PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
20 Jan 51	Sioux City, Iowa	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT Not reported	**4. TYPE OF OBSERVATION** ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Airline Pilots Multiple Tower operators	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION / **8. NUMBER OF OBJECTS** / **9. COURSE**		☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown
4 min / one / Varied		

10. BRIEF SUMMARY OF SIGHTING

CASE #3 OF PROJECT BLUE BOOK REPORT #14.

Secret
No. 2014.05
30 Jan 51
1

11. COMMENTS

Evaluated as B-36 a/c. (UNIDENTIFIED IN 1951)

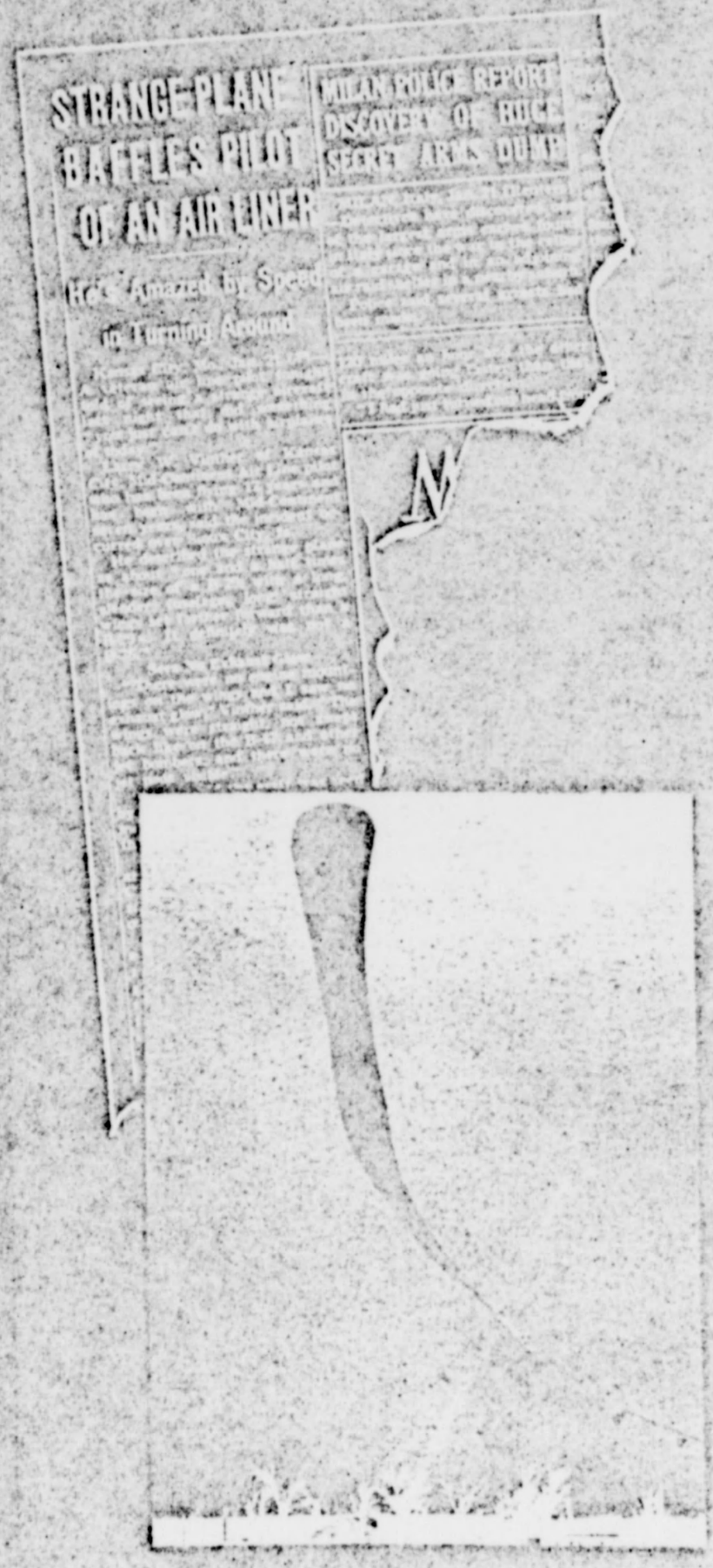
ATIC FORM 329 (REV 26 SEP 52)

Captain Vinther (right) and co-pilot James F. Bach, invite examine sketch of strange object. Vinther has over 8,000 hours as ex-USAAF combat instructor.

The Office of Naval Research claims that cosmic ray balloons explain all "saucer" reports. If so, what did this pilot see?

AN AIRLINE CAPTAIN REPORTS

Another Saucer Mystery



At last the Office of Naval Research is ready to admit that all reliable reports of flying saucers can be explained as cosmic ray balloons. The scientists put it bluntly and accepted the statement in face value.

The press conference in Washington received news with mixed feelings. Most of the reporters present, and a host of correspondents hailed the revelation as the solution to a long standing mystery.

Yet the mystery is not solved. It has only been deepened.

In the past 11 months TRUE has reported the observations of five veteran airline pilots who, along with their co-pilots, encountered strange objects flying over the United States.

Last July, Frank Scott described the objects that killed pilots termed them part of the phenomena that caused them to see things. Other pilots told of their encounters with flying saucers. Still others told of hallucinations despite the cold, scientific explanations of the physicists. But what the strange phenomena were the editors of TRUE could not decide to know.

Now follows the report from a veteran Mid-Continent Airlines captain, the credit report of pilots ever to be published in TRUE—THE EDITORS.

By LAWRENCE W. VINTHER
Captain, Mid-Continent Airlines

I WAS taxiing out for take-off at Sioux City, Ia., on Mid-Continent Airlines scheduled flight 9 of January 20, 1951, when the tower asked if I would investigate a very bright light west of the field. I told him that what he saw was a star.

"No," the tower said, "I see what you mean, but this is higher than that—about 8,000 feet."

Looking higher, I saw the light moving from north to south-west of the field and fairly high. I agreed to investigate it.

The crew of the Mid-Continent Airlines DC-3 that night, in addition to myself, included Co-pilot James F. Bachmeier, a lieutenant commander in the Naval Air Reserve (who returned to active duty March 1, as commanding officer of a supply squadron), a veteran of World War II in the South Pacific where encounters with Japanese fighters were commonplace. Bachmeier had flown nearly four years with Mid-Continent and had a total flight time of over 6,000 hours.

Immediately after a northwest take-off, a left climbing turn was started, following the left-hand circle of the observed light. The radius of the circle of the light was at least two miles—possibly more—outside the circle made by the DC-3.

Southeast of the field the strange (Continued on page 56)

Artist's conception of balloon as it would appear to observer on ground. Under some lighting conditions, flare would be visible for great distance. See portion of this article on page 56.

[redacted]

UNCLASSIFIED

0R 21 14 FEB 51

C-1

1951 FEB 14 00:28

JEP D17

JJX A 19

PP JFDCR

DE JUKC 215T

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

PRIORITY

FM HQ 15TH OSI DISTRICT IG USAF OFFUTT AFB OMAHA NEBR

TO JFDCR/COMMANDING GENERAL AIR MATERIEL COMMAND WRIGHT PATTERSON AFB OHIO

INFO ZEN/DIRECTOR OF SPECIAL INVESTIGATIONS HEADQUARTERS USAF WASHINGTON DC

AF CRNC

[redacted] 13 OSI 29. REUR TUX AT 1173. NO AIRCRAFT DEPARTED OFFUTT AFB OR CLEARED THROUGH OPERATIONS, OFFUTT AFB, BETWEEN 1836 HOURS, 20 JAN 51 AND 0150 HOURS, 21 JAN 51. AT 1459 HOURS, 20 JAN 51, B-29 DEPARTED OFFUTT AFB, ARRIVING COLORADO SPRINGS 1725 HOURS, 20 JAN 51. 1421 HOURS, C-47 TYPE AIRCRAFT DEPARTED OFFUTT AFB, ARRIVING MINNEAPOLIS 1600 HOURS, 20 JAN 51. C-47 TYPE AIRCRAFT ARRIVED OFFUTT AFB 1836 HOURS, 20 JAN 51, HAVING DEPARTED TINKER AFB 1603 HOURS, 20 JAN 51. NO FLIGHT RECORD MAINTAINED OF TRAINING SCHEDULES OF SAC AIRCRAFT OF OTHER SAC BASES IN ZI BY SAC HQS. END

AT-1173 — 515-9196-B

515-9196-D-2

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

UNCLASSIFIED

[redacted]

INFORMATION COPY

Edw record of movements Hqs AFOSI

Another Saucer Mystery

(Continued from page 23)

lights were blinked five or six times. The rest of the time they were steady. When we reached a point east of the field (the DC-3 was headed northeast), we observed a change in the object. By the time we realized what the change was, it dived over our nose at about a 160° angle to the heading of the DC-3 and 200 feet above it.

That brought the object down beyond the left wing of the airliner and then came the strangest part of the whole encounter. Instead of running by, as any aircraft will when met nearly head on, the object abruptly (as quickly as the heads of the pilots could be turned) was flying in the same direction as the airliner—and at the same altitude and the same speed! Here it was flying formation with us, about 200 feet away!

And the object was big! We estimated the size as being anywhere from that of a B-29 to half again as big. The time was 8:30 on an exceptionally clear moonlight night, so we got an excellent silhouette view. There was a definite fuselage and wing configuration. The fuselage was cigar-shaped. The wing was further forward than a B-29 wing and no engine nacelles or jet pods could be seen. The wing had no sweepback, being perfectly straight. It had a high aspect ratio like a glider wing.

I couldn't tell whether the object turned around or just reversed direction. We didn't see any jet glow or exhaust flame. As the object dived across our nose, the bright white light observed by the tower could be seen at a slight angle—not in full force as it would have been head on. As nearly as could be determined, this light was located on the bottom of the fuselage. It was either in an "antiglare" mounting that blocked the view, or was turned off as it came toward us. From take off to the time of this run toward the airliner, we were able to see a red form of navigation light.

There was insufficient light to determine the probable material from which the object was made or if there were any markings on it.

About the time this object was flying on the wing of the DC-3, a Cessna 140 made an emergency landing at Sioux City and parked while the object was still in sight. After the object was lost to sight, a *Bonanza* arrived from the east northeast. These were the only other aircraft in the vicinity at the time.

The object flew formation on the left wing of the DC-3 for four or five seconds or more, then started dropping down and under the fuselage of our aircraft. I reduced power and made a left turn to the west over the Sioux City field attempting to keep the object in view. After losing sight of the object under the belly, we made a right turn in an attempt to regain sight of it, but no further contact was made. We continued our scheduled flight to Omaha, Neb.

In addition to the two Mid-Continent Airlines pilots, three other persons are known to have seen the object. One was a passenger aboard the flight who happened to be looking out the window at the time. The other two were Chief Controller John Williams of Sioux City Tower and his fellow controller, whose name I don't know.

The passenger, incidentally, is an aide to Col Matthew Thompson, USAF, at Offutt Field, Omaha, Neb., who is assigned to investigation of strange aircraft.

END

[redacted] INFORMATION COPY

NR 15 22 JANUARY 1951

C-1

JEP541 UNCLASSIFIED

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

JMX A05

PP JEP ZVA

PP JEPCR JEDCR 222

DE JWXC 14E

Bt. 1-MCIS - INFO
1-MCI -
3 -
4 -

1951 JAN 22 13:28

FM HQ 13TH DISTRICT OSI OFFUTT AFB OMAHA NEBR

TO JEPCR/DIRECTOR OF SPECIAL INVESTIGATIONS HEQDQ ARTERS WASHDC

INFO JEDCR/COMMANDIN GENERAL AIR MATERIEL COMMAND WRIGHT PATTERSON AFB DAYTON OHIO

AF GRNC

PRIORITY

[redacted] 13 OSI27. SPOT REPORT DETA ILS UNCONVENTIONAL AIR CRAFT REPORTED BY CONTROL TOWER, SIOUX CITY MUNICIPAL AIR PRT, IOWA, AT 202 0 HOURS CST 20 JANUARN 1951. [redacted], TOWER CONTROLLER, AND [redacted], ASSISTANT TOWER CONTROLLER, REPORTED FIRST SIGHTING AT ABOVE TIME AT VARYING ALTITUDES ESTIMATED AT FROM 2000 TO 3000 FEET. OBSERVATION WAS VISUAL AND WITH FIELD GLASSES. MANEUVERS VARIED FROM HOVERING POSITION AT ABOUT 2000 FEET TO RAPID ACCELERATION TO ALTITUDE OF ABOUT 3000 FEET, THEN RAPID DESCENT TO FLY LOOSE FORMATION WITH 9, MID-CONTINENT AIRLINES, WHICH HAD JUST ATKEN OFF FROM

515-9896-1

AIRPORT. OBJECT REMAINED IN VICINTIY APPROXIMATELY FOURREEN MINUTES AND DISAPPEARED FLYING COURSE NORTHWEST DIRECTLY UNDERNEATH COMMERCIAL PLANE. SHAPE AND SIZE COULD NOT BE NOTED BY CONTROL TOWER PERSONNEL BUT APPEARANCE WAS THAT OF LARGE MILITARY AIRPLANE. WEATHER CONDITIONS WERE CLEAR. [redacted] AND [redacted] CONSIDERED RELIABLE WITNESSES. REPORT OF INCIDENT MADE BY [redacted], CHIEF TOWER CONTROLLER, SIOUX CITY, TO DENVER FLIGHT SERVICE FOR TRANSMISSION TO CONAC, MITCHEL AFB, SECRETARY OF DEFENSE, WASHINGTON, AND COMMANDING GENERAL, NEAREST MILITAR DISTRICT. [redacted], PILOT, AND [redacted], COPILOT, FLIGHT NINE, STATE TIME OBJECT OBSERVED BY THEM AS 2026 HOURS CST IN BRIGHT MOONLIGHT. [redacted] NOTED LIGHT BETWEEN RED AND ORANGE IN COLOR AT ESTIMATED DISTANCE OF FOUR MILES AT ABOUT 3000 FEET ALTITUDE. IN COOORDINATION WITH TOWER OPERATOR, [redacted] CIRCLED TO LEFT IN WESTERLY DIRECTION AND OBJECT ALSO CIRCLED, MAINTAINING DISTANCE AND DEEPING ABREAST OR AHEAD OF AIRPLANE IN WIDE ARC. AIRPLANE CONTINUED CIRCLING TO SOUTH AND THEN EAST AND, AS IT APPROACHED EASTERLY BEARING, OBJECT BLINKED LIGHTS SIMILAR TO RUNNING LIGHTS BUT BLINKING APPEARED TO BE MANUALLY CONTROLLED. AS OBJECT REACHED A POINT DUE EAST OF AIRPLANE. A BRIGHT LIGHT

515-9896-1

SIMILAR TO LANDING L("T "AS VISIBLE FOR A SHORT T' '. AIRPLANE CONTINUED CIRCLING TO NORTH AND OBJECT MADE SUDDEN SHORT TURN OF NINETY DEGREES AND DESCENDED TOWARD AIRPLANE AT HIGH SPEED, CORSSING IN FRONT AND ABOVE AIRPLANE. OBJECT THEN STOOK POSITION APPROXIMATELY TWO HUNDRED FEET OFF LEFT SIDE OF AIRPLANE AND SLIGHTLY AFT AS IN A LOOSE FORMATION. OBJECT REMAINED IN THIS POSITION FOR TWO TO THREE SECONDS THEN DISAPPEARED BELOW AIRPLANE AND WAS NOT SEEN AGAIN. OBJECT DESCRIBED BY [redacted] AT THE TIME IT ASSUMED POSITION AS FROM EQUAL TO ONE AND ONE-HALF TIMES THE SIZE OF B-29 AIRPLANE. FUSELAGE APPEARED CIGAR SHAPED AND WING WAS LONG AND SLENDER, WELL FORWARD AND STRAIGHT ACROSS, LOOKING LIKE A FLATTENED CIGAR. WING WAS FROM MIDDLE TO HIGH ON FUSE LAGE. NO ENGINS NACELLES VISIBLE AND WING APPEARED AS A GLIDER WING. NO LIGHT WERE NOTED ON OBJECT AT THIS TIME AND NO FORMS OG OTHER OBJECT COULD BE NOTED. NO RUDDERS OR STABILIZERS WERE SEEN ON OBJECT WHICH APPEARED ALWAYS UNDER PERFECT CONTROL, MOVING AT WILL AT SPEEDS VARYING FROM HIGH RATE TO CLIMBING SPEED OF AIRPLANE, 120 MILES PER HOUR. OBJECT DID NOT FLUTTER OR OSCILLATE AND MAINTAINED STABLE POSITION AT ALL TIMES OBSERVED AND WAS ABLE TO MANEUVER WITH GREAT EASE,

515-7896

REPORTEDLY TURNING. SLOWING DOWN. SPEEDING UP. IN A MANNER NEVER

UNCLASSIFIED

CSAF ITEM 8 /~~RESTRICTED~~/

FROM OIN-V/TC ATTN J L ROGERS MCIAXA-1A

ITEM 2, TT Ø35 25 JAN 51, HAS BEEN

DOWNGRADED TO RESTRICTED. FUTURE

CLASSIFICATION WILL ADHERE MORE CLOSELY TO

AT REGULATIONS. REQUEST EVALUATION BE FORWARDED

ON THIS INCIDENT. THE DESCRIPTION APPEARS

TO DESCRIBE A B-36, AS SEEN FROM ANOTHER

AIRPLANE AT NIGHT.

END CSAF ITEM 8 /RESTRICTED/

TT-043-AM
30 January 51
MCIAXA/Rogers

ACTION

← Note!

UNCLASSIFIED

(6) 515-14519

Also, see first TWX of this file:

"SAC Hqs does not maintain record of SAC training flights in ZI. Therefore, could have been B-36 slightly off course, orbiting for training purposes, making a visual check, or similar reasons.

1

T Cs Copy

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE

FROM: MATS, NATIONAL AIRPORT, WASHINGTON D.C.

TO : CAPT McIVER, HQ USAF, WASHINGTON D.C.

NR : 210200 | 21 January 1951

The following message was called by telephone from MATS at Washington National Airport at 0200, 21 Jan 51 to Capt McIver, Command Post Duty Officer. MATS received the info via message from Flight Service addressed to Sec Def:

"Nearest Military area district command Offutt. Cirvis vicinity of Sioux City Municipal Airport between estimated altitude 2000 to 9000 distance of 2 to 3 miles estimated 280-285 degrees from control tower 1 unidentified flying object observing aircraft mid Continental Airlines Flight # 9. Departed Sioux City 2031 control altitude of object 2 to 9000 variable. Time spent in vicinity approximately 14 minutes. Pilot and Co Pilot of midcontinental flight 9 and 2 passengers from USAF OSI. Weather report clear visability 15 miles temperature 7 dew point - 4 wind NW at 11 altimeter 053, 2030 SUX weather report 1 unidentified flying object time of first sighting 210220Z" Classification: "Unclassified".

ACTION: OIN

INFO : SEC DEF, CPR

AF IN : 16041 (21 Jan 51) DTG: 210200 JDM/lws

7

UNCLASSIFIED

Downgraded ( ) RESTRICTED

TT-035-AM
25 January 51
MCIAXA-1A/Rohn

ITEM 2 AMC /CONFIDENTIAL/
FROM JL ROHN MCIAXA-1A
TO L/C WILLIS TCB

AN INFORMATION COPY OF TT NO. 13 OSI 27 DATED 22 JAN 51 FROM HQ 13 DISTRICT OSI, OFFUTT AFB, NEBRASKA, OMAHA, TO JEPCR/DIRECTOR OF SPECIAL INVESTIGATIONS, HQ USAF, HAS BEEN RECEIVED. THE CONTENT OF THE TELETYPE IS QUOTED IN ITS ENTIRETY:
"SPOT REPORT DETAILS UNCONVENTIONAL AIRCRAFT REPORTED BY CONTROL TOWER SIOUX CITY MUNICIPAL AIR PORT, IOWA, AT 2020 HOURS CST 20 JANUARY 1951. [redacted], TOWER CONTROLLER, AND [redacted], ASSISTANT TOWER CONTROLLER, REPORTED FIRST SIGHTING AT ABOVE TIME AT VARYING ALTITUDES ESTIMATED AT FROM 2000 TO 3000 FEET. OBSERVATION WAS VISUAL AND WITH FIELD GLASSES. MANEUVERS VARIED FROM HOVERING POSITION AT ABOUT 2000 FEET TO RAPID ACCELERATION TO ALTITUDE OF ABOUT 3000 FEET, THEN RAPID DESCENT TO FLY LOOSE FORMATION WITH 9 (FLIGHT NUMBER), MID-CONTINENT AIRLINES, WHICH HAD JUST TAKEN OFF FROM AIRPORT. OBJECT REMAINED IN VICINITY APPROXIMATELY FOURTEEN MINUTES AND DISAPPEARED FLYING COURSE NORTHWEST DIRECTLY UNDERNEATH COMMERCIAL PLANE. SHAPE AND SIZE COULD NOT BE NOTED BY CONTROL TOWER PERSONNEL BUT APPEARANCE WAS THAT OF LARGE MILITARY AIRPLANE. WEATHER CONDITIONS WERE CLEAR. [redacted] AND [redacted] CONSIDERED RELIABLE WITNESSES. REPORT OF INCIDENT MADE BY [redacted], CHIEF TOWER CONTROLLER, SIOUX CITY, TO DENVER FLIGHT SERVICE FROM TRANSMISSION TO CONAC, MITCHEL AFB, SECRETARY OF DEFENSE, WASHINGTON, AND COMMANDING GENERAL, NEAREST MILITARY DISTRICT. [redacted] PILOT, AND [redacted] COPILOT, FLIGHT NINE, STATE TIME OBJECT OBSERVED BY THEM AS 2026 HOURS CST IN BRIGHT MOONLIGHT. [redacted] NOTED LIGHT BETWEEN RED AND ORANGE IN COLOR AT ESTIMATED DISTANCE OF FOUR MILES AT ABOUT 3000 FEET ALTITUDE. IN COORDINATION WITH TOWER OPERATOR, [redacted] CIRCLED TO LEFT IN WESTERLY DIRECTION AND OBJECT ALSO CIRCLED, MAINTAINING DISTANCE AND KEEPING ABREAST OR AHEAD OF AIRPLANE IN WIDE ARC. AIRPLANE CONTINUED CIRCLING TO SOUTH AND THEN EAST AND, AS IT APPROACHED EASTERLY BEARING, OBJECT BLINKED LIGHTS SIMILAR TO RUNNING LIGHTS BUT BLINKING APPEARED TO BE MANUALLY CONTROLLED. AS OBJECT REACHED A POINT DUE EAST OF AIRPLANE, A BRIGHT LIGHT SIMILAR TO LANDING LIGHT WAS VISIBLE FOR A SHORT TIME. AIRPLANE

INFORMATION COPY

for

7k 5 12 23

&

AXA

Sighting of Unconventional Aircraft, Sioux City, Iowa

NCIA NCIAXA-1a 23 Jan 51 1

1. Reference is made to teletype no. 13 OSI 27, dated 22 Jan 51, from Offutt AFB, Omaha, Neb, giving spot details of subject sighting.

2. The subject sighting can be classed as confirmed information since two Tower Controllers first observed the object at 8:20 in the evening and the pilot and copilot of the commercial transport observed the object at 8:26. Also, a "shake-off" maneuver performed by the transport airplane was stated to be "in coordination with tower operators."

3. The general trend of the reported sighting is similar to previous sightings which reported lights at night. However, the teletype states that the "weather conditions were clear" and that the observations were made "in bright moonlight." The pilot of the transport airplane then continues to give a fairly detailed description of the object as being definitely airplane-shaped with an unusual configuration, large size, and above-normal performance ability.

4. On the basis of the above analysis, the object appears to have been an aircraft, the description of which does not agree with any known types. The detail of the description and the reported credibility of the witnesses do not indicate that the report could be easily discredited.

5. The expected final conclusions are difficult to state at this time. Further revelations might be brought out by a check of aircraft in the vicinity or by a check of the "noted light between red and orange in color", or by the additional data being forwarded. The mention of "lights similar to running lights" being blinked as though manually seems to indicate a friendly aircraft and the "bright light similar to landing light" would seem to verify this.

6. Action has been taken to have the OSI-5D forward the additional data as soon as received. A telecon is being sent to TCB informing them of the sighting and requesting if they have any additional information. It is considered that no additional action should be taken on the subject sighting until the additional data is received from OSI.

7. The responsibilities of the Air Defense Command in connection with visitations of this kind should be more firmly established than currently appears to be the case.

KENT PARROT JLR/eps
Lt Colonel, USAF 6-5376
Chief, Aircraft & Propulsion Sec P D-11
Technical Analysis Division B 263D
Intelligence Department

CONTINUED CIRCLING TO NORTH AND OBJECT MADE SUDDEN SHORT TURN OF NINETY DEGREES AND DESCENDED TOWARD AIRPLANE AT HIGH SPEED, CROSSING IN FRONT AND ABOVE AIRPLANE. OBJECT THEN TOOK POSITION APPROXIMATELY TWO HUNDRED FEET OFF LEFT SIDE OF AIRPLANE AND SLIGHTLY AFT AS IN A LOOSE FORMATION. OBJECT REMAINED IN THIS POSITION FOR TWO TO THREE SECONDS THEN DISAPPEARED BELOW AIRPLANE AND WAS NOT SEEN AGAIN. OBJECT DESCRIBED BY [redacted] AT THE TIME IT ASSUMED POSITION AS FROM EQUAL TO ONE AND ONE-HALF TIMES THE SIZE OF B-29 AIRPLANE. FUSELAGE APPEARED CIGAR SHAPED AND WING WAS LONG AND SLENDER, WELL FORWARD AND STRAIGHT ACROSS, LOOKING LIKE A FLATTENED CIGAR. WING WAS FROM MIDDLE TO HIGH ON FUSELAGE. NO ENGINE NACELLES VISIBLE AND WING APPEARED AS A GLIDER WING. NO LIGHT WERE NOTED ON OBJECT AT THIS TIME AND NO FORMS OF OTHER OBJECT COULD BE NOTED. NO RUDDERS OR STABILIZERS WERE SEEN ON OBJECT WHICH APPEARED ALWAYS UNDER PERFECT CONTROL, MOVING AT WILL AT SPEEDS VARYING FROM HIGH RATE TO CLIMBING SPEED OF AIRPLANE, 120 MILES PER HOUR. ~~OBJECT DID NOT FLUTTER OR OSCILLATE AND~~ MAINTAINED STABLE POSITION AT ALL TIMES OBSERVED AND WAS ABLE TO MANEUVER WITH GREAT EASE, REPORTEDLY TURNING, SLOWING DOWN, SPEEDING UP, IN A MANNER NEVER BEFORE OBSERVED BY [redacted] EX-NAY PILOT. BOTH [redacted]R AND [redacted]R CONSIDERED RELIABLE WITNESSES. DISTRICT COMMANDER, 13TH DISTRICT OSI AND S/A [redacted], SAME DISTRICT, WERE PASSENGERS OF FLIGHT 9, MID-CONTINENT AIR-LINES, AT THIS TIME. S/A [redacted] SHORTLY AFTER TAKE-OFF FROM SIOUX CITY, NOTED WHAT HE BELIEVED WERE RUNNING LIGHTS OF ANOTHER AIRPLANE TO REAR LEFT OF FLIGHT 9. NOTHING UNUSUAL NOTED BY DISTRICT COMMANDER OR OTHER PASSENGERS. DATA REQUIRED BY ASCSI LETTER NO. 85 BEING OBTAINED AND WILL BE FORWARDED EARLIEST."

ACTION HAS BEEN TAKEN TO OBTAIN THE ADDITIONAL DATA BEING FORWARDED BY OSI. HAVE YOU ANY ADDITIONAL INFORMATION.

Certainly a description of someone suddenly coming across a B-36 at night.

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

515-11803

9

END ITEM 2 AMC /~~CONFIDENTIAL~~/ UNCLASSIFIED

ROUTING AND RECORD SHEET — AIR MATERIEL COMMAND

UNCLASSIFIED

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

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

Number all comments consecutively.

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

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT Sighting of Aerial Phenomena

TO 5D-OSI FROM MCIAXA-1a DATE 23 Jan 51 COMMENT NO. 1

1. Reference is made to the telephone conversation between Lt Col J F O'Connel, 5D-OSI (50200), and Mr. J L Rohn, MCIAXA-1a (65376) on 23 January 1951, subject as above.

2. The following is in confirmation of the statements and the request made by Mr. Rohnin the reference conversation. This office has received an information copy of teletype no. 13 OSI 27, dated 22 Jan 51, from Headquarters 13th District OSI, Offutt AFB, Omaha, Nebraska, to JEPCR/Director of Special Investigations, Headquarters USAF, Washington, D. C. This teletype contained a four-page spot report details of an unconventional aircraft sighted at Sioux City, Iowa, and concluded with the statement that "data required by ASCSI Letter No. 85 being obtained and will be forwarded earliest."

3. It is requested that a copy of the data being forwarded be obtained and be hand-carried to this office as soon as possible.

Brunow W. Feiling

BRUNOW W. FEILING
Colonel, USAF
Chief, Technical Analysis Div
Intelligence Department

JLR/eps
6-5376
P D-11
B 263D

MCIAXA-1a 5D-OSI 24 Jan 51 2.

Request this office be furnished a copy of cited TWX.

James F. X. O'Connell

JAMES F. X. O'CONNELL
Colonel, USAF
District Commander
5th OSI District (IG)

JEM/vz
5-0227
P-14A
Bldg. 262

Copy hand carried

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
24 JAN 1951
5th OSI DISTRICT
OFFICE OF SPECIAL INVESTIGATIONS

SRCH
INDX
CLASY
SEAL
FILE

CHIEF | AGENT
TO: | FILE

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

11

(CONTINUE ON OTHER SIDE)

DECLASSIFIED
UNCLASSIFIED

This form replaces AMC Form No. 10-3, which will be used until stocks on hand are exhausted.

AF HQ-33 (20 May 44) UNCLASSIFIED ~~CONFIDENTIAL~~

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	24-185

SUBJECT: (Unclassified) Unconventional Aircraft, Sioux City, Iowa
SPECIAL INQUIRY

TO: Directorate of Intelligence
ATTN: Lt. Col. Willis

DATE 8 FEB 1951

COMMENT NO. 1

FROM: Counter Intelligence Division, Directorate of Special Investigations, The Inspector General

Maj. Detwiler/amb/71776
AFCSI-6

Herewith for your information and any action deemed necessary is copy of Spot Intelligence Report, 13th District, dated 1 February 1951, subject as above.

Lt Col USAF

GILBERT R. LEVY
ActgChief, Counter Intel Div
Dir. of Special Investigations
The Inspector General

1 Incl:
Cy of Spot Intel Rpt
dtd 1 Feb 51 w/9 incls.

When Incl No. 1 is (~~are~~) withdrawn or not attached, the classification of CONFIDENTIAL on this correspondence will be cancelled in accordance with par 25 a, AFR 205-1.

20 Jan 51

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

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

UNCLASSIFIED

12

UNCLASSIFIED

16—54288-1

BASIC: Ltr to Hq CSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

c. On 20 January 1951, at 2055 hours, Mr. [redacted], Controller, and Mr. [redacted], Assistant Controller, CAA Tower, Sioux City Municipal Airport, Sioux City, Iowa, were interviewed and they both stated substantially as follows:

At approximately 2020 hours, this date, they observed a very bright light west of the field on an approximate heading of 280 degrees to 285 degrees from the control tower, and at an estimated altitude of 2000 to 3000 feet, at a distance of 2½ to 3½ miles, almost over the four radio towers at Dakota City, Nebraska. This light was very bright and stayed at a very high intensity for approximately 1 to 2 minutes. Mr. [redacted] attempted to view the light through field glasses, but could not distinguish any shape or form associated with the light. Mid-Continent Airlines Flight #9 was preparing to take off, and the Captain of the ship was advised of the light, also requested to keep a lookout for it as the tower did not know what it was. Mid-Continent Flight #9 started down the runway (NW - 310 degrees), and the object moved from a hovering position, just mentioned, to a position SW of the field, and at an altitude of about 8000 to 9000 feet, this transition taking approximately 30 seconds. Mid-Continent Flight #9 leaving the runway at 2027 hours (CST), and commenced a climbing turn to the left. While in this attitude the Captain of Flight #9 reported that he could see a very bright star. The control tower advised that the object had moved from its original sighting position to a position SW of the field, and about 9000 feet, above the position of the Mid-Continent Plane Flight #9. The Captain reported that he had the object in view, and that it appeared to be a very large military aircraft, requesting if the tower had knowledge of any in the area, also if there were any jets in the area. The tower advised the Captain that there were none that they had been advised of. Flight #9 continued in a turning attitude and climbing. When approximately south of the field, the Captain of Flight #9 reported that the object was flying a loose formation with his ship. At this position the tower lost sight of the object due to an emergency landing operation with a Cessna Airplane, type 140, approximate time was 2033 hours (CST). At 2051 hours the Captain of Flight #9 advised the tower that he was approaching the field from the SE on a NW heading, and that the object was now on his tail. The tower saw the object, and Flight #9 continued on across the field, the object remaining in a position East of the field at an estimated altitude of 2000 feet to 3000 feet, 1 to 2 miles away. Flight #9 started a right turn just prior to reaching;

/s/

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AIR MAIL

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5123

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

24-0

1 February 1951

SPOT INTELLIGENCE REPORT

SUBJECT: ~~UNCONVENTIONAL AIRCRAFT~~
Sioux City, Iowa

SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. SYNOPSIS: Reference is made to TWX 13 OSI 27, dated 21 January 1951, concerning unconventional aircraft sighted over Municipal Airport, Sioux City, Iowa, 20 January 1951, by Controller and Assistant Controller of the airport control tower, who advised pilot of Mid-Continent Airline Flight #9 which was taking off at the time. Object observed by pilot and co-pilot of Flight #9 under conditions of bright moonlight and excellent visibility for a period of approximately fourteen (14) minutes, appeared to be size of B-29 or larger, without rudder or stabilizer with wing well forward with a straight leading edge, and having no visible means of propulsion.

2. DETAILS:

AT SIOUX CITY, IOWA

a. This inquiry made upon instructions received from Colonel [redacted], District Commander, 13th OSI District (IG), USAF, Offutt Air Force Base, Omaha, Nebraska, who was a passenger on Mid-Continent Airline Flight #9, departing Sioux City Municipal Airport, Sioux City, Iowa, 2027 hours, 20 January 1951.

b. On 20 January 1951, Special Agent WILLIAM P. SIX was contacted by JOHN H. WILLIAMS, Controller, CAA Control Tower, Sioux City Municipal Airport, Sioux City, Iowa, at 2040 hours. Mr. WILLIAMS advised that he was following the instructions he received from Captain [redacted] of Mid-Continent Airline Flight #9 that departed from the Municipal Airport, Sioux City, Iowa, at 2027 hours, and advised that he had something to report.

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BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

f. Airplane, Cessna type 140, N-1010V, arriving Municipal Airport, Sioux City, Iowa, at 2053 hours (CTS), piloted by Mr. [redacted], Minneapolis 21, Minnesota.

g. Airplane, Beechcraft type [redacted], arriving Municipal Airport, Sioux City, Iowa, at 2056 hours (CTS), piloted by Mr. [redacted], 1525 Clemara Street, Denver, Colorado.

h. In a telephone conversation with Colonel [redacted], District Commander, 15th OSI District (IG), USAF, Offutt Air Force Base, Omaha, Nebraska, advised Special Agent SIX, on 20 January 1951, at approximately 2300 hours, that he and Special Agent [redacted] were passengers on the Mid-Continent Airline Flight #9 that departed Sioux City at 2030 hours. The Colonel further stated that he did not see the object, and so far as he knows no one else on Flight #9 saw it except the pilot and co-pilot, and Special Agent [redacted] who advised that he saw lights which he believed at the time to be those of another plane.

i. On 20 January 1951, Special Agent SIX accompanied Mr. [redacted], Chief Controller, CAA Tower, Sioux City Municipal Airport, Sioux City, Iowa, to the Operations Room of the 174th Fighter Squadron, Iowa Air National Guard, Sioux City Municipal Airport, where he transmitted a report in accordance with CAA directives in regard to this incident. The title of this regulation is as follows: JANAP - 146(A), RESTRICTED, COMMUNICATION INSTRUCTIONS for REPORTING VITAL INTELLIGENCE SIGHTINGS from AIRCRAFT. (CIRVIS). This regulation ordered by the Joint Chiefs of Staff, Joint Communications Electronic Committee, Washington 25, D. C., published or dated September 1950. Report was transmitted to the CO, CCIAC, Mitchell AFB, and NEW Washington, and the nearest Military District. This report transmitted to Denver Flight Service by "Long-Line" for transmission to the aforementioned departments.

AT KANSAS CITY, MISSOURI

j. On 21 January 1951, Mr. [redacted] and Mr. [redacted], pilots of the Mid-Continent plane which had observed the object in the sky were interviewed at the Kansas City Municipal Airport.

k. Mr. [redacted], Mission, Kansas, pilot of the plane, advised that the object was first sighted on takeoff at the Sioux City Airport after their attention had been directed to the object by the control tower. The time was approximately 2026 hours, 20 January 1951. At first there was only a light, described as between red and orange, visible at a distance estimated to be four miles and at an altitude of approximately 8000 feet from the ground. The light was in

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BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

the river (Missouri) and came to a heading of almost East, then turning to the left, and when almost out of the turn (to an approximate heading of SW) the object departed from its hovering position, East of the field, and at a high rate of speed. It passed directly under Flight #9, at approximately one-half (½) of the altitude of Flight #9, heading NW and passed out of view at approximately 2054 hours (CTS). Further sightings of unidentified objects not made. At approximately 2050 hours an airplane of the Beechcraft type arrived at the station and landed, closing flight plan from Minneapolis. Mr. KEENAN handled this operation, and stated that he had knowledge of the Beechcraft and the object, and could locate them in different positions in this area at the same simultaneous moment as the Beechcraft was in the landing pattern while the object was passing out of sight to the NW.

d. Weather observation report for the Sioux City Municipal Airport, Sioux City, Iowa, was obtained from the Weather Bureau Station at the Municipal Airport, Sioux City, Iowa, at approximately 2100 hours (CTS): Clear, 15 miles visibility, temperature plus 7 degrees, dew point minus 4, wind northwest 7 miles per hour, altimeter setting 30.53. Observation made at 2030 hours (CTS). Winds aloft, observation made at 2055 hours, 20 January 1951, is as follows:

Altitude	Direction	Velocity
2000	350	14
3000	340	17
4000	330	19
5000	330	19
6000	330	20
7000	320	21
8000	320	22
9000	310	23

(Note: Altitudes listed above are corrected to sea level)

e. Mid-Continent Airline Flight #9, departure time recorded as 2051 hours (CTS), with a take-off time of 2027 hours. Pilot and Co-pilot were [redacted] and [redacted], respectively. Hostess recorded as Miss [redacted] all based at Kansas City, Missouri. Passengers on the flight were: Boarded at Watertown, South Dakota, Mr. J[redacted] Castlewood, South Dakota; and Mr. [redacted] Lincoln, Nebraska. The following persons boarded at Huron, South Dakota: Mr. L[redacted], 156 11th Street SE, Huron, South Dakota; [redacted], Omaha, Nebraska. Names of other passengers not available at this time.

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BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

Inclosures continued:

#4 - Photostatic cy of sketch of object.
#5 - Photostatic cy of sketch prepared by BACHMEIR showing flight of object.
#6 - Photostatic cy of sketch showing flight of object in relation to map of area.
#7 - Photostatic cy of item from Sioux City Journal, 22 Jan 51.
#8 - Photostatic cy of item from Sioux City Journal-Tribune, 22 Jan 51.
#9 - Photostatic cy of item from Kansas City Star, 22 Jan 51.

cc (in dupl): Intel Dept, AAC
THRU: DO #5

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BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

a southwesterly direction at an angle of 45 degrees from the horizon. As their airplane left the ground, and in coordination with the tower operator, they circled to their left or in a west to south direction and the object circled with them at a distance estimated at four miles and with an estimated speed of a jet, keeping abreast or ahead of their plane at a wider arc. Their plane at the time was traveling approximately 120 miles per hour. As their plane continued circling toward an easterly direction, the object blinked lights which appeared like normal running lights on a plane but the blinking appeared as if it were manually controlled. When the object reached a point due east of their plane, which was then headed east, there appeared a single bright light similar to a landing light which was visable only a short time, and as their plane began circling toward the north the object suddenly made a sharp 90 degree turn and descended at them, crossing in front and above their plane, and took up a position on their left approximately 200 feet away, traveling in the same direction and at the same speed. The object remained in this position approximately two or three seconds and then disappeared below their plane and was not seen again. Mr. VINTHER stated that the tower advised that the object was following just below them, but they could not maneuver their plane so as to observe the object again, and shortly thereafter continued their scheduled flight to Omaha, Nebraska. The total time of observation of the object was estimated to be about four minutes.

l. When the object made its descent on their plane and took its position on their left, Mr. VINTHER stated it appeared to be as large as a B-29 to one and one-half the size of a B-29. The fuselage appeared to be cigar shaped and the wing was long and slender, mounted well forward on the fuselage, and the edge was straight across and gave the appearance of a cigar that had been flattened. The wing was described as mounted from mid to high on the fuselage, and there were no engine nacelles visable. The wing had the appearance of a glider wing. No lights were visible when the object was along side their ship, and no forms or objects could be seen in the object. Mr. VINTHER stated he did not observe any rudder or stabilizers on the rear of the object's fuselage.

m. All during the observation of the object the weather conditions were described as a clear moonlight night.

n. Mr. VINTHER stated he observed no evidence of any exhaust; could not determine the object's means of propulsion; heard no noise other than the engines of their own plane; and received no interference on their radio at any time while talking with the tower even when the object was in their immediate vicinity.

o. Mr. VINTHER stated the object appeared to always be under perfect control and moved at will, varying in speed from high speed down to the climbing speed of their plane which was 120 MPH. The object did not flutter or oscillate, and it maintained a stable position at all

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time observed. The object appeared able to maneuver with great ease and could turn, slow down and speed up in a manner never observed in any type of conventional aircraft before observed by Mr. [redacted]

p. Mr. J[redacted], [redacted] Kansas City, Kansas, Co-Pilot of the plane, stated in substance the same as Mr. [redacted] regarding his observation of the object.

q. Mr. [redacted] further stated that the amazing thing to him was when the object went from a position judged to be 2 miles ahead and 4000 feet above their plane, to a position almost along side them, and then come directly at them at a terrific speed and take up a position next to them and on their left.

r. During the time their plane was making its circle after takeoff, and the object was to their right at a distance estimated at 2 or 3 miles away and a height of 3000 feet, it was estimated to be traveling at a speed of 500 MPH.

s. On 22 January 1951, Mr. [redacted] made a signed statement, a True Copy of which is attached as Inclosure No. 1.

t. On 22 January 1951, Mr. [redacted] made a signed statement, a True Copy of which is attached as Inclosure No. 2.

u. Attached as Inclosure No. 3 is True Copy of joint statement signed on 22 January 1951, by [redacted] Air Traffic Controller, and M[redacted], Assistant Air Traffic Controller, Municipal Airport, Sioux City, Iowa.

v. Also attached as Inclosures #4 through #9 are photostatic copies of sketches and newspaper clippings regarding the incident.

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI letter No. 85, subject: "Unconventional Aircraft", dated 8 February 1950.

MATTHEW THOMPSON
Colonel, USAF
District Commander

9 Incls:
#1 - True cy signed statement of [redacted], 22 Jan 51.
#2 - True cy signed statement of J[redacted], 22 Jan 51.
#3 - True cy signed statement of [redacted], 22 Jan 51.

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Kansas City, Missouri
22 January 1951

On 20 January 1951, at 2026 hours, I was piloting a Mid Continent DC-3 aircraft and was taking off in a north west direction at the Sioux City, Iowa Airport assisted by [redacted], Co-Pilot, when our attention was called by the control tower operator, to an object in the sky to the west of the field. The object at first appeared to be between a red or an orange light and I would estimate that it was approximately 4 miles away at an altitude of aproximately 8,000 feet, at a 45 degree angle.

As our plane left the ground, and at the request of the control tower operator, we started our climb and circled in a counter clock wise direction. Our speed during the climb was approximately 120 miles per hour. The object was moving in a wider arc around us going in the same direction. When the object reached a point southeast of our plane, it blinked some lights which appeared like normal running lights on a plane but the blinking appeared as if it were manually controled. When the object reached a point due east of the direction that our plane was headed, there appeared a single bright light similar to a landing light which was visible only a short time and as our plane began circling toward the north, the object suddenly made a sharp 90 degree turn and desended toward our plane at a terrific speed, crossing over and in front of our plane. The next thing I knew, the object was on our left, traveling in the same direction, about 200 feet from our left wing and at the same speed. The object remained in this position approximately two or three seconds and then disappeared below our plane and was not seen again. The tower advised that the object was following just below our plane but we could not maneuver our plane so as to observe it again, and continued on our scheduled flight to Omaha.

The object appeared to be as large as a B-29 to one and one half times the size of a B-29. The fuselage appeared to be cigar shaped and the wing was long and slender, mounted well forward on the fuselage and the edge was straight across. The wing was mounted from mid to high on the fuselage and looked like a glider wing. There were no nacelles visible. I did not observe any rudders or stabilizers on the object. I observed no evidence of any exhaust; could not determine its means of propulsion; heard no noise other than our own planes engines; and received no interference on our radio.

The object appeared to always be under perfect control, and moved at will, varying in speed from very high speed down to the climbing speed of our plane.

/s/ [redacted]

William Durrett
S/A OSI

A TRUE COPY:

Earl E. Sparks

EARL E. SPARKS
Captain, USAF
20

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Encl #1

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[redacted]
Page 1 of 4 pages.

2908 Parkwood Bvld
Kansas City, Kans
22 Jan 1951

[redacted] and myself, [redacted], were the crew departing Kansas City on Mid Continent Flight 76 at 0750 January 20. We terminated the flight at Minneapolis at about 1230 after making stops at Des Moines, Waterloo, and Rochester. We arrived an hour late due to head winds. Other than that the flight was normal.

We departed Minneapolis on schedule at 1635, after a four hour rest during which time I visited my mother and some friends of the family in St Paul. Enroute on Flt 9 we made scheduled stops at ~~Winona~~ Watertown, Huron, Sioux Falls and Sioux City, operating close to scheduled time.

When taxing out at Sioux City, the tower operator advised us of an object he had sighted west of the field and asked us to investigate. We took off

[redacted]
Page 2 of 4 pages

and immediately spotted the object west of the field at an estimated altitude of 8000' and about three miles distant. The object's path of flight was in an arc from a position west of the field through south and to a position east of the field. We took off northwest and made a turn inside the object to the left until he was directly ahead of us on an easterly heading at an estimated altitude of 8000' and about two miles ahead of us. At this point we were 4000' climbing at an indicated airspeed of 120 MPH.

Just before getting him in a position directly ahead of us we noticed three blinking lights (red, green, white) that blinked about 6 times and appeared to have been operated manually. Then as the object was directly ahead of us we noticed a white, bright light

[redacted]
Page 3 of 4 pages.

similar in intensity to one of our landing lights. This light lasted only a couple of seconds, but seemed to be coming from where I would judge to be the side of the fusalage; although at the distance he was from us that would be hard to ascertain.

Up until this point I would judge the speed of the object to be somewhere between 400 and 500 MPH.

Now at this point when the object was ahead of us about two miles and about 4000' above, it seemed to make a 90° turn to the right and then come directly at us at a terrific speed, which I wouldn't try to estimate, and suddenly take up a position about 200' to the left of us and stay with us at our speed for a few seconds. It seemed to have a cigar shaped fusalage about the length of a B29 and a straight wing almost as long mounted slightly

[redacted]
Page 4 of 4 pages

forward of the center of the plane. There seemed to be no tail members nor any evidence of engines or propellers. The plane dropped below and behind us until I lost sight of it. We informed the ~~two~~ tower operator and we're told he was directly below us but we were never able to see it again. After manouvering

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Incl #2

around in an attempt to see it again, we took up our course for Omaha and continued our scheduled flight.

/s/ [redacted]

A TRUE COPY:

Earl E Sparks

EARL E. SPARKS
Captain, USAF

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I, [redacted]ns, Airport Traffic Controller and [redacted]n, Assistant Airport Traffic Controller were on duty at the Sioux City Airport Traffic Control Tower at Sioux City Municipal Airport, Sergeant Bluff, Iowa from 1600Z to 2400Z January 20, 1951 and observed the following:

At approximately 2020Z a bright light was observed from the control tower. When first noticed the light appeared to be approximately 2,000 feet above the surface on a bearing of approximately 285° from the tower and about 2½ to 3 miles away. This light appeared to be stationery and of extreme brilliance for a period of one to two minutes, then gradually began to fade. At this time Mid-Continent Airlines Flight Nine was given taxi instructions for takeoff and was then advised of the light the tower had in sight. The pilot was unable to locate the light which had faded to a dull glow and was climbing rapidly in a southerly direction. At approximately eight or nine thousand feet and a distance of about four miles the light appeared to become stationery again southwest of the airport. Mid-Continent Airlines Flight Nine took off northwest at 2027Z and made a left turn. The tower then advised as to the light's position. Within a few seconds the Mid-Continent Pilot sighted the object. The pilot then turned to a southerly heading and advised the tower the object appeared to be a very large military aircraft. The pilot asked if there were any jet aircraft in the vicinity. The tower then replied there were not any known jet aircraft in the vicinity of the airport. At this time N1610V, a Cessna Model 140 called the tower and advised he was low on fuel and was making an emergency landing at Sioux City. The Cessna was immediately given landing instructions and landed at 2032Z. Also, at approximately the same time N 3137V, a Beechcraft Bonanza called for landing instructions and landed at 2036Z. At approximately 2030Z Mid-Continent Airlines Flight Nine advised the object was flying a loose formation with him. Mid-Continent Airlines Flight Nine was at an approximate altitude of 2500 feet on a northeast heading about one mile southeast of the airport. The pilot asked if the tower had the object in sight. The object could not be observed from the tower. Mid-Continent Airlines Flight Nine then took up a northwest heading circling directly over the tower, advising at the same time the object was directly on their tail. At approximately 2031Z the object was observed apparently following Mid-Continent Airlines Flight Nine just before Flight Nine passed over the tower. The pilot then took up a northeast heading and asked for the position of the object. The tower advised the object was in sight about a mile and a half due east of the tower at an estimated altitude of 2,000 to 3,000 feet above the ground apparently in a stationery position. The object then began to move at a high rate of speed in a northwesterly direction. The pilot of Flight Nine again ask the position of the object and the direction it was traveling. The tower advised that the object was approximately half way between Mid-Continent Airline Flight Nine's altitude and the ground and was moving very rapidly in a northwesterly direction. Mid-Continent Airline Flight Nine then proceeded on course to Omaha, Nebraska at approximately 2034Z. The object was last sighted from the tower at 2034Z headed in a northwesterly direction.

The foregoing statement is true and correct to the best of our knowledge.

Date January 22, 1951

/s/ [redacted]

/s/ [redacted]

A TRUE COPY:

Earl E. Sparks

EARL E. SPARKS
Captain, USAF

23

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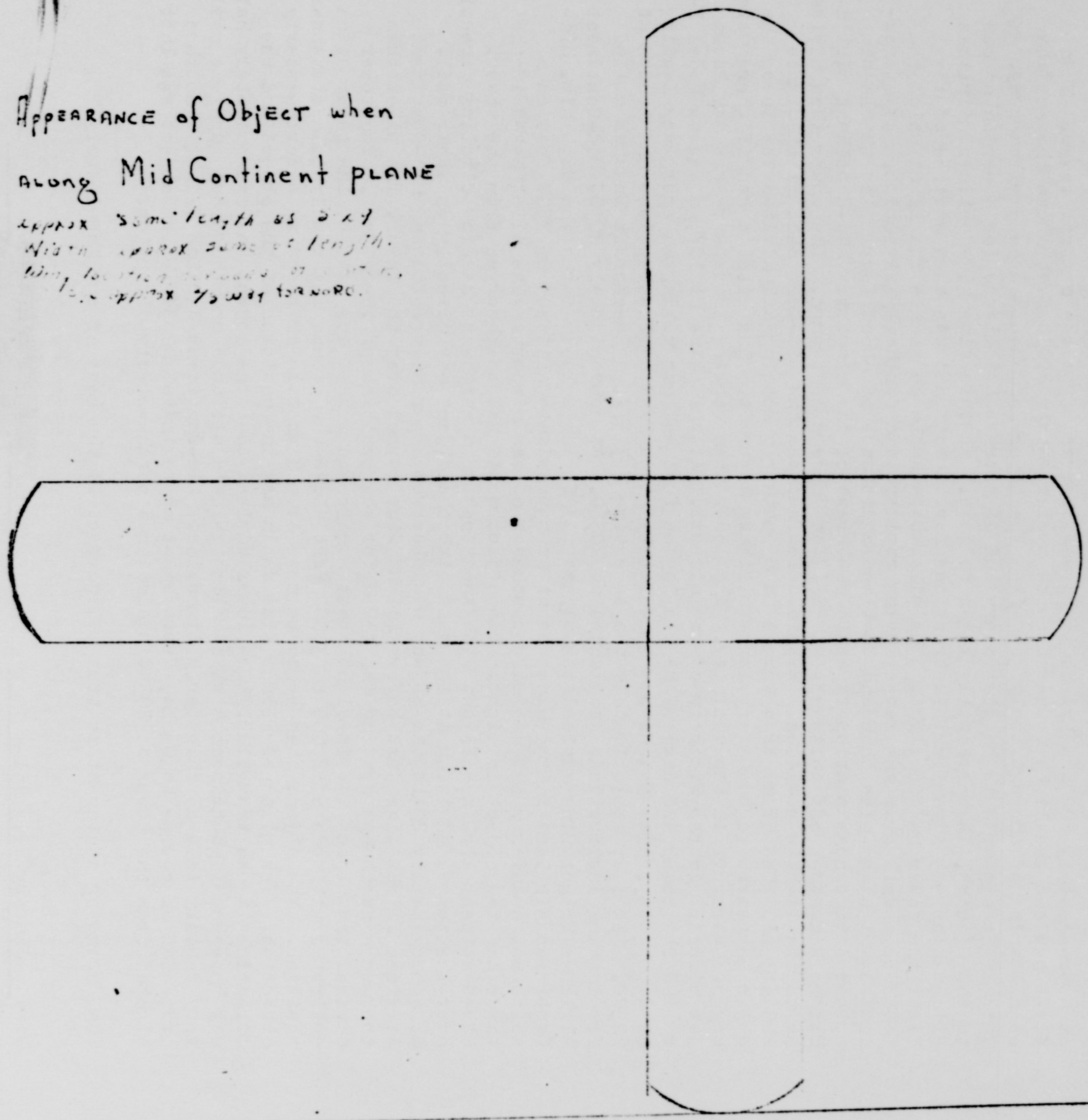
Sept 53

Appendix #1

APPEARANCE of Object when

ALONG Mid Continent PLANE

approx semi length as 2 x d
Width approx same as length.
Wing leading forward of center.
Tail approx 2/3 way toward rear.



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SIOUX CITY, IOWA

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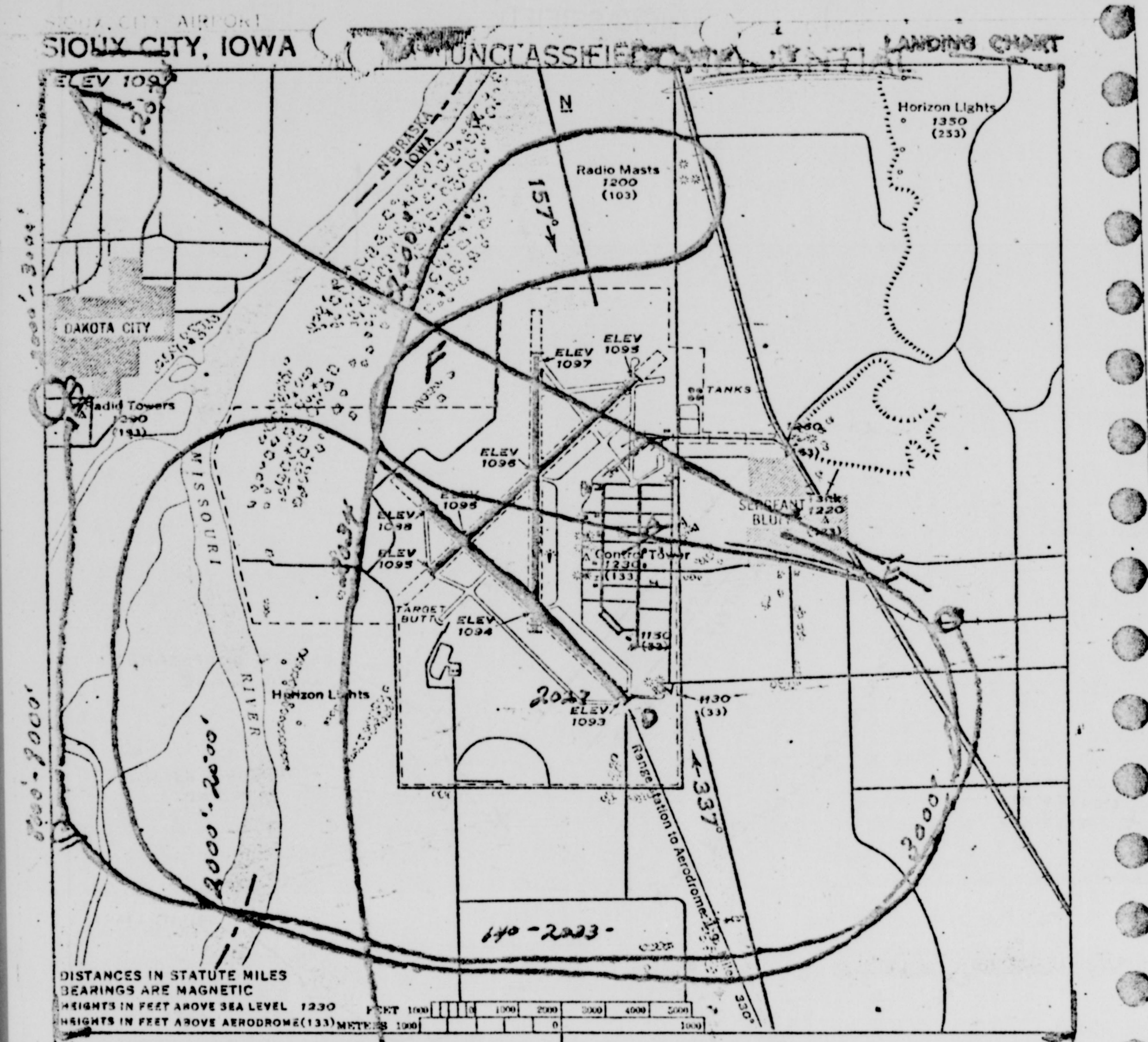
LANDING CHART



AERODROME POSITION: Lat. 42°24'N., Long. 96°23'W.

RADIO: SBMRLZ range(VHF voice), tower and VHF tower.

LIGHTING: Rotating light; horizon, obstruction, threshold and runway lights.

Times - [illegible]

A- Control Tower
B- Position of #1 Sighting
C- " " #2 "
D- " " 140 Landing
E- Alternate position #3 Sighting
F- Position - Object ground under #3
G- Alt. #3 -
* Path - Object

[illegible]

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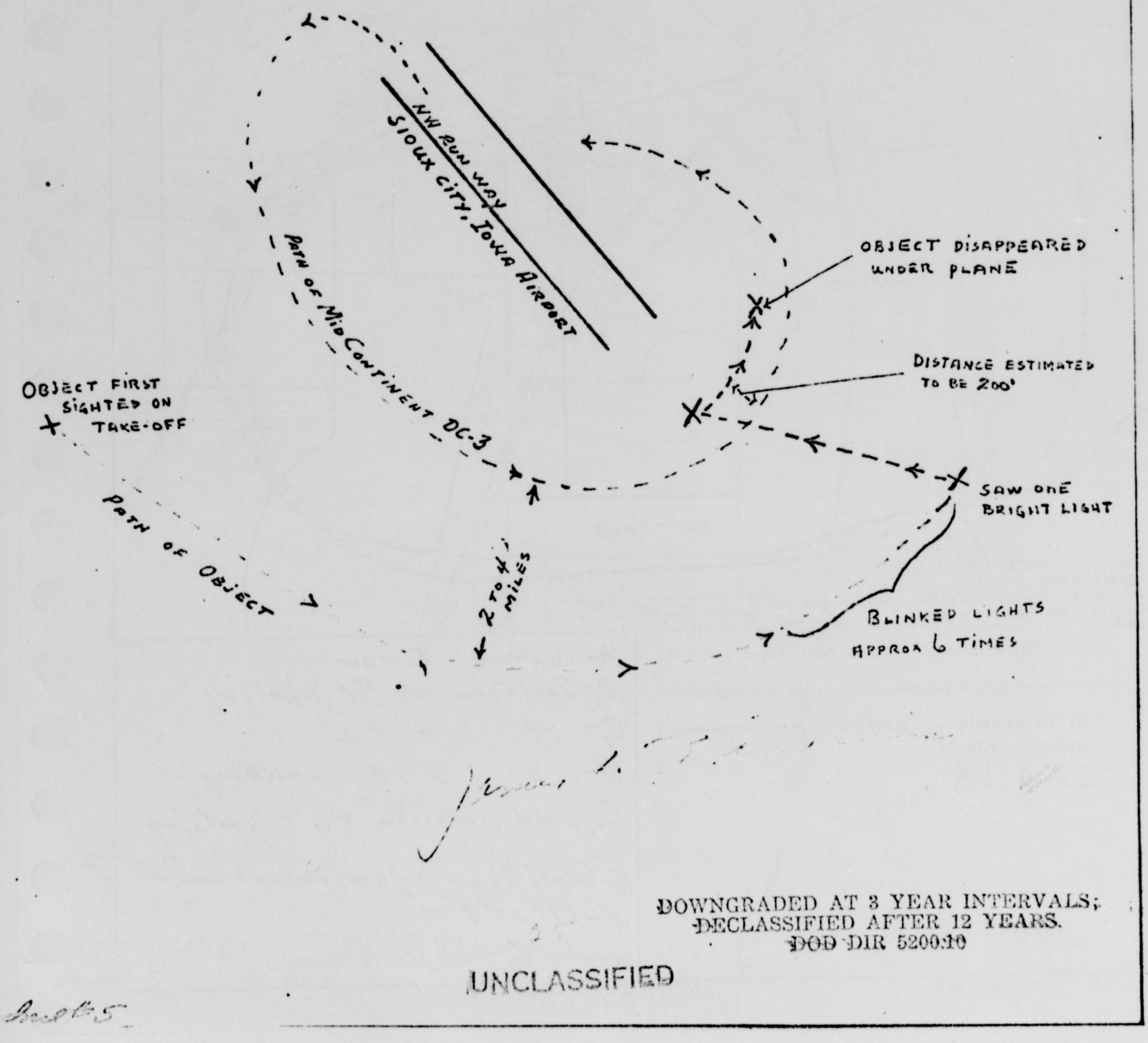

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Book 5

Sight Strange Aircraft Over Sioux City; It Does Tricks New to Pilots

Sioux City Journal

Entered as Second Class Matter Postoffice, Sioux City, Iowa

SIOUX CITY, IOWA, MONDAY, JANUARY 22, 1951 — 2 SECTIONS — 20 PAGES

CARRIER DELIVERY PER WEEK 20c / Sun. 25c / Daily & Sun. 35c / Daily Only 10c / Mail 1 Yr. in S. D. Neb. Minn. $9

CONFIDENTIAL

Strange Aircraft Sighted In Sky By Two Flyers

KANSAS CITY, Mo., Jan. 22.—(UP)—An airline pilot said today he saw a strange, monster aircraft in a moonlit Iowa sky above Sioux City, Iowa, and described it as having no visible means of propulsion.

"I'd say it was as large or half-again as large as a B-29," pilot Harry W. Vinther, 32, Kansas City, Kan., said. "It did things airplanes simply aren't supposed to do."

The mystery plane was observed also by Vinther's first officer, James F. Bachmeier, also of Kansas City, Kan., shortly after take-off in a Mid-Continent Airlines DC-3 Saturday night.

Vinther said the plane had a straight wing "and no tail assembly to speak of."

Bachmeier said the aircraft was "shaped like a cigar and its wing like a flattened cigar."

But it was a head-on pass and a maneuver which immediately followed that most astonished both Vinther and Bachmeier.

Vinther said the plane approached his DC-3 passenger plane, and then, "just after I had turned my head to watch him pass, there he was again flying some 200 feet by our side—and going in the same direction as we were."

"You can't turn ordinary airplanes that fast," he said.

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CONFIDENTIAL

Airline Flier Describes Amazing Performance by Huge Ship

Kansas City. — (AP) — A veteran airline pilot Sunday night told of seeing a strange aircraft Saturday night that did something "you just can't do with airplanes today."

Larry W. Vinther of Kansas City, Mid-Continent airline pilot who has been flying 17 years and has been with Mid-Continent seven years, said the incident occurred over Sioux City.

He described the strange plane as about "one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29s."

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuspage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same

Sioux City Journal
SECTIONS—32 PAGES
CARRIER { Daily & Sun. 55¢ Each 1
DELIVERY { Daily Only 45¢ "
PER WEEK { Sun. Only 10¢ "
Nebr.

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Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because "you just can't turn an airplane around that fast at that speed."

The strange plane flew alongside about four seconds then eased off below the DC-3 "and we lost him," the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the airbase at Offutt field there and learned there were no airforce jet planes scheduled in that area.

Attempts to learn further details concerning the strange aircraft reported over Sioux City were unavailing here Sunday night. A Mid-Continent airlines official said that as far as he knew no one at the municipal airport at Sergeant Bluff had seen the aircraft.

Other sources, however, declined comment.

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DOD DIR 5200.10

SIOUX CITY JOURNAL

ntered as Second Class Matter
Postoffice, Sioux City, Iowa

SIOUX CITY, IOWA, MONDAY, JANUARY 22, 1951—2 SECTIONS—34 PAGES

Startling Performance of Strange Plane Over City Related by Fliers

Airline Pilot, Air Guard Captain Tell of Amazing Speed

Reports grew Monday of an amazing performance by a strange aircraft over Sioux City.

Larry D. Vinther of Kansas City, a veteran airline pilot, told of seeing a plane over the city Saturday night that did something "you just can't do with airplanes of today." His account told of how the plane passed him once in the opposite direction, then in an unbelievable short time passed him again going in the same direction.

Monday Capt. Richard Baugh of the 174th fighter squadron of the air national guard, disclosed he had a similar experience a month or so ago.

Capt. Baugh, like Vinther, was impressed by the bright light on the tail of the fuselage of the strange plane and its speed.

"It had more speed than anything I ever saw before," Capt. Baugh said Monday at Vermillion, S. D., where he is a senior in journalism at the University of South Dakota. His home is here at 2300 Douglas street.

Chase Fails

Capt. Baugh, who at the time was up in a TC-3, said that he attempted to chase the mysterious plane, but it circled and outclimbed him. He lost it as it disappeared to the northwest.

Capt. Baugh said that the night of his experience was so dark that he could not describe the plane other than its bright light and speed.

Keith Armold, Sioux manager

See PLANE on Page 5

Plane

Continued from Page One

of Mid-Continent airlines, Vinther's employer, said that he had been unable to learn any more details. However, he said that James Yanney, 1100 S. Glass street, had notified him of seeing a plane with particularly bright lights at the same time as Vinther.

Gives Description

Vinther has been flying 17 years, seven with Mid-Continent.

The Associated Press said that Vinther described the plane as about "one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29's."

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuseage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because "you just can't turn an airplane around that fast at that speed."

The strange plane flew alongside about four seconds then eased off below the DC-3 "and we lost him," the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the airbase at Offutt field there and learned there were no airforce jet planes scheduled in that area.

DC-3 ?

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UNCLASSIFIED

KANSAS CITY STAR 22 JANUARY 1951

A Strange Aircraft Is Seen Over Sioux City by Kansas City Pilot

Feats Which Cannot Be Performed by the Airplanes of Today Were Executed by the Mysterious Ship, Larry Vinther Says.

A VETERAN air line pilot last night told of seeing a strange aircraft Saturday night that did something "you just can't do with airplanes of today."

Larry W. Vinther, 6028 Buena Vista, Johnson County, Mid-Continent Airline pilot who has been flying seventeen years and has been with Mid-Continent seven years, said the incident occurred over Sioux City, Ia.

He described the strange plane as about one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29's.

No Exhaust Glow.

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his co-pilot, James F. Bachmeier, 2908 Parkwood boulevard, Kansas City, Kansas, and one of the eleven passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky.

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Other Craft Traveling Fast.

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because you just can't turn an airplane around that fast at that speed.

The strange plane flew alongside about four seconds then eased off below the DC-3 and we lost him, the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the air base at Offutt field there and learned there were no air force jet planes scheduled in that area.

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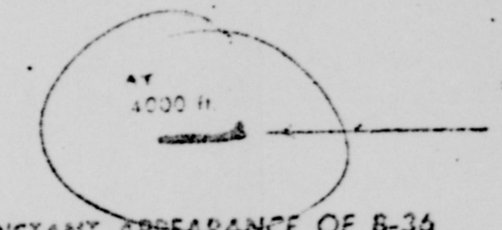
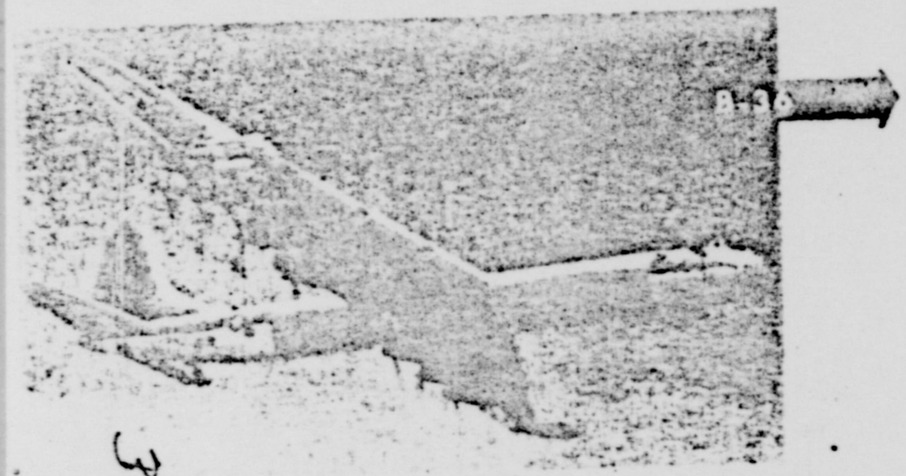
MULTI-MOTORED AIRCRAFT



DISTANT APPEARANCE OF B-36



UNITED STATES

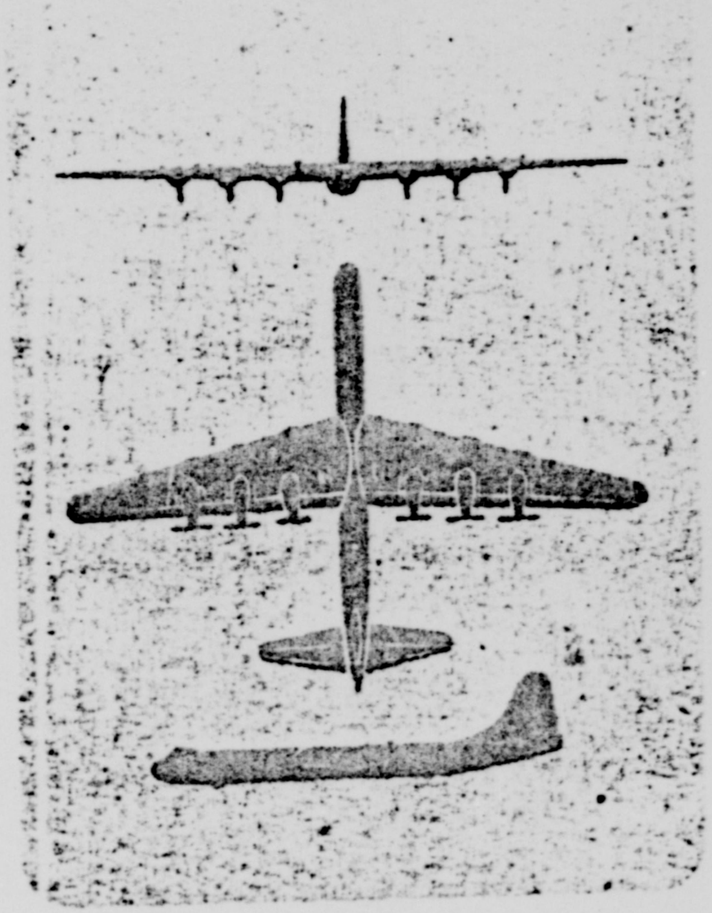
SPAN: 230'

LENGTH: 162' 6"

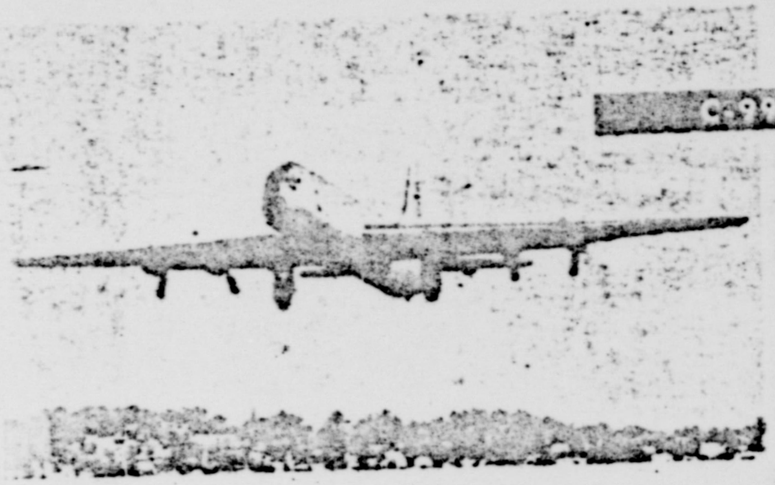
ENGINES: 6P-W R4360'S-4GE J-47'S

SPEED: OVER 435 MPH

RANGE: 4,000 MILES COMB. RAD.



Silhouette



UNITED STATES

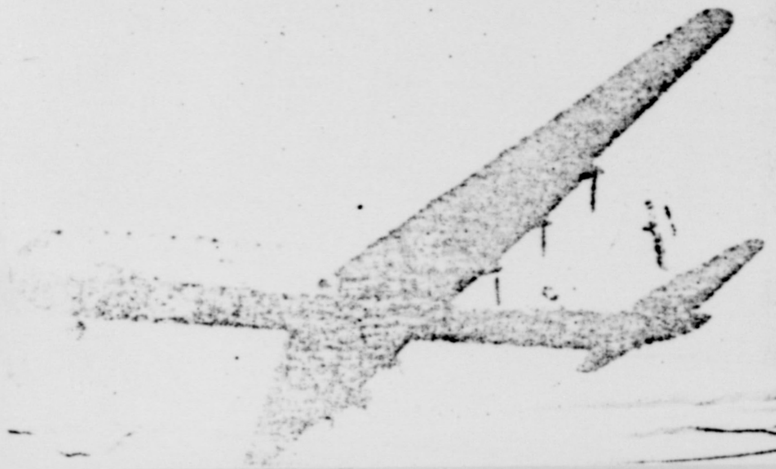
SPAN: 230'

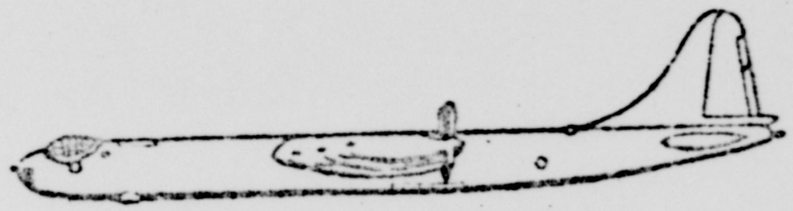
LENGTH: 182' 6"

ENGINES: 6P-W R-4360'S

SPEED: (APPROX) 300 MPH

RANGE: 8,000 MILES





B-36

F-86

TB-25

COMPARATIVE SIZE OF B-36 ... TO

PROJECT 10073 RECORD CARD

1. DATE
21 Jan 51

2. LOCATION
Oak Ridge, Tenn

3. DATE-TIME GROUP
Local 1620
GMT 21/2320Z

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-~~Visual~~ Radar ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE

7. LENGTH OF OBSERVATION
Three radar runs

8. NUMBER OF OBJECTS
one

9. COURSE
Not given

10. BRIEF SUMMARY OF SIGHTING
F-82 attempted to intercept an unknown target. Three passes were made at the object but since it was over Oak Ridge the pass could not be completed. Weather data indicates a double inversion existed in the air.

11. COMMENTS
Explanation is"ducting".caused by the inversion. Probable source being a ground target.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☒ Other Ground Target
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

UNCLASSIFIED

CLASSIFIED ~~SECRET~~
BY AUTHORITY OF:
AFR 205-1
25 Jan 51 BAS
DATE INT

DETACHMENT "A"
52ND FIGHTER ALL WEATHER GROUP
McGhee-Tyson Airport
Box 97, Alcoa, Tennessee

25 January 1951

SUBJECT: Report on indicated airborne target over Oak Ridge Area.

TO : Knoxville OSI Detachment
P. O. Box 401
Knoxville, Tenn

On 21 January 1951 at 1620 o'clock while on a practice flight of two F-82 aircraft the radar operator of aircraft 46-472, [redacted] intercepted an indication of an airborne target at a range of 18m yards. He notified the pilot, [redacted], of same who notified GCI. GCI gave the go ahead to intercept same. The radar set was "locked on" to the target and the run began. The interpetation on the "G" scan (elevation) indicated the target was varying altitude between ten and twenty-five degrees above the intercepting aircrafts altitude which was 7m feet. At a range of approximately 8m yards the indication on elevation began to descend until the limit of depression of the antenna was reached. At this point the pilot dropped into a nose down altitude and the target was again picked up and indicated the K-10 area plant of Oak Ridge. The intercepting aircraft then broke off the intercept and returned to Lenoir City Area where it was to be "target" for the other aircraft. On the next run in the area the "target" was again indicated and a second run made on same. At the completion of the flying period the radar observer requested one more run over the area to again check for the same type indication. The pilot started the run from approximately 20 miles and again at 17.5m yards the indication was received and locked on to. This time the run was completed to the limit of the antenna depression and then broken off because the line of flight again was across the Oak Ridge Plant. This phenomena was duly reported to GCI and OSI.

s/ [redacted]

t/ [redacted]

CERTIFIED TRUE COPY:

WILLIAM B. GRAY, SAC
Knoxville, Tennessee

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

515-24615

47-3712-34

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SUMMARY OF INFORMATION

DATE: 1 February 1951

PREPARING OFFICE: 111th CIC Detachment, FAO #8, P. O. Box 379, Knoxville, Tennessee

SUBJECT: OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE (16 & 21 January 1951)

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

SUMMARY OF INFORMATION

(Refer S/I Subject as above dated 20 January 1951 pertaining to the sighting at 2145 hours on 16 January 1951)

At approximately 1645 hours on 16 January 1951, an unusually brilliant object was sighted by five persons driving in the "Control Zone" of the Atomic Energy Project, Oak Ridge, Tennessee. Attached hereto is the statement concerning this phenomenon. The weather at the time of this sighting is substantially the same as reported in the previous report for 16 January 1951, as referred to above.

Records of the 663rd AC & W Squadron, (Radar), McGhee Tyson Airport, Knoxville, Tennessee reveal that no aircraft were in the vicinity at the time of the observation, and the radar site was receiving no interference.

At 1620 hours on 21 January 1951, a radar sighting of an unidentified object over Oak Ridge, Tennessee was made by the airborne radar equipment installed in an F-82 fighter aircraft of the 5th AW Fighter Squadron, 52nd AW Fighter Group, McGhee Tyson, Airport, Knoxville, Tennessee. This radar interference was received by the airborne radar as the aircraft approached the X-10 Plant Area in the "Controlled Zone" of the Atomic Energy Project, Oak Ridge, Tennessee. The fighter aircraft attempted interceptions of this target from various angles and found that the source of the interference eminated from the area of the X-10 Plant. No visual reference to anything in the sky was reported by either the pilot or the radar operator of the F-82 aircraft.

The weather at the time of this incident is reportedly: "Partly cloudy, with East winds at seven (7) miles per hour. Temperature 53 degrees, and dewpoint 19 degrees. No balloons or other weather apparatus was in the sky at this time. Between the hours 1545 and 1615, the wind was variable from south to northeast at from calm to eleven (11) miles per hour.

Attached hereto is a copy of the letter submitted by [redacted], 1st Lieutenant, U.S.A.F., concerning this phenomenon. (NOTE: The letter "m" used in this letter denotes "thousand").

SOURCE: 663rd AW & C Radar Squadron, McGhee Tyson Airpolt, Knoxville, Tenn.
[redacted], 5th AW Fighter Squadron, Knoxville, Tenn.
Atomic Energy Commission Weather Bureau, Oak Ridge, Tennessee.
Five persons listed on inclosure, Oak Ridge, Tennessee
OSI Office, Knoxville, Tennessee

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DISTRIBUTION

3 cc - Hq, Third Army, Ft McPherson, Ga
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1 cc - OSI, Knoxville, Tenn
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51S-24845

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5111

HEADQUARTERS THIRD ARMY
FORT McPHERSON, GEORGIA
Office of the Assistant Chief of Staff G-2

51-156

9 FEB 1951

AJACI-S 360.33

SUBJECT: Unconventional Aircraft

TO: Director of Intelligence
Fourteenth Air Force
Robins AFB, Macon, Georgia

Inclosed herewith is summary of information re objects sighted over Oak Ridge, Tennessee.

H. E. Brooks, Col

for HENRY M. ZELLER
Colonel, GSC
AC of S, G-2

1 Incl:
S/I dtd 1 Feb 51

FEB 15 1951

Int 360 1st Ind

Hq Fourteenth Air Force, Robins Air Force Base, Georgia.

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

Forwarded in accordance with letter, Headquarters USAF, 8 Sep 50, subject: "Reporting of information on unconventional aircraft."

FOR THE COMMANDING GENERAL:

1 Incl
n/c

Earlier rpt on this answered (TCB) by endorsement DJK

881

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DOD DIR 5200.10

515-24615-A

UNCLASSIFIED

AUTH: CG, AMC LR
INITIALS: J.L. Rabb
DATE: 20 Mar 51

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

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

MCIAXA

MCIAXA-1a/JJR/ns

SUBJECT: Unconventional Aircraft, ATI Project No. 10073

TO: Director of Intelligence
Headquarters, USAF
ATTN: Evaluation Division
Technical Capabilities Branch
Washington 25, D.C.

1. It is considered highly probable that the radar target detected three times by the airborne radar set in the F-82 aircraft on 21 January was a ground target in the vicinity of the X-10 plant.

2. The peculiar phenomena of having the target first appear at an altitude above the interceptor and then below the aircraft is considered to be due to abnormal refraction of the radar electromagnetic emanations. The airborne radar transmitted energy was refracted to the ground by a "temperature and/or moisture duct" that was located at about the same altitude as the interceptor; more details are given in paragraph 3 below. When the interceptor closed on the target, the target first appeared to be above the interceptor until the apex of the bent radar "rays" was reached, and after that the target appeared below the interceptor.

3. A check with the local AMC base weather office indicates that the Nashville weather station reported the following temperature data for 2100 EST, 21 January 1951:

Altitude	Temperature Conditions
0 to 2000 ft	No Change
2000 to 5000 ft	Six degree increase
5000 to 8000 ft	Normal decrease in temp/increased altitude
8000 to 11000 ft	Three degree increase
Above 11000 ft	Normal decrease in temp/increased altitude

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51S-20281-C

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UNCLASSIFIED

ROUTING AND R[illegible]ORD SHEET

SEC[illegible] AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use authorized office symbols to designate addressor and addressee.

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

AUTH: CG, AMC

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

INITIALS: J.E.Libbert, Maj., USAF

DATE: 16 Feb 51

Separate comments by horizontal lines across page.

SUBJECT Project 10073

TO MCIAXA-1a FROM MCIAXE DATE 16 FEB 1951 COMMENT NO. 1

1. It is suggested that substantially the following be used in replying to the attached letter, insofar as the report on the radar detected target is concerned:

1. It is considered highly probable that the radar target detected three times by the airborne radar set in the F-82 aircraft on 21 January was a ground target in the vicinity of the X-10 plant.

2. The peculiar phenomena of having the target first appear at an altitude above the interceptor and then below the aircraft is considered to be due to abnormal refraction of the radar electromagnetic emanations. The The airborne radar transmitted energy was refracted to the ground by a 'temperature and/or moisture duct' that was located at about the same altitude as the interceptor; more details are given in paragraph 3 below. When the interceptor closed on the target, the target first appeared to be above the interceptor until the apex of the bent radar 'rays' was reached, and after that the target appeared below the interceptor.

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The normal atmospheric temperature condition is that temperature decreases nearly linearily with increase in altitude. The above data indicates that two inversion layers existed, one above the interceptor and one below, at about the time the airborne radar target over the Oak Ridge area was reported. While complete and accurate effects of temperature inversion are not thoroughly understood, it is considered that this effect caused the detection of a ground target to appear to be airborne, first above and then below the interceptor as the interceptor closed on the target.

1 Incl
Cy Ltr, 2/7/51 fr Dir Spec Invest
W/Cy Ltr 52nd FAWG, 1/25/51 and
Rpt of Sighting

JOHN E. LIBBERT
Major, USAF
Chief, Electronics Section
Technical Analysis Division
Intelligence Department

James/dw
55170
B 263A
P A-17

51S-20231

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(CONTINUE ON OTHER SIDE)

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WF-L-31 OCT 49 4,652M
AMC Form No. 5 (Rev 29 Jul 47)

This form replaces AMC Form No. 10-3, which will be used until stocks on hand are exhausted.

SECRET
AUTH: CG, AMC ltr
dtd: 20 Mar 57

Ltr AMC to TCB, Hq., USAF," Unconventional Aircraft,
ATI Project No. 10073

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4. In view of the lack of factual evidence relative to the visual sightings covered in the report, no positive explanation can be offered, however, there are several possible explanations for this sighting.

FOR THE COMMANDING GENERAL:

BRUNOW W. FEILING
Colonel, USAF
Chief, Technical Analysis Division
Intelligence Department

1 Incl
Cy Ltr 2-7-51 fr Dir
Spec Invest w/incls

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