PROJECT 10073 RECORD

1. DATE - TIME GROUP 10 Sep 10/0156Z	2. LOCATION Goose Bay, Labrador
3. SOURCE Military	10. CONCLUSION Astro(METEOR)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Not Reported	11. BRIEF SUMMARY AND ANALYSIS Object was egg shaped,. The front section was yellow and red though it was on fire while aft portion was brilliant incadescent, Ob ject was green about the size of a railroad oil car. Object was travelling very fast and disappeared into a cloud. No sound exhaust, or trail was observed. Object was in a steady slightly curved descent and did not flutter,.
6. TYPE OF OBSERVATION Air Visual	
7. COURSE Decending at 70 Deg Angle	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

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PRIORITY

NBR 8 15 SEPT 49

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FROM NEWFOUNDLAND BASE COMMAND FT PEPPERELL ST JOHNS NFLD 1419332
TO AMC WP AFB OHIO ATTN MCIAXO-3
INFO MATS WASH DC MATS ATTN CH INT DIV
CS USAF WASH DC ATTN DIR OF INT

EN 164 RAPID REPORT SUBMITTED PER MATS REG 45-3 AND USAF AIR INT MEMO NO 4. UNIDENTIFIED AERIAL OBJECT SIGHTED BY PILOT OF NBC ACFT AT 0156Z10 SEPT 49 AT 59 DEGREES 26 MINWEST 52 DEGREES 40 MINUTS NORTH. PERTINENT DETAILS ARE AS FOL: NBC ACFT WAS TRAVELLING AT APPROX GROUND SPEED OF 152 KNOTS AT 6000 FT WITH MAGNETIC HEADING OF 348 DEGREES. ACFT WAS APPROX 50 NAUTICAL MILES FROM GOOSE BAY LABRADOR AT TIME FOR SIGHTING. OBJECT WHEN SIGHTED WAS AT APPROX 8500 TO 9000 FT ALTITUDE DECENDING EATTHWARD AT 70 DEGREE ANGLE AND TRAVELLING ESTIMATED SPEED OF 400 JPH. IT WAS EGG RPT EGG SHAPE. THE FRONT SECTION OF OBJECT WAS YELLOW AND REA AS THOUGH ON FIRE WHILE AFT PORTION WAS BRILLIAND INCANDESCENT. OBJECT WAS GREEN ABOUT SIZE OF A RAILROAD OIL TANK CAR. IT WAS CROSSING ACFS PATH AT 30 DEGREES ON AN ESTIMATED MAGNETIC HEADING OF 180 DEGREES. NO EXHAUST OR TRAIL. NO REFLECTION ON CLOUDS. OBJECT DISAPPEARED INTO A CLOUD LAYER. OBJECT WAS IN A STEADY SLIGHTLY CURED DESCENT AND DIC NOT FLUTTER, #17
OSCULLATE, OR OTHERWISE MANEUVER. NO EVIDENCE OF SUPPORT, PROPULSION, CONTROLAND STABILITY, AIR DUCTS OR SOUND. OVERHEAD VISIBILITY AT TIME WAS EXCELLENT. POLOT INITIALLY THOUGHT OBJECT WAS ACFTON FIRE AND FALLING , 2ND REACTION WAS THAT HE WAS BEING FIRED ON. PILOT OBSERVER IS OFF ON THIS HQ, ABLER LAWYER AN RATED VERY DEPENDABLE. NO OTHER OBSERVERS

1-MCIA - Action
2 MCAXM2[illegible]
3 MCI

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MCAG Form No. 22B
(Rev 25 Oct 48)

WF-L-18 FEB 49 15M

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[redacted] AYA UNCLASSIF.

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE NOV 3 1949

REPORT MADE BY
Gordon E. Daley, S/A

REPORT MADE AT
DO #22, Griffiss AFB

PERIOD
18 October 1949

OFFICE OF ORIGIN
DO #22, Griffiss AFB

STATUS

TITLE
[redacted]
PROJECT GRUDGE
Incident, Boston, New York

CHARACTER
Special Inquiry - Unconventional Aircraft

REFERENCE

SYNOPSIS

An investigation conducted to develop additional information regarding the observation of an unknown flying object on 10 September 1949 near Boston, New York, indicates that three witnesses sighted this flying object from ten to fifteen seconds. Excellent weather conditions enabled witnesses to follow object's westerly course, without interruption or obstruction. With the exception of the object's position in flight, the information of observers agreed. Attention is invited to the qualifications of witnesses. [redacted] and [redacted] operate farms and are also employed by industrial firms situated in Buffalo, New York. Employment investigation reflects that witnesses are considered reliable, loyal, and trustworthy. However, both male witnesses have completed only the equivalent of seven (7) school grades. In conclusion, further investigation failed to reveal other observers, radar tracing, or experimental operations being conducted in this area during the incident period.

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Hq, OSI	2		
File	1		

APPROVED

Donald C. Carpenter

DONALD C. CARPENTER
Major, USAF
District Commander.

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

[redacted] UNCLASSIFIED

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

Sept 49 York
10 Sept P. EW
Boston

Incid
192

[redacted]

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DETAILS:

OBSERVATIONS OF [redacted] and [redacted]

1. Date of Observation 10 September 1949 Date of Interview 18 October 1949

2. Exact time of observation (local) 1700 EST

3. Place of Observation: Boston, New York
(Map Coordinates) Taken from Detroit (V8) Sectional
Longitude 79° 48' Latitude 43° 44'

4. Position of observer (air, car, bldg, location of - give details:)
Observers were filling silo in a rural farming area near Hamburg, New York. Point of observation was approximately one thousand (1,000) feet above surrounding area, and clear of any visual obstructions.

5. What attracted attention to object:
Observers were operating a machine filling the silo. While checking the outlet chute, observed "disc" passing overhead.

6. Number of objects and sketch of formation or grouping:
One object.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
Size of object was comparable to an automobile hub-cap held at arms length.

8. Color of object:
Dull, light color, or similar to aircraft covering.

9. Shape (give graphic description - compare with known object):
Object was comparable to an automobile hub-cap held at arms length. The diameter was about eight (8) inches. The observers could not give an estimate of the thickness; but the object appeared to have a flat surface and not completely "ball shape".

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead)
The object passed at an angle of forty-five (45) degrees overhead from point of observation, at an estimated altitude of five thousand (5,000) feet.

11. Direction from observer (Angle clockwise from North):
When first seen? West When last seen? East

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
Object appeared to pass over an area approximately one (1) mile from the point of observation. (No towns, bldg, etc., located near area)

13. Direction of flight of object (s):
Flight path of object was from due West to due East.

14. Time in sight:
The object was observed for approximately ten (10) seconds.

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[redacted]

[redacted]

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15. Velocity (time to cover given angular distance):
The object was traveling well over five hundred (500) miles per hour. Observers have seen fast-moving conventional type aircraft on numerous occasions, but the object moved so quickly that it was completely out of view in a matter of seconds.

16. Sound and odor:
No sound nor odor was noticed.

17. Trail (color, length, width, persistence, etc.)
No trail nor any other distinguishing characteristics noticed by observers.

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance):
No luminous characteristics noticed by the observers.

19. Projections (fins, wings, rods, antennae, canopies, etc.):
No projections, fins, wings, etc., were noticed by observers.

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Flight path constantly parallel to earth's surface at all points of observation.

21. Manner of disappearance:
Observer, [redacted], called attention of fellow workers; while doing so lost view of object. (Wife, Clara, followed the object's flight until it completely disappeared from vision. The "disc" moved at an extreme high rate of speed, and therefore moved from normal eye view, within a matter of seconds.)

22. Effect on clouds:
Observers stated that no cloud formations were observed on this date.

23. Additional information concerning object:
The "round disc" appeared to move on axis parallel to the earth's surface.

24. Weather conditions and light at time of sighting:
Weather conditions were excellent. No clouds, long range visibility, and about sixty-five (65) degrees in temperature.

Name and address of observers:
[redacted]
Hamburg, New York

Occupation and hobbies:
[redacted] - factory worker and farmer
[redacted] housewife
Their hobbies consist mostly of sports activities.

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[redacted]

[redacted]

COMMENTS OF INTERROGATOR:

The records of the Buffalo Police Department, Buffalo, New York, fail to reveal any information pertaining to Joseph or Clara Panek.

[redacted], according to the employment records of the Chevrolet-Buffalo Division, was born on 21 August 1911 in Buffalo, New York, and has been employed in various positions for this organization since 9 January 1933. [redacted] has a satisfactory efficiency rating, and no derogatory information could be obtained from interviews or employment records. Records indicate that Panek completed seven (7) years of schooling. [redacted] age is estimated at thirty to thirty-five years.

Due to the rural sparsely-settled farms, it was impossible to contact neighbors for interviews.

Neither [redacted] or [redacted] wear glasses. [redacted] is required to pass a vision test annually to insure satisfactory work at the Chevrolet-Buffalo Division.

NOTE: Attached is a letter received by J[redacted], requesting information regarding the observation of the "flying disc".

OBSERVATIONS OF [redacted]

1. Date of Observation 10 September 1949 Date of Interview 18 October 1949

2. Exact time of observation (local) 1700 EST

3. Place of Observation: Boston, New York
   (Map Coordinates) Taken from Detroit (V8) Sectional
   Longitude 79° 48' Latitude 43° 44'

4. Position of observer (air, car, bldg, location of - give details:)
   Observer was assisting the [redacted] in filling silo, and in a position identical to that of [redacted] and [redacted].

5. What attracted attention to object:
   Panek observed object while checking outlet chute, and immediately called to attention of [redacted]

6. Number of objects and sketch of formation or grouping:
   Only one object was observed.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
   The object, according to [redacted]z, could be comparable in size to an automobile hub-cap, held at arms length. The diameter was approximately eight (8) inches.

8. Color of object:
   The color was dull, and believed to be similar to aircraft covering.

9. Shape (give graphic description - compare with known object):
The shape appeared to be that of an automobile hub-cap. The object was round, but no estimate on thickness could be established.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead)
The object passed at an angle of forty-five (45) degrees overhead from point of observation, at an estimated altitude of five thousand (5,000) feet.

11. Direction from observer (Angle clockwise from North):
When first seen? West When last seen? East

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
The object's path was estimated at being about one (1) mile from the point of observation.

13. Direction of flight of object (s):
The object's flight path was from due West to due East.

14. Time in sight:
The object was observed, approximately, for about fifteen (15) seconds.

15. Velocity (time to cover given angular distance):
The observer believes that the speed of the unknown object was well over one thousand (1,000) miles per hour.

16. Sound and odor:
No sound nor odor was noticed.

17. Trail (color, length, width, persistence, etc.)
No trail or other relative reactions were observed.

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance):
Informant stated that the sun reflected from the object, but no other luminous features were observed.

19. Projections (fins, wings, rods, antennae, canopies, etc.):
No projections, fins, wings, rods, etc., were noticed.

20. Maneuvers (turns, climbs, dives, etc, - sketch of flight path):
No violent maneuvers were observed. Object's flight path was straight and level.

21. Manner of disappearance:
Informant stated that he had observed the unknown object until, due to the high velocity of speed, it passed out of the normal vision.

22. Effect on clouds:
No clouds were visible during the date of observation.

23. Additional information concerning object:
Informant stated that the object's position in flight differed from that stated by the [redacted]. The object moved on an axis perpendicular to the earth's surface.

24. Weather conditions and light at time of sighting:
Observer stated that visibility was unlimited, and generally the weather was excellent.

Name and address of observer:
[redacted],
Hamburg, New York

Occupation and hobbies:
Informant operates a farm, and is also employed as a crane operator. Observer stated that his hobbies consist mostly of sporting activities.

COMMENTS OF INTERROGATOR

The records of the Police Department, Buffalo, New York, reveal that [redacted] was arrested for a minor traffic violation on 17 May 1929, and fined five ($5.00) dollars. Bednasz was apprehended on 18 February 1933 by U.S. Federal agents for Violation of the National Prohibition Act. No disposition information was available.

[redacted], according to employment records of [redacted], Inc., Milburn Street, Buffalo, New York, was born in Buffalo, New York, on 15 May, 1910, and has been employed as a crane operator since 1926. [redacted], Personnel Manager, stated that he has been acquainted with [redacted] for several years. [redacted] has been a loyal, efficient employee, and is considered to be honest and trustworthy. Records also indicate that [redacted] completed seven (7) grades in school.

Due to the sparsely-settled rural section, it was impossible to conduct interviews with neighbors.

[redacted] does not wear glasses, and as a crane operator must have passable eye vision. The company gives a vision test annually.

NOTE: Several other persons were assisting the silo-filling operations of the Paneks. However, although advised, these workers refused to look for the "flying disc", adding later that they believed that the [redacted] and [redacted] were "seeing things".

RELATIVE TO RADAR SIGHTINGS

A check of local radar installations disclosed that they were not in operation during the date of observation of the unknown object.

GENERAL

1. Teletype sequences of local weather conditions:
Clear - visibility five (5) miles - Wind, South at four (4) miles per hour (1700 EST sequence)

2. Winds aloft report:.
As of 1703 EST

3000 feet - wind 300 degrees - calm
4000 feet - wind 60 degrees - 2 knots
5000 feet - wind 60 degrees - 2 knots
6000 feet - wind 350 degrees - 3 knots
7000 feet - wind 340 degrees - 5 knots

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:
(Check Canadian activity if close to border)

A check of local Airport failed to reveal any information pertaining to this alleged report.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other; obtain computed or observed trajectory of device (theodolite, radar readings, etc.)

Investigation failed to reveal any information pertaining to testing devices, experiments, etc., being conducted in this area.

This investigation was conducted in accordance with the provisions of OSI Bulletin Number Four (4) and AFCSI Letter Number eighty-five (85), dated 12 August 1949.

[redacted]

11 Sep 49

9

0-1674

UNCLASSIF[redacted]

HEADQUARTERS
14TH FIGHTER WING
DOW AIR FORCE BASE, BANGOR, MAINE

DO 333.5

16 SEP 1949

SUBJECT: Report of Flying Disc

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

1. In accordance with the provisions of ConAC Letter 200-1, dated 25 March 1948, the following information is submitted pertaining to the sighting of a so-called "Flying Disc".

a. Object was sighted between 1000 and 1100 hours EDT 11 September 1949, at West Paris, Maine.

b. Weather at time of sighting was clear, visibility unrestricted.

c. Object was sighted by Sgt Davis S. Curtis, AF6132949, 14th Installations Squadron, 14th Air Base Group, 14th Fighter Wing, Dow Air Force Base, Bangor, Maine.

d. No photographs were taken.

e. Sgt Curtis did not make a sketch of object.

f. Object sighted.

(1) One (1)

(2) Disc shape.

(3) Size undertermined.

(4) Color - luminuous white.

(5) Speed - faster than an F-84 type aircraft.

(6) Heading - 340°, or Northwesterly direction.

(7) Maneuverability - object travelled in straight line.

(8) Altitude - approximately 20,000 feet.

(9) Sound - there appeared to be no sound coming from the object sighted. However, a jet sound was heard at the time of sighting.

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7-3712-24

[redacted]

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SUBJECT: Report of Flying Disc

(10) Exhaust trail - there was no exhaust visible.

g. Sgt Curtis stated that he heard a jet aircraft in the vicinity at the same time that the object was sighted. The jet sound seemed to be paralleling the path of the object sighted.

2. Three (3) F-84B's of the 14th Fighter Group were enroute from Dow Air Force Base to Griffiss Air Force Base at time of reported incident and passed on course very near West Paris, Maine at 1000 hours. It is probable that Sgt Curtis saw these airoraft.

FOR THE COMMANDING OFFICER:

Robert J. Ortelt

ROBERT J. ORTELT
WOJG U.S.A.F.
Asst. Adjutant

Copy to:
CG, 1AF
Attn: AC/S Intell.
CG, ConAC
Attn: AC/S Intell.
Chief of Staff, USAF
Attn: Dir of Intell.
Requirements Div.

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HEADQUARTERS FOURTH ARMY
Office of the AC of S, G-2
Fort Sam Houston, Texas

000.9 AKADB-I 6 October 1949

SUBJECT: Unidentified Aerial Phenomena

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

The following report(s) re unidentified aerial phenomena observed at **Lubbock, Texas** on date and time indicated, forwarded for your information:

OBSERVER	DATE	TIME
[redacted]	12 September 1949	Between 2130 and 2200
" "		Approximately 2100

GEORGE A. A. JONES
Colonel, GSC
AC of S, G-2

2 Incls
1. Guide to Inv re [redacted] 23 Sept 49
2. Guide to Inv [redacted] 23 Sept 49

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GUIDE TO INVESTIGATIO..

B-410 (7)

UNIDENTIFIED AERIAL OBJECTS

Incident No. ___

1. Date of observation 12 Sept 49 Date of Interview 23 September 1949

2. Exact time of observation (local) between 2130 and 2200

3. Place of observation: [redacted], Lubbock, Texas
(Map Coordinates)

4. Position of observer (air, car, bldg, location or - give details:)
On an open front porch at 2301 21st street, Lubbock, Texas looking due north.

5. What attracted attention to object: Looking up and seeing the objects.

6. Number of objects and sketch of formation or grouping: Nine groups with 40 to 50 in each group except the second group and there were only three in this group. Each group was in formation similiar to ducks flying in formation.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): approximately the size of a saucer.

8. Color of object: bright silver

9. Shape (give graphic description - compare with known object): They were a rough round in shape.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Were first observed at an angle of 30° and passing overhead; disappearing at an angle of approximately 120°. Were flying at an altitude of 5000 feet.

11. Direction from observer (Angle clockwise from north): coming from due north and going straight south.

12. Distance from observer (distance to town, bldg, etc., over which object appeared to be): first appeared approximately one mile away which is the north edge of Lubbock.

13. Direction of flight of object (s): from due north to straight south.

14. Time in sight: Each flight was visible for approximately 10 seconds, but it took half an hour for all the objects to come over.

15. Speed (time to cover given angular distance): It took approximately 10 seconds for each group to fly from 30° to approximately 120°.

16. Sound and odor: There was no sound or odor, but being only two blocks from a highway would prevent any sound from being heard.

17. Trail (color, length, width, persistence, etc.) None

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): The color was bright silver and appeared as a very bright star.

19. Projections (fins, wings, rods, antennae, canopies, etc.): None

20. Maneuvers (turns, climbs, dives, etc - sketch of flight path): one object of the second group went straight up but by sight, but rest remained on straight course of going south.

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B-410

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GUIDE TO INVESTIGATION (Cont'd) Incident No. ____

21. Manner of disappearance: Just disappeared from sight

22. Effect on clouds: There were no clouds that night

23. Additional information concerning object: The objects were in the formation of ducks flying south for the winter, and a cold wave was on the way at that time, but were flying faster than any ducks or geese that she had ever seen.

24. Weather conditions and light at time of sighting: Clear with a cold wave on the way.

25. Name and address of observer: [redacted], Texas

Occupation and hobbies: Housewife

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept, FBI records, employer, etc.)
The neighbors said that [redacted] is average intelligence and excellent character, but in their opinion the objects were ducks flying south ahead of the cold wave.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?
The observer wore glasses and was outdoors at the time.

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GUIDE TO INVESTIGATION

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UNIDENTIFIED AERIAL OBJECTS

Incident No. ___

1. Date of observation 12 Sept 1949 Date of Interview 23 September 1949

2. Exact time of observation (local) approximately 2100

3. Place of observation: [redacted]
(Map Coordinates)

4. Position of observer (air, car, bldg, location or - give details:)
On an open front porch at 2301 21st street, Lubbock, Texas looking due north.

5. What attracted attention to object: Looking up and seeing the objects

6. Number of objects and sketch of formation or grouping: Seven or eight groups with 30 or 40 in each group. Each group was in formation similar to ducks flying in formation.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): The size of ducks

8. Color of object: golden in color

9. Shape (give graphic description - compare with known object): The first two or three groups were a rough round shape but the last groups were noticed more closly and appeared as ducks.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Were first observed at an angle of 30° and passing overhead; disappearing at an angle of approximately 120°. Were flying at an altitude of several hundred feet.

11. Direction from observer (Angle clockwise from north): coming from due north.

12. Distance from observer (distance to town, bldg, etc., over which object appeared to be): first appeared three or four blocks away when the object could be seen by the reflection of lights from a highway two blocks north.

13. Direction of flight of object (s): from due north to straight south.

14. Time in sight: 10 to 15 seconds for each group, but it took about half an hour for all the objects to come over.

15. Speed (time to cover given angular distance): It took 10 to 15 seconds for each group to fly from 30° to approximately 120°.

16. Sound and odor: There was no odor, but one group sounded as ducks flying. A highway was only two blocks away so it was difficult to distinguish any noise.

17. Trail (color, length, width, persistence, etc.) None

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): The color was gold such as light reflection.

19. Projections (fins, wings, rods, antennae, canopies, etc.): None

20. Maneuvers (turns, climbs, dives, etc - sketch of flight path): All remained in formation flying from north to south

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GUIDE TO INVESTIGATION (Cont'd) UNCLASSIFIED Incident No. ____

21. Manner of disappearance: Just disappeared from sight due to flying away from the city lights.

22. Effect on clouds: There were no clouds at that time.

23. Additional information concerning object: The objects were in the formation of ducks flying south for the winter, and a cold wave was on the way at time. It is the opinion of the observer that the objects were ducks flying south to get to the warmer elevation approximately 40 miles south of Lubbock, and were flying faster than they usually fly.

24. Weather conditions and light at time of sighting: Clear with a cold wave approaching Lubbock.

25. Name and address of observer: [redacted] Lubbock, Texas

Occupation and hobbies: Barber

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept, FBI records, employer, etc.)
It was stated that Mr. [redacted] is a person of average intelligence and excellent character, and raised on a farm as a boy.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material? Observer did not wear glasses and was outdoors at the time.

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Incl 2 Cont'd

~~RESTRICTED~~ R 7C

Case includes one person.
photograph 2"x2"

S.S. Sunvalley
San Juan Puerto Rico



U.S. Air Force
Wright-Patterson Air Field
Dayton Ohio

12th Sept 49

Gentlemen

The S.S. Dingwall of Inubed steamships Ltd. sailed from the port of Dingwall N.S. on the early morn of September 4th 1949 with a cargo of gypsum bound for the port of Savannah Georgia.

I had joined the crew of the Dingwall as engine oiler and having fair weather we observed at 8 o'clock on Saturday A.M. September 11th.

The Dingwall was unable to commence discharging operations immediately and did not sail again until September the 14th. In the meantime I took shore leave on several occasions and journeyed from intervening seven or eight miles from the gypsum feed with factory to the Municipal recreation centre of downtown Savannah city

On the afternoon of September 17th at about 5.45 P.M. I stood near the lifeguard service station awaiting the hour for transportation on the main highway to Savannah city my attention was attracted by the noise of an aircraft passing directly overhead and gained upward I saw a flame of orange color object high above and close in line with the plane at an altitude I later judged of about 20000 ft. I instantly recalled to mind stories of flying saucers which I had read in the Toronto newspapers dur-

the summer of 1947 and gazed intently at the mysterious object for a brief space. Inquisitive to observe any common circumstances I cast sight to the plane and returned again to the mystery craft which in the meantime had suddenly disappeared I gazed intensely and quickly observed a trail of hazel colored vapor high in the atmosphere The entire incident did not occupy more than four or five seconds. In the short space of time possibly above two seconds in which I clearly discipted the mysterious visitor its great speed carryed it well in advance of the plane but with standing its position at a much greater distance from my point of vision

Presently the boys arrived and I journed on to Savannah. That evening I walked along the river and incidently discussed flying Saucers with one or two members of the crew of a coast gaurd boat that tied up next to the mooring space of the Robert E Lee.

Yours Sincerely

[redacted]

7-3712-24 Written 4/12/50
285 Sherbourne St.
Toronto - Ont.

[redacted]

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12

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

INSPECTOR GENERAL USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
Offutt Air Force Base, Omaha, Nebraska
MT/EES/dr
14 November 1949

24-48

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

14 Sept 49
Scottsbluff, Nebr.

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

1. Attached for your information are two copies of the Report of Investigation of Special Agent WILLIAM R. COSTING, of this office, dated 10 November 1949, on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

Earl E. Sparks Capt USAF
For MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

1 Incl:
Rpt of S/A COSTING
dtd 10 Nov 49 (in dup)

7-3712-24

504

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

United Stat Air Force
The Inspector General
Office of Special Investigations
REPORT OF INVESTIGATION

File No
24-48

10 November 1949

Report Made by
WILLIAM R. COSTING

Report Made at
LO #13, Offutt AFB

Period
11 October 1949

Office of Origin
LO #13, Offutt AFB

Status
CLOSED

Title
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

Character
Special Inquiry - Unconventional Aircraft

Reference
None, this is an initial report

Synopsis

Investigation initiated by District Commander, DO #13. On 14 September 1949, Mr. BERT [redacted] observed a shiny object in the northeast about twenty miles away. The object was about 25 feet overall and consisted of an eight foot disk supported by an eight foot wing-like structure on opposite sides which apparently provided propulsion. The object moved directly overhead maintaining a straight course at an altitude of 8,000 to 10,000 feet and a speed of 400-500 MPH. Object was sighted in conjunction with a four-engine bomber which was later identified as flying on a different course at a much lower altitude. The object was in view 60 to 90 seconds and finally disappeared behind a line of hills in the southwest. The weather was clear with thin scattered clouds at 20,000 feet with a visibility of 25 miles.

Distribution	Action Copy Forwarded To	File Stamp
CG, AMC, ATTN: MCIAXO-3 (Action Cy) (3 Inc)	2 CG, AMC, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIAXO-3	
CG, SAC (Inf Cy) (3 Inc)	2	
Hq OSI (3 Inc)	2	
File (3 Inc)	2	

Approved
Earl E Sparks
for MATTHEW THOMPSON
Lt Colonel, USAF

Copy 4 of 5 Cys

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District Commander

[redacted]

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DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a newspaper clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 15 September 1949, and advisement of Radio Station WOW News Department, Omaha, Nebraska, on 15 September 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding phenomena sighted are set forth in attached Inclosures #1, #2, and #3.

INCLOSURES:

1. Map of area showing position of observer, terrain and path of object.
2. Detailed sketch of object.
3. Check Sheet, "Unconventional Aircraft - Special Inquiry)

-CLOSED-

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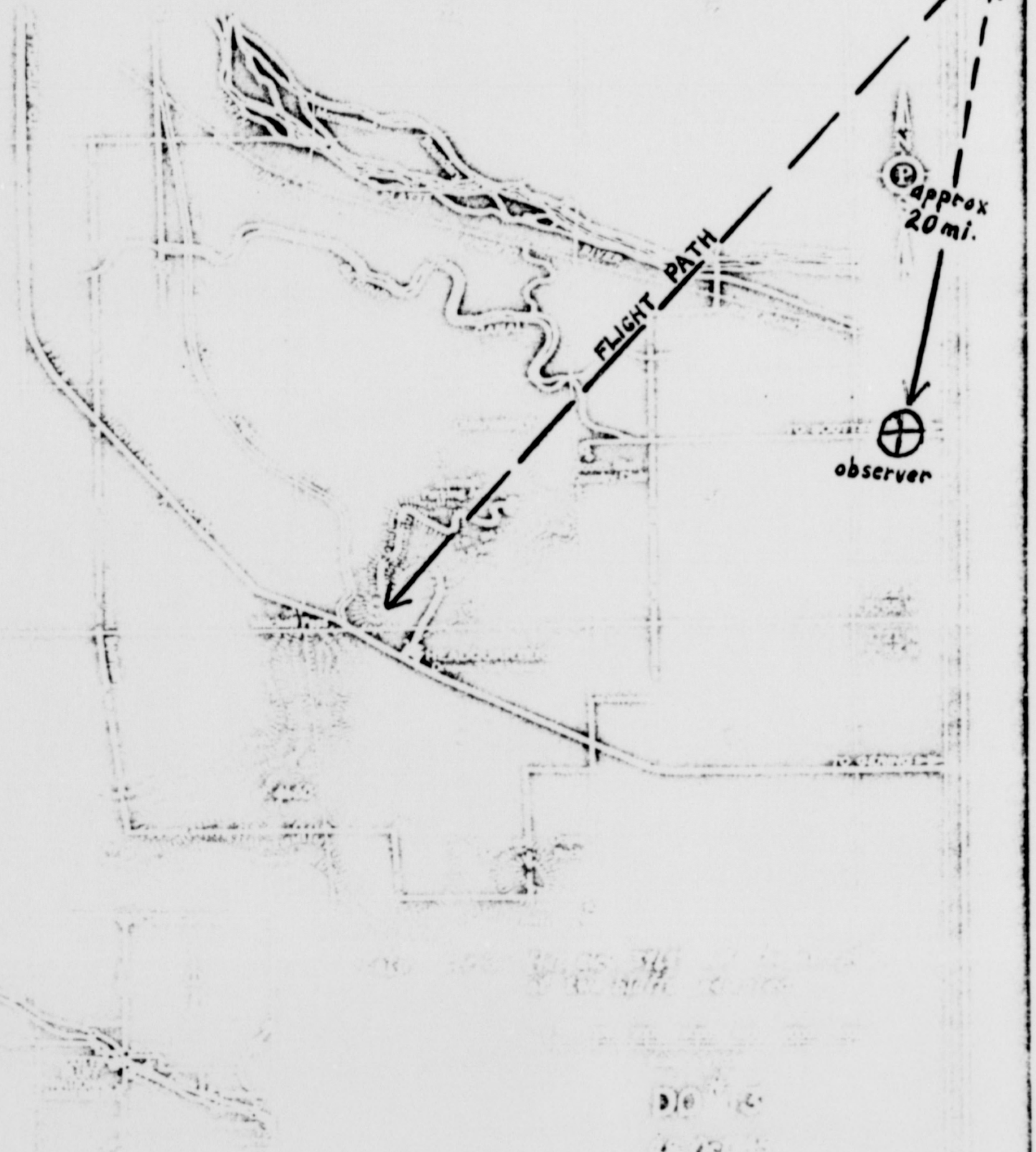
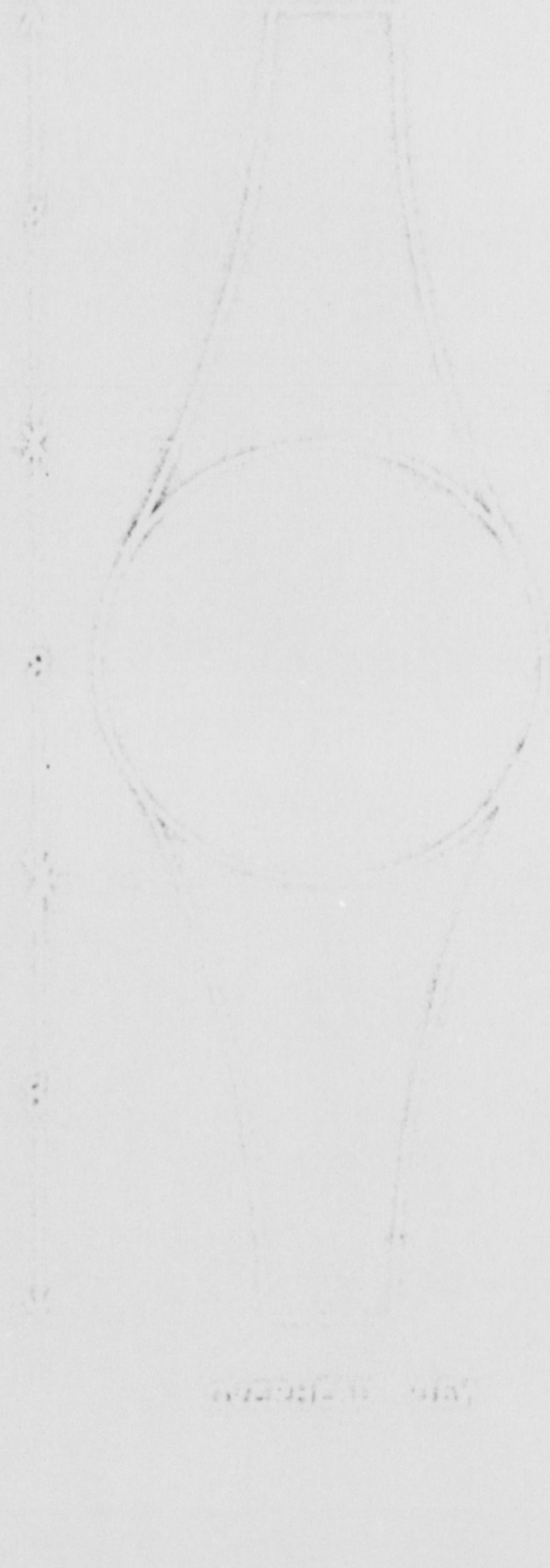
SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA



24-48



[redacted]

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24-48

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 14 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1630 hours

3. Where sighted (observer's position):

a. Ground Standing in backyard of residence on edge of Scottsbluff, Nebraska.

b. Air N/A

c. Sea N/A

4. Number of objects. Formation type (if any), sketch if possible One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska, 14 September 1949.

6. Distance of object from observer:

a. Laterally or Horizontally First sighted coming out of a cloud on horizon in northeast approximately 20 miles away.

b. Angle of elevation from horizon Object proceeded due southwest and disappeared behind hills.

C. Altitude Estimated 8,000 - 10,000 feet

7. Time in sight 60 - 90 seconds.

8. Appearance of object:

a. Color Aluminum with high reflective qualities

b. Shape (Sketch if possible) See Inclosure #2

c. Apparent construction (of what material or substance) Aluminum

d. Size Approximately 25' diameter with each wing and center portion comprising equal parts.

9. Direction of flight: Northeast to southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Assumed level flight - center section stable with wings alternately oscillating at 30° to 45° angle. As wing would oscillate, the saucer section would appear to dip slightly toward the ground on opposite side of moving wing.

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[redacted]

Inc #3

[redacted]

24-48
CHECK SHEET - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted.

a. Color of smoke _____

b. Length and width _____

c. Odor (if any) _____

d. Rate of evaporation _____

e. Does trail vary with sound? (spurts) _____

12. Effect on clouds:

a. Opened path thru clouds Only one sizeable cloud in sky in northeast - object appeared to fly out of it.

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights: None Noted

a. Reflected or attached _____

b. Luminous _____

c. Blinked on and off in relation to speed _____

14. Support:

a. Wings See sketch (Inclosure #2) approximately 8" in length

b. Aerodynamic list of fuselage _____

c. Vertical jet _____

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion:

a. Propeller or jet N/A

b. Rotor N/A

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect) Oscillation of wings appeared to provide propulsion

d. Visible exhaust or jet openings None Noted

[redacted]

[redacted]

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24-48
Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:
    a. Fine
    b. Stabilizers (horizontal or vertical) None Noted

17. Air ducts: None noted

    a. Slots N/A
    b. Duct openings N/A

18. Speed - M.P.H. Estimated 400-500 M.P.H.

19. Sound: None Noted
    a. Continuous whine or buzz N/A
    b. Roar, whistle, whoosh N/A
    c. Intermittent N/A

20. Manner of disappearance:

    a. Explode N/A
    b. Faded from view N/A
    c. Disappeared behind obstacle Object was in view of observer until it disappeared behind a line of high hills.

Relative to the Observer

1. Name of observer [redacted]

2. Address [redacted], Scottsbluff, Nebraska

3. Occupation Retired General Contractor

4. Place of Business Residence

5. Pertinent hobbies

6. Ability to determine Slightly better than average. Had worked at Scottsbluff AFB for number of years and appears to be familiar with and interested in various types of aircraft. Demonstrated proficiency at aircraft identification.

7. Reliability of observer Regarded in community as honest and intelligent and of highest character and integrity.

8. Notes relative to observer on:
    a. Sightings in general

    b. How attention was drawn to object(s) Heard 4 engined bomber in north-east and while looking for it, noticed object come out of cloud, followed by the bomber at a much lower altitude.

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[redacted]

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: None
   a. Addresses
   b. Occupation
   c. Reliability

10. Comments of interrogator regarding the intelligence and character of person interrogated Appeared to be of average intelligence and character and better than average integrity and ability to determine

Relative to Radar Sightings

1. Re radars operating on ground: None

   a. Observations of range, speed, altitude and size of target N/A

   b. Did target execute any turns? If so, what angle (180°), etc, what radius of turn? If radius of turn is not observable, how did the target stay in the turn and what was its speed? N/A

   c.. Note particularly any separation of distant target into several targets upon approach. Track all if possible N/A

2. If airborne when object sighted: N/A

   a. Were there any radar inductions or extra noise on radio circuits?

N/A

   b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions 1500 hours - 1700 hours, visibility 25 miles, thin scattered clouds at 20,000 feet; surface wind ENE 4, Temperature 70°F, dew point, 38° F.

2. Winds aloft report Not available, however CAA Weather Station made an estimate that winds aloft that day were normal westerly prevailing winds.

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24-48
Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other. A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils N/A

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. N/A

7. Obtain photographs (or original negatives) where available. If not, secure sketches of:

   a. Object. (Inclosure #2)

   b. Surrounding terrain where observed. (Inclosure #1)*

   c. Place where it contacted earth (if this happened). N/A

   d. Maneuvers. (N/A)

   e. Formation if more than one object. N/A

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible. N/A

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such.) None.

(*7b, cont) All surrounding terrain is low rolling country with an exception of one group of hills 4 miles southwest of Scottsbluff, which rises abruptly approximately 600 feet above average level of ground.

WILLIAM R. OOSTING
Special Agent, OSI

(See AFCSI Letter No. 85, 12 Aug49)

[redacted] [redacted]

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

INSPECTOR GENERAL USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
Offutt Air Force Base, Omaha, Nebraska

MT/EES/dr
15 November 1949

24-56

15 Sept 49
Scottsbluff, Nebr.

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

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

1. Attached for your information are two (2) copies of Report of Investigation of Special Agent WILLIAM R. COSTING, of this office, dated 15 November 1949 on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

1 Incl:
Rpt of S/A COSTING
dtd 15 Nov 49 (in dup)

for Earl E. Sparks Capt U.S. AF.
MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

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

UNCLASSIFIED

42-3712-24

[redacted]

[redacted]

UNCLASSIFIED

United Stat Air Force The Inspector General Office of Special Investigations REPORT OF INVESTIGATION	File No 24-56 15 November 1949
Title SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT Scottsbluff, Nebraska	Report Made by WILLIAM R. OOSTING Report Made at DO #13, Offutt AFB Period 13, 14 October 1949 Office of Origin DO #13, Offutt AFB Status CLOSED

Character
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

Reference
None, this is an initial report

Synopsis

Investigation initiated by District Commander, 13th OSI District. On 15 September 1949, Mr. C[redacted]E and two witnesses saw an unidentified object moving over Scottsbluff Monument, approximately six miles away. Object appeared to be spinning and wavering slightly from side to side, emitting a bright light, which was apparently the sun shining off the sides of the object. The object appeared to have about the same average dimensions as an automobile tire and wheel, was at an altitude of approximately 2500 feet, was in sight about two minutes, and finally disappeared from view over the Monument. The weather was clear with a visibility of 50 miles.

Distribution	Action Copy Forwarded To	File Stamp
CG, AMC, ATTN: MCIAXO-3 (Action Cy) (3 Inc)	2 CG, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIAXO-3	
CG, SAC (Inf Cy)(3 Inc)	2	
Hq OSI (3 Inc)	2	
File (3 Inc)	2	

Approved
for Earl E. Sparks
MATTHEW THOMPSON Capt USAF
Lt Colonel, USAF
District Commander

UNCLASSIFIED

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Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-1.

[redacted]

24-56

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a news clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 19 September 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding the phenomena observed are included in attached Inclosures #1, #2, and #3.

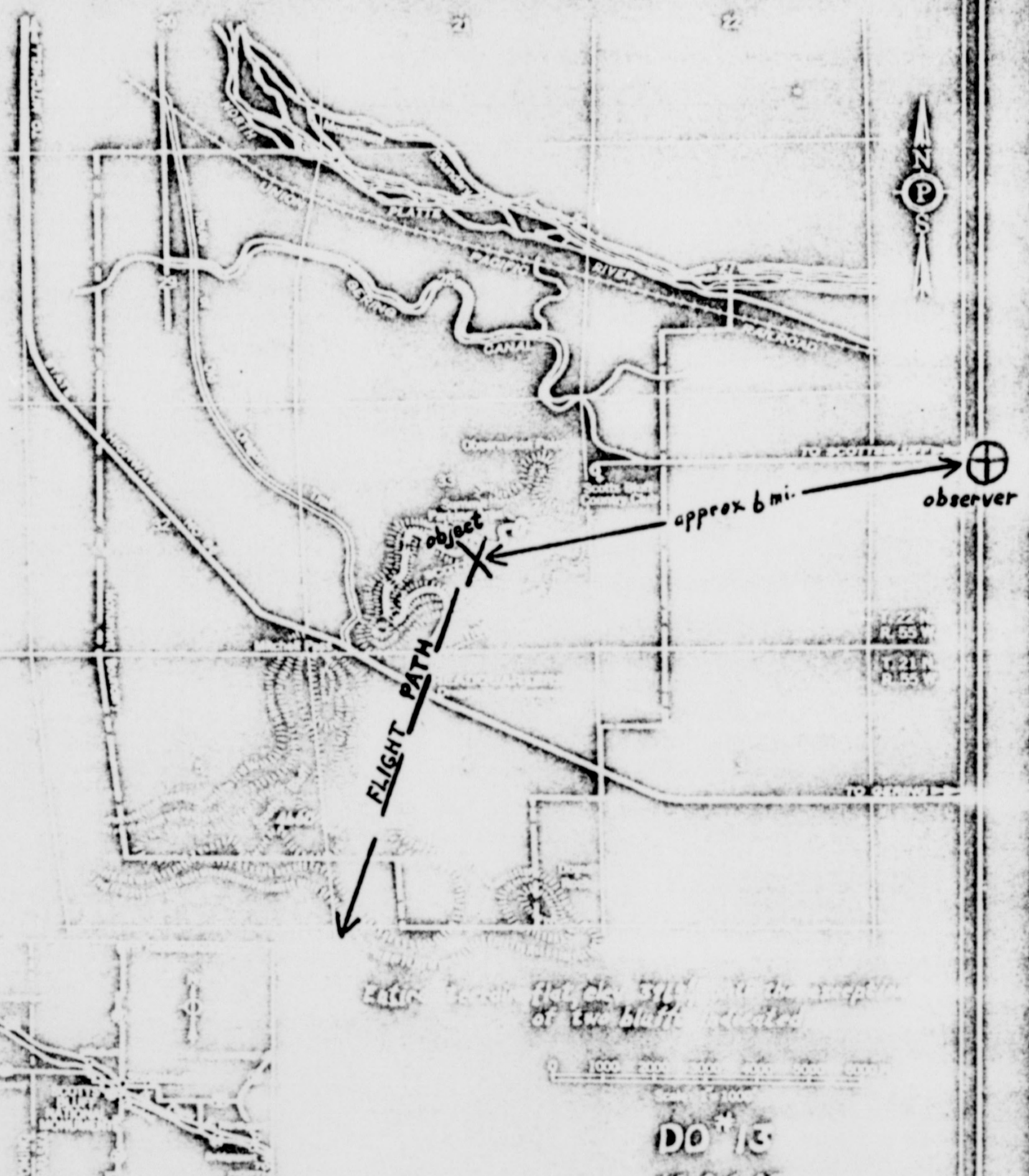
3 INCLOSURES:

(1) Map of area showing position of observer, terrain and path of object.
(2) Sketch of object.
(3) Check Sheet, "Unconventional Aircraft - Special Inquiry."

CLOSED

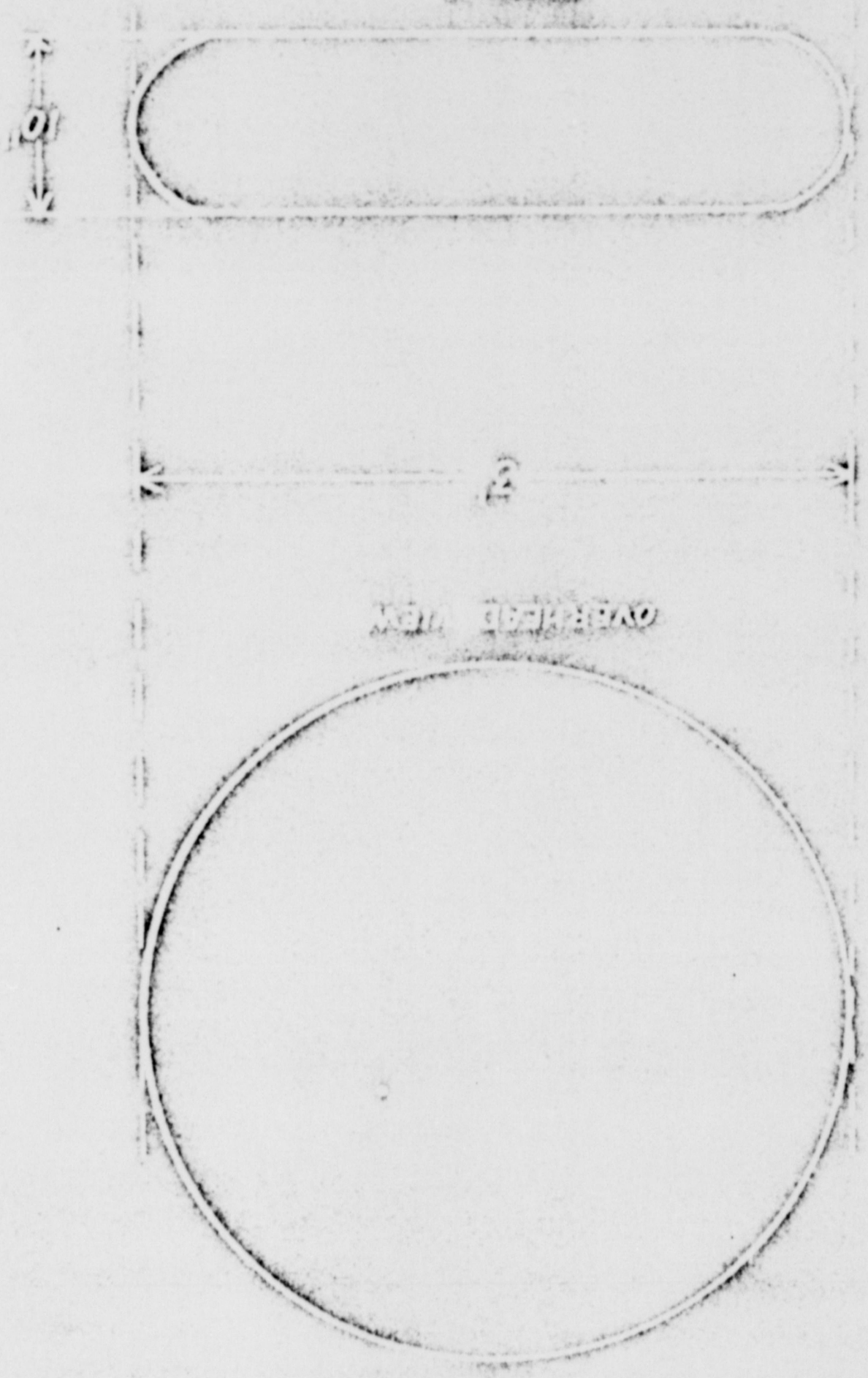
SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA



VICINITY MAP

Incl 5



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24-56

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 15 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1530 hours

3. Where sighted (observer's position): Was driving west on U. S. Highway 26, two miles east of Scottsbluff.

a. Ground

b. Air N/A

c. Sea N/A

4. Number of objects. Formation time (if any), sketch if possible One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska on 15 September 1949.

6. Distance of object from observer:

a. Laterally or Horizontally Appeared six miles due west

b. Angle of elevation from horizon approximately 25°.

c. Altitude Appeared to be ½ mile above Scottsbluff Monument six miles away.

7. Time in sight Two minutes

8. Appearance of object:

a. Color Silver

b. Shape (Sketch if possible) Appeared flat and perfectly round. See Inclosure #2.

c. Apparent construction (Of what material or substance)

d. Size Unknown observer indicated that object appeared to be about same dimensions as average automobile tire and wheel.

9. Direction of flight From Monument to southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc) Engaged in horizontal flight - appeared to be spinning and dipping slightly from side to side.

Incl #3

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[redacted]

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

UNCL

11. Evidence of exhaust: None noted

    a. Color of smoke N/A

    b. Length and width N/A

    c. Odor (if any) N/A

    d. Rate of evaporation N/A

    e. Does trail vary with sound? (spurts) N/A

12. Effect on clouds: No clouds in sky

    a. Opened path thru clouds N/A

    b. Formed cloud or mists N/A

    c. Reflected on cloud N/A

    d. Showed thru cloud N/A

15. Lights: None noted

    a. Reflected or attached N/A

    b. Luminous N/A

    c. Blinked on and off in relation to speed N/A

14. Support:

    a. Wings None noted

    b. Aerodynamic list of fuselage N/A

    c. Vertical jet None noted

    d. Rotating cylinder or cone N/A

    e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion: Unknown

    a. Propeller or jet None noted

    b. Rotor Unknown

    c. Aerodynamic vanes (flapping or oscillating) none noted (Katz Mayer effect)

    d. Visible exhaust or jet openings None noted

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[redacted]

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fine Object appeared to maintain straight course

b. Stabilizers (horizontal or vertical) None noted

17. Air ducts: None noted

a. Slots N/A
b. Duct openings N/A

18. Speed - M.P.H. Observer could make no estimate as object was in front of him and going away from him

19. Sound: None noted

a. Continuous whine or buzz N/A
b. Roar, whistle, whoosh N/A
c. Intermittent N/A

20. Manner of disappearance:

a. Explode
b. Faded from view
c. Disappeared behind obstacle Disappeared behind line of high hills.

Relative to the Observer

1. Name of observer [redacted]

2. Address [redacted] Street, Gering, Nebraska

3. Occupation Carpenter

4. Place of business 1155 "L" Street, Gering, Nebraska

5. Pertinent hobbies None

6. Ability to determine Average

7. Reliability of observer Subsequent investigation revealed it to be excellent.

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) While driving towards Scottsbluff, noted bright light flashing over Scottsbluff Monument. Closer observation revealed object which looked to be about the size of an automobile wheel and which was dipping slightly from side to side as it traveled through the sky. The sun reflected off the side of the object as it dipped. Object seemed to have approximate reflective power of a large glass mirror or piece of chromium.

[redacted]

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c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: [redacted]

a. Addresses [redacted], Gering, Nebraska

b. Occupation Carpenter

c. Reliability Revealed to be excellent

10. Comments of interrogator regarding the intelligence and character of person interrogated. Of average intelligence and character but believed to be of excellent integrity.

Relative to Radar Sightings:

1. Re radars operating on ground: None

a. Observations of range, speed, altitude and size of target N/A

b. Did target execute any turns? If so, what angle (180°), etc, and what radius of turn? If radius of turn is not observable, how did the target stay in the turn and what was its speed? N/A

c. Note particularly any separation of distant target into several targets upon approach. Track all if possible N/A

2. If airborne when object sighted: N/A

a. Where there any radar inductions or extra noise on radio circuits? N/A

b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions 1300 - 1700 hours.

Clear, visibility 50 miles; temperature, 79°F, dew point 38°F.

2. Winds aloft report None Available

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border No local flight schedules were operation in that area.

[redacted] UNCLASSIFIED

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4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils. N/A

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. N/A

7. Obtain photographs (or original negatives) where available. If not, secure sketches of:

a. Object

b. Surrounding terrain where observed. All surrounding terrain is flat rolling country with exception of Scottsbluff Monument four miles SW of Scottsbluff, which rises abruptly to about 600 feet above average level of ground.

c. Place where it contacted earth (if this happened).

d. Maneuvers.

e. Formation, if more than one object.

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible.

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such.)

WILLIAM R GOSLING
Special Agent, OSI

(See AFCSI Letter No. 85, 12 Aug 49)

UNCLASSIFIED

CLASSIFIED MESSAGE

SECRET

INCOMING MESSAGE

UNCLASSIFIED

CLASSIFIED MESSAGE

OPERATIONAL
IMMEDIATE

15Sep49 15:23

,?4 9 10 SEPT 49

WHE

[redacted] correspondence
per paragraph 51 and 60a (4), AR

FROM FEAF TOKYO JAPAN 0923457
TO COFS WASH DC ATTN DIRECTOR OF INTELLIGENCE
INFO WP AFB ATTN HCIAXO -3

CITE AX 3240 AIR-2

REFERENCE AIR INTELLIGENCE REQUIREMENTS MEMORANDUM NUMBER 4, PART 2 THE FOLLOWING PRELIMINARY REPORT IS SUBMITTED: 1 UNIDENTIFIED OBJECT SIGHTED 18 SEPT 1949, AT 1202 HOURS, BY 4 OFFICERS FROM THE 13 AIR FORCE WHILE ON ROUTE FLIGHT IN F-51 AIRCRAFT AT 6000 FEET OBSERVED APPROXIMATELY (14 DEG 45 .8, ,945 -120 DEG 22 MIN EAST) A VERY DISTINCT YET FINE CONTRAIL ABOUT THE TEXTURE OF SKYWRITING DARK ROUND OBJECT CLIMBING AT PHMPW 0 DEG ANGLE ON 350 DEG HAEDING AT SPEEED ESTIMATED IN EXCESS OF 800 MPH. OBJECT MADE DEFINITE LEVEL OFF AT APPROXIMATELY 35000 TO 40000 FEET AND CONTINUED FOR SAME HEADING. CONTAIL REMAINED FOR AT LEAST 20 MINUTES BEFORE DISSIPOTING . VISIBILITY VERY GOOD WITH SCATTERED CLOUDS AND THOUNDERSHOWERS AT LOWER ALTITUDES. DETAILED INFORMATION WILL FOLOOW ON FORM 112

NOTE-)8X LINE SIX SHOULD READ
45 MIN NORTH -120 DEG 22 MIN EAST) A VERY DISTINCT YET FINE

1-11-5n-8 pa
2-Mch/Intel
3-MCI

5-71145-1

7-3712-24

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

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

CLASSIFIED MESSAGE

SECRET

CLASSIFIED MESSAGE

UNCLASSIFIED

HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM
Biggs Air Force Base, Texas

19 Sep 49

ODI 452.03

26 SEP 1949

SUBJECT: Report of Information Pertaining to Flying Discs

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

1AXS

Inclosed herewith is a report of unidentified object sighted in the sky by 1st Lt. J[redacted] 19 September 1949, west of Las Cruces, New Mexico.

FOR THE COMMANDING OFFICER

PAUL E. JOHNSON, JR.
MAJOR USAF
ADJUTANT

1 Incl
1. Report

Information copies to:
CG, SAC
CG, 8AF

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

UNCLASSIFIED

SEP 30 1949

42-7124

RESTRICTED UNCLASSIFIED

HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM
Biggs Air Force Base, Texas

REPORT OF UNIDENTIFIED AERIAL OBJECTS

Incident #2

1. Date of observation: 19 September 1949, Date of interview: 20 September 1949.

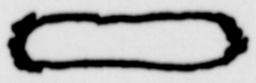
2. Exact time of observation: 0945 MST.

3. Place of observation: 32°05' N-106°50'W.

4. Position of observer: Bombardier in Bombardier's compartment of nose of B-29 aircraft at altitude of 25,000 pressure feet, flying on heading of 272° True.

5. What attracted attention to object: Brightness of object.

6. Number of objects and sketch of formation or grouping: One

Sketch: 

7. Apparent size: Approximately the size of a B-36 at approximately twenty-five miles distance from observer. About one foot long at an eye appearanoe.

8. Color of object: Silver and very bright

9. Shape: Cigar shaped

10. Altitude and angle of elevation above horizon: 30 to 35,000 feet at about 30°.

11. Direction from observer: Due south at 180°.
When first seen? 180°. When last seen? 180°.

12. Distance from observer: Approximately twenty to twenty-five miles.

13. Direction of flight of object: Seemed to be going South towards Mexico.

14. Time in sight: Approximately four minutes.

15. Velocity: Unknown, Moving at slow rate of speed.

16. Sound and odor: None.

DOWNGRADED AT [illegible] INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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17. Trail: None observed.

18. Luminosity: By reflection and comprable to sun on bright metal.

19. Projections: None observed.

20. Maneuvers: Straight and level.

21. Manner of disappearances: Seemed to fade away.

22. Effect on clouds: No clouds in area.

23. Additional information concerning object: None

24. Weather conditions and light at time of sightings: Light was good and slight haze. Temperture 15° Centigrade at 25,000 feet.

25. Name and address of observer: [redacted], 1st Lt., [redacted] 340th Bombardment Squadron, Biggs Air Force Base, Texas.

Occupation and hobbies: Air Force Officer - None.

Comments of Interrogator relative to intelligence and character of observer.

This observer seems to be dependable, steady and earnest in his belief that he saw this object. He has not previously made any reports of unidentified object sightings.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

No glasses were worn by the observer. The object was viewed thru plexiglass nose of B-29.

GENERAL

1. Teletype sequences of local weather conditions:
CUS, scattered clouds at 8,000 feet, twenty mile visibility and wind East / Northeast at seventeen knots.

2. Winds aloft report: 0800 MST winds aloft report-

20 knots at 110°	20,000 feet
15 Knots at 100°	25,000 feet
10 knots at 270°	30,000 feet
50 knots at 270°	35,000 feet

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

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:

Normal military air activity in area although no North-south flights were reported at this time in this vicinity. There are no North-South Commercial flights scheduled over this area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other:

White Sands Proving Grounds and Holloman Air Force Base, New Mexico, reported none released.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparison of soils.

No earth contact.

6. No Photographs obtained.

7. Signed statement obtained from observer and is on file in Headquarters 97th Bombardment Wing, Medium,

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

INCOMING MESSAGE

UNCLASSIFIED

20 Sept 49
GRIFFIS AFB, N.Y.
10:25
Rome, N.Y.

PRIORITY

NBR 9 22 SEP 49

PRIORITY

[redacted] not required. Handle as correspondence per paragraph 31 and 60a (4), AR 380-5

FROM FLIGHT SERVICE CENTER OLMSTEAD AFB MIDDLETOWN PA 212005Z
TO WP AFB MCIAXO 3
INFO FLIGHT SERVICE WASH DC

MI 88

RE IS REG 200-4 AND LTR HQ USAF SUBJ REPORTING OF INFO ON FLYING DISCS DTD 6 FEB 48, FOL INFO IS SUBMITTED: A LOCATION AND TIME OF SIGHTING :30 DEGREES NORTH EAST GRIFFIS AFB ROME NEW YORK, COORDINATES, 43 DEGREES 48 MONUTES NORHT 74 DEGREES 55 MINUTES WEST. B WEATHER : ESTIMATED 4500 FEET OVERCAST, 500 BROKEN, 8 MILES VISIBILITY, WINDS ALOFT :250 DEGREES, 40 KNOTS. C NAMES, LT COL PHILLIP J KUHL AND MAJOR EARL GOODRICH , PILOT AND PILOT RESPECTIVELY OF AF 7110 C 45, STATIONED AT AF PROCUREMENT FLD OFFICE BEDFORD MASS. D, NOT RPT NOT AVAILABLE E, NONE F,KQL NUMBER : 1. (2), SHAPE: CYLINDRICAL. (3) SIZE UNDETERMINED DUE TO DISTANCE FROM OBSERVER. (4) COLOR: SILVERY OR ALUMINUM. (5) SPEED: UNDERTERMINED. (6) HEADING: 250 DEGREES. (7) MANEUVERABILITY : 20000 FEET LEETING DOWN SLOWLY UNTIL IT DISAPPEARED INTO THE OVERCAST AT 7000 FEET. (8) ALTITUDE: FIRST OBSERVED AT20000 FEET. (9) SOUND : NONE HEARD. (10) EXHAUST TRIAL: FLAME ORANGE AND WHITE, LENGTH OFFLAME APPEARED TO BE TVICE A S LONG AS THE OBJECT. G. GENERAL REMARKS : COMPLETED REPORT FOLLOWS. MCNEIL

S-5-1

NOTE- LINE 10 SHOULD READ AV
AVAILABLE E, NONE XN F,(1) NUMBER ETC

ACTION COPY

7-3178-54

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This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

MCAG Form No. 22
(Rev 25 Oct 48)

WF-L-16 FEB 49 10M

CONFIDENTIAL

HqMAAMA Form No. 10-530
(Rev. 28 Oct 48)

[redacted]

UNCLASSIFIED

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA

MDT 000.92

BAN/lc
22 September 1949

SUBJECT: Unidentified Flying Objects

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

1AX5

1. In compliance with FSR 200-4 dated 2 November 1949, and letter, Headquarters USAF, Subject: "Reporting of Information on 'Flying Discs'", dated 6 February 1948, the following information is submitted.

ESSENTIAL ELEMENTS OF INFORMATION

1. Date of Sighting: 20 September 1949

2. Time of Sighting: 0906E

3. Where Sighted: Thirty North East, Griffiss Air Force Base, Rome, New York

a. Ground

Not applicable

b. Air

(1) Type aircraft, speed, altitude, direction of flight:

C-45	160	10,000	250 degrees

(2) Distance and direction from city, town or known landmark:

Thirty North East, Griffiss Air Force Base, Rome, New York

UNCLASSIFIED

[redacted]

SEP 27

(3) Clock position of object from observer's aircraft:

Four o'clock, approximately thirty miles to the right and to the rear

(4) Latitude and longitude: 43°40"N 74°55"W

c. Sea

Not applicable

4. Number of objects: One

a. Formation type: Not applicable

5. Distance of object from observer: Thirty miles

a. Laterally or horizontally: Horizontally

b. Angle of elevation from horizon: Level plane

c. Altitude: 20,000 feet letting down slowly until it disappeared into the overcast at 7,000 feet

6. Time in sight: Not stated

7. Appearance of object:

a. Color: Silvery or aluminum

b. Shape: Cylindrical

c. Apparent construction: No opinion

d. Size: Undetermined due to distance and speed

8. Direction of flight: 250 degrees

9. Tactics or maneuvers: Slow descent into overcast

10. Evidence of exhaust: Yes (flame)

a. Color of smoke: Orange and white flame

b. Length and width: More than twice the length of the object

[redacted]

MDT 000.92
Subj: Unidentified Flying Objects

22 Sep 49

c. Odor: Unknown

d. Rate of evaporation: Unknown

e. Does trail vary with sound: Unknown

11. Effect on clouds: Unknown

12. Lights: None

13. Support: None

14. Propulsion: Appeared to be rocket or jet

a. Propeller or jet: Appeared to be rocket or jet

b. Roter: None

c. Aerodynamic vanes: None observed

d. Visible exhaust or jet openings: None observed

15. Control and stability: None observed

a. Fins: None observed

b. Stabilizers: None observed

(1) Size: Not applicable

(2) Shape: Not applicable

(3) Location: Not applicable

16. Air Ducts: Not observed

a. Slots: Not applicable

b. Duct openings: Not applicable

17. Speed - MPH: High rate of speed

18. Sound: None heard

MDT 000.92 22 Sep 49
Subj: Unidentified Flying Objects

19. Was any radio antenna to be observed: None noted

20. Manner of disappearance: Disappeared into overcast

a. Explode: Not applicable

(1) Possibility of fragments: Not applicable

(2) Other physical evidence: Not applicable

b. Faded from view: Not applicable

c. Disappeared behind obstacle: Not applicable

RELATIVE TO THE OBSERVER

1. Name of observer: Lt Colonel Phillip J. Kuhl, 3716A

2. Air Materiel Command, AF Procurement Field Office, Bedford, Mass.

3. Occupation: USAF

4. Place of business: AF Procurement Field Office, Bedford, Mass.

5. Hobbies: Not applicable

6. Ability to determine: Unknown

7. Reliability of observer: No opinion

8. Notes relative to observer on

a. Sightings in general:

The aircraft, AF 7110, was proceeding from Bedford, Mass. to Griffiss Air Force Base, Rome, New York. The flame appeared more than twice the length of the object. The object finally disappeared into the overcast, reported at 7000 feet at the time. The approximate coordinates of the sighted object was 43°40"N 74°55"W. The approximate distance of the object from the observer was thirty miles.

b. How attention was drawn to objects: Normal pilot surveillance

9. Witnesses:

[redacted]

UNCLASSIFIED

MDT 000.92 [redacted] 22 Sep 49
Subj: Unidentified Flying Objects

Major Earl Goodrich, Air Materiel Command, AF Procurement Field Office, Bedford, Mass. Co-pilot

10. Comments of interrogator re intelligence and character of person interrogated: No opinion

RELATIVE TO RADAR SIGHTINGS

1. Re radars now operating on ground: No radar sightings

2. If airborne, when object was sighted: Not applicable

GENERAL

1. Teletype sequence of local weather conditions:

Estimated 4500 feet overcast, 500 broken, 8 miles visibility

2. Winds aloft report: 250 degrees - 40 knots

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time: Unknown

4. Possibility releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations, or any other: Unknown

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparisons of soils: Unknown

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radio-activity. Make comparisons with out unaffected aircraft objects: Unknown

7. Obtain photographs: None obtained

8. Not obtained.

9. Obtain fragments or physical evidence where possible: None

Joseph L. McNeil
JOSEPH L. McNEIL
Lt Colonel, USAF
Commanding

UNCLASSIFIED

[redacted]

[redacted]

17

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

HJJ/HAJ/ams

SRCH
INDEX
SERIAL
CLSFY
FILE

UNCLASSIFIED

20 Sept 49
Hooksett, N.H.

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

1D-OSI 24-42

10 October 1949

SUBJECT: Sighting of Unconventional Aircraft
20 Sep 49
Hooksett, New Hampshire, by
WILLIAM E. ARCHBOLD, 1st Lt, USAF 16020A

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

Attached herewith for your information is report made by Special Agent GERALD R. MARSHALL, 1st District OSI, Westover AFB, Mass. dated 7 October 1949 re SUBJECT as above.

1 Incl:
RPT of SA GERALD R. MARSHALL
dtd 7 Oct. 49 (in dup)

HARRY J. JENKINS
Major, USAF
Acting District Commander

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

Incident
456

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
13 OCT 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT

[redacted]

42-7312-24

[redacted]

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-42

DATE 7 October 1949

REPORT MADE BY
GERALD R. MARSHALL

REPORT MADE AT
DO #1, Westover AFB

PERIOD
29-30 September, 1 October 1949

OFFICE OF ORIGIN
DO #1, Westover AFB

STATUS
CLOSED

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT
20 Sep 49
Hooksett, New Hampshire, by
WILLIAM E. ARCHBOLD, 1st Lt, USAF 16020A

CHARACTER
SPECIAL INQUIRY

REFERENCE

SYNOPSIS

Unidentified object sighted by WILLIAM E. ARCHBOLD, 1st Lt., 16020A, 82d Air Base Group, Grenier AFB at 1000 hrs., 20 September 1949 in area twenty (20) miles west of Hooksett, (Hooksett located 9 miles North Manchester, N.H.) New Hampshire. Object appeared to be in a forty five (45) to sixty (60) degree dive; was sighted at approximately 3500 feet; object viewed for approximately one second; shiny metallic appearance, conformed to approximate size and shape of fighter aircraft fuselage, orange flame trailed object; speed appeared to exceed that of jet aircraft; observer is pilot and reputed to be reliable.

DISTRIBUTION

CG AMC Wright-Patterson
AFB Attn: MCIAXO-3 2
Hq, OSI 2
CO, Grenier AFB 2
File 2

ACTION COPY FORWARDED TO

APPROVED

HARRY J. JENKINS
Major, USAF
Acting *District Commander.*

FILE STAMP

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AG FORM 0-208 Replaces AFCSI Form 4, [redacted]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

UNCLASSIFIED

DETAILS:

1. This investigation was requested by District Commander, 1st OSI District.

AT MANCHESTER, NEW HAMPSHIRE

2. This is a joint investigation of Special Agent ROGER E. MACDONALD and the writer.

3. On 20 September 1949, at approximately 1000 hours, an unidentified unconventional aircraft was sighted by WILLIAM E. ARCHBOLD, 1st Lt., 16020A; while flying a C-47 Aircraft (Serial No. 43-49255), based at Grenier Air Force Base, New Hampshire. Only one unconventional aircraft was observed; no celestial phenomena or planets were known to be in the area at that time. Object was sighted in area 20 miles west of Hooksett, New Hampshire.

4. ARCHBOLD estimated 10 miles as the point to point distance from his point of observation to the object. The missile was observed to be in a 45 to 60 degree dive, at an altitude of 3500 feet (at the time of initial sighting). ARCHBOLD was able to observe object for duration of approximately one second.

5. ARCHBOLD described the object as being similar in size and shape to a fighter aircraft fuselage, silver in color, of an undetermined material. He believes there was no propellor; he observed no identifiable protrusions on the body. A steady orange flame was seen trailing from the tail of the object for a distance approximately the same length as the body. No smoke or exhaust, other than above-mentioned flame, was visible.

NOTE: Lt. ARCHBOLD stated that duration of observation was so brief that a sketch is impossible.

6. The aircraft was observed by ARCHBOLD to be coming from the north and heading in a southerly direction. Its flight appeared to be steady and smooth. The dive path was along a straight line angle with no evidence of change of course or attitude. ARCHBOLD observed no lights, heard no sound and detected no odor. He saw no lift or control surfaces on the body of the missile. It could not be determined whether its velocity resulted from the propulsion of the trailing flame or from a free gravitational fall. ARCHBOLD hesitated to estimate its speed in

UNCLASSIFIED

[redacted]

miles per hour, but stated that it exceeded the speed of any jet aircraft he has observed. (This comparison is made to the 650 mile speed of an F-86 type jet aircraft). The object disappeared from ARCHBOLD's vision as the result of its entering shadows cast on the ground by clouds.

7. WILLIAM E. ARCHBOLD, 1st Lt., 16020A, is currently assigned as Adjutant, 82d Air Base Group, Grenier Air Force Base, N.H. ARCHBOLD has been a rated pilot in USAF for over five years and has approximately 1600 hours flying time. Although ARCHBOLD was recently assigned to this base from the Alaskan Air Command, he is regarded by his fellow workers, and the writer, as being matured, stable, discriminating, intelligent and reliable. Lt. ARCHBOLD had been airborne approximately 55 minutes at the time of the sighting, when his attention was attracted to the missile by the light of the flame issuing from the tail. He stated that he was not fatigued, had rested well the night before, and had done no drinking within a 36 hour period prior to the sighting.

8. Captain DEANE C. TASKER, AO-439672, the other pilot on the C-47 which ARCHBOLD was flying, did not observe the object because at the time he was engaged in the adjustment of radio controls, and his attention was directed to lower rear section of the pilot's compartment. The flight engineer, T/Sgt THOMAS J. STEELE, AF-18006113, was in the rear of the aircraft at that time and did not observe the object.

9. The search and early warning radar set of the 647th Aircraft Control and Warning Squadron, was out of commission for repairs during the morning hours 20 September 1949. No radar data available on unidentified aircraft in Hooksett area on that date.

10. Extensive inquiry has been made amont the residents in the area where the object was last observed in an effort to locate other witnesses. To date none have been found, nor has the point of contact, if any, of the object with the earth, been located.

11. Interviews were conducted with representatives of the following airports and flying services in the vicinity of Manchester, New Hampshire: W.E. Martin Flying Service, Concord, New Hampshire; Airport Manager, Concord Municipal Airport, Concord, New Hampshire; Bayside Flying Service, Suncook, New Hampshire. None of these interviewees had seen or received reports of unconventional aircraft in Concord, Hooksett, Manchester area.

[redacted]

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INCLOSURES

One (1) copy signed statement, 1st Lt. WILLIAM E. ARCHBOID dated 4 October 1949 at Grenier AFB, N.H.

FOR CG AMC

One (1) copy statement, as above, and map of area in question west of Hooksett, N.H.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

4 October 1949

_S_T_A_T_E_M_E_N_T_

"I, WILLIAM E. ARCHBOLD. 1st Lt. 16020A, Adjutant, 82d Air Base Group, Grenier Air Force Base, New Hampshire, prior to making the statement contained in the following paragraphs have had explained to me the 24th Article of War by GERALD R. MARSHALL, who has identified himself to me as a Special Agent of the Office of Special Investigations, USAF. I understand that I cannot be compelled to incriminate myself or to answer any question, the answer to which may tend to incriminate me, or to answer any question not material to the issue when such answer may tend to degrade me. With such understanding, I make the following statement of my own free will and accord, without threat or fear of punishment and without inducement or promise of immunity or reward.

On 20 September 1949, at approximately 1000 hours, while flying a C-47 Aircraft (Serial No. 43-49255), at an altitude of 3500 feet, I observed an unidentifiable object which appeared to be in a 45 to 60 degree dive. I observed the object for a duration of approximately one second. It appeared similar in size and shape to a fighter aircraft fuselage, silver in color, and of an undetermined material. There was no propellor or other identifiable protrusions on the body. A steady orange flame was trailing from the tail of the object for a distance approximately equal to the length of the body. No smoke or exhaust, other than the above mentioned flame, was visible. The duration of observation was so brief that a sketch is impossible. Only one object was observed. It was coming from the north, relative to my position, on a southerly heading. Its flight appeared to be steady and smooth. The dive appeared to be on a straight line angle with no evidence of change of course or attitude. I observed no lights, heard no sound, and detected no odor. I saw no lift or control surfaces on the body of the missile. I couldn't determine whether its velocity resulted from the propulsion of the trailing flame or from a free gravitational fall. It is difficult to estimate its speed in miles per hour, but it exceeded the speed of any jet aircraft I have seen. The object disappeared from my vision as the result of its entering shadows cast on the ground by clouds. This probably occurred because my eye could not follow the missile.

I had been airborne approximately 55 minutes when my attention was attracted to the missile by the light of the flame issuing from the tail. I was not fatigued; I had rested sufficiently and well the night before, and had done no drinking within a 36 hour period.

UNCLASSIFIED

W. E. Archbold

[redacted]

Captain DEANE C. TASKER, the other pilot, did not observe the object because, at the time, he was engaged in adjusting the radio controls and his gaze was directed to the lower rear section of the pilot's compartment. The flight engineer, T/Sgt STEELE, was in the rear of the aircraft at the time, and did not observe the object.

I have read this statement consisting of two pages and it has been read to me. I have signed and initialled all preceding pages and all corrections. This statement is the truth to the best of my knowledge and belief and I have given it freely and voluntarily.

William E. Bechbold

1st Lt, USAF, 16 020 A



er valley that lies between two
he sea, with a bay that is partly
r. On each side of the valley is
reams have cut narrow gullies.
unded summit and gently slop-

Index maps of each State and of Alaska and Hawaii showing the areas covered by topographic maps and geologic folios published by the United States Geological Survey may be obtained free. Copies of the standard topographic maps may be obtained for 10 cents each; some special maps are sold at different prices. A discount of 40 percent is allowed on an order amounting to $5 or more at the retail price. The discount is allowed on an order for maps alone, either of one kind or in any assortment, or for maps together with geologic folios. The geologic folios are sold for 25 cents or more each, the price depending on the size of the folio. A circular describing the folios will be sent on request.

Applications for maps or folios should be accompanied by cash, draft, or money order (not postage stamps) and should be addressed to

THE DIRECTOR,
United States Geological Survey,
Washington, D. C.

November 1937.

D SYMBOLS

TURE
l in black)

ctric
road
Tunnel
Power-transmission line
Wharves
Breakwater and jetties
Bridge
Drawbridges
Ferry
(point upstream)

Civil Township or district line
Reservation line
Land grant line
City, village, or borough line
Small park or cemetery line
Triangulation point or transit traverse station
U.S. mineral monument

Mine or quarry
Prospect
Shaft
Mine tunnel
Mine tunnel *(showing direction)*
Lighthouse or beacon
L.S.S.
C.G.S.
Coast Guard station

WATER
(printed in blue)

Falls and rapids
Intermittent streams and ditches
Canals or ditches
Aqueducts or waterpipes
Aqueduct tunnels
Lake or pond
Unsurveyed stream and abandoned canal

Intermittent lake
Glacier
(Or shown by contours printed in blue)
Spring Well
Marsh
Submerged marsh

OGS
inted in green)

areas in the United States. By the use of stereoscopic plotting apparatus, aerial photographs are utilized also in the making of the regular topographic maps, which show relief as well as drainage and culture.

A topographic survey of Alaska has been in progress since 1898, and nearly 44 percent of its area has now been mapped. About 15 percent of the Territory has been covered by maps on a scale of $\frac{1}{500,000}$ (1 inch = nearly 8 miles). For most of the remainder of the area surveyed the maps published are on a scale of $\frac{1}{250,000}$ (1 inch = nearly 4 miles). For some areas of particular economic importance, covering about 4,300 square miles, the maps published are on a scale of $\frac{1}{62,500}$ (1 inch = nearly 1 mile) or larger. In addition to the area covered by topographic maps, about 11,300 square miles of southeastern Alaska has been covered by planimetric maps on scales of $\frac{1}{125,000}$ and $\frac{1}{250,000}$.

The Hawaiian Islands have been surveyed, and the resulting maps are published on a scale of $\frac{1}{62,500}$.



The sketch represents
hills. In the foreground
enclosed by a hooked sa
a terrace into which sm
The hill on the right ha

STANI

(

City or village
Roads and buildings
Ruins
Cliff dwelling
Good Public road
Poor Public or private road
Trail
Railroads
Ford
Dam
Dam with lock
Canal lock (point upstream)
U.S. township and section lines and recovered corners
State line
County
Boundary monument
BM X 1232
Bench mark (supplementary bench mark shown by cross and black figures without lettering)
CEM
Cemeteries
Church, School (distinguished on recent maps)
Coke ovens
Tanks and oil reservoirs
Oil a gas w

RELIEF
(printed in brown)

5463
Elevation above mean sea level (in black on recent maps)
Contours (Contours showing depth of water printed in blue)
Depression contours
Levee
Stream

Wash
Cliffs (or shown by contours)
Mine dumps
Tailings or mining debris
Sand and sand dunes

White School
883
774
Bow Bog
Bow Bog School
Sunc
Wood Hill School
739
643
Bailey's Corner
674
682
678
734
B A R T O N
630
830
South Bow School
Kimball Pond
618 Long Pond
589
Mt Aloma School
Purgatory Pond
Bittersweet School
School No 1
MERRIMACK CO
HILLSBORO
600
578
603
528
Blood Br
Tibbit's Hill School
East Part School
637
450
Harper Br
606
Pattee School
479
Brook
309
O F F S T O W N
Brook
503
Page Hill School
303
Goffstown (BM 306)
W. Grasmere
MANCHESTER
271
MAINE
RIVER
MAST
ROAD
MANCHESTER
Grasmere Sta
AND
BM Grasmere Junction
FOURTH FARM
251
Yacum Hill
388
160
ELECTRIC
CO
35
(114)
43°00'
71°30'
(Manchester)
Polyconic projection. North American datum
5000 yard grid based upon U.S. zone system, A
MANCHESTER 3 MI.
3
4 Miles
15000
20000 Feet
4
5 Kilometers
ROUTES USUALLY TRAVELED
HARD IMPERVIOUS SURFACES
OTHER SURFACE IMPROVEMENTS
U. S. ROUTE
STATE ROUTE
1943
CONCORD, N.H.
Edition of 1927
reprinted 1943
N4300—W7130/15

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-45

DATE 18 November 1949

REPORT MADE BY HARRY J. JENKINS, S/A

REPORT MADE AT DO #1, Westover AFB

PERIOD 23,29,30 Oct & 4,9,10 Nov 1949

OFFICE OF ORIGIN DO #1, Westover AFB

STATUS CLOSED

TITLE

Sighting Airborne Object
Winchendon, Mass. 26 Sep 49
by Mrs. [redacted]
Mrs. [redacted]

26 Sept 49 Mass
Winchendon

CHARACTER

SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE

None. This is an original report.

SYNOPSIS

Investigation in accordance with AFCSI Letter #85. At approximately 1015, 26 September 1949, a box-like object, without appendages, rectangular, metallic and silver in appearance, and the size of an airplane fuselage, was observed falling or diving slowly from considerable altitude over Winchendon, Mass. Decent was vertical, arcing to horizontal. Travel was from approximately Northwest to Southeast. Grey smoke trailed behind in rapid puffs. Object reportedly disappeared just above horizon in large puff of smoke, approximately ten (10) to fifteen (15) minutes after it was first observed in vicinity of Ashburnham, Mass., six (6) miles distant. No report or evidence of contact with earth obtained.

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

DISTRIBUTION

CG AMC	2
HQ OSI	2
FILE	2

ACTION COPY FORWARDED TO

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

APPROVED

Harry J. Jenkins

HARRY J. JENKINS
Major, USAF
Acting District Commander.

FILE STAMP

5 13

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AFCSI-A 49 O-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16—67744-1 U. S. GOVERNMENT PRINTING OFFICE

24-3713-24

[redacted]

UNCLASSIFIED

DETAILS:

1. This investigation is in accordance with the requirements of AFCSI Letter #85, dated 12 August 1949, subject:"Unconventional Aircraft, SPECIAL INQUIRY." Report was made to Acting District Commander personally by Mrs. [redacted] and Mrs. [redacted], both of Winchendon, Massachusetts on 23 October 1949.

AT WINCHENDON, MASSACHUSETTS

2. This is an investigation by Special Agent HARRY J. JENKINS.

3. Above-named agent interviewed Mrs. [redacted] and Mrs. [redacted], Winchendon, Mass. at 1600, 23 October 1949, as a result of information volunteered by Mrs. [redacted] Mrs. [redacted] stated that at approximately 1015, Monday, 26 September 1949, while standing on the sidewalk on Central Street, Winchendon, Mass., her attention was attracted to some smoke in the sky. On looking, she observed an object in the sky which appeared to be diving or falling slowly, emitting puffs of grey smoke in rapid succession. No celestial phenomenon or planets, other than the sun were discernable. The day was bright with approximately 3/10 broken clouds. [redacted] could not positively state the distance of the object from her position vertically, but stated that at first it was directly overhead. The object remained in sight for approximately fifteen (15) minutes, traveling from Northwest to Southeast and changed course from vertical descent gradually to that of horizontal flight. No sound was noticeable, nor was there any effect on the few clouds in the sky. The object did not have any wings or other appendages. It was described by [redacted] as: " A silver, shiny airplane body, yet more box-like in appearance." Object disappeared approximately six (6) miles distant from the observer after a big puff of smoke had emitted.

4. The observer, Mrs. [redacted] Winchendon, Massachusetts, is a housewife and store-clerk, employed at Howard's Gift Shop, Central St., Winchendon, Mass., has flown as a passenger in aircraft occasionally, is interested slightly in aviation, and has knowledge of aircraft types, including lighter-than-air. Attention was drawn to the object upon glancing at the sky and observing the gray smoke trail. Observer has average intelligence, is of good character and is usually reliable. Observer known to this agent for sixteen (16) years.

UNCLASSIFIED

[redacted]

5. Mrs. [redacted], when interviewed by this agent, made substantially the same statement, but differed on two (2) points. [redacted] stated that the gray smoke was trailing behind the object in a steady stream and that when the object disappeared, no large puff of smoke was observed. [redacted] stated: "When the object reached the horizon, it seemed to disappear. It just disappeared strangely." [redacted] stated that the smoke trail remained in the sky for some time after the object disappeared. The observer is positive that what she observed was not sky-writing, by conventional aircraft, as she has witnessed this procedure before.

6. MRS. [redacted], Winchendon, Mass., is a middle-aged housewife, slightly cognizant of aircraft types and able to determine unusual appearance of aircraft. Her attention was drawn to the object by Mrs. [redacted]. Observer is of average intelligence, has been known to this agent for sixteen (16) years and is usually reliable.

7. On 29 October 1949, this agent interrogated Mr. [redacted], proprietor of Howard's Gift Shop, Central St., Winchendon, Mass. [redacted] stated that he had observed the object, knew it was not an aircraft of the usual type; but could not recall anything of its appearance. [redacted] positively stated that the object was unusual and definitely not a conventional aircraft. This observer has knowledge of aircraft types. His attention was first drawn to the sky by others looking up at the sky. [redacted] of above average intelligence and is deemed a reputable businessman of usual reliability.

AT WESTOVER AIR FORCE BASE, MASSACHUSETTS

8. The weather sequence for 26 October 1949 was obtained from Westover Air Force Base Weather Station and is as follows:

Date: 26 October 1949
Time: 1025 EST
Ceiling: Estimated 3,000 ft.
Sky Conditions: Broken, Broken
Visibility: 8 miles
Sea Level Pressure: 1014.2 MBS
Temperature: 55 deg. F.
Dew Point: 52 deg. F.
Wind Direction: WSW
Wind Speed: 13 MPH
Altimeter: 29.95 inches
Remarks: second broken layer of clouds is Estimated 21.000 ft.

9. Military aircraft schedules from Westover Air Force Base were checked and no scheduled flights would have passed in the vicinity of Winchendon on the date and hour of the sighting of unknown object.

AT BARNES AIRPORT, WESTFIELD, MASSACHUSETTS

10. On 9 November 1949, Commercial Airlines and Air National Guard flight schedules were checked and no scheduled flights were reported to have been in the vicinity of Winchendon, Mass. at the hour and date of the sighting of unknown object.

AT BOSTON, MASSACHUSETTS

11. On 4 November 1949, Cosmic Ray research at the Mass. Institute of Technology was checked for information on flights of high altitude balloons, on 26 September 1949, in their research, with negative results.

12. A check with Air National Guard, Bedford, Mass. and Commercial Airlines in this vicinity relative to scheduled flights in the vicinity of Winchendon, Mass. on 26 September 1949 resulted negatively.

AT FITCHBURG, MASSACHUSETTS

13. A check of the Fitchburg-Leominster Airport revealed no scheduled flights from that field in the vicinity of Winchendon, Massachusetts on 26 September 1949.

AT ASHBURNHAM, MASSACHUSETTS

14. On 30 October 1949, Special Agent JENKINS made a ground reconnaissance of back-woods roads between Ashburnham, Gardner and Winchendon, Massachusetts for possible additional witnesses, living in farms in this area. Results were negative. Contact with the ground by object was not established.

AT WESTOVER AIR FORCE BASE, MASSACHUSETTS

15. All possible leads have been followed. No additional information, which might aid in identification of the object sighted, could be obtained.

CLOSED

OUT

INSTRUCTIONS: File upright when charging out c... files or entire folders of correspondence. File on side w...n charging out individual documents within a folder. File in binder when charging out individual publications, or in place of binder when charging out entire binder.

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91

HEADQUARTERS
3575TH PILOT TRAINING WING (AME)
VANCE AIR FORCE BASE
Enid, Oklahoma

GD

000.9

OCT 1949

29 Sept 49

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
Attn: MCIAX-3
A

Forwarded herewith is the original and one (1) copy of a report concerning the "Unconventional Aircraft" sighted six (6) miles west of Enid, Oklahoma on 29 September 1949. This report is submitted in accordance with Air Intelligence Requirements Memorandum No. 4, Department of the Air Force, dated 15 February 1949, Subject: "Unconventional Aircraft".

FOR THE COMMANDING OFFICER:

R. W. Woodall

R. W. WOODALL
MAJOR USAF
ADJUTANT

3 Incls:
1. Rpt Part I (in dup)
2. Rpt Part II (indup)
3. Signed Statement Mrs. [redacted] (in dup)

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

UNCLASSIFIED

[redacted]

Incident
467

7-3712-24

UNCLA

RF161

EPC JADC 222

1949 SEP 30 22 42

DF JWOEN 21

P 3016 2Z

FM CO VANCE AFB ENID OKLA

TO JEPC/DIRECTOR OF INTELLIGENCE HQS USAF

INFO JEDC/PASS TO CG AMC WRIGHT-PATTERSON AFB DAYTON OHIO

AF GRNC

GD567I. ATTN ~~HQUSAF-3~~; INFORMATION RELATIVE TO AIR INTELLIGENCE REQUIREMENTS MEMO FOURTEEN UNCONVENTIONAL AIRCRAFT. DATE OF SIGHTING CHA 29 SEPTEMBER 1949. TIME OF SIGHTING CHA 14 CLT 45 TO 15 CLT 30 CST. SIGHTED FROM GROUND SIX MILES WEST OF ENID CHA OKLAHOMA. MAP COORDINATES 36 DEGREES 2 MINUTES LAT CHA 36 DEGREES 23 MINUTES LONG. NUMBER OF OBJECTS CH SEVEN TO FIFTY. DISTANCE OF OBJECTS FROM OBSERVAR 26XX FEET. HORIZONTALLY CHA ANGLE OF ELEVATION FROM HORIZON CHA 70 DEGREES. ALTITUDE CHA 1X CHA XXX FEET. TIME IN SIGHT CHA TWO SECONDS. APPEARANCE OF OBJECT CHA ROUND BIRD LIKE CHA COLOR CVA GRAY AND SILVER. SIZE CHA 1X INCHES IN DIAMETER. DIRECTION OF FLIGHT CHA SOUTHEAST TO NORTHWEST. MANEUVERS CHA FLUTTERING AND EVASIVE. EXHAUST CHA NONE. LIGHTS CHA NONE. SUPPORT CHA SHORT STUBBY WINGS AND BIRD SHAPED FUSELAGE. PROPULSION CHA NONE NOTED. AIR DUCTS CHA NONE. SPEED CHA 4XX TO 5XX MPH. SOUND CHA NONE NOTED. MANNER OF DISAPPEARANCE CHA FADED FROM VIEW. RELATIVE TO THE OBSERVER CHA MRS. HAROLD TRITSCHLER CHA RT NO. 1 CHA ENID CHA OKLAHOMA. OCCUPATION CHA HOUSEWIFE. RELIABILITY OF OBSERVER CHA UNKNOWN.I NOTES RELATIVE OF OBSERVER CH CHA ATTENTION WASDRAWN TO OBJECT BY T-6 TYPE AIRCRAFT PASSING OVERHEAD. WITNESSES CHA NONE. COMMENTS CHA CHARACTER UNKNOWN OF INTELLIGENCE AVERAGE. WEATHER CHA CLEAR CHA VISIBILITY 1X MILES CHA WIND SOUTHEAST XX KNOTS.

CFN GD567I 29 1949 14 CLT 45 15 CLT 3X 9X 2 3X 23 26XX 1X CHA XX 7X 1X 4XX 5XX 1 T-6

30/19XXZ

CCC..LAST LNI1ST GRP SND READ 7 RPT 7

17.5ENDIT 18TH GRP IN CFN SND READ XXX RPT XXXXXX NOT XX

30/19XXZ

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UNCL

AF FORM 112—PART I
APPROVED 1 JUNE 1948

~~RESTRICTED~~ (CLASSIFICATION) UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	2	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unconventional Aircraft

AREA REPORTED ON	FROM (Agency)
Enid, Oklahoma	Vance Air Force Base

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 October 1949	29 September	

PREPARED BY (Officer)	SOURCE
HOWARD E NICHOLS, Capt., USAF	Mrs. [redacted]

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
None

SUMMARY: (*Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 113—Part II.*)

The Base Intelligence Officer was notified at approx 15:00 hours, 29 September 1949 that a number of "Unconventional Aircraft" had been sighted six (6) miles west of Enid, Oklahoma. A B-25 type aircraft was immediately dispatched to the area. The B-25 crew was, 1st Lt Oscar T. Jones, Flying Safety Officer and Capt. Howard E. Nichols, Base Intelligence Officer. The area was searched carefully with negitive results. A large number of seagulls were sighted from altitudes of 1,000 to 4,000 ft. The seagulls were first sighted, because of sun's ray reflecting from their bodies as they wheeled and turned.

During the interrogation, the observers attention was called to the seagulls flying in the area. She expressed surprise upon learning that the birds flew as high as 4,000 ft. Using her cheap binoculars, the interrogator found that it could be very easy to mistake the seagulls for "Unconventional Aircraft".

Howard E. Nichols
HOWARD E NICHOLS
Capt., USAF
Intelligence Officer

_____ INCLS.

DISTRIBUTION BY ORIGINATOR
2 Copies CG, AMC
2 Copies CG, Air Tng Command

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~~RESTRICTED~~ UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 3 PAGES
Vance AFB Enid, Oklahoma	2	

UNCONVENTIONAL AIRCRAFT

PART II - REQUIREMENTS

General

1. Date of sighting: 29 September 1949

2. Time of sighting (zone by 24 hr. clock): 14:45 to 15:30 CST

3. Where sighted (observer's position): Ground

   a. Ground

      (1) City, town. Enid, Oklahoma
      (2) Distance and direction from city: 6 Miles West of Enid,
      (3) From yard
      (4) Map coordinates: 98° 2' lat. 36° 23'long.

   b. Air Not Applicable

   C. Sea Not Applicable

4. Number of objects: About 7 first time 50-100 second time

   Formation type: Circleing and breaking off in single file

5. Observable celestial phenomena or planets that may account for the sighting: None

6. Distance of object from observer: ½ mile

   a. Horizontally
   b. Angle of elevation from horizon: 70°
   c. Altitude: 10,000' Approx

7. Time in sight: Two seconds

8. Appearance of object: Round

   a. Color: Gray haze and Silver
   b. Shape: Bird shape
   c. Apparent construction: Observer was unable to answer this
   d. Size: It appeared from observer's view as a 10" disc or plate

9. Direction of flight: Southeast to Northwest

10. Tactics or maneuvers: Fluttering from side to side, evasive, erratic.

11. Evidence of exhaust: None

12. Effect on clouds: None Clear

13. Lights: None

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Vance AFB Enid, Oklahoma	2	

14. Support:

a. Wings: Short and Stubby
b. Aerodynamic list of fuselage: Bird shape
c. vertical jet: None
d. Rotating cylinder or cone: None
e. Aerostatic lift: None

15. Propulsion: None

16. Control and stability: None noted

17. Air ducts: None noted

18. Speed: Approx 400 to 500 MPH

19. Sound: None

20. Manner of disappearance: Faded from view

Relative to the Observer

1. Name of observer: Mrs. [redacted]

2. Address: Route #1 Enid, Oklahoma

3. Occupation: Housewife

4, Place of business: None

5. Pertinent hobbies: None, other then she likes to watch aircraft

6. Ability to determine:

a. Color: Normal
b. Speed of moving objects: Normal
c. Size at distance: Normal

7. Reliability of observer: Above reproach

8. Notes relative of observer on:
a. Sighting in general: Has not previously sighted unconventional type aircraft or unexplained phenomena
b. How attention was drawn to object: Sound of T-6 and suns rays reflecting from body of object;

9. Witnesses: None

10. Comments of interrogator regarding the intelligence and character of person interrogated, Mrs [redacted] is 28 years of age and mother of two childern. She was employed during the war at the Beechcraft aircraft plant, Wichita, Kans, also at Cal-Aero, Ontario, Calif. Her character and intergrity are above reproach.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Vance AFB Enid, Oklahoma	2	PAGE 3 OF 3 PAGES

RELATIVE TO RADAR SIGHTINGS

Not Applicable

General

1. Teletype sequence of local weather conditions: As of 14:45 hours 29 September 1949 the following weather conditions prevailed at this station: Clear, 15 miles visibility, wind from Southeast 8 MPH, temperature 71° , Dew point 37, No clouds.

2. Winds aloft: At 10,000 ft from Northwest 23 MPH.

3. Local flight schedules: 13 T-6's and 2 B-25's were flying in the local area at the time. No formation flying was scheduled. This information was obtained from the Vance AACS Detachment.

4. Possible releases of testing devices in vicinity: Unknown

5. Objects did not contact earth.

6. Objects did not come sufficiently near other aircraft or known objects to warrent check with Geiger counter.

7. Photographs not available

8. Signed statement made by Mrs [redacted] attached.

9. Fragments or physical evidence not available.

10. Radio antenna not observed.

Howard E. Nichols
HOWARD E NICHOLS
Capt., USAF
Intelligence Officer

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STATEMENT

Vance Air Force Base, Enid, Oklahoma
5 October 1949

On the afternoon of 29 September 1949, at approximately 1445 hours CST, I was tying the gate in our back yard. Our farm is located 6 miles west of Enid, Oklahoma. I heard a T-6 type airplane droning overhead; I naturally looked up to see it, but the aircraft had passed from view. A gleam of light caught my eye and I saw several objects circling overhead. They would catch the rays of the sun and gleam like the silver of an aircraft. I didn't know what they were as they were strange. I ran into the house to get my dime store binoculars. With the aid of the binoculars, I could see they were going in a circle and I counted seven (7) objects. They pulled out of the circle into a straight line very evenly spaced one behind the other.

The objects traveled at a great rate of speed with a swinging pendulum motion from side to side. They vanished into the Northwest. The objects would vanish and reappear as the sun's rays reflected from thier bodies.

I immediately called Vance Air Force Base and reported the sighting to one of the officials of the Base.

I returned to the yard to watch for more of the strange objects. I saw another group of approximately fifty (50) to one hundred (100). They came from the Southeast and vanished to the Northwest. They were round like a record or plate with a rounded top. I saw no traces of smoke nor could I see propellers. I heard no sounds such as those made by jet aircraft. I could make out the round bird-like body with possible short stubby wings. They seemed to be radio controlled or drawn by magnitic force. They were higher than the airplane that writes Pepsi-Cola signs in the sky. Their speed was twice as fast as a B-25 airplane.

[redacted]

Enid, Oklahoma

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Incl #3

UNCLASSIFIED
RESTRICTED

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5 October 1949

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[redacted]

Enid, Oklahoma

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

INSPECTOR GENERAL USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
Offutt Air Force Base, Omaha, Nebraska
EES/tt
13 October 1949

24-185

SUBJECT: SIGHTING OF FLYING SAUCER ON 29 SEPTEMBER 1949 AT HUMBOLDT, NEBRASKA, BY MR. [redacted]

Sept 49
29 Sept
Humboldt, Nebr

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

1. Forwarded for your information are two (2) copies of the report of Special Agent STANLEY R. BOWMAN, of this office, dated 13 October 1949, reflecting the closed investigation of SIGHTING OF FLYING SAUCER ON 29 SEPTEMBER 1949 AT HUMBOLDT, NEBRASKA, BY MR. [redacted]

2. With the submission of this report it is believed all logical leads have been covered and reported.

3. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949.

Earl E. Sparks
EARL E. SPARKS
Captain, USAF
Acting District Commander

1 Incl
Report of Investigation
(in dup)

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DOD DIR 5200.10

Incident
475

47-374

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[redacted]

[redacted]

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-185

DATE 13 Oct 49

REPORT MADE BY
STANLEY R. BOWMAN, S/A

REPORT MADE AT
DO#13, Offutt AFB

PERIOD
5, 7 October 1949

OFFICE OF ORIGIN
DO #13, Offutt AFB

STATUS
CLOSED

TITLE

SIGHTING OF FLYING SAUCER ON 29 SEPTEMBER 1949 AT HUMBOLDT, NEBRASKA, BY [redacted].

CHARACTER
SPECIAL INQUIRY, UNCONVENTIONAL AIRCRAFT

REFERENCE
None, this is initial report.

SYNOPSIS

On 29 September 1949 at about 0605, Mr. [redacted], Jr., Humboldt, Nebraska, saw an unidentified object, size, height, speed, composition and propulsion unknown. It was oval shaped and apparently composed of luminous rings of some translucent material, moving southward in the sky near Humboldt, Nebraska. [redacted] first observed the phenomena when it was directly overhead and continued the observation until it faded from view. Object was first observed at 0605 and faded from view at 0620. Mrs. [redacted], wife of [redacted], verified sighting of object. Prevailing ground wind at the time was from south to north.

DISTRIBUTION

CG, AMC, Wright-Patterson AFB, Dayton, Ohio (5 incls) 2
HQ OSI (1 incl) 2
CO, Offutt AFB (1 Incl) 2
File (5 incls) 2

ACTION COPY FORWARDED TO
CG, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MClAXO-3.

APPROVED

Earl E. Sparks
EARL E. SPARKS
Captain, USAF
Acting *District Commander.*

FILE STAMP

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AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, [redacted]

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted] CLASSIFIED

24-185

DETAILS:

1. This inquiry was based on a radio broadcast alleging that Mr. [redacted], of Humboldt, Nebraska, had sighted an object thought to be a "flying saucer" at 0605 hours, 29 September 1949.

AT HUMBOLDT, NEBRASKA

2. Attached hereto as Inclosure 1 is check sheet of information obtained.

INCLOSURES

FOR CG, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB

1. Observation Check Sheet.
2. Sketch of witness's location during sighting.
3. Sketch of object.
4. Sketch of position of object in relation to observer.
5. Statement of [redacted]

FOR HQ, OSI

1. Observation Check Sheet.

FOR CO, OFFUTT AFB

1. Observation Check Sheet.

- CLOSED -

[redacted] UNCLASSIFIED

24-185 [redacted] UNCLASSIFIED

29 September 1949

0605 CST

Observer was standing in a field.

Not applicable

Not applicable

One.

No celestial phenomena or planets were observed in the area of Humboldt, Nebraska, 29 Sep 49.

Object was almost directly over observer's head.

Object proceeded due south and disappeared from view when at an angle of approximately 45°.

Could not be determined.

15 minutes. From 0605 to 0620 CST.

Luminous white.

See Inclosure 3.

see below

Observer could not accurately estimate size. When first seen, he thought it to be about 40 acres in area.

South.

Object traveled in a straight line and did not deviate from this line.

UNCLASSIFIED

8 c. Composed of luminous rings with the center being solid. The outer rings and the solid center seemed to glow more brightly than the irregular rings making up the space between the center and outer ring. Spaces between the rings appeared to be the same color as the sky background, or else there was a space between the center of the object and the rings thru which the sky was visible.

Incl 1 [redacted]

CONFIDENTIAL

Case: Shoot - Unconventional Aircraft (Cont)

UNCLASSIFIED

11. Evidence of exhaust: **There was no evidence of exhaust.**

a. Color of smoke **Not applicable**

b. Length and width **" "**

c. Odor (if any) **" "**

d. Rate of evaporation **" "**

e. Does trail vary with sound? (spurts) **Not applicable**

12. Effect on clouds:

a. Opened path thru clouds **There were no clouds in the sky.**

b. Formed cloud or mists **Not applicable**

c. Reflected on cloud **" "**

d. Showed thru cloud **" "**

13. Lights: **No lights were observed on object other than its continuous luminous appearance described in 8 a.**

a. Reflected or attached **Not applicable**

b. Luminous **" "**

c. Blinked on and off in relation to speed **Not applicable**

14. Support: **No evidence of support was visible.**

a. Wings **Not applicable**

b. Aerodynamic list of fuselage **Not applicable**

c. Vertical jet **Not applicable**

d. Rotating cylinder or cone **Not applicable**

e. Aerostatic lift (balloon or dirigible) **Not applicable**

15. Propulsion: **No means of propulsion was observed.**

a. Propellor or jet **Not applicable**

b. Rotor **Not applicable**

c. Aerodynamic vanes (flapping or oscillating) **Not applicable**
(Katz Mayor effect)

d. Visible exhaust or jet openings **No evidence of exhaust.**

CONFIDENTIAL

UNCLASSIFIED

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

UNCLASSIFIED

16. Control and stability: No control surfaces or stabilizers were visible on the object.
    a. Fins ____Not applicable____
    b. Stabilizers (horizontal or vertical) ____None.____
17. Air duct: None.
    a. Slots ____Not applicable____
    b. Duct openings ____" "____
18. Speed - M.P.H. Observer could make no estimate as to speed.
19. Sound: Object created no sound.
    a. Continuous whine or buzz ____Not applicable____
    b. Roar, whistle, whoosh ____" "____
    c. Intermittent ____" "____
20. Manner of disappearance: Object faded from view.
    a. Explode ____Not applicable____
    b. Faded from view ____Yes.____
    c. Disappeared behind obstacle ____Not applicable____

Relative to the Observer

1. Name of observer [redacted]
2. Address Humboldt, Nebraska
3. Occupation Farmer
4. Place of business Farm, 4 miles southwest of Humboldt, Nebraska
5. Pertinent hobbies Amateur radio operator.
6. Ability to determine Observer appeared to be intelligent and imbued with good common sense.
7. Reliability of observer [redacted] regarded as honest, intelligent, hard-working; has no criminal record and enjoys a splendid reputation in the community.
8. Notes relative to observer on: Observer stated that he retired about 2000 28 Sep 49, slept normally and was feeling normal on the morning of 29 Sep. He had
    a. Sightings in general not and does not use any habit-forming drugs, alcohol or tobacco. He had not experienced any undue emotional or physical (Cont. below)
    b. How attention was drawn to object(s) Attention was first drawn to object when observer was making his usual morning weather observation.

[redacted]

8 a. strain or experienced any illness during the week preceding 29 September.

UNCLASSIFIED

[redacted]

24-185

Check Sheet - Unconventional Aircraft (Cont)

UNCLASSIFIED

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne Not applicable

9. Witnesses: Mrs. [redacted] Mr. [redacted]

a. Addresses Humboldt, Nebraska Humboldt, Nebraska

b. Occupation Housewife Farmer

c. Reliability More than average intelligence; character beyond reproach. Could not be contacted for interrogation.

10. Comments of interrogator regarding the intelligence and character of person interrogated. [redacted] and his wife seemed to be people of more than average intelligence and of character beyond reproach. Both appeared to be mature, responsible and hard-working; regarded as honest and reliable. [redacted] was born 24 Nov 1924. This incident is his first observation of celestial phenomena.

Relative to Radar Sightings Not applicable.

1. Re radars operating on ground:

a. Observations of range, speed, altitude and size of target

Not applicable

b. Did target execute any turns? If so, what angle (180°), etc, and what radius of turn? If radius of turn is not observable, how did the target stay in the turn and what was its speed?

Not applicable

c. Note particularly any separation of distant target into several targets upon approach. Track all if possible

Not applicable

2. If airborne when object sighted:

a. Were there any radar inductions or extra noise on radio circuits?

Not applicable

b. Give estimates of size, speed, manouvers, etc.

Not applicable

UNCLASSIFIED

General The nearest weather reporting station, located at Offutt AFB, approx. 60 miles from Humboldt, Nebraska, reported the weather and the morning of 29 Sep 49,

1. Teletype sequences of local weather conditions as a clear sky with sunrise at 0618 CST with a surface wind of 10 miles per hour at 340°.
2. Winds aloft report (On the 0900 weather report from Offutt AFB for 29 Sep 49)-- 13 knots, 315°, 10,000'; 25 knots, 360°, 20,000'; 30 knots, 350°, 25,000'; 35 knots, 360°, 30,000'.

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

UNCLASSIFIED

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other No evidence of release of testing devices sent aloft in the area of observation.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils Not applicable

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. Not applicable

7. Obtain photographs (or original negatives) where available. If not, secure sketches of:

   a. Object. See Inclosure 3.

   b. Surrounding terrain where observed. See Inclosure 2.

   c. Place where it contacted earth (if this happened). Not applicable

   d. Maneuvers. Not applicable

   e. Formation if more than one object. Not applicable (only one object)

8. Secure signed statement, if possible. See Inclosure 5.

9. Obtain fragments or physical evidence where possible. Not applicable

10. Was any radio antenna to be observed, i.e., (any projections or extentions that might presumably be construed as such).

No projections or extensions that might presumably be construed as radio antenna were observed.

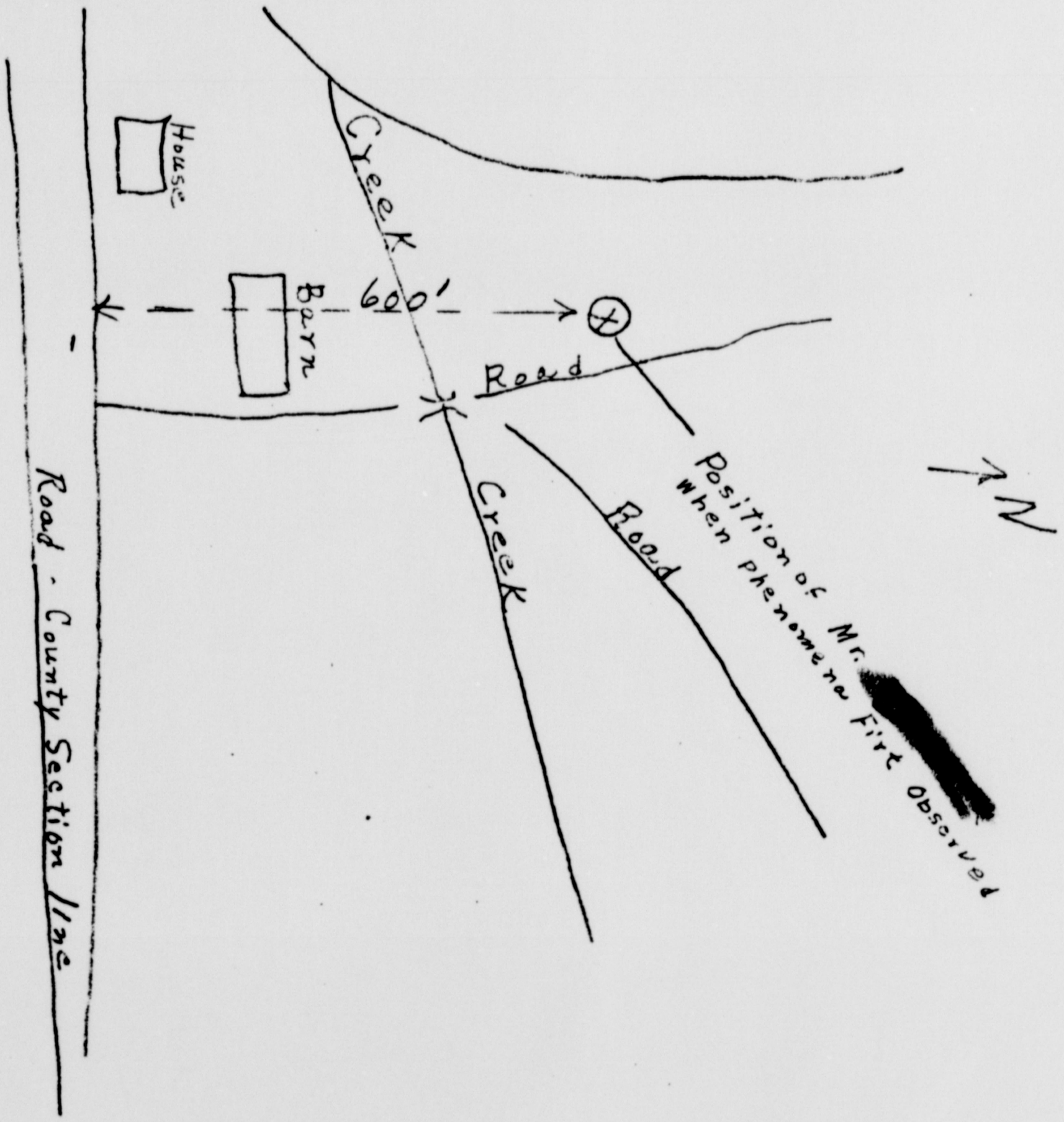
Special Agent, OSI

(See AFOSI Letter No. 85, 12Aug49)

UNCLASSIFIED

[redacted]

UNCLASSIFIED



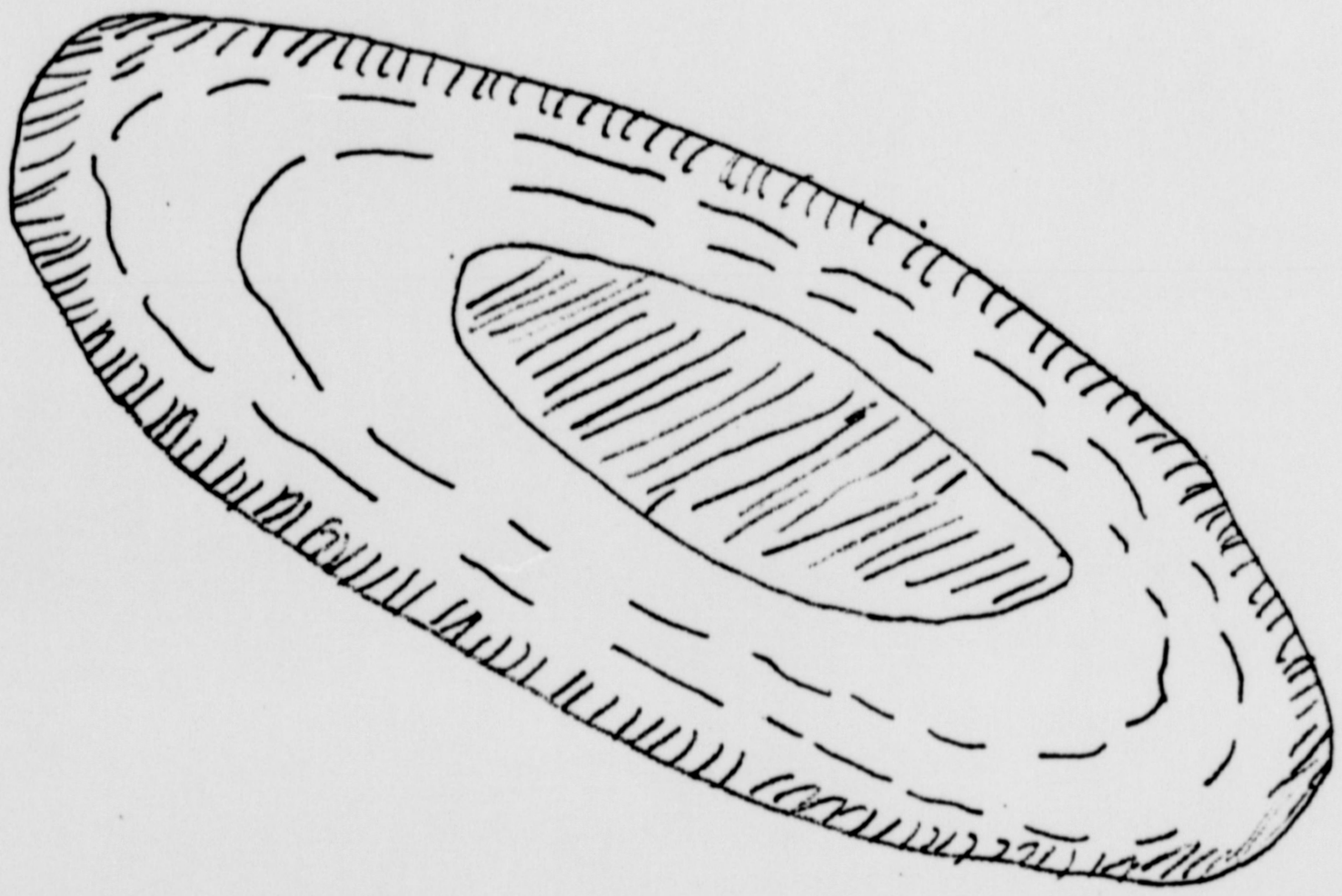
UNCLASSIFIED

[redacted]

Inclosure 2

[redacted]

UNCLASSIFIED



Sketch of Object Observed by [redacted]

Humboldt, Nebr. at 0605 on 29 Sep 1949.

Description:

Estimate of size unavailable - appeared as small cloud covering approximately 40 acres.

Center and outer ring - Bright.

Other rings not as bright or as wide as outer ring.

UNCLASSIFIED

[redacted]

Inclosure #3

24-185

Humboldt, Nebr
Oct 5, 1949

On the morning of 29, September at 0605 I saw this object in the sky almost directly above me --- going south. It seemed disk shaped. It took almost 40 minutes to get across the skie If I could have timed it from start until it went out of site--It was high as it seemed to disappear before It went below the horizon. It seemed to be a glowing color similar to a Flourecent blub-- It seemed the center was brighter and the outside and several rings stood out.

[redacted]

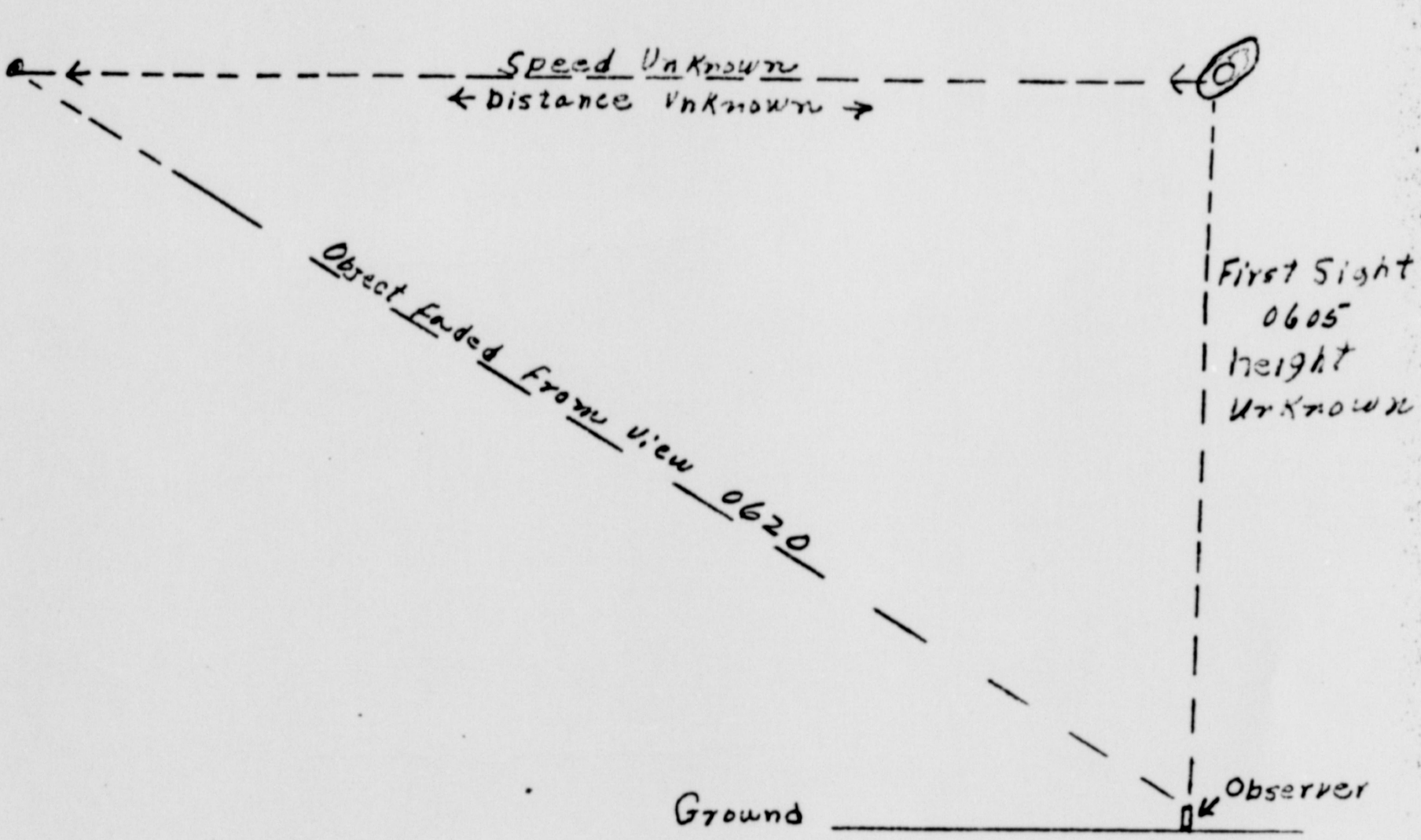
A TRUE COPY

SAMUEL H. JACKSON
Captain, USAF
Operations Officer

Incl 5

2

[redacted]



Object almost directly overhead when first sighted and traveling almost due South. Ground wind from South to North.

Observer [redacted], Humboldt, Nebr.

0605 29 Sep 1949

[redacted]

Inclosure 4

CLASSIFIED MESSAGE

~~CONFIDENTIAL~~ 87C

(WHEN FILLED IN ONLY)

INCOMING MESSAGE

CLASSIFIED MESSAGE

29 Sept 49

UNCLAS

[redacted] Warehouse not required. Handle as correspondence [illegible] and Bde (4), AR 380-5

NR 1 1 OCT 49
C1

OPERATIONAL IMMEDIATE
FROM FEAF TOKYO JAPAN 010140Z
TO COFS WASH DC
INFO UP AFB ATTN MCIAXC-3

CITE AX 3429 AIR-2

REF AIR INTELLIGENCE REQMTS MEMORANDUM NR 4, PART 2 THE FOL PRELIMINARY REPORT IS SUBMITTED: 1 UNIDETNIFIED OBJECT SIGHTED 29 SEPT 49 APPROX 1100/K TIME. VISIBLE FOR APPROX 20 SECONDS, 1 OBJECT SILVER IN COLOR SIGHTED 35 DEGREES 07 MINUTES NORTH, 138 DEGREES 52 MINUTES EAST TRAVELING AT A HIGH RATE OF SPEED, HEADING 045 DEGREES, ALTITUDE 3000. VISIBILITY 10 MILES, CLOUD BANK AT 7000, CONFIGURATION, SLENDER WITH SHORT NARROW WINGS AND STABILIZER, RUDDER WAS ELLIPITCAL IN A VERTICAL POSITION ON EXTREMENT TAIL. DETAILED INFO WILL FOLLOW ON FORM 112

INFORMATION COPY

1-MCIS-2-fo
2-MCAGXM21-1st/o
3-MCI - 1st/o

S-87339-1

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

OCT 3 1949

Incident 4-23-47
1165

UNCLAS

This copy will be safeguarded with the greatest care until action is completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

MCAG Form No. 22
(Rev 25 Oct 48)

WF-L-24 AUG 49 6M

CLASSIFIED MESSAGE

~~CONFIDENTIAL~~ 87C

(WHEN FILLED IN ONLY)

CLASSIFIED MESSAGE

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/fmn

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

UNCLASSIFIED

IN REPLY REFER TO: 5D 24-21

7 November 1949

30 Sept 49

SUBJECT: PROJECT GRUDGE
SPECIAL INQUIRY

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

Inclosed for your information and any action deemed necessary are 6 reports of investigation regarding the above subject transmitted to this office from other OSI Districts. The reports are described below in inclosures.

James F.X. O'Connell

JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

6 Incls
4981. Rpt of [redacted], DO #4, dtd 31 Oct 49 (dup)
4662. Rpt of [redacted] DO #19, dtd 31 Oct 49 (dup)
4993. Rpt of [redacted] DO #3, dtd 31 Oct 49
missing 4954. Rpt of [redacted], DO #20, dtd 17 Oct 49
3925. Rpt of [redacted], DO #20, dtd 24 Oct 49
5006. Rpt of [redacted], DO #20, dtd 14 Oct 49

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

Incident 498

UNCLASSIFIED

~~CONFIDENTIAL~~

RE35

CJC 10

1949 OCT 5 02 09

RR JEDC

DE JEPC 13-

R 041504Z

FM HQ USAF WASHINGTON D C

TO COMGENAMC WRIGHT PATTERSON AFB DAYTON OHIO

AF GRNC

1 2 5

FROM AFOIN 49854 COMGENAMC PASS TO LT COL [redacted]

FOLLOWING

~~1977928,~~ & INFO FROM ID GSUSA ON 30 SEPT 49 PASSED FOR RECORD

'CORPORAT AT GAGE CAMP HOLABIRD STANDING WITH ONE OTHER CORPORAL

AND A WARRANT OFFICER SAW 2OBJECTS IN THE SKY THE SIZE OF A DC-3

AND THE SHAPE OF A SILVER DOLLAR HOVERING IN THE SKY OVER THE FISHER

BODY

~~BBBB~~ PLANT NEAR THE BALTIMORE AIRPORT AND STAYED TWO MINUTES AS TIMED

BY THE CORPORAL - 1517 TO 1519- AND THEN DISAPPEARED INTO SPACE."

30 49 2 1517 1519

CFN 49854 ~~EP~~ RO ~~W~~ DC-3 ~~Q BBBB~~ Q BBBB

04/1745Z



Time: 0930 hours
Date: 3 October 1949
Camera: Speed Graphic
Film: Super XX
Setting: 1/100, f 11, infinity

CONFIDENTIAL UNCLASSIFIED

FOR CG, AIR MATERIAL COMMAND

ATTN: MCIAXS

1. Photograph showing area of observation taken from point of observation. Arrow indicates position of objects (In Duplicate)

All logical leads have been developed; therefore, this case is considered closed.

CLOSED

CONFIDENTIAL

*4

UNCLASSIFIED

approximately that of the diameter of the nearby smoke stack; color was thought to have been silver. During period of observation, estimated to have been one minute, the objects were thought to have been moving away from the observer until they faded into the distance. [redacted] thought the objects had a thin stream of flame one-half its vertical magnitude, and one times its horizontal length, extending from its top. No projections of any sort were noted; no accompaning sounds were heard. Weather was evaluated as relatively clear with slight haze.

5. On 2 Oct 1949 the site of the Hamilton Helicopter Assembly Shop, BOAC Terminal, Baltimore Municipal Airport, was visited, but observance suggested the Hamilton Company no longer existed in that location. Subsequent inquiry in the area suggested this concern had moved to a downtown location several months ago; that the nearest helicopter concern, actively engaged in flying, was in Delaware. No knowledge of the Hamilton Helicopter having flown in this area recently was known.

6. On 3 October 1949 WOJG [redacted] CIC Center, Camp Holabird, Md, was interviewed and stated in substance:

Upon leaving the post in his car at about 1525 hours, 30 September 1949, when the MP on duty called his attention to two (2) objects hovering to the right of the smoke stack of the Chevrolet Assembly Plant, approximately one thousand (1,000) yards SW of the Main Gate Guard House on Holabird, Ave. [redacted] described the objects as being about 36 inches in diameter, circular in shape, which appeared to be directed toward him at an angle of about 30 degrees from the horizontal; slightly convex and having concentric circles impressed upon the surface facing him. They appeared to be made of a vapor or gas of a silvery color, translucent and reflected light. The source of light (sun) was to the left (south) of the objects. The objects were not moving and there was no indication of smoke, flame, or locomotive power. They hung in a stationery manner during the two minutes period of [redacted] observation. The weather was clear with no noticeable haze or industrial smoke.

7. On 3 Oct 1949 the records of the Civil Aeronautic Authority Patrol, Municipal Airport, Baltimore, Md. were examined and the record of the airport traffic controller (tower-operator) for the period, 0800 to 1600 hours, 30 Sept 1940 read as follows: "....UFR weather entire period. Operations normal."

8. Investigation in the immediate area of this reported activity failed to reveal any apparent cause or source for this phenomenon.

INCLOSURES

FOR HEADQUARTERS, OSI

1. Photograph showing area of observation taken from point of observation. Arrow indicates position of objects (In Duplicate).

1. Investigation predicated upon telephonic report of Captain WILLIAM C. HANLEY, 109th CIC Detachment, 1 October 1949, that two unidentified aerial objects had been observed in the vicinity of Camp Holabird, Baltimore, Maryland 30 September 1949.

2. This investigation conducted by Special Agents ADELBERT C. VON MAUCHER, MARCEL D'HOOGE and the writer.

AT BALTIMORE MARYLAND

3. On 1 October 1949 Corporal G[redacted]ASU, C[redacted], Baltimore 19, Maryland, was interviewed, and stated in substance:

While on duty as a Military Policeman on the Main Gate, Camp Holabird, between 1517 and 1519 hours, 30 September 1949, he observed two (2) unidentifiable aerial objects near the smoke stack of the Chevrolet Assembly Plant which is adjacent to Camp Holabird. These objects appeared to hover between the smoke stack and a large tree, a relatively short distance away. [redacted] described the objects as disc shape, uch like an enlarged silver dollar, very shiny, but at such a distance as to prohibit actual observance of any specific color. A comparative measure as to the actual size of the objects was estimated as being approximately one half the diameter of the Chevrolet Assembly Plant's smoke stack. Approximate angle of elevation during the period of observation was estimated as about 15 degrees. The objects seemed to be proceeding in no apparent direction, but because of the uncertainity concerning the distance of the objects from the observer, it would be difficult to estimate any definite speed. [redacted] heard no sound that he could attribute to the objects and saw no flame or exhaust. The objects appeared to be without fins, canopies, or antenna. Weather conditions at the time of observation were evaluated as relatively clear; no clouds were present, although a slight ground haze is thought to have existed. Position of the sun at time of observation was estimated as being 15 degrees in azimuth south of the objects, and an undetermined angular distance above. It was impossible to establish the manner of disappearance of objects inasmuch as the objects left [redacted]S field of vision during an interruption caused by persons passing through the gate.

4. On 1 October 1949 Corporal [redacted], 2111 ASU, Camp Holabird, was interviewed, and stated in substance:

At approximately 1530 hours, 30 September 1949, upon approaching the Main Gate, Camp Holabird, his attention was called to an unidentifiable object in the vicinity of the smoke stack of the Chevrolet Assembly Plant by Corporal [redacted], a guard on duty at the Main Gate. The objects appeared disc-like in structure, the center of which was raised much as though a segment of a smaller sphere had been place upon the disc, giving it somewhat of an inverted type saucer appearance. Apparent size was established as

[redacted]

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-111

DATE 31 Oct 1949

REPORT MADE BY
CLAUDIUS E. BELK gks

REPORT MADE AT
DO # 4 BOLLING AFB

PERIOD
1-3 OCTOBER 1949

OFFICE OF ORIGIN
DO # 4 BOLLING AFB

STATUS
CLOSED

TITLE

UNKNOWN SUBJECT
UNIDENTIFIED AERIAL OBJECTS
CAMP HOLABIRD, MARYLAND
30 SEPTEMBER 1949

CHARACTER

SPECIAL INQUIRY

REFERENCE

This is an Initial Report

SYNOPSIS

[redacted]

Investigation predicated upon report of Captain [redacted], 109th CIC Detachment, 1 October 1949, that two (2) unidentified aerial objects had been observed in the vicinity of Camp Holabird, Baltimore 19, Maryland 30 September 1949. Investigation revealed observation of two (2) disc shaped objects for a period of approximately two minutes by three (3) individuals. Members of the CAA Patrol, Baltimore Municipal Airport, saw nothing of an unusual nature, this date, and persons working in the area, where objects were reported, failed to observe the incident.

DISTRIBUTION

Hqd OSI 2
DO # 4 2
DO # 5 4
(2 for forwarding to C.G., Air Materiel Command. ATTN:MCIAXS

ACTION COPY FORWARDED TO

CG, Air Materiel Command
ATTN: MCIAXS

APPROVED

for. KIRBY M. GILLETTE
LT Col USAF
District Commander.

FILE STAMP

498

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AFHQ FORM 15 JAN 49 **0-208** Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

[redacted]

UNCLASSIFIED 15 IG

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
ANDREWS AIR FORCE BASE
WASHINGTON 25, D. C.

MATS 24-36

21 OCT 1949

30 SEPT 49 Honolulu T.H.

SUBJECT: Sighting of Unidentified Flying Object, Honolulu, T.H. 30 September 1949

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

Attached for your information is Report of Investigation 24-24, conducted at Honolulu, T. H. relative to the sighting of Unidentified Flying Object on 30 September 1949, in that area.

FOR THE COMMANDER:

ERNEST H. MILLER
Colonel, USAF
Office of Special Investigations

1 Incl
Rpt of Inv. (dup)

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

7-3712-24

UNCLASSIFIED

Incid 477

3897

[redacted]

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

REPORT OF INVESTIGATION

FILE NO.	DATE
24-24	12 October 1949

REPORT MADE BY
A. H. Clark, SA

REPORT MADE AT
SID (IG) PACD MATS, Hickam AFB

PERIOD
30 September; 1,2,3 and 4 October 1949

OFFICE OF ORIGIN
SID (IG) PACD MATS, Hickam AFB

STATUS
Closed

TITLE

Sighting of Unidentified Flying Object on 30 September 1949 at Honolulu, T.H. by 1st Lts FREDERICK J. NORMAN and CLARENCE R. MARTIN

CHARACTER

SPECIAL INQUIRY - Unconventional Aircraft

REFERENCE

None. This is an initial report

SYNOPSIS

Inquiry requested by Major NOAL A. LEARY, Air Provost Marshal, 1500th Air Transport Wing, Hickam Air Force Base, based upon report of Lts NORMAN and MARTIN, of the sighting of a small, brilliant, white, round (on occasion, ecliptical) shaped airborne object, floating high in the sky in a general northerly arc from Hickam Air Force Base at about 1700 hours, local time, 30 September 1949. Check of local police, radar facilities, CAA and military flight activities negative. Object believed to be white colored radiosonde weather balloon released 1636 hours by US Weather Bureau station at Honolulu Airport, and which remained in flight for 48 minutes following the course described by the officers who made the initial report. AFCSI Letter No. 85, 12 August 1949, (Classified Confidential) has been utilized in compiling data.

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CO, 1500th ATW (1 incl)
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File 2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: MCIAKO-3
(THRU: Commander, MATS
Andrews Air Force Base
Washington 25, D.C.
ATTN: Inspector General (OSI)

APPROVED

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

FILE STAMP

UNCLASSIFIED

AFHQ 0-20[illegible] 1 FEB 1949

PH—3-4-49—3M—2-2329

[redacted]

UNCLASSIFIED

DETAILS

1. This inquiry was requested by Major NOAL A. LEARY, Air Provost Marshal, 1500th Air Transport Wing, Hickam Air Force Base, and is based upon report by:

1st Lt FREDERICK J. NORMAN, A0719992, 31st Weather Squadron
1st Lt CLARENCE R. MARTIN, 15629A, Hq Pacific Division, MATS

Hickam Air Force Base, to another Federal Agency, that they had observed an unidentified flying object at about 1700 hours, Hawaiian Time, 30 September 1949.

AT HICKAM AIR FORCE BASE; HONOLULU, T.H.; AND VICINITY

2. On 30 September 1949, NORMAN and MARTIN were interviewed, and the following joint statement made by them:

S T A T E M E N T

We, 1st Lt FREDERICK J. NORMAN, A0719992, 31st Weather Squadron, APO 953; and 1st Lt CLARENCE R. MARTIN, 15629A, Hq & Hq Squadron, PACD, MATS, APO 953, prior to making the statement contained in the following paragraphs have had explained to us the 24th Article of War by A. H. Clark, who has identified himself to us as a Special Agent of the Office of Special Investigations, USAF. We understand that we cannot be compelled to incriminate ourselves or to answer any question not material to the issue when the answer may tend to degrade us. We have been informed of our rights to have an attorney.

This is a report of an unidentified flying object which was observed by us under the following circumstances.

At approximately 1700 hours this date, Friday, 30 September, 1949, we were approximately 100 feet off shore at Kaehi Beach, Honolulu International Airport where we had gone swimming, and were lying on a cement raft, our faces to the sky. Our attention was attracted by a small, brilliant object in the sky, overhead, approximately 5 degrees from zenith in the direction of Hickam Air Force Base. This was a single object and because of its dazzling appearance, we first thought it to be a star, until we realized that the sun had not yet gone down. This object was very small in perspective, about the size of a quarter head of a thumbtack held at a distance of about 3 feet. It appeared to us to be well over 10,000 feet in height. This object appeared white in color, as if coated with aluminum paint or was of aluminum construction. It first appeared to be round, but, on occasion, changed to an ecliptical shape and back to round again. We could not hazard a guess as to approximate size. This object seemed to float in the sky and travelled in a generally northerly arc from what appeared to us to be from about over Hickam to Tripler Hospital and thence to Honolulu. It was observed for a period of at least 20 minutes. This object made no vertical ascent or descent that we could observe; however, did from time to time, move short distances to and fro on a horizontal plane. From time to time the object would appear to spin rapidly in an evasive, erratic manner. At time what appeared evidence of exhaust in the form of a grey-brown, light colored smoke was noted.

UNCLASSIFIED

[redacted]

This smoke was about 4 times as wide as the object and about 4 times as long. When this object appeared to be spinning, this smoke seemed to spiral around the object, evaporating or disapating quickly. We did not detect any odor or sound. The day was bright and the sky clear. The sun was in the general direction of south-west behind us. No clouds were observed in the immediate vicinity of the object. No other object appeared in the vicinity of the object. The object appeared to be supported by aerostatic lift; no propeller, jet or aerodynamic vanes were noted. The object faded from view, disappearing behind the rising smoke of a dump fire in the vicinity of Honolulu. We do not believe this object touched the ground. If photographic equipment were available, it is not believed it would have been possible to photograph the object as it was so small and so high in the sky. A sketch of the object, many times enlarged, is attached to this statement.

We have read this statement consisting of two pages, and it has been read to us. We have signed and initialed all preceding pages and corrections. This statement is the truth to the best of our knowledge and belief, and we have given it freely and voluntarily.

/s/ Frederick J. Norman

/s/ Clarence R. Martin

Witness:

A. H. Clark

3. The following personal data was furnished by NORMAN during this interview: Age 25 years. 7 years service in the Air Force; 5 of which have been in a commissioned status. Rated: Navigator. Present Duty: Weather Forecaster. Normal vision of 20/20; does not wear glasses. Completed 2 years college training majoring in Engineering.

4. The following personal data was furnished by MARTIN during this interview: Age 27. 7½ years service in the Air Force; 5½ of which have been in commissioned status. Rated: Pilot. Present assignment with Pacific Division Air Comptroller's Office. Normal vision of 20/20; does not wear glasses. Holds Master's Degree in Economics.

5. On 30 September 1949, the Aircraft Control Center, Civil Aeronautics Administration, Department of Commerce, Honolulu International Airport (formerly known as John Rodgers Airport) reported they had no record of aircraft in vicinity except one (1) plane which was engaged in a radio range controlled landing at about 1712 hours, Hawaiian time. This aircraft was described as being well under 6,000 feet and approaching the airport from the sea, or from the general direction of south, the opinion expressed being that this aircraft could not have been the unidentified flying object reported due to its direction, speed of flight and altitude. No report of unidentified flying object was reported to the Civil Aeronautics Administration. The Aircraft Control Center further advised that the following NOTAM was published by the CAA at 1630 hours, Hawaiian time, 30 September 1949:

"NOTAM KHNL 210102302

HONOLULU AIRPORT. BALLOON WITH RADIOSONDE ATTACHED WILL BE RELEASED FROM HONOLULU AIRPORT AT 1635H. EXPECTED TO REACH 10000 FEET AT 1645H"

6. Mr. ROBERT L. WOLFF, Meteorological Aide, US Weather Bureau, Honolulu Airport Station, reported, 30 September 1949, that a radiosonde balloon had been released by that facility at 1636 hours, Hawaiian time, 30 September 1949 (0236Z 1 October 49) and was in flight for forty-eight (48) minutes; flight terminating by burst of balloon. WOLFF reported that the balloon involved was a helium filled, white color, pure gum rubber sphere which was inflated to a diameter of 7 feet. Suspended 50 feet from the balloon was a radiosonde transmitter in a box approximately 4" x 10" x 10". Attached to the radiosonde transmitter was an aerial three (3) feet in length. Midway between the transmitter and balloon was a paper parachute, three (3) feet in diameter, so contrived that when the balloon burst, the parachute permitted the transmitter to glide, rather than plummet, to the earth. The balloon used on this date was white in color, so selected because of the clear day and the color reflecting the sunlight, enabling its flight to be followed with ease through an optical instrument known as the theodelite. Three (3) colors of balloons are employed by the local Weather Bureau according to WOLFF, white for use on the bright clear day; yellow for use in haze; and black for use on a cloudy day. Rate of ascent of balloon is dependent on winds; however, the average rate is roughly 1000 feet per minute. As the balloon rises, it expands in atmospheric pressure, reaching diameter of from 12 to 18 feet, according to WOLFF. WOLFF further advised that if atmospheric conditions are favorable, it is possible to pick out and follow a balloon at a height of 45,000 feet. After consulting a Winds Aloft Computation Sheet prepared from the flight of this balloon, Mr WOLFF expressed the opinion that the unidentified flying object observed could well have been the balloon released by the Weather Bureau, as this balloon was in flight during the time and followed the path described. Mr. WOLFF further advised that the balloon was "tracked" by Mr. W. A. THRUGOOD, Meteorological Aide, US Weather Bureau, Honolulu Airport Station.

7. The following sequence of local weather conditions was furnished by Mr. WOLFF for the local times indicated on 30 September 1949:

HST						
1625	40	0	20		← ↓	17/998
1652	40	0	20	152/81/64	← ↓	18/998/607 1609
1730	40	0	20		← ↓	18/999
1750	40	0	20	156/79/64	← ↓	18/999

8. The following Winds Aloft Report, dated 010300Z, or 1700 hours Hawaiian Time, 30 September 1949, was furnished by Mr. WOLFF:

18203	00016	10614	20512	30409	40207	50107	60412	70518
80914	91908	99991	02005	21010	41209	61209	80808	99992
00804	52310	99993	02520	52331	99994	02421		

9. The Honolulu Police Department advised on 1 October 1949, that during the afternoon and early evening hours of 30 September 1949, no report had been received by them of any unidentified flying object.

10. 1st Lt NORMAN H. STEVENS, AO 821899 and Cpl JAMES R. OLSON, AF 11 176 125, Operations Officer and Operations Clerk, respectively, 1500th Air Base Group, Hickam Air Force Base, advised, on 2 October 1949, that there was little flying aircraft activity in vicinity of Hickam Air Force Base at about 1700 hours. Flights during the day usually land at about 1630 hours while night flight schedules do not begin before 1900 hours. Examination of log disclosed a C-47, Base Flight Aircraft, inbound from Barking Sands, Kauai, T.H., which landed at 1714 hours. An R4D (C-47) assigned to VMR Squadron 352 (USMC) inbound from Barbers Point, Oahu, landed at 1725 hours. Two F-47 Aircraft of the Hawaiian National Guard landed at 1654 hours. No takeoffs were reported. All aircraft described are believed to have been well under 6,000 feet while in flight and were readily identifiable as such.

11. Mr. WILLIAM A. THURGOOD, Meteorological Aide, US Weather Bureau, Honolulu Airport Station, reported on 2 October 1949, that he released a white colored radiosonde balloon at 1636 hours, local time, 30 September 1949, and that he followed the flight of this balloon by means of a theodelite. According to THURGOOD, this balloon traveled in the general northerly arc described by Lts NORMAN and MARTIN at about the times reported. THURGOOD confirmed report of Mr. WOLFF as to general description of the balloon; that these balloons expand while rising, and that they can be observed with the naked eye up to 45,000 feet, if followed closely and atmospheric conditions are favorable. It was THURGOOD's opinion that atmospheric conditions were favorable during the afternoon of 30 September. THURGOOD also reported that the balloons used by the local Weather Station are in three (3) colors - white, for use on clear days, black for use on cloudy days, yellow for use in haze - and that the white balloon had been selected on 30 September because of its properties in reflecting the sunlight. THURGOOD advised that while "tracking" this balloon, he observed it to shift to and fro due to wind action, but did not observe it to spin, nor did he observe any condition which could account for report of smoke or an exhaust. THURGOOD did offer the observation that perhaps eye strain and optical illusion could account for such report, recalling that parlor game of gazing steadily at a spot, shifting the eyes and the spot watched would seem to move.

12. Major GEORGE H. ARMSTRONG, JR, 7621A, Commanding Officer, 614th Aircraft Control and Warning Squadron, APO 953, advised on 4 October 1949, that the only radar station operating at about 1700 hours, 30 September 1949, on the island of Oahu, was the radar station at Kahuku, located on the opposite side of the island.

ARMSTRONG advised that this radar station tracked an outbound aircraft from about 1630 hours, 30 September 1949, which appeared to originate in the vicinity of Hickam Air Force Base, and traveled towards the sea at about 115° for a distance of approximately 10 miles and thenassumed a course of 072° where it was tracked until about 1745 hours for a distance of about 172 miles. The estimated speed of this aircraft was 150 miles per hour. No report covering an object floating in a northerly arc from Hickam Air Force Base was noted by the Kahuku radar station. Major ARMSTRONG also advised that he had checked the Oahu Navy Radar Unit ("Seaweed"), and was advised that this station was not in operation at 1700 hours, 30 September 1949. AM A. W. ALEXANDER, Operations Clerk, Detachment VR-2, US Navy, Honolulu International Airport advised that Navy MARS (JRM) Flying Boat departed that station enroute to the mainland United States at 1630 hours, 30 September 1949, and the usual route followed by this aircraft would closely approximate that plotted by the 614th Aircraft Control & Warning Squadron. These large flying boats trsval at a slower speed than the usual C-54 aircraft; the cruising speed being between 150 to 180 miles per hour.

13. AFCSI Letter No. 85, 12 August 1949, (Classified Confidential) has been utilized in compiling data.

14. Files presently available to SID (IG) PACD MATS, APO 953, reflect the following previous reports of unidentified flying objects:

a. Agent Report dated 20 October 1948, SUBJECT: "Flying Discs" by SA BAYNE P. SCURLOCK, 1st Counter Intelligence Unit, Pacific Air Command, APO 953, as follows:

On 19 October 1948, this Agent, accompanied by Special Agent RIDLEN, drove to 2737 Pacific Heights Road, the Honolulu residence of Major ROBERT C. DRUM, AO-44828, Deputy Chief of Civilian Components, Pacific Air Command, APO 953. This trip was made with the hopes of observing a similar incident observed by Major DRUM the previous afternoon from his home, that of "flying discs". Major Drum stated that on the afternoon of 18 October 1948, at approximately 1705 hours, while lying on the lawn with his 8 yr old daughter, he observed what appeared to be a strangely shaped, silver, glistening object high in the sky, in a northerly direction. The disc-shaped object was traveling in a northeasterly direction estimated at 10,000 feet altitude. At this particular time of day, the Major stated, a stratus layer of clouds was situated above the flying object at an approximate altitude of 14,000 feet. The "discs" were moving below this layer of clouds. Because of lower broken cumulus clouds at a very low altitude, moving in a southwesterly direction, the Major was not certain whether he saw the same "disc" on four (4) different occasions or four (4) different "discs". Covering a period of ten (D) minutes the "discs" (or disc) were observed each time for approximately ten (10) seconds. On first observing the strange objects, Major DRUM called it to the attention of his wife and 8 yr old daughter. When asked what they had seen the previous afternoon, Mrs. DRUM and the small daughter, LINDA, repeated precisely the same observation as stated above by the Major. Major DRUM compared the

"discs" with a silver dollar slightly turned from a flat position, giving it a disc-shape, and held at an arms length at a forty-five (45) degree angle above the eye level. Major DRUM stated further that he did not observe any exhaust smoke, flame, vapor trails, or accompanying noise. The informant indicated that he was certain that the object was not a conventional type aircraft. At 1640 hours, on 19 October 1948, this Agent and S/A RIDLEN began a visual search of the sky area pointed out by Major DRUM. This search from the lawn of Major DRUM's residence, occasionally employing field glasses, was constant until 1800 hours, when solid, low, cumulus clouds made further observation of the sky area impossible. During this period, nothing that might even resemble an airplane or "disc" was observed by these Agents.

No other information concerning this incident appears in files examined.

b. TWX 181930Z May 1949, dispatched by the Commanding General, Pacific Air Command, APO 953, to:

Chief of Staff, USAF
Washington 25, DC, ATTENTION: Director of Intelligence

Commanding General, Wright-Patterson AF Base
Dayton, Ohio, ATTENTION: MCIAXO-3

reading as follows:

Unidentified objects sighted at approximate 21° 5' North Latitude, 157° 30' west longitude. Viewed from ground, Hickam Air Force Base at 150855Z and again at 150900Z May 1949. Weather, scattered clouds with 3/10th altostratus 9000 ft., 1/10th cumulus base 3000 ft., surface visibility, 15 miles. Object observed by Major ROBERT C. DRUM, USAF, rated pilot and Mrs. WAYNE B. CURREN, housewife. No photographs obtained. One (1) object sighted twice. Object circular, tapering to tail, tail two (2) or three (3) times as long as diameter. Size, by visual appearance, about the size of softball tapering to tail. Top front, light orange. Top back, white. Bottom front and back, orange. Speed, in excess of 500 miles per hour. Heading northerly direction, first sighting, 25° dive, second sighting. Maneuverability, good to be sighted in two (2) different positions at different altitude within indicated time interval. Altitude, first sighting, 6000 or 7000 feet. Second sighting, dive beginning 9000 or 10000 feet, disappearing behind cloud. No sound or exhaust trail. Object traveling in horizontal path when sighted the first time.

UNCLASSIFIED

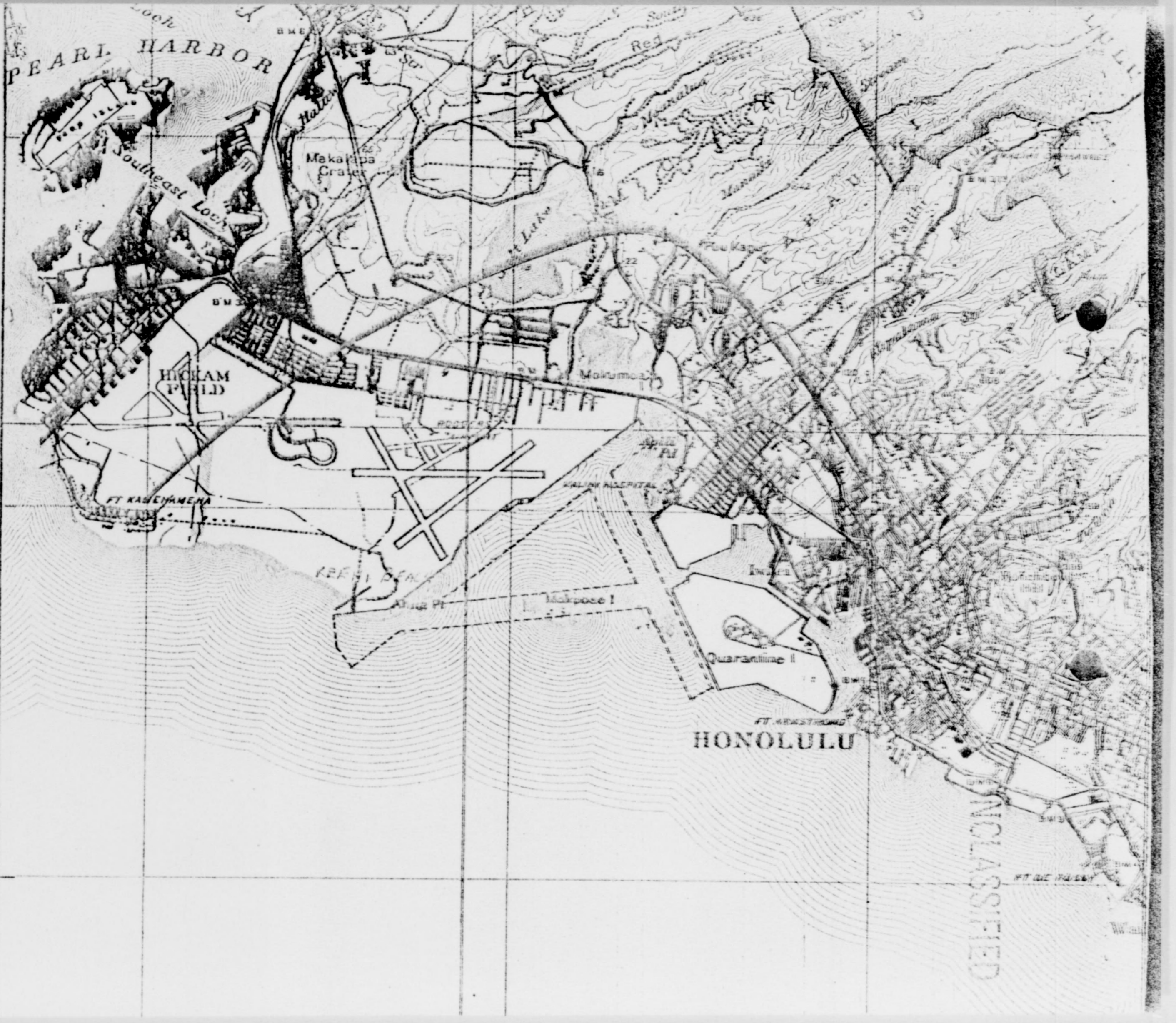
INCLOSURES

FOR: CG, AMC, W/P AFB, ATT'N: MCIAXO-3
HEADQUARTERS, OSI, USAF
COMMANDER, MATS
COMMANDING OFFICER, 1500th ATW

Southeast Quadrangle, Map, Island of Oahu, 1/62500, showing Hickam AFB, Honolulu (Rodgers) Airport, Keehi Beach, and Honolulu, T.H. Red crayon arc sets out course of flying object as described by reporting officers.

- CLOSED -

UNCLASSIFIED



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UNCLASSIFIED

[1949]

1 - 31 OCTOBER SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Oct-Nov	Los Alamos, New Mexico	Military	Other (LIGHT FROM FLARE GUN)
1	Mount Hope, West Virginia (NO CARDS)	[redacted]	
2	Holland, Michigan (NO CARDS)	[redacted]	
5	Japan (NO CARDS)	Military	
8	Copco, California	[redacted]	
10	Japan (NO CARDS)	Military	
11	Harrisburg, Pennsylvania (NO CARDS)	[redacted]	
12	Wilson, North Carolina	[redacted]	Astro (FIREBALL)
12	Holloman AFB, New Mexico (NO CARDS)	Military	
12	Downs, Kansas (NO CARDS)	[redacted]	
13	Payerne, Switzerland CASE MISSING	Swiss Officer	
14	Indiana Rocks, Florida (NO CARDS)	[redacted]	
16	Moses Lake, Washington (NO CARDS)	[redacted]	
17	Omaha, Nebraska (NO CARDS)	[redacted]	
17	East Tallahassee, Alabama	[redacted]	
20	Manchester, New Hampshire (NO CARDS)	[redacted]	
20	Barker, New York (NO CARDS)	[redacted]	
21	Roswell, New Mexico (NO CARDS)	Military	
22	Connellsville, Pennsylvania (NO CARDS)	[redacted]	
23	Cincinnati, Ohio	[redacted]	(PHOTOS)
23	Dayton, Ohio CASE MISSING		
23	Wilson, North Carolina (NO CARDS)	Military	
24	Fairbanks, Alaska (NO CARDS)	Military	
24	Garden City, Long Island, New York (NO CARDS)	[redacted]	
26	Dickson, Tennessee	[redacted]	
27	Guntown, Mississippi	[redacted]	
27	Knoxville, Tennessee (NO CARDS)	[redacted]	
28	Atlantic, Iowa	[redacted]	
28	Napa, California (NO CARDS)	[redacted]	
30	Novato, California (NO CARDS)	Military	
31	Burbank to Palmdale, California (NO CARDS)	[redacted]	

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

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16	Moses Lake, Washington (NO CARDS)	[redacted]	
17	Omaha, Nebraska (NO CARDS)	[redacted]	
17	East Tallahassee, Alabama	[redacted]	
20	Manchester, New Hampshire (NO CARDS)	[redacted]	
20	Barker, New York (NO CARDS)	[redacted]	
21	Roswell, New Mexico (NO CARDS)	Military	
22	Connellsville, Pennsylvania (NO CARDS)	[redacted]	
23	Cincinnati, Ohio	[redacted]ne (PHOTOS)	
23	Dayton, Ohio CASE MISSING		
23	Wilson, North Carolina (NO CARDS)	Military	
24	Fairbanks, Alaska (NO CARDS)	Military	
24	Garden City, Long Island, New York (NO CARDS)	[redacted]	
26	Dickson, Tennessee	[redacted]	
27	Guntown, Mississippi	[redacted]	
27	Knoxville, Tennessee (NO CARDS)	[redacted]	
28	Atlantic, Iowa	[redacted]	
28	Napa, California (NO CARDS)	[redacted]	
30	Novato, California (NO CARDS)	Military	
31	Burbank to Palmdale, California (NO CARDS)	[redacted]	

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DATE	LOCATION	SOURCES	OBSERVER