (15) to twenty (20) miles east of KELSO in the vicinity of GOBLE CREEK. The KELSO Chief of Police saw an aircraft fly low over the town, then crash and burn to the east. The time was about 0236 PST. A check of aircraft known to be in the vicinity revealed that B-25 #1316 had departed MCCHORD FIELD at 0212 PST for HAMILTON FIELD, California. The weather was reported as CFR. A full moon made visibility exceptionally good. The pilot's name was CAPT. W. C. DAVIDSON; the plane carried three (3) additional persons. The Base Operations Officer and Base PIO were notified. This detachment began organizing a ground party of base personnel to supplement that being formed by the KELSO Chief of Police. At 0500 PST information was received from KELSO by AFS that ground fog in the valleys at the scene of the crash was preventing a ground party from locating the plane. Since no communication had been received from B-25 #1316, it was assumed that it was the plane reported as crashed. AFS C-47 was pre-flighted to transport the Army ground party to KELSO but a check of the field conditions there deemed it advisable to use a smaller aircraft. Of the two C-45s available, one belonging to AFS was unserviced after a night flight; the other, belonging to AACS, was readied even though a responsible officer of that organization was not present to authorize the flight. Fog at KELSO prevented take-off until 0700 PST. The ground party, led by CAPT. W. L. LITTRELL and CAPT. T. H. FORSBERG, consisted of six men including a medical technician and a photographer. At 0600 PST, the KELSO Chief of Police notified AFS that a passenger of the crashed airplane was in his office and had confirmed

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C O P Y

Subject: Final Mission Report 4 August 1947

the belief that the crash was that of the unreported B-25. The Passenger, Sgt. E. L. TAFF, of FT. LAWTON, SEATTLE, was uninjured, but reported that the crew chief, T/Sgt. W. D. MATHEWS, was at a farm house near the scene of the crash and was injured. Sgt. TAFF then led an ambulance to Sgt. MATHEWS WHO was subsequently taken to a local hospital. At 0610 PST an attempt was made to telephone Sq. B at HAMILTON FIELD but no answer was received; however, it was known that HAMILTON AFB was aware of the incident and would notify Sq. B. At 0700 PST Capt. LITTRELL departed in a C-45 for KELSO. At 0745 PST Sq B was contacted by phone and given a flash report. At 0905 PST CAPT LITTRELL phoned and informed that he had placed CAPTAIN FORSBERG in charge of Army personnel proceeding to the scene of the crash. No aerial search was necessary as civilians in the area knew the exact location of the crash and had reported finding one (1) body in the wreckage. CAPT. LITTRELL prepared to fly Sgt's TAFF and MATHEWS to MCCHORD FIELD for medical attention, arriving at 0945 PST. The survivors stated that they believed neither the pilot nor co-pilot has parachuted from the plane. The cause of the incident was at this time determined to be a fire in the left engine. CAPT LITTRELL was informed by Sgt. TAFF that he believed classified documents had been aboard the plane; CAPT FORSBERG was instructed to take necessary precautions. An ambulance met the plane at MCCHORD FIELD carrying the two survivors and took them to the hospital. Interrogation revealed that the left engine had caught fire in the power section and flames and smoke had spread to the flight deck almost immediately. The crew chief, MATHEWS, assisted TAFF in attaching his chest pack and TAFF abandoned the plane at an estimated altitude of 10,000 ft (this fact is doubted but is not considered necessarily relevant). MATHEWS helped the pilot and co-pilot attach their chest packs (all personnel had been wearing the harness) and as he left the plane was aware that the co-pilot was preparing to follow. The pilot had started to leave and, to the best recollection of MATHEWS, was partially standing and holding the control wheel with his left hand. MATHEWS statements indicate that proper emergency procedures had been performed but that the flames had enveloped the entire left side almost immediately. TAFF stated that, because of the full moon and good visibility, he saw MATHEWS leave the plane and was able to follow the plane to the ground and that he saw no one else bail out. The ship was enveloped in flames and was beginning to fall apart before hitting the ground where it exploded and burned about one (1) mile from where he, TAFF, landed. He lit in a tree, and not knowing how to release his parachute of the quick-detachable kind, cut himself loose from the harness with his pocket knife. He kicked and struggled and eventually jumped to the ground, receiving a jolt on impact but was unable to guess how far he had fallen. He then followed a cow path for an estimated two (2) miles to a farm house, arriving after MATHEWS. Meanwhile, as MATHEWS cleared the plane he turned and saw the plane strike the ground, explode and burn. Just before or just at the time of impact he saw an object afire thrown clear of the plane but did not know whether it was a person or part of the plane. MATHEWS also lit in a tree and, after freeing himself from his harness, fell to the ground where he injured his back. He lost consciousness and on recovering went to the burning plane, about fifty



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(50) yards away. Flares were going off and he thought best to leave the scene. He heard a stream nearby and followed it until he came to a house and aroused the occupants. Soon TAPP arrived at the same house and, being uninjured, was driven into town. Then he led an ambulance to effect transportation of MATHEWS to a hospital. Meanwhile, civilians reached the scene of the crash where they found one body. At 0930 PST, a message from Sq R informed that top secret material was in the navigators kit and to request Commanding Officer MCCHORD FIELD to expedite all available information to Commanding Officer HAMILTON FIELD. Meanwhile, CAPT FORSBERG and four (4) enlisted men departed KELSO at 0830 PST for scene of the crash. They were transported by the WASHINGTON STATE POLICE who knew the exact location of the plane (46°09'N - 122°43'W). The ground party determined upon arrival at the scene, that two (2) bodies were in the wreckage. Indications led to the belief that the co-pilot was afire when he left the plane an instant before impact. The pilot's remains were found in the wreckage. Preliminary investigation by CAPT FORSBERG disclosed the planes left wing about one hundred twenty-five (125) yards from the widely scattered portions of the plane. The left wing was intact and had apparently torn off just outboard of the left engine before impact. The forward portion of the wing stub was melted but the rear two thirds indicated that it had ripped loose from the inboard section of the wing. The wing leading edge was undamaged. The navigation and landing lights were unbroken. The aileron was undamaged but the flap section was crushed, leading to the belief that the wing struck the tail section. From these indications it is believed the wing ripped from the airplane just after MATHEWS abandoned the plane. The resulting spin thus prevented the remaining crew members from bailing out although the co-pilot may have been in the hatch. A few civilians were in the area when CAPT FORSBERG arrived and he took precautions to prevent them from disturbing the wreckage. At 1157 PST CAPT LITTRELL flew CAPT RICE, M. C., to KELSO. An ambulance dispatched from MCCHORD FIELD, met them at KELSO, and was led to the scene of the crash by the STATE POLICE. The bodies were recovered and transported in the ambulance to MCCHORD FIELD. CAPT LITTRELL returned to MCCHORD FIELD where camping equipment was prepared to be dropped to the ground party. CAPT LITTRELL made a successful drop at dusk by sighting on a signal fire. The ground party set up camp at the wreckage scene to act as guard and to investigate further the following day. They were relieved of responsibility of all recovered documents by a CIC agent who had arrived about 1800 PST.

b. 2 Aug 47. The ground party remained at the scene of the crash pending official securing of the incident. No aerial activity.

c. 3 Aug 47. MCCHORD FIELD Operations Officer departed at 1000 PST to investigate the accident and to relieve CAPT FORSBERG, who returned at 1600 PST. Incident closed.



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C O P Y

Subject: Final Mission Report 4 August 1947

5. STATISTICAL SUMMARY

a. GROUND ACTIVITY

(1) Total man hours by AFS Personnel in field 72

(2) Total man hours by other Army Personnel (estimate) 300

(3) Total man hours by civilian personnel (est.) 150

(4) No. of miles driven by Army Vehicles 500

b. AERIAL ACTIVITY

(1) Total No. of sorties flown 3

(2) Total hours flown by Army aircraft 6

c. LOCAL PURCHASES

(1) None.

6. COMMENTS

a. Cooperation received from all civilian agencies concerned was complete and excellent.

7. RECOMMENDATIONS

a. None.

ROBERT H. MASONHEIMER
Captain, Air Corps
Commanding Officer

1 Incl:
1-Photographs



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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFIA
333.8 ID

4 August 1947

SUBJECT: Investigation of "Flying Discs"

TO: Special Agent in Charge, FBI, U. S. Dept of Justice, Suite 426, 111 Sutter Street, San Francisco 4, California.

Inclosed herewith is information copy of MOIC and newspaper clipping re subject.

WILLIAM R. GRAHAM
Major, Air Corps
Deputy AC of S, A-2

2 Incls:
1. MOIC Sorensen 7 1 47.
2. Newspaper clipping dtd 5 Jul 47.

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

4AFDA
333.5/ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

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

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

FOR THE COMMANDING GENERAL:

[redacted]
[redacted]

2 Incls:
1. MOIC Sorensen 7 Jul 47.(dup)
2. Newspaper clipping dtd 5 Jul 47 (dup)

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

COME BACK [A.2]

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

AAGSA
320.3/318

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Air Defense Command, Mitchel Field, N.Y.
ATTENTION: AC of S, A-2

1. Attached AGIC and newspaper clipping forwarded your office in compliance with letter your headquarters, subject as above, dated 7 Jul 47.

2. Information copy forwarded to Headquarters Army Air Forces per request of 1st your headquarters, dated 10 Jul 47.

FOR THE COMMANDING GENERAL:

Asst. Adjutant General

2 Incls:
1. AGIC Memo 7 Jul 47
2. Newspaper clipping dtd 5 Jul 47

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File 1947

AMSHI-C 350.09

SUBJECT: Flying Discs

29 JUL 1947

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

1. Pursuant to your request of 17 July 47, enclosed herewith is a memorandum about "flying discs" and a clipping from the Portland "Oregon Journal" on this subject.

2. It is requested that the clipping be returned when it has served its purpose.

FOR THE COMMANDING GENERAL:

JAMES C. ADAMS
1st Lt, AGD
Asst Adjutant General

RECEIVED
JUL 30 1947

2 Incls:
#1. Memorandum
#2. Clipping "Oregon Journal"

333.5/ID (Gen) 1st Ind 6 AUG 1947 AAFDC-S

HQ FOURTH AIR FORCE, Hamilton Field, California,

TO: Commanding General, Sixth Army, Pres. of San Francisco, California.
ATTENTION: G-2

Returned herewith is clipping from "Oregon Journal" per request in paragraph 2 above.

FOR THE COMMANDING GENERAL:

WILLIAM E. POWELL,
CWO, U. S. Army,
Asst. Adjutant General.

RECEIVED
5 AUG 1947
4 SIG

1 Incl:
Clipping "Oregon Journal"
Incl #1 w/d

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UNEXPLAINED FLYING DISCS
7 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. At 1305, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and listeners that some fast flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at 916 S. E. Bush Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southeast Morrison at 10th Avenue, had called in advising the dispatcher of the flying objects.

2. This agent interviewed Officer McDowell who stated at approximately 1305, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pidgeons. At this time the pidgeons became very excited over something and fluttered in the air all at once. Officer McDowell stated in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an Easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating motion and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any motivating force or heard any sound coming from these discs and could give no description other than round.

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

4. This agent interviewed Earl E. Patterson, Patrolman, Portland City Police Department, and residing at 124 Southeast 13th Avenue, Portland, Oregon, Patterson advises he was a former Air Corps pilot during the war. He stated that the time the radio alert sounded, he was at Southeast 82nd and Foster Road, Portland, and upon getting out of his car he saw one disc flying in a Southwesterly direction over Portland. Patterson advised this disc was aluminum in color, left no vapor trail or smoke trail and was traveling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not knowing the exact size of the object it is difficult to determine the altitude, he estimates its altitude at 30,000 feet.

Patterson further advised the flying disc was definitely some type ofaircraft but he could not give any further description as its speed made observation difficult. He heard no sound emitted by the flying objects.

Keith A. Sorensen, S/A CIC, Sixth Army

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

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

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

"PROWL CARS SPOT DISKS IN SKY HERE"

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

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

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

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolmen Walter Lissy and Robert Ellis in Car No. 82, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 13 stopped at SE 82d avenue and Foster road to look eastward from where the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

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

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

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

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

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

AIRLINES CREW CONFIRMS REPORTS OF FLYING DISKS: FIVE SPOTTED.

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

E. J. Smith, captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:04 p.m., he said.

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

NOT AIRCRAFT.

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

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

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

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

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

OTHERS DOUBTFUL.

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

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

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

Burl Nollsch, 64, of 6604 N. Burrage avenue, telephoned the Journal to berate the newspapers for "perpetuating a hoax." He said he saw objects in the sky about a minute after an airplane passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

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From the Oregon Journal - continued.

MORE SEEN LATER.

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

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

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

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

PAPER RECOVERED.

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

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

Sherman Cock, 2000 NE 65th avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 23½ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

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

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

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

16 July 1947

Col. Samuel H. Morrow,
Asst Chief of Staff, A-2
Hq Tenth Air Force
Brooks Field, Texas

Dear Sam,

The inclosed MOIC is for your information. This office has been requested to gather as discreetly as possible, as much information about the flying discs or similar aircraft, to include time, place, altitude, speed, flight characteristics, craft description, and source of information, to be augmented by an estimate of the source of credibility.

Request your office contact Lt. E. B. Armstrong at Headquarters Tenth Air Force, Brooks Field, Texas, for any information he may have on the objects he reported he saw in the vicinity of Lake Mead, Nevada.

1 Incl:
MOIC 15 Jul 47.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

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HEADQUARTERS
TENTH AIR FORCE
BROOKS FIELD, SAN ANTONIO, TEXAS
Office of the Asst Chief of Staff, A-2

IN REPLY REFER TO:

21 July 1947

Lt. Col. Donald L. Springer
Asst Chief of Staff, A-2
Headquarters Fourth Air Force
Hamilton Field, California

Dear Don:

The MOIC which you sent me by your letter of 16 July 1947 had been received in this office with a request that we furnish them the finished statement that we had received from Lt. R. B. Armstrong, this Headquarters, regarding Unidentifiable Objects, he was alleged to have seen on 14 July 1947. Up to the time of receipt of that letter, this Office had heard nothing from Lt. Armstrong regarding the incident so proceeded to have an investigation made. A copy of that report is forwarded to you in two copies.

I have already sent this report, plus the report from Williams Field, Arizona, dated 7 July 1947, to AIC as a matter which might be of interest to them.

We had one incident here where it was stated that a disk had been found in the vicinity of Houston, Texas. General Vandenberg called Colonel Bob Warren by telephone for a report on that incident. He made an informal investigation and found it a hoax. No written report was ever submitted to me on this so cannot give you anything else other than to repeat a verbal report from Colonel Warren to one of the Officers of this Office. If you want more specific information regarding that incident I shall get it for you.

Sam

S. W. [illegible]
Colonel, GSC
Asst Chief of Staff, A-2

1 Incl
MOIC dtd 15 July 47
(2 copies)

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1204-2

UNIDENTIFIABLE OBJECTS
Williams Fld., Chandler, Ariz.
15 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 14 July 1947, 1st Lt Eric B. Armstrong, O-2059709, 170th AAF Base Unit, Ferry Division, Brooks Field, San Antonio, Texas was interviewed and the following information was obtained: Lt. Armstrong departed Williams Field, Arizona at 1400 CST on 28 June 1947 in a P-51 for Portland, Oregon, by the way of Medford, Oregon. At approximately 1515 CST on a course of 300 degrees, and ground speed of 235, altitude 10,000 feet, approximately thirty miles northwest of Lake Meade, Nevada Lt. Armstrong sighted five or six white, circular objects at four o'clock, altitude approximately 8,000 feet, course approximately 120 degrees and an estimated speed of 265 MPH. Lt. Armstrong said the objects were flying very smoothly and in a close formation. The estimated size of the white objects were approximately 35 inches in diameter. Lt. Armstrong stated that he is sure the white objects were not birds, since the rate of closure was very fast. Lt. Armstrong was certain that the white objects were not jets or conventional type aircraft since he has flown both types.

AGENT'S NOTES:

Lt. Armstrong was very sincere in the explanation and was not the exaggerating type. He merely stated what he saw and has drawn no conclusions as to what the white objects were.

Lawrence M. King, Jr., Special Agent, CIC, AFC

CERTIFIED A TRUE COPY:
R. D. Stephens
R. D. STEPHENS
Major, Air Corps

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MARINE BARRACKS
U.S. NAVAL TRAINING CENTER
GREAT LAKES, ILLINOIS

27 June 1947

Dear Mr. Arnold:

You are probably being harrassed by any number of crackpots, so I will avoid taking an excessive amount of your time. I am somewhat of a collector of accounts of curious occurrences and would appreciate it if you would sketch the objects you saw in the air near Mount Ranier on June 25th on the enclosed paper and drop in the mail in the enclosed envelope.

For your information there are numerous documented accounts of similar objects having been seen as far back as 1850.

Yours very truly,

C.A.J. SEIBERT II

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Mt. Col. E.J. Seibert, II
MB, NTC, Great Lakes, Ill

BOISE
JUL 7
1947
IDAHO

3 CENTS 3

Mr. Kenneth Arnold

Boise

Idaho

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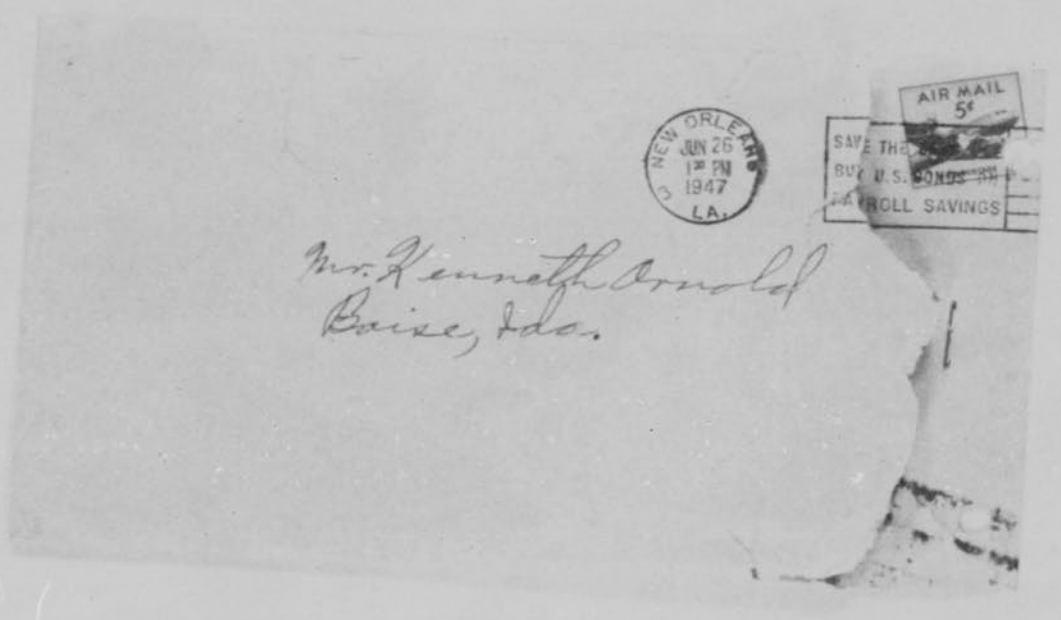


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FOURTH AF
FORM NO. 202
6 July 1944

HEADQUARTERS FOURTH AIR FORCE

CHECK SLIP

File No. 4AF-1208-I (Do not remove from this paper)

NOTE: Use this slip for notes in connection with this paper. All notes will be NUMBERED CONSECUTIVELY, top to bottom. Papers should have attached all records necessary for intelligent action. A line will be drawn the full width of the slip below each note.

SUBJECT: "Flying Saucers"

| NO. | DATE | FROM | TO | REMARKS |
|---|---|---|---|---|
| 1. | 22 Jul | A-2 CI | C/S | For your information and return to this section. DAVIDSON. |
| 2 | 22 July | C/S | A-2 | NOTED - KEEP THIS OFFICE INFORMED OF ANY FURTHER REPORTS AND/OR DEVELOPMENTS. C G HAS SEEN THIS. |

4

(Use both sides)

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COVERING
CI-31

HEADQUARTERS FOURTH AIR FORCE

Office of the Assistant Chief of Staff, A-2

Hamilton Field, California

TITLE Flying Discs.

FILE NO. 333.6 ID (4AF-1208-1)

DATE 18 July 1947

INVESTIGATION MADE AT Palm Springs, Calif., Boise, Idaho, and Hamilton Field, California.

CONTROLLING OFFICE Air Defense Command

PERIOD COVERED From 10 Jul 47 to 18 Jul 47

CASE CLASSIFICATION Incident

STATUS OF CASE Pending

REASON FOR INVESTIGATION:

Investigation initiated at the request of Headquarters Air Defense Command reference letter Headquarters Air Defense Command, dated 7 July 47, File 333.6 ID, subject: Investigation of Flying Discs.

SYNOPSIS:

Flying Discs first reported in this area 24 June 1947 near Mt. Rainier, Wash., by Kenneth M. Arnold (Incl 1, Exhibit A)

Unidentified object reported 3 July 1947 at approximately 1277 near Boise, Idaho, by David N. Johnson, Aviation Editor, Idaho Daily Statesman. (Incl 2, Exhibit B)

Unidentified objects reported by Capt. E. J. Smith, United Air Lines Pilot, 4 July 1947, eight minutes out of Boise, Idaho. (Incl 3 MOIC, Incl 7 News Clippings dated 5 July 1947)

Record check of law enforcement agencies, public utilities, and local residences revealed no record of Richard Rankin in Palm Springs. (Incl 4)

Unidentified objects reported 3 July 1947 at 1245, traveling northeast over Hamilton Field by S/Sgt Edward R. Baker. (Incl 5, Exhibit I)

Unidentified objects reported over Grand Canyon, Arizona, 0810 MST by Lt. W. O. McCinty, USN (Incl 6) and in vicinity of Lake Mead by Lt. [illegible] B. Armstrong, Hq Tenth Air Force, Brooks Field, Texas. (Incl 6).

Extent of publicity in local area indicated by press clippings. (Incl 7)

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APPROVED:

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1-Incls [illegible]

W.D., A.G.O. Form No. 110
Revised 1946
(This form supersedes W.D., A.G.O. Form No. 31, which will not be used upon receipt of this revision)

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Incident
AAF 1205 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

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

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

FRANK M. BROWN, S/A, 20C 4th AF

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flying through the air I would never say a word about it", due to the fact that he has been ridiculed by the press to such an extent that he is practically a moron in the eyes of the majority of the population of the United States.

1 Incl: Exhibit "A"

FRANK [illegible]. BROWN, S/A, CIC 4th AF

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SOME LIFE DATA ON KENNETH ARNOLD

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

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

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Nells Thorpe, and also played football under Bernie Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placed first with my dog in 1930 in the Lions Club Dog Derby.

In 1938 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I

EXHIBIT "A"

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established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

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

In the type of flying I do, it takes a great deal of practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 823 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

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C O P Y

BY KENNETH ARNOLD

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

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

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

Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

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

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There was a DC-4 to the left and to the rear of me approximately fifteen miles distance, and I should judge, at 14,000 foot elevation.

The sky and air was as clear as crystal. I hadn't flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,800 foot elevation and going, seemingly, in a definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

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

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

I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I had never before observed

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airplanes flying so close to the mountain tops, flying directly south to southeast down the hog's back of a mountain range. I would estimate their elevation could have varied a thousand feet one way or another up or down, but they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather swerved in and out of the high mountain peaks. Their speed at the time did not impress me particularly, because I knew that our army and air forces had planes that went very fast.

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

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

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

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and as,the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

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

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

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view. (Without sun glasses)

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

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

I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two

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and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

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

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

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western Air Lines employees, Cedar City, Utah (pilot), the gentleman from Oklahoma City and the locomotive engineer in Illinois, plus Capt Smith and Co-Pilot Stevens of United Air Lines

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

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the

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world, principally Sweden, Bermuda, and California.

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

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

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

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

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Doe on the street corner or Pete Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the

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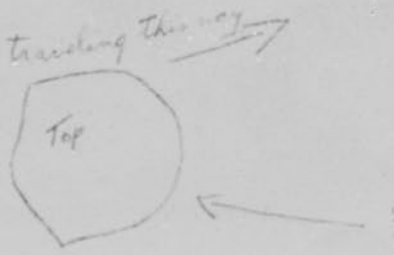
FdI as to the authenticity of my story or a mental or a physical examination as to my capabilities, I have received no interest from these two important protective forces of our country; I will go so far as to assume that any report I gave to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, if our Military Intelligence was not aware of what I observed, they would be the very first people that I could expect as visitors.

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

My pilot's license is 333487. I fly a Callair airplane; it is a three-place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificate of my plane is 33365.

/s/ Kenneth Arnold
Box 587
Boise, Idaho.




They seemed longer than wide, their thickness was about 1/20th of their width

Mirror Bright

They did not appear to me to whirl or spin but seemed in fixed position, traveling as I have made drawing.

/s/ Kenneth Arnold

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Incident
AAF 1205 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The aviation editor of the paper, Mr. David M. Johnson, was interviewed in regard to how well he knew Mr. Kenneth Arnold of Boise, Idaho, and as to the credibility of any statement made by Mr. Arnold. The purpose of this interview was an attempt to verify statements made by Mr. Kenneth Arnold on 25 June 1947, to various national news services to the effect that he, Mr. Arnold, had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying disks and will here-in-after be referred to as such in this report. Mr. Johnson stated that he had known Mr. Arnold for quite a period of time, having had relations with Mr. Arnold on various occasions, due to the fact that both he, Mr. Johnson, and Mr. Arnold were private fliers and frequently got together to talk shop. Mr. Johnson stated that as far as he was concerned anything Mr. Arnold said could be taken very seriously and that he, Mr. Johnson, actually believed that Mr. Arnold had seen the aforementioned flying disks. Mr. Johnson stated that after Mr. Arnold reported having seen the flying disks, that the editor of the paper had assigned him, Mr. Johnson, the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying disks having been seen in the northwest area. The results of this assignment to Mr. Johnson and what he subsequently saw is put forth in a sworn statement signed by Mr. Johnson attached to this report as Exhibit B.

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

1 Incl: Exhibit "B"

FRANK M. BROWN, S/A, CIC 5th AF

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Incident
AAF 1208 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, Captain Smith, of the United Airlines, was interviewed at the Boise Municipal Airport, Boise, Idaho. Captain Smith was passing through Boise on a schedule flight at the time and had a 20 minute stop-over. Captain Smith reiterated the statements originally made by him to the press as to what he had seen in the late evening of July 4th, when 5 minutes out of Boise on the route to Seattle, Washington. It is the opinion of the interviewer that due to the position Captain Smith occupies, that he, Captain Smith, would have to be very strongly convinced that he actually saw flying disks before he would open himself for the ridicule attached to a report of this type.

FRANK M. [redacted], S/A, CIC 4th AF

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Incident
AAF 1208 I
14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

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

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

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

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

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COPY

Statement of David W. Johnson
at Boise, Idaho, July 12, 1947

To Whom It May Concern:

On the sixth day of July, 1947, I received from James L. Brown, general manager of the Statesman Newspapers, incorporated in Idaho as The Statesman Printing company, an assignment which was in substance:

"Conduct an aerial search of the northwest states in an effort to see and photograph a flying disc. Conduct this patrol for so long a time as you believe reasonable, or until you see a flying disc."

In accordance to these instructions, I took the Statesman's airplane, and with Kenneth Arnold as passenger, flew a seven and one-half hour mission on the seventh day of July, 1947. This mission was without result. It covered an area embracing the confines of the Hanford plant in Washington, and territory between and around Mt. Rainier and Mt. Adams, where Arnold first reported seeing objects henceforth described as saucers or discs.

On the eighth day of July, 1947, I took an AT-6 of the 190th Fighter squadron, Idaho National Guard, of which I am a member, and flew to northern Idaho, into northwestern Montana briefly, to Spokane, Washington, and back to Boise by way of Walla Walla, Washington, and Pendleton, Oregon. This search also was negative.

On the ninth day of July, 1947, I continued the search, again using a national guard AT-6, this time centering my efforts over the Owyhee mountains west and southwest of Boise, a portion of the Mountain Home desert on a track southeast of the Mountain Home army air base, thence into the Sawtooth mountains, and back in the general direction of Boise on a line carrying me well to the north of the Shafer butte forest service lookout station, into the Horseshoe Bend area, and thence back in a southwesterly direction to a point

EXHIBIT "B"

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between Boise and the village of Meridian, west of Boise a few miles.

During this search, which lasted approximately two and one-half hours, I flew under and around rapidly forming cumulus clouds over that area known as the Camas Prairie, east of Boise. The clouds were near the village of Fairfield in that valley, and Fairfield is 75 miles airline distance east of Boise. At that time I saw nothing in the vicinity of these clouds.

At the time I reached the point between Boise and Meridian, I was flying at an altitude of 14,000 feet mean sea level, which would be a mean average of 11,000 feet above the earth in this area, not considering errors in the altimeter induced either by barometric changes since my takeoff, or by the temperature at that altitude.

I turned the aircraft on an easterly heading, pointing toward Gowen Field, and had flown on that course for perhaps a minute when there suddenly appeared in the left hand portion of my field of vision an object which was black and round.

I immediately centered my gaze on the object. At that time, due to its erratic movement, I thought I was seeing a weather balloon. I called the CAA's communication station at Boise, and asked if the weather station had recently released a balloon. The reply from communicator Albertson was that the bureau had not. I do not remember his exact words; I am under the impression he said "not for several hours" or gave me the exact time of the previous release, which was around 08:30 that day.

Upon hearing this response, I turned the aircraft broadside to the object, pulled back the plexiglass covering to avoid any distortion, took my camera from the map case, and exposed about 10 seconds' duration of eight millimeter motion picture film. During the time the camera was at eye level,

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I could not see the object because of minuteness of scope introduced by the optical view finder with which the camera, an f.1.9 Eastman, was equipped.

Taking the camera away and once again centering my gaze on the object, I observed it to roll so that its edge was presented to me. At this time it flashed once in the sunlight. It then appeared as a thin black line. It then performed a maneuver which looked as if it had begun a slow roll, or a barrel roll, which instead of being completed, was broken off at about the 180-degree point. The object rolled out of the top of the maneuver at this point, and I lost sight of it.

This entire performance was observed against the background of clouds previously forming over the Genes Prairie. The object appeared to me, relatively, as the size of a twenty-five cent piece. I do not know how far away it was. I do not know, nor can I truthfully estimate, its speed. I can only say it was not an airplane, and if it was at a very great distance from me, its speed was great, taking into consideration that apparent speed is reduced to the viewer if an object is a very great distance away.

I forgot to look at my clock to determine the exact time I saw the object. The CAA's log of radio contacts shows my first contact to have been made at 12:17 hours. But a few seconds elapsed between the time I first saw the object, and the time I called the CAA's station.

I subsequently related over the radio a description of what I saw, and communicator Albertson may remember it. The control tower may have a recording of the conversation. I have not checked to determine that.

The purpose of my relating over the air what I saw was to enable rapid transmission of the report to the newspaper, for at that time I was on assignment and my energies thenceforth were devoted to (1) transmitting the information and (2) conducting a further search, which I did after landing for fuel and to make some telephone calls.

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The next search, begun within half an hour after landing from the first one, consumed another two hours, but was negative. I explored thoroughly the region where I saw the object.

Immediately after sighting the object, I asked if there were other aircraft in the area. There was a P-51 of the 190th squadron practicing maneuvers in the vicinity of Kuna, but that was behind me. A C-82 passed over Boise, but I saw that aircraft go beneath me by some 2,000 feet.

The P-51 in the vicinity of Kuna proceeded to the area where I saw the object, at my request, and conducted a search. It was negative. During the afternoon, flights of P-51s were sent out to cover the area, and some of them flew high altitude missions on oxygen. Those searches were negative.

I was subsequently informed that personnel on both the United Air Lines side of Cowen field, and on the national guard side, observed a black object maneuvering in front of the same cloud formation, which by now had grown so that the clouds reached a probable height of 19,000 or 20,000 feet from a mean base of 13,500 or 14,000 feet, mean sea level. Three of these men were national guard personnel and I talked to them, asking them to describe what they saw, before telling them my story, in order to avoid suggestion or inference of a leading nature. They saw the object (from the ground) while I was on my second search. They believed the time to have been 14:00 hours. The object performed in the same erratic manner, they said, as I observed.

The above is the extent of the story, and information concerning myself is now in order.

I have approximately 2800 hours of flying time in equipment ranging from primary trainers to B-29s. Of course, that does not increase my powers of observation except as to those practiced daily by an airman.

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It does not make my eyesight any sharper except again as to the incidental demands upon the eyes of a pilot.

At the time of the experience related above; I had flown fourteen and one-half hours on an assignment to find a disc and if possible, to photograph it. In all frankness, I was tired. I may have been suffering, although slightly, from want of oxygen.

Prior to sighting the object, I had concluded there was no point in pressing the search, that I probably would never see the disc-like objects referred to by Arnold and by Captain Smith of United Air Lines.

At all times during the search, both on that day and the two preceding days (particularly when I was with Arnold) I had literally talked to myself to keep beating into my head that I would not fall victim to the power of suggestion or self-hypnosis arising from a naturally very intent desire to find a disc and bring success to the assignment given me.

I therefore do not believe that I was the victim of suggestion or hypnosis. I am familiar with the optical illusion of a fixed object beginning to move after it is watched a sufficient length of time. I know what tricks the eyes will play as to moving bodies, and have learned of this particularly during night formation flying.

I saw the object appear suddenly. If it had moved in a jerky fashion (as it did at first) for the full length of time I observed it, I would not be so strong in saying that I saw something not an aircraft, not a balloon, and not a corpuscle moving across the retina of either eye. The maneuver described by the object when its edge was presented to me convinces me that I saw an object actually performing in an erratic flight path.

The question remains, of course, whether I saw it. The motion picture film, developed and processed by R. H. Stohr in the Eastman laboratories at

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241 Battery Street, San Francisco, showed no trace of any object. Stohr says that if it was more than a mile distant from me at the size I described, the object would not have registered sufficiently on the film to be shown. He said it probably was too far away to be apparent even through great enlargement of the negative, and enlargement in that case is limited because of the size of the film and the fact I did not have any telescopic equipment on the lens. The exposure was f.16, stop set at infinity, at a speed of 16 frames per second.

I have worried over this matter a great deal since seeing it. I "took myself aside" and said, "come now, Johnson, don't be stupid." But I cannot bring myself to the point of thinking I did not see anything. The impression of the moment was too vivid, too realistic, and I knew in the air when I saw that partial slow roll or barrel roll, that I was not a victim of illusion.

I trust this matter will be of help to those investigating the flying disc phenomena which have been reported.

A chart is attached depicting the movements of the object as I saw it.

This statement is made voluntarily and freely, in response to the request of Mr. Brown and Captain Davidson, who called on me this morning.

/s/ David N. Johnson

Subscribed and sworn to before me, a notary public, this 12th day of July, 1947.

/s/ Geo. L. Flaherty
Notary public for Ada county Idaho. My commission expires Jan 2, 1949.

C O P Y

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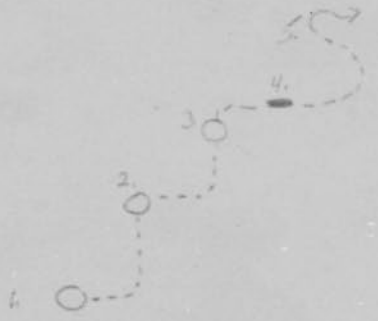
Chart to which reference is made on page six, statement of David N. Johnson.




This design portrays the movements of the object to which reference is made in the attached statement. At all times the object appeared as black. Positions (1), (2) and (3) show the jerky, rising motion. Position (4) is where the object rolled, presenting its edge to me. It then followed the dotted line, rolling over the top of the maneuver and disappearing at position (5).

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FLYING DISCS
4AF-1208-I
15 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 15 July 1947, S/Sgt Edward R. Baker, ASN RA 39576378, 667th AAF SU (ORD), Squadron A, Hamilton Field, California, was interviewed and stated as follows: S/Sgt Baker has been in the Army ten years and two months, twenty-six months overseas duty in the ETO, and has been in the Air Corps for about ten months. S/Sgt Baker stated that on 9 July 1947, he was going to Base Cleaners from his office and was passing along the sidewalk near the barracks of the ORD when he saw five or six men pointing toward the sky, but as he was use to this around an Army Air Base, he paid no further attention to it until a lieutenant and a captain ahead of him stopped and pointed in the same direction. He stated that on glancing up he saw three objects traveling northeast across the sky. Two seemed to be traveling faster than an ordinary flight of P-80s and he estimated the altitude between 8-10,000 feet and approximately 7-10 miles away. S/Sgt Baker stated that the two objects in the lead appeared to be round and of a very light gray color, while the object in the rear seemed to be either rotating or rolling behind the other two. S/Sgt Baker stated that from a distance he could not tell exactly the shape of the one which was rolling as it appeared to be turning over and he couldn't tell whether the object was flat. The only means he had of identifying it was the fact that it seemed to get brighter and darker as it appeared to roll. The objects were in sight approximately four seconds. As he was in a hurry, he did not stop to talk to the other men but he heard one of them remark that the one in the rear was certainly rolling fast. S/Sgt Baker was unable to identify any of the other men in the group who were reported to have seen the object. Baker stated that it was unlike anything he had ever seen and that he has been trying to convince himself that it was an optical illusion, and yet at the same time he is certain that he saw the objects as described. (See Exhibit I)

NOTE: S/Sgt Baker appears to be intelligent and is a reserved sort of person. He was very reluctant to discuss the subject at first and appeared hesitant prompted by the possibility that he might be ridiculed. He seemed to be honest and sincere in what he stated he saw, and said frankly he was puzzled over the matter. A signed statement by S/Sgt Baker is attached.

1 Incl:
Exhibit I.

WILLIAM L. DAVIDSON, Capt, AC, CIC CI, 4AF

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C O P Y

UNIDENTIFIABLE OBJECTS
WILLIAMS FIELD, CHANDLER
ARIZONA

7 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 1 July 1947, Lt William C. McCinty, USN, 198803, P-80 Student, Williams Field, Chandler, Arizona, was interviewed by this Agent, and stated in substance: That on 30 June 1947, at about 0810, MST, he was flying at 25,000 feet over Grand Canyon, Arizona, in a P-80 type aircraft. He stated that he was heading south towards Williams Field, Arizona, when he saw two round objects going at inconceivable speeds, straight down. He further stated that his reactions were to turn away from the objects. He further stated that one of the unidentifiable objects followed the other seconds apart. He further stated that due to the speed of the objects, he could only see that they were circular, and that they were possible light gray in color. He further stated that it was his opinion that the objects were approximately eight feet in diameter. In conclusion, he stated that the objects would have probably hit the ground approximately twenty-five miles south of the South Rim of Grand Canyon, Arizona.

AGENT'S NOTES: Lt McCinty gave his permanent address as: N.A.M.T.C., Point Mugu, Port Hueneme, Calif.

2. On 1 July 1947, Captain Malcolm S. Armstrong, O-734169, Instructor, Single Engine, Williams Field, Chandler, Arizona, was interviewed by this Agent and stated in substance: That his brother 1st Lt R. B. Armstrong, stationed at Hq, 10th AAF, Brooks AAF, Texas had related to him that he saw a formation of unexplainable objects in the vicinity of Lake Mead, Nev. Captain Armstrong, further stated that his brother stated the objects were heading south, and were at approximately 10,000 feet altitude.

AGENT'S NOTES: Captain Armstrong could not give too much information on the objects that his brother had seen. Lt. R. B. Armstrong can be contacted at Hq, 10th AAF, Brooks Field, Texas for further information.

Lynn C. Aldrich, Special Agent, CIC-AAF, WDTHC

THIS IS A TRUE COPY
/s/ John E. Orr,
JOHN E. ORR, Major, A.C.

C O P Y

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[redacted]

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
D333.5 ID

21 July 1947

SUBJECT: Investigation of Flying Discs.

TO: Commanding General, Air Defense Command, Mitchel Field, N.Y.
ATTENTION: AC of S, A-2

1. Information requested by letter, your headquarters, dated 7 July 1947, file number and subject as above, inclosed in form of Covering CI-R1 with inclosures.

2. Originals forwarded to Headquarters Army Air Forces, Washington 25, D.C., Attn: AC of AS-2, per request TWX your headquarters dated 10 July 1947.

3. Statement and MOIC on Richard Rankin will be forwarded as soon as he is located. (re: Incl 4).

4. Reports will be forwarded as information and investigation develops.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
Covering CI-R1
dtd 18 Jul 47

[redacted]

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HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK

IN REPLY
REFER TO:

7 July 1947

D 333.5 ID

SUBJECT: Investigation of "Flying Discs".

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

1. There appeared in recent editions of the New York Herald Tribune, New York Times and New York Daily News, reports from Portland, Oregon and Boise, Idaho, describing the flight of flying saucers or discs.

2. While subject discs are unknown to Army Air Forces, and little credence is placed in their existence, the possibility of the existence of these or similar type aircraft, or any natural phenomena which may be cited as reason for their appearance should be investigated.

3. It is desired that your office, through your AAFSU (RP) s and other contacts within civilian organizations, gather discreetly as much information as possible about the flying discs or similar aircraft to include time, place, altitude, speed, flight characteristics, and craft description. The source of information will be included in the report, augmented by an estimate of source credibility.

4. The publicity given this matter to date has been unwarranted. You are advised again that discretion and tact will be utilized in subject investigation.

BY COMMAND OF MAJOR GENERAL HANLEY:

James H. O'Connell
R. H. SMITH Lt. Col. AC.
for Colonel, GSC
Asst Chief of Staff-Intell.

2 Incls:
Incl1- Newspaper rpt, 5 Jul
Incl2- " " 4 Jul

2
F-45

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BASIC: Ltr fr CO, Portland AAB, 7 Jan 47, Subj: Incident Report.

311.5 1st Ind 4APDA-1
13 January 47

HQ FOURTH AIR FORCE, Hamilton Field, California

TO: CG, Air Defense Command, Mitchel Field, New York.
Attention: AC of S, A-2.

For your information.

FOR THE COMMANDING GENERAL:

DONALD L. SPRINGER
Lt. Col., G. S. C.
AC of S, A-2.



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H E A D Q U A R T E R S
PORTLAND ARMY AIR BASE
Portland 19, Oregon

CCC/a

7 January 1947

SUBJECT: Incident Report.

TO : Commanding General, Fourth Air Force, Hamilton Field, California
(ATTN: A/C of A/S, A-2, Counter-Intelligence Division.)

1. Inclosed herewith Clipping from Portland Oregonian of Tuesday morning, 7 January 1947 (Front Page).

2. This is not the only clipping to appear in local papers, however, it contains all the information and detail that has been released to the public by the press. This office does not know who released the information, or whether it was officially released by any Army personnel.

3. One end of the object found showed signs of having been subjected to intense heat. The object, being of the approximate shape of the ball of a round of a .45 calibre pistol, was about 2½" long and 1 inch in diameter. The flat end of the object appeared to have several coats of "aluminum" paint on it, which caused the speculation that it might be a plug in a rocket.

4. The object fell at Mill Military Academy, which is near the Northeast city limits of Portland, accompanied by hail. All of the hail fell in an area a relatively few yards square. The object itself was covered with ice.

5. A weather chart for the vicinity at the time of the incident is enclosed.

6. Mr. Keith A. Sorensen, S/A CIC, Resident Agent for Portland area is conducting an investigation of this incident, and he will report the matter to Ft Lewis, Washington. Mr. Sorensen has personal custody of the object.

7. This office will take no action until receipt of instructions from your headquarters.

FOR THE COMMANDING OFFICER:

S/T
CLARENCE C. CAFFERTY
1st Lieut, Air Corps,
Intelligence Officer.

No Incls:

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Capt. E. J. Smith
Lander 2520 Seattle, Wn

Fred L. Grimm
125 Woodland
Decatur 7116

H. A. Palmer Hamilton, Ill.

Capt. Chas L. Gifford
734 N.E. Simpson Portland (?)

Wm. John T. Cooley (?) 401

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