Incident 12

UNCLASSIFIED

ATIC NO.

P 30.

20 to 21

Form 329

[redacted]

Incident #5 -- Portland, Oregon -- 4 July 1947

There is no astronomical explanation for this incident, nor for numerous others (#6, 7, 8, 9, 12, 13, 14, 15, 16) which occurred in and near Portland on the Fourth of July, 1947.

Besides being observed in the same vicinity and most of them at the same time, the objects seen have in common a round shape, "terrific" speed, abrupt tactics, and quick disappearance. Abrupt tactics certainly suggest that the objects were of a very light weight.

This investigator can offer no definite hypothesis, but in passing would like to note that these incidents occurred on the Fourth of July, and that if relatively small pieces of aluminum foil had been dropped from a plane over that area, then any one object would become visible at a relatively short distance. Even moderate wind velocities could give the illusion that fluttering, gyrating discs had gone by at great velocities. Various observers would not, of course, in this case have seen the same objects.

The above is not to be regarded as a very likely explanation but only as a possibility: the occurrence of these incidents on July 4 may have been more than a coincidence. Some prankster might have tossed such objects out of an airplane as part of an Independence Day celebration.

If these were aircraft of either known or unknown type,

[redacted]

it would be difficult to explain their appearance over only one locality and at only one time, their apparent random motion, the lack of any sound or obvious propulsion method, and the lack of aerodynamic construction.

Incident #6 -- Milwaukee, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.

Incident #7 -- Portland, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.

[redacted]

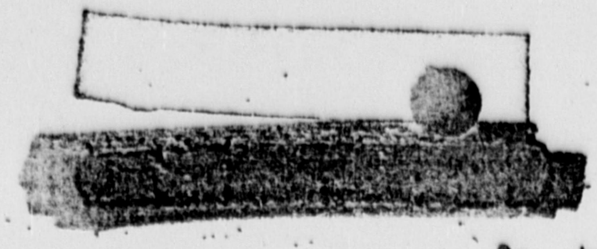
Incident #8,8a -- Portland, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #6.

[redacted]

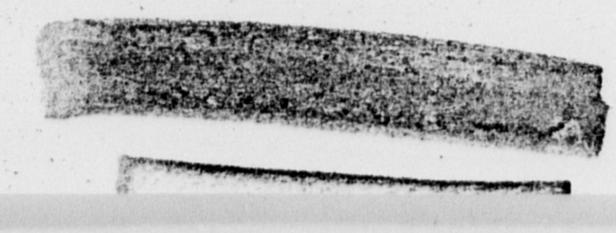
UNCLASSIFIED



Incident #9 -- Portland, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.



[redacted]

UNCLASSIFIED

Incident #12 -- Vancouver, Washington -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

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

4AFDA
333.5/ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

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

Attached MOIC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

[redacted]
CWO, U. S. Army,
Asst. Adjutant General.

2 Incls:
1. MOIC Sorensen 7 Jul 47.(dup)
2. Newspaper clipping dtd 5 Jul 47 (dup)

Info Cy to: Air Defense Command
Mitchel Field, N.Y.

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

"PROWL CARS SPOT DISKS IN SKY HERE"

Whatever they are, there are some disk-like objects flying around in the sky.

Or else eight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a coastguardsman who claims to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:06 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two prowl cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolmen Walter Lissy and Robert Ellis in Car No. 82, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 13 stopped at SE 82d avenue and Foster road to look eastward from there the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former aircorps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stepped out when they heard the all-car alert. Capt. K. A. Prehn, Harbor Pilot, A. T. Austed and Patrolman K. C. Hoff all saw the objects and said they appeared to be going south high over the Globe mills at terrific speed. Capt. Prehn said the flashes kept them from ascertaining whether there were three or six.

"The disks would oscillate and sometimes we would see a full disk, then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny chromium hub cap off a car which wobbled, disappeared and reappeared."

There was a plane in the sky at the time, but all were emphatic that the disks were not planes.

UNCLASSIFIED

[redacted]

INC FILE 5

Encl #2

5

[redacted] UNCLASSIFIED

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

AIRLINES CREW CONFIRMS REPORTS OF FLYING DISKS: FIVE SPOTTED.

Circumstantial reports of flying disks in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland area police and citizens.

[redacted], captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:04 p.m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outsped us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryman, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flaw in the print.

[redacted], 19, Oaks Amusement park employe, reported that he saw several objects "like spinning disks" in the sky Friday. He said several picnickers, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies John Sullivan, Clarence McKay and Fred Krives heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

OTHERS DOUBTFUL.

Col. G. R. Dodson, commander of the Oregon national guard, made an inspection of this area from the air after the disks were reported here. He said he saw nothing "suspicious."

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. [redacted], Holgate moorage, gave his opinion that the objects were cottonwood blossoms.

[redacted], 64, of [redacted] telephoned the Journal to berate the newspapers for "perpetuating a hoax." He said he saw objects in the sky about a minute after an airplane passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

UNCLASSIFIED

[redacted] FILE

[redacted]

From the Oregon Journal - continued.

UNCLASSIFIED

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. [redacted] avenue, said he saw three fly east across the Williamette river near the Ross Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. [redacted], reported sighting a disk "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

[redacted] said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p.m. He reported another, headed northeast, over his home at 5:30 p.m.

[redacted], reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

[redacted] recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 23½ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

EUGENE, July 5 -(AP)- A Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

[redacted] an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when --

UNCLASSIFIED

FINC FILE 5

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #5

1. Date 4 July 1947
2. Time 1305
3. Location Portland, Oregon
4. Name of observer Kenneth A. McDowell
5. Occupation of observor Patrolman, Portland City Police
6. Address of observer Portland City Police Dept., Portland, Oregon
7. Place of observation Parking lot back of police station
   45° 30' N 122° 33' W
8. Number of objects 5
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Great speed
13. Direction of flight 2 discs flying south, 3, in easterly direction
14. Tactics Dipped up and down in oscillating motion at great speed
15. Sound None
16. Size ~~N/S~~ Large
17. Color Could not be determined
18. Shape Round - disc-shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S - No visible means of propulsion observed
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Quickly - before any detailed observation could be made
26. Remarks:

(over)

UNCLASSIFIED

[INC FILE 5

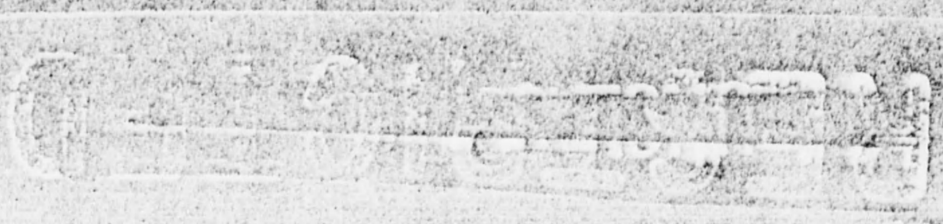
12

UNCLASSIFIED

Officer McDowell stated that at approximately 1305, 4 July 1947 while he was on duty at Precinct #1 and feeding the pigeons in the parking lot back of the station he noticed that the pigeons became quite excited over something and flattered in the air. Officer McDowell in looking around to see what had disturbed them saw 5 large discs in the air east of Portland; two discs flying south and three flying in an easterly direction. He stated he could determine no color to the discs but advised they were dipping in an up and down oscillating motion and were traveling at great speed. He was unable to give an estimate of the speed or altitude of the discs as they were out of sight before any detailed observation could be made. Officer McDowell advised that he notified the Police Radio who immediately broadcast an alert. He saw no indication of any motivating force nor heard any sound coming from the discs and could give no description other than round.

[redacted]

UNCLASSIFIED



SECRET
SECURITY INFORMATION

1. Date: 4 July 1947

2. Time: 1305

3. Location: Oregon

4. Name of observer: Kenneth D. Partridge

5. Occupation of observer: Petroleum Dealer - Former Air Force Pilot

6. Address of observer: [redacted] Pendleton, Oregon

7. Place of observation: Southeast of Maupin, Oregon

8. Number of objects: 9

9. Distance of objects from observer: U/K

10. Time in sight: U/K

11. Altitude: Approx 30,000 ft

12. Speed: Extremely fast - faster than any speed known that ever seen

13. Direction of flight: Southwesterly direction over Portland

14. Vehicles (A/C): Performed 90° angle without deviation - thought to be vehicle controlled

15. Formation: Line

16. Size: U/K

17. Color: Aluminum

18. Shape: disc

19. Did it descend: U/K

20. Any sound or other phenomena: U/K Appeared to be silent

21. Duration of observation: Eight

22. Weather conditions: U/K

23. Effect on ground: U/K

24. Similar observations: None

25. Number of observers: U/K

26. Remarks:

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED

UNCLASSIFIED

1. Date: 4 Aug 47

2. Time: 1405

3. Location: Portland, Oregon

4. Name of observer: W. A. Haig

5. Occupation of observer: Patrolman - also experienced pilot

6. Address of observer: Portland City Police Dept.

7. Place of observation: ground

8. Number of objects: 3

9. Distance of object from observer: N/S

10. Time it remained: N/S

11. Altitude: 16,000 ft.

12. Speed: terrific

13. Direction of flight: South

14. Tactics: Straight-line formation except last disturbance to NW in arc

15. Sound: None

16. Size: N/S

17. Color: white

18. Shape: disc

19. Was detected: N/S

20. Apparent construction: N/S

21. Exhaust: Trails: None

22. Weather conditions: Clear - very little or no cloud formation visible

23. Effect on clouds: N/S - no clouds

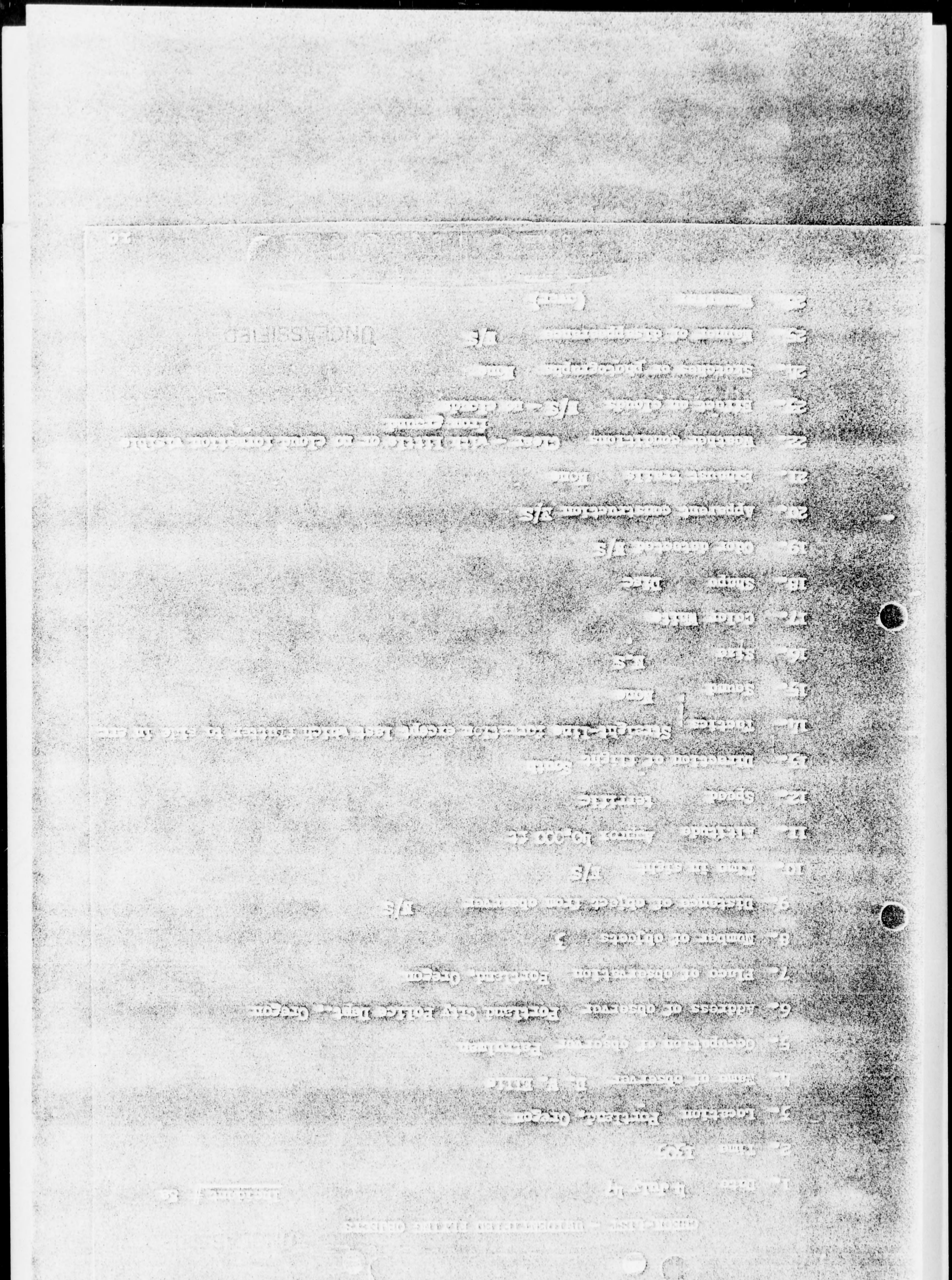
24. Silhouettes or particulars: None

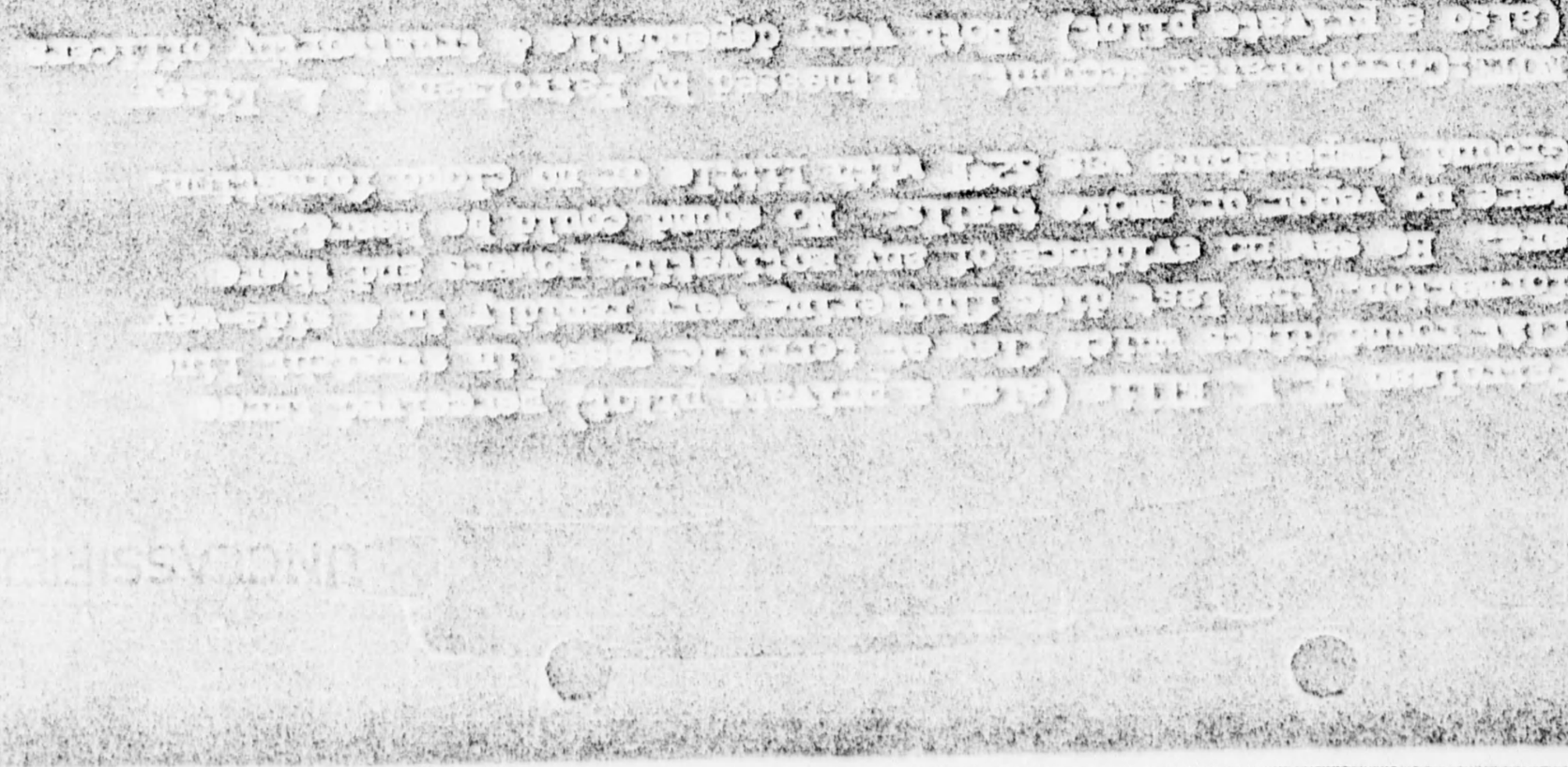
25. Number of observations: N/S

26. Remarks: (Over)

UNCLASSIFIED

UNCLASSIFIED





UNCLASSIFIED

1. Date: 4 July 1947 Incident # 12
2. Time: 1507
3. Location: Kennewick, Washington
4. Name of observer: John Smith
5. Occupation of observer: Private Citizen
6. Address of observer: Kennewick, Washington
7. Place of observation: Kennewick, Washington (Enroute)
8. Number of objects: 9 to 13
9. Distance of objects from observer: 5 to 5 miles high by 20 to 30 miles
10. Time in sight: U/S
11. Altitude: U/S
12. Speed: U/S
13. Direction of flight: U/S
14. Formation: U/S
15. Sound: Low humming sound
16. Size: U/S
17. Color: U/S
18. Shape: "V" shaped - like flock of geese
19. Other features: U/S
20. Aircraft configurations: N/A
21. Estimated speed: U/S
22. Reaction - comments: U/S
23. Effect on clouds: U/S
24. Sketches or photographs: Yes
25. Number of observations: 1/S
26. Remarks: (over)

UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

(POTENTIALLY HAZARDOUS)

DATE OF INFO 4 Jul

ELEVATION Zero

SOURCE

DATE IN TO ATIC

COLOR metallic

SPEED very fast

ALTITUDE two high one low

LENGTH OF TIME OBSERVED

TYPE OF OBSERVATION

CIRCUMSTANCES Sand L.

NO. SIGHTINGS

Temporary ATIC Form 329
(2 Jan 52)

INSURE DISTRIBUTION

[redacted]

Incident #13 -- Portland, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947
2. Time 1100
3. Location Portland, Oregon
4. Name of observer [redacted]
5. Occupation of observer N/S
6. Address of observer [redacted]
7. Place of observation Portland, Oregon - ground
8. Number of objects 1 at first 2 later
9. Distance of object from observer N/S
10. Time in sight 2 - ½ seconds
11. Altitude one object appeared not too high, 2 others appeared very high
12. Speed very fast
13. Direction of flight 1, west to east, 2 - north
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Resembled metallic discs glinting in sunlight
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S - unless metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance one at a time, within 2 to 4 seconds
26. Remarks (over)

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

Incident #14 -- Portland, Oregon -- 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #5.

[redacted]

CHECK-LIST — UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

1. Date 4 July 47

2. Time 1630

3. Location Portland, Oregon

4. Name of observer Mrs. [redacted]

5. Occupation of observer H/S

6. Address of observer [redacted]

7. Place of observation Portland, Oregon - ground

8. Number of objects 1

9. Distance of object from observer H/S

10. Time in sight H/S

11. Altitude H/S

12. Speed Slow

13. Direction of flight H/S

14. Remarks Changing pre-sized

15. Sound H/S

16. Size dime

17. Color silvery

18. Shape round

19. Odor detected H/S

20. Apparent construction H/S - apparently metallic

21. Exhaust trails H/S

22. Weather conditions H/S

23. Effect on clouds H/S

24. Sketches or photographs None

25. Manner of disappearance H/S

26. Remarks: At 45° E. [redacted]

maintained sighting 4 objects flying in V formation changing pre-sized
Seemed elliptical. Size could be seemed to be varying slowly.

HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-3/EWS/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,
Andrews Air Force Base,
Washington 25, D. C.
ATTN: DS3

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flying objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks are usually made direct from the Project "SIGN" Office, MCIAXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not eliminate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	143	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	43				

F-84431-A

Hq AMC, Chief, Air Weather Service, Washington 25, D. C.
Subj: Project "SIGN"

4. The form used in interrogating witnesses to sightings is inclosed as a matter of interest. Comment as to possible improvement of the "Essential Elements of Information" in regard to routine synoptic balloon flights is invited.

5. It is requested that correspondence be forwarded to the Commanding General, Headquarters, Air Material Command, attention MCIAKO-3.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman, Col, USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Dept

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

AFOIR, Hq. USAF
Capt Trakowski, Geophysics Lab
Major Kodis, MCREEP
Colonel Neal, MCLAWS

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
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3. Non-astronomical, with no explanation evident

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

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

DATE OF INFO

ATTC NO.

SOURCE

TYPE IT

COLOR

SPEED

ALTITUDE

LENGTH OF TRK

TYPE OF OBSERVATION

REMARKS

DISTRIBUTION

Supersedes ATTC Form 349
(2 Jan. 52)

Incident #15 -- Portland, Oregon — 4 July 1947

There is no astronomical explanation for this incident.

See report on incident #6.

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

UNCLASSIFIED

1. Date: 4 July 1947

2. Time: 1700

3. Location: Portland, Oregon

4. Name of observer: [redacted]

5. Occupation of observer: N/S

6. Address of observer: [redacted]

7. Place of observation: Portland, Oregon

8. Number of objects: 5

9. Distance of object from observer: N/S

10. Time in sight: N/S

11. Altitude: high

12. Speed: N/S

13. Direction of flight: 1 - Southeast; 2 - Northwest

14. Tactics: N/S

15. Sound: N/S

16. Size: N/S

17. Color: Silver

18. Shape: N/S

19. Odor detected: N/S

20. Apparent construction: N/S

21. Exhaust trails: N/S

22. Weather conditions: N/S

23. Effect on clouds: N/S

24. Sketches or photographs: N/S

25. Manner of disappearance: N/S

26. Remarks: Six flying objects [illegible]

Flying formation [illegible]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 1

1. Date 4 July 47

2. Time Evening

3. Location Lake City, Seattle Wash.

4. Name of observer [redacted]

5. Occupation of observer Coast Guard

6. Address of observer Lake City, Seattle, Wash.

7. Place of observation Seattle - Lake City

8. Number of objects 1

9. Distance of object from observer U/K

10. Time in sight 10 minutes

11. Altitude U/K

12. Speed U/K

13. Direction of flight over north end of Lake Washington

14. Tactics Horizontal flight

15. Sound U/K

16. Size U/K

17. Color Metallic

18. Shape Saucer or ball shaped

19. Odor detected U/K

20. Apparent construction U/K

21. Exhaust trails U/K

22. Weather conditions U/K

23. Clear sky, clouds U/K

24. Sketches or photographs [illegible]

25. Manner of disappearance U/K

26. Remarks [illegible]

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

[redacted]

UNCLASSIFIED

Incident #11 -- Seattle, Washington -- 4 July 1947

There is no astronomical explanation for this incident. The description answers that of a "hot air balloon," such as those launched at Fourth of July celebrations. There is nothing in the evidence given which is contradictory to this hypothesis.

UNCLASSIFIED

[redacted]

HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCIAXO-3/HWB/rm
Jan 5 1949

MCIAXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,
Andrews Air Force Base,
Washington 25, D. C.
ATTN: DSS

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flying objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes.

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks areusually made direct from the Project "SIGN" Office, MCIAXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not elimimate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107,8,9	151	167
22	33	89	112(See122)	154	169
23	48				

3-84431-1

Hq AMC, Chief, Air Weather Service, Washington 25, D. C.
Subj: Project "SIGN"

4. The form used in interrogating witnesses to sightings is inclosed as a matter of interest. Comment as to possible improvement of the "Essential Elements of Information" in regard to routine synoptic balloon flights is invited.

5. It is requested that correspondence be forwarded to the Commanding General, Headquarters, Air Materiel Command, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman, Col, USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Dept

2 Incls:
Summaries 1-172 incl
"EEI"

Copies furnished:

AFOIR, Hq. USAF
Capt Trakowski, Geophysics Lab
Major Kodis, MCREEP
Colonel Neal, MCLAWS

T-5445-1

Dr. HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

UNCLASSIFIED

[illegible] NO.	----	DATE OF INFO	4 J[illegible]
[illegible]	----	LOCATION	[illegible]
[illegible]	----	SOURCE	United Air[illegible]
[illegible] REPORT	----	DATE IN TO ATIC	----
[illegible]	2004 mst	COLOR	----
[illegible]	thin disc	SPEED	----
[illegible]	----	ALTITUDE	----
[illegible]	315°	LENGTH OF TIME OBSERVED	[illegible]
[illegible] IN GROUP	9	TYPE OF OBSERVATION	[illegible]
[illegible]	----	MANEUVERS	loose formation
[illegible]	---- SKETCHES ----		[illegible]

[illegible]ary ATIC Form 329
([illegible] Jan 52)

UNCLASSIFIED

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

Incident No. 10 — 4 July 1947, 2004 hours, Boise, Idaho. An airline pilot and crew watched from the air two groups, (5 and 4 in number) of objects described as thin and smooth on the bottom and rough on top, silhouetted against sunset and flying "loose formation." They followed them for forty-five miles; therefore, had them in sight for approximately ten minutes. No further information was submitted.

AMC Opinion: Since the sighting occurred at sunset, when light conditions change rapidly and illusory effects are most likely, the objects could have been ordinary aircraft, balloons, birds, or pure illusion. Insufficient information.

[redacted]

[redacted]

UNCLASSIFIED

Incident #10 -- Boise, Idaho, 4 July 1947

There appears to be no astronomical explanation for this incident.

One minor lead is suggested: observation was made at the time of sunset, when light conditions are changing rapidly. Disappearance of the object might have occurred simply because of the changing visibility. It is the time of day when illusory effects are most likely to occur, and it might not be out of the question that the objects actually were other aircraft.

Despite these conjectures, no logical explanation for the incident seems possible at this time.

UNCLASSIFIED

[redacted]

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

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

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

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

APPENDIX

Project Grudge

Summary of ATIC Evaluation of Remaining Reports

VII. Summary of ATIC Evaluation of Remaining Reports

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

APPENDIX I

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

1, (10,) 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, 84, 111, 122, 124, 135, 151, 152, 154, 162, 166, 176, 183, 186, 193, 207, 215, 233.

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

True or False, 19th State Sees 'Saucers'

Menace or mirage, world-spanning weapon or a wave of wonderful nonsense, the flying saucer—the dazzling disc that skims through the air at speeds up to 1,200 miles an hour—was reported from a 19th state yesterday. That was the state of Maine, where a radio program director reported 12 of the discs spinning northward.

New reports of the baffling phenomena kept pouring in from western states, where the strange discs first were spotted.

Army Intelligence in Washington, D. C., took the flood of reports seriously enough to begin an investigation. Among the witnesses officers will want to question are two pilots of an airliner who saw a group of the speeding discs from their plane.

But scientific men still scoffed. One of them yesterday tagged the eyewitness reports examples of "mass hysteria."

Pentagon's G-2 On Trail of Saucers

From THE NEWS Bureau

Washington, D. C., July 5.—Army Intelligence has begun the job of digging out the facts on the outburst of "flying saucers" reported flitting over widespread parts of the nation, but to date remains completely mystified.

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

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

But the reputable witnesses who have reported seeing the saucers in the last few days have given rise to growing concern at the Pentagon. Intelligence agents in the

(Continued on page 40, col. 2)

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DAILY ALM

True or False, Maine Is 19th to See 'Saucers'

(Continued from page 2)

field have been instructed to examine eyewitnesses and make every effort to determine the cause of the strange events.

Flier Tells of Chasing The Flying Saucers

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

By CAPT. E. J. SMITH

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

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

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

I noticed the objects then for the first time.

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

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

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

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

Couldn't Catch 'Em.

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

Newsman and Wife See Idaho Discs

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

By JOHN CORLETT

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

We were entertaining friends and were relaxing in the garden when my wife suddenly pointed skyward and cried, "Look!"

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

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

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

More Than a Myth.

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

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

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

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

Maine Reports Seeing 'Em, Too

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

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

19 States Join Saucer Derby

"Flying saucers" speeding through the air have been reported from Texas, New Mexico, California, Oregon, Washington, Idaho, Colorado and Arizona.

The South was represented by Louisiana, Kentucky, Georgia and South Carolina. The East followed with Maine, New Jersey and Pennsylvania.

Nebraska, Missouri, Michigan and Indiana also ran.

Flying Star Lands in Ohio

Circleville, Ohio, July 5 (AP).—Folks in Pickway County, who have been following the "flying saucer" mystery, became excited today when Sherman Campbell found a strange object on his farm.

It was in the form of a six-pointed star, 50 inches high and 48 inches wide, covered with tinfoil. It weighed about two pounds. Attached to the top were the remains of a balloon.

The Port Columbus Airfield weather station said the description tallied with an object used by the Army Air Forces to measure wind velocity at high altitudes by the use of radar.



(Associated Press Wirefoto)

Capt. E. J. Smith, airlines pilot, holds up dinner plate to show Stewardess Toni Carter what flying discs looked like... They're seen at Chicago Airport after arrival yesterday.

Warm Saucer Falls At Parsonage in Wis.

(Continued from page 3)

air ace and now head of a National Guard air unit at Sioux Falls, ordered a National Guard pilot already in the air to try to run down the object. The order was transmitted by radio within a few minutes after the object reportedly was seen. The pilot sped across the sky in the direction of the reported disc, but radioed back that he couldn't find it.

Mustangs Find Nothing.

The vain search of northwest skies for discs was made by eight P-51 Mustang fighter planes and three A-26 bombers armed with telescopic cameras. The planes, from Portland, Ore., made a four-hour search after three discs were reported by observers from the ground during the same period.

More of the flying saucers were reported late today by a former Army Air Forces pilot to the Great Falls Army airbase in Montana.

Scientists studied an avalanche of reports to see if they could supply an answer to the puzzle.

Report Eight Saucers Landed in Idaho

Spokane, Wash., July 6 (AP).—Eight flying saucers were reported today to have made a landing on a mountainside near St. Maries, Idaho, in full view of 10 persons.

Mrs. Walter Johnson of suburban Dishman said the saucers came down in timber there Thursday evening but had not been reported until she returned home today.

The saucers were seen to fall near Butlers Bay on the St. Joe River six miles west of St. Maries, where Mrs. Johnson was visiting her parents.

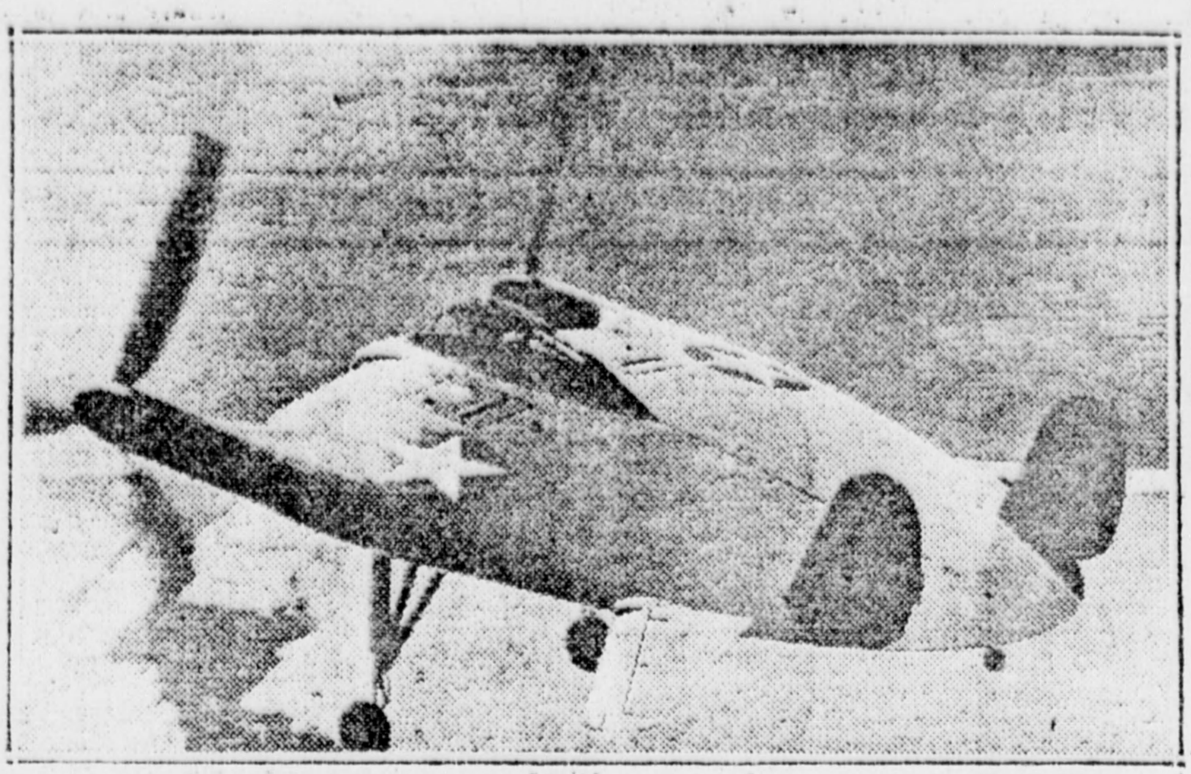
She said they came into view at an extreme speed, traveling from south to north. Suddenly they slowed, she said, and then "fluttered like leaves to the ground."

You, Too, Can See Saucers

Not all those who reported seeing distant discs are suffering from spots-before-the-eyes. Howard W. Blakeslee, science editor of the Associated Press, yesterday offered this comforting explanation:

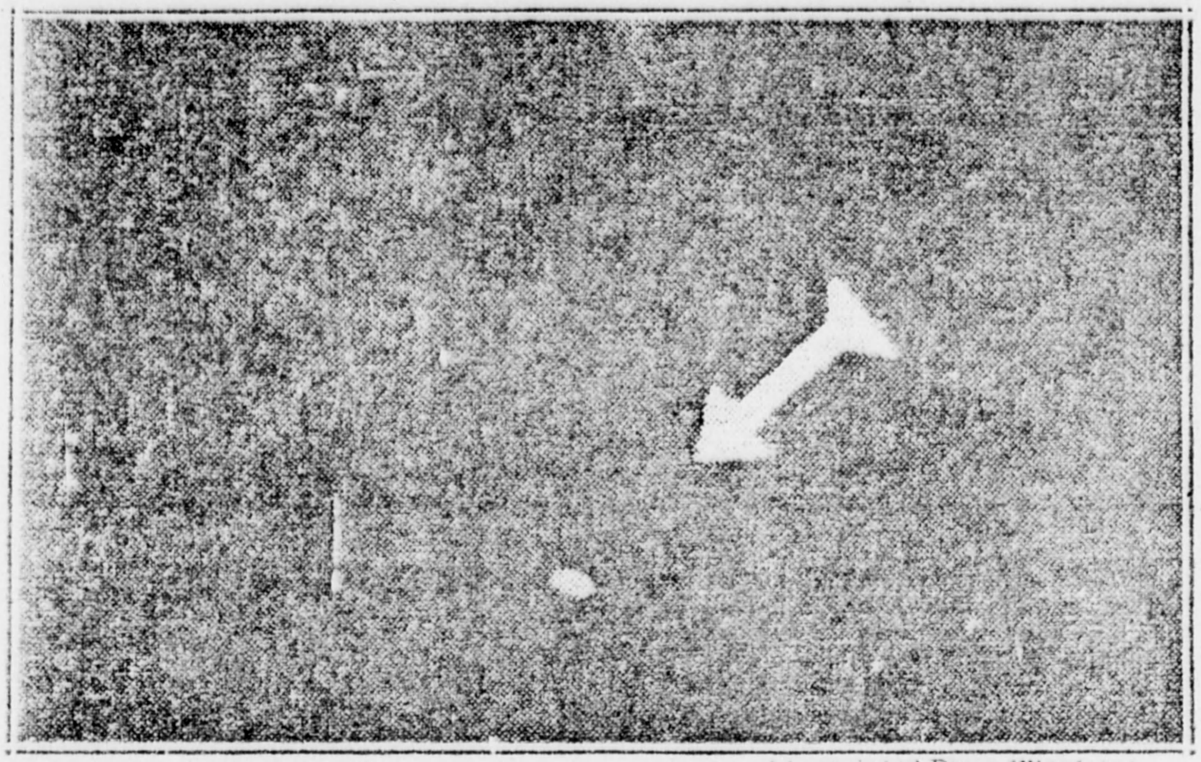
At any distance close to the limit of how far a person can see, all objects appear round or nearly so. This law of sight covers both small things seen nearby and large things at great distance.

Blakeslee has seen flying saucers himself—over Long Island Sound. "They were round, bright and moving fast," he writes. "But they were no mystery because they were light reflected from airplanes that identified themselves when they came near enough to be seen distinctly."



(By Acme)

The Navy's "Flying Pancake"—the V-173—is the only craft that could answer the description of the flying discs. But Navy officials say the Pancake never has left Bridgeport, Conn.



(Associated Press Wirefoto)

Foto of flying disc made by Coast Guardsman Frank Ryman.

Airliner Sees Saucers; Army, Navy Stumped

Washington, D. C., July 5 (AP).—Military and scientific experts here had only bleak looks and shoulder shrugs today at a new rash of "flying saucer" reports.

Researchers of the Army, Navy and a government observatory agreed on one thing: They "don't know what it's all about"—or so they said.

Told that the crew of an airliner flying over Idaho last night had reported seeing a formation of the mysterious saucers skimming through the skies, an Army Air Forces officer repeated, a little wearily, that it could not be the new Navy "Flapjack" plane.

"We have no experimental aircraft of that nature in Idaho—nor anywhere else. We're mystified."

The Navy had no suggestions to offer, beyond a statement from its naval observatory here which said that none of the staff had sighted anything resembling the flying saucers.

The observatory added that from the descriptions so far given the discs would "not seem to be astronomical phenonema."

Concerning a picture taken at Seattle yesterday, a University of Washington physicist said that as the object in the picture was unidentifiable, the photograph proved only "that some reflected light affected a photographic plate."

Flier Tells of Seeing The Flying Saucers

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

By CAPT. E. J. SMITH

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

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

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

(Continued on page 14, col. 2)

Airliner Sees Those Saucers

(Continued from page 2)

I noticed the objects then for the first time.

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

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

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

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

Couldn't Catch 'Em.

We never were able to catch them in our DC-3. Our air speed at the time was 185 miles per hour. Through the Boise air tower we radioed another United plane to see if it had seen anything. That plane, flying eastbound into the night, had not sighted them.

Because we were following the objects at roughly the same altitude, we can't say anything about their shape except that they were thin and were smooth on the bottom and rough-appearing on the top.

Detroit News 5 July 1947

BLINK LIGHTS

The entire crew of a westbound Boise-to-Seattle United Air Lines plane reported they had seen nine flying discs near the airline's route over Emmett, Ida.

Capt. E. J. Smith, of UAL Flight 105 which left Boise at 9:04 p. m., said that his co-pilot, First Officer Ralph Stevens, blinked the transport's landing lights in the belief the discs were other aircraft.

Blinking landing lights during a night flight is a pilot's signal of warning to other aircraft that a plane is flying in the same area.

Smith said it was eight minutes after takeoff from Boise that Stevens and himself saw five discs, flying what appeared to be a "loose formation."

They called Marty Morrow, stewardess, to the cockpit to verify that they were actually seeing the discs, said Smith, and she agreed they were there.

Then they saw four more of the discs, three clustered together, and a fourth flying "by itself, way off in the distance."

UNIDENTIFIED FILE 1e

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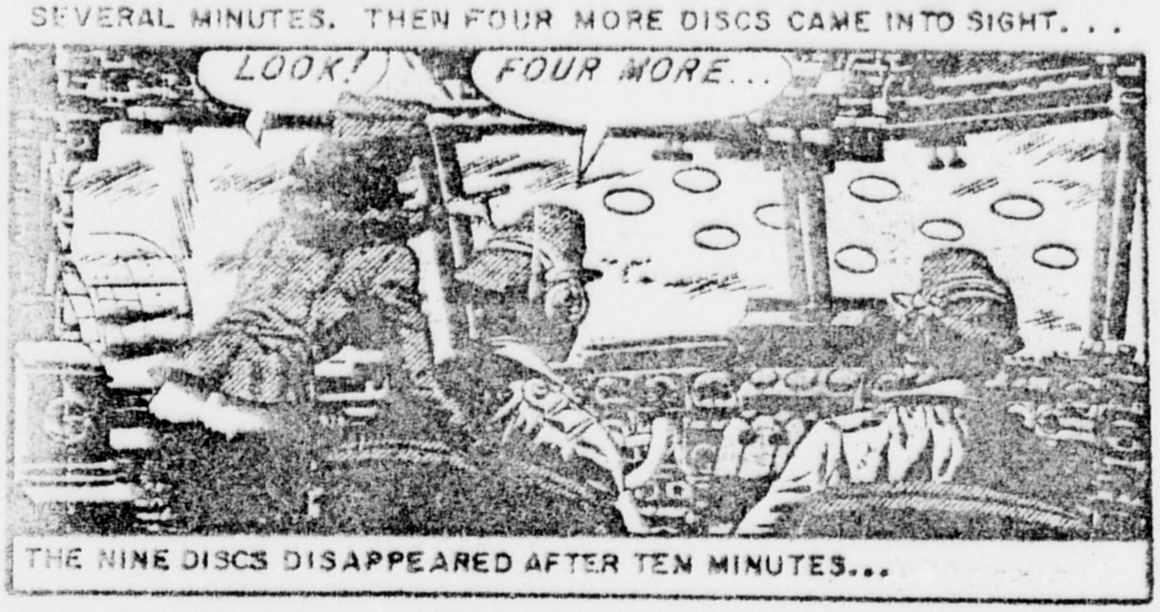
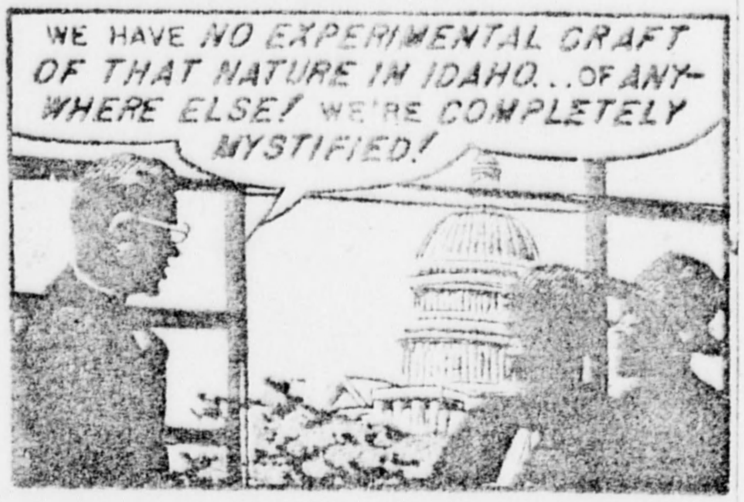
THE UNITED AIR LINES

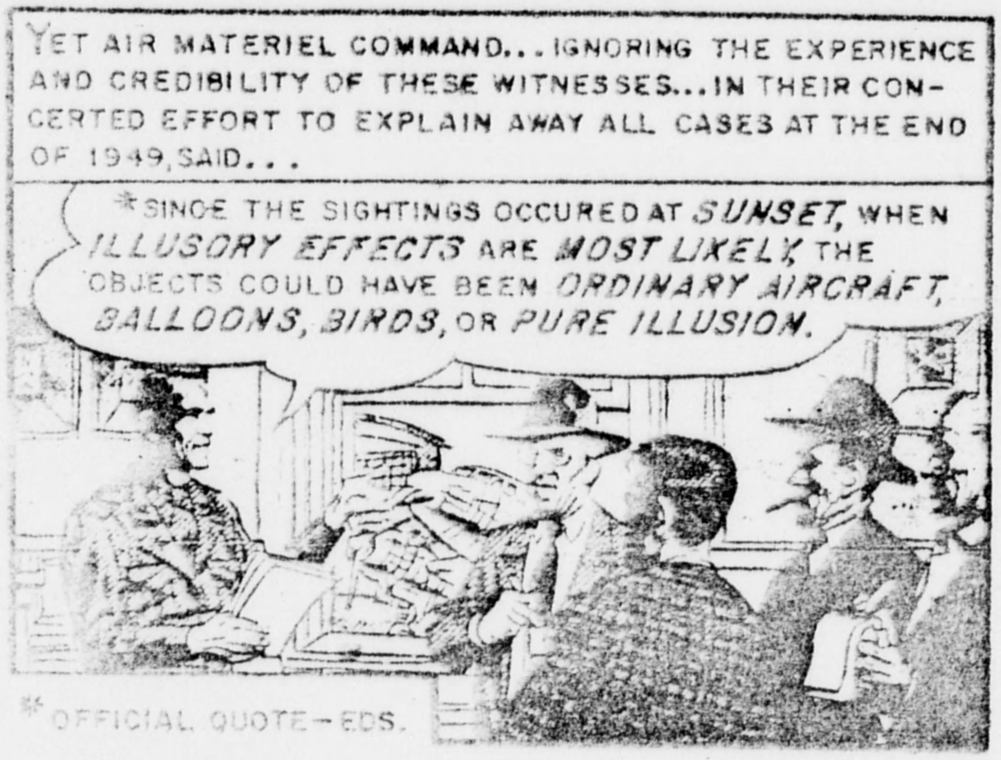
EMMETT, IDAHO CASE

PROJECT SAUCER CASE NO. 10









WHAT HAD HAPPENED BETWEEN APRIL 27, 1949

(THE FIRST PROJECT SAUCER REPORT)

AND DECEMBER 27, 1949

(THE FINAL PROJECT SAUCER REPORT)

TO MAKE THE AIR FORCE CHANGE ITS TUNE?

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

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

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

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 208, 212, 213, 229, 232, 233.

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