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UNCLASSIFIED

833.5 INVESTIGATIONS 1948

JANUARY thru AUGUST

*marking*  
Classification removed IAC GSA ltr 16 Nov 65

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AMC Form No. 10-7  
(18 Nov 47)  
Old AMC Form No. 10-104

~~CONFIDENTIAL~~

MCLAXD-3/BG/aw

AUG 27 1948

AIR INSPECTOR

MCLAXD-3

CD MB

PUBLIC INF. OFFICE

c/o Scandinavian Air Lines  
RCA Bldg  
30 Rockefeller Plaza  
New York, New York

CD MB

COMPTROLLER

Dear General Nelson:

PERSONNEL & ADM.

Information has come to our attention that during your recent duty in Sweden you were in contact with information relative to unidentified flying objects that were observed in the Scandinavian area.

RESEARCH & DEV.

As this Command has the responsibility for the investigation of all these phenomena under Project "SIGMA", it would be of inestimable value to obtain any information relative to this project with emphasis on technical implications.

INTELLIGENCE

In keeping with your personal affairs, this Command would appreciate the opportunity of an interview by qualified representatives engaged in this project. Should such an interview meet with your concurrence, any time or place convenient to you will be met by representatives of this Command. All contacts with you in this matter will be classified "Confidential".

SUPPLY AND MAINT.

It will be appreciated if you will address this matter marked for the attention of MCLAXD-3 as indicated in the upper left-hand corner of this letter. This procedure facilitates prompt handling of your communication.

PROC. & IND. MOS.  
PLMG.

Yours very truly,

ARNEYE  
Lt Colonel, USAF  
Actg Chief of Intelligence

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~~CONFIDENTIAL~~

OTHER

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INITIALS

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Subject: Report of Surveillance

1st Ind

MCIAS/JFM/enf

AIR INSPECTOR

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

SEP 3 1968

TO: Chief of Staff, United States Air Force, Washington 25, D. C.  
ATTN: AFOIR-CO-8, Capt Macken

PUBLIC INF. OFFICE

1. The booklet referred to in basic communication has not been returned to this Command.

COMPTROLLER

2. This report was written by the specialists concerned and is of no value to the Air Force. It is believed that the secret stamp mark on this document was placed there by the attorney for [redacted]

*ex 66*

In accordance with this Command's instructions that the report be handled in secret until its true value became known.

PERSONNEL & A/C

3. An evaluation of this report by this Command and [redacted] of the Massachusetts Institute of Technology has indicated that the proposal contained therein has certain discrepancies which make its value worthless.

4. It is therefore advised that no further action is desired by this Command.

RESEARCH & DEV.

FOR THE COMMANDING GENERAL:

Incl w/d

*[Signature]*  
H. W. McCole  
Colonel, USAF  
Chief of Intelligence

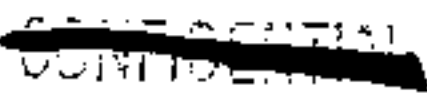
INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.

OTHER

**UNCLASSIFIED**



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1-2661

HEADQUARTERS  
PACIFIC DIVISION  
MILITARY AIR TRANSPORT SERVICE  
APO 933

DC/CJP/aa

23 August 1948

SUBJECT: Project "SIGN"

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

EX-10

1. Letter your Headquarters, above subject, 10 August 1948, addressed to Commanding General, Headquarters Eastern Pacific Wing, has been endorsed to this office, and, in turn, was forwarded to the Commanding Officer, 541st Air Base Group, APO 184, where [ ] was last reported to be assigned.

2. After receiving the report of "Possible Firing Between Johnston Island and Hickam Field" from [ ] this office immediately dispatched a query to the District Intelligence Officer, 14th Naval District, Old Naval Station, Honolulu, Hawaii, whose reply is quoted as follows:

"It is believed that the USS BOXER was engaged in tactical training operations in the vicinity of the contact reported by [ ] APO pilot."

FOR THE COMMANDER:

BURTON K. WOOBLES  
Lt Colonel, USAF  
Chief, Intelligence Division

1 Incl:  
Cy Hq PACD ltr  
dtd 10 May 48

GROUP NO. 1	MEMORANDUM
DATE OF PREPARATION	10 AUG 48
INITIALS	W
ORIGINATOR	DC/CJP/aa
APPROVED FOR	[Signature]
COPIES	1
CLASSIFICATION	SECRET

UNCLASSIFIED

Vertical handwritten notes on the right margin, including "Wright-Patterson" and "13 FYA".

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CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 300.92 - Natural or Physical Phenomena - Fire Storm  
Winds Frost Etc

335.5 - Investigation

DATE: 2-20-48

FROM: Lt. Gen. R. W. Childers, USAF, Deputy CG

TO: Maj. Gen. E. M. Fowers, Assistant Deputy Chief of Staff, Materiel, United States Air Force, Washington, D. C.

SUBJECT: Re: Letter in regard to request for report on the Wichita storm damage

DOCUMENT FILED UNDER: 152.1 - Aircraft - General

RF-1-6 NOV 16 1964

UNCLASSIFIED

CONFIDENTIAL

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

UNKNOWN U.S. AIR

2. DATE SUBMITTED

21 AUG 1948

3. CONTROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

1. On 12 August 1948, [redacted] Observer, Atlanta Naval Air Base, Chamblee Georgia was interviewed. [redacted] stated that he was on duty in the observation tower on 26 July 1948. About 2100 hours he sighted a blue white light traveling southeast from northeast. He declined to estimate the altitude of the light. However, the light was very high, traveling very fast, and maintained a uniform altitude and speed. The light looked very much like a shooting star except for the fact that it maintained a uniform altitude. [redacted] stated he watched the light for a few seconds and then turned to get his field glasses. The light appeared to gain altitude and then turned sharply to the south as [redacted] turned for his glasses. The weather was clear and still at the time the light was sighted. [redacted] stated that he heard no sound and could furnish no additional information concerning the aerial phenomena. He said that shortly after he sighted the light, several residents of the area called the observation tower and reported seeing the same thing. [redacted] stated that no flights left or arrived at the station after 1900 hours on 26 July 1948. (E-3)

AGENT'S NOTE: [redacted] is considered a qualified observer. He served as an observer in the U.S. Navy during the war and has performed that duty at the Atlanta Naval Air Base for the past four months.

2. On 12 August 1948 the following persons were interviewed and their statements substantially the same: On 26 July 1948 they were seated on the lawn of the Georgia School of Technology Housing Project at Chamblee, Georgia. About 2045 hours [redacted] sighted a strange light and immediately called it to the attention of her companions. The light appeared about the size of a football and was traveling southeast in a steady course. It was green and had a white colored tail. The light appeared to lose altitude slowly and the same as if it were coming in for a landing. It appeared to fade away in flight as if extinguished. The light was absolutely silent. Informants could furnish no additional information.

a. [redacted] Chamblee, Georgia

[redacted] Georgia Tech Apartments,

b. [redacted] Georgia

[redacted] Georgia Tech Apartments, Chamblee,

c. [redacted] Georgia

ORGANIZATION	INITIALS
Georgia Tech Apartments, Chamblee, Georgia	[redacted]
[redacted]	[redacted]
[redacted]	[redacted]

AGENT'S NOTE: Investigation failed to reveal any information concerning unidentified aerial objects on 26 July 1948. (E-3)

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

[redacted] [redacted]

6. SIGNATURE OF SPECIAL AGENT

[redacted] [redacted]

EX 10

MCAI EX 11 333.5 frame at 10:15 AM BFK



**AGENT REPORT**

1. NAME OF SUBJECT OR TITLE OF INCIDENT

PLANE SIGHT

2. DATE SUBMITTED

27 July 1948

3. CONTROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

3. Records of the Weather Station, Atlanta Naval Air Base, Chamblee, Georgia revealed that visibility was good and that winds were light and variable from two (2) to five (5) miles per hour until 2000 hours 26 July 1948. Report of weather conditions attached as Exhibit I. (B-1)

4. Records of the Atlanta Naval Air Base, Atlanta Municipal Airport and Marietta Army Air Base, Marietta, Georgia reveal no scheduled flights in the vicinity of Chamblee, Georgia during 1900 hours to 2200 hours on 26 July 1948. (B-2)

5. Investigation in the vicinity of Chamblee, Georgia revealed no record of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other. (B-3)

6. Attention also invited to the following Exhibits attached:

Exhibit II - Article, Atlanta Journal - 26 July 1948  
 "EVERYBODY'S SEEING THINGS WHIZZING THROUGH NIGHT SKY"

Exhibit III - Article, Atlanta Constitution - 26 July 1948  
 "ATLANTA PILOTS REPORT WINGLESS SKY MONSTER"

Exhibit IV - Article, Atlanta Constitution - 27 July 1948  
 "MYSTERIOUS BALL OF FIRE TRAILING TAIL OF FLAME SIGHTED OVER ATLANTA"

NOTE: Exhibits are attached to the original of this report only.

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

[ J. J. [redacted] Det.

6. SIGNATURE OF SPECIAL AGENT

[ J. J. [redacted]

AIR INSPECTOR

MCIAKO-3



PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAINT

REG. & IND. MOB. FING.

OTHER

Project "SIGN"

MCIAKO-3/HAL/hw

ALIE 8-948

Commanding Officer  
144th Air Force Base Unit (RT)  
Greater Pittsburgh Airport  
Coraopolis, Pennsylvania  
ATTENTION: Intelligence Officer

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

2. Attention is invited to the enclosed news clipping of the Pittsburgh Post-Gazette stating that several individuals have sighted unidentified aerial phenomena.

3. It is requested your office interview these individuals and obtain signed graphic statements as to the anomalies observed. It is further requested that the observers indicate the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses (if any), photographs or sketches, construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor, effect on clouds, diagram of flight pattern (if any), whether luminous or incandescent or if the object(s) appeared to be carrying lights.

4. It is further requested that [ ] of the Pittsburgh Post-Gazette be interviewed to procure the name, address, and any other information concerning the "Coast Guard Aviator" mentioned in the inclosure. Care should be exercised in the interview of [ ] in order to avoid further publicity in this matter.

5. In connection with this investigation, request that  
a. Local teletype sequence of weather conditions and the Winds Aloft Report at the time of the sighting(s) be obtained.

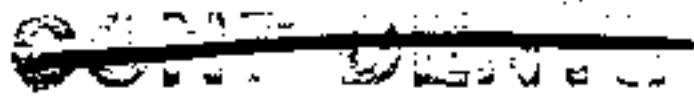
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(18 Nov 47)  
(Old AMC Form No. 10-306)



**AMC**  
Subj: Project "SIGN"

AIR INSPECTOR

b. Local flight schedules of commercial and military aircraft flying in the vicinity at the time be checked.



PUBLIC INF. OFFICE

c. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations, or any other, in the vicinity, be investigated.

COMPTROLLER

6. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential."

PERSONNEL & ADM.

7. All material will be forwarded directly to Commanding General, Hq, Wright-Patterson AF Base, Dayton, Ohio, attention: NOI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

1 Incl  
New Clipping

*no witnesses  
for file*

*J. J. McCoy*  
A. M. MCCOY  
Colonel, USAF  
Chief of Intelligence

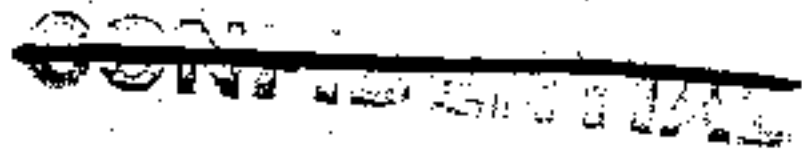
RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & INS. MGR.  
PLNG.

OTHER



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HEADQUARTERS  
375TH RECONNAISSANCE SQUADRON (VLR) WEATHER IR/WBR/gd  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 731, Seattle, Washington

375TH RCN SQ 350.05

13 August 1948

SUBJECT: Project "SIGN"

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

1. In compliance with letter your Headquarters, dated 9 August 1948, file MCIAXO-3, Subject: Project "SIGN", the following information is submitted:

*exo  
bc*

- a. <sup>15</sup> discharged from the USAF as per authority <sup>I was</sup> Para 1, SO. 60 dated 28 May 1948. (See Incl #1)
- b. Information presently available in this office on the subject sighting is included in Incl #2, attached.
- c. Reference Para 4a, your letter; the weather sequence as it appeared on the teletype circuit at 1255 AST and 1325 AST on 18 April 1948 is included in Incl #3 attached.

2. It is suggested that your Command forward correspondence to Subject Officer who is presently residing at Ft. Worth, Texas.

FOR THE COMMANDING OFFICER:

*[Signature]*  
WILLIAM B. RIDER  
Captain, USAF  
Intelligence Officer

- 3 Incls:
- #1 - SO. 60, dtd 28 May 1948. (Dup)
  - #2 - Information on Sighting. (Dup)
  - #3 - Weather Sequence. (Dup)

OPERATION	INITIALS
SEARCHED	<i>[initials]</i>
INDEXED	
SERIALIZED	
FILED	

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UNCLASSIFIED

T-51687

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HEADQUARTERS  
375TH RECONNAISSANCE SQUADRON (VLR) WEATHER  
OFFICE OF THE INTELLIGENCE OFFICER  
APO 731, Seattle, Washington

ANNEX I TO SEMI-MONTHLY INTELLIGENCE SUMMARY:

FROM: 16 April 1948

TERU: 30 April 1948

SIGHTING OF FLYING DISC: A-2

1. On 18 April 1948, 1306 local time, [ ]  
of this organization sighted what he thought was a flying disc. ] EXP 66  
The sighting was made over the city of Fairbanks, Alaska.

2. The report was made to Lt. Clarke, the Base Intelligence Officer of Ladd Air Force Base. Lt. Clarke immediately sent the information of the sighting to the proper commands concerned.

3. The following is a description of the object sighted as was reported to the Intelligence Officer of this organization the following day.

- a. The object was at an altitude of about 2000-3000 feet.
- b. The object moved at a rapid rate of speed, estimated at about 250-300 miles per hour.
- c. The object was in sight for only a few minutes before it disappeared from view.
- d. The object was oscillating at a rapid rate and the only time it could be seen was when the flat side was toward the observer.
- e. The object reflected a high intensity of light.
- f. No sound or any other distinguished noise could be heard coming from the object. (~~CONFIDENTIAL~~) (U)



WILLIAM B. RIDER  
Captain, USAF  
Intelligence Officer

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On I # 2

SPECIAL ORDER

REFER TO PAR 1

NUMBER 60

28 May 1948

1. [redacted] (W) (Cat I) (MOS 1035) (Rated nonflying) (Home address: Ft Worth Texas) this orgn is hereby rel'd asgmt and by this orgn and trfd to PAE USA for subsequent asgmt to Sep Point USA for relief fr AD under prov of Sect IV WD Cir 72, 1947. DS off with Hqs and Hqs Sq Airdrome Op this sta is term of this date. Off WP o/a 16 June 48, by rail to Seward Wash thence by first avail surface transportation to SEPE Seattle Wash thence to Personnel Center Ft Lawton Wash where Off will be rel'd fr AD. Trl by rail and/or surface transportation to be at Govt expense.

Concurrent movement of dependent (wife) by transportation indicated is auth to Ft Worth Texas. Shipment of household goods to Ft Worth Texas at govt expense is auth. Installation Off will pack and crate and TC will ship household goods to destination.

EDCMR to Personnel Center Ft Lawton Wash will be 20 June 48. PCS TDN PCT 801-18 P 431-02 03 04 A 2180425 S 99-999 L 501. AUTH: Sect IV WD Cir 72, 1947; 4th Ind Hqs ATC dtd 7 May 48 to Ltr fr [redacted] dtd 8 Apr 48 subj: Appl for Release fr AD Because of Undue Hardship TWG Hqs TWG PER 2100 dtd 130200Z Mar 48 AWS Ltr 35-1144R Reg 35-59 as amended.

2. Under the prov of Par 15 AR 615-5 (C3) and AR 420-5 the fol named Offs USAF (W) this orgn are apptd as a Bd of Offs to determine whether [redacted] USAF (W) this orgn should be reduced to gr of Private and to make appropriate recommendations thereon to CO this orgn:

RANK	NAME	ASN
	[redacted]	A045629 (President)
	[redacted]	A0753174 (Member)
	[redacted]	A0675902 (Recorder)

3. [redacted] AF20624539 USAF (W) (SSN 750) (3 yr Penl-11 Feb 46) this orgn is hereby rel'd asgmt and by Flt "B" this orgn Fairfield-Suisun AFB Calif and trfd in gr to 3rd PAF Base Unit Bolling AF Base Wash DC with DS sta 5302d ASU 1660 E. Hyde Park Blvd Chicago Illinois. EM WP o/a 20 June 48 RUAT CO 5302d ASU for orientation in recruiting duties and subsequent reasgmt within Ill Recruiting District. EM auth term (10) days delay enroute. TC will furnish necc transportation and meal tickets for trl fr Fairfield-Suisun AFB Calif to Chicago Ill. Prior to departure EM will advise correspondents and publishers of change of address. Under prov of AR 335-4-20 as amended EM will be paid trl and subsistence for a period not to exceed 30 days enroute and 31 days on arr at Chicago Ill. Prior to departure of Fairfield-Suisun AFB Calif EM will report to Base Recruiting Officer for instructions. PCS EDCMR: [redacted] to Ltr fr [redacted] dtd 130200Z Mar 48

WALTER N. BESS  
1st Lt, USAF  
Adjutant

JOSEPH R. GILBERT  
1st Lt, USAF  
Assistant

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# ROUTING AND RECORD SHEET

## MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and address.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signatures.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT Unidentified Objects in Flight

*H 1195*

TO MCIA *WBD* FROM MCIM  
ATTN: Mr. A. C. Loedding

DATE 13 Aug 48 COMMENT NO. 1

Attention is invited to the inclosed agent's report relative to above subject, dated 23 July 1948.

8 AUG 16 11:19

C.T.M. OUT

WMM/rj  
6-6332  
P 1140  
B 262

*Thomas S. McFarland*  
THOS. S. MCFARLAND, JR.  
Major, USAF  
Acting Chief, Operational Intell Div  
Intelligence Department

1 Incl  
WD AGO Form 3/1  
dat 23 Jul 48 (trip)

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*333-25*  
*Investigative Report*  
*11-11-48*  
*WBD*

# AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

Unidentified Objects in Flight

2. DATE SUBMITTED

23 July 1948

3. CONTROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

On 22 July 1948 [

] 428th AFBU, Kirtland Air Force Base, made substantially the following statement to this agent:

On Saturday, 17 July 1948 at 1650 hours, while on a fishing trip in the vicinity of the San Asacia Dam, their party consisting of the two (2) informants and their wives and children, were parked for lunch some five (5) miles south of the dam. [ ] were alone; the rest of the party were down at the stream. Sgt. [ ] was taking a nap and Sgt. [ ] was just loafing around the camp area. Sgt. [ ] happened to look up and saw seven (7) unidentified objects approaching from the south in a V formation. While he watched, the objects slid off into an L formation. Sgt. [ ] first impression was that the objects were some type of snub-nosed jet fighters and the type unknown to him. Sgt. [ ] awakened Sgt. [ ] and pointed out the objects to him. The objects then moved into a circular formation after which they started shifting around retaining no regular formation. They were continuing on a northerly heading. At about thirty (30) degrees past the zenith, the objects were grouped in an irregular formation and a regular pulsating, flashing light was observed from the objects. No vapor, smoke or other trail was visible.

Weather conditions at the time of observation were GAVU. The altitude of the objects was estimated by both informants to be approximately twenty thousand (20,000) feet. If this altitude estimate is correct the estimated speed of the objects was approximately fifteen hundred (1,500) miles per hour based on the rate of angular movement. While the objects were overhead they appeared circular, however, when viewed before and after passing the zenith the shape was indeterminate but not circular. The color of the objects was indefinite but appeared to be that of an aluminum aircraft at high altitude. While overhead the objects resembled a cluster of balloons traveling at a high rate of speed but when viewed on the oblique they did not present the appearance of a sphere.

The two (2) informants had last had a drink of alcoholic contents at breakfast time of 17 July 1948. Since then they had fished for approximately six (6) hours, had eaten and loafed around.

The portion of the party which was fishing at the time did not observe the objects.

**AGENT'S NOTE:** This agent is personally acquainted with Sgt. [ ] and has a nodding acquaintance with Sgt. [ ] Sgt. [ ] is a sober, industrious, level headed individual, an armament technician of outstanding ability. He is definitely not the type of person who would be expected to be visited by hallucinations. Sgt. [ ] is an experienced Air Force Non-com who is accustomed to the sight of aircraft at various altitudes and speeds. This agent has no reason to doubt Sgt.

5. TYPE, NAME AND ORGANIZATION OF SPECIAL AGENT

Jack L. Boling  
S/A 700-F CIC Det. (USAF)

6. SIGNATURE OF SPECIAL AGENT

*Jack L. Boling*

WD 341

U. S. GOVERNMENT PRINTING OFFICE 16-16-58207-1

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UNCLASSIFIED



AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

Unidentified Objects in Flight

2. DATE SUBMITTED

23 July 1948

3. CONTROL SYMBOL OR FILE NO.

4. REPORT OF FINDINGS

statement. Information has been received in other instances from Sgt. and in each instance was entirely accurate. The evaluation assigned to the informants on this report is given on the basis of the character of the informants and previous experience with information received from Sgt. [ ] (A-3)

On 23 July 1948 this agent requested a check of winds aloft for the date and location concerned in this incident. The following information was obtained from [ ] Weather Officer: From ground level to ten thousand (10,000) feet wind one hundred ninety (190) degrees at ten (10) miles per hour. From ten (10) to sixteen thousand (16,000) feet the wind shifted gradually from one hundred ninety (190) degrees at ten (10) miles per hour to one hundred twenty (120) degrees at five (5) to eight (8) miles per hour. Sixteen (16) to twenty thousand (20,000) feet the wind shifted from one hundred twenty (120) degrees at five (5) to eight (8) miles per hour to two hundred ninety (290) degrees at ten (10) miles per hour.

(A-2)

The San Acacia Dam area is located some sixty five (65) miles south of Albuquerque, New Mexico on the Rio Grande River.

(A-1)

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

Jack L. Boling  
S/A 700-F CIC Det. (USAF)

6. SIGNATURE OF SPECIAL AGENT

*Jack L. Boling*

Exp  
66

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~~CONFIDENTIAL~~

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE  
404 New York Building  
St. Paul 1, Minnesota  
August 12, 1948

~~CONFIDENTIAL~~

Captain Charles A. Victor  
Area Intelligence Officer  
Office of AC of S, G-2  
Room 1032, Post Office Bldg.  
St. Paul 1, Minnesota

Dear Captain Victor:

On August 11, 1948, this office received a letter from Mr. E. R. Sheridan, Postmaster, Hamel, Minnesota, which reads as follows:

"A farmer, who lives a short distance from this village, reported to this office that his two sons, age 8 & 10, had seen a 'flying saucer'. This object which looked like two plates inverted drifted to the ground about eight feet from one of the boys. When it hit the ground it rebounded very rapidly and disappeared.

"This object came in from the northwest & disappeared to the northeast. It was a silver colored object. Evidently this farmer believes that his sons saw some object and have no reason to doubt his word. For your information."

This matter is being referred to you for whatever action you deem advisable. No investigation is being conducted by this office.

Very truly yours,

207 M. B. Rhodes  
M. B. RHODES  
Special Agent in Charge

100-111747-0000  
Investigation

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PRINT OFFICE SYMBOL,  
INITIALS AND DATE  
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AMC Form No. 10-7  
(18 Nov 47)  
(Old AMC Form No. 10-50a)

UNCLASSIFIED

AIR INSPECTOR

MCIAXD-3

MCIAXD-3/RAI/aw

Project "SIGN"

REC 15 1948

PUBLIC INF. OFFICE

COMPTROLLER

Commanding General  
Hq, Eastern Pacific Wing  
Pacific Division  
Air Transport Command  
Fairfield Station Air Force Base  
Fairfield, California  
ATTENTION: 4-2

PERSONNEL & ADM.

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

RESEARCH & DEV.

2. It has come to the attention of this Office that Capt [redacted] of the Pacific Division, ATC, has sighted unidentified aerial object(s).

EXP 56

INTELLIGENCE / AF

3. It is requested your office interview the individual concerned and obtain a signed graphic statement as to the object(s) observed. It is further requested that he indicate the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or other construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor (if any), effect on clouds and diagram of flight pattern (if any).

SUPPLY AND MAINT

4. All material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

*H. W. McCoy*  
H. W. McCOY  
Colonel, USAF  
Chief of Intelligence

PROG. & IND. MOD. PLNG.

OTHER

AREA COMMANDS WITH LINE OR ORGANIZATIONAL TITLE. NOT APPLICABLE WHEN ADDITIONAL SPACE IS NEEDED IN COORDINATION BLOCK	ORIG. FILE COPIES TO RECORDING AGD	INITIALS	EXTRA COPY RETAINED	OFF. SYMBOL	INITIALS
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... investigation ...

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~~CONFIDENTIAL~~

5

Basic ltr fr Hq AMC, 10 Aug 48, Subj: Project "SIGMA"

1st Ind.

A-2/AC/dwn

Hq 530TH AIR TRANSPORT WING, PACD, MATS, Fairfield-Suisun AFB, California,  
16 August 1948.

TO: Commander, Pacific Division, MATS, APO 953. ATTN: AC/S, Intelligence

Captain [ ] was transferred from this station to 1500th AFBU, Hickam per paragraph 16, SO 113, Hq 1504th AFBU, 23 April 1946. He returned to the states on emergency leave from Guam on 19 February 1947 and departed the U.S. on 22 March 1947 per paragraph 3, SO 25, Hq 1537th AFBU, 15 February 1947.

EXP  
36

*Arthur Conradi Jr.*  
ARTHUR CONRADI JR.  
Major, USAF  
AC/S, A-2

2nd Ind

DO/CJP/aa

Hq, Pacific Division, Military Air Transport Service, APO 953, 21 August 1948

TO: Commanding Officer, 541st Air Base Group, APO 184  
ATTENTION: Intelligence Officer

1. Request compliance with paragraphs 3 and 4 of basic letter. Information copy of results obtained will be forwarded to this office.
2. Copy of original report based on an interview with Capt. [ ] is attached for your information.

BY COMMAND OF REAR ADMIRAL TOMLINSON:

*Burton K. Voorhees*

BURTON K. VOORHEES  
Lt Colonel, USAF  
Chief, Intelligence Division

1 Incl:  
Cy Hq PACD ltr  
dt'd 10 May 48

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# 167

~~CONFIDENTIAL~~

1-420

BASIC: Ltr fr Hq, AMC, 13 Aug 46, Subj: Project "SEIGN"

34 Inl

REC/AGW/jc

HEADQUARTERS, 541st AB GROUP, 549th AB Sq, PACD, WATS, APO 164, 29 August 1946

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

EX 8  
96

In compliance with paras 3 and 4 of basic communication, statement of Captain [ ] is herewith inclosed.

FOR THE COMMANDING OFFICER:

*Cecil M. Tyler*  
CECIL M. TYLER  
Captain, USAF

- 2 Incls
- 1 - n/c
- 1 Incl ed'ed - as stated above

Copy furnished:  
Cdr, PACD, WATS, APO 164

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~~CONFIDENTIAL~~

STATEMENT

Captain [ ] 541st Air Base Group, 540th Air Transport Wing, Pacific Division, Military Air Transport Service, Army Post Office Number 184, having been duly sworn and advised of his rights under the 24th Article of War deposes and says:

- 1. The object observed appeared to be a shell explosion without streamers.
- 2. The location of this observation was 19°05'N - 164°05'E, date and time 06 May 1948, time 0905Z.
- 3. The weather at the time of the observation was 4/10 to 5/10 cirrus, tops at approximately six (6) thousand feet.
- 4. There were no other witnesses to this observation.
- 5. There were no photos taken of this incident.
- 6. Only one explosion was observed - it was white in color. In relation to the aircraft, it was directly on course of the aircraft and slightly high, possibly 10,000 feet. No sound could be heard in the aircraft. This occurrence had no effect on clouds that could be observed.

EXP  
66

[ ]  
[ ]  
Captain, USAF  
[ ]

Subscribed and sworn to before me this 28th day of August 1948.

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[Signature]  
OSCEL M. PIER  
Captain, USAF  
Adjutant.

~~CONFIDENTIAL~~

OFFICE LABEL AND  
FULL SIGNATURE IN  
APPROPRIATE BLOCK  
CO, CD OR DEPUTY

AIR INSPECTOR

NCIAXO-3

NCIAXO-3/SZH/bg

AUG 6 1948

PROJECT "SIGN"

Commanding General  
Warner Robins Air Material Area  
Robins Air Force Base, Georgia  
ATTN: Base Intelligence Officer

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

2. Teletypes from CG, Third Army, Ft. McPherson, Georgia and from Ft. Service Center, Maxwell AFB, Alabama, reveal that the following personnel have sighted unidentified aerial phenomena:

[ EXP 66 ] [ ] [ ] [ ]

3. It is requested your office interview the above and obtain signed graphic statements as to the anomalies observed. It is further requested that observers indicate the following salient factors: Location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or metallic construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor (if any), effect on clouds. In the event any photographs are in existence, it is desired that such photographs be obtained for loan and reproduction by this Headquarters.

~~CONFIDENTIAL~~

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[Handwritten signatures]

PROC. & MD. NOS. PLNG.

OTHER

UNCLASSIFIED

~~CONFIDENTIAL~~

AMC

Subject: PROJECT "SION"

4. In connection with the above, request that
  - a. Local teletype sequence of weather conditions and the Winds Aloft Report be obtained.
  - b. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other, in the vicinity be investigated.
5. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential".
6. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MXI, in accordance with USAF letter dated 26 February 1948.

BY COMMAND OF GENERAL McMANNEY:

*E. R. Clugerman* Col USAF  
E. R. Clugerman  
Colonel, USAF  
Chief of Intelligence

~~CONFIDENTIAL~~

UNCLASSIFIED



UNCLASSIFIED

COMMUNICATIONS CENTER  
WRIGHT FIELD, OHIO

110 JUL 24 17 07

GREENWICH

*TS*

*MICIA*  
RECEIVED FOR

*61719* .948 JUL 24 PM 2:16

RD888))

EUA258

EAB194

EH-12

RR UEEC

340

FM UEAH 12/FLT SVC CTR MAXWELL AFB ALA 241600Z

TO UEEC/CG AND WRIGHT PAT AFB DAYTON OHIO

AF GRAC

AT 2252Z

*ext  
b6*

7. PLANT CROWN AT WRIGHT PAT AFB DAYTON OHIO

FLUORESCENT FINE EXHAUST GADGET SHAPED LIKE A SQUARE HEADING SOUTH TO

THREE SOUTH AT TERRIFIC SPEED NO WINGS OBSERVED ESTIMATED ABOUT 25

FEET IN LENGTH WITH BLUE FLAME 25 FEET LONG ALSO DASTED AIRLINES

AT 0315Z NEAR LAWSON AFB FLOUGHT TO MISS SAME TYPE OBJECT RE

THE OBJECT ALSO APPEARED TO BE APPROXIMATING AIRLINES AND FLIGHT SERVICE

END

0250Z 25 25 0315Z

24/1615Z JULY

UNCLASSIFIED

*4*

UNCLASSIFIED

~~CONFIDENTIAL~~

COORDINATION  
CD 67-107-01

AMC Form No. 10-308  
(Rev 3 Apr 47)

(PRINT SYMBOL, DATE  
AND INITIALS IN AP-  
PROPRIATE BLOCK)

ADJUTANT GENERAL

~~SECRET~~

CHIEF OF ADMIN.

AIR INSPECTOR

PUBLIC RELATIONS

JUDGE ADVOCATE

PERSONNEL (7-1)

INTELLIGENCE (7-2)

ENGINEERING (7-3)

SUPPLY (7-4)

PLANS (7-5)

BASE C. D.

OTHER

MGIAIO-3/SZH/bg

AUG 6 1948

PROJECT "SIGN"

Commanding General  
Third Army  
Fort McPherson, Georgia  
ATTN: A.C. of S., G-2

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

2. Reference is made to teletype from Commanding General Third Army to Commanding General, Wright-Patterson AFB, dated 27 July 1948, USASA Control No. A-1917, revealing that an attendant of Atlanta Naval Air Station sighted an unidentified aerial object which was confirmed by fifteen additional persons.

3. It is requested your office interview the above and obtain signed graphic statements as to the anomalies observed. It is further requested that observers indicate the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or metallic construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor (if any), effect on clouds. In the event any photographs are in existence, it is desired that such photographs be obtained for loan and reproduction by this Headquarters.

4. In connection with the above, request that

- a. Local teletype sequence of weather conditions and the Winds Aloft Report be obtained.
- b. Local flight schedules of commercial and military aircraft flying in the vicinity at the time be checked.
- c. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other, in the vicinity be investigated.

ORIG. FILE COPIES TO RECORDS SEC. AGO NO. BR.      LAB. BR.	INITIALS <i>Bog</i>	EXTRA COPIES RETAINED	OFF SYMBOLS	INITIALS <i>Bog</i>	VALUE OF PAPER CHECK ONE PERMANENT <input type="checkbox"/> NON-RECORD <input checked="" type="checkbox"/>
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W-19 MAY 47 100M

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~~CONFIDENTIAL~~

AMC  
Subject: PROJECT "SIGN"

5. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential".

6. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

*H. M. McCoy*  
H. M. MCCOY  
Colonel, USAF  
Chief of Intelligence

~~CONFIDENTIAL~~ UNCLASSIFIED

UNCLASSIFIED

WT-1-25 MAR 48 130M

~~CONFIDENTIAL~~

IN REPLY ADDRESS BOTH  
COMMUNICATION AND EN-  
VELOPE TO COMMANDING  
GENERAL, AIR MATERIEL  
COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

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

MCIAXO-3

MCIAXC-3/SZH/bg

SUBJECT: PROJECT "SIGN"

AUG 6 1948

TO: Commanding General  
Third Army  
Fort McPherson, Georgia  
ATTN: A.C. of S., G-2

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2. Reference is made to teletype from Commanding General Third Army to Commanding General, Wright-Patterson AFB, dated 27 July 1948, GSUSA Control No. A-1917, revealing that an attendant of Atlanta Naval Air Station sighted an unidentified aerial object which was confirmed by fifteen additional persons.

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- c. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other, in the vicinity be investigated.

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UNCLASSIFIED

~~CONFIDENTIAL~~

AMC

Subject: PROJECT "SIGN"

5. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential".

6. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MOI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

*H. M. McCoy* Col USAF  
H. M. McCoy  
Colonel, USAF  
Chief of Intelligence

~~CONFIDENTIAL~~

UNCLASSIFIED

UNCLASSIFIED

8-571

~~CONFIDENTIAL~~

H 717

321  
Nagin Jan 1

AJACI-5 350.05  
(6 Aug 48)

1st Ind.

HEADQUARTERS THIRD ARMY, Fort McPherson, Georgia; 18 August 1948

TO: Commanding General, Headquarters, Air Materiel Command  
Wright-Patterson Air Force Base, Dayton, Ohio  
Attention: Chief of Intelligence

Basic communication complied with. Report of investigation is attached hereto.

FOR THE COMMANDING GENERAL:

*S. A. Lichini*  
S. A. LICINI JOHN MADE  
Lt. Col., GSO Colonel, GSO  
Executive Officer of S, G-2  
AC of S, G-2

1 Incl:  
Agent Report  
w/4 Exhibits thereto

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held in  
MC 1420-3  
Serial 165

*John Made*  
18 AUG 1948  
ST. LOUIS, MO.  
*John Made*

~~CONFIDENTIAL~~

UNCLASSIFIED

ACTION: [unclear] INFOR: [unclear]

*[Handwritten signature]*

*ML* 11 00 PM 1:55 20:22

EDA066  
EUA297 T  
EAA372 PP UEDLY

FM NEAC 83A/CG THIRD ARMY FORT MCPHERSON GA 27/1645Z  
TO UEDLY/COMGENAMC WRIGHT-PATTERSON AFB  
DAYTON OHIO

*22*  
*WSE*  
*WAT*  
15:04

WD GRNC

RESTRICTED D/ATTN: MCI PASS TO DIRECTOR OF  
INTELLIGENCE GSUSA CONTROL NO. A-1917 A NEWSPAPER ARTICLE IN THE ATLANTA  
CONSTITUTION THIS DATE TELLS OF A MYSTERIOUS  
BALL OF FIRE TRAILING A SHORT STREAK OF LIGHT PD SHAPE IS  
DESCRIBED VARIOUSLY AS A LIGHTBULB, CANTALOUPE AND BALL PD OBJECT  
SEEMS TO TRAVEL AT A HIGH ALTITUDE AND A HIGH RATE OF SPEED CMA  
CMA DIRECTION OF TRAVEL WEST TO EAST PD ATLANTA NAVAL AIR STATION  
ATTENDANT CLAIMS THAT OBJECT WAS OBSERVED TWICE CMA FIRST APPROX  
2100 HRS CMA AGAIN FORTY-FIVE MINUTES LATER PD CONFIRMED BY  
FIFTEEN ADDITIONAL PERSONS PD SAME OBJECT ALSO SIGHTED OVER AUGUSTA  
GEORGIA BY CITY EDITOR [ ] OF AUGUSTA CHRONICLE PD OTHER  
WITNESSES MISS [ ] LAKEWOOD HEIGHTS  
CMA MR AND MRS [ ] CMA DORAVILLE GEORGIA CMA [ ]  
[ ] AND WIFE CMA MRS [ ] CMA MRS [ ] CMA  
MRS [ ] AND MRS [ ] CMA ALL OF CHAMBLEE PD NO  
OTHER INFORMATION AVAILABLE PD NEWSPAPER CLIPPINGS BEING  
FORWARDED BY MAIL PD/R ~~RESTRICTED~~

*ER*  
*66*

JN 2100 130

27/1908Z

*2 - [unclear]*

SIB NO. 2302.0118		CO. United States
REPORT NO. 2925	WGS - INTELLIGENCE REPORT	I. O. NO. 0482893
SUBJECT: Flying Discs		
FROM: ACOIS, G-2, 74A, FSH	REFERENCES:	
EVALUATION: T-6	DATE OF INFORMATION: 26, 29, & 31 July '48	DATE OF REPORT: 4 August 1948
PREPARED BY: FRY HODKIN	SOURCE: Mrs. [EXR 56]	

**SUMMARY OR SID REPORT:**

*Warning from Mrs. [EXR 56] of impending electrical energy type attacks on installations in the Fourth Army area.*

*AF 6581*

*Roland J. Meeker*  
 ROLAND J. MEEKER  
 Lt Col, GSC  
 Actg AG of S, G-2

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~~SECRET~~

RG NO. 2925  
 PAGE NO. 11

Continuation of OGS Form 17, Report No. 2925.

*Roland J. Meeker*  
 ROLAND J. MEEKER  
 Lt Col, GSC  
 Actg AG of S, G-2

T-3363-9

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Basic: Ltr Fr Hqs, AMC, subj: Project "SIGN" Dtd, 5 Aug 48

A-2

1st Ind

CWM/wrf

HEADQUARTERS, 20TH FIGHTER WING, Shaw Air Force Base, Shaw Field,  
South Carolina. 23 Aug 48

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

An attempt was made by the A-2 this headquarters to contact the  
subject with the following results:

*able*

Mrs. [ ] was a transient resident in  
Columbia, S. C. Her temporary residence was the Devine Tourist Home,  
3000 Devine st, Columbia, S. C. She moved in February 1948 and left  
no forwarding address. The above information was obtained from her  
landlady, Mrs. [ ] who also added that in her opinion, the sub-  
ject was not very reliable.

*No base letter received  
1st Ind 23 Aug 48  
J.H.H.  
MCI 4713*

*Charles W. Munsey*  
CHARLES W. MUNSEY  
Major, USAF.  
A-2

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*Base not returned  
with 1st endorsement*

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*115 657*

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~~SECRET~~

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OF COORDINATION IN  
APPROPRIATE BLOCK  
CG, J3 OR DEPUTY

AMC Form No. 10-7  
(18 Nov 47)  
(Old AMC Form No. 10-508)

AIR INSPECTOR

MCLAID-3

MCLAID-3/RAL/aw

AUG 5 1948

Project "SIGN"

Commanding Officer  
Shaw Air Force Base  
Sumter, South Carolina  
ATTENTION: Base Intelligence Officer

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

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

*ex*

2. It has come to the attention of this Office that a Mrs. [redacted] of Columbia, South Carolina, has reported witnessing the so-called "flying discs."

RESEARCH & DEV.

3. It is requested your office interview this individual and obtain a signed graphic statement as to the anomaly observed. It is further requested that the observer indicate to the best of her ability the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or metallic construction, number, shape, size, color, speed, in what part of sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor, if any, effect on clouds, etc.

*INTELLIGENCE BY D  
W. J. [redacted]  
[redacted]*

4. It is requested that the individual be informed that her disclosures will be treated as "strictly confidential", and that, in the interests of national defense, all publicity surrounding this investigation be stringently avoided.

SUPPLY AND MAINT.

5. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Wright Field, Ohio, attention: HGI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

*[Signature]*  
E. H. MCCOY  
Colonel, USAF  
Chief of Intelligence

PROC. & IND. NO. PLNG.

UNCLASSIFIED

T-48491

OTHER

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HQ. BR.      LAB. BR.

INITIALS

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INITIALS



anyway.) However, details are extremely important, and should be confirmed as soon as possible, and data forwarded on to the War Department, Wash., D.C., under the heading of "Dices," or whatever heading has been assigned.

410  
36

The following questions should be confirmed by personal interviews with no Eastern Airlines officers, Houston, Tex., and concerning all data covered in these two clippings:

- (1) Time as being approx. 2:45 a.m.
- (2) Place, as being approx. 20 miles SW of Montgomery, Ala.
- (3) Altitude, as being approx. 5,000 feet.
- (4) All weather conditions possible, barometric pressure, cloudiness of skies, or absence of clouds, (the object was reported as having come out of a huge cloud, and returning back into the cloud, but this must be confirmed,) the prevailing wind at the time; also presence, if known, of natural electrical conductivity of the atmosphere.
- (5) Presence of "tremendous shock waves," of "prop" wash, jet wash, or rocket-wash," (not mentioned in these two clippings, but is mentioned in another clipping for which I do not have an extra copy.)
- (6) Intensity of the light emitted by the object, as being "more intense than lightning."
- (7) Length of "flame out the Rear." (This has varied from 30 to 50 ft. in various reports.)
- (8) The object did not have wings. (Verify).
- (9) Was there a "continuous light" following the object? (This point also was mentioned in other releases, not enclosed, but definitely linking this object with several others in which the my-form was actually observed.)
- (10) Color. Verify as being luminous blue in body of the object, with redish (sic) cone-shaped tail. (This indicates speed of the object, comparing it with other known data.)
- (11) Estimate of speed. Secure as nearly as possible the number of seconds the object was visible. (The speed was reported as from 500 to 700 miles per hour, but this is exceedingly slow for the missile. Since there is nothing in the sky against which to focus an object, except the cloud, seconds of visibility becomes a more accurate estimate of the speed than by mental comparisons with jet planes or rockets.)
- (12) Did the object seem to travel with either sidewise, or up and down, yaw movements? (This was indicated in the object appearing to left, as the Eastern Airlines plane banked to the left. Also, by its apparent descent and subsequent ascent into a cloud.) Secure as accurate sketches as possible of the positions of the plane, the object, and the cloud.
- (13) Secure the flight direction of the object, as accurately as possible. (Reports were that the object was proceeding toward New Orleans, but even a slight error in angle would change the bearing line of the missile. This is important, for, if possible, we must know whether this object originated from a landing station located in Newfoundland, Greenland, or over the Arctic (sic), in Estonia, Latvia, or Russia proper.)
- (14) Was there any explosion after the object passed, or loud noise of any description when, or as the object passed? (Previous data has included missiles which created tremendous roars like thunder in their path.)
- (15) Any other data the interviewer might conceive to ask.

As preparation for the interviewer, he should be reminded that persons usually attempt to rationalize what they see by an attempt to relate it with knowledge within their own mental experience. In this case, the pilots either stated, or were reported to have stated, that the object was "man-made," and that it resembled a "Buck Rogers aircraft," without wings.

Knowing that the witnessing of an aerial missile of this type is a tremendous psychological experience, and frightening, or astounding, it is natural that the persons attempt to relate it to something familiar. And it is usually tempting for a missile to be referred to as such in attempts to gain information to ask, "Was it like a Buck Rogers aircraft," for the reply to be "Yes!" since there would be nothing else in the scope of the pilots' experience to describe, or attempt to describe, the object. It is an attempt to

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REPORT NO. 2925  
PAGE NO. 4

describe, which might falsely "manufacture" "two rows of windows," and other non-existent features. Or, in the case of the windows, it may have been a dual reflection of the Eastern Airlines' plane windows.

"(As I reported to the security office at Los Alamos, I am presuming that the object was not a rocket from Mars or Venus (!), though with our present day production of one freak manifestation, then another, even that would no longer surprise me. And these aerial missiles are almost as astounding as a rocket from Mars would be.)

"You may happen to see Gen. [redacted] commanding officer at Ft. Bliss near El Paso before long, and if you do, you may find interesting his data on a missile which exploded near a little Mexican village called Guadalupe. There was no debris, which conforms with previous information secured by myself and also by General Brannault. This is because the objects are created by a compacting of atmospheric elements by concentrations of rays, or waves, and are most nearly akin to normal ball-lightning than to any other known thing.

"They are the type missile which appeared over Sweden and Norway more than a year ago, and were found to leave no debris upon explosion. They are like tremendous charges of ball lightning, having the ability to electrocute 10,000 people, should they ever hit. They are propelled or forced forward by exertion of energy within the ray, sometimes leaving a "band of light" clear across the sky.

"However, the energy of the missiles can be carried off by grounding with large lightning rods, and if Ft. Sam Houston is not already protected, I would suggest that you order at least 100 huge lightning rods, and put them down to general expense items, or whatever is convenient. You may be saving yourself and others by acting.

"I have repeatedly suggested in correspondence to the Atomic Energy Com. through Los Alamos, and by communication once to President Truman through Sen. Carl Hatch of N.M., that counter measures be instituted. This could be done by counter waves, since the objects are a product of wave action. But since Washington has been in the turmoil it has since the war, goodness only knows whether anybody ever read my suggestions, or not. But should a community of size be struck, the nation will be as panic stricken to learn that 1,000 or 10,000 persons were electrocuted by a "disc" or "flying saucer," as the Japs were surprised by the atom bomb at Hiroshima.

"Meantime, while those responsible are deciding whether or not to take counter measures before it is too late, some one who understands the subject has to carry on in securing all data possible. Hence, I am asking you to have your Military Intelligence office secure all information possible based on this letter, and send it on to Washington for correlation with other known data.

"If the War Department does not already possess funds for research on this type aerial missile (and the potential energy is far more advanced than we,) you would be doing the country a loyal service by recommending to your Washington superior that funds be secured from the current Congress.

"Thanking you sincerely for your interest and action in this matter, I am,

Very truly yours,

/s/ Mrs. [redacted]

/t/ Mrs. [redacted]

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ce/



Dr. G. of the New Mexico School of Mines Development Division, headquarters at Albuquerque, told me that he and Dr. [ ] scientific head of their project, were at a loss to explain the apparent non-rational behavior of the "discs." I told him what I believed and he agreed that I was probably correct.

"In the Alice case, the fact that the air-pocket itself remained in the same position, is of high significance. According to those clippings, it had been observed about 48 hours. This should be verified.

"Also, should any explosion have occurred (sic) upon disappearance of the missile, this should be noted.

"I do not know whether it is permissible to ask, or not, but if General [ ] commander of the Lackland Air Base, San Antonio, is visiting Wichita Falls again soon in connection with the opening of Sheppard Air Base, I would appreciate "hitch-hiking" a ride back down in his plane to talk with you. Until counter measures are taken, it is likely that there will be a greater number of missiles appearing at or near principle defense bases. Also, General [ ] should be as fully informed as is possible, for his planes may even have motor-interceptions due to the ray.

"Or, if you should be planning on a visit to see General [ ] at Ft. Sill, Okla. I do not think you would find the time wasted to stop over here so that I could give you a fuller summary of known data on this subject, for it may play a very important role in case of hostilities.

"I will telephone out to Sheppard Field here, and see if it may be arranged for me to come down, and will let you know.

"Thanking you in advance for your further assistance, I am,

"Most sincerely,

/s/ [ ]  
/t/ [ ]

cc/  
Notes:

"It has just been announced on the 6:45 newscast that the object over Alice, Tex. was found to be nothing more than the reflection of a spotlight placed on top of a water tower.

"However, since the type missile discussed in this letter has occurred (sic), I am mailing it on to you. Also, it should be confirmed definitely that the object is a reflection. For, if not, it becomes of importance.

"Sincerely,

/s/ Mrs. [ ]  
/t/ Mrs. [ ]

cc/

"P.S. It is like chasing non-existent wild geese, sometimes, to trace these missiles through, but every "mysterious object" has to be accounted for, so to speak. In this case, the explanation of the light being a reflection may be correct, but it still must be determined whether or not it is."

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REF ID: A6925  
MAIL NO. 7  
Wichita Falls, Texas  
July 31, 1948

EXR  
bb

General [ ] Com. Off.  
Fourth U.S. Army Headquarters,  
Ft. Sam Houston, San Antonio, Tex.

Dear General [ ]

I do not want to impose on you, but as you no doubt agree that if what I am suggesting to you in regard to our being under "experimental attack" by aerial missiles created by a ray, is correct, there is no time to lose in gaining all necessary information for correlation in Washington... hence, I am writing this additional letter concerning a happening on which details will be useful.

This incident concerns demolition, or partial demolition of a zinc and lead smelter at Picher, Okla. by natural lightning which occurred during a thunderstorm yesterday, July 30.

Since extremely high voltages occurring in natural lightning are the only known standard by which any accurate estimate of the voltages of "dimes" can be gaged, and since they offer a basis on which to calculate possible demolition capabilities of the missiles, any definite data on the subject is advantageous.

Since I have only one clipping on the occurrence, I shall copy the pertinent paragraphs, from Col. 6, page 1, Daily Oklahoman, July 31, 1948, and appearing in a story under the heading "Storm Damage Hits \$125,000." were the following excerpts:

"Lightning struck the Evans-Halloway No. 7 mill at Picher early Friday, and the zinc and lead smelter was destroyed. Officials of American Zinc Co. Joplin, Mo., operators, said it would cost about \$100,000 to replace."

Also:

"At mid, high winds accompanying an electrical storm caused an estimated \$25,000 damage at Enid Airbase....."

"The same storm crippled the Enid water supply. Lightning riding the electric wire burned out pumps by seven city wells....."

.....

At the lead and zinc smelter at Picher, it would be desirable to obtain photographs of the actual damage, also:

- (1) Did one, or more, bolts strike the smelter?
- (2) Secure classification as to the apparent size of lightning bolts during the storm, small, medium or large. (A large bolt, half to three-fourths inch in thickness will carry upwards of 300,000,000 volts.)
- (3) Humidity, if there is a weather station at Picher. (If not, secure all details possible on the approximate length of time the electrical displays continued during the storm, rough estimate on amount of moisture that fell, whether wind was present or not, and whether cloud movement was slow or relatively swift.
- (4) Barometric pressure, if available.
- (5) Photos of actual damage.

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From the Enid, Okla. Army Airbase, contact Maj. J.S. [ ] for a report on humidity, barometric pressure, heaviness of lightning bolts, and other particular information can be obtained on the burning out of the pumps at Enid Airbase.

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pumps, due to lightning riding the wires.

(This report will not be interested in the wind damage, though, of course, we do want to know the wind velocity.)

\*\*\*\*\*

The reason that data on these two natural incidents in which lightning caused destruction, is for comparative purposes to estimate damage likely to occur when, and if, a community of size is struck with an aerial missile created by rays.

So far, one incident at Hampe, Idaho, involving a "small disc" destroyed a two story cafe building, and killed five persons, also injuring many others. This is, as far as my own data has record, the only incident where persons have been killed. Could have been natural lightning.

Another incident occurred on June 23, 1946, at Honolulu which was reported in the press as due to an earthquake, but because of witnesses having seen a "wreath-like flash of light, followed by an explosion," I called attention to the happening through Maj. Ex 64 Security Chief, Los Alamos, N.M. I believe it probably was the detonation of a "disc." Damage extended to about \$40,000 on an Army hospital (Tripler General Hospital) shifting the upper stories out of alignment. However, the explosion was on Holokai, or this was judged to be the center of the earth disturbance, yet no damage was to be found there.

Since still another, definitely-known, aerial missile had shook the ground for a known distance of eight miles near Manchester, Tenn. (probably aimed at Oakridge Area a Mexican base.) I felt what was reported as an earthquake at Honolulu might not have been due to that cause. The information is being secured, I presume, through Major Harburger's channels.

I mention some of the occurrences which are known merely to stress the urgency of collecting data, both natural lightning destruction, and whatever aerial missiles whose character based on detailed information, places them in the category of previously obtained information.

Whereas natural lightning bolts rarely exceed 350,000,000 volts, the voltage of the aerial missiles probably exceeds two to three billion volts.

Should they strike rocky or sandy ground, little or no damage can be detected. This is, demolition damage. And, it depends on the sub-structure of the terrain whether or not ground vibration occurs. Thus, a sandy subsoil would probably absorb all vibrations within a few feet, but rocky substructures would carry vibrations many miles.

\*\*\*\*\*

Referring again to the Picher smelter destruction, there is also a certain amount of grounding to structures of this kind, making them immune from destruction from small bolts of lightning. The metal frames, and often metal sidings of smelters, themselves offer grounding for electrical charges. Hence, any destruction becomes of scientific value for comparative purposes.

Loss must have been extensive, as the news account quoted the American Zinc Co, as stating that replacement would cost \$100,000.

Now, should a "disc" find a grounding medium, large lightning rods which could carry off charges of more than 350,000,000 volts, then damage would be nil. It was for this reason that I previously suggested to you, that you see to it that an large lightning rods as are obtainable, be placed at Ft. Sam Houston, and all other posts in your district, before something drastic does occur.

I would place them in a circular pattern to one side of buildings, if it is wished to have protection. I would place them anywhere on the buildings.

The reason for the circular pattern, or design, is displacement because of the fact that a circular form, in this case, or grounding outlets, will more readily accept a ball-form of electrical charge. The way of placement is to be discussed in a separate report.

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the pressure, or force, which is exerted within the charge, tends to exert a field of electromagnetic impulses which are affected by the form of the object emanating the impulses. (The pattern of the electromagnetic field of a magnet, is affected by the length, shape, etc. of the magnet.) So, with an aerial missile.... or, at least, so I think.

In other words, I believe that lightning rods placed in a circular form will more readily attract any aerial missile coming within range of these rods, than would large of rods, or irregular placements.

EXP  
BC

One occurrence in which it is known that a missile actually swerved in its path to find outlet in a power plant was at Baltimore, Maryland. This was three years ago, April 12, 1945. I sent the occurrence, and suggestions as to what I thought had occurred to Dr. [ ] Chief Naval Physicist, Naval Research Laboratory, Anacostia Station, Washington, D.C. I did not have a means of checking the incident myself without correspondence which I felt might arouse curiosity by unnecessary persons and I knew Doctor Taylor could arrange for Naval Intelligence officers to obtain the information readily.

This case should also be in present War Department files on "discs," and if it is not, then ready information can be gained from the files of the Baltimore Sun, April 12, 1945, and the subsequent weeks' issues. It was described as a "mysterious" light, meteor, or unidentified object, incoming from over the Atlantic ocean. It was observed to have swerved in its path. (No meteor, of course, ever swerved. Meteors descend in straight lines, or simple arcs, but they do not change course.)

I do not have the clipping on this incident here, but as I recall, the power plant whose facilities were disrupted was about six or eight miles from Baltimore. A terrific explosion did occur.

I presume Doctor [ ] did secure the extent of the damage, and all details possible. But this will serve to place the incident within present attention of the War Department again, so that those engaged on the problem of "discs" can correlate the information.

(I gave the date above as April 12, but it seems that that was the date on which I wrote Doctor [ ] instead of the actual date of the incident, which would have been two or three days prior, perhaps. Better check from about April, 8 or 9, 1945 onward to April 20th.)

Another incident indicative of what to expect should the missiles explode in populated areas, was at Point Barrow, Alaska, Jan. 10, 1946. Two Naval Station observers reported that the explosion was seen for over 200 miles. It created an intense, bright green light, and appeared like "an atomic bomb" in intensity. The detonation point was about 50 miles east or southeast of Point Barrow, and the two Naval Station men were at a base (whose name I can't recall at the moment) some 200 miles south of Point Barrow. (I judge the men were weather observers, or radio station technicians... I can't recall at the moment, and I do not have the record of this incident here either.)

The incident can readily be checked through Naval Station records, Bar Alaska of that date, which is definite, Jan. 10, 1946. Also, it can be checked by newspapers in Nome, and Point Barrow published that day or the following day. The clipping I have at Santa Fe, was an AP story with a dateline of Jan. 11, 1946. Seattle, Wash. papers would probably also carry accounts.

The statement was also made in the story that the light emitted by the "mysterious object" was a "greenish-blue color like a magnesium flare."

I immediately wired Doctor [ ] to check the subject, and correlate it with a smaller missile which appeared over north central Alaska and which was the only evidence then of a possible point of origin, but I felt correct to draw in bearing lines from those two missiles over the Arctic in Russia, at about Omsk or Tomsk.

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I do not, of course, know any exact points of origin, but by securing bearing lines on two or more missiles coming from a general direction, a fairly close guess can be made. Theoretically, these aerial missiles, if influenced by the tropopause, as I believe they are, can circle the earth, and be released by an instant's interruption to the sending ray at any point desired.

As you may recall, the missiles denuded in "showers" over Sweden and Norway. Literally hundreds came over. None of them left any debris.

The dates were June, July and August of 1946. And, as I explained to General AAF, just when I was gaining a lot of good information on which to base mere theory, a news ban was placed on the occurrences. However, this is all available to your channels.

At first, I tended more to the belief that the weapon would be more of a psychological weapon, frightening, but because of its electrical nature, easy to deflect from an objective.

Now, however, I believe there is actually more potential danger in electrocution to hundreds or thousands than I at first believed likely.

In other words, I do not think that normal groundings in any community are going to be sufficient to carry off the terrific charges of the missiles.

In theampa, Idaho, case, grounding would have existed in a sink, a stove and whatever other features might be found in a small cafe, and yet five persons were killed. A "ball-of-fire" (which I believe was a very small "disc") entered through a doorway. It tore up the building which had two stories, and a photograph appearing in Portland, Oregon, newspapers, showed the building as a splintered shambles. Almost 90 other persons were injured, presumably from falling debris, etc.

Also, since missiles definitely have created severe vibratory disturbances similar to earthquakes, I believe danger from this cause, is much greater than I at first considered.

Instead of diminishing in interest, once I felt I understood pretty much the entire subject, my interest has increased. I have considered just what might be made to happen by a focusing of ultra-micro waves for at least ten years, and then when the "mysterious" lights, meteors, etc. began making their appearances, I felt I knew what was happening, and why. Since the first appearance within my knowledge, three years ago in April, I have not ceased to collect whatever information could be gained through several newspapers daily, and whenever any whatsoever object was seen, I have either traced it myself, or put it in the hands of government connections, Doctor Albert H. Taylor, or officials at Los Alamos, so that all information possible could be gained.

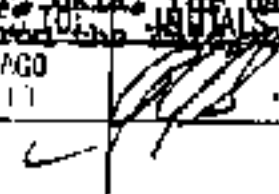
I also "worked in the field," to speak, where these missiles were appearing and exploding, and secured accurate, first-hand information on just what occurred, which, of course, has not been made public. Colonel Herbert G. Gee, former Com. Off. at Los Alamos Atomic Project, last year told me not to go any further in speaking, writing, or publishing except to the proper authority.

So, I have said "nothing" to anybody unless they had the rank of a general, or at least a commanding colonel, or a brigadier, or were a member of the FBI, or a security officer.

Sometimes I have wondered if I had yet called attention frequently enough, outside of Los Alamos security offices, to what is occurring.

Be this as it may, the collecting of information has to continue, so if it is not an imposition, I am asking you to send your intelligence to Picher, OKla. for data on the smaller damage done by lightning, and secure written reports from the Army Airbase, then forward the data on to Washington.

Thanking you very kindly for your attention, I am,  
Sincerely,

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MRS. MFB.

cc/

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FORM 57-30		ORIGINAL NUMBER		I.F. NO.		I.O.F. NO.		SER. NO.			
EJFOA/IR-2925								25064			
ATTACHED		None		REF. NO.		H. AF 6581					
TITLE Flying Discs											
SUB-TITLE											
AUTHOR MR. [ ] EXT 66				TERMINATION DATE 4 Aug 48		CLASSIFICATION					
ORG. ASSGT. HQ. Fourth Army (5103)				CLASSIFIED BY		CLASSIFIED DATE		CLASSIFIED BY			
REF. HEADLINE				CLASSIFIED BY		CLASSIFIED DATE		CLASSIFIED BY			
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3	CONFIDENTIAL	1	2	3	4	5	6	7				
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CLASSIFIED BY	DATE	REVIEWED BY	DATE

UNCLASSIFIED

AIR INSPECTOR

MCIAXO-3

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOD.  
PLNO.

OTHER

MCIAXO-3/BAL/sw

APR 14 1948

Project "SIGN"

Commanding Officer  
Gowen Field  
Boise, Idaho  
ATTENTION: Base Intelligence Officer

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Force units by Hq. USAF, in letter dated 6 February 1948.
2. It has come to the attention of this Office that a Mr. [redacted], of Boise, Idaho, has reported five different sightings of "flying discs." He also claims to have taken two photographs of the phenomena.
3. It is requested your office interview this individual and obtain the original photographs, if possible, (for loan and reproduction by this Hq), and forward them together with a signed graphic account of the various sightings witnessed. It is further requested that each of the sightings be treated as a complete and separate report presenting the following salient facts: Location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or metallic construction, number, shape, size, color, speed, in what part of sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor, if any, effect on clouds, etc.
4. It is requested that the individual be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential."
5. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

*W. H. McCoy*  
E. M. McCoy  
Colonel, USAF

\*AREA COMMANDS WILL LINE OUT ORGANIZATIONAL TITLE NOT APPLICABLE WHEN ADDITIONAL SPACE IS NEEDED IN COORDINATION BLOCK

FILE COPIES TO

RECORDS SEC AGD

NO. BE. LAB. BR.

Chief of Intelligence OFF. SYMBOL INITIALS

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~~CONFIDENTIAL~~  
UNCLASSIFIED

HEADQUARTERS  
331ST AIR FORCE BASE UNIT (RES TNG)  
STOUT FIELD, INDIANAPOLIS 6, INDIANA

AF331BI

3 August 1948

SUBJECT: Report on "Flying Disc"

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

In accordance with ADC Letter 45-5, subject: Reporting of information on "Flying Discs", dtd 25 March 1948, the following report is hereby submitted:

- (1) Sighted at approximately 0825 hours on 31 July 1948 in the South central part of the city of Indianapolis, Ind.
- (2) Sky was clear at time of sighting.
- (3) Witnessed by Mr. and Mrs. [ ] Indianapolis, Indiana. Mr. [ ] is an electrician.
- (4) No photographs available.
- (5) Sketch of object attached.
- (6) Object sighted:
  - (a) One (1)
  - (b) Shaped like a cymbal with smooth surfaces.
  - (c) Approximately twenty (20) feet in diameter at the base and approximately six (6) feet to eight (8) ft in height at center. Ratio about 3:1.
  - (d) Appeared to be flat white in color with no shine.
  - (e) Traveling extremely fast, crossing the sky (a distance of about five (5) miles) in approximately ten (10) seconds.
  - (f) Heading ninety degrees (90°).
  - (g) Object maintained a level course and shimmered in the sun giving the appearance of spinning.
  - (h) Altitude of the object estimated at approximately two thousand (2000) feet.
  - (i) Made no discernable sound.
  - (j) No exhaust trail.
- (7) Mr. [ ] was standing by open bathroom window, which faces West, and was shaving when attracted by the object in the sky. Couldn't believe his own eyes so he rushed into adjoining kitchen and showed wife the object through kitchen window facing South. Mr. [ ] stated the object appeared large enough to carry one person. No openings were noted on the object. Investigation conducted by the

EXP  
bc

MC REF 11-333.5  
Security Review

~~CONFIDENTIAL~~

UNCLASSIFIED

9014

~~UNCLASSIFIED~~

BASIC: Ltr fr Hq Stout Field, Indianapolis 6, Indiana, dtd 3 Aug 48  
subj: Report on "Flying Disc".

EXP  
b6

Intelligence Officer, 1st Lt. [redacted] on a  
call from Mr. Swigert. On the investigation, it was noted  
that the visibility was good from both windows for such an  
observation. No other reports were received on this object.

*James A. Ronin*  
JAMES A. RONIN  
Colonel USAF  
Commanding

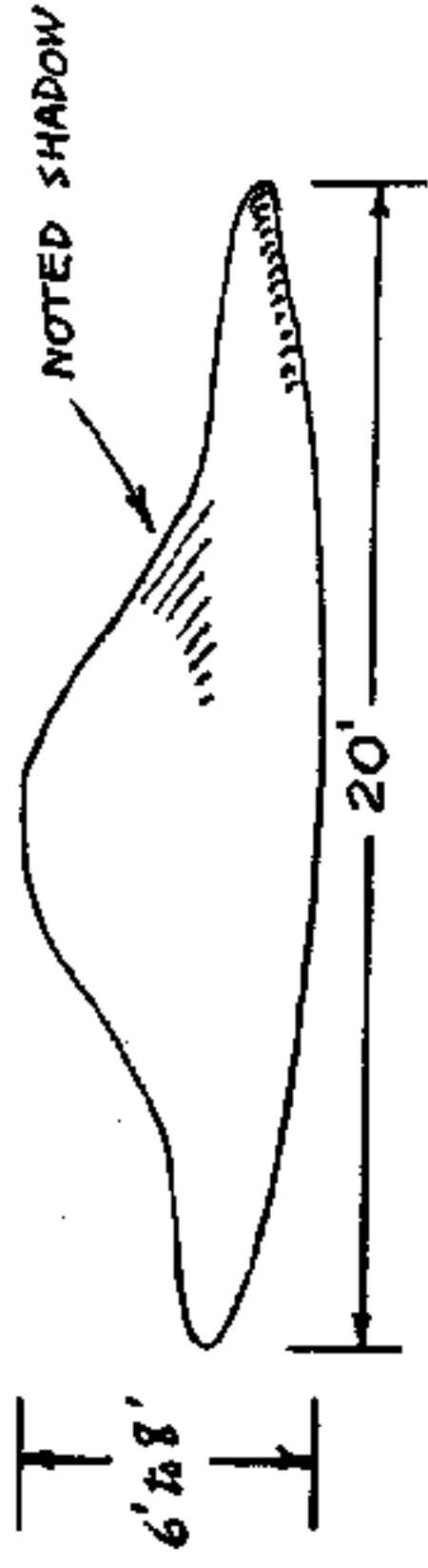
1 Incl - Diagram of  
Object Sighted

~~UNCLASSIFIED~~

9014

UNCLASSIFIED

~~CONFIDENTIAL~~



(Ratio approx. 3:1)

[ EXP  
 b6 ]

1st Lt., USAF  
 Intelligence Officer

~~CONFIDENTIAL~~



~~CONFIDENTIAL~~  
UNCLASSIFIED

HEADQUARTERS  
331ST AIR FORCE BASE UNIT (RES ING)  
STOUT FIELD, INDIANAPOLIS 6, INDIANA

AF331BI

3 August 1948

SUBJECT: Report on "Flying Disc"

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

In accordance with ADC Letter 45-5 Subject: Reporting of information on "Flying Discs", dtd 25 March 1948, the following report is hereby submitted:

- (1) Sighted at approximately 0955 hours on 29 July 1948 at the bridge East of the intersection of East 56th St and Fall Creek Boulevard in the Northeastern part of Indianapolis, Indiana.
- (2) Weather at time of sighting was excellent, no clouds in sky.
- (3) Witnessed by Mr. [ ] Indianapolis and Mr. [ ] Indianapolis, both employed by the W.O. Jones Rug Cleaners, 4440 N. Keystone Ave, Indianapolis. *EXB b/c*
- (4) No photographs available.
- (5) Sketch of object attached.
- (6) Object sighted:
  - (a) One (1)
  - (b) Shaped like a broad short propeller.
  - (c) Approximately six (6) to eight (8) feet long, each blade approximately two (2) feet wide and approximately one (1) foot thick with cups on upper side of blades.
  - (d) Appeared to be aluminum and shiny in color.
  - (e) Traveling approximately twenty-five (25) or thirty (30) mph.
  - (f) Headed approximately South and in a bank to the left.
  - (g) Sighted just above the trees at approximately thirty (30) feet altitude.
  - (h) Appeared to be gliding with no apparent spinning action.
  - (i) Made no discernable sound.
  - (j) No exhaust trail
- (7) Two witnesses were in a company truck at time of sighting

114 ASX 11 233  
Interviewed

COPIES TO:	DETAILS
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~~CONFIDENTIAL~~  
UNCLASSIFIED

9013

UNCLASSIFIED

~~CONFIDENTIAL~~

Basic: Ltr fr Hq. Stout Field, Indianapolis 6, Indiana, dtd 3 Aug. 48  
subj: Report on "Flying Disc".

EX  
64

and were headed West on East 56th Street. Just as the truck started across the bridge, the object was sighted directly ahead just above the trees in a bank to the left of approximately twenty degrees (20°) and appeared to be in a slight descent. Witnesses stopped on the other side of the bridge and jumped out for another look but the object could not be seen. Lt. [ ] Base PIO and Lt. [ ] Base Intelligence Officer made an investigation and thoroughly searched the area but could not find the object, however the area in which the object was believed to have fallen was densely wooded and had many hills and valleys. See diagram attached of the area of sighting.

*James A. Ronin*  
JAMES A. RONIN  
Colonel USAF  
Commanding

- 2 Incls .
- Incl 1 - Diagram of Object Sighted
- Incl 2 - Map of area of sighting

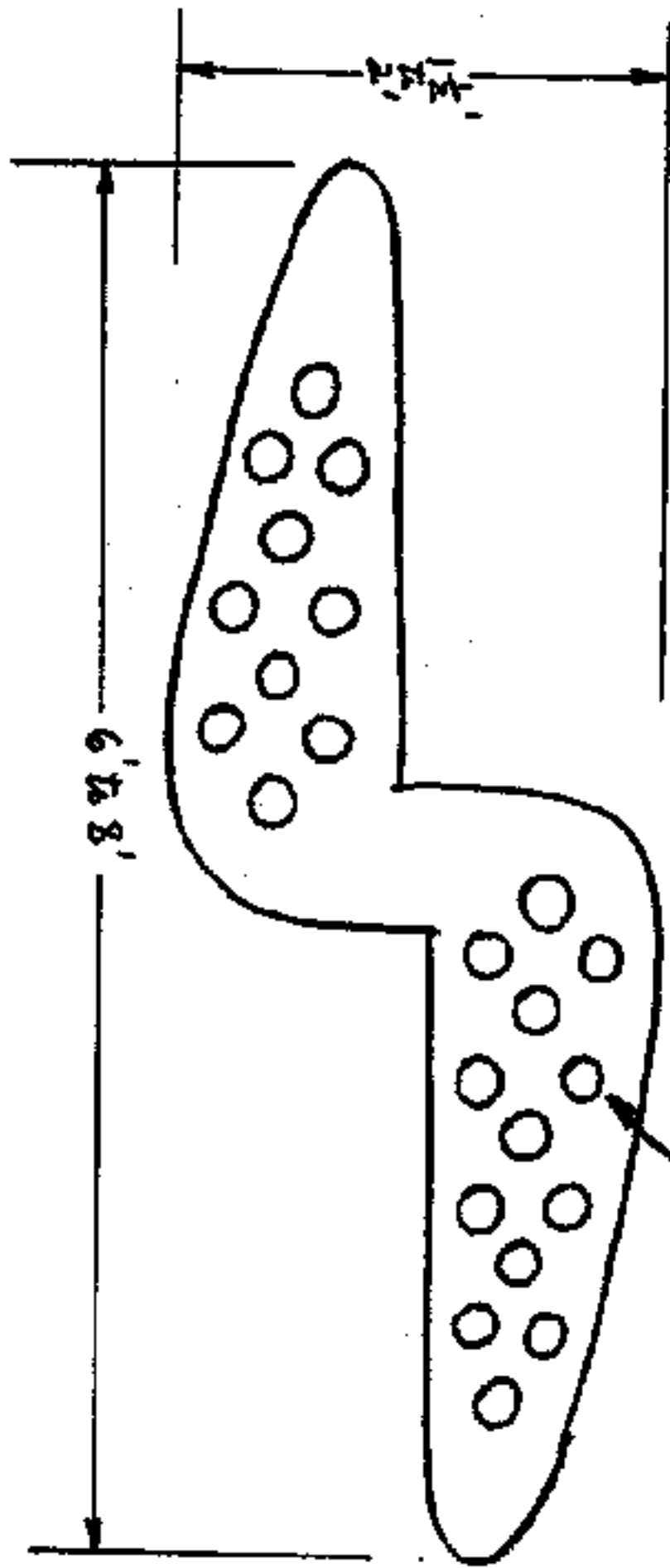
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UNCLASSIFIED UNCLASSIFIED



These are round cups which protrude

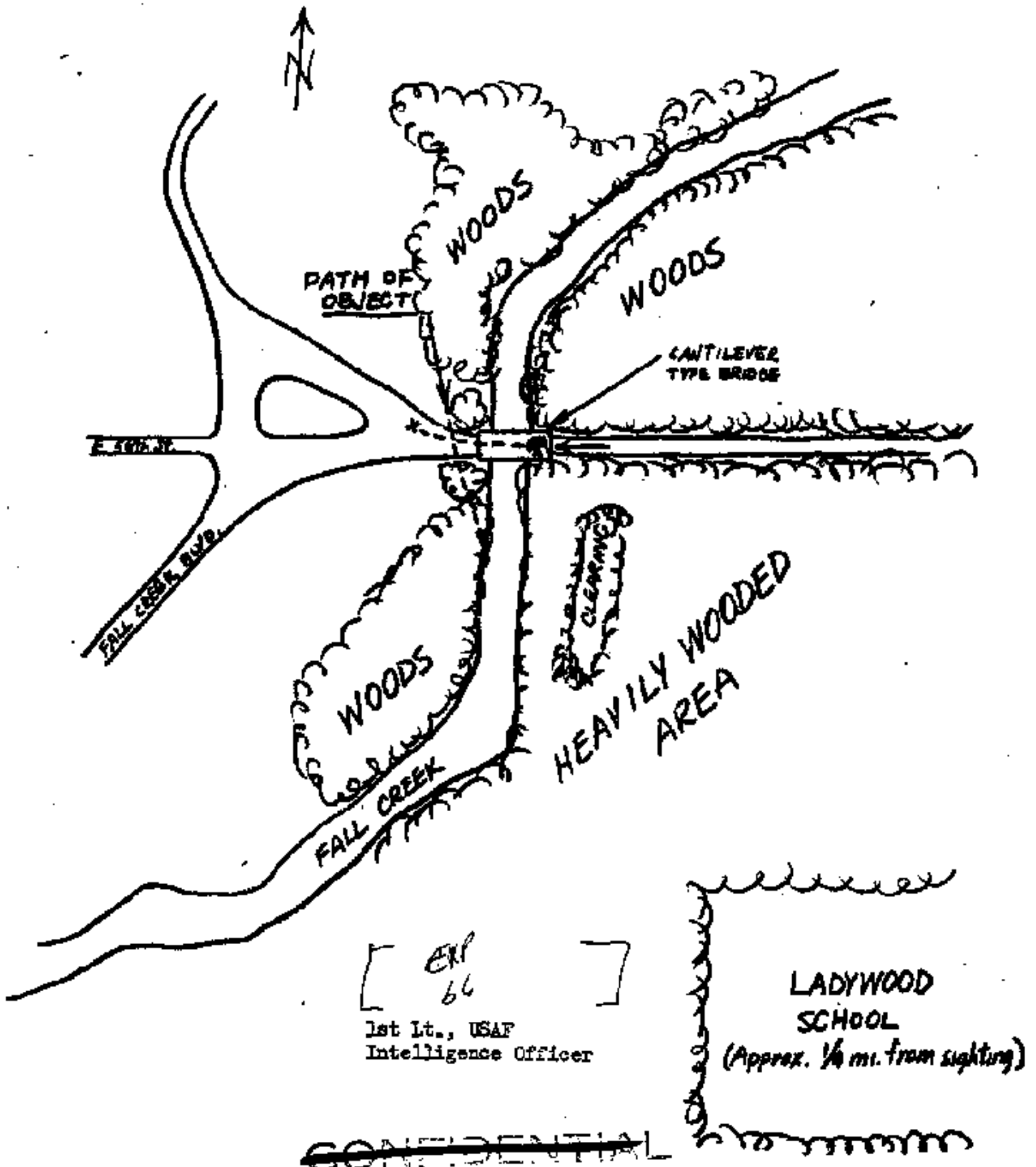
[ EXR ble ]  
 1st Lt., USAF  
 Intelligence Officer

~~CONFIDENTIAL~~

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Encl 1'

9013



[ EXP 66 ]

1st Lt., USAF  
Intelligence Officer

LADYWOOD  
SCHOOL  
(Approx. 1/4 mi. from sighting)

Incl 2'

UNCLASSIFIED

CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 335.5 Investigations

400 Supplies & Equipment Foreign

Confidential

DATE: 8-3-48

FROM: Hq. AMC Dayton, Ohio

TO: Chief of Staff USAF Wash 25, D.C.

SUBJECT: Meran Test Engines and Data

DOCUMENT FILED UNDER: 452.13 Engines (Gen)

Confidential

SUSPENSE RECORD

DATE	FOR ATTENTION OF	DATE	FOR ATTENTION OF

ACTION TO BE TAKEN ON SUSPENSE DATE

UNCLASSIFIED

~~SECRET~~

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*LN*

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

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

MCIAXF-2/HAM/jc

JUL 21 1948

\* REFERENCE NO.

ORIG FILE COPIES TO:	INITIALS
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VALUE OF PAPER CHECK ONE PERMANENT <input checked="" type="checkbox"/> TRANSITORY <input type="checkbox"/>	

*711 Encl. 11 333.5 - Document 1/2/11/48*

MCIAXF

SUBJECT: Falling Stars Observed in Norway

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

1. Reference is made to OMA Norway Report No. 365-47 describing falling stars observed by an employee of that office on 13 December 1947.

2. It is requested that the Office of the Military Attache, Oslo, Norway be contacted for the purpose of completing the inclosed form and securing a signed statement from the person reported to have seen these objects. The statement should be as complete and accurate as possible and returned to this Command at earliest date.

3. Comments by qualified personnel, particularly from the University of Oslo will be most helpful with regard to incidents of 12th and 13th December and any others which might occur. The questions on the form can be used as a guide in reporting phenomena which might be observed in the future.

FOR THE COMMANDING GENERAL:

*James J. Hammer*  
W. R. CLINGERMAN *St Col 2150F*  
Colonel, USAF  
Actg Chief of Intelligence

1 Incl:  
Check List - Unidentified  
Flying Objects

\* Reference this number on all replies

*NO GIVE*

~~SECRET~~

T-7477-B

UNCLASSIFIED

A/L in A.C, MCOLM-2, dtd 21 Jul 48, subject: Falling Stars  
Observed in Norway

AFCIR-CC-2 (AIC-38)

1st Ind

5 AUG 1948

Dept. of the Air Force, Hq USAF, Washington 25, D. C.

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

1. The report referred to in basic letter described a falling star  
observed by the sixteen (16) year old daughter of the Military Attache.  
It is felt that no useful purpose would be served by questioning a (16)  
sixteen year old girl eight months after the incident.

2. A requirement is in effect requesting that all unidentified  
flying objects be reported.

BY COMMAND OF THE CHIEF OF STAFF:

*George D. Lawrence*

1 Incl  
n/c

GEORGE D. LAWRENCE  
Lieutenant Colonel, USAF  
Acting Chief, Intelligence Branch  
Air Intelligence Operations Division  
Langley Airfield, Virginia

ORIG FILE COPIED TO:	INDEXED
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27 AUG 1948

-B-

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date
2. Time
3. Location
4. Name of observer
5. Occupation of observer
6. Address of observer
7. Place of observation
8. Number of objects
9. Distance of object from observer
10. Time in sight
11. Altitude
12. Speed
13. Direction of flight
14. Tactics
15. Sound
16. Size
17. Color
18. Shape
19. Odor detected
20. Apparent construction
21. Exhaust trails
22. Weather conditions
23. Effect on clouds
24. Sketches or photographs
25. Manner of disappearance
26. Remarks

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*encl*

UNCLASSIFIED



UNCLASSIFIED

AMC Form No. 10-514  
(12 Apr 45)

CROSS REFERENCE  
AND SUSPENSE RECORD

~~CONFIDENTIAL~~

FILE UNDER NO: 413.14 Radio Equipment  
333.5 Investigations

DATE: 7-21-45

FROM: MORENO

TO: CO, 1451st AF Base Unit, Katon Labs, Red Bank, N.J.

SUBJECT: Hostile System Internal Interference

DOCUMENT FILED UNDER: Area 3

~~CONFIDENTIAL~~

SUSPENSE RECORD			
DATE	FOR ATTENTION OF	DATE	FOR ATTENTION OF

ACTION TO BE TAKEN ON SUSPENSE DATE

15 MAR 48 230M

UNCLASSIFIED

ada

# ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use symbols to designate recipient and address.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signatures.

Separate comments by horizontal lines across page.

SUBJECT Interrogation Project "SIGN" XG-304

TO MCIAXC-3 FROM MCIAXC-4 DATE 19 July 48 COMMENT NO. 1

1. Proceeded to the home of Mr [ ] in Gahanna, Ohio, with an agent of the 109th CIC Detachment at 1000, 10 July 1948.
2. Interviewed Mrs. [ ] who stated that on the night of 1 July 1948 between 2100 and 2200 hours, she, Mr. [ ] Mr. and Mrs. [ ] and their sons, [ ] of [ ] Columbus, Ohio, sighted an unidentified object flying through the air. Mrs. [ ] described it as "a beautiful golden saucer glowing like a halo with a silver rim around it." Direction of flight was from Northeast to Southwest and the object was visible for approximately three seconds. Subject was very vague and appeared to attribute the phenomena to holy visitations. Was unable to contact Mr. [ ]
3. Proceeded to the home of Mr. [ ] and interviewed his son [ ] age 23, who had three years service and is now active in the National Guard. He stated that the object was a bright yellow-white light that moved through the sky at a terrific rate of speed. It was a glow and not a directed light and was about two seconds in duration. It didn't fade out but ceased abruptly. The line of flight appeared to be flat and the object appeared from the Northeast going Southwest, at an altitude of about three or four thousand feet. There was no audible noise although it was a quiet night and the object appeared close in at an angle to the horizon of about forty-five degrees. Although the sky was clear and the moon was bright nothing but the light was seen.
4. Mr. [ ] story was the same as that of his son's. Mrs. [ ] was in the car and did not observe the phenomena. The other witness was not readily available.
5. Proceeded to the sight of the observation and determined that, under the conditions of course and altitude as estimated by the subject, it was possible that their line of vision was restricted by a grove of trees thus limiting the observed line of flight to the two three-second periods reported.

*Clarence Glasebrook*  
 CLARENCE GLASEBROOK  
 1st Lt., USAF  
 CWG/aw  
 Ex 65310  
 Bldg 288  
 Post 201F

EXP 30

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APPROPRIATE BLOCK  
CG, CO OR DEPUTY

**UNCLASSIFIED**

AIR INSPECTOR

**MCIAXC**

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

SEARCH & DEV.

INTELLIGENCE

*Handwritten signature*

**MCIAXC**  
SUPPLY AND MAINT.

PROC. & IND. MOB.  
PLNG.

OTHER

MCIAXC/LPH/rm

19 July 1948

**Investigation of Unidentified Signals Observed at Skull Cliff,  
Alaska**

Commanding Officer  
Watson Laboratories, AMC  
Red Bank, New Jersey  
ATTENTION: Lt Colonel Eigginsen

1. Reference is made to your letter, subject as above, dated 9 July 1948. Your cooperation and expeditious handling of the monitoring program is greatly appreciated.

2. In view of activities now underway in the Tech Intelligence Division, it is thought that further demands on Watson Laboratories will not be required, at least for the time being. If, however, you receive, in the immediate future, further information from Mr. Armstrong, it is requested that all details, including negative report, be forwarded at your earliest convenience.

3. The suggestions of Captain Williams (paragraph 7, inclosure 1 to reference letter) are under consideration and it is requested that he be so informed.

4. With specific reference to paragraph 4A, your letter, all correspondence and activities of this nature are classified not less than "secret."

BY COMMAND OF GENERAL McNARNEY:

*Handwritten signature*  
JAMES J. RAUSMAN  
Lt Colonel, USAF  
Actg Chief, Tech Intelligence Div  
Intelligence Department

*Vertical handwritten notes:*  
3333  
413144  
Investigations  
Red Bank Eigginsen

*Stamp:* X 10

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T-42453-A

AREA COMMANDS WILL ERASE OUT ORGANIZATIONAL TITLE NOT APPLICABLE WHEN ADDITIONAL SPACE IS NEEDED IN COORDINATION BLOCK	ORIG. FILE COPIES TO	INITIALS	EXTRA COPY RETAINED	OFF. SYMBOL	INITIALS
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**UNCLASSIFIED**

UNCLASSIFIED

CONTROL NO. G-329	SUBJECT: Ltr Investigation of Unidentified	DECIMAL FILE NO.	FOLI / UP ON	
Signal Secret T-2455		DATE		
FROM: H. W. ANG Rd Sak HJ	TO: IAIC	DATED	7/9/48	
RECORDING	AXI-3	DATE	7/12/48	1400
DESK	RECORDED	HOUR		
ROUTED TO	SUSPENSE DATE	ESTABLISHED BY (INITIALS)	DATE	
IAIC	17 Jul 48		7-14	
DATE OF APPL	OTHER DISPOSITION:	TRANSMITTAL SAC FORM NO. 10-1 (20 NOV. 47) SEE OTHER SIDE FOR REMARKS		
7/19				

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Hq 4151st AFEU (Electronics Laboratory)  
 AIR MATERIEL COMMAND  
 WATSON LABORATORIES  
 RED BANK, NEW JERSEY

GME/hsb  
 7 JUL 1948

413,44  
 IN REPLY ADDRESS BOTH  
 COMMUNICATION AND EN-  
 VELOPE TO ATTENTION OF  
 FOLLOWING OFFICE SYMBOL:

WLEOP

SUBJECT: Investigation of Unidentified Signals Observed at  
 Skull Cliff, Alaska.

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

*EXL*

1. Reference is made to telephone conversations on 18 June 1948 between Mr. Wagner of your Command and Lt. Colonel Higginson of this organization. During the course of these conversations, it was agreed to further investigate a report of spurious signals received at Skull Cliff by Mr. C. The following steps were taken:

a. Mr. C was directed to make further investigation and to ascertain that the signal was not caused by a local source.

b. A temporary monitor station was established at Watson Laboratories to determine if unusual signals could be received at this location.

2. a. No further information has been received to date from Skull Cliff.

b. Report of activities at the monitor station at Watson Laboratories is described in the inclosed Routing and Record Sheet with the attached monitor log. It is believed that the inclosure is self-explanatory.

3. It should be pointed out that the inclosed report covers period from 22 June to 1 July and that since that date unidentified signals have been received twice although a full analysis of the signal received has not been made. Further report on this matter will be submitted periodically.

4. Request this organization be furnished additional information concerning the project which should include:

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T-42455

UNCLASSIFIED

~~SECRET~~

Ltr, CO, WLAMC, to CG, Wright-Patterson AFB, Subj: Investigation of Un-identified Signals Observed at Skull Cliff, Alaska 3 JUL 1948

- a. Proper classification.
- b. Priority.
- c. Expenditure Order to which this work should be charged.
- d. Additional information from other sources which may assist this organization in directing the investigation.

FOR THE COMMANDING OFFICER:

1 Incl  
R&R, WLEPERA, 2 Jul 48,  
(cy) w/1 Incl

*George W. Higginson*  
R.B.H. ROCKWELL  
Lt Colonel, USAF *h* Col.  
Chief, Engineering Division

2

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T-42455

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COPY

Investigation of Unidentified Pulse Signals Observed on L.F. Loran Equipment

WLEOP

WLEPE-1A

2 July 48

1

ATTN: Lt. Col Higginson  
THRU: WLEPE-1

1. Following a report received from L. F. Loran stations located in the far north regarding unidentified signals a monitor program was undertaken by WLEPE. Equipment has been set up at the #1 site of the AN/FRN 5 installation in Allaire, N. J. Watches were established 22 June 1948 to cover 24 hours and were continued until 1 July 1948. At this time the watches were cut to include the hours between 12 midnight and 8 a.m. only. This report is based upon information obtained during the period from 22 June 1948 to 1 July 1948.
2. The equipment used consisted of the following pieces:
  - 1- DAS 4 Loran Indicator Receiver
  - 1- L. F. Converter and Attenuator for above item.
  - 1- L. F. Field Intensity Meter
  - 1- LF 5 Signal Generator
  - 1- BC 344 D L.F. Communication Receiver
  - 1- Oscilloscope Camera
  - 1- 3 ft. square tuned loop (experimental)
3. The Allaire site was chosen because of the 350 ft. top loaded antenna, absence of local interference and the availability of Loran trained personnel. It was believed that with experienced men and the additional gain of the 350 ft. antenna some useful data could be obtained despite the usual noise level encountered at this time of year in this latitude. In as much as the signals reported from the northern stations were seen on wide band equipment (at least 20Kc) provisions were made to periodically search adjacent channels by using the BC 344 receiver connected to the DAS indicator. The signals from the Musk-Calf chain (180 KC) were used as a check on reception and the adjustment of the equipment. An experimental loop antenna was constructed and tested on the Musk-Calf signals. The loop was unshielded, 3 ft. square and balanced to ground. An approximate match was made to a twisted pair line by a simple capacity voltage divider. The loop showed extreme sensitivity. All Musk-Calf stations were received and directly checked to within 10°. A shielded loop could be constructed to a similar design if further investigation is required. Such a loop could be mounted to swing on a calibrated quadrant and greater accuracy could be obtained.
4. The 24 hour watches were carried on over a period of 10 days from 22 June to 1 July 1948. It soon became evident that little information could be obtained during the daylight hours. This was due to severe electric storms and static disturbances encountered during this period. The Musk-Calf schedule corresponded to 1100-0100 EDST. The signals from Hamlin, Sask. 1800 miles and Gimli, Man. 1300 miles could be seen from 1100 to 1300 EDST fading and disappearing in the noise at approximately 1300. The

COPY

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T-42455

WLEOP

ATTN: Lt. Col Higginson

THRU: WLEPE-1

WLEPE-1A

2 July 48

1

Gimli signal was the most consistent. The Musk-Calf signals reappeared at approximately 2330 EDST gradually increasing in amplitude until 0100 at which time the schedule ended. During the later part of the 10<sup>day</sup> period extremely strong signals were observed from the Musk-Calf stations from 2300 to 0100. A signal from the station at Dawson Creek, B. C., was seen several times at relatively high amplitude. This is a distance of approximately 2300 miles. The above is irrespective of conditions of noise. On the morning of the 29th extreme noise conditions were encountered and all Musk-Calf stations were observed well above the noise level.

5. With the exception of 23 June 1948 no pulse signals were observed that were not readily identified as signals from the Musk-Calf stations. On 23 June 1948 at 0730 three strong pulses were observed for a period of 10 mins. These pulses were logged as having a PRR of 0. Similar signals were logged at the same rate at 1321 for a period of 1 hour. During this latter period a total of seven signals were seen at one time. The loop had not been completed at this time but a frequency check showed the signals to be at 180 KC. It was at first believed the signals were from the Beetle Stations. A more logical explanation would seem to be that the signals were from the Musk-Calf stations and that the DAS 4 divider circuit was out of adjustment. The early morning signals 0730 could have been a special test at the end of a maintenance period. The divider circuit of the DAS 4 can be adjusted so that a single pulse (slave station) will appear more than once on the two traces. When this occurs the rate switch will quite often stop the pulse at some peculiar rate which will not be the proper PRR of the station viewed. This condition can easily be demonstrated on the DAS 4. This happened on the second day of the test. No signals had been received for 17 1/2 hours previously and the operators while having Loran experience were not completely familiar with the DAS 4 equipment.

6. In view of the above and the extreme noise levels also the low level of signal seen during the daylight hours it was decided to confine the investigation to the period between 2400 to 0800. At this time the sky wave from distant stations appears to reach maximum amplitude--at least from the north and west.

7. It is recommended that if further investigation is required over the 24 hour period that the project be carried on in northern latitudes where lower noise levels can be expected. For example at a Musk-Calf station the high vertical antenna could be eliminated by simply lowering the balloon. Needless to say the equipment would have to be left in readiness. A 24 hour watch would have to be arranged on the L.F. Loran timer to augment the present 14 hour schedule. No doubt this work would fit into the present training program at these stations. This would help to relieve the present critical shortage of men.

8. Attached is a summary of the log for the period from 22 June to 1 July 1948.

1 Encl L.F. Loran Monitor Log

*copy of log not available for files*

RCW/dbh  
Rm 403  
Ext 334

LESLY W. WILLIAMS  
Captain, USAF  
Chief, Performance Evaluation Laboratory

~~SECRET~~

T-42455-



~~UNCLASSIFIED CONFIDENTIAL~~

# ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and addressees.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signatures.

Separate comments by horizontal lines across page.

SUBJECT **Unidentified Flying Object - Project "SIGN" IO-304**

TO **MCIAXO-3** FROM **MCIAXO-4** DATE **16 July 48** COMMENT NO. **1**

1. At 2147 hours on 9 July 1948, the undersigned sighted an unidentified object flying from east to west at approximately three to four thousand feet over the north end of Caborn, Ohio.

2. The object appeared as a pale yellowish white light that seemed to glow. It was not a directed beam. The light was traveling at a rate of speed between five or six hundred miles. It appeared long enough to allow the observer to determine its flight path (approximately one to two seconds) and then went out. There was a pause of three seconds, the light then reappeared again for the same length of time, another three-second pause and the pattern was repeated. After the third appearance it was not seen again. The final sighting was made with the object at an angle of approximately 70° to the horizon in front of the observer who was looking north. The last sighting was slightly above the horizon to the west, just north of Patterson Field. The intermittent appearance of the light was at a regulated interval.

3. The sky was clear with about a quarter moon rising in the East-southeast; however, nothing could be ascertained except the glow of the light. There was no sound or trail.

4. The undersigned was a reconnaissance pilot in World War II and served for eight months in the 160th Reconnaissance Sqd. (J. P.) flying FP-80 type aircraft. It is believed that his powers of observation are above average and that the estimates of speed can be considered to be fairly accurate.

exp  
66  
1st Lt., USAF

OTG/aw  
Ex 65310  
Bldg 288  
Post 201F

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MCIAXO-3 & P-11  
33310-5  
Patterson Field  
48-201F

UNCLASSIFIED

7-405

~~CONFIDENTIAL~~

61896

72ND RCN SQUADRON (VLR) PHOTOGRAPHIC  
Office of the Intelligence Officer  
APO 731, c/o Postmaster  
Seattle, Washington

7-13-48

LERCS

SUBJECT: Report of Information on "Flying Discs"

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

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 13 1948	
FBI - SEATTLE	
NON RECORD	

ATTN : TEDIN

EXR  
de

1. At approximately 1205 AST 9 July 1948, 1st Lt's [ ] and [ ] both of the 72nd Rcn Squadron (VLR) Photo, sighted a group of unidentified objects while fishing at Fielding Lake (69° 11' - 145° 40' W).

2. The weather at the time of the sighting was described as bright and sunny with unlimited visibility and no more than 5/10 strato-cumulus cloud coverage.

3. The objects resembled a group of dots, grayish black in color and numbering about 20. They were plainly visible, and were either spheroid or disc shaped. They appeared to be jockeying back and forth in the group formation, which gave the overall impression of a shotgun blast pattern.

4. The objects were estimated to be at 5,000 feet or more above the terrain, and were thought to be moving at a speed in excess of 500 MPE. (This figure was reached in view of the fact that the objects were out of sight in five seconds or less. The group seemed to be immediately below the clouds. Direction of flight was from WNW to ESE, and the objects were definitely flying a straight course.

5. Just before the objects were sighted, a loud roaring sound was heard, and was attributed to a strong wind blowing through the surrounding woods. However, as the objects approached and passed, the sound sharpened into a buzz much like that made by a group of Jet Aircraft. No exhaust trails were visible.

6. Photographs of the objects were not available. The following

333  
Dennis J. ...

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Rec. 145

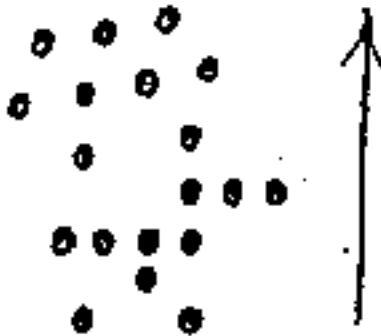
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~~CONFIDENTIAL~~

9-405

Ltr, Hq., 72nd Recon Sq (VLR) Photo, Sub: "Report of Information on Flying Discs", dated 12 July 1948 (Cont'd):

is a sketch of the overall conformation of the group. "O" indicate individual objects, arrow indicates direction of flight:



*Galen E. Niedenfuer*

GALEN E. NIEDENFUER  
Captain, USAF  
Intelligence Officer

LFDIS 350

1st Ind

14 July 1948

HEADQUARTERS YUKON COMPOSITE WING, Ladd Air Force Base, APO 731, c/o Postmaster, Seattle, Washington

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

*Howard A. Burd*

HOWARD A. BURD  
Major, USAF  
Staff Intelligence Officer

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# UNCLASSIFIED SHEET

## ROUTING AND RECORD SHEET

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Separate comments by horizontal lines across page.

SUBJECT **Interrogation**

TO **MCIA XO-3**

FROM **MCIA XO-4**

DATE **12 July 48** COMMENT NO. **1**

1. Contacted Captain Dwight I. Boyd, District Intelligence Officer, 109 CIC Detachment, Old Post Office Building, Columbus, Ohio, at 0900, 10 July 1948. Read the agents' report and proceeded with the agent to the home of Mrs. [redacted] Columbus, Ohio

2. Interviewed Mrs. [redacted] and received the same information as contained in the agents' report (WD AGO Form 341) except that the bobbing movement described there was brought out to be a smooth undulating movement "like something going through air currents".

3. The subject stated that the object was cigar shaped, with a blunt nose and the tail obscured. "I couldn't make it out plain. It was like a dark blot". The main thing that had attracted her attention was the sunlight reflected from the shiny center of the object, both ends being indistinct.

4. The subjects' powers of observation were checked on aircraft flying in the area and were found to be good as far as direction and movement were concerned, but poor for distance and altitude. The binoculars were checked and found to be Type M-3, 6 x 30, with artillery mil scales imposed. No blemishes or defects in the optics were found. The subject had no accurate idea as to the amount of the mil scale the object occupied.

5. A check at Patterson Field Operations showed two F-80's in the air at the time of the sighting. Contacted Captain Darnell, MCHFOF, the pilot of one of the F-80's who stated that he was in the Columbus area at the time of sighting. He was flying a loose formation in trail of Lt. Collins while pacing him on a calibrated speed check. The aircraft were not equipped with wing tip tanks.

6. In view of the fact that Mrs. [redacted] sight of the objects was from a three quarter rear position it is highly possible they were the two F-80's in the Columbus area as this position from a distance lends itself to a distortion comparable to what she saw, i.e. blunt nose, obscure tail, and apparent lack of wings.

7. A check was made with the Intelligence Officer at the Port Columbus Naval Air Station with negative results.

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*[Signature]*  
**CLARENCE E. GLASSBROOK**  
 1st Lt., USAF  
 ATI Branch, Operations Section  
 Technical Intelligence Div

CRG/esh  
 6-5326  
 B 288  
 P 201F

T-42603

UNCLASSIFIED

CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 333.5 - Investigation

~~Confidential~~

DATE: 7-6-48

FROM: Department of the Air Force, Headquarters, United States Air Force  
Washington, D. C. (AFMEN-2A)

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

SUBJECT: Beetle System Internal Interference

DOCUMENT FILED UNDER: 413.44 - Radio Equipment

~~Confidential~~

SUSPENSE RECORD

DATE	FOR ATTENTION OF	DATE	FOR ATTENTION OF

ACTION TO BE TAKEN ON SUSPENSE DATE

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ROUTING AND REPORT SHEET AIR MATERIEL COMMAND

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Use entire width of sheet, both sides.

SUBJECT Interrogation

TO MCLAXO-3

FROM

PERMANENT HIGH RECORD

DATE

5 July 1948

COMMENT NO.

1

1. Lieutenant T. S. Byington and Lieutenant C. R. Glasebrook of the Air Technical Intelligence Branch, Operations Section, Technical Intelligence Division departed Patterson Field 0900, 28 June 1948. Arrived Bismark, North Dakota 1515, the same day. Proceeded to Mr. [redacted] home at [redacted] and were informed by the subjects' wife, that he had been on the road for 2 weeks and was expected home that night or the next.

2. Contacted subjects' wife at 0900, 29 June and were informed that he had called home the previous night and had been informed that we were in Bismark and wished to see him. He told his wife that he was in Harvey, North Dakota and would probably be there all day Tuesday. Obtained a car from the 5th Army in Bismark and drove to Harvey and were informed at the Cooke Hotel that he had departed at 0745. Checked the Goodrich dealer in town and subject had been there and left around 0815. He left no forwarding address or indicated where he was going from there. Returned to Bismark.

3. Called subjects' home 0900, 30 June and were informed by his wife that she had heard nothing from him. Departed Bismark 1000 hours for Rapid City AFB, South Dakota to perform maintenance on the aircraft.

4. Contacted Major [redacted] Staff Intelligence Officer of the 28th Bomb Sq. stationed at Rapid City, AFB who is in charge of interrogation of all air crews of that Wing. Crew reports showed nothing of interest, however, Major [redacted] stated that one evening between the 15 - 20 August 1947 soon after dark he was sitting in the parking lot near the line area when he sighted approximately 12 objects flying a tight diamond shaped formation stacked down from the lead. They were approaching from the Northwest in a shallow descent, leveled off at approximately 5000 feet made a gentle, large radius turn of about 110° to the right about 4 miles from the observer and started climbing to the Southwest. The angle of attack was estimated to be between 30° - 40° and they appeared to accelerate rapidly in the climb. They appeared to be traveling between 300-400 miles per hour during the observed period. The objects were elliptical appearing in the plan view and appeared to be about the size of a B-29 in span. No estimate was made as to the aspect ratio but they didn't seem to appear unnaturally thick or thin compared to the overall configuration. There were no aircraft being run-up on the line at the time but no noise could be heard nor any exhaust trail or flame observed. No other light could be observed except that the whole object seemed to have a yellow white luminous glow. A report is being prepared by Major Hammer and will be forwarded to this Headquarters, Attention: Project Sign.

5. Arrived in Bismark 1200, 1 July and called subjects' home and was informed by his wife that he had called from Devils' Lake, North Dakota and she didn't know when he would be home. Due to the uncertainty of the subjects return it was deemed most advisable to return to Wright-Patterson and set a date for any future meeting.

CLARENCE E. GLASEBROOK

1st Lt., USAF

ATTI Branch, Operations Section

T-42514

CRG/esh

5-2233

B. 278

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CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 333.5 - Investigations

337 - Conference

~~CONFIDENTIAL~~

DATE: 7-2-48

FROM: Col. R. D. Wentworth, USAF, Acting Chief of Intelligence  
MCIAIS-3/LHT/abc

TO: Bureau of Aeronautics General Representative, Bldg. 11, Area B  
Wright-Patterson Air Force Base,

Attn: Lt. Col. Gerath, USMC

SUBJECT: Investigation of the "Wagnerator" Aerodynamic Control

DOCUMENT FILED UNDER: 400. - Supplies & Equipment Foreign

~~CONFIDENTIAL~~

SUSPENSE RECORD

DATE	FOR ATTENTION OF	DATE	FOR ATTENTION OF

ACTION TO BE TAKEN ON SUSPENSE DATE

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# ROUTING AND RECORD SHEET

A MATERIEL COMMAND

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Separate comments by horizontal lines across page.

SUBJECT Special Report - Project "SIGN"

TO MCI  
Attn: Col. Clingerman

FROM MCI

DATE 23 June 48 COMMENT NO. 1

X  
D  
S

1. In accordance with our conversation of the 22nd, the attached draft of a letter, same subject as above, is returned for rewrite. The following comments of the Director Research and Development from an R&D dated 22 June concerning this letter are quoted for your information and guidance:

"1. Re paragraph 5 -

a. Aircraft Laboratory installed boundary layer control <sup>on</sup> one or two aircraft.

b. Navy have an X airplane built by Vought which would appear to be identical to picture Incl. 2, tab 3.

c. With funds available we have more pressing need for other types of aircraft than this type."

\* \* \* \* \*

"3. Suggest leaving out sales talk for low aspect ratio aircraft. We will find out their practical advantages from Navy tests."

2. It is the opinion of this office that since the vast majority of the objects reported can best be described as being similar to a flying wing type aircraft of low aspect ratio, this concept must be retained in the letter. In deference to the views of the Director of Research and Development, however, it is recommended that reference be made to past experiments conducted under the auspices of the Engineering Division and the present experiments of the Navy with low aspect ratio aircraft and boundary layer control. It is further recommended that a statement be included to the effect that progress in this field of research is under close scrutiny and will be considered in the evaluation of future reports.

Incl:  
Draft of letter to  
Eq USAF (AFMDO) w/incls.

*R D Wentworth*

R. D. WENTWORTH  
Colonel, USAF  
Acting Chief of Intelligence

EDW/dm  
E 262  
R 253  
3-1180

*Incls not to be included*

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JUN 24 1948	
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COMMUNICATIONS SECTION	

T-36383-A

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*Vertical handwritten notes on the right margin, including "3335" and "Research and Development".*



UNCLASSIFIED

Special Report - Project "SIGN"

MCI  
Colonel McCoy

MGR

22 June 48

1

1. Re paragraph 5 -
  - a. Aircraft Laboratory installed boundary layer control of one or two aircraft.
  - b. Navy have an X airplane built of Vought which would appear to be identical to picture Incl. 2, tab B.
  - c. With funds available we have more pressing need for other types of aircraft than this type.
2. Re paragraph 7 b -
  - a. Aren't you scaring yourself?
3. Suggest leaving out sales talk for low aspect ratio aircraft. We will find out their practical advantages from Navy tests.

F. O. CARROLL  
Major General, USAF  
Director, Research & Development

Att:  
Ltr w/6 incls to  
Gen Craig

FOG:MS  
6-4234

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(18 Nov 47)  
Old AMC Form No. 10-5D.

MCLAYO-3/JOB/ew

AIR INSPECTOR

MCLAYO-3

PUBLIC WPT. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAINT

PROC. & INC. MOB.  
PLNG.

OTHER

Project "SIGN"

Commanding Officer  
67th AFSS  
Air Weather Service  
Tinker Field  
Oklahoma City, Oklahoma

1. This Command is engaged in an Intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Force units by Headquarters, USAF.

2. The following information is requested:

- a. Approximate range and field of search of radar equipment used in the radio-sonde stations of your Command.
- b. Number of hours per day this equipment is in operation.
- c. Possibility of incorporating a search for unidentified aerial objects into the standard operating procedures of these stations.
- d. Have any unexplained or unidentified aerial objects ever been picked up accidentally on your radar equipment?

3. It is requested you submit your recommendations as to the feasibility of establishing both a radar and a visual search procedure at your operating stations marked for the attention of MCLAYO-3.

FOR THE COMMANDING GENERAL:

*J. J. McCOY*  
H. M. McCOY  
Colonel, USAF  
Chief of Intelligence

X'D  
M.B.

*MCLAYO-3/JOB/ew*  
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IN REPLY ADDRESS BOTH  
COMMUNICATION AND EN-  
VELOPE TO COMMANDING  
GENERAL, AIR MATERIEL  
COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

WCLANO-3

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

SUBJECT: Project "SIGN"

JUN 18 1948

TO: Commanding Officer  
67th AFWB  
Air Weather Service  
Tinker Field  
Oklahoma City, Oklahoma

1. This Command is engaged in an Intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Force units by Headquarters, USAF.

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- b. Number of hours per day this equipment is in operation.
- c. Possibility of incorporating a search for unidentified aerial objects into the standard operating procedures of these stations.
- d. Have any unexplained or unidentified aerial objects ever been picked up accidentally on your radar equipment?

3. It is requested you submit your recommendations as to the feasibility of establishing both a radar and a visual search procedure at your operating stations marked for the attention of WCLANO-3.

FOR THE COMMANDING GENERAL:

CENTRAL FILES  
H. M. McCoy  
67832

*McCoy*  
H. M. McCoy  
Colonel, USAF  
Chief of Intelligence

I 67839

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UNCLASSIFIED

Basic Ltr, Hq AMC, Wright-Patt AFB, Dayton, O, file MCIAXO-3, 18 Jun 48  
Subj: Proj "SIGN"

59AW A-3 7/5.6

1st Ind

7 JUL 1948

HEADQUARTERS, 59TH WEATHER WING, Tinker Air Force Base, Oklahoma City, Oklahoma

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

1. The normal radio(rawin)-sonde stations operating at present use a radio direction finding set, SCR-658 which, not being a radar type, could not be employed for radar search.
2. In the near future our rawinsonde net will be enlarged by approximately twelve stations employing SCR-584's. This equipment will be in operation from six to ten hours per day. It is not believed that the employment of this set, solo, will be satisfactory for a search program. The prime purpose of the set is tracking and not search. Range of the SCR-584 for detection purposes is not definitely known by operating weather personnel.
3. In addition to the SCR-584's, there are 32 AN/APQ-13 radar sets now installed throughout the country, with 22 more to be installed at selected weather stations. The daily hours of operation are variable in that they are used constantly when thunderstorms are within 100 miles of the station, and periodically when thunderstorm activity is likely. When the maximum range of these sets for precipitation is about 100 miles, the range for aircraft targets is probably 25 miles or less. This set has a beam width of three degrees and can sweep 360° azimuth and approximately 90° elevation. It is employed in searching for large precipitation regions and its success in searching for objects of say aircraft size is questioned.
4. In so far as is known, no unexplained or unidentified aerial objects have been picked up on the SCR-658, SCR-584 or APQ-13 sets.
5. It is suggested that the Air Weather Service Liaison Officer, AMC, Watson Laboratories, Redbank, New Jersey or the Electronics Sub-Division, Hq AMC, Wright-Patterson Air Force Base be contacted for definite data on the performance, range, and limitation of radar sets employed by the weather service.
6. In reference to paragraph 3, basic letter, the following remarks are offered:

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16,514  
ENG

1st Ind, Hq 59<sup>th</sup> WA A-3 (contd)  
Subj: Proj "SIGN"

a. Radar Search Procedure. In view of the limitation of weather radar sets as described above, employment of weather radar sets in a search program is not considered feasible.

b. Visual Search Procedure. Observers at type A, C and D Weather Stations make observations, including sky cloud coverage, each hour and more often under certain weather conditions. A visual search for any unidentified objects or phenomena appearing in the sky could be included in this observation.

FOR THE COMMANDING OFFICER:

N. L. PETERSON

~~SECRET~~  
Wright-Patterson Air Force Base, Dayton, Ohio

JUL 16 1948

TO: Commanding Officer, Watson Laboratories, Red Bank, New Jersey,  
ATTN: Air Weather Service Liaison Officer.

Attention is directed to paragraph 7 of 1st indorsement.

BY COMMAND OF GENERAL McNARNEY:

*James J. Hausman*  
JAMES J. HAUSMAN  
Lt Colonel, USAF  
Actg Chief, Tech Intel Division  
Intelligence Department

*File this copy*

CENTRAL FILES  
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ATTN:  
MR. COLE

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AMC Form No. 10-7  
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PERSONNEL & ADM.

2d Ind

MCIAKO-3/RAL/aw

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

JUL 16 1948

RESEARCH & DEV.

TO: Commanding Officer, Watson Laboratories, Red Bank, New Jersey,  
ATTN: Air Weather Service Liaison Officer.

Attention is directed to paragraph 5 of 1st indorsement.

BY COMMAND OF GENERAL McHARNEY:

INTELLIGENCE

*Handwritten signature and initials in intelligence section*

STAFF AND MAINT.

PROC. & IND. MOB. PLNG.

OTHER

*Handwritten signature of James J. Hausman*  
JAMES J. HAUSMAN  
Lt Colonel, USAF  
Actg Chief, Tech Intel Division  
Intelligence Department

~~CONFIDENTIAL~~

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Basis Ltr, CG, AMC to CO, 67th AFBU, AWS, Subj: Project "SIGN",  
18 June 48

413.6

3d Ind

WLEOPLA WEF/rb

Hq, 4151st AFBU (Electronics Laboratory), Watson Laboratories, ~~11 JUL 1948~~  
Red Bank, N.J.

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

1. Since no Air Weather Service Liaison Officer is stationed  
at Watson Laboratories, no information on weather service radars can  
be furnished.

2. Watson Laboratories Engineering Division maintains operational-  
type search and height-finding radars on a non-scheduled basis for test  
purposes only. No data on unidentified targets is collected normally.  
Such data could be collected if a sufficiently high priority were as-  
signed to enable assignment of additional personnel to tests charged  
solely with the function of checking random targets. Even this pro-  
cedure, however, would not be wholly satisfactory as no information is  
available to these laboratories on scheduled flights of military and  
civilian aircraft within the operating ranges of the radar located here.

3. On the general subject, it would seem that the Air Defense  
Command would, in its normal operation of its operational radars, be  
in a good position to undertake this work.

FOR THE COMMANDING OFFICER:

*Charles Rockwell*  
1st Lt USAF  
R. B. H. ROCKWELL  
Lt Colonel, USAF  
Chief, Engineering Division

CENTRAL FILES  
44-388  
66338

~~SECRET~~

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UNCLASSIFIED

~~CONFIDENTIAL~~

Subject: Project "SIG"

AIR INSPECTOR

43.6

4th Ind

MCLAXD-3/SZE/aw

Hq AMC, Wright-Patterson AF Base, Wright Field, Ohio

SEP 16 1948

TO: Commanding General, Air Defense Command, Mitchel Air Force Base  
Hempstead, Long Island, New York.

PUBLIC INF. OFFICE

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and is authorized direct communication with all Air Force units by Hq, USAF.

COMPTROLLER

2. To aid this Command in the proper execution of this investigation, the following information is requested:

PERSONNEL & ADM.

a. Range, coverage and location of the longest range ground-radar sets in operation under your Command.

b. Number of hours per day this equipment is in operation.

c. Frequency of appearance of unidentified objects on the scopes of these sets and, if possible, the speed and altitude of these objects.

RESEARCH & DEV.

d. Possibility of alerting these stations to report any unusual sightings directly to this Headquarters.

3. To insure a greater coverage, it is requested that this Command be given the location of known radar sites outside your jurisdiction.

4. It is requested that you submit your recommendations marked for the attention of MCLAXD-3.

FOR THE COMMANDING GENERAL:

*INTELLIGENCE  
MCLAXD-3  
Gunn  
L. J. Sullivan*

*H. M. McCoy*  
H. M. McCoy  
Colonel, USAF  
Chief of Intelligence

SUPPLY AND MAINT.

Note to files: This correspondence cleared this Hq on 2d Ind dated 16 July 48 and directed to Watson Labs, which see

PROC. & INS. MOD.  
PLNG.

OTHER

~~CONFIDENTIAL~~

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**UNCLASSIFIED**

Subject: Project "SIGN"

413.6

4th Ind

MCLAXO-3/SZH/aw

Hq AMC, Wright-Patterson AF Base, Wright Field, Ohio

SEP 16 1946

TO: Commanding General, Air Defense Command, Mitchel Air Force Base  
Hempstead, Long Island, New York.

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and is authorized direct communication with all Air Force units by Hq, USAF.

2. To aid this Command in the proper execution of this investigation, the following information is requested:

✓ a. Range, coverage and location of the longest range ground radar sets in operation under your Command.

b. Number of hours per day this equipment is in operation.

c. Frequency of appearance of unidentified objects on the scopes of these sets and, if possible, the speed and altitude of these objects.

d. Possibility of alerting these stations to report any unusual sightings directly to this Headquarters.

3. To insure a greater coverage, it is requested that this Command be given the location of known radar sites outside your jurisdiction.

4. It is requested that you submit your recommendations marked for the attention of MCLAXO-3.

FOR THE COMMANDING GENERAL:

*H. M. McCoy*  
H. M. McCoy  
Colonel, USAF  
Chief of Intelligence

CENTRAL FILES  
Lt. Colonel  
Dr. E. J.  
OF BSA Permanent

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20 SEP 1946  
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UNCLASSIFIED

Project "SIGN"

AF 413.6 (13 Jun 48)

5th Ind.

15 Oct 1948

HQ AIR DEFENSE COMMAND, Mitchel Air Force Base, Mitchel Field, New York

To: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio  
Attention: MCIAKO-3

1. Inclosed herewith is a complete list of all radar stations in operation within this Command, radar stations which will be in operation on or about 1 January 1949, and a list of known radar stations in operation outside the jurisdiction of this Command.

2. At present all stations within this Command operate on a normal duty schedule of a five day week, eight hours a day; however, it is planned to operate a majority of the listed stations on a continuous twenty-four hour schedule upon completion of present planned installations.

3. Identification procedures now in use by the operating units are inadequate to permit complete identification of all observed targets. Approximately ten (10) to fifty (50) percent of the targets appearing on the radar scopes being unidentified. Future plans for establishment of an adequate identification system will provide for identification of all targets approaching the borders of the continental United States under surveillance by the radar screen; however, only a minimum of targets originating within the interior of the United States will be identified due to the complexity of the identification system required.

4. No reports of any unusual sightings have been made to this Command by the stations now in operation. Submission of such reports directly to your Headquarters can be made upon establishment of an acceptable reporting procedure including means of communication for transmission of the reports.

FOR THE COMMANDING GENERAL:

1 Incl.  
as above

RICHARD W. GEISS  
CAPTAIN, USAF  
ACTG ASST ADJ GEN

*Copy to 3rd  
SAC-3*  
*By J. Paschal  
D/S + HSAF*

~~SECRET~~

~~SECRET~~

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I-67669

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UNCLASSIFIED

Project "SIGA"  
ER 413.5 (18 Jun 48)

5th Ind.

15 OCT 1948

HQ AIR DEFENSE COMMAND, Mitchel Air Force Base, Mitchel Field, New York

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force  
Base, Dayton, Ohio  
Attention: NCIAXO-5

1. Inclosed herewith is a complete listing of all radar stations in operation within this Command, radar stations which will be in operation on or about 1 January 1949, and a list of known radar stations in operation outside the jurisdiction of this Command.

2. At present all stations within this Command operate on a normal duty schedule of a five day week, eight hours a day; however, it is planned to operate a majority of the listed stations on a continuous twenty-four hour schedule upon completion of present planned installations.

3. Identification procedures now in use by the operating units are inadequate to permit complete identification of all observed targets. Approximately ten (10) to fifty (50) percent of the targets appearing on the radar scopes being unidentified. Future plans for establishment of an adequate identification system will provide for identification of all targets approaching the borders of the continental United States under surveillance by the radar screen; however, only a minimum of targets originating within the interior of the United States will be identified due to the complexity of the identification system required.

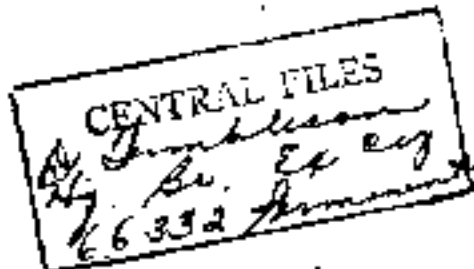
4. No reports of any unusual sightings have been made to this Command by the stations now in operation. Submission of such reports directly to your Headquarters can be made upon establishment of an acceptable reporting procedure including means of communication for transmission of the reports.

FOR THE COMMANDING GENERAL:



1 Incl.  
as above

RICHARD W. GEUSS  
CAPTAIN, USAF  
ACTG ASST SAC GEN



UNCLASSIFIED

~~SECRET~~

T-67609

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Hq AIC  
Subject: Project "SIGN"

AIR INSPECTOR

6th Ind

MO IAXO-3/RS/AM

Hq AIC, Wright-Patterson Air Force Base, Dayton, Ohio

NOV 30 1948

To: Commanding General, Air Defense Command, Mitchel AF Base, Mitchel Field, New York

PUBLIC INF. OFFICE

COMPTROLLER

1. It is requested that all reports of unusual lightings by radar stations of your Command be made directly to this Headquarters by the most expeditious means.

PERSONNEL & ADM.

2. It is realized that the greatest number of aircraft appearing on radar screens remain unidentified. Project "Sign" is not interested in aerial flights of conventional aircraft, as far as this request is concerned.

3. It is particularly desired to obtain reports on radar sightings of aerial objects which display unusual or outstanding flight characteristics, such as:

RESEARCH & DEV.

a. Extremely fast or slow speeds

b. Vertical or near-vertical ascent or descent

c. Maneuverability of a degree which known aircraft are not capable of performing

d. Rise to extreme altitudes

e. Other

4. It is requested that preliminary reports be sent by teletype at the time of a sighting to Commanding General, AIC, attention MO IAXO-3, and that a detailed report by letter be made within twenty-four hours subsequent to time of initial sighting. Reports should accurately record the following information:

a. Exact time of sighting and date

b. Location of object when first sighted, latitude and longitude, distance and direction from city, town, mountain

c. Number of objects if more than one are discernable

d. Length of time object remained in scope

e. Estimated size of object compared to known aircraft

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOL.  
PLNO.

OTHER

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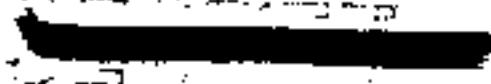
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**TO:** AIC  
**Subject:** Project "SIRI"

AIR INSPECTOR

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & TND. MOB.  
PLNG.

OTHER

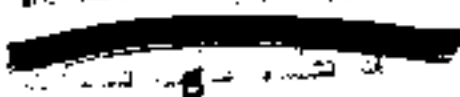
- f. Altitude, azimuth, speed, and heading at first radar reading
- g. Whether readings varied as object progressed; whether radar evasion tactics were apparently used
- h. Detailed description of maneuvers executed by object
- i. Teletype sequences of local weather and winds aloft report at time of radar detection
- j. Any additional information that may seem helpful in determining the nature, origin, and purpose of object.

FOR THE COMMANDING GENERAL:

*[Handwritten Signature]*  
 H. M. McGUI  
 Colonel, USAF  
 Chief, Intelligence Department

1 Incl  
w/d

*380-5 Conf*  
*[Handwritten initials]*  
 USAF + USAF



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Hq AMC  
Subject: Project "SIGN"

6th Ind

MCIAXO-3/AFS/dw

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

NOV 30 1948

TO: Commanding General, Air Defense Command, Mitchel AF Base, Mitchel Field, New York

1. It is requested that all reports of unusual sightings by radar stations of your Command be made directly to this Headquarters by the most expeditious means.

2. It is realized that the greatest number of aircraft appearing on radar screens remain unidentified. Project "Sign" is not interested in normal flights of conventional aircraft, as far as this request is concerned.

3. It is particularly desired to obtain reports on radar sightings of aerial objects which display unusual or outstanding flight characteristics, such as:

- a. Extremely fast or slow speeds
- b. Vertical or near-vertical ascent or descent
- c. Maneuverability of a degree which known aircraft are not capable of performing
- d. Rise to extreme altitudes
- e. Other

*et al*  
4. It is requested that preliminary reports be sent by teletype at the time of a sighting to Commanding General, ADC, attention MCIAXO-3, and that a detailed report by letter be made within twenty-four hours subsequent to time of initial sighting. Reports should accurately record the following information:

- a. Exact time of sighting and date
- b. Location of object when first sighted, latitude and longitude, distance and direction from city, town, mountain
- c. Number of objects if more than one are discernable
- d. Length of time object remained on scope
- e. Estimated size of object compared to known aircraft

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DEC 1948

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Hq AMC  
Subject: Project "SIGN"

- f. Altitude, azimuth, speed, and heading at first radar reading
- g. Whether readings varied as object progressed; whether radar evasion tactics were apparently used
- h. Detailed description of maneuvers executed by object
- i. Teletype sequences of local weather and winds aloft report at time of radar detection
- j. Any additional information that may seem helpful in determining the nature, origin, and purpose of object.

FOR THE COMMANDING GENERAL:

1 Incl  
w/d

*W.R. Clugerman* Col USAF  
 H. M. MCCOY  
 Colonel, USAF  
 Chief, Intelligence Department

CENTRAL FILES  
*W. R. Clugerman*  
*W. R. Clugerman*  
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~~SECRET~~  
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Project "SIGN"  
CE 413.6 (18 Jun 48)

7th Ind.

3 JAN 1949

TO: CONTINENTAL AIR COMMAND, Mitchel Air Force Base, Mitchel Field, New York

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

1. In paragraphs 2 through 3 is contained a draft form of the directive which this Headquarters intends to issue to its subsidiary units in order to fulfill the requirements set forth in the previous indorsement. The draft has been so constructed that the final directive will also provide information required by other interested agencies. Publication of this directive will await your concurrence and/or suggested changes to this indorsement.

2. Under project "Sign", Air Materiel Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena of an unusual nature and has requested that all unusual sightings by radar stations of this Command be reported directly to Headquarters, Air Materiel Command by the most expeditious means.

2 3. It is realized that a large number of targets appearing on radar screens remain unidentified. Project "Sign" is not concerned with normal flights of conventional aircraft which are not identifiable due to lack of an adequate identification system. It is particularly desired to obtain reports on radar sightings of aerial objects which display unusual or outstanding flight characteristics such as:

- a. Extremely fast or slow speeds.
- b. Vertical or near vertical ascent or descent.
- c. Maneuverability to a degree which known aircraft are not normally capable of performing.
- d. Objects at extreme altitudes.
- e. Other.

3 4. Preliminary reports of sightings of aerial objects showing above characteristics will be sent by the most expeditious means available by the observing station directly and not through established command channels to the following addressees:

- a. Commanding General, Air Materiel Command, Wright-Patterson, Air Force Base, Dayton, Ohio, Attention: MCIAXO-3.



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Project "SIGN" (cont'd)

b. Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York, Attention: ~~AG/S Intelligence~~.

c. Chief of Staff, United States Air Force, <sup>Director of Intelligence</sup> Washington 25, D. C. Attention: Director of Intelligence, Requirements Division.

d. Commanding General, Continental Air Command numbered air forces concerned, Attention: ~~AG/S Intelligence~~.

*start* 5. A detailed report by letter will be made within twenty-four (24) hours subsequent to the time of initial sighting to the agencies named in paragraph 3; the Commanding General, Air Materiel Command will be sent two (2) copies of such letter, and the remaining addressees one (1) copy each. Such report will include as much of the following information as possible:

- a. Exact time and date of sighting in Greenwich Mean Time (GMT).
- b. Location of object when first sighted, latitude and longitude, distance and direction from city, town, mountain.
- c. Total time of observation.
- d. Altitude, azimuth, speed, and heading at initial observations.
- e. Variations of above readings as object progressed.
- f. Number of objects.
- g. Estimated size of object compared to known aircraft.
- h. Detailed description of maneuvers executed by object including radar evasion tactics if used.
- i. Teletype sequence of local weather and winds aloft report at time of observation.
- j. Color.
- k. Sketches of objects configuration.
- l. Photographs of objects.
- m. Sound.
- n. Exhaust trail or not.



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Project "SIGN" (cont'd)

c. Names, occupations, and addresses of witnesses.

p. Any additional information that may seem helpful in determining the nature, origin, and purpose of object.

5 6. Above reports will be classified "SECRET".

FOR THE COMMANDING GENERAL:

*Charles Stewart*

CHARLES N. STEWART  
CAPTAIN, U.S.A.F.  
ACTG. ASST. ADJ. GEN.

*Start*

AMC OE 413.6 (18 Jun 48)

8th Ind

MCLAID-3/EWS/ew

Hq, AMC, Wright-Patterson Air Force Base, Dayton, Ohio. JAN 12 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York. ATTN: Capt Chas N. Stewart, Actg Asst Adj Gen

This Command concurs with the proposed directive outlined in 7th Indorsement except as follows:

a. Paragraph 2 of 7th Indorsement should read:

"Under Project 'Sign', Air Materiel Command is responsible for the investigation of all reported sightings of unidentified aerial phenomena and has requested that all unusual sightings by radar stations of this Command be reported directly to Hq, Air Materiel Command, by the most expeditious means."

b. Paragraph 6 of 7th Indorsement states that required reports will be classified "Secret". Project "Sign" bears the classification "Restricted". Therefore, reports should not be classified higher than "Restricted" unless the source or unusual circumstances warrant higher classification.

FOR THE COMMANDING GENERAL:

*Handwritten notes in box:*  
100  
Hq  
332

*W.R. Clugerman* COL USAF

H. N. McCOY  
Colonel,  
Chief, Intelligence Department

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JAN 24 1949

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AIR INSPECTOR

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

AMC OE 113.6 (18 Jan 48)

8th Ind

DECLAS-3/EWS/mw

Hq. AMO, Wright-Patterson Air Force Base, Dayton, Ohio. JAN 12 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base,  
Mitchel Field, New York. ATTN: Capt Chas S. Stewart, Actg Asst  
Adj Gen

This Command concurs with the proposed directive outlined in 7th  
Indorsement except as follows:

a. Paragraph 2 of 7th Indorsement should read:

"Under Project 'Siga', Air Materiel Command is responsible  
for the investigation of all reported sightings of unidenti-  
fied aerial phenomena and has requested that all unusual  
sightings by radar stations of this Command be reported  
directly to Hq. Air Materiel Command, by the most expeditious  
means."

b. Paragraph 6 of 7th Indorsement states that required reports  
will be classified "Secret". Project "Siga" bears the classification  
"Restricted". Therefore, reports should not be classified higher than  
"Restricted" unless the source or unusual circumstances warrant higher  
classification.

FOR THE COMMANDING GENERAL

*W. R. Clingerman*  
H. M. McCOT  
Colonel, USAF

Chief, Intelligence Department

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INTELLIGENCE  
*H. N. Smith*  
*[Signature]*  
*[Signature]*

SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.

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Project "SIGN"  
OC 413.6 (18 Jun 48)

9th Ind.

21 FEB 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

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

Inclosed herewith is a copy of directive to subordinate elements of this Command, including recommendations contained in preceding indorsement.

FOR THE COMMANDING GENERAL:

*W. Carlos Stewart*

1 Incl: 2) of 1000 of 2nd AF (A/C X A1-2)  
Cy of ltr this Hq. to COMAC  
AF's and TAC, subj: "Project  
'SIGN' ", OC 413.6,

W. CARLOS STEWART  
CAPTAIN, U.S.A.F.  
ACTG. ASST. ADJ. GEN.

OC 413.6 (18 Jun 48)

10th Ind

NGIAXO-3/GWT/aw

Hq, AMC, Wright-Patterson Air Force Base, Dayton, Ohio **MAR 3 1949**

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York.

Inclosure to 9th Indorsement not received this Headquarters.

FOR THE COMMANDING GENERAL:

*W. R. Blumberg*  
W. R. BLUMBERG  
Colonel, USAF  
Actg Chief, Intelligence Department

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Project "Sign"  
OC 413.6 (15 Jun 44)

21 Feb 1949

Hq CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

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

Inclosed herewith is a copy of directive to subordinate elements of this Command, including recommendations contained in preceding indorsement.

FOR THE COMMANDING GENERAL:

/s/ Charles N. Stewart

1 Incl:  
Cy of ltr this Hq to COMAC  
AF's and IAC, subj: "Project  
"SIGN", OC 413.6.

CHARLES N. STEWART  
Capt, USAF  
Actg Asst Adj Gen

OC 413.6 (15 Jun 48)

10th Ind

MCIAIO-3/GWT/aw

Hq, AMC, Wright-Patterson Air Force Base, Dayton, Ohio MAR 3 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York.

Incloure to 9th Indorsement not received this Headquarters.

FOR THE COMMANDING GENERAL:

*W. R. Clinger*  
W. R. CLINGERMAN  
Colonel, USAF  
Actg Chief, Intelligence Department

NOTE: Correspondence cleared this Hq on 5th Indorsement dated 12 Jan 49

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Project "SIGN"

MAR 1948

G 413.6 (18 Jun 48)

11th Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

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

ALBEN B. FAWLEY  
Colonel, U.S.A.F.  
1st Lt. Gen.

1 Incl:  
Cy of ltr this Hq  
to ComAC AF's and TAC  
subj: Proj Sign

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CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 333.5 - Investigation

~~CONFIDENTIAL~~

DATE: 6-1-68

FROM: Wright-Patterson AF Base, Dayton, Ohio  
(MOB/GBS/bs)

TO: Commanding General, Warner Robins Air Material Area,  
Robins Air Force Base, Ga.

SUBJECT: Report of Investigation

DOCUMENT FILED UNDER: 201 - Gardner, Julius B (0)

~~CONFIDENTIAL~~

SUSPENSE RECORD

DATE	FOR ATTENTION OF	DATE	FOR ATTENTION OF

ACTION TO BE TAKEN ON SUSPENSE DATE

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UNCLASSIFIED

CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 333.5 - Investigations

~~CONFIDENTIAL~~

DATE: 6-1-48

FROM: Headquarters Eleventh Air Force, Harrisburg, Pennsylvania

TO: CG, AMC, Wright-Patterson Air Force Base, Dayton, Ohio

Attn: TSDIN

SUBJECT: Report of "Flying Discs"

DOCUMENT FILED UNDER: 400.112 - Tests - Research & Service Tests

~~CONFIDENTIAL~~

SUSPENSE RECORD

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CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 319.1 - Reports - General

Confidential

333.5 - Investigation

DATE: 3-21-61

FROM: Headquarters, Marietta Air Force Base, Marietta, Georgia  
Office of the Commanding Officer (AFSC/AF/10)

TO: SAC, FBI, 1111-1111-1111, Dayton, Ohio

ATTN: FBI

SUBJECT: [Illegible]

DOCUMENT FILED UNDER: 100.112 - Tests - Research & Service Tests

Confidential

SUSPENSE RECORD

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CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 333.5 - Investigations

201 - [ ]

~~Confidential~~

*Handwritten initials*

DATE: 5-19-48

FROM: Gen. Joseph T. McNarney, U.S.A.P.  
(MCI/jsh/cm)

TO: Commanding General, Tactical Air Command, Langley Air  
Force Base, Virginia

SUBJECT: Appreciation of Cooperation on Counter Intelligence  
Investigation

DOCUMENT FILED UNDER: 312.1 - Letter of Appreciation

SUSPENSE RECORD

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~~CONFIDENTIAL~~

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HEADQUARTERS  
AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH  
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VELOPE TO COMMANDING  
GENERAL, AIR MATERIEL  
COMMAND, ATTENTION  
FOLLOWING OFFICE SYMBOL:

MCIAND

MCIAND/JCB/amb  
Wright-Patterson Air Force Base  
DAYTON, OHIO  
12 May 1948

SUBJECT: Project "SIGN"

TO: Commanding Officer  
Holloman Air Force Base  
Alamogordo, New Mexico

1. On 5 May 1948, Lt Colonel James C. Bean and Mr. Alfred C. Loedding, representatives of Intelligence Department, this Command, visited your headquarters for the purpose of interviewing Dr. Peoples of the Watson Laboratories.

2. It was learned that a Lt [redacted] has, in several instances in the past, detected on a radar scope unidentified flying objects moving at an excessive rate of speed. It is desired that a report be submitted to this headquarters giving all available information on these reported sightings. Future observations of this type should be reported to this headquarters immediately.

BY COMMAND OF GENERAL McNARNEY:

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1st Ind

*J. R. Clinger*  
J. R. CLINGERMAN  
Colonel, USAF  
Chief, Tech Intelligence Div  
Intelligence Department

FD-100

Hq, Holloman Air Force Base, Alamogordo, New Mexico, 24 May 1948

To: CG, AMC, Wright-Patterson AFB, Dayton, Ohio

Enclosed is statement of Lt. [redacted] in answer to basic communication.

FOR THE COMMANDING OFFICER:

1 Incl  
Lt. [redacted] Statement

*James C. Peterson*  
JAMES C. PETERSON  
Major, Air Corps  
Adjutant

~~CONFIDENTIAL~~

UNCLASSIFIED

EXP 56

CF 07/21/48

EXP 56

Vertical handwritten notes on right margin: "333.5" and "Investigation"

Handwritten notes and stamps at bottom right, including "24 May 1948" and "122"

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CONTROL NO. K-644		SUBJECT: 1st Incls Project "Sign" K-1604		ORIGINAL FILE NO. <u>BAM</u>		FOLLOW UP ON	
				(Cont.)		DATE	
FROM: <u>PT. Riley, Kans.</u>				DATED <u>16 Nov. 48</u>			
TO: <u>MCIAKO-3</u>				NO. INCL. <u>(3)</u>			
RECORDING		DATE <u>18 Nov. 48</u>					
DESK <u>AXI-3</u>		RECORDED		HOUR <u>1500</u>			
ROUTED TO		SUSPENSE DATE		ESTABLISHED BY (INITIALS)		DATE	
<u>MCIAKO-3</u>		<u>N/S</u>		<u>AUT</u>		<u>18 Nov 48</u>	
DATE OF REPLY		OTHER DISPOSITION:				TRANSMITTAL AND FORM NO. 3-1 (20 NOV. 47) SEE OTHER SIDE FOR REMARKS	

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11

HOLLOWAY AIR FORCE BASE  
ALAMOGORDO, NEW MEXICO  
OPERATIONS & PROJECTS  
ELECTRONIC & ATMOSPHERIC DIVISION

HGM/ctd

S-T-A-T-E-M-E-N-T

1. Reference is made to Par 2, basic communication. Apparently a misunderstanding exists in that I did not personally see unidentified objects moving at an excessive rate of speed on a radar scope. Rather, Mr. [ *exp 66* ] of Watson Laboratories, very probably saw unidentified objects. However, Mr. Kosmovski informed me that the objects seen were not moving at an excessive speed, but rather were motionless at an altitude somewhere in the vicinity of 200 miles. When these were seen on the Radar scope of the CPS-4 (Modified) the angle of elevation of the Radar antenna was approximately 70 degrees from horizontal.

2. During the latter part of August, 1947, this organization was carrying on several test runs with a modified SCR-270 at this base. I had released a corner reflector and two balloons and was watching them in their flight as they drifted to the southeast from this base. While watching the balloons through a pair of ten power binoculars, a white object, appearing to be round, came into my field of vision. I followed the object as far as possible but lost it within seconds after picking it up. The object was traveling at an unprecedented rate of speed and appeared to be several thousand feet over the top of the Sacramento mountain range, traveling in horizontal flight south to north.

3. There have been other times when manning the M-2 Optical tracker, that I have seen round or flat-round objects that were unexplainable.

4. In view of Par 1, this indorsement, it is suggested that Mr. [ *exp 66* ] of the Radar Laboratory, AMC Watson Laboratories, Red Bank, New Jersey be contacted.

[ *exp 66* ]

1st Lt. USAF  
Communications Officer

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON

AFCR-00-5

8 MAR 1948

SUBJECT: Flying Discs

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

1. The attached correspondence from <sup>MRS.</sup> ~~Miss~~ [EX 186] of Wildwood, New Jersey, pertaining to Flying Discs, is forwarded for your information.

2. Attached herewith is copy of this Headquarters' direct reply to her letter of 23 April.

BY COMMAND OF THE CHIEF OF STAFF:

*George D. Garrett, Jr.*

2 Incls.

- 1 - cy of ltr to [ ] dtd 6 May
- 2 - ltr fm [ ] dtd 23 Apr. w/incls.

GEORGE D. GARRETT, JR.  
Lieutenant Colonel, USAF  
Acting Chief, Collection Branch  
Air Intelligence Requirements Division  
Directorate of Intelligence

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EXP 66

WILDWOOD, NEW JERSEY

Philadelphia Inquirer

Feb 24/48

Continued on Page 2, Column 3

### Ball of Fire Hit Plane, Crew Says

LISBON, Portugal, Feb. 23 (AP).

Crewmen of a British European Airways plane which arrived here from London last night said their ship was hit by a ball of fire in the air.

The crewmen said they saw the flaming sphere hurtling towards them in the midst of a storm. They said it bounced off the nose of the plane, then cut a hole in the rudder, shaking the ship violently.

The passengers didn't see the ball but felt a bump.

The plane is being repaired before taking off again.

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[ ] EXP 66

WILDWOOD, NEW JERSEY

THE EVENING BULLETIN, Philadelphia, Thursday, February 19, 1943

# Sky Gazers Puzzled by Ball of Fire

## Brilliant Explosion Seen in Six States

Kansas City, Feb. 19 (AP)—Observers today sought further explanation of a strange "ball of fire" seen in six states.

A brilliant explosion thousands of feet in the air was observed in Kansas, Texas, New Mexico, Okla-

homa, Nebraska and Colorado yesterday.

Oscar Mondig, secretary of the National Meteorological Society, said at Fort Worth, Tex., that he felt sure the fire ball was a meteor disintegrating.

Officials of the Chamberlin Observatory at the University of Denver, however, could offer no explanation. Director A. W. Recht said that there was "no meteor shower and no other known phenomena in the sky to explain it."

At the University of Nebraska, Professor of Astronomy Oliver C.

Collins declared that "it might very well have been a meteor."

After the flash there were reports of flaming plane crashes from widely scattered points. All reports proved groundless.

YOU albur

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[ ] EXP 66  
WILLOWOOD NEW JERSEY

Major M. W. Faulk - U.S.A.F. Feb. 24<sup>th</sup> - 1948  
Wright Patterson Air Force Base  
Dayton, Ohio -

This is just a note to advise there  
is still activity in the air here - we  
saw another Saturday night.

Am mailing also a clipping from last  
night paper Mrs [EXP 66] called my  
attention - This would be a direct  
line to Cape May -

I think it best that you do not at  
any future time call or discuss this  
matter with Mrs Krause -

The reason she has  
by her family not to  
at any time -

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I first noticed some on way all his by her  
then she would not allow me to see the

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[ EXP b6 ]

WILLOWOOD, NEW JERSEY

Kodak you set for God at her home. The  
man you was that the her son you  
met did not want them used - stating  
one was broken. So we took the picture  
with a cheap Konica -

Over the week end Mrs [ EXP b6 ]  
daughter was in town - she evidently  
told all about it around town - treating  
it as a joke - and Mr [ EXP b6 ] said she  
did not consider your thought the matter  
of importance and when you appeared  
they tried when to tell you about it -  
The son told her that if it was important  
you would have had someone near by - phone  
to in case one was seen - and would  
have seen to it that proper camera and  
film was made available

As there is something to it  
I am sure as to your attitude  
but at no time to contact

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She is likely nervous over all of it and  
told me she was afraid ~~of it~~ of not say

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[ EXP 66 ]

WILDWOOD NEW JERSEY

why - I think she has seen others and is afraid to tell.

They did talk and since Saturday Rod and I are trailed a block back to local police car - when we go for the mail - I did think it would be best to tell you - so to pho to Gray to or Gage at the City will be noted now. Tony Mrs [EXP 66] was frightened but she really is \_\_\_\_\_

[ EXP 66 ]

It would be best to wire me at any time and I will pho - to you in future.

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## Meteor Shatters Windows in Kansas

NORTON, Kan., Feb. 18 (UP).--

A flaming object, believed to be a meteor, raced across the sky at a high altitude and exploded with such force that it broke windows here and caused alarm throughout central Kansas and northern Oklahoma.

The "ball of fire" was believed at first to be a burning aircraft, but a false crash report at Buffalo, Okla., apparently stemmed from the same "meteor" seen for an area of more than 200 miles. CAA officials, weather observers and airport officials said they were certain that the object in the sky was a meteor.

While buildings shook and some windows were shattered here, persons from scores of Kansas towns, south of here, reported seeing a fiery ball and smoke clouds in the

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[ EXP 66 ]

WILDWOOD NEW JERSEY

Feb. 19<sup>th</sup> - 1948

Major M. W. Faulk - U.S.A.F  
Wright Patterson Air Force Base  
Dayton Ohio.

Enclosed please find a film, with one exposure. We saw this one last night 12:25 A.M. Feb. 19/48 to be exact. Two streets from our apartment. Had been out with friends just returning home. and Ted had only a small cheap Kodak. (not the EXP 66) I quickly tried to take a picture and if I did it is on no #1 - film - by the time I turned the film it was moving too fast to catch a picture. I have maybe some thing and nothing else on the roll. Enclosed is from the Philadelphia paper

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[ EXH 6 ]

W L D W O O D . N E W J E R S E Y .

to-day. Of course what we saw is not  
 the same one - as there was no smoke  
 or tail on this one - and I never  
 knew a meter exploded in mid air - I  
 thought it had to drop and explode  
 on the ground - Apparently this is probably  
 one that we have seen and personally am  
 very glad others are noting them  
 Hope there is pictures and we  
 will keep looking

Tincerely

[ EXH 6 ]

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[ EXP 66 ]

WILDWOOD, NEW JERSEY

February 16<sup>th</sup> - 1948

Major M. W. Faulk - U.S.A.F.  
Wright Patterson Air Force Base  
Dayton - Ohio -

Dear Major Faulk -  
I thought the enclosed would perhaps explain what work I do in designing knitwear - and why I was here. I worked directly with five branches of the Service stationed within 30 miles of Wildwood and designed knitwear to fit their needs as well as standardized the Red Cross garments for Europe as well as U.S. during the war.

The Book "This is Knitting" and I am doing two more Macmillan with dead line

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We will keep you informed here Mrs [EXP 66] will be here for this week she will keep you posted [EXP 66] To



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[ EXP 66 ]

WILDWOOD, NEW JERSEY

Major Melvin W. Faulk Feb-11-1948  
Wright-Patterson Air Force Base  
Dayton - Ohio -

Dear Sir -

I have your letter of February 10<sup>th</sup> to-night. My reply to you - suggest you have your representative phone me - have the following phone number Wildwood 2-2324 - listed under name [ EXP 66 ]

Wildwood. My reason for doing same am closing my apartment due to difficulty heat same and I will see your representatives at [ EXP 66 ] instead of my apartment. We have seen the objects of discussion [ EXP 66 ] and met [ EXP 66 ] also witnessed the one that [ EXP 66 ] with us. via a phone is directed, stating time of arrival and [ EXP 66 ] will accept the message and notify me.

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[ EXP 66 ]

WILDWOOD NEW IRREBY

Wildwood is out of the Peaton  
 Ranch. There is a landing field  
 at Rio Grande - that man [EXP 66]  
 was contractor for and he states  
 planes can land there or at the  
 Cape May Base - or Atlantic City -  
 The Rio Grande field is closed with  
 only one take out landing can be made  
 there. I think - [EXP 66]

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WILDWOOD NEW JERSEY

[EXP 66]

WILDWOOD NEW JERSEY

February 8th - 1948

Command General Air Materiel Command  
Wright Patterson Air Force Base  
Dayton Ohio

Attention -

Major M. W. Faulk.

I received a wire to-day from the  
Analysis Division - requesting a personal  
interview regarding incidents stated in a  
letter of January 10th.

This wire was not delivered to me yet  
came thru the mail. It is so vague as  
to date time or place of interview I  
questioned same.

Also by Feb. 14th it  
since I called attention  
events occurring here and  
contact me had been made.

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interview is only a routine follow up of  
an every day crack letter or report.

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[ EX 60 ]

WILDWOOD, NEW JERSEY

~~CONFIDENTIAL~~

However there have been several very important developments that were seen by other than myself since Jan 15<sup>th</sup>.

I personally have not talked of this matter but other have made it a very important story, gaining all sorts of fantastic angles.

I have recently become aware that I am being watched - and checked so that some one is concerned in what I reported.

If you will advise me of the time the place and date for this interview I will arrange my time according to same.

I am not certain I will be here on the days mentioned as I am a Designer and writer and have a new book out this week by my Publisher.

Macmillan Co. - I hope  
of course would not want concerning agents here.

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Awaiting your reply

~~CONFIDENTIAL~~

[ EX 60 ]

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January 15<sup>th</sup> - 1948

Jackson W. Phipps  
Major - USAF  
Administrative Assistant  
Information Division  
Directorate of Public Relations  
Department of the Air Force  
Washington - D.C.

Dear Sir -

Your letter of January 14<sup>th</sup> received. When I wrote last Thursday, had just heard W.W. Chapman H-B.C. Committee Hall of the "Saucer" and advise any one to report to the 11<sup>th</sup> Army Air Force. So I did -

Saturday morning the planes were over the ocean north of the there were many planes the trucks will reach light morning so thought some one else reported from here.

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[EXP 64]

WILDWOOD, NEW JERSEY

~~CONFIDENTIAL~~

1050

That night Saturday Jan. 10<sup>th</sup> 1953  
 with a friend at the home [EXP 64] I.  
 Wildwood - which is first house from  
 Boardwalk - when we saw a Russian  
 Fall directly in front of her home - inside  
 and face in two places. This was  
 at 10 P.M. - and make the 4<sup>th</sup> year  
 of them I have seen - My son has  
 also seen them at same time & did.

They were all seen on a Saturday  
 night that one Saturday after Xmas -  
 and one on each following Saturday - all  
 exactly at 8 P.M. - To side my recall was at  
 that time - the P.A. is located at 10 P.M.

401 - Pine St. is one block from the  
 Post office where I have seen the other  
 several

The Court Guard says  
 told me to call the Bureau  
 as soon as I was made

me [EXP 64]. My friend called  
 Sunday night. I have seen them a few times

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[EXP 66]

WILDWOOD, NEW JERSEY

... the time with a ... is a  
member of the F.B.I. - He is attached here  
to report to the ... any ... call  
F.B.I. Philadelphia

I have not been here all week and  
do not know if more have been seen - but  
it would be wise to ...  
and watch -

They are very queer looking lights - and  
more quite slow as they come over the land.  
They come on off the ocean and when they  
hit land - ... down until they  
reach ... the speed ...  
... time ...  
light -

Hope this is ...  
is done ...  
is indicated.

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[EXP 66]

[EXP 66]

PHONE WILDWOOD 22324

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41 5-29-7

BASIC: Ltr, Hdqrs, Ladd Air Force Base, A-2, Office of the Intelligence Officer, APO 731, C/O FM, Seattle, Wash., Subj: Report of "Flying Disc", Thru: CG, Yukon Div, APO 731, U. S. Army, Attn: Dir of Intelligence, TO: Dir of Intelligence Div, AAC, APO 942, U. S. Army, dtd 26 Apr 1948.

- (7) Maneuverability: Oscillating movement from horizontal plane to a vertical plane. Movement was very rapid.
- (8) Altitude: Approximately 2000 feet.
- (9) Sound: No sound was heard.
- (10) Exhaust Trails: No trails of any kind were noted.

g. General Remarks: At approximate time of sighting, a number of aircraft were flying in local area. This sighting may have been the reflection of the sun from the wings of these aircraft. At the time of the sighting, Lt. [EXP 66] was in his room at the Cheechako Hotel looking through his window. Lt. [EXP 66] wife was with him at the time, but did not observe the object that Lt. [EXP 66] did.

*John J. Clark*  
 JOHN J. CLARK  
 1st Lt., USAF  
 A-2

YKIMT 319

1st Ind

27 April 1948

HEADQUARTERS YUKON AIR DIVISION, ALASKAN AIR COMMAND, APO 731, US Army

TO: Director, Intelligence Division, Alaskan Air Command, APO 942, US Army

*Howard A. Buro*  
 HOWARD A. BURD  
 Major, USAF  
 Intelligence Officer

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27 5 23

BASIC: Ltr, Hqs Ladd Air Force Base, Office of the Intelligence Officer,  
APO 731, c/o FM, Seattle, Washington, Subj: Report of "Flying Disc",  
dtd 26 Apr 1948, To: CG, AAC, Thru: CG, Yukon Division.

AACIN-1 000.9

2nd Ind.

3 MAY 1948

HEADQUARTERS ALASKAN AIR COMMAND, APO 942, c/o Postmaster, Seattle, Wash.

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

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*SB*  
G.B.

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REPORTING AND REPLY

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A BUREAU OF AERONAUTICS COMMAND

Use this form for inter-office correspondence within headquarters.

Use prescribed office symbols to designate sender and addressee.

Place initials of dictatist and typist, telephone number and location to right of signature.

Number all comments consecutively.

Use warning signal at lower left of form. Limiting space is sufficient only for typewritten signatures.

Separate comments by horizontal lines across page.

SUBJECT: Project 81GN

TO: MCR FROM: MCIA DATE: 23 Apr 48 COMMENT NO. 1

1. Inclosed copy of report on subject project is forwarded for your information and attention.

2. This R&R may be downgraded upon removal of inclosure in accordance with AR 380-3, paragraph 5d.

1 Incl  
copy ltr dtd 4/23  
w/6 incls

*James J. Hansmann*  
N. R. CHILGERMAN *JF Col USAF*  
Colonel, USAF  
Chief, Tech Intelligence Div  
Intelligence Department

JCB/amb  
2-1204  
Rm 258  
Bldg 11A

*[Handwritten signature]*

*M.R. [unclear]*

SEARCHED [ ] INDEXED [ ]  
SERIALIZED [ ] FILED [ ]  
APR 23 1948  
[unclear]

*[Large handwritten scribble]*

UNCLASSIFIED

~~CONFIDENTIAL~~

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HEADQUARTERS  
AIR MATERIEL COMMAND

NCLIA/JCB/amb  
Wright-Patterson Air Force Base  
Dayton, Ohio

23 APR 1948

NCLIA

SUBJECT: Project "SIGN"

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

1. This is an initial report on unidentified flying objects as directed by Hq, USAF letter dated 30 December 1947, signed by General L. C. Craigie, subject: "Flying Discs". Quarterly reports will be submitted beginning 1 July 1948.

2. As a result of this letter, Project HT-304 was activated on 26 January 1948 and Technical Instruction 2165, dated 11 February 1948, was published. Present files on Project "SIGN" represent a consolidation of reports received directly by Hq, AMC and those forwarded by the Director of Intelligence, USAF.

3. Schedules of activities of lighted night-flying advertising blimps have been secured and cross-checked at this Headquarters to consider them as a possible source of incident reports.

4. Inclosure 1 represents a tabulation and breakdown of all available reports through 1 February 1948.

5. The following is a series of interesting observations that were noted when reviewing the many incident cases:

a. High rate of climb, as well as the apparent ability to remain motionless or hover for a considerable length of time.

b. The object was described as being oval, disc or saucer-shaped 31 times.

c. Associated sound was present 11 times.

d. Reported sizes have varied from that of a 25-cent piece to 250 feet in diameter, and from the size of a pursuit plane to the bulk of six B-29 airplanes.

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AMC

Subject: Project "SIGZ"

23 APR 1948

## e. Number of objects per sighting:

Objects per sighting	1	2-5	5-10	over 10
Number of sightings	77	21	8	9

## f. Exhaust trails were reported 23 times.

g. Speed has been estimated throughout the entire range from very slow or hovering to supersonic.

6. Inclosures 2 and 3 are enlargements of photographs taken of Incident #40. Inclosure 4 is an evaluation of inclosure 2 by this Headquarters. Attention is invited to the marked similarity between inclosures 2 and 3, and inclosure 5. Similarity also exists between inclosures 2 and 3 and configurations illustrated in inclosure 6.

7. Representatives from this Headquarters visited Dr. Irving Langmuir of the Research Laboratories, General Electric Company, Schenectady, N. Y. to discuss Project "SIGZ". It was the opinion of this scientist that present available data does not encompass sufficient information to enable a positive identification to be made. Dr. Langmuir was reluctant to consider the so-called "flying discs" as a reality. However, it is believed at this Headquarters that it is possible to construct a low aspect ratio aircraft that would duplicate many of the appearance and performance characteristics of reported "flying discs". Experts have agreed that this would be possible through the intelligent application of boundary layer control.

FOR THE COMMANDING GENERAL:

- 6 Incls.
1. Tabulation
  2. Photo
  3. Photo
  4. Eval of Incl 2
  5. Horten Parabola
  6. Biology of Flying Saucer

*H. M. McCoy*  
 H. M. McCOY  
 Colonel, USAF  
 Chief of Intelligence

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<u>Incident No.</u>	<u>Date</u>	<u>Hour</u>	<u>Location</u>	<u>No. Sighted</u>	<u>Observed From</u>
1	8 Jul 47	0930	Muroc Air Field, Muroc, Calif.	2	Ground
1a	8 Jul 47	0930	Muroc Air Field, Muroc, Calif.	2	Ground
1b	8 Jul 47	0930	Muroc Air Field, Muroc, Calif.	2	Ground
1c	8 Jul 47	0945	Muroc Air Field, Muroc, Calif.	2	Ground
1d	8 Jul 47	1000	Muroc Air Field, Muroc, Calif.	3	Ground
1e	8 Jul 47	1000	Muroc Air Field, Muroc, Calif.	3	Ground
2	8 Jul 47	1200	Muroc Air Field, Muroc, Calif.	1	Ground
3	7 Jul 47	1010	Muroc Air Field, Muroc, Calif.	1	Ground
4	8 Jul 47	1150	Area #3, Rogers Dry Lake, Muroc Air Field, Muroc, Calif.	1	Ground
5	4 Jul 47	1305	Portland, Oregon	5	Ground
6	4 Jul 47	1305	Milwaukee, Oregon	3	Ground
7	4 Jul 47	1305	Portland, Oregon	1	Ground
8	4 Jul 47	1305	Portland, Oregon	3	Ground
9	4 Jul 47	1305	Portland, Oregon	undetermined	not stated
10	4 Jul 47	2004	Boise, Idaho	5	Air
11	4 Jul 47	not stated	Seattle, Washington	1	Ground
12	4 Jul 47	1305	Vancouver, Washington	20-30	Ground
13	4 Jul 47	1400	Portland, Oregon	4	Ground
14	4 Jul 47	1630	Portland, Oregon	1	Ground
15	4 Jul 47	1700	Portland, Oregon	3	Ground
16	4 Jul 47	1100	Mount Jefferson near Redman, Oregon	4	Ground
17	24 Jun 47	1500	Mt. Rainier, Washington	9	Air
18	not stated	not stated	Toronto, Canada	1	Ground
19	20 Oct 47	1320	Dayton, Ohio	2	Ground
20	20 Oct 47	1100	Xenia, Ohio	1	Ground

<u>Incident No.</u>	<u>Date</u>	<u>Hour</u>	<u>Location</u>	<u>No. Sighted</u>	<u>Observed From</u>
21	29 Jun 47	1545	Des Moines, Iowa	18	not stated
22	21 Jun 47	about noon	Spokane, Washington	several	Ground
23	30 Jun 47	1745	Boise, Idaho	1	Ground
24	12 Jun 47	1815	Weiser, Idaho	2	Ground
25	4 Jul 47	2345	West Trenton, N. J.	1	Ground
26	10 Jul 47	not stated	Harmon Field, Newfoundland	1	Ground
27	10 Jul 47	2000Z	Harmon Field, Newfoundland	1	Ground
28	24 Jun 47	not stated	Idaho	1	Ground
29	23 Jun 47	not stated	Bakersfield, Calif.	10	Ground
30	7 Jan 48	1925EST	Lockbourne AB, Columbus, Ohio	1	Ground
30a	7 Jan 48	1925EST	Lockbourne, AB, Columbus, Ohio	1	Ground
30b	7 Jan 48	1915EST	Lockbourne AB, Columbus, Ohio	1	Ground
30c	7 Jan 48	1940	Lockbourne AB, Columbus, Ohio	1	Ground
31	mid-December 1946	early a.m.	Northern Arizona	1	Ground
32					
32	not stated	after dark	Columbus, Ohio	1	Air
33	7 Jan 48	1330-1700	Godman Field, Ky. (south of)	1	Ground
33a	7 Jan 48	1400CST	Godman Field, Ky.	1	Ground
33b	7 Jan 48	1320CST	Godman Field, Ky.	1	Ground
33c	7 Jan 48	1120 CST	2100 from Godman Field, Ky.	1	Ground
33d	7 Jan 48	1400	Godman Field, Ky.	1	Ground
33e	7 Jan 48	1430-1600	Godman Field, Ky.	1	Ground
33f	7 Jan 48	1445	Godman Field, Ky.	1	Air
33g	7 Jan 48	1854-1906	Madisonville, Ky.	1	Ground
34	13 Oct 47	0530	14 miles north of Dauphin, Manitoba, Canada	1	Ground
35	12 Nov 47	early a.m.	Ticonderoga at sea (40 miles south of Cape Blanco, 20 miles off shore)	2	Boat

<u>INCIDENT No.</u>	<u>Date</u>	<u>Hour</u>	<u>Location</u>	<u>No. Sighted</u>	<u>Observed From</u>
36	Not Stated	Not Stated	Boise, Idaho	1	Ground
37	12 Oct 47	1200	Cave Creek, Arizona	1	Ground
38	10 Jun 47	Not Stated	Budapest, Hungary	1	Ground
39	9 Jul 47	2330	Grand Falls, Newfoundland	5	Ground
40	7 Jul 47	1600	Phoenix, Arizona	1	Ground
41	11 Jul 47	Not Stated	Elendorf Field, Alaska	1	Ground
42	12 Jul 47	0430Z	Elendorf Field, Alaska	1	Ground
43	29 Jun 47	1645	Clarion, Iowa	18	Ground
44	28 Jun 47	1543	Rockfield, Wisconsin	7-10	Ground
45	28 Jun 47	Afternoon	Illinois	7-10	Ground
46	22 Jun 47	1130	Greenfield, Mass.	1	Ground
47	6 Jul 47	Not Stated	Fairfield-Suisun Air Base, Calif.	1	Ground
48	7 Jan 48	1920-1955	Wilmington, Ohio	1	Ground
48a	7 Jan 48	1925	Wilmington, Ohio	1	Ground
48b	7 Jan 48	1910ZST	Wilmington, Ohio	1	Ground
48c	7 Jan 48	1930	Wilmington, Ohio	1	Ground
48d	7 Jan 48	1920-1950	Wilmington, Ohio	1	Ground
49	9 Jan 48	2300-2315	Danville, Kentucky	1	Ground
50	10 Jan 48	2200	Wildwood, New Jersey	One at this date, previously 1 each 27 Dec, 3 Jan all at 2000 o'clock.	Ground
51	3 Sept 47	1215	Oswego, Oregon	12-15	Ground
52	29 Jul 47	1450	Hamilton Field, California	2	Ground
52a	29 Jul 47	After 1200	Hamilton Field, California	2	Ground
53	28 Jun 47	1515	Lake Mead, Oregon	5-6	Air
54	16 Jan 47	2230	North Sea (50 miles from the Dutch Coast)	1	Air
55	23 Jul 47	0345Z	Barrow Field, Newfoundland	1	Ground



<u>Incident No.</u>	<u>Date</u>	<u>Hour</u>	<u>Location</u>	<u>No. Sighted</u>	<u>Observed From</u>
56	6 Jul 47	2045	Birmingham, Alabama	7-10	Ground
57	20 Jul 47	0015Z	Aboard the Burgeo (at Sea one hr. from Sydney, Australia)	1	Boat
58	4 Aug 47	Evening	Bethel, Alaska	1	Air
59	14 Sept 47	0558GCT	Necker Island	1	Air
60	10 Jul 47	1000	Cordroy, Canada	1	Ground
61	8 Sept 47	2230	Salt Lake City, Utah	12	Ground
62	8 Sept 47	2230-2300	Salt Lake City, Utah	5 groups each containing 35-60 objects.	Ground
63	29 Jul 47	1205	Canyon Ferry, Montana	1	Ground
64	19 Aug 47	2130	Twia Falls, Idaho	Approx. 55.	Ground
65	2 Jun 47	Not stated	Rehoboth Beach, Delaware	1	Ground
66	10 Aug 47	2100	Silver Springs, Ohio	1	Ground
67	14 Aug 47	1600	Placerville, California	1	Ground
68	24 Jun 47	Not stated	Cascade Mountains, Portland, Oregon	6	Ground
69	6 Aug 47	2230-2245	Philadelphia, Pa.	1	Ground
70	6 Aug 47	1045	Philadelphia, Pa.	1	Ground
71	8 Oct 47	Not stated	Las Vegas, Nevada	1	Ground
72	Not stated	Not stated	Fort Richardson, Alaska	1	Ground
73	4 Aug 47	1600	Boston (10 miles NW) Mass.	2	Air
74	24 Jun 47	App. 1500	Mt. Adams, Washington	Not Stated	Ground
75	13 Aug 47	1300	Snake River Canyon, Idaho	1	Ground
76	13 Aug 47	Morning	Salmon Dam, Idaho	2	Ground
77	3 July 47	1830Z	South Brookville, Maine	10	Ground
78	30 Jun 47	0910 MST	Grand Canyon, Arizona	2	Air
79	Apr 47	1100 EST	Richmond, Virginia	1, others on other occasions	Ground

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<u>Incident No.</u>	<u>Date</u>	<u>Hour</u>	<u>Location</u>	<u>No. Sighted</u>	<u>Observed From</u>
80	7 Jul 47	2230-2300EDT	Arlington, Virginia	1	Ground
81	7 Jul 47	0900	Hickam Field, Hawaii	1	Ground
82	17 May 47	2030-2100	Oklahoma City, Oklahoma	1	Ground
83	9 Jul 47	1217	Boise (Between Boise and Meridian) Idaho	1	Air
84	7 Jul 47	1300-1400EST	Lakeland, Florida	5	Ground
85	14 Jun 47	1200	Portland, Oregon	10	Ground
86	6 July 47	Not stated	Hollywood, California	1	Ground
87	Not stated	Not stated	Haberbischpshiem (20 miles north ) Germany	1	Ground
88	5 Aug 48	Afternoon	Hackensack, N. J.	1	Ground
89	6 Jul 47	1345	Kansas City (100 miles west), Kansas	1	Air
90	29 Jun 47	1300-1330	Las Cruces, New Mexico	1	Ground
91	28 Jun 47	2120-2145	Maxwell Field, Alabama	1	Ground
92	19 Jun 47	1215-1315	Colorado Springs, Colorado	1	Ground
93	11 Jan 48	1 1830	Hartford, Connecticut	1	Air
94	30 Dec 47	1926PST	Between Great Falls, Montana and Fairfield, California	1	Air
95	30 Dec 47	1925PST	Rosedale, California	1	Air
96	30 Dec 47	1928	Levelock (30 miles west), Nevada	1	Ground
97	30 Dec 47	1926PST	Between Medford and Mt. Chasta, Oregon	1	Air
98	2 Nov 47	Daybreak	Houston, Texas	1	Ground
99	3 Jan 48	Not stated	Vassa, Finland	1	Ground
100	5 Jan 48	Not stated	Pretarsari, Finland	1	Ground

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<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
1-	1st Lt, USAF	None - horizontal flight	Not stated
1a	S/Sgt, USAF	Not stated	Not stated
1b	Unknown	Not stated	Not stated
1c	S/Sgt, USAF	Not stated	Not stated
1d	Pfc, USAF	Flying in tight circle	Not stated
1e	Not stated	Horizontal and tight circles	Not stated
2	Maj, USAF	Descended from an intermediate altitude in an oscillating fashion almost to the ground, then started climbing again to a very high altitude and moved off slowly in the distance.	Not stated
3	Major, USAF	Oscillating in a downward twirling movement	Not stated
4	Capt, USAF	Falling at three times the rate of a parachute	Not stated
5	Patrolman, Portland Police Dept.	Dipping up and down in oscillating motion	Not stated
6	Sgt, Oregon Police	Following each other	Clear with little or no cloud formation
7	Patrolman, Portland Police Dept., former Air Force pilot	Not stated	Clear with little or no cloud formation
8	Patrolman, Portland Police Dept. Private pilot	Straight line formation; last disc fluttered very rapidly in side-way arc	Clear with little or no cloud formation
8a	Patrolman, Portland Police Dept. Private pilot	Straight line formation; last disc fluttered very rapidly in side-way arc	Clear with little or no cloud formation
9	Capt., Harbor pilot	Discs would oscillate and sometimes a full disc would be visible, then a half-moon shape, then nothing at all	Not stated

<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
10	Capt, United Airlines	Straight-away horizontal flight	Not stated
11	Coast Guard	Horizontal flight	Not stated
12	Deputy Sheriff	Not stated	Not stated
13	Not stated	Not stated	Not stated
14	Not stated	Flipping around	Not stated
15	Not stated	Not stated	Not stated
16	Not stated	Not stated	Not stated
17	Private pilot	Straight horizontal flight	Clear as crystal
18	Not stated	Horizontal flight	Clear
19	Farmer	Straight course - were flying about a city block apart, one behind the other	Cloudless and sunny
20	Not stated	Straight course	Not stated
21	Not stated	Single file	Not stated
22	Not stated	Flashing	Not stated
23	Not stated	Horizontal flight	Not stated
24	Not stated	Shooting up and down	Clear
25	Not stated	Horizontal flight	Bright moonlight
26	Mechanic	Not stated	Not stated
27	TWA Representative	Not stated	Clear
28	Lt Governor	Not stated	Not stated
29	West Coast Pilot, 7000 hrs.	Not stated	Not stated
30	Capt, USAF, Asst Operations Officer	Climbing and descending vertically	Solid overcast
30a	VHF/DF Operator	Hovering, made three 360° turns around one place. Moved to another position and circled more. Turns required 30-40 sec. Diameter estimated at 2 miles.	Overcast, 1000 ft.

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<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
30b	Traffic Air Controller	Bobbing up and down	Overcast
30c	Not stated	Climbing and descending	High overcast
31	Professor and Head of Aero Engineering	None	Clear
32	Lt, USAF	None	Overcast
33	T/Sgt, USAF	None	High scattered clouds; Visibility unlimited
33a	1st Lt, USAF	None	High scattered
33b	PFC	None	Not stated
33c	Capt, USAF	May have been turning	High overcast with BKS
33d	Capt, USAF	None	High scattered, visibility unlimited
33e	Col, Ky. State Police	None	Clear
33f	Capt, USAF (Flight Leader MG 869)	Not stated	Not stated
33g	Unknown	Not stated	Not stated
34	Judge	None	Clear
35	Second Officer, Navy	None	Not stated
36	CAA Official	Not stated	Not stated
37	Pilot	None	Clear
38	Hungarian Peasants	Not stated	Not stated
39	Constable	None	SAVU
40	Not stated	Spiraled downward from 5,000 to 2,000 ft and then went upward at a 45° angle	Cumulus clouds

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<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>MANEUVER</u>	<u>Weather</u>
41	Colonel, USAF	Not stated	Not stated
42	Major, USAF	Not stated	Not stated
43	Bus Driver	None	Not stated
44	Not stated	None	Not stated
45	Not stated	Not stated	Not stated
46	Not stated	None	Cloud banks.
47	Captain, USAF	Rolled from side to side	Not stated
48	Major, USAF	Ascending and descending	Not stated
48a	T/Sgt	Up and down and side to side	Cold and clear with few scattered clouds.
48b	Cpl.	Ascending and descending	Light scattered clouds with haze towards S/W.
48c	S/Sgt	Ascending and descending very rapidly	Clear with overcast in S/W.
48d	Not stated	Ascending and descending	Clear to scattered.
49	Not stated	None	Not stated
50	Knitting designer	Approaching shore from Ocean then rise and fall slowly.	Not stated
51	Not stated	Not stated	Not stated
52	Capt, USAF, ABST. Operations Officer and instructor Pilot formation.	Horizontal left to right, right to left like a guard in an airplane formation.	Clear
52a	1st Lt. in Air Reserves former B-29 Pilot	Similar to a fighter aircrafts maneuvers when accompanying heavier ships.	Not stated
53.	1st Lt, USAF, Pilot	Horizontal very close formation	Not stated
54	Mosquito Pilot	Efficient controlled evasive action	Not stated
55	Government Employee	Abrupt darts	High scattered condition visibility 15 miles.
56	S/Sgt. USAF	Traveling in a definite arc.	Not stated

<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
57	Bridge Construction	Not stated	Clear and dark.
58	Chief Pilot- Flying service	Not stated	Not stated
59	Pilot	None	Not stated
60	Storekeeper	Not Stated	Clear at dusk
61	Not stated	None	Not stated
62	Not stated	Not stated	Cloudy
63	Not stated	Hovering and fluttering, rising and descending.	Scattered small clouds.
64	Executive Director of Housing Authority.	Horizontal	Overcast
65	Pilot	Not stated	Not stated
66	Lt. Col, GSC Scientific Branch Research Group.	Horizontal Flight	Not stated
67	Insurance Adjuster	None	Clear
68	Prospector	Banking	Clear
69	Not stated	Not stated	Not stated
70	Insurance Agent	Not stated	Clear
71	Capt. AC Reserves	Not stated	Clear
72	Army Officer	Not stated	Cloud formation scattered above 10000 ft.
73	Navigator (Constellation type aircraft)	Not stated	5/10 scattered cumulus with tops at 10000, visibility 10 miles.
74	Prospector	Standing on edge and banking in the clouds.	Not stated
75	Trout Farm Oper.	Rode up and down over the hills and hollows of the canyon floor.	Not stated
76	County Commissioner	Not stated	Not stated

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<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
77	Astronomer	Not stated	Not stated
78	Lt, USN (P80 Pilot	Not stated	Not stated
79	Weather reporter	Not stated	Clear
80	Lt. Col, USAF	Not stated	Scattered clouds visibility 10-12 miles.
81	Civil Service Employee	Ascending slowly	Cloudy
82	Field Engineer	Not stated	Not stated
83	Pilot	Slow roll or barrel	Some clouds
84	Sign Painter	Climbing	Clear-scattered clouds
85	Private Pilot	Not stated	Not stated
86	Not stated	Turned a corner and seemed to roll.	Clear
87	U. S. Army	Descended slowly and then dropped in a spiral motion.	Not stated
88	Not stated	Not stated	not stated
89	Major, USAF	Not stated	CAVU
90	Administrative Asst, Rocket Sunde Section	Not stated	Clear
91	Captain	Traveling in zig-zag course	Clear
92	Railroad Employees	Climbing, diving and reversal of direction which happened every few seconds.	Clear and sunny
93	Capt, USAF	Shooting towards the east at 45° angle	Not stated
94	Lt Col, Hq, EPW	Descending vertically - seemed to slow down on nearing the earth	Not stated
95	C-47 crew	Not stated	Not stated
96	Not stated	Not stated	Not stated
97	Airplane crew	Not stated	Not stated
98	Immigration Service	Appeared to be spinning in its descent	Not stated
99	Not stated	Not stated	Not stated
100	Not stated	Not stated	Not stated

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<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
1	Silvery	Not stated	Not stated	Not stated
1a				
1b				
1c	Silvery	Saucer shaped	Not stated	None
1d	Reflected the sun's rays	Disc	Not stated	Not stated
1e	Silvery	Disc	Not stated	None
2	Aluminum colored surface	Thin metallic object, unconventional shape	Pursuit ship	Not stated
3	Yellowish-white	Spherical	5 - 10 ft, diameter	Not stated
4	White aluminum	Distinct oval outline; two projections on upper surface which might have been thick fins or nobs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type	50 ft.	None
5	Not stated	Round	Not stated	None
6	Whitish-brown	Disc	Not stated	None
7	Aluminum	Disc	Not determined	None
8	White	Disc	Out of sight before detailed observation made	None
8a	White	Disc	Out of sight before detailed observation made	None
9	Like shiny chromium hub cap	Disc	Not stated	Not stated
10	Not stated	Thin and smooth on bottom; rough appearing on top	Not stated	Not stated

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<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
11	White	Saucer	Not stated	Not stated
12	Not stated	Like flock of geese	Not stated	Low humming sound
13	Resembled metallic	Not stated	Not stated	Not stated
14	Like a new dime	Like a new dime	Like a new dime	Not stated
15	Silver	Not stated	Not stated	Not stated
16	Not stated	Disc	Not stated	Not stated
17	Mirror bright	Approximately circular, no tail	Diameter equal to distance between outboard engines of DC 4	Not stated
18	Yellow	Ball	Not stated	Not stated
19	Reflected the sun brilliantly	Like cigars - much longer than wide	Not stated	None
20	Silver	Round	About 12 inches in diameter	None
21	Dirty white	Between circle and oval - inverted saucer	175-250 ft. diameter 12 ft. thick	Like electric motor or dynamo
22	Shiny silvery	Slim body	Quite large	Not stated
23	Bright and silvery	Half-circle	Not stated	Not stated
24	Glistened in sun	Too far away to determine shape	Too far away to determine shape	None
25	Luminous	Flying saucer - no tail	Not stated	Not stated
26	Not stated	Not stated	Not stated	Not stated
27	Silvery	Circular in shape like a wagon wheel	Same span as C-54 at 10,000 ft.	Not stated
28	Not stated	Comet-like	Not stated	Not stated
29	Not stated	Almost round	Not stated	Not stated
30	White (light)	Not stated	Not stated	None

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<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
30a	Amber	Round or oval	C-47 airplane	None
30b	Bright white to amber	Cone-shaped, blunt on top and tapering off toward bottom	Enormous	None
30c	White (light)	Round	Comparable to runway light	None
31	White	Not stated	Not stated	None
32	Amber	Not stated	Not stated	None
33	Sun flashes on metal or metallic	Roughly circular	At the distance and altitude the object appeared to be the size of silver dollar	None
33a	White or luminous. Turned to be more red as the sun set	Round tending to be conical	Unknown - altitude and distance too great	None
33b	Not stated	Cone, topped with red	Not stated	None
33c	Silver with shadow	Teardrop	Unknown - believed to be large	Unknown
33d	White	Round at times - cone shaped	Uncertain because of distance	None
33e	White	Round	1/4 size full moon	None
33f	Metallic	Not stated	Tremendous	Not stated
33g	Not stated	Cone	200 ft. high, 43 ft. across	None
34	Redish tinge	Round	Large grapefruit	None
35	Fire color	Ball	Not stated	Not stated
36	Not stated	Not stated	Not stated	Not stated
37	Reddish with blue background. Black with white background	Not stated	8 ft. from point of view	None
38	Silver	Ball	Not stated	Not stated

<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
39	Phosphorus	Egg-shaped discs	Not stated	Not stated
40	Gray	Elliptical	20-30 ft.	Noise like jet aircraft prior to its appearance. No audible sound heard while object was in view.
41	Aluminum	Round	3 ft. diameter	Not stated
42	Grayish	Balloon	10 ft diameter	Not stated
43	Dirty white	Between a circle and an oval (Inverted saucer)	12 ft thick and 175-250 ft diameter	Electric Motor or dynamo
44	Not stated	Flying Saucers (not actually described as being this shape)	Not stated	None
45	Not stated	Not stated	Not stated	Not stated
46	Silvery white	Round	Small	Not stated
47	No definite color top side reflected light.	No definite shape	C-54 airplane	Not determined due to the noise of airplane.
48	Red	Flaming Red cone	Not stated	Not stated
48a	Bright light changing to red then to white or yellow	Circular-like a star in the sky only larger.	Very large compared to an aeroplane light.	None
48b	Red - when descending	Cone	Not determined	Not stated
48c	Red when moving then green and black to red.	Not stated	Not stated	Not stated
48d	Yellow or flame colored.	Not stated	Not stated	Not stated
49	Not stated	Pencil shaped object	Not stated	Not stated

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<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
50	Stated as quaser light.	Referred to as saucer but not stated as being of this definite shape.	Not stated	Not stated
51	Silver	Round	Not stated	Not stated
52	White, shiny	Circular like a ball on the bottom but not completely round.	15-25 ft Diameter	Not stated
52a	Milk white	Not stated	Not stated	None
53	White	Circular	36 inches diameter	Not stated
54	Not stated	Not stated	Not stated	Not stated
55	Redish	Not stated	Not stated	None
56	Dim glow of light	Round	2 ft. diameter	None
57	Silver to Red	Not stated	Not stated	Not stated
58	Black	Saucer (not definitely stated as being this shape)	Larger than C-54 airplane	Not stated
59	Incandesscent light without appreciable blue and no ruddish tinge.	Not stated	Not stated	Not stated
60	Flame color	Disc shaped (the after glow made it look like a cone)	Barrel Head, dinner plate with the size of a plane flying high.	Not stated
61	White and illuminated	Not stated	Size of Pigeons	Not stated
62	Yellowish white	Not stated	Small	Not stated
63	Gleamed and Shimmered	Disc (not actually stated as being of this shape)	3 ft. diameter and of no great thickness.	Not stated
64	Color similar to electric light.	Not stated	Not stated	Not stated
65	Not stated	Not stated	15 inches diameter	Not stated
66	Bright Orange	Not stated	Not stated	Not stated
67	Metal color highly polish-ed chromium.	top surface slightly curved-larger in front than in the rear.	4-6 ft in length and 10-14 inches wide.	Not stated

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<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
68	Not stated	Disc - appeared to have a tail.	30 ft diameter	None
69	White	Not stated	Not stated	Buzzing sound.
70	Not stated	Giant fire cracker	Not stated	Buzzing sound not as loud as a rocket ship.
71	Not stated	Not stated	Not stated	Not stated
72	Silver	Sphere{ was not like saucer or disc.	2-3 ft diameter	Not stated
73	Deep Gold	Elliptical	15 ft long 2-3 ft in length.	Not stated
74	Not stated	Tapered sharply to a point in the front end.	30 ft. diameter	None
75	Sky blue	Oblong like a broad rim hat with a low crown.	20 ft. long and 10 ft. thick.	Made a swishing sound
76	Not stated	Not stated	Not stated	Like the echo of a motor.
77	Light colored	Only concrete evidence of form appeared on the left tangent of the group.	50-100 ft wide.	Loud roar
78	Light gray	Circular	8 ft. diameter	Not stated
79	Silver	Not stated	Larger than a Pibal balloon when observed through a theodolite.	Not stated
80	Reflected white light.	"Blob"	Small airplane	None
81	Silver	Large Balloon with silver disc below it, no attaching cables were noticed.	Large	Not stated
82	Frosty white	Round and flat	Equal to bulk of 6 each, B-29 airplanes with diameter to thickness ratio of 10-1.	A slight swishing.
83	Black	Round	Twenty-five cent piece.	Not stated

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<u>Incident No.</u>	<u>Color</u>	<u>Shape</u>	<u>Size</u>	<u>Sound</u>
84	Shiny	Round	Not stated	More or less Shriill.
85	Not stated	Resembled the XP5U-1.	Not stated	Not stated
86	Not stated	Not stated	Not stated	Not stated
87	Not stated	Not stated	Not stated	Not stated
88	Not stated	Flying disc (not actually described as being of this shape)	Not stated	Not stated
89	Silvery	Round disc shaped object	30-50 ft. diameter	Not stated
90	Reflected light	Uniform with no protuberances such as wings of an airplane	Not stated	Not stated
91	Light	Not stated	Not stated	None
92	Silver	Not stated	Small	Not stated
93	Bluish center with red on its edges	Appeared to be a disc	Resembled a shooting star; however, observers not certain	Not stated
94	Not stated	Not stated	Not stated	Not stated
95	Not stated	Not stated	Not stated	Not stated
96	Not stated	Not stated	Not stated	Not stated
97	Flash of light	Not stated	Not stated	Not stated
98	Bright light	Almost round or perhaps oval or saucer-shaped	20-30 miles diameter	Not stated
99	Shining	Brightly shining object with long tail	Not stated	Not stated
100	Shining	Not stated	Not stated	Not stated

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<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
1	None	320°	1000-8000 ft.	300 mph	Not stated
1a					
1b					
1c	Not stated	Northwest	7500-8000 ft.	350-400 mph	Not stated
1d	Not stated	Northwest	7000-8000 ft.	300-400 mph	Not stated
1e	Not stated	Northwest	8000 ft.	300-400 mph	Not stated
2	Not stated	Not stated	From very near the ground to very high	Not stated	Not stated
3	Not stated	West to east	10000-12000 ft.	200-225 mph	Not stated
4	Not stated	North of due east	Under 20000 ft.	Slower than maximum speed of P-80	Not stated
5	Not stated	Two flying south - 3 flying east	Not stated	Great speed	Not stated
6	Not stated	Northwesterly	Undetermined	Terrific	Not stated
7	None	Southwest	30000 ft.	Terrific - faster than any object ever seen by him	Not stated
8	None-	South	40000 ft.	Terrific	Not stated
8a	None	South	40000 ft.	Terrific	Not stated
9	Not stated	South	High over Globe Mills	Terrific	Not stated
10	None	Northwest	Not stated	Cruised for 45 min. at conventional airline speed (180 mph) then rapidly disappeared	Not stated
11	Not stated	Over north end of Lake Washington	Not stated	Not stated	Not stated

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<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
12	Not stated	Not stated	Not stated	Not stated	Not stated
13	Not stated	3 went to east. 1 north	Did not appear very high	Traveling so fast they were out of sight in east in 2-4 seconds	Not stated
14	Not stated	Not stated	Not stated	Moving slowly over sandy district	Not stated
15	Not stated	1 headed southeast. 2 headed northeast	High	Not stated	Not stated
16	Not stated	Not stated	Not stated	Not stated	Not stated
17	Not stated	north to south about 170°	9500 ft.	Not stated	Not stated
18	Trail streaming out behind like vapor trail behind airplanes on misty day	Heatmeter west end of Toronto	Not stated	Not stated	Not stated
19	Like slight trace of steam. Disappeared immediately.	West to east	One mile high	Very fast	Not stated
20	Not stated	Southwest	About 1500 ft.	Fast	Not stated
21	Not stated	E.N.W.	1200 ft.	About 500 mph	Not stated
22	Not stated	S.W. of S.	7000 ft.	Slower than two-motored army planes	Not stated
23	Not stated	Not stated	3000 ft.	Not stated	Not stated
24	Cloud-like vapor - retained shape and persisted for over an hour	Southeast	Very high	Very fast	Not stated

<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
25	Not stated	East	High	Fast	Not stated
26	Bluish-black	Not stated	Not stated	Not stated	Cut a clear path through clouds
27	Bluish-black 15 mi. long	Not stated	10000 ft.	Fast	Seemed to cut clouds open
28	Not stated	Not stated	Not stated	Did not move. Seemed to go below horizon with rotation of earth	Not stated
29	Not stated	10 flying north; on reverse course there were only 7	High	300-400 mph	Not stated
30	None (appeared to have bluish streaks out from sides)	West	5000	Slow	Not stated
30a	Five times length of object	120°	From very near ground to 1000 ft.	500 mph after it started to leave vicinity	Not stated
30b	Small streak trailing object	S.E.W.	2000-3000ft.	Exceeding 500 mph	Not stated
30c	Not stated	Not stated	different altitudes	Motionless	Not stated
31	White, heavy	West to east	20000-50000 ft.	600-200 mph	Not stated
32	None	Stationary	3000 ft.	Stationary	None
33	None	None visible	Unknown	none visible	None
33a	None	210° from Godman Field	Extremely high	Stationary	None
33b	None	Not stated	Not stated	Not stated	Not stated

<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
33a	Not seen	Appeared to be stationary.	Very high.	Appeared to be stationary.	None
33d	None	210° from Godman Fld.	Uncertain-very high.	Stationary.	Could be seen through cirrus
33e	None	210° from Godman Fld.	25000 ft.	Stationary.	None
33f	Not stated	Approx. 210° from Godman Fld.	15000 ft.	500 mph	Not stated
33g	Not stated	Southwest	4 miles	10 mph	Not stated
34	None	West to east	Not stated	Speed of a meteor or falling star.	None
35	Stream of fire.	Northwesterly	Not stated	700-900 mph	Not stated
36	Not stated	Northeast	Not stated	Not stated	Not stated
37	Not stated	Northeast	8000-10000 ft.	350 mph	Not stated
38	Not stated	Not stated	Not stated	Not stated	Not stated
39	None	East	30000 ft.	Very fast	Not stated
40	Not stated	Appeared from northeast.	5000 ft.	400-600 mph	Not stated
41	Not stated	South	Not stated	Great	Not stated
42	Not stated	Northwest	1500	100 mph	Not stated
43	Not stated	First group S S/E, second group N/W.	1200	300 mph	Not stated
44	Not stated	South	Not stated	Fast	Not stated
45	Not stated	Not stated	Not stated	Not stated	Not stated
46	Not stated	Northwesterly	1000	Faster than an airplane.	Not stated
47	Not stated	Southwesterly	10000	Faster than any aircraft he had ever seen.	Not stated
48	Gaseous green mist.	S/W when it left the vicinity.	Not stated	Gained and lost altitude at a terrific rate.	Not stated

<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
48a	Very faint exhaust trail when moving.	S/W when it left the vicinity.	Not stated	Left vicinity at very high speed.	Not stated
48b	Greenish mist when ascending.	S/W when it left the vicinity.	Not stated	Not stated	Not stated
48c	Not stated	210 degrees when it left the vicinity.	15000-20000	Not stated	Not stated
48d	None	Approximately due west when it left the vicinity.	From 4000 to very high.	Slow	Not stated
49	Long trail of smoke.	West	Very high	Not stated	Not stated
50	Not stated	Shoreward	Not stated but said to be quite close.	Slow until over land then higher speed while leaving.	Not stated
51	Not stated	Not stated	High	Not stated	Not stated
52	None	Southward	8000-10000	Made a P-80 look like it was motionless in the air.	Not stated
52a	Not stated	120°	6000	Approximate-ly 750 mph.	Not stated
53	Not stated	120°	6000	285 mph.	Not stated
54	Not stated	North Sea to Norfolk	22000	Equal to or greater than a British Mosquito.	Not stated
55	Not stated	NNE	10000	High velocity, stated to be faster than conventional airplane.	Not stated
56	Not stated	South East	2000 ft	500-600 mph.	Not stated

<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
57	Not stated	NNE (30° E of true North on horizontal plane.	30° off the horizon at an estimated 1/4 mile range.	High velocity, stated to be faster than a tracer bullet.	Not stated
58	Not stated	N/W	1000	510 mph.	Not stated
59	Not stated	350° later changed to 109°.	9500-10000	1000 knots	Not stated
60	Light flame color.	From N/W heading Eastward.	6000	Very high velocity.	Not stated
61	Not stated	Northern	2000-3000	Faster than birds.	Not stated
62	Not stated	Not stated	Several thousand ft.	High rate of speed.	Not stated
63	Not stated	Northeasterly	3000	Tremendous Speed.	Not stated
64	Not stated	Northeasterly	Not stated	Terrific	Not stated
65	Not stated	West to East	1000	1000-1200mph	Not stated
66	Long straight white streak similar to the streak left by a tracer bullet.	North to South	Low	Required 3-4 seconds to travel 70° arc.	Not stated
67	White trail of smoke.	Not stated	500-1000	Terrific	Not stated
68	Not stated	Southeasterly	6000	Not stated	Not stated
69	Thin streak of greyish color.	South	Not stated	Very fast.	Not stated
70	Either smoke or condensation lasting 2 seconds.	NE to SW	1000-3000	400-500	Not stated
71	May have been smoke or vapor from intense speed, was almost white.	Southeast then turned and went west.	Not stated	7000000	Not stated

<u>Incident No.</u>	<u>Exhaust Trail</u>	<u>Heading</u>	<u>Altitude Ft.</u>	<u>Speed</u>	<u>Effect on Clouds</u>
72	None	South	Below 10000	Tremendous	Not stated
73	None	Easterly approximately 110° magnetic.	7000	175 mph	Not stated
74	Not stated	Not stated	Not stated	Greater than anything ever witnessed.	Not Stated
75	None	East to west	75	Not stated	Not stated
76	Not stated	Not stated	4000-6000	Not stated	Not stated
77	Not stated	Northwest(True)	Not stated	600-1200	Not stated
78	Not stated	Straight down.	Decreasing from approximately 25000.	Inconceivable	Not stated
79	Not stated	East to West	Less than 15000	Not stated	Not stated
80	None	Southeast	Less than 500	Computed at 1350 mph, however appeared to move with the speed of a jet aircraft.	Not stated
81	Not stated	Northwest	6000	Not stated	Not stated
82	None	350°	10000-18000	Three times that of a jet aircraft.	Not stated
83	Not stated	Not stated	11000	Not stated	Not stated
84	Not stated	Northeast	7500	Not stated	Not stated
85	Not stated	North	8500	350 mph	Not stated
86	Not stated	Northward	Not stated	Not stated	Not stated
87	Not stated	Not stated	from 5000	Not stated	Not stated
88	Not stated	Not stated	200 yards	moving rapidly	Not stated
89	Not stated	East	11000	210 mph	Not stated

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NOTE: Incident #18

It has now been definitely determined that both the photograph and story were a hoax, perpetrated for publicity and money.

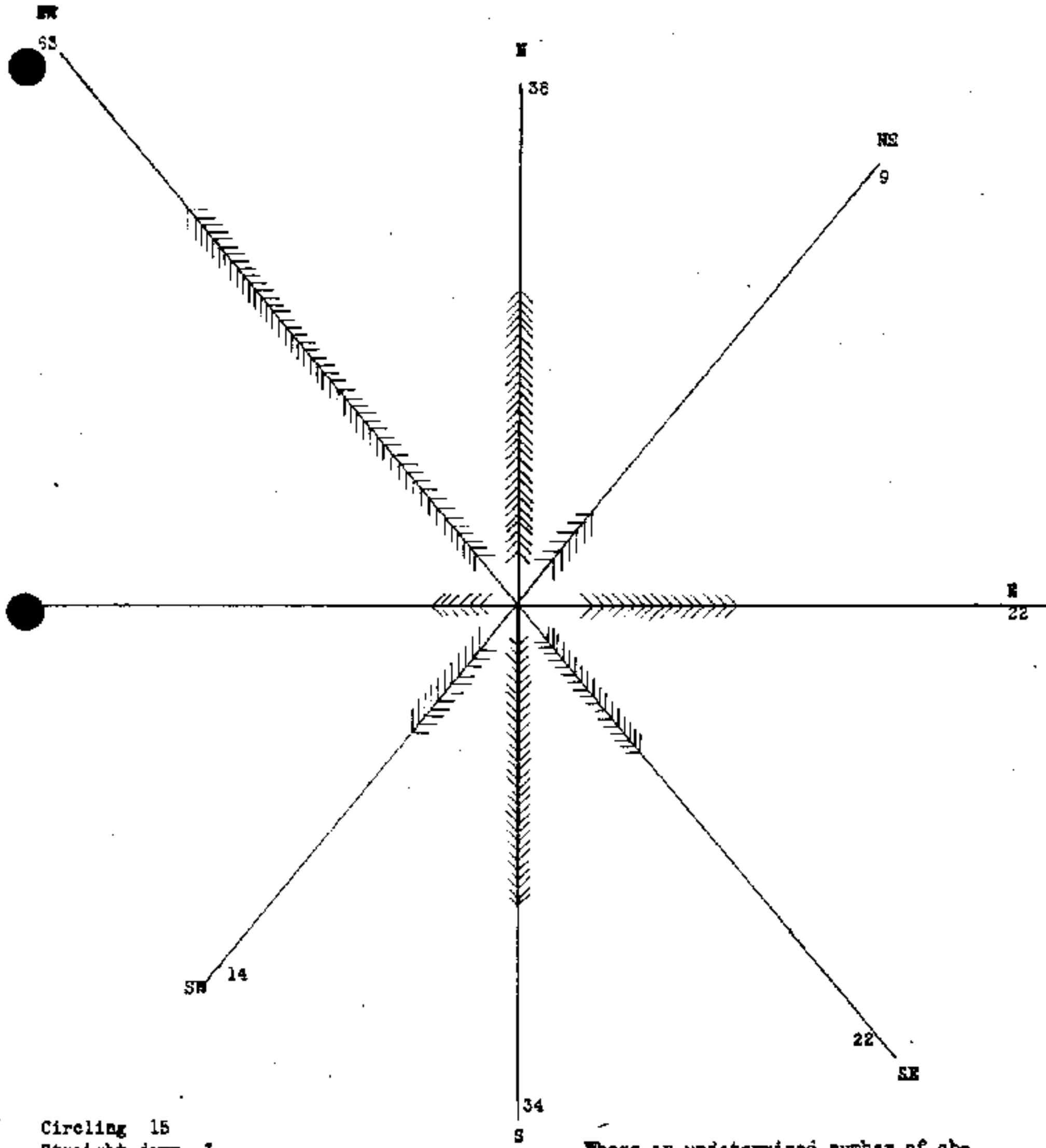
Incident #84

The person making the report on this incident was determined to be an excitable person, very talkative, and possessing an exaggerated imagination and inclined to impress people with his continuous chatter.

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REPORTED DIRECTIONS OF FLIGHT



Circling 15  
 Straight down 3  
 Direction Indefinite 54  
 Direction Not Stated 61

Where an undetermined number of objects were reported the minimum number of objects are plotted. Same object reported by different people only shown once.



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*Inc. 3*

# The Biology of the Flying Saucer—II

By A. R. Weyl, A.F.R.Ae.S.

In this series of articles the history of low-aspect-ratio aircraft is recounted and technical aspects of their design discussed, leading up to their use for supersonic flight.

(Continued from page 185, February 13 last.)

THE SECRET-CIRCLE "CONSPIRACY," mentioned previously in connection with circular-aerofoil aeroplanes, did not lack congenially inventive spirits. Early in 1913 an engineer in Dijon, M. Bourgois, made experiments with an annular-wing aeroplane. The tests were unsatisfactory. One feature of this design was the provision made for varying the wing incidence in flight.

More recently, a similar idea was suggested by N. H. Warren and Th. R. Young (Fig. 8). In 1937 they secured a patent (Brit. Pat. Spec. No. 508,022 of December, 1937) for a non-stallable monoplane of rhomboidal shape (i.e., leading wing swept back and trailing wing swept forwards with the wing tips merged together). This was provided with a conventional tail at the stern of a long fuselage and a number of advantages

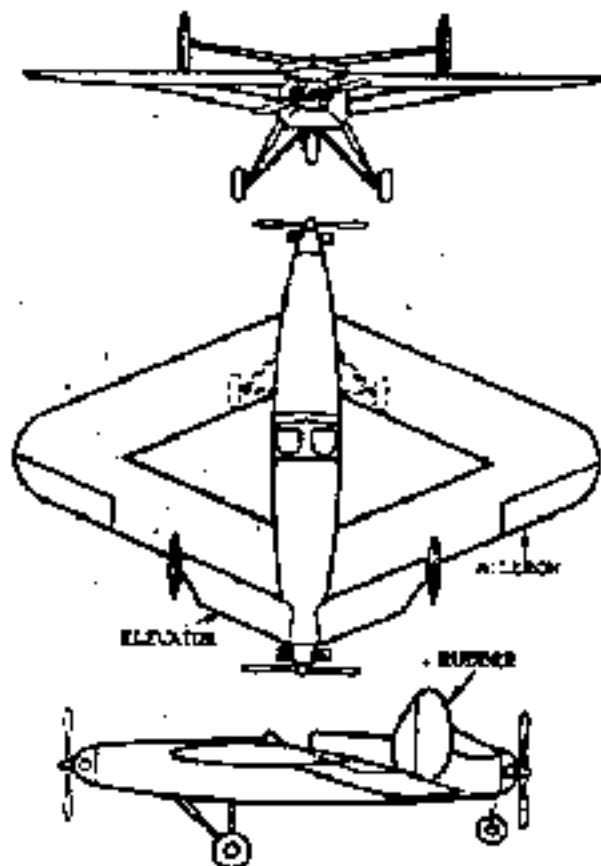


Fig. 8.—Project by Warren and Young for a light twin-engined two-seater of 90 h.p. (1937). The elevator is fitted between fin and fuselage. There is no tailplane.

were claimed. In 1943 a model for a two-seater fighter with tail turret showed the separate tail omitted; special emphasis was laid on the triangular shape of each wing and the effect of sweep was relied upon. Nothing more has become known since, however, but it is worth noting that the project had been based on sound aerodynamic considerations.

In 1933, the annular wing of the German sculptor Antea created a mild sensation because of the good performance of models made to this conception (Fig. 9).

Somewhat peculiar was the aerodynamic conception of the rhomboidal annular aeroplane of P. Nesbitt Willoughby, a

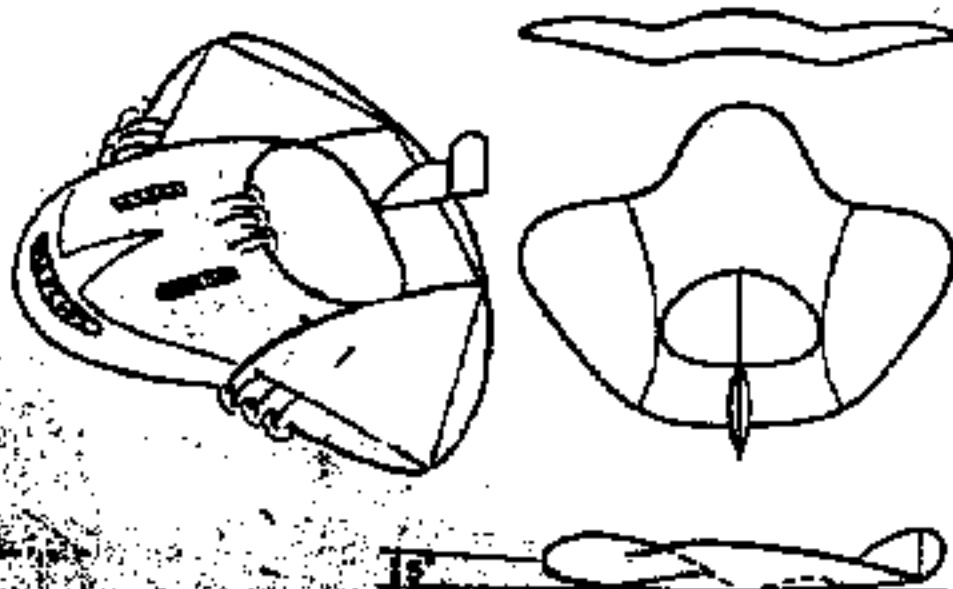


Fig. 9.—Model of the "annular wing" of Antea, 1933.

qualified aeronautical engineer (Fig. 10). The Willoughby Delta Co. of London had taken up the development of this idea in 1931 and sufficient means were available to make rather extensive tests.

The principle is best described as a tandem monoplane with two aerofoil-shaped parts connecting the leading wing with the trailing wing near the tips. The "side wings" had aerofoil shape not only in their longitudinal cross-section (i.e., in the direction of flight), but also laterally. This was considered a characteristic feature and subject to patents. It was claimed that the vortex distribution induced by such shape gave an unusually high aerodynamic efficiency in spite of the small span of the aeroplane. In addition, it was pointed out that the maximum lift was shifted to very high incidences. Moreover, the "side wings" should reduce the drag of engine nacelles fitted underneath them.

All this was said to be proved by extensive wind-tunnel experimentation here and abroad. Designs of passenger transport aircraft reaching weights of 40,000 lb. were prepared on the basis of model tests made at the National Physical Laboratory and elsewhere. The results must have been so encouraging that an experimental monoplane with two 125 b.h.p. Menasco engines and weighing 2,540 lb. was constructed late in 1938 (Fig. 11). This aeroplane flew indeed and was even publicly demonstrated (including one-engine flight) at a Garden Party in May, 1939. Shortly afterwards the experimenter was killed in an unexplained crash during a flight test.

From pressure plots over the "side planes" which have been published, apparently trim changes could be expected at various incidences. These components were thus capable of producing longitudinal instability and it is not improbable that this and poor control efficiency may have contributed to the accident. There was also evidence of a stall at normal incidences, although of a very mild character and with little apparent decrease in the lift coefficient (which, however, would not exclude the presence of fluctuating lift forces).

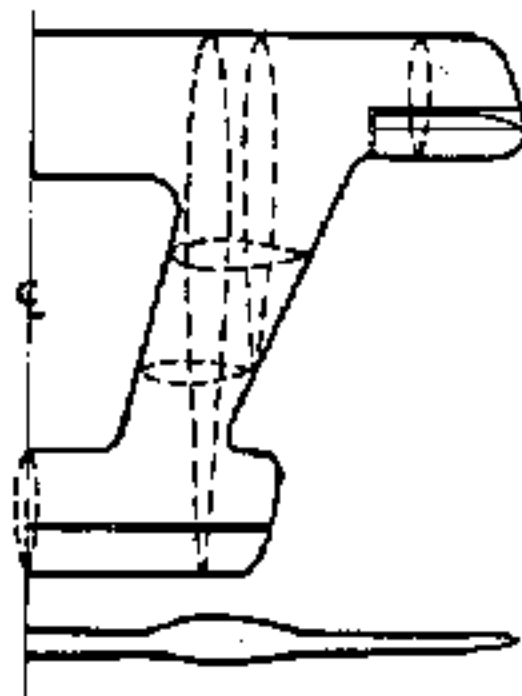


Fig. 10.—Principle of the Willoughby Delta Design.

Another suggestion for an annular wing was made by L. Peel, in 1944. This, however, was concerned less with the aerodynamic properties of such wing systems than with the arrangement of two engines facing each other with their airscrews, in order to overcome the torque reaction.

A phenomenon of which aerodynamic experimenters were always well aware, but which aircraft designers failed to utilize, was that wind-tunnel tests clearly proved good-natured stalling properties of wings having very small aspect ratios. Yet even in the very early days when centres of gravity were far too far back on the old box-kites, the square shape of tailplanes, then unaccountably in vogue, may have saved the pilot's bacon more than once by its refusal to stall under extreme provocation. Later on science came and proved that a tailplane of "good" aspect ratio was more efficient. It was, but it made the stall worse when the centre of gravity happened to be rather aft.

The interesting thing is that aerofoils of circular or square shape were tested in the early days at incidences up to 90 degrees, while on normal aerofoils tests were restricted to rather small incidences only, generally excluding the range of stall.

# The Biology of the Flying Saucer—I

## The Story of Low Aspect Ratio Aircraft

By A. R. Weyl, A.F.R.Ac.S.



SEVERAL MONTHS AGO people on both sides of the Atlantic rushed into print with claims of having observed queer saucer-shaped aircraft which flew very fast. Some maintained, indeed, that they had seen squadrons of such mysterious objects; others described vividly how these celestial saucers were able to descend vertically. All agreed on the saucer-like shape. Sceptics considered that, for non-aeronautical people living far from the former playgrounds of V.1, V.2, and all the rest of Hitler's "civilizational" practices, flying saucers might indeed constitute phenomena of threatening aspect, from their experience of domestic disagreements. Doctors, however, hastened to assure the World that saucer-shaped or lenticular objects could well be nothing more than specks in the lenses of the eyes of the observers—the so-called *musae volantes* associated with high blood pressure. Teetotalers blamed the sorry consequences of imbibing intoxicating liquors for the observations. On the

other hand, the U.S. Air Force considered the matter serious enough to warrant investigations into the incidents which had been reported. In the meantime, the occurrence of Flying Saucers has ceased to be news. Presumably, they have all landed. [A new crop was reported in THE AEROPLANE for January 16 last under the heading "Tuppence Coloured."—Ed.]

### Aeronautical Antiquities and Iniquities

As a matter of fact, saucer-shaped aeroplanes are not quite as new as some people have tried to make out. (Fig. 1.) Quite a number of aircraft have been constructed and flown with wings of the ring or disc type which could well have been mistaken for saucers, hat-brims, spades, doughnuts, diamonds, Greek letters, pancakes, flat-fish, geometrical symbols, dinner plates, and other entirely non-aeronautical commodities. Moreover, it is quite true, and not even a minor secret, that, at present, aeronautical engineers are paying increased attention to such queer wing shapes; disc wings, for instance, permit certain disadvantages of conventional wings to be overcome. It is even thought that such shapes have been neglected too long. The blame for their neglect can be ascribed to the doctrine of the induced drag. When the Lanchester-Prandtl aerofoil theory became recognized nearly 30 years ago, and when the sailplane movement proved that slender wings were a necessity for soaring, designers began striving after "good" aspect ratios. The theory blinded their eyes again; the possibilities of other than conventional wings. This, however, was not the fault of the theory, as Prandtl soon showed its restrictions. We have now come to reconsider the matter of wing shape in an objective way, as it is quite possible that aircraft design is approaching a cul-de-sac so long as it retains its bias in

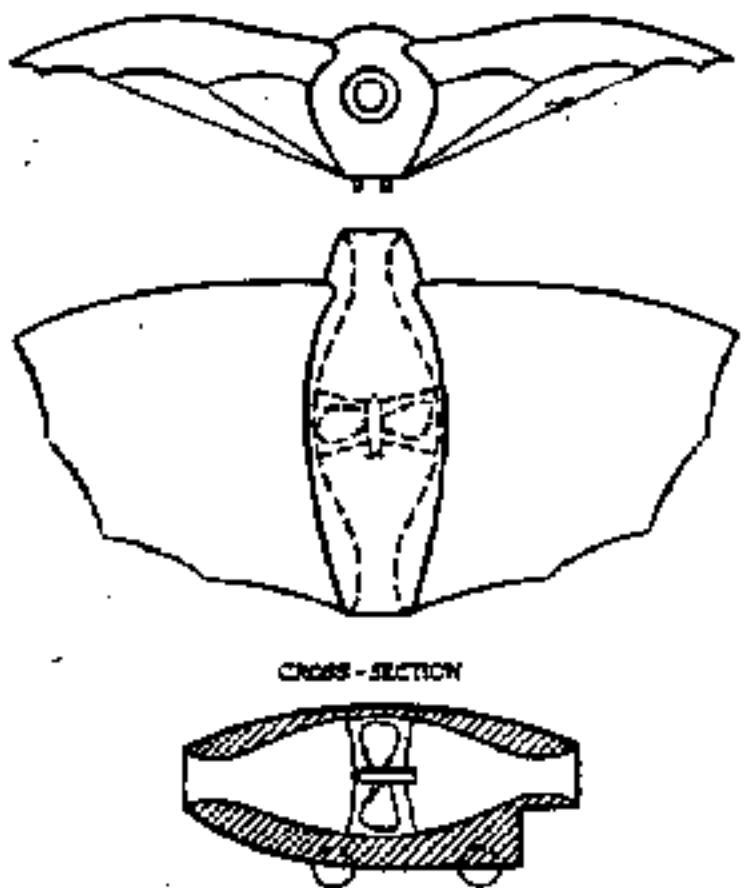


Fig. 1.—"Turbine flying machine" (project) of the Munich engineer Gustave Koch, 1893/1894. Tailless monoplane of low aspect ratio, propelled by a ducted fan. A 50 h.p. steam engine was deemed sufficient for this flying motor car. The design of the duct shows intelligent anticipation.

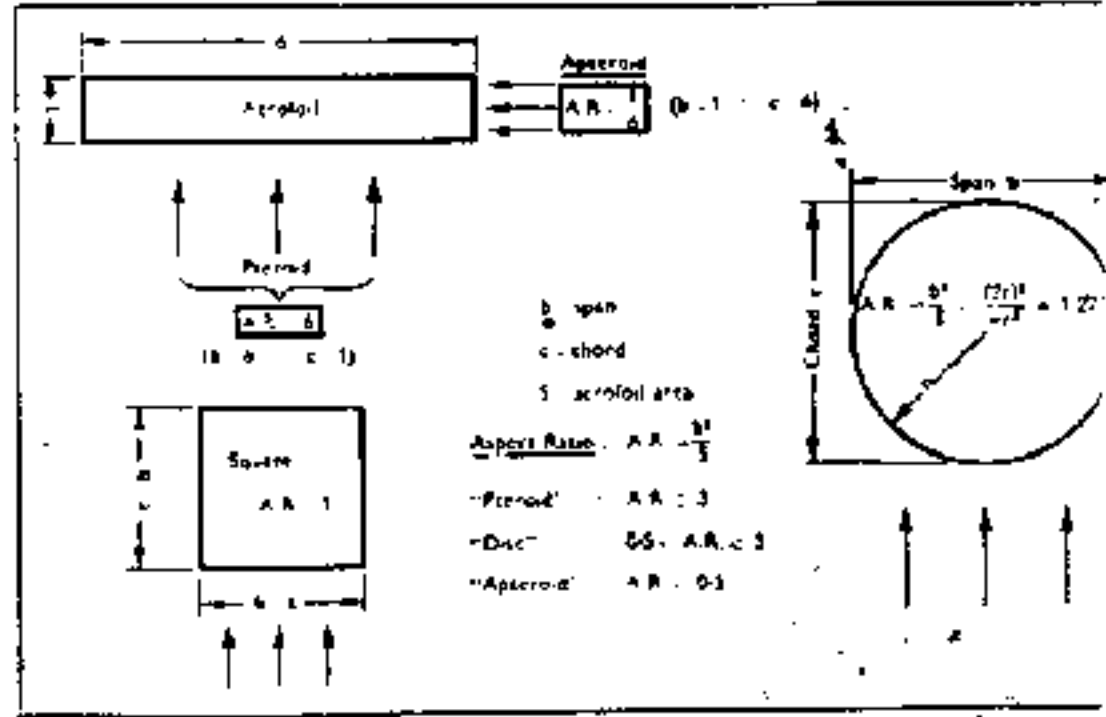


Fig. 2 (Right).—Definition of the aspect ratio of an aerofoil. The arrows signify the direction of the air flow against the wing. The terms pteroid (feather-like) and apperoid have been introduced by F. W. Lanchester.

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favour of the "well-tryed" convention of "normal" wings. For these reasons, a study of the history of the use of low aspect ratios in wing design will be of interest.

Spiritually, the fathers of such aeronautical exhibits were Englishmen. They were people of good reputation and by no means suspect of aerodynamic perversion.

F. W. Lanchester was undoubtedly the first aerodynamicist to give thought to aeroplane wings of circular or square shape. In his book published in 1907, he referred expressively to such "apteroid" wing shapes (Fig. 2) and advanced the view that Newton's law was valid for these. The correctness of this view was experimentally proved 30 years later.

In a previous article on "Stalling Characteristics of Tailless Aeroplanes" (THE AEROPLANE for August 15, 1947), the early interest taken by F. (now Sir Frederick) Handley Page in the stalling qualities of wings of low aspect ratio was mentioned. He showed, in a paper read in April, 1911, that marginal vortices and pressure-equalizing flow around the tips were responsible for the delay of flow separation which had been observed at high incidences.

He stated, in this connection:—"... With planes of high aspect ratio (i.e., with slender wings of normal span/chord ratio), there is not the same facility for the "feeding in" of fresh air at the plane sides (i.e., at the wing tips) to act as a link between the plane and the live stream, and therefore the live stream leaves the plane's back at an earlier stage than in the case of the plane of lower aspect ratio..." He then showed some experimental evidence for the delay of flow separation with decrease of the aspect ratio and for the greater maximum lift of such wings.

When Lanchester published his book, man was just beginning to spread his wings, and in order to fly with a minimum expenditure in power, wings of fair aspect ratio were a necessity. Nevertheless, there were a few early aeroplanes, notably the little "Demoiselle" monoplane of Santos Dumont (1909-1910), which had an aspect ratio of only 2 and proved to be quite successful.

One of the earliest attempts at a genuine "apteroid" aeroplane was an experiment by a German architect, Flick-Reinig (1910). It had a span of 7½ ft., and performed in hops only.

#### Annular Aerodynamics

A simple experiment with some paper and a pair of scissors shows that the sinking speed of a circular disc loaded with a paper clip is decreased when a hole of sufficient diameter is cut out in the centre (Fig. 3). This justifies the development from the circular disc wing to the annular aerofoil. The theory of the phenomenon is still somewhat obscure.

(Having tried this experiment, we can confirm that the characteristics of an annular aerofoil are certainly very different from those of the plain disc aerofoil. Our own experiments were admittedly somewhat limited in scope and we were unable to form more than an impression of the relative sinking speeds; it did, however, appear to be less with the annular aerofoil. Our main conclusions were that cutting a 2.25-in. diameter hole in a 5.375-in. diameter disc, resulted in a much flatter glide: the stall was not so abrupt, and the stability in the glide was improved. We were so fascinated with the experiment that we hope to repeat it at a later date on a more scientific level.—ED.)

The conventional aeroplane is constituted of two basic aerofoils: a wing (which supplies the lift) and a tail (which balances and stabilizes the wing). We know that such an arrangement of the two aerofoil components is by no means the only possible one. The balancing and stabilizing aerofoil (tailplane) need not to be aft of the lifting wing as a tail. It can be arranged anywhere in relation to the wing, e.g., above it, below it, or in front of it.

If the balancing aerofoil is in front of the main wing, the aeroplane is of the tail-first type, and if it is attached to the

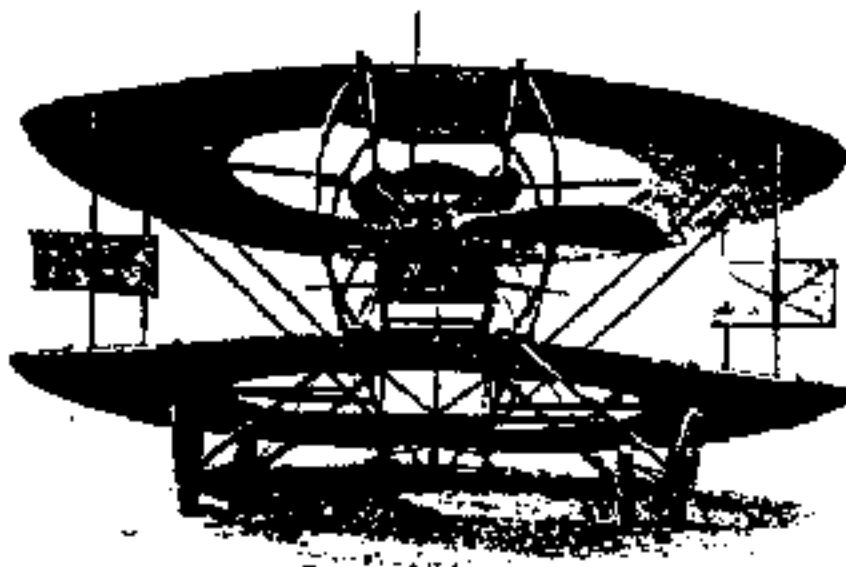


Fig. 5. Kitchen's doughnut of 1911.



Fig. 3.—A simple experiment in annular aerofoils.

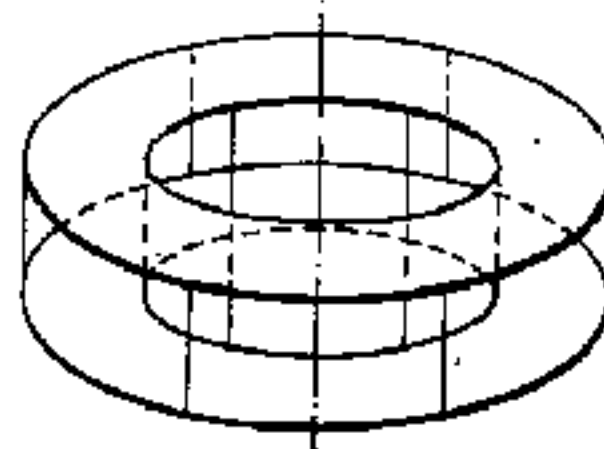


Fig. 4.—Principle of the Huth annular-biplane system.

main wing, the tailless aeroplane is created. For all these arrangements, the condition is that, in the case of a wing comprised of normal (unstable) aerofoil sections, the stabilizing aerofoil exerts a certain leverage in relation to the centre of gravity of the aircraft.

Another possibility is to combine two lifting wings so that they will stabilize and balance each other. For this purpose, all that is required is that the front wing shall possess, at all incidences of flight, a greater effective incidence than the rear wing. In other words, the centre of gravity must be nearer to the leading wing than to the trailing wing, and the whole arrangement must be balanced accordingly. In this way, we arrive at the conception of a stable tandem aeroplane.

If we now take such a tandem arrangement and sweep the leading wing back and the trailing wing correspondingly forward so that the tips of both wings merge into each other, we obtain an annular or ring-shaped wing system. Aerodynamically, it is of minor importance if the shape is actually circular or oval, or if triangular or quadrangular shapes constitute the wing. For simplicity's sake, in all such cases considered here, the term "annular" is applied.

As mentioned, the aerodynamics of such shapes cannot yet be considered as fully established. But it is proved that longitudinally stable wing systems can be obtained with such shapes. Some types relying on such wings have shown quite remarkable flying qualities. It is also possible that, with annular wings, the induced drag is less than with conventional wings of equivalent aspect ratio.

In common with circular wings, annular wings have the remarkable property that the lift force steadily increases with incidence up to fairly high values without a stall. For all known arrangements the maximum lift seems to occur at incidences exceeding 30 degrees. As such high angles of incidence are not likely to be reached in flight unintentionally, it is obvious why annular wings have become renowned for their good-natured flying characteristics.

Another property of annular wings (first established by Tighman Richards) is that the centre of pressure of such wing systems is nearly stationary in flight, or that a travel of the centre of pressure can be obtained which is positively stable until incidences of the order of 18 degrees are reached. In fact, no case of longitudinal instability has ever been reported with an annular wing, although the centre of gravity has often been located dangerously far back.

The first annular-wing aeroplane dates back to 1908. It had little success. Two types were constructed in succession to the designs of a capable German aeronautical engineer, Fritz Huth, who was by profession a teacher at a technical school (Figs. 4 and 6). The second type, which had a less elaborate airscrew drive, flew in May, 1910; it was, however, so devoid of performance, in spite of a 50 b.h.p. engine, that it was soon afterwards discarded as a hopeless proposition.

#### Britain's First Doughnut

The British conception of the idea has been far more successful. As it is constituted, until now, the best tried representative, its history may be given somewhat more extensively.

The original idea for an annular-wing aeroplane came from G. A. Kitchen, in about 1910; he constructed a biplane with ring-shaped wings, but made no progress with it. The stable

flight of Kitchen's models, however, convinced Cedric Lee that an aeroplane of such design would be a success, and late in 1910 he acquired the patents. At the same time, G. Tilghman Richards, who was a qualified aeronautical engineer, became sufficiently interested in the matter to give up a budding engineering bureau in order to join Cedric Lee and to devote his energy to the idea of a "safety" aeroplane.

Tilghman Richards began with systematic experiments on models and on large gliders. Later, careful wind-tunnel tests (including the observation of the pressure distribution) were made by him in a 2-ft. tunnel he had constructed at East London College and also in tunnels of the National Physical Laboratory. The preparation of the design was, therefore, uncommonly careful for this early period of 1911-1914.

In order to appreciate the intentions for the development, the following quotation from a paper read by Tilghman Richards in about 1912 is illuminating:—

"The very fact of high lift occurring at small angles means the provision of large area for landing speed resulting in an inefficient attitude of the plane at high speed; and the inherent instability of curved aerofolds means a continual dependence on extraneous controls carried at some distance from the wing by heavy and redundant structure. High lift at small angles is useless, likewise high lift/drag ratio at small angles, and what is required is the reversal of the normal type of lift curve giving little lift at small angles with low value of the lift/drag ratio for landing.

Seen from our present state of knowledge and development, and facing the burning problems of personal aircraft for the man in the street, it would seem that this opinion is a very good argument for further experimentation along the lines indicated.

The experience with powered aeroplanes was at first beset with disappointments. Famine Point, Heysham, was apparently not a spot from which aeronautical experimenters could derive any comfort.

The original Kitchen biplane with a 50 b.h.p. rotary engine was wrecked by a gale, during 1911, before flight tests could be made. After reconstruction some flights were performed with it at Shoreham during 1911-12; yet it never gave any proof of superior qualities. The biplane had ailerons of the original Farman variety between the wings. Very soon the biplane arrangement was given up in favour of the monoplane.

A subsequent experimental monoplane was nicknamed the "Secret-Circle Plane" or "Doughnut," the experiments being shrouded against publicity (much against the interests of the development). This annular-wing aeroplane (Fig. 7) was equipped with an 80 b.h.p. rotary and test-flown by Gordon England on November 23, 1912, at Shoreham. The flight was remarkable and lucky for the pilot, but unlucky for the precious craft. After having flown a large circuit on the first attempt, the pilot noticed, when coming in to land, that the aeroplane was exceedingly tail-heavy and getting out of control, the elevator being insufficient. At about 150 ft. above the ground the inevitable stall took place; but the pilot managed somehow to drop his mount upside down on to telegraph wires and escaped without personal injury.

With the reconstructed and improved monoplane many successful flights were made by Gordon England. N. S. Percival

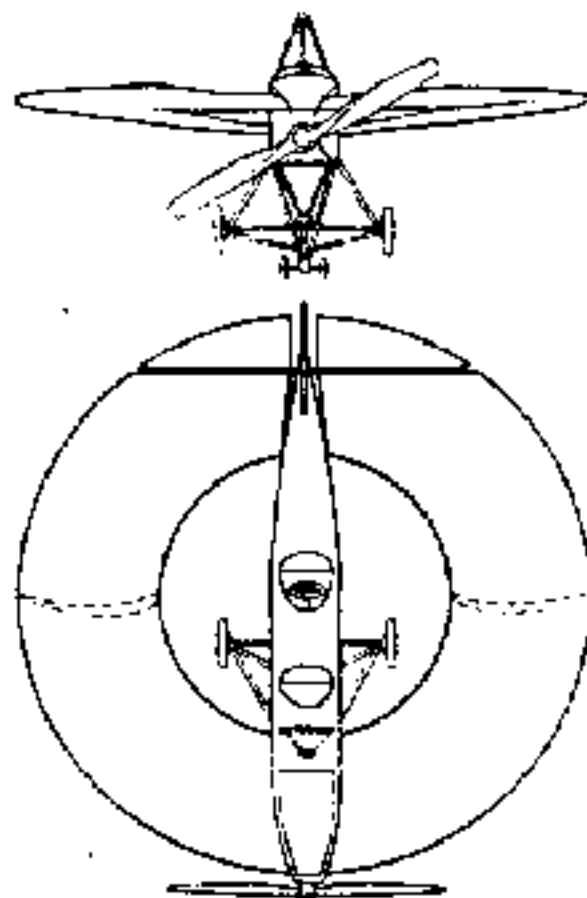


Fig. 7.—Cedric Lee Monoplane No. 1 of Tilghman Richards, 1912.

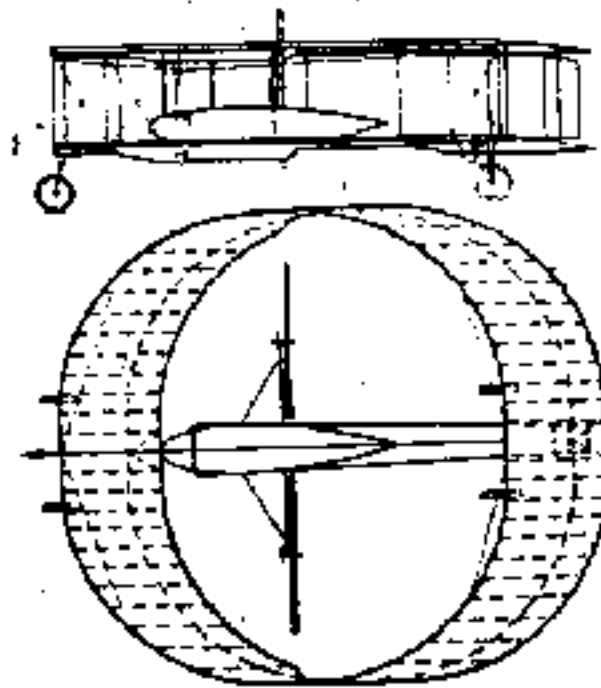


Fig. 6.—Huth annular biplane of 1909.

and Gordon Bell. Finally it came to grief when flown by Cedric Lee himself without previous training. After a good flight he managed to put it into a river.

Another incident happened with a subsequent annular monoplane: the elevator jammed and broke in flight. The aeroplane merely pancaked to the ground, again preserving the health of its pilot, E. C. Gordon England.

These types in their final form had lateral control effected by differential deflection of the elevators. It was realized that this elevon control was not very effective for lateral manoeuvres, yet the lateral stability of the wing proved so great that the provision of ailerons seemed superfluous. The longitudinal stability was always satisfactory, once the centre of gravity was properly located. Because of the great inherent fore-and-aft stability, a separate elevator was, at one time, located on top of the vertical fin and permitted the fitting of special ailerons. For directional control a vertical rudder was attached to the stern of the fuselage at the trailing edge of the wing. A form of tricycle undercarriage was employed.

In respect of performance, the wind-tunnel tests indicated that a better lift/drag ratio could be expected than with a comparable conventional aeroplane. However, no conclusive evidence for this has, as yet, been presented.

The third British monoplane of this type also had an 80 b.h.p. rotary engine, but this time it was located aft and, further, drove the airscrew by means of an extension shaft. Unlike its predecessors, no dihedral was provided, and because of this the flying qualities were found to have been greatly improved. From early in 1914 until the outbreak of the 1914-18 War this unconventional aeroplane was frequently flown (mostly by Gordon Bell): it was demonstrated before Winston Churchill in the hope of securing orders from the Admiralty.

Altogether, 11,000 miles were flown in about 128 hours, and even people not previously trained as pilots were able to fly it. In May, 1914, two such aeroplanes were being designed for participation in the Gordon-Bennett Race of 1915. When the 1914-1918 War terminated the work, it had clearly grown far beyond the stage of an untried project and could have well been termed a successful experiment with every prospect of becoming a practical proposition.

In 1919-20 Tilghman Richards succeeded in persuading the Air Ministry to place an order for a further experimental aeroplane. But a week after communicating this decision Major-General Bagnall-Wild, the promoter of the idea, retired, and red tape killed an intelligent intention.

It is only fair to record that aeronautical progress has suffered from the failure to have this development continued. As Tilghman Richards stated many years ago:—

"There is nothing mysterious about the annular plane. It affords high lift at large angles, has no burble point, and has a good lift/drag ratio for wings with a body. The machine was very fast in flight, for its day, and extremely slow in landing; and there being three distinct regions of lift, one apteroid and two pterygoid on each half-wing, the movement of the centre of pressure was a resultant of three distinct regional movements; and with slight modifications could be made to move in any desired manner without affecting the general efficiency of the plane."

As mentioned, the circular shape for the wing is not in itself a decisive characteristic. Previously, in 1908, A. H. Edwards invented the ring-type wing with rhomboidal or triangular shape (Brit. Pat. Spec. No. 4519 of February, 1908). An experimental aeroplane of this type, "The Rhomboidal," was constructed and tested at Brooklands. It was not successful.

(To be continued.)

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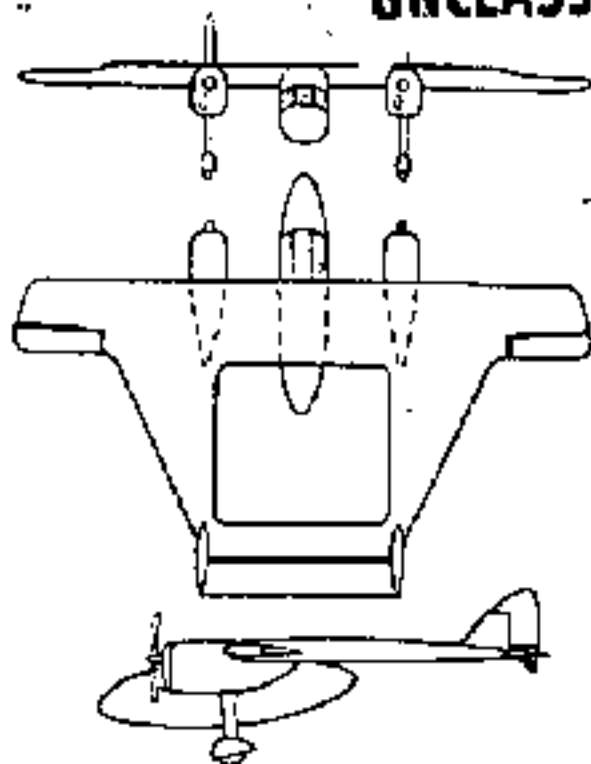


Fig. 11.—Willoughby's "Delta 8" experimental monoplane of 1938.

Thus, an observant student of laboratory tests could have noticed the extraordinary capacity of circular or square shapes to give a very gradual, innocent stall, and that at very high incidences. Yet, apart from a few broad-minded experimenters, no designer drew the conclusion that wings of such shapes promised safety in flight, though it was known from early practical experience that flying in the "second regime," i.e., at the stall, was positively dangerous.

It is true that spinning—Parker's "Spiral Dive"—was attributed, in those days, to high incidences, and that most of the lightly loaded rectangular wings used at that period rendered the stall relatively innocuous. However, accidental stalling was then, as now, the cause of the majority of all crashes. And the nose dive following inadvertent stalls was well known to be of the most serious consequences.

Eiffel, Riabouchinsky, Dines, Prandtl, etc., began their laboratory experiments on aerofoils of very small aspect ratio and the results were generously published (how closely secret they would be kept to-day!). Eiffel showed that the ratio of the resultant forces reached maxima for small aspect ratios and that slender wings gave the greatest drag at 90 degrees incidence, whilst disc wings had then the least resistance of all. Riabouchinsky proved that the maximum lift with disc wings was reached at incidences of the order of 40 degrees, whilst with normal aspect ratios (exceeding a value of 4) the maximum lift took place at incidences of 12 to 14 degrees only. Beyond their critical incidence disc wings gave a gradual decrease of the lift force, whereas wings of normal aspect ratio gave a very abrupt and unsteady one. The tests by Dines on flat plates in natural wind confirmed this information and that the observation applied to cambered aerofoils as well was also proved (by Riabouchinsky). D. Foeppel showed from systematic wind-tunnel tests that a square aerofoil behaves, in respect of its lift curve, in a remarkably different manner from one having an aspect ratio of 1.5, although wall interference and Reynolds Number may have somewhat affected the results of the tests.

Later, Prandtl was eager to point out that his aerofoil theory did not hold for very small aspect ratios, and that, in fact, the induced drag of disc wings was less than the theory suggested. In spite of this, however, nobody seems to have heeded the possibilities implied and the "Battle of the Aspect Ratios" was decided in favour of slender wings.

To be fair, it must be pointed out that there was one serious



Fig. 12.—Experimental Hayden glider, 1925. Span, 19.7 ft.; length, 13.85 ft.; wing area, 173 sq. ft. All-up weight, 310 lb. No lateral control.

argument against. The best aerofoil sections in use prior to about 1920 were a plain camber which implies travel of the centre of pressure when the incidence varies; the length of such travel is linked up with the wing chord. Hence the change in trim or stability is, with such aerofoil sections, greater with large-chord wings. On this consideration of fore-and-aft stability and control, designers had some justification for their decision against experimenting with disc wings. Yet quite useful aerofoil sections had already been used in flight which had practically no travel of the centre of pressure and hence did not suffer from this disadvantage of the disc wing.

The whole argument, however, lost its importance immediately M. M. Munk proved that very efficient aerofoil sections could be designed with a completely (or nearly so) stationary centre of pressure. It is, therefore, right to say that from that time all conditions existed for a practical evolution of disc-wing aeroplanes.

F. Handley Page converted an aerofoil, leaving an aspect ratio of 6.25, into six square-aerofoil portions by five slots, each parallel to the chord of the wing. By so doing he hoped to have the low drag of a normal wing combined with the high stalling angle of the disc-type wing. Although a very slight improvement was claimed, the principle was that of eating the cake and having it too: the induced drag is responsible for the stalling properties of the disc wing and you cannot have the benefits of the high drag without suffering its disadvantages. Moreover, in order to have the effect of the disc wing, the provision of mere slots is insufficient. Marginal vortices need room to deploy.

On the whole, however, the idea proves that at least one practical aircraft designer had realized that there was something in wings of abnormally small aspect ratio.

There were other, although not quite as well thought out, antecedents of the disc-wing aeroplane. In the first soaring-flight competition on the Rhoen (1920), Friedrich Richter, a burly naval pilot of 20 stone or so, performed on a triplane glider with wings having an individual aspect ratio of far less than three. H. Hayden secured, in 1922, a patent for a rhomboidal wing with an aspect ratio of nearly unity, claiming for such a shape high lift and good flying qualities.

In 1925 he constructed a glider with a wing having an aspect ratio of only 2.25. The wing was nearly triangular in shape, with its apex leading, and a pronounced wash-out towards the tips (Fig. 12); no lateral controls were fitted. The tailplane with the elevator was fitted underneath the trailing edge at the

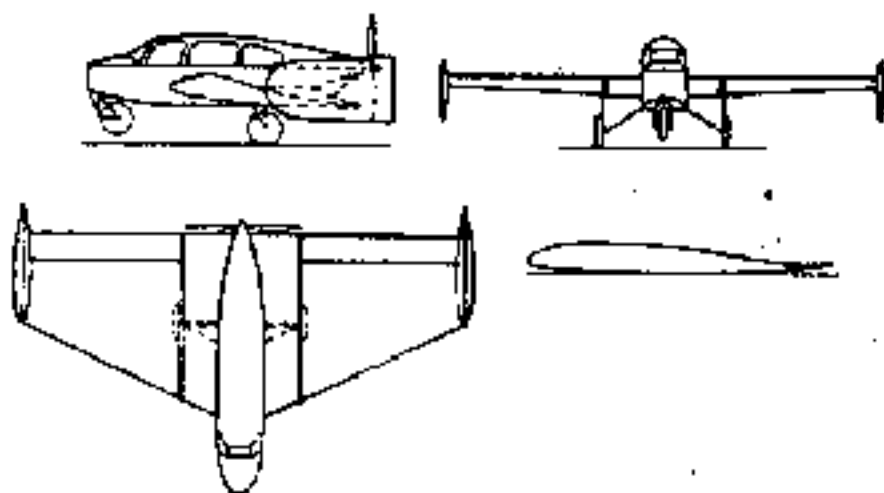


Fig. 13.—A French project of G. Abrial, 1929.

stem of a fuselage. Flying experiments in Styria were said to have proved satisfactory flying qualities.

Some early tailless aeroplanes, such as certain experimental types of Rene Arnoux, had rather stub wings and heavily reflexed (i.e., positively stable) aerofoil sections. A 1929 design of G. Abrial showed an aspect ratio of 2.88, with, however, substantial tip discs (which have the effect of increasing the aerodynamic aspect ratio) and wind-tunnel experiments indicated a creditable performance (Fig. 13). Russian attempts, in particular the parabola type of Tschernanowsky, too, were experiments with aspect ratios of three and even less (Figs. 14 and 15). Their resemblance in shape to the latest designs of super-sonic aeroplanes is remarkable.

#### A Modern Pioneer

Further interest in the aerodynamics of disc wings was displayed by research workers with the arrival of Juan de la Cierva's Autogiro. This was indeed something like a circular wing, and performance estimates were based on the properties of such wings. Yet the question of stalling stability did not arise, because of the rotor properties.

The real pioneer of the disc wing was a very able American research engineer of the National Advisory Committee for Aeronautics (N.A.C.A.), who proved capable of following independent lines of development. In about 1930 Charles H. Zimmermann subjected the properties of disc wings to

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Fig. 14.—A Russian 'parabola' glider of 1924.

extensive wind-tunnel investigation and the published reports still form the basis of present development. In places, the results confirm, qualitatively, the experiments made 20 years before. But, as mentioned earlier, these experiments had been practically forgotten.

Zimmermann's target has been the development of a really fool-proof aeroplane for amateur pilots. It is no use hiding the fact that in nearly all accidents in which blame is attributed to an "error of judgment" on the part of the pilot, the aeroplane is actually at fault. The most common causes are the consequences of inadvertent stalling. Once this is completely remedied, the overwhelming majority of accidents will become mere incidents or just fun, and instead of coroners and hospitals, aircraft manufacturers and repair shops will have the benefit.

On such very sound lines (which seem to be generally acknowledged, but still far too often ignored), Zimmermann directed his main attention to the stalling problem. He proved that small variations in the aspect ratio made profound differences and that the shape of the wing tips also had a great influence.

At the same time he confirmed that the induced drag of circular or square wings is by no means as prohibitive as the simple theory of the "horseshoe" vortex line would indicate. He also proved that it was simply the induced drag due to the predominant influence of the marginal vortices which brought about the behaviour at high incidences; the idea that the provision of oblique slots might help in this connection proved, however, abortive.

An advantage which Zimmermann's research brought to light was that disc wings gave less profile drag at small incidences (high-speed flight), because of the reduction of the relative thickness of the aerofoil sections. This drag reduction has indeed become one of the main reasons for disc wings being adopted for aeroplanes capable of flying at speeds at which the compressibility of the air needs to be considered. For supersonic flight disc wings seem, at present, to be a necessity. Alternatively, for a given aerofoil thickness ratio, the height available for structure and storage (power plants) is greatest within a disc wing; this makes for light and stiff

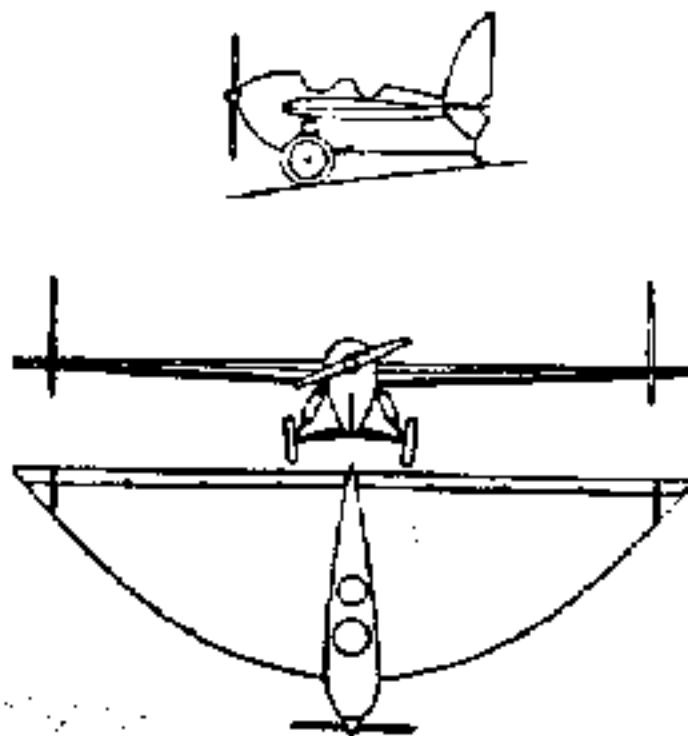


Fig. 15.—A 'parabola' aircraft by B. I. Tschernanowsky.

wing structures as well as for the possibility of housing everything within a wing.

Hence there are very real design reasons for the preference of disc wings, quite apart from the eased accommodation of short-span aeroplanes.

**Some Remarkable Results**

Zimmermann established that the optimum aspect ratio was found between the values of 0.75 and 1.5. These values include both square and circular wing shapes. For a given wing section (Clark Y) the latter gave the highest lift coefficient, 1.85 at 45 degrees incidence, compared with a value of 1.24 at 14 degrees incidence for an aspect ratio of six.

Furthermore, an important result was evidence that at an aspect ratio of unity (square or elliptical wings), and at an aspect ratio of 0.9 (wing with faired tips), no tendency to autorotation could be found. A circular wing (aspect ratio of 1.27) indicated the possibility of autorotation (i.e., spinning) at incidences below that of maximum lift. The possibility of spinning before the actual stall is reached is, indeed, extraordinary. All these results refer to tests with the Clark Y aerofoil section.

Less established was the contention that disc wings would give improved lateral and longitudinal stability at low incidences. This seems still to be a moot point of the Flying Saucer.

In Fig. 16, Fig. 17, and Fig. 18 some characteristic results of

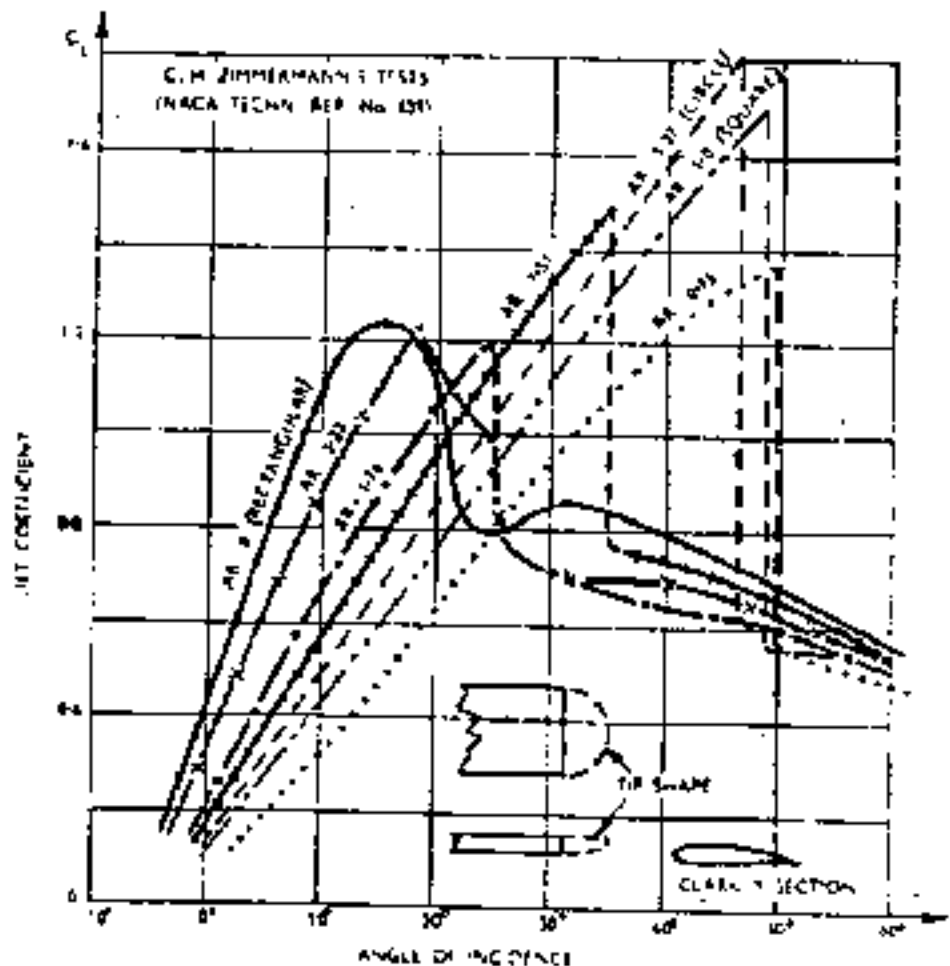


Fig. 16.—N.A.C.A. tests by C. H. Zimmermann which prove the extraordinary stalling qualities of disc wings.

Zimmermann's wind-tunnel experiments of 1932 are given. It is seen from Fig. 18 that the difference between the incidence of maximum lift and the gliding angle at maximum lift ( $\alpha_{max} - \alpha_{gliding}$ ) remains fairly independent of aspect ratio, and of the order of 9 to 13 degrees. This would mean that the attitude of the disc-type aeroplane, when flattening out, would not greatly differ from that of conventional aeroplanes. In particular, there would be no need to provide high undercarriages for disc aeroplanes as their gliding path is steep. This is an important difference from wings with leading-edge slots.

In practice, however, the landing of disc-wing aeroplanes gives rise to undercarriage problems. As the induced drag increases rapidly with the reduction of flying speed, when the aeroplane flattens out prior to touching-down, the gliding angle steepens abruptly. This is particularly true of tailless designs, and the result is a strong tendency to pancake to the ground as soon as the pilot flattens out. Thus to avoid the necessity of fitting undercarriages able to stand the strain of abnormally high sinking speeds, it has been found practical to land with power on.

For a tailless aeroplane with an aspect ratio of three, M. B. Morgan found that, without flaps, the trimmed gliding angle at 160 m.p.h. was three degrees; it increased to 17 degrees at 126 m.p.h., while the stalling speed was 115 m.p.h. This pronounced steepening of the gliding angle makes a merger between the aeroplane and the helicopter an attractive proposition.

Another peculiarity of the disc wing established by Zimmermann was its sensitivity to the shape of the wing-tips

and pseudo-circular and pseudo-square wings thus exhibit significant differences. This also applies to the ground effect, i.e., the landing qualities. The provision of oblique nozzle-shaped slots at the tips yielded no useful results. In any case, square-cut tips were found to be a disadvantage, with respect to drag, as well as to other qualities.

Later N.A.C.A. research by F. E. Weick and Robert Saundef's referred to aspect ratios of the order of 3 in connection with slotted auxiliary Vevions flaps for the trim of tailless aeroplanes. This constituted the first investigation of what has become known to-day as the "Delta Wing," i.e., the combination of sweep-back with low aspect ratio. Such shapes are of special interest for aeroplanes capable of flying through the trans-sonic region.

**Pancakes à la Zimmermann**

The results of Zimmermann's research were so convincing that a number of otherwise quite respectable designers were tempted into experimentation with disc-wing aeroplanes. In accordance with Zimmermann's views, all these designs were intended to be of the safety-first type of privately owned aircraft. This distinguishes the early phase from the more recent interest in Flying Saucers.

In 1934 Farman was stimulated into experimenting with a wing with an aspect ratio of only 1.9. This was seen in his F-1020 monoplane which otherwise had a long fuselage with a conventional tail. It was said to have proved very stable in flight, but was not further heard of. An experimental parasol monoplane with a completely circular wing, a camber flap in the trailing edge and severely skewed ailerons was tested in the U.S.A. (in 1934), with indifferent results. It was shown in flight in news reels.

At about the same time Raoul J. Hoffmann, of St. Petersburg, Florida, an eminent aeronautical engineer of Austrian origin (known as the first to prove—in 1913—that the ratio  $C_L^3/C_D$  governs optimum climb and glide with minimum sinking speed, took up development of the disc-wing aeroplane.

Hoffmann's Flying Saucer was a tailless aircraft with an aspect ratio of slightly over 2. The first type was an ultra-light single-seater with 36 b.h.p. Later a side-by-side two-seater with an 85 b.h.p. Cirrus engine was constructed and flew well; the wing tips served as ailerons and the elevators formed part of the trailing edge. The aerofoil sections employed were N.A.C.A. M.6 basically, with N.A.C.A. M.1 at the tips. Both are sections designed by M. M. Munk. The former is a reflexed-camber section with a practically stationary centre of pressure; the latter is symmetrical.

The central structure of the wing, the fuselage and the fin was of welded-steel tube; the wing had three spars. This little two-seater was stated to fly well and to exhibit very good stability. It seems, however, that the controllability, in particular directionally, was not satisfactory. The vision from the cockpit must have been very restricted—a moot point with all these designs. A speed range from 28 m.p.h. to 135 m.p.h. was claimed. The empty weight was given as 900 lb., and the wing loading was 5.5 lb./sq. ft.

One remarkable characteristic observed during the flying tests of Hoffmann's aircraft was that, when coming in to land, the approach was steep; yet prior to the flattening out and just before touching down, the glide flattened. This would

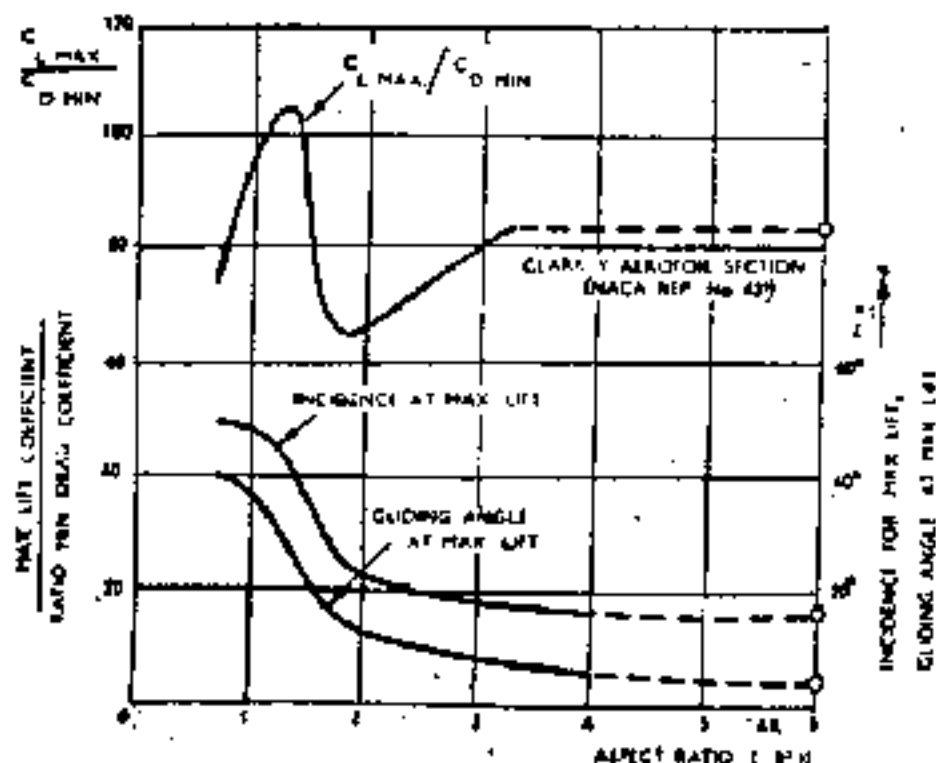
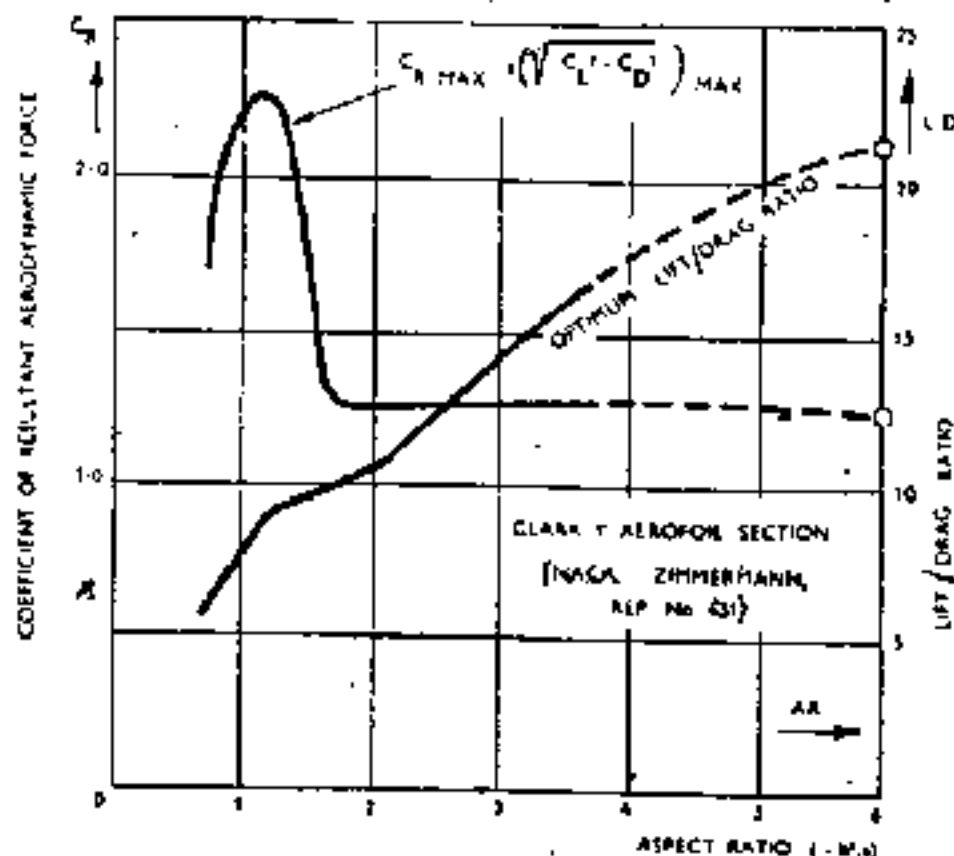


Fig. 17.—These results from Zimmermann's wind-tunnel tests on disc wings (1932) clearly show the characteristics of low aspect ratio aerofoils.



18.—Further results from Zimmermann's tests shown here also indicate the advantages to be gained from disc wings.

seem to contradict the experience referred to above, and it was attributed to a ground effect arising from the rake of the wing-tips. It is indeed reasonable to expect that the presence of the ground would affect the formation of the marginal vortices to an extent which may markedly influence the behaviour of disc wings during take-off and landing. Hoffmann projected a pusher and a twin-engined version, but these types did not materialize.

A further development was the Arup monoplane of R. J. Hoffmann and C. L. Snyder at South Bend, Indiana. The wing shape was very similar. It resembled a semi-circle flying with its straight side as the leading edge; to this wing, ailerons were added as special tips. The aspect ratio practically corresponded to that of the previous Hoffmann types. Again, aerofoils with little centre-of-pressure travel were used.

The latest type had its tailplane and elevator separately located over the wing trailing edge (similar to the "Elytroplane" of De Rougé). It seems that the longitudinal control at certain incidences was not satisfactory. The ailerons which formed part of the wing shape and reduced the aspect ratio to a value of 1.75 had a triangular shape and were greatly skewed (taking into account the oblique flow over the wing tips). The engine was a 70 b.h.p. Le Blond radial; a tricycle undercarriage was fitted.

With the pilot alone, a gliding speed of 23.5 m.p.h. was recorded (the wing loading was about 3.3 lb./sq. ft.) and a gliding angle of 21 degrees was measured, with a sinking speed of 12.3 ft. per second, which can be accommodated by a sturdy undercarriage without flattening out of the glide. The maximum speed was 86 m.p.h., and the take-off was stated to require 5 secs. in zero wind.

Several more Arup types seem to have been constructed and flown during 1935. The flying qualities were praised—gliding angles of 1:2.6 being quoted—and the published performance figures sounded extremely good. Yet, for reasons never disclosed, the production stage was not reached and the development ceased abruptly. It is worth noting that Charles Zimmermann himself has taken no part in this development, but he was an interested spectator at demonstration flights with an Arup monoplane at Langley Field.

**An Italian "Tortellino"**

At the time of the Arup development (1934), F. Piana Canova, an Italian, began to embark on a development for a tailless aeroplane with a low aspect ratio. In May, 1935, he secured patents for a rhomboidal wing, one diagonal of which coincided with the direction of flight. The ailerons were to be located at the lateral apices, elevator and rudder at the rear apex, while the airscrew was in front of the leading apex. Another patent related to bi-convex aerofoils with ducts and control valves for the pilot, enabling the latter to neutralize the negative pressure on the forward ventral surface when at negative incidences. The latter patent was, apparently, never submitted to flight experiments.

(To be continued.)

# The Biology of the Flying Saucer—III

By A. R. Weyl, A.F.R.Ae.S.

Previous articles in this series appeared in "The Aeroplane" for February 13 and March 5

**WIND-TUNNEL TESTS** were made in Turin and at Rome of five Canova projects (described in the previous instalment of this article). It is interesting to note that the Canova disc-wing types did not make use of reflexed-camber aerofoils. Stability and trim could, therefore, be secured only by an upwards deflection of enlarged elevators.

Early in 1935, an open glider of the "Zuegling" type was constructed by a Milan firm and M. A. Garbell made fairly successful flights with it. He reported that the longitudinal stability (with the enlarged elevator) was good and that parachute-like landings could be performed. The lateral stability characteristic, however, proved deficient, since a "Dutch-roll" motion was experienced; turns were of questionable steadiness. In this respect, insufficient damping in roll and yaw are mentioned. With winch-launching, this glider reached altitudes of 600 ft.

On the basis of this design, a light aeroplane was developed and the Italian Government financed the construction of two larger experimental aeroplanes, including one with 176 h.p. Gipsy engine. A fatal accident described as "not necessarily reflecting on the technical merits of the design," caused the authorities to change their minds and to terminate this development.

## A Return to Childish Things

Aeroplanes with a long, deep tail affixed to a small-span wing form a development of the low-aspect wing in another direction. Although the overall aspect ratio is low with such an arrangement, the wing system is not that of a disc. It is more akin to primitive kites or, better, to the paper dart of our school days which, as we may be able to remember with some mental effort, exhibited quite remarkable flying qualities and made better use of our school books than we ever expected.

A representative of this aboriginal type is shown in Fig. 19. It crashed during the first tests (which would not seem very surprising in view of the arrangement of engines and airscrews).

Another less eccentric arrangement was the French Payen single-seat racer of 1935. This was a daring experimental type with a 480 h.p. radial engine. An improved type, this time more reasonable—a 70 h.p. light aeroplane—was constructed in 1936. To a very small, conventionally tapered wing, a large triangular tail was fitted; the wing alone had dihedral, and the overall aspect ratio was about 1.76. No flights have been reported of one of these Payen aeroplanes, but take-off attempts with the second type seem to have suggested that with the small span the torque reaction of the airscrew cannot be adequately dealt with.

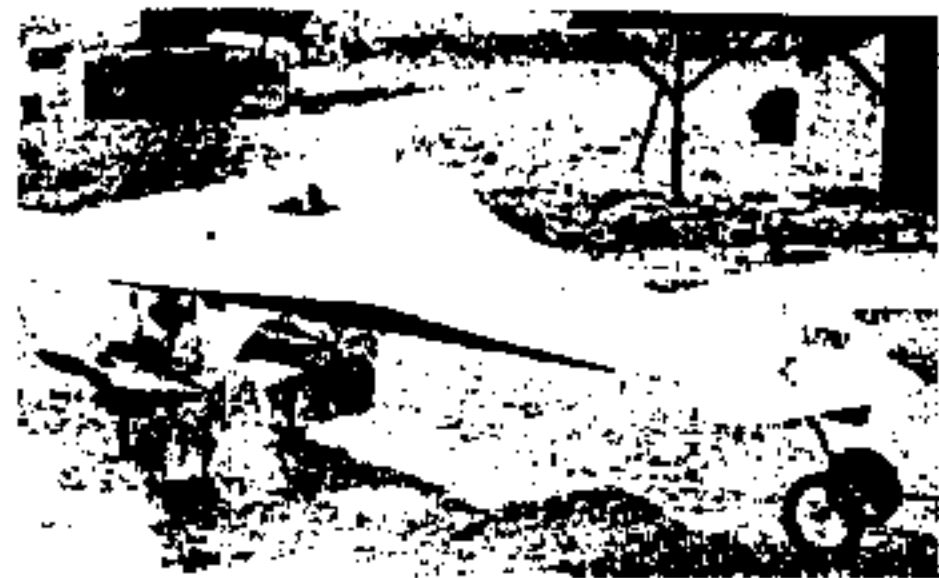


Fig. 19.—An American "Flying Flapjack" with two engines. It crashed while under test (1938).

A third design (in 1938) the "Flechair" single-seat fighter project, therefore, incorporated two coaxial counter-rotating airscrews driven by two 100 h.p. engines mounted in tandem in the long fuselage. The pilot's cockpit was located at the root of the fin, and a single-track undercarriage was adopted. There were, however, far too many untried features in this unusual design to make it a serious proposition. Nothing more has been heard of Payen's efforts.

The modern phase of the Flying Saucer aeroplane is characterized by two distinct developments. One is the helicopter-aeroplane, the other is the trans-sonic or supersonic aeroplane. Both have become—unfortunately—essentially military developments; the progress is hence shrouded in the usual pretentious secrecy (which implies that the potential enemy knows everything) while the work is gravely hampered by elaborate security precautions.

The helicopter-aeroplane is not a novel idea. Many years ago, for instance, Nicola Tesla (famous for his electrical experiments with high-frequency phenomena) secured a patent for a tailless aeroplane equipped with a large lifting airscrew permitting a vertical ascent.

In 1921 Claud Dornier secured a patent for a conventional

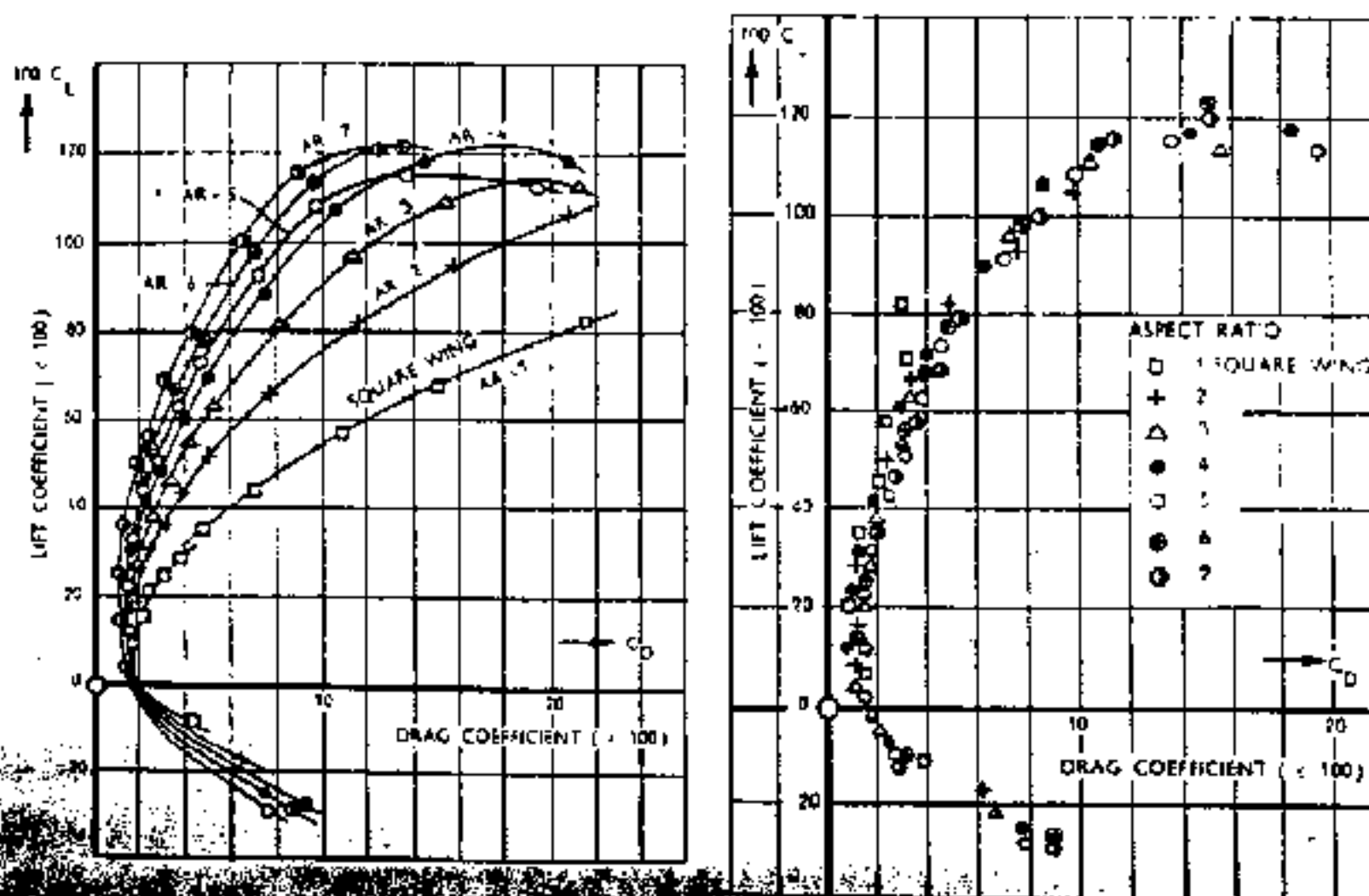


Fig. 20.—Lift and drag of wings of different aspect ratio. (Left) Wind-tunnel results obtained at Goettingen, in 1920; Goettingen 389 aerofoil with 10 per cent thickness and square wingtips. (Right) A reduction of the results to an aspect ratio of five, by the Prandtl Aerofoil Theory of the induced drag, shows that a square aerofoil (aspect ratio of one) does not follow the theory. Its induced drag is less than predicted by the "horse-shoe vortex" assumption.

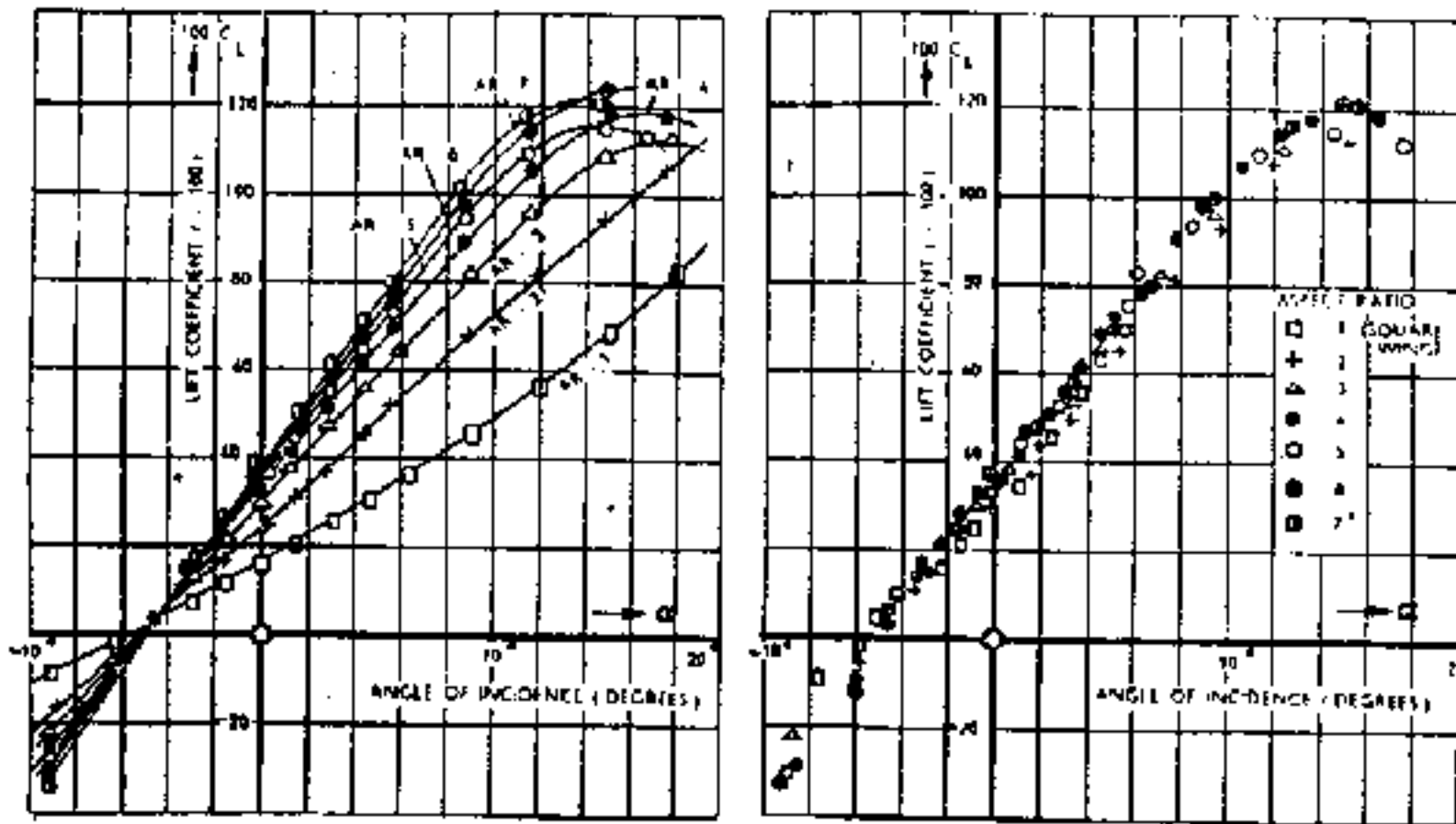


Fig. 21. — Lift curves of aerofoils of different aspect ratios. (Left) Wind-tunnel results obtained, in 1920, at Goettingen, with Goettingen 389 aerofoil and square tips. The absence of stall at normal incidence is in evidence, for aspect ratios up to a value of two. (Right) Reducing the values, by the Prandtl theory, to an aspect ratio of five, shows that wings of very small aspect ratio do not follow the theory in respect of the induced-incidence correction.

aeroplane with take-off as helicopter (Brit. Pat. Spec. No.161,943). Earlier still (in 1916), the German, F. Bendemann, a noted research worker on airscrews, conducted a secret development of an aeroplane with a large tilting airscrew capable of rising and descending as a helicopter. The development of this air observation post was later discontinued in view of the Austrian helicopter experiments by Th. v. Karman and Petroczy.

From his early experiments with lifting airscrews, F. Bendemann found that hovering without forward movement could be achieved—when the power loading of the aircraft was less than about 9 lb./b.h.p. With fighter aeroplanes, such low power loadings were already then being approached, and operational experience had indeed shown that certain single-seaters could, under favourable conditions, be held in attitudes approaching that of hovering (later the Fokker D.VII biplane, with a large airscrew, became renowned for this trick in air combat on the Western Front). Attempts to revive the project at a later date failed, and with the suicide of its promoter (who had gone into the Civil Service), all interest in the development ceased.

Charles W. Zimmermann, mentioned earlier as stimulator of the disc wing, approached the conception of the helicopter aeroplane on the basis of his results with low aspect ratio wings. He secured basic patents and constructed during 1934-35, in the cellar of his home, a man-carrying aircraft of his design. This had a wing of only 7-ft. span, with two airscrews driven by two 25 h.p. engines. Due to persistent engine trouble, no flights were made; the little aircraft showed, however, all the essential features of the present types.

In 1937 he granted a licence for his patents to the Chance-Vought Aircraft Division of the United Aircraft Corporation in Stratford, Connecticut, and joined this firm for the further development of his ideas. It is possible that the public conception of the mysterious "Flying Saucers" has originated from this development.

Zimmermann's intention may have been the development of a safety-first aeroplane for the private owner. The U.S. Navy, however, took an interest in the possibilities of the helicopter-aeroplane, and the work done at present is purely for military purposes. In 1942 a low-powered piloted scale model type V-173 was constructed. This wooden aircraft made many flights and proved that the ideas underlying the design were practical.

The principle is that, at high speed and when cruising, the aircraft shall fly as an aeroplane, while for slow speed and hovering it flies as a helicopter. Hence the airscrews are at the same time rotors and must have a rather large diameter. With the V-173 the problem of the prone position for the pilot was studied, and there is reason to believe that the latest types have adopted this feature.

A further step towards the realization of a naval gun-spotter and a fighter for use from aircraft carriers has been the Chance-Vought XF5U-1 single-seater (1946), for which a speed range from 40 m.p.h. landing speed to over 425 m.p.h. has been claimed; in general it follows the V-173 model. (See p. 183, Chapter 13.)

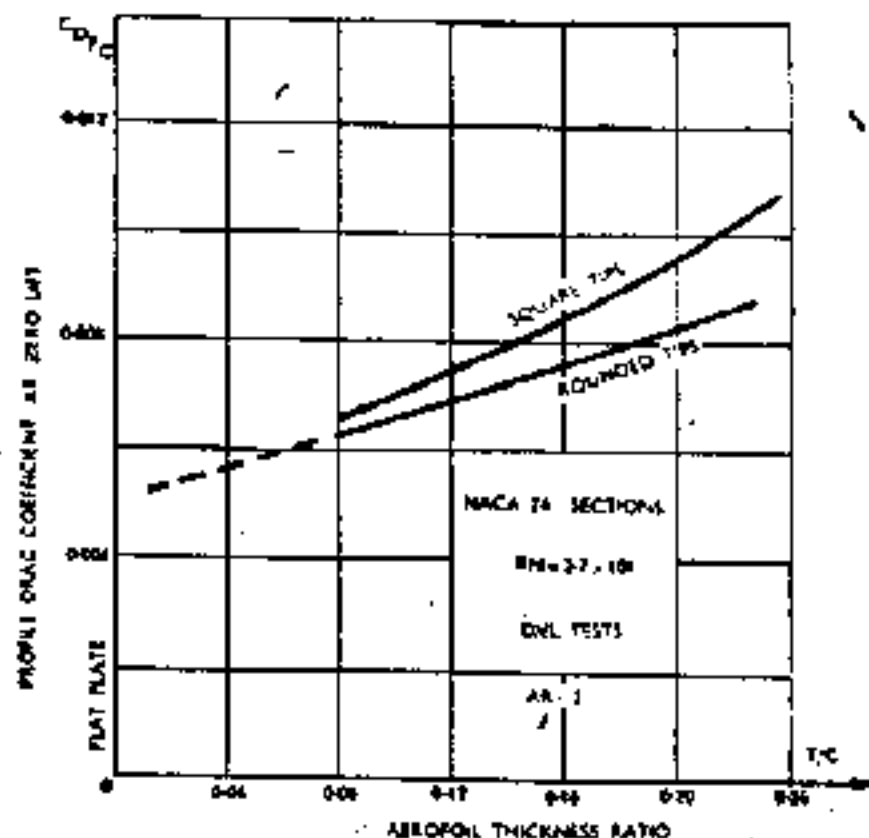
control organs directly in the slipstream of the paddle-like airscrew rotors. The twin rudders, too, are in the slipstream. Unlike the V-173 type, the XF-5U-1 has an all-moving tail surface and the undercarriage is retractable.

This interesting hybrid has a modern metal structure. Two Pratt and Whitney R-2000-2 engines of 1,350 b.h.p. each (at 2,700 r.p.m.) are mounted within the wing, entirely buried and cooled by forced draught. Water injection for temporarily boosting the power is one of the engine features.

A special problem was the design of a transmission gear which allows both rotors to be driven from either of the engines—this is a necessity in case of an engine failure. The four-bladed rotors are contra-rotating so that there is no residual torque and are geared down to about one-fifth of the engine speed, hence their substantial diameter. The wing loading is rather high, reaching the order of 40 lb./sq. ft.

The Real Flying Saucer?

Since this experimental type was produced, further progress has been made in the development. It seems that axial-flow gas turbines have been installed, and it is quite possible that a combined propulsion with thermal jet and airscrew rotor is already under test. With this, for slow flight (take-off, climb and landing) the rotors are driven by the gas turbines, while at high speed the rotors are declutched and feathered and pure jet propulsion is used. This would, incidentally,



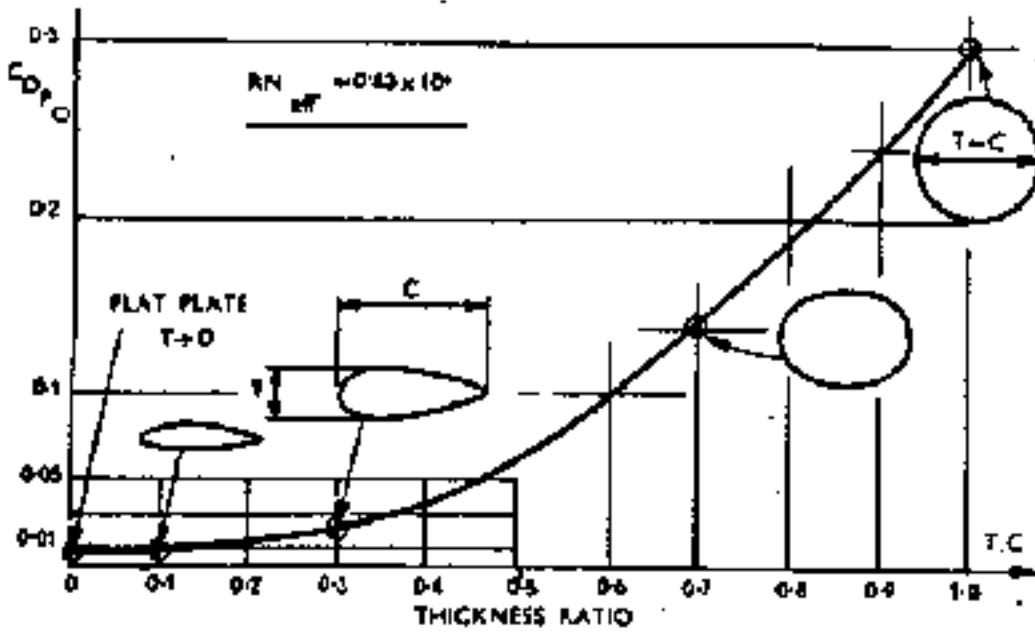


Fig. 23.—Increase of zero lift profile drag with thickness ratio of symmetrical aerofoil section. The saving in profile drag is one of the advantages of disc wings because of their thinner aerofoil section. (Data from Gerber, Zurich Report No. 6).

explain the extraordinary ability of the reported "Flying Saucers" to be able to fly very fast and high, and also to hover, ascend and descend with practically no forward speed. No other aircraft is known to do that. On the other hand, it is inconceivable that whole squadrons of such unconventional aircraft could already be observed at air exercises. It is rare for military developments to progress as quickly as all that.

For operation with gas turbines a speed range from zero (i.e., hovering flight) to more than 500 m.p.h. has been claimed for the Chance-Vought-Zimmermann helicopter-aeroplane. Technically, there is little reason to doubt that such an amazing speed range can be attained with the combination power plant mentioned.

Incidentally, as there is not as yet a standard term for the combination of an aeroplane with an helicopter, the name "helicoptane" is tentatively suggested.

The other line of engineering approach which has led to the disc-wing aeroplane of near-saucer appearance derives from the trend towards very high flying speeds within the sonic range of velocities, and in particular, at great altitudes. As now commonly realized, the compressibility of the gaseous medium sets a speed limit for conventional aeroplanes. This limit is reached when the speed of flight approaches sufficiently to the velocity at which sound is propagated through the air. This "acoustic velocity" depends solely on the air temperature, and is, therefore, lower at altitude. Hence, compressibility effects begin to be felt at lower speeds when flying at altitude.

When the "shock stall," due to the compressibility of the air, sets in, the lift is catastrophically decreased (hence the justification for the expression "shock stall"), the drag rises to enormous values, and the longitudinal stability is grossly impaired by a rapid backwards shift of the aerodynamic centre as well as by fluctuations in the flow pattern at the wing. The experience of phenomena of such distressing nature has given rise to two distinct aims in aeronautical research. One is to delay the onset of the phenomena to higher Mach Numbers; the other aim is to find wings which would permit flight within or through the trans-sonic regime. The alternative, "within or through," is still a necessary impediment of definition, since we do not know yet if stable, steady flight will be at all possible within the trans-sonic regime (extending from about 0.8 to 1.2 Mach Number) while there is certainly that beyond this trans-sonic regime, i.e., within the supersonic regime, stable, steady flight can be predicted.

Two simple means have become known which delay the occurrence of the "shock stall" until much higher (but still subsonic) flying speeds are attained. One is sweep of the leading edge of the wing, either as sweep back or as sweep forward. The other—a Farborough discovery of nearly 30 years ago, when high top speeds of airscrews were investigated—is the adoption of very thin aerofoil sections. The latter leads, as we have pointed out already, straight to aerofoils of low aspect ratio when, for reasons of structural stiffness, a certain wing thickness is required.

In the discussion of the "Stalling Characteristics of Tailless Aeroplanes" (THE AEROPLANE for April 25, 1947), it was shown that at low speeds, i.e., during take-off and landing, swept-back wings suffer from the disadvantage of instability at the stall. With pronounced sweep-back, swept-back wings of normal aspect ratios exhibit the vice of "self-stalling" due to premature tip stall. It was also shown that this vice can be remedied by reducing the aspect ratio, and a curve based on extensive wind-tunnel tests (THE AEROPLANE for July 11, 1947,

M. B. Morgan has recently communicated the following values for the limit of stability at the stall from this graph:—

Upper limit of the Angle of Sweep-back (referred to the $\frac{1}{2}$ chord) beyond which self-stall can be expected	Aspect Ratio Required
65	1
54	2
46	3
38	4
25	6
14	8
5	16

It is thus advisable to combine sweep-back with low-aspect ratio when safe stalling is required.

Considerations of high speed lead to a similar combination, since both features tend to delay the shock stall. We have, as a result, the rare case of two quite different aspects of an engineering problem pointing to an identical solution.

The inevitable result has been the development of arrow-shaped, more or less triangular, disc wings, termed "Delta-Wings," for flight at speeds which are trespassing into the trans-sonic velocity régime. Another advantage of such wings is that when the shock stall occurs, the backward shift of the centre of pressure is less than with normal wings. The induced drag does not count quantitatively at these high speeds.

Development of such abnormal aeroplane types began in Germany during the War, following the progress accomplished in jet and rocket propulsion since 1937, which had shown that flight at sonic velocity was a practical proposition. A few experimental delta-wing types had been brought to initial flying tests when the War came to a close.

The German development had two distinct aims, resulting in two separate lines of approach. The immediate target necessitated by the Allied bombing raids, was the creation of very fast jet fighters or fighter-bombers which could surpass in speed even the Me 262. Secondly, there was the long-term development of a supersonic aeroplane capable of flying over very long distances, such as from Europe to America and back, and dropping a bomb or two on the way. It is perhaps not too fantastic to surmise that this development had some connection with the research on atomic bombs and bacteriological warfare instituted by the Hitler Gang.

For the immediate target, orders for interceptor-fighters were placed with enterprising firms, notably with the Horten brothers and Messerschmitt (both pets of the Reichsluftministerium), with the Gotha Works, Henschel, Junkers, Heinkel and Arado (a Government enterprise), etc. In order to facilitate experiments with rather unusual aircraft types and to enable an exchange of ideas and experiences, a special research aerodrome was built at Oranienburg (near Berlin) with all facilities for flight testing (in particular, very long wide runways and workshops for repairs and modifications were provided). This was placed under the command of a capable technician, Lt.-Col. Knemeyer.

On this aerodrome, all the initial and development tests with novel prototypes had to be made. When the Russians collected the aerodrome, they were agreeably surprised to discover some of the most progressive aircraft ever constructed. It has since become certain that they have made intelligent use of this aeronautical treasure as well as of the technicians collected then and afterwards. Of the German firms interested in the development, at least one, the well-known Junkers works at Dessau, has been completely transferred to Russia, lock, stock and barrel. Most of the scientists and designers were urged to volunteer for development work in Russia. Few could afford to refuse.

According to reliable information, among the interceptor prototypes at Oranienburg, at the time of the Occupation, were the following:—One Horten tailless delta-wing, which had been damaged during tests and was undergoing repair; another Horten tailless jet-fighter was just ready for its first tests. There was also the latest version of the Lippisch-Junkers' development of the Me 163-C; another advanced Junkers' design; an experimental Gotha, and several research gliders.

**Hitler's Last Secret Weapon**

The German long-term development of an aeroplane capable of reaching truly supersonic speeds discarded the gas-turbine jet engine. It was based on the ram-jet or aerodynamic propulsive duct ("Aihodyd")—the simplest engine ever invented.

The ram-jet, a widely discussed invention by the genial René Lorin in 1912, had been experimented with in Germany, notably by the Austrian Eugen Saenger (for whom a special laboratory had been built by the German authorities in 1938), by Otto Pabst, of Focke-Wulf, and by others. Following a suggestion made by Alexander Lippisch (formerly known as an eminent sailplane designer and research worker on tailless aeroplanes), progress had been made with the combustion of solid fuel in ram-jets. Such fuel took the form of solid blocks of specially prepared coal which lined the walls of the duct. This development had been perfected by the German Research Institute for Soaring Flight.

(To be continued.)

## Identification of Subject Matter (as per sample)

NCIA

MCIT

19 Feb 48

1

1. Reference is made to the films taken by Mr. [REDACTED] (Incident #40) which were forwarded for examination. The following data were derived from a study of the specimen:

a. It is concluded that the image is of true photographic nature, and is not due to imperfections in the emulsion, or lack of development in the section in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the fixed speed of the shutter. This trailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately 2000 feet at the time of exposure. The observer also reports being able to see clearly a canopy of enclosure. The visual acuity of an average person would allow for this perception, but certainly not much further as the subject had low visual contrast, being gray against a gray sky. If we can establish the distance from camera to subject, we will have quantity #1. The report states that a 620 camera was used, indicating several possibilities, since the 620 is nomenclature for the spooling and width of the film we may have negatives  $2\frac{1}{2} \times 2\frac{1}{4}$ ",  $2\frac{1}{2} \times 3\frac{1}{4}$ " and  $2\frac{1}{2} \times 4\frac{1}{4}$ ". The sample submitted had been cut and it was not possible to establish the exact frame size. The  $2\frac{1}{2} \times 2\frac{1}{4}$ " size was ruled out, leaving  $2\frac{1}{2} \times 3\frac{1}{4}$ " and  $2\frac{1}{2} \times 4\frac{1}{4}$ ". If it were the former, then the focal length of the lens would be 4", and using 2000 feet as the approximate subject distance and the image size at  $7/64$ ", we have an approximate size of 44 feet as the diagonal of the object. Now if we choose the latter value of 5" for focal length, we have an approximate value of 88' for the diagonal. Points of measurement are indicated from x to x on Exhibit "A".

STATEMENT

1/10/48

18.

Exp b6

At approximately 1615 1st Lt [ ] and myself were standing in front of 5th Liaison Squadron orderly room, Greenville Air Force Base. A fighter was heard in the vicinity of the field and upon looking for some Lt [ ] brought to my attention a spherical silver looking stationary object vertically above us. My impression at the time of the object, was a weather balloon. Upon further observation however the altitude of object appeared to be roughly 15 to 20 thousand feet. Approximately one minute later two identical objects were noted in close proximity. Almost immediately objects accelerated rapidly to the north east apparently climbing. Lt [ ] lost sight of the objects after a few seconds, however they remained visible to me for at least 30 seconds from the time first noticed moving.

I made a remark to Lt [ ] at the time, that if they were balloons there high rate of speed indicated a very high wind at that altitude.

I am positive that objects were not airplanes inasmuch as there was no sound audible. No apparent movement in relation to front of orderly room, and that objects were definitely spherical in shape.

In not knowing size of objects the presumed approximate altitudes were the impressions we received. If 15 to 20 thousand is correct objects would then be slightly smaller than an AT-6.

[ Exp b6 ]

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#115



AMC  
Subject: "Report of Sighting Flying Discs"

1st Ind

MCIA/JCB/amb

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

APR 27 1948

TO: Commanding General, Greenville Air Force Base, Greenville, S. C.  
ATTN: Intelligence Officer, 5th Liaison Squadron

Reference is made to paragraph g, basic communication. Request clarification as to whether the fighter aircraft heard were actually observed in addition to the unidentified flying objects.

FOR THE COMMANDING GENERAL:

*H. M. McCoy*  
H. M. McCoy  
Colonel, USAF  
Chief of Intelligence

2nd Ind

INTELLIGENCE OFFICER, 5th Liaison Squadron, GAFB, Greenville, South Carolina, 6 May 48

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

One witness states he actually saw and identified fighter aircraft which attracted his attention, and also saw unidentified flying objects.

*Thomas J. Maher*  
THOMAS J. MAHER  
1st Lt, USAF  
Intelligence Officer

1 Incl  
Statement of 1st Lt  
[ USAF EXP 66 ]

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*Line # 1157*

~~CONFIDENTIAL~~

S T A T E M E N T

On the 19th day of April, 1948, at approximately 1615 hours, I, with Lt. (EXP b6) was standing in front of our squadron orderly room. As we were talking, I heard the sound of fighter aircraft flying and searched the sky in the direction of the sound, whereupon, I noticed one (1) white balloon object on a Northeast heading. I then noticed that there were two (2) objects.

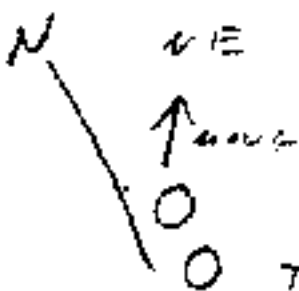
These objects were at an estimated 15,000 to 20,000 feet and seemed to be stationary; then these two (2) objects seemed to accelerate very rapidly in a northerly direction and at the same time, seemed to be climbing until they were lost to sight. It is estimated that these objects were visible for not more than three (3) minutes.

Lt. (EXP b6) and myself discussed the possibility that the objects were weather balloons. I, personally, checked the weather office to determine if weather balloons had been released and I was informed that no balloons had been sent aloft.

[ EXP b6 ]  
1st Lt, USAF

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Incl #115



○ WHEN FIRST SAHAR SIGHTED AND APPROXIMATELY  
 NE BALCON SIMPLY IDENTIFIED

①

○ AT THIS POINT A CALCULATION WAS NOTICED  
 TWO IDENTICAL OBJECTS WERE SEEN IN CLOSE  
 PROXIMITY. THEY REMAINED IN THIS RELATION  
 UNTIL OUT OF SIGHT TO NE.

②

[ EXP 66 ]

1ST USAF  
PILOT

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UNCLASSIFIED

~~CONFIDENTIAL~~

7 APR 1948

**SUBJECT:** Investigation of Fraud Against the Government, Miami  
Air Depot, Florida.

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

1. Reference is made to correspondence concerning above  
subject, forwarded to your headquarters by 1st indorsement dated  
3 February 1948 (copy attached).

2. It is requested that this headquarters be advised of the  
status of the matter.

**BY COMMAND OF THE CHIEF OF STAFF:**

H. G. CULTON  
Colonel, USAF  
Air Adjutant General

1 Incl  
Cy 1st ind dtd 3 Feb 48

SEARCHED	INDEXED
SERIALIZED	FILED
APR 10 1948	
AIR MATERIEL COMMAND	
DAYTON, OHIO	

~~CONFIDENTIAL~~

UNCLASSIFIED

**UNCLASSIFIED**

Basic Ltr Fr Hq USAF, Subj: Investigation of Fraud Against the Government, Miami Air Depot, Florida, dtd 7 Apr 1948

1st Incl

MCAAGS/JWP/hbf

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio. 14 April 1948.

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

1. In compliance with paragraph 3, 1st indorsement, Department of the Air Force, Hq USAF, action was taken as follows:

a. A Board of officers was appointed by paragraph 4, Special Orders 51, Hq AMC, Wright-Patterson AFB, Ohio, dated 15 March 1948, to determine the amount of property belonging to the Miami Air Depot which was improperly disposed of and to advise pecuniary liability for same.

2. Upon completion of action by the board, approximately 15 June 1948, the entire file, together with the proceedings of the board will be forwarded to your headquarters.

FOR THE COMMANDING GENERAL:

JAMES W. FLARE  
Major, USAF  
Asst. Adjutant General

2 Incls:  
1. n/a  
Added incl 2  
Cy SO 51 dtd 3/15/48

*copy*

*50124*

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~~CONFIDENTIAL~~

Basic ltr fr Comp Gen, USA, dtd Jan 9, 1948, to Secty of AF, Number B-61938

1st Ind

Department of the Air Force, Headquarters United States Air Force, Washington 25, D. C., 3 February 1948

TO: Commanding General, Air Materiel Command, Wright Field, Dayton, Ohio

1. Attention is invited to basic communication which is forwarded in connection with report of investigation conducted by a representative of this headquarters during the period 16 December 1946 to 3 May 1947, copy of which is attached.

2. It is felt that the interest of the Comptroller General in this case is limited to the pecuniary liability of any property which may have been improperly disposed of, a limited amount of which is referred to in paragraph 6 of basic.

3. It is requested that a Board of Officers be convened under the provisions of AR 420-5 in order to ascertain the amount of property improperly disposed of and to fix pecuniary liability.

4. Upon completion thereof it is requested that the entire file be returned to this headquarters for further information upon which to base a reply to the Comptroller General.

BY COMMAND OF THE CHIEF OF STAFF:

3. E. TORO  
Colonel, USAF  
Asst Air Adjutant General

2 Incls.

- 1-Photostatic copy
- 2-Cy rpt of inv dtd 3 May 47  
subj: Inv of Fraud Against the  
Govt, Miami Air Depot, w/Exhibits  
A and B

C  
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~~CONFIDENTIAL~~

UNCLASSIFIED

*inc 11*

## UNCLASSIFIED

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

MCAAGS2

SPECIAL ORDERS  
NUMBER 51

15 Mar 1948

1. COL RICHARD D WENTWORTH AO17527 USAF is asgd to Military Intelligence Div.
2. The fol-named offs are granted lv for number of days specified, eff o/a dates indicated:

<u>NAME</u>	<u>NUMBER OF DAYS</u>	<u>EFF DATE</u>
LT COL SAMUEL W BISHOP AO52968 USAF	5	22 Mar 1948
1ST LT DAVID I MAHONEY JR O1786527 MC	5	16 Mar 1948

3. The VO, CGofAMC, issued 10 Mar 1948, granting COL JO K WARNER AO23359 USAF lv for 5 days, eff o/a 10 Mar 1948, are confirmed.

4. A Board of Officers consisting of the fol-named offs is appointed at Headquarters AMC to meet at the call of the President thereof at such times and such places as may be necessary, for the purpose of investigating certain property records of the Air Installations Officer and the Salvage and Sales Officer, Miami Air Depot, Miami, Florida, to ascertain the amount of property improperly disposed of and to make recommendations regarding the fixing of pecuniary liability therefor. The findings and recommendations of the Board will be submitted to the Commanding General, Air Materiel Command, Attn: MOGE, in quintuplicate. Auth: AR 420-5, AR 35-5840 and TM 14-904.

COL RICHARD I DUGAN AO17488 USAF - President  
LT COL VALENTINE A RUTHERFORD AO51253 USAF  
MAJ FRED J HIGGINS AO376440 USAF  
MAJ RICHARD G GRAESER AO29914 USAF  
MAJ GEORGE B STEWART AO34207 USAF

5. Par 1, SO 48, this Hq, 11 Mar 1948, pertaining to 1ST LT THOMAS E CURTIS AO27854 USAF is revoked.

6. The VO, CGofAMC, issued 29 Feb 1948 granting LT COL CHARLES G ESAU AO23083 USAF, enroute this Hq, per Par 1, SO 230, Hq, Air University, Maxwell AF Base, Alabama, 18 Dec 1947, 2 days lv, eff o/a 29 Feb 1948, are confirmed.

7. Par 8, SO 42, this Hq, 2 Mar 1948, pertaining to CAPT CLARENCE G BURK AO48910 USAF, as amended by Par 8, SO 50, this Hq, 12 Mar 1948, is further amended to include: "Thirty days delay en route chargeable as lv auth."

8. So much of Par 2, SO 239, this Hq, 9 Dec 1947, as pertains to CAPT ANDREW L LOEHR AO569129 USAF is amended to auth ten days delay en route chargeable as lv, eff on compl of DS at AF Special Staff Sch, Craig AF Base, Selma, Ala.

9. Par 5, SO 48, this Hq, 10 Mar 1948, pertaining to CAPT REID E WAGNER AO582553 USAF is revoked.

10. CAPT ORLOFF W MECK AO569359 (Air) (FEAF Emergency Req-Apr, Gp 3, Page 3, Line 5,440) (USAFR, Primary SSN 4400, Cat I, White, Mos o/s none) is reld fr asgmt and dy w/ AMC, 4020th AF Base Unit (Hq AMC), Wright-Patterson AF Base, Dayton, Ohio and is asgd to Project PAC XO415, WP AF Overseas Repl Depot, Hamilton AF Base, San Rafael, Calif, reporting thereat not later than 19 Apr 1948 for TDY pending movement overseas, summer and winter climate. Thirty days delay en route chargeable as lv auth provided it will not interfere w/ reporting date and provided off has sufficient lv accrued. Provisions of WD Pamphlets 29-2 (POR) and 29-11 will be complied with, and immunizations will be accomplished immediately in accordance w/ WD Pamphlet 29-2 (POR). Equip will be secured at AF Overseas Repl Depot. AR 35-4820 applies. TPA. Privately-owned conveyance will not be taken to AF Overseas Repl Depot, and relatives and friends will neither accompany nor join off thereat. Mail will be addressed in accordance w/ instructions to be issued at AF Overseas Repl Depot. TDN. PCS. EDCMR 29 Mar 1948. 801-15 P 431-02-03-A 2180425 S 99-999. Auth: Ltr, Hq USAF, AFPMP-1-T, subj: "Project PAC XO415," 24 Feb 1948.

11. The fol changes in asgmts and duties are dir. WP. PCS. TDN. TPA. 801-15 P 431-02-03-07 A 2180425 S 99-999. Auth: AF Reg 35-39.

WF (A)--O--9-16-48--100

UNCLASSIFIED



NAME  
LT COL FRANCIS M WARING  
AO42624 USAF

RELD FR  
AMC 4080th AF Base Unit  
(Hq AMC), Wright-Patterson  
AF Base, Dayton, Ohio  
EDCMR 27 Mar 1948

ASGD TO  
AMC, 4144th AF Base  
Unit (Flt Test) Muroc  
AF Base, Muroc, Calif

CAPT JOSEPH F KING  
AO36050 USAF

AMC 4080th AF Base Unit  
(Hq AMC), Wright-Patterson  
AF Base, Dayton, Ohio  
EDCMR 26 Mar 1948

AMC 428th AF Base  
Unit (Special) Kirtland  
AF Base, Albuquerque,  
New Mex w/ 21 days  
delay in route charge-  
able as iv auth.

BY COMMAND OF GENERAL McNARNEY:

OFFICIAL:

BRYAN L. DAVIS  
Colonel, AGD  
AG



BRYAN L. DAVIS  
Colonel, AGD  
AG

~~SECRET~~ UNCLASSIFIED *over*



HEADQUARTERS  
AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH  
COMMUNICATION AND EN-  
VELOPE TO COMMANDING  
GENERAL, AIR MATERIEL  
COMMAND, ATTENTION  
FOLLOWING OFFICE SYMBOL:

NO LAMP/TEIS/OTW  
WRIGHT FIELD, DAYTON, OHIO

APR 13 1948

NO LAMP

*CD*  
SUBJECT: Interrogation of *(L) (H)* Brothers

REFERENCE  
A 4062

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

It is requested that this Headquarters be advised of any  
information available as a result of the interrogation of the  
*(L) (H)* Brothers, referred to in letter, your Headquarters,  
AFQIR-00-5, dated 24 February 1948, subject "Flying Discs".

FOR THE COMMANDING GENERAL:

*James J. Hadden*  
H. M. MCCOY *Chief of USAF*  
Colonel, USAF  
Chief of Intelligence

*Copy retained*

*in copy of F-11 3335 Summary of interrogations*

T-3411-B

~~SECRET~~

*T-3411-13*

UNCLASSIFIED

*13 MAY*

~~SECRET~~

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Ltr frm Hq AMC, MCIAXD, dated 13 Apr 48, subject: "Interrogation of [EXP b6] Brothers"

AFOIR-CO-5

1st Ind.

28 APR 1948

Dept. of the Air Force, Hq. USAF, Washington 25, D. C.

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

1. This Headquarters has received no information, as yet, resulting from interview of subject brothers.

2. As soon as received, it will be forwarded to your Headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

*Robert Taylor 3rd*

ROBERT TAYLOR 3rd  
Colonel, USAF  
Chief, Collection Branch  
Air Intelligence Requirements Division  
Directorate of Intelligence

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8011-2

HEADQUARTERS  
800TH AIR UNIVERSITY WING  
TYNDALL AIR FORCE BASE  
PANAMA CITY, FLORIDA

(H-4)MEJ/al/R

12 April 1948

SUBJECT: Report of Information on "Flying Disc"

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

The attached information is forwarded in compliance with USAF Letter,  
subj: "Reporting of Information on "Flying Discs", dtd 6 February 1948.

FOR THE COMMANDING GENERAL:

1 Incl -  
MOIC and Exhibit I

*J. B. Price*  
J. B. PRICE  
Major, USAF  
Adjutant

Distribution:

1 by ea:  
C/S USAF  
CG, AMC  
CG, AU

*meag RE 11 - 333.5 Investigation*

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*REC-11*

*#113*

~~CONFIDENTIAL~~

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*June 11/13*

AMC

Subject: Report of Information on "Flying Disc"

1st Ind

MCIA/JCS/amb

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

APR 22 1948

TO: Commanding Officer, Tyndall Air Force Base, Panama City, Florida

1. Reference is made to basic communication dated 12 April 1948. It is requested that Lt [ *EXP 66* ] be interrogated once again to furnish the following information:

a. The altitude of the reported object with respect to Colonel Hughes' airplane at the time of sighting.

b. Estimation of the distance between the object and the observer.

c. Did the entire object give the appearance of rigid construction, or more the appearance of being a parachute and canister?

2. Any further information available on this or other sightings of this nature would be greatly appreciated by this Headquarters.

FOR THE COMMANDING GENERAL:

Incl - w/d

*James J. Hauman*  
H. M. MCCOY *SP4 USAF*  
Colonel, USAF  
Chief of Intelligence

2d Ind

(H-4)JFF/al/R

HEADQUARTERS, 500th Air University Wing, Tyndall Air Force Base, Panama City, Florida, 28 April 1948

TO: Commanding General, AMC, Wright-Patterson Air Force Base, Dayton, Ohio  
ATTN: Chief of Intelligence

1. In reference to 1st indorsement, basic communication, dtd 12 April 1948, requesting further information re: object sighted by Lt [ ] this station, the following answers to subparagraphs 1, 2, and 3 of graph 1 is submitted:

*EXP 66*

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2

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*11/13*

Basic: (H-4)MEJ/al/R, subj: "Report of Information on "Flying Disc",  
dtd 12 Apr 48, 2d Ind cont'd

- a. Two or three hundred feet below Lt Colonel <sup>EXP 66</sup> aircraft at a 10° angle from the horizontal plane.
- b. Three to five hundred feet.
- c. Object seemed rigid in construction, having the shape of a parachute.

FOR THE COMMANDING GENERAL:

*[Handwritten Signature]*  
 SAI P. JORDAN  
 Captain, USAF  
 Assistant Adjutant

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~~CONFIDENTIAL~~

#113

Flying Disc  
Montgomery, Alabama  
9 April 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

On 9 April 1948, approximately 1600 hours, this agent interviewed Lt Colonel [ ] Tactics Division, Air Tactical School, Tyndall Air Force Base, who stated in substance: He had left Tyndall approximately 1410 hours on 9 April 1948, flying a P-51H at the altitude of 20000 feet. He had proceeded to Montgomery, Alabama, and just previous to sighting the town had let down to the altitude of 16000 feet and directly over the town had made a 180 degree left turn. Just before completing his left turn, he had sighted an object at 10 o'clock off his left wing which appeared to be a silver disc. Colonel [ ] had immediately made a sharp bank to the left in order to follow the object which appeared to be heading North west. After completing his turn, Colonel [ ] had been able to get a better look at the object which he had first thought to be merely a disc and described as follows: Top part of the object approximately eight feet in diameter, silver in color, had the appearance of a parachute. Attached to the bottom of this had been a dark cable or shroud which appeared to be approximately five feet long. Suspended upon the cable had been a large canister or ball (Colonel [ ] could not discern which) also silver in color. This canister or ball had the appearance of being slightly to the rear of the top part of the object. The overall appearance of the object, according to Colonel [ ] looked something similar to the parachute and canister containing photographic testing equipment dropped from a V-2 rocket. Colonel [ ] had kept the object in sight for approximately five seconds but had lost it at exactly 1510 hours. At the time he had lost sight of the object, [ ]' aircraft had been indicating 310 miles per hour air speed, and the object had appeared to fly away from him on a horizontal plane rather than a vertical decline.

Further stated that the object might possibly have changed course during the time it was in his sight but it was impossible for him to definitely establish this fact as his aircraft had been in a sharp turn during part of the time that the object was in sight. At the time that the object had been sighted the weather had been clear, no clouds, visibility and ceiling unlimited; and as far as Colonel [ ] could determine the object had made no sound and no exhaust trail had been seen. After having lost the object, Colonel [ ] proceeded to return to Tyndall Air Force Base and upon landing, reported the above mentioned incident to the Intelligence Officer, Tyndall, A-2. Attached hereto as Exhibit I, is a sketch of the object's appropriate configuration.

AGENT'S NOTES:

It is to be noted, Colonel [ ] told his story both to this agent and to Lt Burt, A-2, Tyndall, at separate interviews and in both instances his story coincided.

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John F. Frampton, S/A 700-G CIC Det (USAF)(PROV), Tyndall AF Base, Florida

EXP 52

11600 94-11  
333.5  
Shannon  
AFH

UNCLASSIFIED

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23

FLYING DISC  
~~EXHIBIT~~

1st Ind.

MARIANNA CIC OFFICE, P.O. Box 404, Marianna, Florida, 14 April 1948

TO: COMMANDING GENERAL, Headquarters Third Army, Fort McPherson, Georgia  
ATTN: AC of S, G-2

Enclosed memo obtained from Col. <sup>EXR b6</sup> in an interview by AF SA CIC regarding SUBJECT.

*James A. Ward*  
JAMES A. WARD  
Special Agent in Charge

2  
Incl:

- 1 memo 6 copies
- 2 exhibit No. 1.

AJACI-9

2nd Ind

(9 Apr 48)

HEADQUARTERS THIRD ARMY, Fort McPherson, Georgia, 16 April 1948

TO: COMGENAMC WRIGHT-PATTERSON AFB, Dayton, Ohio  
ATTENTION: MCI

1. Attached report is forwarded in compliance with Letter GSUSA, ID, Wash., D.C., File # CSGID 452.1, dtd 25 Mar 48, Subject: "Unconventional Aircraft."

2. No telegraphic report was rendered since Colonel <sup>EXR b6</sup> also reported the incident to A-2, Tyndall Field.

FOR THE COMMANDING GENERAL:

*Walter A. Buck*  
WALTER A. BUCK  
Colonel, GSC  
AC of S, G-2

2 Incls:

- 1 memo 5 cps (1 w/d)
- 2 exhibit No. 1

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INCL #1/3



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CROSS REFERENCE  
AND SUSPENSE RECORD

FILE UNDER NO: 152.2 - Douglas C-54 Airplane

152.5 - Investigation

CONFIDENTIAL

DATE: 12-15-48

FROM: Department of the Air Force, HQ, United States Air Force, Washington, D. C.

TO: CG, 1st, Wright-Patterson Air Force Base, Dayton, Ohio

SUBJECT: Various 152.5-1000

DOCUMENT FILED UNDER: 152.115 - Price Quotation & Contracts

CONFIDENTIAL

SUSPENSE RECORD

DATE	FOR ATTENTION OF	DATE	FOR ATTENTION OF

ACTION TO BE TAKEN ON SUSPENSE DATE

UNCLASSIFIED





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

*file # 68*

4AFDA-1208-1

SUBJECT: Reports of Flying Discs.

SUMMARY OF INFORMATION: Following is copy of report dated 17 Sep 1947, forwarded to this office on 5 January 1948:

[ *EXP 56* ] reported without consulting any records that on June 24, 1947, while prospecting at a point in the Cascade Mountains approximately five thousand feet from sea level, during the afternoon he noticed a reflection, looked up, and saw a disc proceeding in a southeasterly direction. Immediately upon sighting this object he placed his telescope to his eye and observed the disc for approximately forty-five to sixty seconds. He remarked that it is possible for him to pick up an object at a distance of ten miles with his telescope. At the time the disc was sighted by Mr. [ ] it was banking in the sun, and he observed five or six similar objects but only concentrated on one. He related that they did not fly in any particular formation and that he would estimate their height to be about one thousand feet from where he was standing. He said the object was about thirty feet in diameter and appeared to have a tail. It made no noise.

According to [ *EXP 60* ] he remained in the vicinity of the Cascades for several days and then returned to Portland and noted an article in the local paper which stated in effect that a man in Boise, Idaho, had sighted a similar object but that authorities had disclaimed any knowledge of such an object. He said he communicated with the Army for the sole purpose of attempting to add credence to the story furnished by the man in Boise.

[ *EXP 66* ] also related that on the occasion of his sighting the objects on June 24, 1947, he had in his possession a combination compass and watch. He noted particularly that immediately before he sighted the disc the compass acted very peculiar, the hand waving from one side to the other, but that this condition corrected itself immediately after the discs had passed out of sight.

Informant appeared to be a very reliable individual who advised that he had been a prospector in the States of Montana, Washington, and Oregon for the past forty years.

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*#68*

UNIVERSITY OF COLORADO  
BOULDER, COLORADO

DEPARTMENT OF  
AERONAUTICAL AND MECHANICAL ENGINEERING

January 8, 1948

Headquarters Air Materiel Command  
Wright Field  
Dayton, Ohio

Gentlemen:

Attn. TSNAD-2B

Replying to your letter of November 5, 1947, signed by Colonel  
W. R. Clingerman, the following information is submitted regarding a strange  
aircraft which I observed in flight on a trip through the southwest about a  
year ago.

The information supplied herewith follows the form suggested in  
your letter. It is quite possible that this information is of no importance,  
but I feel that I should send it in to complete your records.

1. Sighting
  - a. Location - Northern Arizona, Route 66
  - b. Time - Early morning, mid-December, 1946
  - c. Weather - Clear *EXR 66*
2. Witnesses - Mrs. *[initials]* and two children
3. Photographs - None
4. Sketches of configuration - Saw only vapor trail, like rocket  
or jet exhaust
5. Object sighted
  - a. Number - One
  - b. Shape - Object not visible
  - c. Size - Object not visible
  - d. Color - White
  - e. Speed - Estimate 600 mph,  $\pm$  200
  - f. Heading - First vertical, then *W to E* overhead
  - g. Maneuverability - No maneuvers
  - h. Altitude - Estimate 20,000 feet to 50,000 feet
  - i. Sound - None
  - j. Exhaust trail - white, heavy
6. General remarks - Not like usual jet airplane trail

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Very truly yours,

*[Signature]*

K. D. Wood, Prof. and Head  
Aeronautical Engineering

INCID # 31

333,5  
 3/21  
 Connoisseur  
 [unclear]

CENTRAL FILES

*Lab. Br.*

*amb*

KDW:amr

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Incident #19  
Statement by Mr. [ ] of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 20 October 1947.

Mr. [ ] sighting was broadcast over the local Dayton station, "WING", at 0730 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 21 October 1947.

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

"At approximately 1320 Eastern Standard time Monday, 20 October 1947, I was strolling in my orchard in a Easterly direction with my grandson, [ ] Suddenly the little fellow exclaimed, 'Look Grandpa the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from West to East, but slightly to the North. The sun was to my right and the sky was cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is; they were much longer than they were wide. They were flying together. One object was to the rear and about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

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

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

EXR b6

Montgomery County  
Van Buren Township,  
Dayton, Ohio

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

Edith W. Gavin Signed

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

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100-2-19

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

JAN 5 1948

LAFDA-319.1

SUBJECT: Transmittal of Intelligence Information.

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

Attached report for your information.

1 Incl:  
S/I-Spot Rpt on  
Possible Missile  
Sighting.

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

*McAuliffe 111*  
*3333.5*  
*Office Strategic Service*

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*15 JAN 15 1948*



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

WAFDA  
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, 1290 to 1300 feet in the air.

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*See 95*

*See 2021 from May A.A. Anderson*

*95*

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

Of Source	Of Information
B	5

NOV 10 1947

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