From: [redacted]

Incident #144

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF SIGHTING 0245

SHAPE Cigar

SIZE 100' Long - Diam. twice "B-29"

COURSE SW (toward Mobile)

NO. IN GROUP 1

SOUND ---

PHOTOS --- SKETCHES 2

DATE INFO 24 July 1948

LOCATION 20 Mi. S of Montgomery, Ala.

SOURCE Airline Pilots

DATE INFO ---

COLOR ---

SPEED 500-600 MPH

ALTITUDE 10,000 ft.

LENGTH OF TIME OBSERVED 10-15 Sec.

TYPE OF OBSERVATION Aerial

MANEUVERS Pulled up sharply with tremendous burst of flame

RETURN TO
Director
Aerospace Studies Inst
Air University
Maxwell AFB, Alabama
ATTN: Archivist

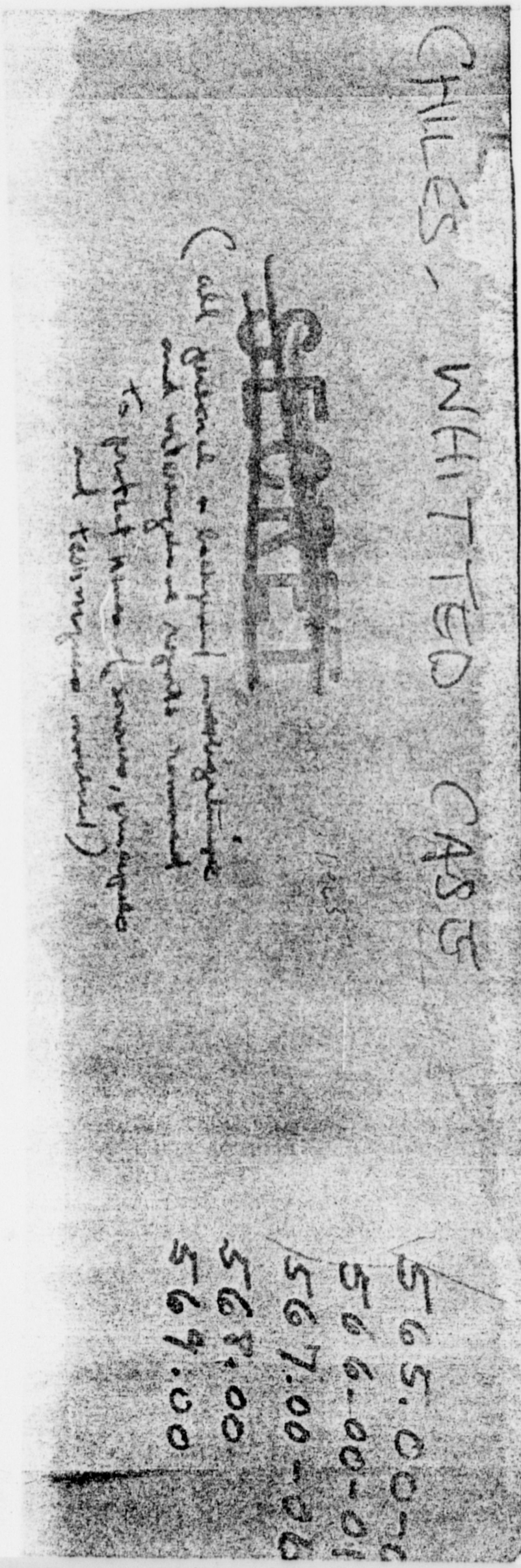
AF 143.20-1
AFCIN-3D2
4 Jan 1949

Temporary ATIC Form 329
(2 Jan 52)

1)

[redacted]

Prob Meteor



Capt. Clarence S. Chiles, Eastern Air Lines Pilot, Is Special Adviser

Although the detailed biography of Captain Chiles was not received in time for use in this issue, he will be recognized as one who played an important part in the UFO story in 1948.

It was in July of 1948 that Captain Chiles and the then 1st Officer John B. Whitted encountered a huge projectile-shaped device along the airway near Montgomery, Alabama. Chiles and Whitted both agreed that it was about 100 feet in length, twice the diameter of a B-29. Both men saw two rows of windows or ports through which a blue flourescent glow was visible. The UFO, which they described as a machine traveling at 500 miles per hour or faster, veered sharply as it neared them and both reported they could feel the UFO's backwash rock their DC-3 as the strange object climbed steeply away.

Although Captain Chiles has not reported any UFO encounter since that date, he has maintained his interest in the saucer subject. As a veteran pilot who has had an extremely close range observation of a saucer, Chiles is well equipped to examine and evaluate authentic sighting reports for NICAP.

TAB	ITEM
1	Investigation by OSI dtd 2 Nov 48 and 16 Nov 48
2	IR # 102-122-79 dtd 20 Dec 1948
	EXHIBITS
	A [redacted] Investigation dtd 25-28 July 48
	B [redacted] (Passenger) Report dtd 31 July 1948
	C Aircraft Movement Data
	D Investigation dtd 9 September 1948
	E Agent Report dtd 11 August 1948
	F (Extracted for case dtd 26 July 1948)
	G Eastern Airlines Report
	H Work Sheet
3	Newspaper Clippings and Magazine Article.

[redacted] OSI Club

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

UNCLASSIFIED

FILE NO. 24-~~XXX~~40

DATE 2 November 1

REPORT MADE BY
Herbert F. Carson, Jr.

REPORT MADE AT
8th Dist OSI (IG), Marietta AFB, Ga.

PERIOD
6 October 1949

OFFICE OF ORIGIN
8th Dist OSI (IG), Maxwell AFB, Ala.

STATUS
~~PENDING~~

REFERRED UPON COMPLETION

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT
on 21 August 1949 at Montgomery, Alabama
by Mr. [redacted]

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

AFOSI Letter #85, dated 12 August 1949.

SYNOPSIS

Captain [redacted] was interviewed and stated that he sighted an unidentified flying object 30 to 50 miles southwest of Montgomery, Alabama at approximately 0340, 23 July 1948, at an estimated altitude of 5000 feet. This object was flying northeast to southwest at an estimated speed of at least 500 miles per hour. [redacted] reported this to Eastern Air Lines Publicity Control Officials on 23 July 1948.

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Hq OSI (3 Incls) 2
DO AG (1 Incl) 1
~~Hq~~ AMC, ATTN: MCIAXO-3 R

ACTION COPY FORWARDED TO

APPROVED
Eugene O. Propper
EUGENE O. PROPPER
Lt. Colonel, USAF
District Commander 3
DISTRICT COMMANDER

FILE STAMP

144

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AFOSI FORM 4
23 JULY 1948

[redacted]

RAFB 3-31-49-20,000

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

DETAILS:

AT MARIETTA AFB, GEORGIA

1. At approximately 1400 hours, 6 October 1949, Captain [redacted], Eastern Air Lines, Atlanta, Georgia, stated that he had seen an unidentified flying object on 23 July 1948, which he assumed to be a secret type USAF aircraft, and reported same to the Eastern Air Lines Public Relations Representatives and Safety Board Officials.

2. On 6 October 1949, Captain [redacted], [redacted], Atlanta, Georgia, was interviewed and supplied the following data:

Date of sighting	23 July 1948
Time of sighting	0340 hours
Place of sighting	30 to 50 miles southwest of Montgomery, Alabama. Observer's position was from the cockpit of an Eastern Air Lines D-3 at approximately same altitude as unidentified flying object.
Number of objects	One (1)
Celestial phenomena	None.
Distance of object from observer	Observer had forward and going away view from about 2 to 3 miles distance.
Time in sight	5 to 8 seconds
Appearance of object	A double-decked cigar shape fuselage, illuminated thru apparent port-holes, resembling a D-3 without wings in size and appearance.
Direction of flight	Northeast to southwest.
Action of maneuvers	Object appeared to be traveling in straight and level flight at same altitude but to the right and in an opposite direction to

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[redacted]

FILE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-135; DATE: 2 November 1949

Tactics of maneuvers (cont'd)	that of observer. After passing abreast of airliner carrying observer, object tended to disappear upwards to the rear and disappeared into overcast.
Evidence of exhaust	A cherry red flame extended 50 to 75 feet to rear of object.
Effect on clouds	None.
Lights	The forward two-thirdsof cylindrical unidentified flying object appeared to have two well defined rows of cabin lights.
Support	No wings
Propulsion	Appeared to be result of jet power.
Control	Excellent - well coordinated gentle climbing turn into clouds prior to disappearance
Air ducts	None observed.
Speed	At least 500 miles per hours.
Sound	None audible.
Manner of disappearance	Disappeared into cloud bank to rear of observer, after slight climbing turn.
Weather	(At 5000) Visibility - Excellent, with 25 mile range. High - broken clouds - brilliant moonlight - faint trace of light breeze.

RELATIVE TO THE OBSERVER

Name	Captain [redacted]
Address	[redacted] Atlanta, Georgia

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Occupation	1st Pilot - Eastern Air Lines.
Place of business	Atlanta Office - Eastern Air Lines.
Pertinent hobbies	Photography.
Ability to determine	Excellent
Reliability of observer	During the war, observer was a Lt. Col. Pilot, USAF, in a command capacity on the Ascension Islands, with vast experience in judging and identifying aircraft.
Witnesses	[redacted], formerly with Eastern Air Lines. Address unknown. [redacted], Columbus, Ohio

Remarks: Captain [redacted] stated during the course of the interview that he has never sighted any unidentified flying object at any time other than at 0340, 23 July 1948.

- PENDING -

REFERENCE ON COMPLETION

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TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-135; DATE: 2 November 1948

INCLOSURES

The following inclosures are attached to each copy of report:

Incl. 1. Exhibit "A" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 24 July 1948.

Incl. 2. Exhibit "B" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 25 July 1948.

Incl. 3. Exhibit "C" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 26 July 1948.

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ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 24 JULY 1948

- - - - - - - - - - - - - -

Two Eastern Air Lines pilots reported Saturday that their plane Friday night passed a tremendous wingless aircraft that shot 40 feet of flame from the back end and was traveling 500 - 700 miles per hour.

Capt. [redacted]s and Co-pilot [redacted] said the object looked like a B-29 fuselage 'blown up about 4 times' and was brilliantly lighted with 3 decks of big square windows. The object passed within several hundred feet of the DC-3 and then shot up into the clouds.

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[redacted] UNCLASSIFIED

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 25 JULY 1948
(Three Column Spread)

- - - - - - - - - - - - -

Large Photo of Childs and Whited

- - - - - - - - - - - - -

Article with same information as 24th July with added speculation and denials by U. S. Air Force and Air Lines and plane manufacturers that the object was of U. S. make.

Passenger who also saw object identified as Mr. [redacted] of Columbus, Ohio, who stated that all he saw was a flash of fire pass the DC-3.

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EXHIBIT #3

[redacted] UNCLASSIFIED

(([redacted] ((

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ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 24 JULY 1949

- - - - - - - - - - - - - -

People all over the country seeing objects.

Mrs. Nash Atkinson of Brookhaven, Georgia saw object.

C. M. Bowles, an Exposition Hills painter who lives near airport also saw object in past.

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EXHIBIT "G"

[redacted]

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APPROVED 1 JUNE 1948

COUNTRY: United States

REPORT NO.: 102-[illegible]-79

(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

SUBJECT: Unidentified Flying Object

AREA REPORTED ON: Alabama, Georgia, and Virginia

FROM (Activity): Tech Intelligence Div, Intelligence Dept, Wright-Patterson AFB, Dayton, Ohio

DATE OF REPORT: 20 December 1948

DATE OF INFORMATION: 24 and 26 July 1948

EVALUATION: A-2

REPARED BY (Officer): Robert R. Sneider, Captain, USAF

SOURCE: U. S. Citizens

REFERENCES (Cable number, directive, previous report, etc., as applicable):
Proj. "SIGN" ltr, Dept. of the AF, Hq USAF, dated 30 Dec 47 "Flying Discs"

SUMMARY: (Enter concise summary of report. Three significance in final one sentence per paragraph. List enclosures at lower left. Begin text of report on AF Form 112a, Part II.)

Detailed interrogations have been completed of persons reporting undetermined flying objects in the vicinity of Montgomery, Alabama, 24 and 26 July 1948, between the hours of 2130 and 0245.

Analysis has been made of the compiled statements and the other available evidence of each individual interrogated. The analysis was undertaken as only one of 219 reported incidents with an objective of arriving towards a definite pattern or trend in order to determine whether the objects reported were of domestic or alien origin, or a natural phenomena.

COMMENTS: Analysis of data under Incident #144 reveals that four separate cases are involved; one having occurred on 24 July 1948 and the others on the 26 July 1948. A preponderence of evidence is available to establish that in almost all cases an unidentified object was seen within the times stated and on the same dates over an extended area pursuing a general course South. Descriptions as to size, shape, color and movements are fairly consistent.

Robert R Sneider
ROBERT R. SNEIDER
Captain, USAF
Project Officer
Special Projects Branch
Technical Intelligence Division
Intelligence Department

APPROVED:

[signature]
R. A. LLEWELLYN
Major, USAF
Actg Chief, Operations Section
Tech Intelligence Division
Intelligence Department

APPROVED:

[signature]
H. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

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1- (Orig. & 3 dup) Dir of Intell, Hq USAF
1- Chief, Intell Dept, MCI
1- Chief, Tech Analysis Div, MCIAT
1- Ofc of Chief of Naval Opns, Attn: ONI

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

CLASSIFICATION

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div Intelligence Department Wright-Patterson AFB, Dayton, Ohio	102-122-79	PAGE 1 OF 5 PAGES

A. ORIGIN:

In compliance with verbal instructions from Maj General Cabell, Director of Intelligence, AFOI, this Hq proceeded to investigate the report concerning the sighting of an unidentified aerial object in the vicinity of Montgomery, Alabama, occurring 24 July 1948 between the hours of 0140 and 0245 EST.

B. ACTION INITIATED:

1. On 25 July 1948, Major R. A. Llewellyn, Project "SIGN" Officer, Mr. A. Deyarmond, Technical Assistant to Col Clingerman, Mr. A. C. Loedding, Assistant Deputy for Technical Analysis Division, and Capt R. J. Groseclose, Security Officer, proceeded to Atlanta, Georgia, where they interviewed Capt [redacted] and Mr. [redacted], EAL pilots, and obtained their signed statements as to the anomaly observed. Copies of these statements together with drawings executed by [redacted] and [redacted] are appended as Exhibit "A". On 31 July 1948, Maj Llewellyn personally interviewed Mr. [redacted], the sole passenger awake during the hours of 0140 and 0245 EST, as to what he saw while a passenger aboard the DC-3 piloted by [redacted] and [redacted]. His statement is attached as Exhibit "B".

2. Following the above interrogations, requests were disseminated to Hq USAF, Naval and commercial airlines by priority teletypes 2 Aug 1948 requesting data on aircraft movements in the general vicinity of Alabama, Florida, Mississippi, Georgia, South Carolina, Tennessee and North Carolina. Charts of these aircraft movements are submitted as Exhibit "C".

3. In compliance with Hq AMC letter dated 6 July 1948, the Sixth Office of Special Investigations (IG) District undertook an investigation pertaining to an aerial phenomena reportedly seen by various people within the 6th OSI District. A complete report of the various sightings, peges 1-16 is appended hereto as Exhibit "D". Further reports and statements as to reliability are also appended.

4. After the statements were received, a complete analysis as to the date and time, geographical location, and description of the object was charted. The completely assembled data, i.e., statements of witnesses, reliability statements, airline schedules and the collated data chart were forwarded to the various technical agencies to effect an evaluation and interpretation of the technological factors involved.

C. FACTUAL DATA:

1. The collated data chart (Exhibit "H") was drawn up to effect a trend or pattern in regard to the reported sightings.

a. From this chart it is evident that three or possibly four separate incidents were involved:

(1) That pertaining to sightings by [redacted]

(2) That of [redacted]

(3) That of [redacted]

(4) That of [redacted]

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[redacted]

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Tech Intellig(e Div, Intelligence Department Wright-Patterson AFB, Dayton,Ohio	102-122-79	PAGE 2 OF 5 PAGES

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b. To exclude irrelevent factors in a systematic manner, the information presented in Exhibit "H" is presented in the order of occurrence and significance.

(1) Incident #1

a. Object was sighted 24 July 1948 between 0140 and 0150 EST from the ground at Robins Air Force Base, Macon, Georgia.

b. Object was again sighted from an altitude of 5,000 feet by [redacted] and [redacted] while flying a DC-3 some 20 miles south of Montgomery, Alabama. The time of the sighting was 24 July 1948 at approximately 0245 EST.

c. Both the [redacted] sighting and that of [redacted] and [redacted] describe the object as "cigar" or "cylindrical" in shape. (McKelvie perceived only the glow emitted by it)

d. All observers agree that the object was traveling in a general southerly heading and that it was trailed by a flame varying in color and that it behaved like a normal craft insofar as disappearing from the line of sight was concerned.

NOTE: It is a known fact that atmospheric conditions such as varying degrees of humidity and incidence of light refraction often influence the color of the light observed. This would serve to explain why many observers conflict in their descriptions as to color of light displayed by the object or its trail.

e. Four witnesses to this sighting are involved; three are trained observers. In no instance were there any indications of subversive or ulterior influences involved.

f. Both the [redacted] account and that of [redacted] and [redacted] were officially made within a period of time that would preclude any chance of impressions being gained from radio or newspaper reports.

(2) Incident #2

Object #2 was observed by [redacted], [redacted] and [redacted] at 0230 hours 24 July 1948, while airborne, between Blackstone, Virginia, and Greensboro, North Carolina. This sighting is considered separately since the descriptions of speed as "meteoric" or "terrific", the manner of travel described as an arc or horizontal, and the fact that it "faded like a meteor" seem to indicate that the object seen was not the one observed in Incident 1.

(3) Incident #3

This object was observed between 2100 and 2300 hours 26th July 1948 at Chamblee, and Augusta, Georgia, by observers [redacted]. This object was not thought to be a meteor in that it maneuvered. The glow was described as varied in color but predominently brilliant blue-white. The course was described as generally "southern".

Incident #4
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(3) Incident #3 (Continued)

Although the dates seem to indicate that this sighting could not be the same as that described in Incident 1, yet the major portion of this testimony refers to a "blue white light". Observations in the first instance describe a "blue glow" running the entire length of the fuselage. When viewed from the ground it is logical to assume that the blue glow would be mostly visible.

NOTE: In this connection, Dr. Josef Allen Hynek, astro-physicist, OSUPF, who is presently to serve as consultant on this project, has advised that it is possible for a celestial body to appear to travel in a straight line and slant downwards. (It is extremely improbable, although aerodynamically possible, for some objects to achieve an effect of lift through the forces generated during their flight through the atmosphere). It is his further opinion that it is impossible for any celestial body to manauver violently and make sharp turns. It is extremely unlikely for heavenly bodies to appear to move slowly when passing through the lower layers of the atmosphere, but, from greater distances, it is possible to observe far-distant bodies for extended periods of time. Objective size is contingent upon (1) distance of the heavenly body from the earth and (2) its mass. The manner of disappearance of a meteor is like a light suddenly blinking off.

(4) Incident #4

Object #4 was observed by [redacted] Mr. and Mrs. [redacted] Mrs. [redacted], Mrs. [redacted] and Mr. [redacted] between the hours of 2045 and 2050, 26 July 1948, at Thomblee, Georgia and Augusta, Georgia. Description of this object seems to indicate that it was a meteor. Five of the observers said that the object was "football shaped"; that it appeared to be a green light with a silvery tail and that it observed level flight. The last observer stated that the speed was "10,000 to 20,000 mph" and that "it appeared to be 1/4 the size of a full moon", and that "it was a multi-colored, brilliant light trailing burning fragments". The terrific speed together with the description of a multi-colored light trailing burning fragments seems to establish this object as a meteor.

incident #3?

D. COMMENTS:

1. The only incident which possesses absolute intelligence significance is Incident #1. It is obvious that this object was not a meteor. There has been no evidence to support any findings of unreliability, nor have there been any major inaccuracies on the part of the witnesses.

2. Weather reports establish areas of visibility as stated in the observers' reports.

3. Available information from Ordnance, Army, Navy and AF Weather Bureaus, Research Organizations, and other, failed to reveal any evidence of testing devices to [illegible] Incident could be attributed.

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[redacted]

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4. Apparently it is not of domestic origin since a thorough check of 225 flight schedules, both commercial and governmental, revealed that in only one instance did the reported flight paths cross. (See chart inclosed as Exhibit "I"). This single exception was the flight in a northwesterly direction of a C-47 enroute Robins AF Base to Olmsted Field, Pa. Its time of departure would have enabled it to have passed through the approximate areas on the 24 July 1948 where the sightings were reported. However, the factors of speed, direction of flight, maneuvers, configurations, lights and other factors fule out this one possibility.

5. Objects similar in configuration have been reported as follows:

a. Rocket-like objects capable of immense speed were seen during the past summer in broad daylight in Denmark, Norway and Sweden.

b. A wingless aircraft was observed moving at high speed at Obrechstreet, Arnheim, The Hague, Holland. The object was seen intermittently through clouds and was reported to have two decks.

6. Flying Fuselages (Torpedo or Cigar-Shaped Body)

a. While the cigar or torpedo shaped body represents an efficient form for the fuselage of an airplane or the body of a guided missile, in neither case has it been used as a primary lift producing surface. However, an extension of the Prandtl theory of lift indicates that a fuselage of the dimensions reported by the Eastern Airlines pilots [redacted] and [redacted] in the Montgomery, Alabama, incident could support a gross weight of approximately 12,000 pounds at an arbitrarily chosen stalling speed of 150 miles per hour, conservatively estimated. The Prandtl theory probably gives very conservative values of maximum lift for bodies of this shape. If a lift coefficient twice as great were used (such a value has been given by a German scientist from memory of his wind tunnel researches in Germany), a gross weight of 24,000 pounds could be supported at the assumed stalling speed.

b. Although the craft sighted by Whitted and Chiles was reported to be without wings or fins, it is possible it could have been equipped with extensible wings for take-off and landing, contained within the fuselage. In such a case a wing span of nearly 90 feet would be possible. If an aspect ratio of 5 were used (18 ft. mean aerodynamic chord), and if the wing design incorporated slots and flaps, the wing could support 115,000 pounds at a stalling speed of 150 mph. It is possible that the fuselage could also contribute lift with this arrangement, depending upon the incidence of the wing. This type of aircraft could also be partially supported in the take-off and landing condition by the vertical component of the jet thrust, if the landing and take-off took place with the fuselage axis, or the jet stream direction in a vertical or nearly vertical attitude. The further possibility that an extensible rotor, concealed within the fuselage, could have been used, would provide another method for landing and take-off that would allow wingless flight at very high speed. Such a design could result in a relatively large duration of flight and corresponding range.

c. While no stabilizing fins were apparent on the "flying fuselage" reported by [redacted] and [redacted] it is possible that vanes within the jet, operated by a gyroservo system could have provided static stability, longitudinally, directionally and laterally. The same vanes could also have been used for accomplishing static balance or trim, as well as control for maneuvering. A square-tailed body of the type reported with the center of gravity sufficiently far forward can develop approximately a neutral stability and the possibility exists that definite static stability could be produced by a judicious use of flow-control slots located somewhere along the fuselage.

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[redacted]

APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div Intelligence Department Wright-Patterson AFB, Dayton, Ohio	102-122-79	UNCLASSIFIED PAGE 5 OF 5 PAGES

d. The above estimates regarding weight, controllability, stability, etc, are not intended to represent deductions regarding the exact nature of the torpedo or cigar-shaped aircraft which were sighted by the airline pilots, [redacted] and [redacted], and others, they are merely statements of possibilities, which are intended to show that such an aircraft could support and control itself by aerodynamic means. The propulsive system of this type of vehicle would appear to be a jet or rocket engine. The specific fuel consumption of engines of this type would be rather high. This, coupled with the fact that aerodynamic lift on such a body would be accompanied by high drag, places a serious limitation on the range of the aircraft for any particular gross weight. If this type of unidentified aerial object has extremely long range it is probable that the method of propulsion is one which is far in advance of presently known engines.

POWER SOURCES:

(a) The foregoing discussion is predicated upon the assumption that power sources presently available would have to be used. If an atomic energy powered engine were available, a small mass flow at a large velocity would accomplish the required lift and propulsive forces and the large energy expenditure would be of small importance.

(b) However, the heat exchange requirements for the atomic powered engine appear to demand physical dimensions of inordinate size that presently would preclude the use of this power plant for aircraft. Experimental work in progress to convert the energy of the atomic pile directly to electricity, rather than heat, offer the promise of a more compact atomic power plant.

e. It has been established by Project Rand investigations that world resources, technical attainments and existing materials are adequate to permit construction of a space ship.

CONCLUSIONS:

1. The flying anomaly observed, remains unidentified as to origin, construction and power source.

2. A definite trend of flight headings has evolved as generally south in bearing.

3. Supporting evidence from separate reliable sources establish existence of this configuration.

4. An aircraft of the configuration described could support itself in flight by aerodynamic means.

Robert R. Sneider
Robert R. Sneider
Captain, USAF
Project Officer

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T-80200

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[redacted]

Incid #194

[redacted]

Supplement to Trip Report to Atlanta 25 - 26 July Inclusive

THRU: Col Clingerman

TO: Col McCoy

1. Personnel interviewed on this trip were Capt [redacted] EAL pilot, and [redacted] Co-pilot.

2. Pilot Chiles was flying an Eastern Airlines DC-3 as indicated:

Altitude:	5,000 ft
Speed:	150 MPH indicated airspeed
Airways:	Mobile to Montgomery Ala
Compass Heading:	50° to 60°
Estimated time of arrival:	0453 EST, Dunley Fld

3. At 0145, 24 July 1948, Capt [redacted] sighted a red exhaust glow from some 700 feet ahead, above and to the right of the plane. He made the remark: "Look, here comes a new Army Jet Job." The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up very sharply and disappeared into a cloud. The description is essentially as follows:

> The object appeared to be a wingless aircraft, 100 ft long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above - much like a pilot compartment - except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did [redacted]. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage. The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominent about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

NOTE: Drawings by both pilots are in file under Incident #194.

[redacted]

EXHIBIT "A"

INCID. #144

([redacted] (TS)

4. Co-Pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of "Mike" except that he did not observe a cockpit in front nor did he see any radar "scout". His drawing and description also indicated smaller windows or openings on the side. He estimated the object passed at greater distance than did Capt [redacted]. He saw the "exhaust" as a parallel white flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up". He stated it appeared at least half the length of the ship itself or approximately 50 ft.

5. Both pilots stated the night was clear with a bright moon and broken cloud coverage at 4/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds.

R. A. LLEWELLYN
Capt, USAF

RAL/sw
Det 6310
Bldg 68
Post 203F

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

UNCLASSIFIED

[redacted]

EXHIBIT "B"

12

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH ARMY
Fort Sam Houston, Texas

452.1 AKADB 18 October 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M. CI

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.

2. Attached WD AGO Form 341, Agent Report, same subject and file as above, dated 11 October 1948, forwarded for your information and any action necessary.

FOR THE COMMANDING GENERAL:

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Operations Section file

1st Ind MCLAD-3/RRS/aw

Hq AMC Wright-Patterson Air Force Base, Dayton, Ohio NOV 5 1948

TO: Commanding General, Headquarters Fourth Army, Fort Sam Houston, Texas

1. The inclosure mentioned in paragraph 2 of basic communication has been withdrawn for necessary action by this Headquarters.

2. Request for further investigation is being initiated in accordance with authority contained in Department of the Army letter dated 25 March 1948, subject, "Unconventional Aircraft".

FOR THE COMMANDING GENERAL:

1 Incl
W/D

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

UNCLASSIFIED

13

[redacted]

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN

P. O. BOX 1418

ATLANTA 1, GA.

[redacted]

[redacted]

[redacted]

[redacted] Trail of fire.

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN

P. O. BOX 1418

ATLANTA 1, GA.

Pilot - Q.A. to Atlanta Feb 573. Eastern Airlines
(Co-Pilot
(Pilot) } Live in New York.
Law Stock of fire. Fathers Blacksmith & Farmer
Out 2.40 P.M. EST.

Check

Background of pilots Training - Responsibility.
Possibility of Air Traffic in area.

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN
P. O. BOX 1418
ATLANTA 1, GA.

7/26/48.

Capt. [redacted]
[redacted]

Pilot. (Capt).
Co. pilot

Ships DC-3
155 IAS.
gr. wt. 167

Flying Humboldt to Huntsville.

Cap Canyon Landing 50 to 60°

5000 ft alt. 0253 sight 0245

2056 25 from Hanley Field. Ala.
via Huntsville

Method of sighting
Coming towards show and slightly above.

Distance 1 mile. or ½ mile

Time - 10 to 15 seconds.

Speed ⅓ faster than comm. jets.

Clear moon lit night.

Not noisy.

Saw running lights company - then to navy fighter.

Easily 100 feet long. Head on in slight dive and turning slight to right was approached 700 feet above. Head on about 700 feet above & then dived off into straight equal rate and flew about upright & then

Right wing dipped sharply to right level. After 5 seconds in level flight → pulled up indicated 300 acceleration (?).

No disturbance felt regarding air waves or wash

Almost flame 30 to 50 feet formed part — of the

Small lights - appeared uniform red like could see thru slip

[redacted]

AFOIR (Tolbert)

TO: Maj Llewelyn

Reference your radio note of 29 July 1948 regarding Project "SIGN". [redacted] was relieved from active duty 30 December 1945. Discharged as a Major. Record looks good. Served approximately three (3) years. Promoted to Lt Col, Reserve, 9 Oct 1946. Primary MOS 1013. Pilot for Eastern Air Lines 15 Dec 1939 to 14 March 1942. Date of Birth: 28 June 1918.

[redacted] was relieved from active duty 14 December 1945 as 1st Lt. Record looks good. Served approximately two (2) years. Primary MOS 1093. Was bookkeeper prior to entering service. Date of birth: 28 June 1918.

[redacted]

[redacted]

STATEMENT OF [redacted]

I was flying co-pilot for Capt. [redacted] on Trip 576 which left Houston, Texas at 8:40 PM Eastern Standard Time, Friday night, July 22, 1948. At 0245 EST, we sighted a strange object coming toward us at a high rate of speed. We were at 5000 feet and our position was 25 miles southwest of Montgomery, Ala. The strange object had a stream of red fire coming from its tail. I assumed that it was a jet type airplane of the Army or Navy but as it came nearer I could see that it was much larger than any Army or Navy jet that I have ever seen or read about. It passed us on the right side of our DC-3. I estimate its speed in the neighborhood of 700 MPH but this is purely a rough estimate. We were holding a compass heading of 50 degrees and the object passed us going in the opposite direction. To me, the object seemed about a half-mile from us, flying straight and level. I could see no wings supporting the object.

The object was cigar shaped and seemed to be about a hundred feet in length. The fuselage appeared to be about three times the circumference of a B-29 fuselage. It had two rows of windows, an upper and a lower. The windows were very large and seemed square. They were white with light which seemed to be caused by some type of combustion. I estimate that we watched the object at least 5 seconds and not more than 10 seconds. We heard no noise nor did we feel any turbulence from the object. It seemed to be at about 5500 feet.

I asked Capt. [redacted] what we had just seen and he said that he didn't know. Capt [redacted] then contacted the company radio operator at Columbus, Ga., and aksed him to contact LawsonFld at Ft Benning, Ga., and find out if the Army had any jet or experimental planes in the vicinity. The company operator called us a few minutes later and stated that Lawson Field reported that they had no planes flying in our area. Capt [redacted] then reported back to the company radio operator saying that a strange aircraft just passed us and it looked like some type of rocket ship.

We passed up Columbus because of ground fog and dontinued on to Atlanta.

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Attached Original
Sketch by [redacted]

EXHIBIT "A"
18

[redacted]

STATEMENT OF CAPTAIN CLARENCE S. CHILES :

Atlanta, Ga.
Aug 3, 1948

UNCLASSIFIED

Mr. [redacted]
Eastern Air Lines
Miami, Fla.

The following is a report of an unidentified aircraft which was sighted by [redacted] and me, as we were twenty miles southwest of Montgomery, Ala. July 24, 1948, as we were on Eastern's trip 576.

At 2:45 A. M. we were cruising at 5,000 feet when there came, what looked like a Jet type of aircraft to our right and slightly above meeting us. It was a clear moonlight night with the visibility excellent; therefore, we were able to view the ship as it passed for a period of around ten seconds. It was clear there were no wings present, that it was powered by some jet or other type of power shooting flame from the rear some fifty feet. There were two rows of windows, which indicated an upper and lower deck, from inside these windows a very bright light was glowing. Underneath the ship there was a blue glow of light.

After it passed it pulled up into some light broken clouds and was lost from view. There was no prop wash or rough air felt as it passed.

After talking to the only passenger awake at the time, he saw only the trail of fire as it passed and pulled into the clouds. I called the company at Columbus and asked if there was any reported jet army craft and requested if the AFC had any aircraft under control. I was told that no such craft was reported by either source.

/s/ [redacted]

[redacted]
Capt E. A. L.

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DOD DIR. 5200.10

UNCLASSIFIED

[redacted]

Statement of Capt. C. S. Chiles
EXHIBIT "A"
19

page 1 of 6 pages

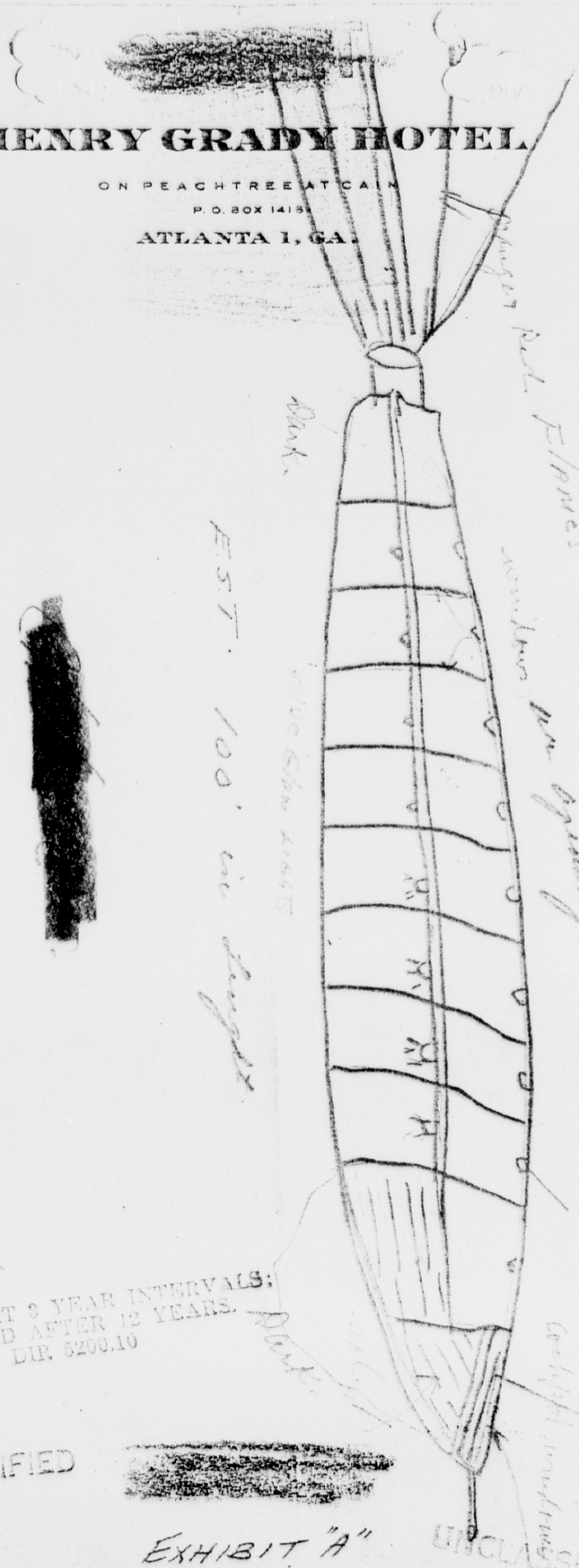
UNCLASSIFIED

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN

P. O. BOX 1418

ATLANTA 1, GA.





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DOD DIR. 5200.10

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EXHIBIT "A"

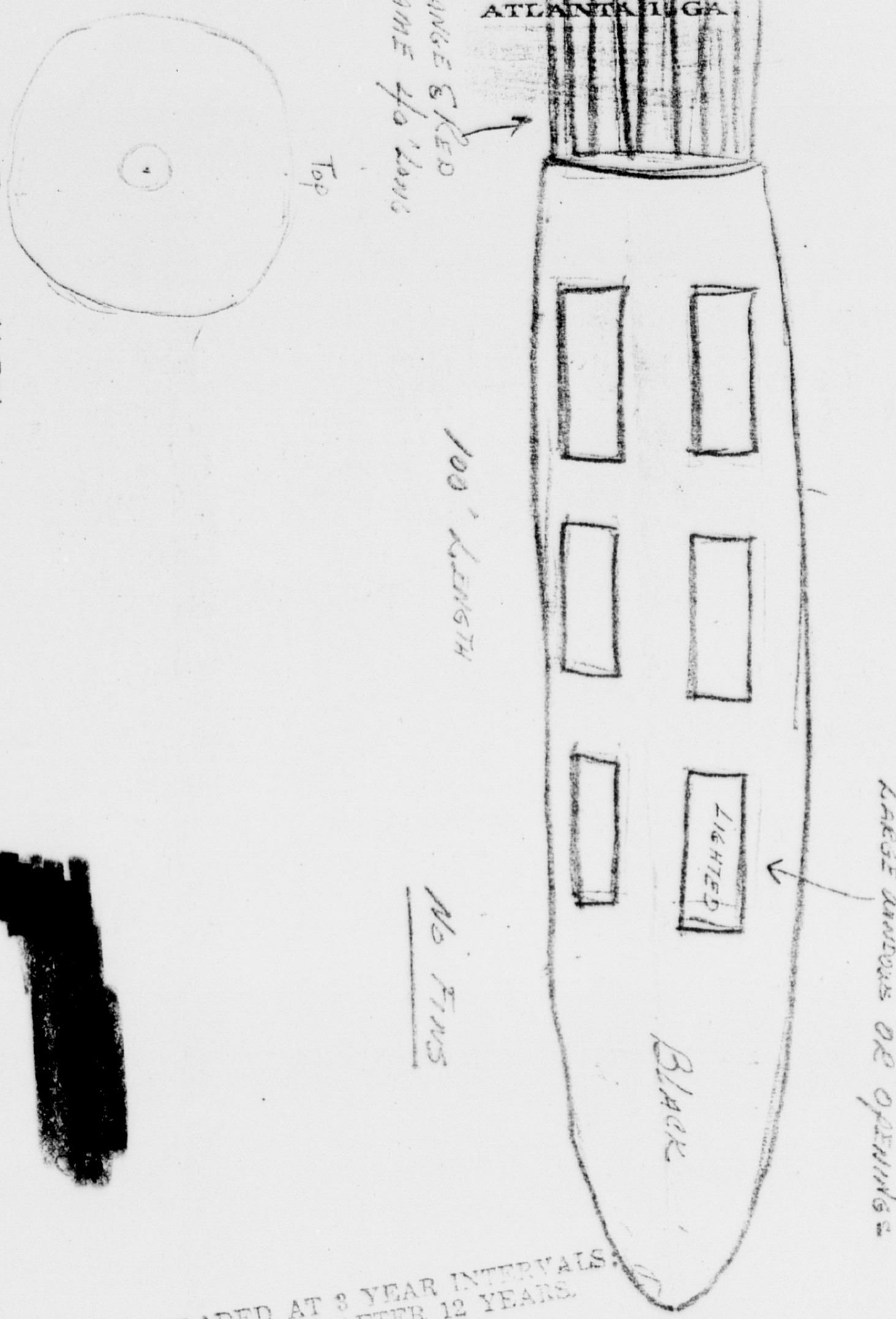
Home of the Famous Pirates Room

UNCLASSIFIED

UNCLASSIFIED

HENRY GRADY HOTEL

ON PEACHTREE AT CAIN
P.O. BOX [illegible]
ATLANTA 1, GA.



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

UNCLASSIFIED

EXHIBIT "A"
(to) of the Famous Paradise R)

[redacted]
INCIDENT

24 July 1948

After extensive investigations and studies; and consideration of all possible approaches and data pertinent to suggest at least one valid hypothesis or explanation to the sighting were exhausted --- the incident was appropriately classified as a true "Unknown".

[redacted]

INCIDENT

24 July 1948 said it was "dark"

The glow reminded Chiles of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominent about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. couldn't see this No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Capt [redacted] He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up".

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds, considered sufficient time for experienced pilots to determine whether the "ship" was a reflection, caused by some rare meteorological or astronomical phenomena -- or was a material object.

5 to 8
5 to 10

FLYING "SAUCERS"

[redacted] INCIDENT

24 July 1948

340

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5,000 feet between Mobile and Montgomery, Alabama sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [redacted] the pilot, immediately turned to his co-pilot, [redacted] and remarked: "Look, here comes a new Army jet job". The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 ft. long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above -- much like a pilot compartment -- except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did [redacted] Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

on such a body would be accompanied by high drag, places a serious limitation on the range of the aircraft for any particular gross weight. If this type of unidentified aerial object has extremely long range, it is probable that the method of propulsion is one which is far in advance of presently known engines.

POWER SOURCES

(a) The foregoing discussion is predicated upon the assumption that power sources presently available would have to be used. If an atomic energy powered engine were available, a small mass flow at a large velocity would accomplish the required lift and propulsive forces and the large energy expenditure would be of small importance.

(b) However, the heat exchange requirements for the atomic powered engine appear to demand physical dimensions of inordinate size that presently would preclude the use of this powerplant for aircraft. Experimental work in progress to convert the energy of the atomic pile directly to electricity, rather than heat, offer the promise of a more compact atomic powerplant.

Conclusions: 1. The flying anomaly observed, remains unidentified as to origin, construction and power source.

2. A definite trend of flight headings has evolved as generally south in bearing.

3. Supporting evidence from separate reliable sources establish existence of this configuration.

4. It has been established by Project Rand investigations that world resources, ~~technical~~ attainments and ~~operating~~ materiels are adequate ~~to permit~~ construction of a space ship. ~~It is now aerodynamically feasible for subject configuration to fly~~ an aircraft of the configuration described could support itself in flight by aerodynamic means.

Robert R. Sneider
Capt, USAF
Project Officer

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[redacted]

Flying Fuselages (Torpedo or Cigar-Shaped Body)

6.a. While the cigar or torpedo shaped body represents an efficient form for the fuselage of an airplane or the body of a guided missile, in neither case has it been used as a primary lift producing surface. However, an extension of the Pradtl theory of lift indicates that a fuselage of the dimensions reported by the Eastern Airlines pilots [redacted] and [redacted] in the Montgomery, Alabama, incident could support a gross weight of approximately 12,000 pounds at an arbitrarily chosen stalling speed of 150 miles per hour, conservatively estimated. The Pradtl theory probably gives very conservative values of maximum lift for bodies of this shape. If a lift coefficient twice as great where used (such a value has been given by a German scientist from memory of his wind tunnel researches in Germany), a gross weight of 24,000 pounds could be supported at the assumed stalling speed.

b. Although the craft sighted by [redacted] and [redacted] was reported to be without wings or fins, it is possible it could have been equipped with extensible wings for take-off and landing, contained within the fuselage. In such a case a wing span of nearly 90 feet would be possible. If an aspect ratio of 5 were used (18 ft. mean aerodynamic chord), and if the wing design incorporated slots and flaps, the wing could support 115,000 pounds at a stalling speed of 150 mph. It is possible that the fuselage could also contribute lift with this arrangement, depending upon the incidence of the wing. This type of aircraft could also be partially supported in the take-off and landing condition by the vertical component of the jet thrust, if the landing and take-off took place with the fuselage axis, or the jet stream direction in a vertical or nearly vertical attitude. The further possibility that an extensible rotor, concealed within the fuselage, could have been used, would provide another method for landing and take-off that would allow wingless flight at very high speed. Such a design could result in a relatively large duration of flight and corresponding range.

c. While no stabilizing fins were apparent on the "flying fuselage" reported by [redacted] and [redacted], it is possible that vanes within the jet, operated by a gyro-servo system could have provided static stability, longitudinally, directionally and laterally. The same vanes could also have been used for accomplishing static balance or trim, as well as control for manuvering. A square tailed body of the type reported with the center of gravity sufficiently far forward can develop, approximately, a neutral stability and the possibility exists that definite static stability could be produced by a judicious use of flow-control slots located somewhere along the fuselage.

d. The above estimates regarding weight, controllability, stability, etc, are not intended to represent deductions regarding the exact nature of the torpedo or cigar-shaped aircraft which were sighted by the airline pilots, [redacted] and [redacted], and others, they are merely statements of possibilities, which are intended to show that such an aircraft could support and control itself by aerodynamic means. The propulsive system of this type of vehicle would appear to be a jet or rocket engine. The specific fuel consumption of engines of this type would be rather high. This, coupled with the fact that aerodynamic lift

[redacted]

[redacted]
~~CONFIDENTIAL~~

(4) Incident 4

Object #4 was observed by [redacted] Mr & Mrs. [redacted] Mr & Mrs [redacted] and Mr. [redacted] between the hours of 2045 to 2050, 26 July 1948, at Chamblee, Georgia and Augusta, Georgia. Description of this object seems to indicate that it was a meteor. Five of the observers said that the object was "football shaped"; that it appeared to be a green light with a silvery tail and that it observed level flight. The last observer stated that the speed was "10,000 to 20,000 mph" and that "it appeared to be 1/4 the size of a full moon", and that "it was a multi-colored, brilliant light trailing burning fragments." The terrific speed together with the description of a multi-colored light trailing burning fragments seems to establish this object as a meteor.

D. COMMENTS

1. The only incident which possesses absolute intelligence significance is incident #1. It is obvious that this object was not a meteor. There has been no evidence to support any findings of unreliability, nor have there been any major inaccuracies on the part of the witnesses.

2. Weather reports establish areas of visibility as stated in the observers' reports.

3. Available information from Ordnance, Army, Navy and AF Weather Bureaus, Research Organizations, and other, failed to reveal any evidence of testing devices to which this incident could be attributed.

4. Apparently it is not of domestic origin since a thorough check of 225 flight schedules, both commercial and governmental, revealed that in only one instance did the reported flight paths cross. (See chart inclosed as Exhibit "I". This single exception was the flight in a northwesterly direction of a C-47 enroute Robins AF Base to Olmsted Field, Pa. Its time of departure would have enabled it to have passed through the approximate areas on the 24 July 1948 where the sightings were reported. However, the factors of speed direction of flight, maneuvers, configurations, lights and other factors rule out this one possibility.

5. Objects similar in configuration have been reported as follows:

a. Rocket-like objects capable of immense speed were seen during the past summer in broad daylight in Denmark, Norway and Sweden.

b. A winged aircraft was observed moving at high speed at Obrechstreet, Arnhein, The Hague, Holland. The object was seen intermittently through clouds and was reported to have two decks. [redacted]

[redacted]

T-90200

(2) Incident #2

Object #2 was observed by [redacted] and [redacted] at 0230 hours 24 July 1948, while airborne, between Blackstone, Virginia, and Greensboro, North Carolina. This sighting is considered separately since the descriptions of speed as "meteoric" or "terrific", the manner of travel described as an arc or horizontal, and the fact that it "faded like a meteor" seem to indicate that the object seen was not the one observed in Incident 1.

(3) Incident #3

This object was observed between 2100 and 2300 hours 20th July 1948 at Chamblee, and Augusta, Georgia, by observers [redacted], Mrs. [redacted] and [redacted]. This object was not thought to be a meteor in that it maneuvered. The glow was described as varied in color but predominently brilliant blue-white. The course was described as generally "southern". Although the dates seem to indicate that this sighting could not be the same as that described in incident 1, yet the major portion of this testimony refers to a "blue white light". Observations in the first instance describe a "blue glow" running the entire length of the fuselage. When viewed from the ground it is logical to assume that the blue glow would be mostly visible.

NOTE: In this connection, Dr. Josef Allen Hynek, astrophysicist, OSURF, who is presently to serve as consultant on this project, has advised that it is possible for a celestial body to appear to travel in a straight line and slant downwards. (It is extremely improbable, although aerodynamically possible, for some objects to achieve an effect of lift through the forces generated during their flight through the atmosphere). It is his further opinion that it is impossible for any celestial body to maneuver violently and make sharp turns. It is extremely unlikely for heavenly bodies to appear to move slowly when passing through the lower layers of the atmosphere, but, from greater distances, it is possible to observe far-distant bodies for extended periods of time. Objective size is contingent upon (1) distance of the heavenly body from the earth and (2) its mass. The manner of disappearance of a meteor is like a light suddenly blinking off.

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~~CONFIDENTIAL~~

(1) That pertaining to sightings by [redacted] and [redacted]

(2) That of [redacted] and [redacted]

(3) That of [redacted]

(4) That of [redacted]

b. To exclude irrelevent factors in a systematic manner, the information presented in Exhibit "H" is presented in the order of occurrence and significance.

(1) Incident #1

a. Object was sighted 24 July 1948 between 0140 and 0150 EST from the ground at Robins Air Force Base, Macon, Georgia.

b Object was again sighted from an altitude of 5,000 feet by [redacted] while flying a DC-3 some 20 miles south of Montgomery, Alabama. The time of the sighting was 24 July 1948 at approximately 0245 EST

c Both the [redacted] sighting and that of [redacted] & [redacted] describe the object as "cigar" or "cylinderical" in shape. (McKelvie perceived only the glow emitted by it)

d All observers agree thatthe object was traveling in a general southerly heading and that it was trailed by a flame varying in color and that it behaved like a normal craft insofar as disappearing from the line of sight was concerned.

NOTE: It is a known fact that atmospheric conditions such as varying degrees of humidity and incidence of light refraction often influence the color of the light observed. This would serve to explain why many observers conflict in their descriptions as to color of light displayed by the object or its trail.

e Four witnesses to this sighting are involved: three are trained observers. In no instance were there any indications of subversive or ulterior influences involved.

f Both the [redacted] account and that of [redacted] were officially made within a period of time that would preclude any chance of impressions being gained from radio or newspaper reports.

~~CONFIDENTIAL~~

T-80200

~~CONFIDENTIAL~~
~~SECRET~~

A. ORIGIN:

In compliance with verbal instructions from Maj General Cabell, Director of Intelligence, AFOI, this Hq proceeded to investigate the report concerning the sighting of an unidentified aerial object in the vicinity of Montgomery, Ala, occurring 24 July 1948 between the hours of 0140 and 0245 EST.

B. ACTION INITIATED

1. On 25 July 1948, Major R. A. Llewellyn, Project "SIGN" Officer, Mr. A. Deyarmond, Technical Assistant to Col Clingerman, Mr. A. C. Loedding, Assistant Deputy for Technical Analysis Division, and Capt R. J. Groseclose, Security Officer, proceded to Atlanta, Georgia where they interviewed Capt [redacted] and Mr. [redacted] EAL pilots, and obtained their signed statements as to the anomaly observed. Copes of these statements together with drawings executed by Chiles and Whitted are appended as Exhibit "A". On 31 July 1948 Maj Llewelyn personally interviewed Mr. [redacted] the sole passenger awake during the hours of 0140 and 0245 EST, as to what he saw while a passenger aboard the DC-3 piloted by [redacted] and [redacted] His statement is attached as Exhibit "B".

2. Following the above interrogations, requests were disseminated to Hq, USAF, Naval and commercial airlines by priority teletypes 2 Aug 1948 requesting data on aircraft movements in the general vicinity of Alabama, Florida, Mississippi, Georgia, South Carolina, Tennessee and North Carolina. Charts of these aircraft movements are submitted as Exhibit "C".

3. In compliance with Hq AMC letter dated 6 July 1948, the Sixth Office of Special Investigations (IG) District undertook an investigation pertaining to an aerial phenomena reportedly seen by various people within the 6th OSI District. A complete report of the various sightings, pages 1-16 is appended hereto as Exhibit "D". Further reports and statements as to reliability are also appended.

4. After the statements were received, a complete analysis as to the date and time, geographical location, and description of the object was charted. The completely assembled data, i. e., statements of witnesses, reliability statements, airline schedules and the collated data chart were forwarded to the various technical agencies to effect an evaluation and interpretation of the technological factors involved.

C. FACTUAL DATA

1. The collated data chart (Exhibit "E") was drawn up to effect a trend or pattern in regard to the reported sightings.

a. From this chart it is evident that three or possibly four separate incidents were involved:

~~SECRET~~
~~CONFIDENTIAL~~

T-80200

[redacted] INCIDENT (Cont)

out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Capt. [redacted] He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up".

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds, considered sufficient time for experienced pilots to determine whether the "ship" was a reflection, caused by some rare meteorological or astronomical phenomenon — or was a material object.

After extensive investigations and studies; and after consideration of all possibilities, approaches and pertinent data to suggest at least one valid hypothesis or explanation to the sighting were exhausted — the incident was appropriately classified as a true "Unknown".

CHILES - WHITTED
INCIDENT

24 July 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5,000 feet between Mobile and Montgomery, Alabama, sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [redacted] the pilot, immediately turned to his co-pilot, [redacted], and remarked: "Look, here comes a new Army jet job". The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 ft. long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above -- much like a pilot compartment — except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did Whitted. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage

The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominent about the outer edges. [redacted] thought the flame flared

B. I. D. No. 9410 - 100

Report No. _____

~~CONFIDENTIAL~~ SECRET
(CLASSIFICATION)

_____ Enclosures

Copy No. _____

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From ~~Technical Intelligence Division, MSDHQ~~ (Agency or office) Date ~~12 November 1948~~

Source U. S. civilians in Georgia, Virginia & Ala. Eval. ~~A-2~~

Area Reported On ~~Alabama, Georgia & Virginia~~ Subject Unidentified Flying Objects

~~Observed on nights of 24 and 26 July 1948~~

Reference ~~Proj "SIGN" ltr,~~ (Cite file, correspondence, previous report, etc., if applicable) dated 30 Dec 47 "Flying Discs"

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

Detailed interrogations have been completed of persons reporting undetermined flying objects in the vicinity of Montgomery, Alabama, 24 and 26 July 1948, between the hours of 2130 and 0245 hours.

Analysis has been made of the compiled statements and other available evidence of each individual interrogated. The analysis was undertaken as only one of 173 reported incidents with an objective toward arriving at a definite pattern or trend in order to determine whether the objects reported were of domestic or alien origin, or a natural phenomena.

COMMENTS: Analysis of data under Incident #144 reveals that four separate cases are involved; one having occurred on 24 July 1948 and the others on the 26 July 1948. A preponderance of evidence is available to establish that in almost all cases an unidentified object was seen within stated times and dates over an extended area, pursuing a general Southerly course. Descriptions as to size, shape, color and movements are fairly consistent.

ROBERT R. SNEIDER
Capt, USAF
Project Officer
Special Projects Branch
Operations Section
Technical Intelligence Division
Intelligence Department

APPROVED:

C. A. GRIFFITH
Chief, Operations Section
Technical Intelligence Division
Intelligence Department

APPROVED:

W. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

Distribution by Originator:

MIS Serial No. _____ 37

MIS Distribution

Distribution of Enclosures

FORM OCS 17
4TH REV.

~~SECRET~~ 57-13 Dec 5
CLASSIFICATION

U. S. GOVERNMENT PRINTING OFFICE 16—42650-2

~~CONFIDENTIAL~~

F 80200

ATIC Rpt
Chiles
Harris

1. The following comments are offered regarding conclusion number 4 of the attached report:

a. It does not appear logical to bring in a conclusion regarding space ships when it was not discussed in the body of the report. This is not a conclusion that is based on this report so it does not belong in "Conclusions".

b. The expression, "It is now aerodynamically feasible for subject configuration to fly" implies that it was not feasible until the report was written. This does not make sense.

2. It is suggested that a conclusion to replace that discussed above merely state that an aircraft of the configuration described could support itself in flight by aerodynamic forces.

1 Incl
n/c

A. B. DEZARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Division
Intelligence Department

ABD/amb
6-6398
P 218B
B 233

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 24 July 43 Incident # 1446
2. Time 0230
3. Location BetweenBlackstone, Va.,and Greensboro, N.C.
4. Name of observer Capt Perry R. Mansfield
5. Occupation of observer Capt on 571/23 EAL
6. Address of observer EAL
7. Place of observation BetweenBlackstone, Va., and Greensboro, N.C.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3 seconds
11. Altitude N/S
12. Speed meteoric
13. Direction of flight Southerly
14. Tactics traveling horizontally
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions CAVU
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance "died out" in the distance
26. Remarks: (over)

At about 0230 on July 24, 1948, [redacted], pilot, and Capt [redacted] saw what they thought was an unusual meteor. It was brighter than any ever seen before and traveling in a horizontal direction, slightly above the horizon. It was observed for 3 seconds before it died out. At no time did it appear to travel in a downward direction. [redacted] & [redacted] discussed the matter that the meteor appeared to be traveling horizontally.

At the time they were traveling between Blackstone, Va., and Greensboro, S. C., the sky was clear and the visibility unlimited. They were on a magnetic heading of 240° and estima ted the object to be on a bearing of about 210° from them - that is - about 30° to the left of their heading. It appeared to be traveling in a southerly direction, above, but close to the horizon.

NOTE: There is a 15 minute variance in time f/this sighting (0230) to the rocket sighting at 0245 in ~~Atlanta~~ Montgomery some 400 to 475 miles distant. The time (0230) also tallies with Inc. 144a Pilot [redacted] account of sighting a jet or rocket trail just after leaving Blackstone.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 144a

1. Date 24 July 48
2. Time 0230
3. Location Near Blackstone, Va., enroute to Raleigh-Durham
4. Name of observer Louis Feldvary
5. Occupation of observer Pilot
6. Address of observer LGA
7. Place of observation Air - near Blackstone, Va.
8. Number of objects only the trail seen
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed terrific speed
13. Direction of flight 230°
14. Tactics Trail covered an 80° to 90° arc laterally
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Seemed to be a jet or rocket trail
22. Weather conditions at 0230 at Blackstone: ⓓ/70 ⓓ 4GF 112/73/72/wsw 5/967. Greensboro and Raleigh-Durham ⓓ/15 plus
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

Only trail seen - object not seen

35

Shortly after checking Blackstone, at approx 0230, a trail was picked up that appeared to be a jet or rocket trail. The object leaving thetrail was traveling at terrific speed in a southwesterly direction and as nearly as they could estimate they calculated the degree of travel as 230°

They were on a heading at the time of 215°. The jet or rocket trail at no time crossed their flight path. It was on the distant western horizon at approx 20° above the horizon. The trail covered an 80° to 90° arc laterally.

NOTE: There is a 15 minute difference in time f/this sighting (0230) to the rocket sighting at 0245 in ~~Atlanta~~ Montgomery some 400 to 475 miles distant.

NOTE: The above time (0230) tallies with another sighting by another pilot in the vicinity of Blackstone, Va., who saw a very unusual meteor that appeared to be on a bearing of about 210° from them traveling in a southerly direction above but close to the horizon.

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 144

1. Date 24 July 1948

2. Time 0245

3. Location 20 miles south of Montgomery, Ala.

4. Name of observer Pilot [redacted] & Co-pilot [redacted] & [redacted]

5. Occupation of observer Pilot and Co-pilot (EAL) Mr. [redacted] occupatio N/S

6. Address of observer Atlanta Office of EAL

7. Place of observation air - 20 miles south of Montgomery, Ala.

8. Number of objects 1

9. Distance of object from observer 700 ft

10. Time in sight 10 to 15 seconds

11. Altitude 5,000 ft

12. Speed 500 to 700 MPH (See Atlanta Constitution - 25 July 48)

13. Direction of flight southwest toward Mobile and New Orleans

14. Tactics Pulled up sharply with tremendous burst of flame (Atlanta Constitution - 25 July 48)

15. Sound none

16. Size 100 ft long and about twice the diameter of a "B-29"

17. Color N/S

18. Shape Cigar-shaped

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails red-orange flame with blue fluorescent glow running underneath the object

22. Weather conditions full moon, clear with broken cloud coverage of 4/10 at 6,000 ft

23. Effect on clouds N/S - pulled up into one.

24. Sketches or photographs 2 sketches

25. Manner of disappearance Disappeared into a cloud

26. Remarks: See attached statements.

[redacted]

[redacted]

UNCLASSIFIED

Supplement to Trip Report to Columbus, Ohio - 31 July 1948
Re: Atlanta Sighting

THRU: Col Clingerman

TO: Col McCoy

1. The object of this trip was to interview [redacted], a passenger aboard the Eastern Airlines DC-3, the night of 24 July 1948.

2. Mr. [redacted]'s written statement is essentially as follows: He was occupying the 5th or 6th seat from the front of the plane on the right and would periodically glance out the window. There was a full moon which illuminated the ground and the skies and the ground could clearly be seen. Frequently they passed cumulus clouds. On one occasion as he was looking out he observed a sudden streak of light moving in a southeastern direction across the airway above the plane. He wondered if it were lightning but observed the flame moved in a straight line and not in a flare. The color was bright flame - he thought it was probably a light cherry red - although the edges were more of a yellow flame. He shifted his position in his seat for better observation, momentarily losing sight of it. Then he saw it again. He estimated the flame to be about 1/2 as far above the plane as the plane was above the ground. He saw no physical shape - only a streak of flame moving in a straight line. The whole experience was momentary so that detailed observation was absent. He heard no sound but stated that the vibration of the plane was much greater than normal and that it was not possible to hear any sound from the outside.

3. In the interview Mr. [redacted] stated to Maj Llewellyn that the pilots seemed quite excited and that they appeared nervous over the episode.

R. A. Llewellyn

R. A. LLEWELLYN
Major, USAF

RAL/aw
65310
Bldg 266
Post 203F

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

UNCLA

42

[redacted]

Statement of the Passenger in the Plane who observed the UFO

Mr. [redacted]

Columbus, Ohio

Age: 43

Born: 12 March 1905 at Blairstown, New Jersey

Attended grade schools in New Jersey and Pennsylvania

Attended various high schools in New Jersey and Pennsylvania, but graduated from Kennett Square High School, Pennsylvania

Obtained Bachelor's degree in 1927 from the University of Pennsylvania

Obtained Master's degree in 1929 from the University of Pennsylvania

Studied for Doctor's degree at University of Pennsylvania, Northwestern and Columbia Universities

Former Supply Officer, USAF - did quite a bit of flying as passenger during World War II

At present is Assistant Managing Editor of the American Education Press, Columbus, Ohio

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

UNCLASSIFIED

Mr. [redacted] - Assistant Managing Editor of the
[redacted]
Columbus, Ohio

Former Supply Officer, USAF
Did quite a bit of flying as passenger
during World War II

DOWNGRADED AT 3 YEAR [illegible]
DECLASSIFIED AFTER [illegible]
DOD DIR 5200

Enclosure # 1&5 (DOMESTIC AIRCRAFT MOVEMENTS) 21 July 1948

Originating Agency	Type A/C	Point of Departure	Date and Time Depart	True Air Speed	Point of Arrival	Date and Time Arrival	Remarks
Unk	Unk	Various	Unk	Unk	Unknown		
		Robins			Field		
		Field			Etc.		
		Etc.					
From 25 flight notation covered from both military and civilian							
only the above listed flight appeared to be in the area at the time							
incidents were reported to have been seen.							

MCIAMO-3

MCIAMO-3/SZH/aw

5 August 1948

Regional Administrator
Civil Aeronautics Administration
Chicago Orchard Airport
Park Ridge, Illinois
ATTN: 3-295

SUBJECT: Project "SIGN"

Gentlemen:

This Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on 23 and 24 July 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Attention has been directed to your office as being the most qualified to furnish this Command with the above information.

Any cooperation you may give will be greatly appreciated.

Correspondence should be marked for the attention of MCIAMO-3 as indicated in the upper left-hand corner of this letter. This facilitates prompt handling of your communication.

Yours very truly

W. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

Security Classification File

C
O
P
Y

August 11, 1948.

Headquarters, Air Materiel Command,
Wright-Patterson, AF Base,
Wright-Field, Ohio

Attention: Colonel W. R. Clingerman, USAF
Chief, Technical Intelligence Division,
Intelligence Department.

Subject: Project "SIGN".

With reference to your letter of August 5, 1948, your office symbol MCIAXO-3, concerning the subject matter.

It is believed you were misinformed as to which office might be able to furnish you with the desired information. The States of Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida are all in the Second Region, with Headquarters at Atlanta, Georgia; the Address being as follows: Regional Administrator, Civil Aeronautics Administration 84 Marietta Street, N.W., ATlanta, Georgia, Attention: 2 -280. In order to expedite receipt of the desired information by your office we are forwarding your letter of August 5th to the Second Region and requesting that they supply you with the desired information.

Very truly yours,

Jas. H. Douglas
Supt., Flight Operations Branch,
Third Region

C
O
P
Y

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Second Region

[redacted]
Atlanta 3, Georgia

August 17, 1948

Commanding General
Air Materiel Command
Wright Patterson AF Base
Wright Field, Ohio

Attention: MCIAKO-3

Sir:

Reference is made to your letter dated August 5, 1948, Subject: Project "SIGN", addressed to the Regional Administrator, Civil Aeronautics Administration, Chicago, Illinois.

Enclosed please find copies of letters addressed to the various airlines, which are self-explanatory.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

Enclosures: 7

84 Mariatta Street, NW
Atlanta 3, Georgia

Second Region

August 13, 1943

Mr. [redacted]
Operations Manager
Pan American Airways, Inc.
P. O. Box 3311
Miami 31, Florida

Dear Mr. [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1943, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
Eastern Air Lines, Inc.
P. O. Box 3381
Miami, Florida

Dear Mr. [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

50

[redacted],
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
Piedmont Aviation, Inc.
Winston-Salem, N. C.

Dear Mr[redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

51

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

[redacted]
Operations Manager
Delta Air Lines, Inc.
Municipal Airport
Atlanta, Georgia

Dear Mr. [redacted]

The Air Material Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Material Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Material Command

52

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
Florida Airways, Inc.
Municipal Airport
Orlando, Florida

Dear Mr. [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

53

[redacted], NW
Atlanta 3, Georgia

Second Region

August 16, 1948

Mr. [redacted]
Operations Manager
National Airlines, Inc.
3240 N. W. 27th Avenue
Miami, Florida

Dear [redacted]

The Air Material Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Material Command.

Very truly yours,

[redacted]

Chief, Air Carrier Operations

CC; Air Material Command

54

[redacted]
Atlanta 3, Georgia

Second Region

August 16, 1948

[redacted]
Operations Manager
Chicago & Southern Air Lines, Inc.
Municipal Airport
Memphis 2, Tennessee

Dear [redacted]

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[redacted]
Chief, Air Carrier Operations

CC: Air Materiel Command

Delta — Atlanta — Idlewild

Eastern — New York — Airline Terminal
Park + 42 st.

National — Jacksonville, Fla

Between 24:00 & 0300

Miles — none

Eastern — Lv. Atlanta at 2:25 am Ar. Meridian 6:10

Delta — Lv. Atlanta 3:30 Arr. Lexington 5:25 C

Eastern — Lv. Atlanta 7:30 am arr. Charlotte 9:04 am

" — Lv. Columbus 3:11 am arr. Atlanta 5:19 am

" — Lv Atlanta 3:22 am arr. Columbus 4:07 am

" — Lv Charlotte 3:23 4 am " Atlanta 4:55

" — Lv. Atlanta 12:55 am " Tallahassee 2:37 am

" " " 3:40 am " " 5:08 am

" " mont. 4:50 am " " 7:04 am

" " Jacksonville 1:15 am " Atlanta 3:16 am

" " " 12:40 am " Columbus 2:17 am

" Lv. Montgomery 3:55 am " Mobile 5:10 am

" " Atlanta 8:15 am " Augusta 9:11 am

American Aviation Air Traffic Guide

An American Aviation Publication

Editorial and Circulation Offices: 135 No. Clark

St. — Chicago 2, Ill. Tel. State-2154

ASC-251-D
(15-10-43)

PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZH/dw

FROM: AMC

DATE 30 JULY 43

H. M. McCOY
COLONEL, USAF
CHIEF OF INTELLIGENCE

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: BOOK MESSAGE - SEE BELOW

XCLASSX

TELETYPE NO: MCIAXO-7-5

REQUEST THE FOLLOWING INFORMATION BE FORWARDED TO CG, HEADQUARTERS AMC, ATTENTION MCIAXO-3: TIME OF DEPARTURE OF ALL AIRCRAFT FROM YOUR BASE BETWEEN TWENTY-FOUR HUNDRED AND 0500 HOURS TWENTY-FOURTH JULY 1943, TYPE OF AIRCRAFT, DESTINATION, TRUE AIR SPEED: TIME OF ARRIVAL OF ALL AIRCRAFT BETWEEN 2400 AND 0500 HOURS TWENTY-FOURTH JULY 1943, TYPE OF AIRCRAFT, POINT OF DEPARTURE, TRUE AIR SPEED.

SIGNED TECHNICAL INTELLIGENCE DIVISION

TO: COMMANDING OFFICERS OF THE FOLLOWING BASES, ATTENTION OPERATIONS OFFICER

ALABAMA

BROOKLEY AIR FORCE BASE
MOBILE 1

NAVY CANAL OUTLYING FIELD
FOLEY 2

CRAIG AIR FORCE BASE
SELMA 3

GUNTER AIR FORCE BASE
MONTGOMERY 4

HUNTSVILLE ARSENAL
HUNTSVILLE 5

MAXWELL AIR FORCE BASE
MONTGOMERY 6

FLORIDA

ALBERT WHITED COAST GUARD AIR STATION
ST. PETERSBURG 7

EGLIN AIR FORCE BASE
VALPARISO 8

JACKSONVILLE NAVAL AIR STATION
JACKSONVILLE 9

KEY WEST NAVAL AIR STATION
KEY WEST 10

McDILL AIR FORCE ASE
TAMPA 11

MIAMI NAVAL AIR STATION
MIAMI 12

(CONTINUED)

COORDINATION	C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

ASC-251-D
(15-10-43)

A. G. P.	
PRIORITY	
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

FROM:

DATE

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO:

CLASS:

TELETYPE NO:

FLORIDA (CON'T)

ORLANDO AIR FORCE BASE
ORLANDO 13

PENSACOLA NAVAL AIR STATION
CHEVALIER - PENSACOLA 14

PENSACOLA NAVAL AIR STATION
CORY - PENSACOLA 15

TYNDALL AIR FORCE BASE
PANAMA CITY 16

GEORGIA

ATLANTA NAVAL AIR STATION
ATLANTA 17

CHATHAM AAF (NATIONAL GUARD)
SAVANNAH 18

LAWSON AIR FORCE BASE
COLUMBUS 19

MARIETTA AIR FORCE BASE
MARIETTA 20

ROBINS AIR FORCE BASE
MACON 21

TURNER AIR FORCE BASE
ALBANY 22

FORT BRAGG, N. CAROLINA 23

MISSISSIPPI

HAWKINS AIR BASE
JACKSON 24

KEESLER AIR FORCE BASE
BILOXI 25

KEY AIR BASE (NATIONAL GUARD)
MERIDIAN 26

SOUTH CAROLINA

AMCRUM FERRY STRIP
FORT JACKSON 27

CONGAREE AIR BASE (NATIONAL GUARD)
COLUMBIA 28

GREENVILLE AIR FORCE BASE
GREENVILLE 29

SHAW AIR FORCE BASE
SUMTER 30

TENNESSEE

MEMPHIS NAVAL AIR STATION
MEMPHIS 31

NORTH CAROLINA

CHERRY POINT, MCAS, NORTH CAROLINA 32

ELIZABETH CITY COAST GUARD AIR STATION, N.C. 33

COORDINATION	C. G. OR C. O	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

C. P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

BXH/dw

FROM: AMC

DATE 2 August 48

W. M. McCOY
COLONEL, USAF
CHIEF OF INTELLIGENCE

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: COMMANDING OFFICER
PATUXENT RIVER NAVAL AIR STATION
PATUXENT, MARYLAND

CLASS: 37

TELETYPE NO: ~~XCIAXC-7-3~~ XCIAXC-8-4

REQUEST THE FOLLOWING INFORMATION CONCERNING THE FLIGHT OF THE LOCKHEED CONSTITUTION, NUMBER ONE SIX FOUR, FROM MOFFETT FIELD, CALIFORNIA TO YOUR STATION: TIME OF DEPARTURE FROM MOFFETT, TIME OF ARRIVAL, TRUE AIR SPEED, COURSE FLOWN. REPLY TO CG, HEADQUARTERS AMC, ATTENTION ~~XCIAXC-3~~, SIGNED TECHNICAL INTELLIGENCE DIVISION

COORDINATION	C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

(431)

G. P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZB/dw

FROM: AMC

DATE 2 AUGUST 48

W. R. CLEMENTSON
COLONEL, USAF
CHIEF, TECH INTELLIGENCE DIV
INTELLIGENCE DEPARTMENT

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: NATIONAL AIRLINES
JACKSONVILLE, FLORIDA 435

~~CLASS:~~

TELETYPE NO: MCIAXO-~~3-3~~

THIS HEADQUARTERS IS IN NEED OF THE FOLLOWING INFORMATION FROM YOUR ACTIVITY:

TIMES OF ALL SCHEDULED NATIONAL AIRLINE FLIGHTS IN THE MISSISSIPPI, ALABAMA, GEORGIA, TENNESSEE, SOUTH CAROLINA, AND FLORIDA AREA BETWEEN MIDNIGHT AND FIVE A.M. ON TWENTY-FOURTH JULY 1948, AND THE TYPE OF AIRCRAFT FLOWN ON EACH FLIGHT. SIGNED TECHNICAL INTELLIGENCE DIVISION.

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

60

C. G. P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZH/dw

FROM: AMC

DATE 2 AUGUST 48

W. R. CLIDGERMAN
COLONEL, USAF
CHIEF, TECH INTELLIGENCE DIV
INTELLIGENCE DEPARTMENT

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: EASTERN AIRLINES
AIRLINE TERMINAL
PARK AND 42ND STREETS
~~CLASS~~ NEW YORK, NEW YORK

TELETYPE NO: ~~XXXXXX-X-XXX~~ MCIAXO-~~S~~-1

. THIS HEADQUARTERS IS IN NEED OF THE FOLLOWING INFORMATION FROM YOUR ACTIVITY:

TIMES OF ALL SCHEDULED EASTERN AIRLINE FLIGHTS IN THE MISSISSIPPI, ALABAMA, GEORGIA, TENNESSEE, SOUTH CAROLINA, AND FLORIDA AREA BETWEEN MIDNIGHT AND FIVE A.M. ON TWENTY-FOURTH JULY 1948, AND TYPE OF AIRCRAFT FLOWN ON EACH FLIGHT.

SIGNED TECHNICAL INTELLIGENCE DIVISION.

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

(0-43)

G. P.	
PRIORITY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SZE/3w

FROM: AMC

DATE 2 August 48

37

M. E. CLINCHFIELD
COLONEL, USAF
CHIEF, TECH INTELLIGENCE DIV
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: DELTA AIRLINES
ATLANTA MUNICIPAL AIRPORT
ATLANTA, GEORGIA

CLASS:

TELETYPE NO: MCIAXO-8-2

THIS HEADQUARTERS IS IN NEED OF THE FOLLOWING INFORMATION FROM YOUR ACTIVITY:

TIMES OF ALL SCHEDULED DELTA AIRLINE FLIGHTS IN THE MISSISSIPPI, ALABAMA, GEORGIA, TENNESSEE, SOUTH CAROLINA, AND FLORIDA AREA BETWEEN MIDNIGHT AND FIVE A.M. ON TWENTY-FOURTH JULY 1948, AND TYPE OF AIRCRAFT FLOWN ON EACH FLIGHT.

SIGNED TECHNICAL INTELLIGENCE DIVISION.

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

RDS7

DSA146

RR UEDC

FM UES 527/CG MCAMA BROOKLEY AFB ALA 0219Z

TO CG AMC WRIGHT PAT AFB DAYTON OHIO

AF GRNC

MCEO-S-3 ATTN MCIAXO-3 PD FOLLOWING INFORMATION CORRECTS TELETYPE MCEO-S-1 DATED 2 AUGUST 1948 CLN B-26 AIRCRAFT ARRIVED BROOKLEY 0612 CST FROM LANGLEY AFB VA CMA TRUE AIR SPEED 260 CLN B-26 AIRCRAFT DEPARTED BROMKLEY 0122 CST FOR KELLY AFB TEXAS CMA TRUE AIR SPEED 260 PD SGD BASE EXEC OFFICER

03/2159Z

RF39

DSA47

RR UEDC

FM UED 03/CC MCANA BUCKLEY AFD ALA 021300Z

TO CC AMC WRIGHT PAT AFB DAYTON OHIO

AF GRNC

MOEC-[illegible]-1 ATTN MCIAXC-3 PD REUTEL MCIAXC-7-3 FOLLOWING INFORMATION IS SUBMITTED PD

TYPE	TIME DEPT	DEST	AIR SPEED
B-26	0122	SNX	260
B-26	0912	LFI	260

SIGNED BASE EXECUTIVE OFFICER PD

DE16JU7

64

FROM HQ USAFE

TO USAFE/CC RHODES MIC WHITE PATTERSON AFB OHIO ATTN MOIAMC-3

AF CLIC

REURAD MCIAMC-7-5 FD NEGATIVE REPORT IS SUBMITTED TO AIRCRAFT ARRIVED OR DEPARTED BETWEEN TWENTY-FOUR HUNDRED AND ZERO FIVE HUNDRED HOUR TWENTY FOURTH JULY CURRENT FD END CAFC-02-3-45 SIGNED MACDY

CFNs. MCIAMC-7-5 CAFB-02-3-45

ZCCC1/DC

4

921

RE172D

DEA335

CG-26

RR UEDC

FM UEAHL 1/CO GUNTER AF BASE MONTGOMERY ALA 042300Z

TO UEDC/CG HQ AMC CMA ATTN MCIAXO-3 WRIGHT PATTERSON AFB OHIO

AF GRNC

GAFB-15 PD REURTEL MCIAXO-7-5 PD NO AIRCRAFT ARRIVALS OR DEPARTURES BETWEEN TWENTY FOUR HUNDRED AND 0500 HOURS TWENTY FOURTH JULY 1948 THIS STATION SGD SULLEND COAB END

CTN GAFB-15 MCIAXO-7-5 0500 1948

24/23052

WUA363 GOVT PD HUNTSVILLE ARSENAL ALA AUG 2 33?P

COMMANDING GENERAL AMC

WRIGHT AF BASE ATTN MCIAXOGAE

REURTT 2 AUG NEG REPORT SUBMITTED CMLNA 4-1-8

MCMILLIN HUNTSVILLE ARSENAL.

MCIAXOGAE 2 CMLNA 4-1-8 REURTT.

(S14P

5

67

6

3800th ~~XXXXX~~ HEADQUARTERS
502ND AIR UNIVERSITY WING
MAXWELL AIR FORCE BASE
MONTGOMERY ALABAMA

30/CAP/cm
6 August 1948

SUBJECT: Traffic To and From Maxwell Air Force Base Between 2400 and 0500 hours, 24 July 1948

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

Attached hereto, in compliance with TWX MCIAKO-7-5, your headquarters, is a report of traffic to and from Maxwell Air Force Base between 2400 and 0500 hours, 24 July 1948.

FOR THE COMMANDING OFFICER:

1 Incl:
Acft Log

C. A. PAIGE
Captain, MSC
Adjutant

6

TRANSIENT AIRCRAFT LOG

OUTBOUND

AIRPLANE & NUMBER	DATE	PILOT	DEPARTED FOR	TRUE AIR SPEED	DEP.	ETA	ARR.	REMARKS
C-47, 7276	7-24	Lt Col Hollingsworth (B/G Randall)	Mitchel	160	0221	0741	0655	Home Stn: San Salvador
B-25, 8850	7-24	Lt Col Croom	Dolling	205	0052	0412	0405	Dolling
C-82, 7785	7-24	1st Lt Fox	MacDill	180	0142	0357	0405	Greenville, S.C

INBOUND

AIRPLANE & NUMBER	DATE	PILOT	DEP. FROM	TRUE AIR SPEED	DEP.	ETA	ARR.	REMARKS
C-47, 7276	7-23	Lt Col Hollingsworth (B/G Randall)	Kelly	160	2115	0115	0139, 24th	San Salvador
T-6, 5701	7-23	Clark	Jackson	Unknown 150	2316	0041	0035, 24th	
C-82, 7785	7-24	1st Lt Fox	Little Rock	180	No PX		0045	Greenville, S.C.

RA3 K

EUA013

EB11 P

MMMM UEDC

FM BENG DIV CO CGAS ST PETE FLA 0117302

TO COMGEN MC ANC WRIGHT PATTERSON AF BASE OHIO

GRNC

ATTENTION FADEN MCI-ANC PARA: X REUR WESTERN UNION MESSAGE X

CME LUSCOMBE NC-2333K DEPARTED 0300 24 JULY FOR MEMPHIS TENN X

THEO AIR SPEED 100 MPH X LANDED MEMPHIS 1430 24 JULY X NO OTHER

AIRCRAFT DEPARTED OR LANDED ALBERT WHITED FLD BETWEEN HOURS IN

QUESTION AS FAR AS IS KNOWN

CFM NC-2333K 0300 JR APP CHEP SS

PW/PROET AUS BENG

EXHIBIT

4-25-45

7

N E W L A I C T E D

DA CITC HCIAMO-7-S FOLLOWING LHFD SUBMITTED AT 4/51 DDS PILOT BEAD

ECLIN APD TO HIAMI DEPTD 2841 CST 23RD JULY AO ARVD 0115 CST PAPER JULY

9

AUG 1 04 2:32

REG

EUA041

EB78

PP UEDC

FMM BEMR 11/NAS OPSRAD JAX FLA 0117192

TO CG AMC WRIGHT PAT AF BASE OHIO

GRNC

ATTENTION NCIAXC-2 REUR 311917Z THREE DEPARTURES CLN AT 0022 R5D DEPARTED FOR NORFOLK VA TAS 210 CMA AT 0033 R5D DEPARTED FOR GUANTANAMO BAY CUBA TAS 185 CMA AT 0421 JRD DEPARTED FOR ANACOSTIA DC TAS 155 ... NO ARRIVALS

CFN NCIAXC-3 311917Z 0022 R5D 210 PPEE R5D 185 PRUQ 165

311/1730Z

10

RAG

EUAD 10

ED 8

PP UEDC

FM DEMK1/NAT KJEST FLA 0109172

TO CG IC ANC ATTN OPER OFF WRIGHT PAT AF DATE QUIC

GDNC

REFUR 3119172 X NO AIRCRAFT ARRIVALS OR DEPARTURES THIS STUTION FOR

PERIOD 24HR TO 0900Z IN JULY

CFN 3119172 2400 0500Z JA

0109Z 02 AUG DEMK

11

RE367

DAA59

AO 53

CY32

RR UEDC

FM UEMOY 25/CG 317TH BOMB WING MACDILL AFB TAMPA FLA 02/1555Z

TO CG AMC WRIGHT PATTERSON AFB DAYTON OHIO

AF CRNC

Z369Z

FOR MCIAXO DASH THREE PD

AOA 0034 PD REUTT MCIAXO DASH SEVEN DASH FIVE CMA FOR THE PERIOD

2400 HOURS TO 0500 HOURS 24 JUL 48 ARRIVALS CLN NEGATIVE CMA DEPARTURES

CLN NEGATIVE .

CPN 0034 0500 24 48

02/1639Z

74

75

9

12

13

RE12 S

DAA22 CAO 23

PP UEDC

FM UEMO I/CO OAFB ORLANDO FLO 021543Z

TBXBLSX

TO UEDC/CG HQ AMC ATTN MCIAXO-3 WRIGHT-PATTERSON AFB OHIO

AF GRNC

REF TWX MCIAXO-7-5 DTD 311917Z PD C-47 CMA 9346 ARRIVED

CR 0011 FROM MAXWELL AFB CMA C-47 CMA 9346 DEPARTED CR

0050 PD PALM BEACH FLA CMA AIR SPEED 150 CLN C-47 6377 DEPARTED

CR 0131 FOG BROOKS AFD CMA AIR SPEED 150 PD SCD DOENGES OPERATIONS OFF

END WILLIAMS CO OAFB

7692

CFN MCIAXO-7-5 311917Z C-47 9346 0011 C47 9346 0050 150 C-47 6377

0131 150

02/1545Z

78

S1-14

RT14

DSA29

SC-32

RR UEDLY

FM UAHK 16/CG TYNDALL AFB TYNDALL FLD FLA 0221002

TO UEDLY/CG HEADQUARTERS' AMC WRIGHT PATTERSON AFB WRIGHT FIELD' OHIO

AF GRNC

ATTN MCIAXP-3

TVA-46-50 PD REF TWX MCIAXC DASH SEVEN DASH FIVE CMA NC AIRCRAFT ARRIVED OR DEPARTED TYNDALL AF BASE TWENTY FOUR JULY ONE NINE . FOUR EIGHT BETWEEN THE HOURS ZERO ZERO ZERO ONE AND ZERO FIVE ZERO ZERO PD END LACEY

0222002Z

17

REJ

EUAB25

EB 7

PP UEDC

FM BERBN 1/NAS ATL 010033Z

TO CG AMC WRIGHT PAT AF BASE DAYTON OHIO/ATTN OPOF/

GRNC

YOUR 311917Z X NO A/C ARRIVED OR DEPARTED

CFN 311917Z

31/0340Z AUG BERBN

18

HEADQUARTERS
158th Fighter Squadron, S. E.
GEORGIA AIR NATIONAL GUARD
CHATHAM FIELD
SAVANNAH, GEORGIA

2 August 1948

Subject: Traffic at Chatham Field 24 July 1948.

To : Commanding General, Air Material Command, Wright-Patterson Air Force Base, Ohio. ATTN: Technical Intelligence Division.

1. Reference telegram your office MCIAXO-7-5, 31/1917Z, this is to advise no arrivals or departures of aircraft at this station between the hours of 2400 and 0500, 24 July 1948.

EARL C. BRUSHWOOD,
Lt Col., A. U. S.,
Commanding.

RR33

EECUAN18

DRAFT

RR UEDLY

FM UEAKD /S4 CO LAWTON AFB COLUMBUS GA 021900Z

TO COMGEN WR WRIGHT AND PATTERSON AFB OHIO (ATTN CLN MCIANC-3)

AF GRNC

UNCLAS 1042 PD

REFERENCE YOUR TWX MCIANC-7-3 CNA A NEGATIVE REPORT IS UNDESIRABLE.

NO SUBMITTED PD END

021900Z AUG

82

RB101

DE AEDC

ZR UEDC

FM UEMDL NBR13/ CO MAFB MARIETTA AFB GA 83/1522Z

TO UEDC/ CG AMC WRIGHT PAT AFB OHIO ATTN MCI-XO-3

AV GRMC

MAFVE--W-S-4 REUR TWX MCI-XO DASH SEVEN DASH FIVE PD A NEGATIVE REPORT IS SUBMITTED PD END

0316052

21

RE34KK

DAA72

KR UEDC

FM AUEM 176B/WRAMA ROBINS AFB GA 022138Z

TO UEDC/CG AMC WRIGHT-PATTERSON AFB WRIGHT FLD OHIO

AF GRNC

WREO-8-12 PD REURTEL MCIAXO-7-5 CMA CHARLIE DASH FOUR SEVEN NO SIX SIX NINE SIX ARRIVED THIS STATION AT ZERO ONE ZERO SEVEN HOURS FROM RENO PD TRUE AIRSPEED ONE SIX ZERO PD CHARLIE DASH FOUR SEVEN NO SIX SIX NINE SIX DEPARTED THIS STATION FOR OLMSTEAD AT ZERO TWO FIVE SIX HOURS PD TRUE AIRSPEED ONE SIX ZERO END

CFM WREO-8-12 MCIAXO-7-5

02/2212Z

2

HEADQUARTERS
31st Fighter Wing
Turner Air Force Base, Albany, Georgia

ADBC-hr-JGC

452.09

3 August 1948

SUBJECT: Aircraft Departure Report

TO: Commanding General
Headquarters Air Material Command
Wright-Patterson Air Force Base, Ohio
ATTENTION: MCTAXC-3

Reference your TWX MCTAXC-7-5, dated 31 July 1948, requesting departure and arrival of aircraft, this Base, 24 July 1948, a negative report is submitted.

FOR THE COMMANDING OFFICER:

B. M. THOMPSON
Major, USAF
Adjutant

85

PP UEDC

23

FM UEASP 20 ACC 10TH RECON WG POPE AFB FT BRAGG N C 021452Z

TO UEDC/CC AMC WRIGHT AFB DAYTON OHIO

AF CNIC

FOR NC IAXC-3

/037/

PEACP-3038 IN ANSWER TO ANC TWX CNA MC IAX 6-7-5 SENICLN SUBJECT CLN LIST OF AIRCRAFT DEPARTING POPE AFB BETWEEN 2400 AND 0500 HOURS ON 24 JULY 1948 A NEGATIVE REPORT IS HEREBY SUBMITTED

CFN... PEACP-3038 ANC TWX MC IAX 6-7-5 2400 0500 24 1948

02/2342Z

RECKED AT 03/1413Z

86

25

RE1A

KS-46

RR UEDC

FM UESDK 466CG KEESLER AFB KEESLER FLD MISS 042135Z

TO CG AMC WRIGHT PATTERSON AFB WRIGHT FIELD OHIO

AF GRNC

L-1-8103 PD REURTWX MCIAXO-7-5 PD NO ARRIPALS OR DEPARTURES END

CFN G-1-8103 MCIAXO-7-5

WPRXWWQEZ

26

153RD FIGHTER SQUADRON (SE)
Mississippi Air National Guard
P.O. Box 1825
Meridian, Mississippi

WEG/of
4 August 1948

SUBJECT: Aircraft Departing this Station

TO : Commanding General
Headquarters AMC
ATTN: MCIAXO-3
Patterson Air Force Base, Ohio.

1. Reference telegram from your office dated 2 August 1948 requesting time of departure of all aircraft from this base between twenty-four hundred and 0500 hours 24 July 1948, type aircraft, destination, true airspeed and time of arrival of all aircraft between twenty-four hours and 0500 hours 24 July 1948, type of aircraft, point of departure and true air speed.

2. No military aircraft landed or departed from this base during the subject period.

For the Commanding Officer:

WILLARD B. GRACE
Capt. AC, Miss. NG
Operations Officer

89

RF6EVHV

EUB157

EAE158

EF 11

RR UEDLY

/SUSP DULPE/

FM UEAJ 6/ COMMANDING GENERAL FORT JACKSON SC 215002

TO COMMANDING GENERAL HEADQUARTERS AMC WRIGHT PATTERSON AIR BASE

CHIC

WD GRNG

REUTT NCIAXC-7-5 CMA NO ARRIVALS OR DEPARTURES DURING THE PERIOD COVERED IN SUBJECT TELEGRAM PD CMJDT

3/15147

29

RB57

DA93

AD13

DA2

RR LEDC

FM LEML 1 W/CO 316TH TC WG GAFB GREENVILLE S C (313)

TO LEDC/CG AIR MATERIAL COMMAND ATTN MCI-XO-3 WRIGT PATTERSON AFB

AF GRNC

ADGOP 31 DEEE 31 PD REUR MCIAXO-7-5 PD NO RPT NO AIRCRAFT ARRIVED OR DEPARTED GREENVILLE AFB S C DURING THE PERIOD TWENTY FOUR HUNDRED THROUGH 2500 TWENTY FOUR JULY 1946 ENPENTISS COAB

0314097

91

30

RBSC

DAA118

BS 8

RR UEDC

FM UEMLS 8/25TH FTR WNG SHAWN-FB SOCAR/[illegible]

TO UEDACG ANC WRIGHT PATTERSON AFB WRIGHT FIELD OHIO/ATTN: MCIAMO-3

AF GRNC

ADO [illegible] PD REUTWX FM VEDC 40E DTD 31 JUL 48 PD NEGATIVE RPT IS SUBMITED

END

CFN...[illegible] VEDC 40I 31 48

83/1[illegible]Z

92

31

RE50

EUA027

EB 13

RR UEDC

FM BESD 1/NAS MPU TENN 010001Z

TO CG AMC WRIGHT PAT AF BASE OHIO ATTN MCIAXO-3

NAVY GRNC

REFUR 311917Z X NO AIRCRAFT ARRIVALS OR DEPARTURES THIS STATION BETWEEN 2400 AND 0500 HOURS 24 JULY 1948

CFN 010001Z 311917Z 2400 0500 24 1948

~~01/0001Z JEESEEE 01/0001Z~~ AUG BESD

32

DCRCA12

EB71

PP UEDC

FM CENTAC 16/COMDGEN NCAC CHERRY PT NC 311717Z

TO ANC WRIGHT PATTERSON AFB OHIO

NAVY CENTAC

RELURDIS 311917Z X NO ARRIVALS NO DEPARTURES TIMES INDICATED

CEN 311917Z

31/1735Z AUG DEKAC

54

33

REAV

EUA326

ED 12

PP UEDC

FM BEKJ1/CGAS ELIZ CITY N C 0100Z

TO UEDC/CG AMC WRIGHT PAT AF BASE OHIO

INFO BEPJ/COMDT COGARD /AMC/ ATTN MCIAXC-5

CG GRNC

REUR 3119172 JULY X NO AIRCRAFT ARRIVED NOR DEPARTED BETWEEN 2400

AND 0500 24 JULY 1948

CFN 3119172 2400 0500 24 1948

Nil report

The large number
of flight clearances
made and
posted cleared
were typical
of this

34

355

RF72

EUA252

ED 98

RR UEDC

FM DEPPC 4/NAS PAXRIV MD 051303Z

TO CC AMC WRIGHT PATTERSON AFD OHIO

NAVY CRNC

YOUR 031613Z X DEPARTURE 0302Z X CRUISING 15000 FEET VIA GREEN3

RED 21 AND RED 20 X TRUE AIR SPEED NKT AVAILABLE X FOR FURTHER

INFO CONTACT CC X R60 ON SIX FOUR

CTN 031613Z 0302Z 15000 E WP RP R60

03/1316Z AUG DEPPC

Lw 144 Flight Plan

[illegible]

[illegible]

[illegible]

COPY

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
WASHINGTON 25, D. C.
INTELLIGENCE DIVISION

4 August 1948

SUBJECT: Report of Unidentified Flying Object

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

1. The following report received from the Maxwell Flight Service Center, Maxwell Air Force Base, Montgomery, Alabama is quoted for your information:

"On 24 July 1948, the aircraft dispatcher on duty at Warner Robins AF Base notified the Maxwell Flight Service Center that a floures-cent squash-shaped object with a flaming exhaust had been sighted at 0250E. This object was sighted by Mr. [redacted], a member of the civilian alert crew, who stated that the object appeared to be wingless and was headed south at terrific speed. Mr [redacted] estimated the object to be about twenty-five feet in lenght.

At 0315E Eastern Airlines Houston-to-Atlanta flight reported similar object in vicinity of Lawson AF Base, and was forced to alter course to avoid collision.

No further information available this Center."

2. An information copy of this report has been forwarded to the Directorate of Intelligence, United States Air Force.

JAMES A. BRADY
Lt. Colonel, USAF
Chief, Intelligence
Division

[redacted]

98

Basic ltr, AMC, 6 Aug 46, to WRAM, subj: "Progress Report."

1st Ind

Hq, WRAM, Robins AFB, Robins Fld, Ga., 24 September 1946

TO: Commanding General, AMC, Wright-Patterson Air Force Base, Dayton, Ohio Attn: [illegible]

The attached [illegible] covering the [illegible] projects listed therein have been completed, and reports thereof are inclosed.

FOR THE COMMANDING GENERAL:

[signature]

J. F. Jones
Captain, USAF
Asst Adjutant General

1 Incl
6th QSR [illegible] Spec Invgs Rpt, File No. 333.5 (27-1), 9 Sep 46 (1st ind)
w/11-page rpt & 7 exhibits

UNCLASSIFIED

EXHIBIT "D" 19

(See case 26 Aug pgs 8-16)

[redacted]

HEADQUARTERS
AIR MATERIEL COMMAND
[redacted]

[redacted]

[redacted]

SUBJECT: [redacted]

AUG 6 1948

TO: [redacted]

1. [redacted]

2. [redacted]

[redacted]

3. [redacted]

AFF

Subject: [redacted]

1. [redacted]

2. [redacted]

3. [redacted]

4. [redacted]

5. [redacted]

BY ORDER OF THE [redacted]

[redacted]
Colonel, USAF
Chief of Intelligence

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS REPORT

Office of Origin: Hq. Air Materiel Command, Dayton, Ohio — File No. 333.5 (24-1)

Reporting Office	Date	Period	Special Investigator
6th OSI District	9 Sep 1948	10 Aug - 25 Aug 1948	Walter M. Cassidy
Title: PROJECT "SIGN"		Character of Case: Special Investigation	

SYNOPSIS

1. Basis for investigation:

At 1020, 8 August 1948, this headquarters was advised by letter, dated 6 August 1948, originating at Hq, Air Materiel Command, Dayton, Ohio, to conduct an investigation pertaining to an aerial phenomena reported by various people within

2. Facts: 6th OSI District.

At 0945, 10 August 1948, Lt Colonel Cropper interrogated Mr. [redacted], Robins Air Force Base employee, regarding an aerial phenomena witnessed by [redacted] while on duty at Robins Air Force Base the night of 23 July 1948. [redacted] stated the exact time and pertinent facts regarding the phenomena. [redacted] appears to be a competent and qualified observer.

On 19 August 1948, Special Investigator Cassidy contacted Robins Air Force Base Flight Operations and the Base Weather Station. All reports pertaining to weather conditions and relative time substantially support [redacted] statements made to Lt Colonel Cropper.

On 12 August 1948, S/A Montgomery, 111th CIC Det, contacted personnel at the Atlanta Naval Air Base and adjoining municipality regarding a reported aerial phenomena. It was generally agreed that the phenomena resembled a shooting star, despite the fact that course and altitude did not correspond to the characteristics of such an aerial phenomena.

During the period, 24 - 27 Aug 1948, Special Investigator Morris interviewed seven (7) residents of Augusta, Ga. regarding reported aerial phenomena. It was concluded that objects observed were not aircraft, but probably of meteoric nature.

Approved: Eugene C. Cropper
EUGENE C. CROPPER, Lt Col, USAF

Action copy forwarded to
CG, Hq, Air Materiel Command, Wright-Patterson AFB, O

Distribution of copies

2 - CG, Robins AFB
2 - CG, Hq AMC
2 - OSI Hq
1 - 6th Dist File

24-1-1

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

[redacted]

UNCLASSIFIED

Exhibit "D"

3-48-20,000

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1943
FILE NO: 333.5 (24-1)

DETAILS:

At 0945, 10 August 1943, Lt Colonel Cropper, Acting District Commander, 6th District Office of Special Investigations, interrogated Mr. [redacted], Robins Air Force Base employee, regarding an aerial phenomena witnessed by [redacted] while on duty at Robins Air Force Base on the night of 23 July 1943. The following is a transcript of this interrogation:

"Q. 1. What is your full name, age, address, and employment?

A. 1. [redacted] I am 23, unmarried, and live at [redacted], Macon, Georgia. I am a member of the Transient Maintenance Alert Crew on the midnight shift - 2400 to 0800 hours.

Q. 2. Do you recall the date and time that you saw this object?

A. 2. It appeared on Friday night, the 23d of July 1943 between 0140 and 0150 hours, Eastern Standard Time. I was standing fire guard on a C-47, directly across from Operations, and I had to take down the take-off time which was between 0140 and 0150.

Q. 3. What was the weather condition?

A. 3. Good visibility and no clouds.

Q. 4. Were there any lights around you? Outside lights or beacons?

A. 4. I am not sure whether the flood lights on the hangar were on or off. I was facing the north looking away from any possible lights.

Q. 5. In what direction did you see this object?

A. 5. It was coming out of the north. I was facing the north and actually didn't see it until it got overhead, but it came out of the north and was in my view for about twenty seconds. The last I saw of it the object was taking a southwest course.

Q. 6. Describe in your own words what you actually saw from the time it appeared until it disappeared.

A. 6. The first thing I saw was a stream of fire and I was undecided as to what it could be, but as it got overhead, it was a fairly clear outline and appeared to be a cylindrical shaped object with a long stream of fire coming out of the tail end. I am sure it would not be a jet since I have observed P-84s in flight at night on two occasions.

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

UNCLASSIFIED

[redacted]

DETAILS: (Cont'd)

Q. 7. Approximately what was the height and altitude of this object?

A. 7. Three thousand feet - - it could be lower or higher, at night it is difficult to judge distance.

Q. 8. What was the size and shape in comparison to the trail of fire?

A. 8. The trail of fire was longer than the cylindrical shape of the object.

Q. 9. Was the entire object illuminated? Describe its shape.

A. 9. I noticed a faint glow on the belly of the wingless object - - a phosphorescent glow.

Q. 10. Are you familiar with shooting stars?

A. 10. Yes Sir. I thought at first it was a shooting star or a meteor, but a shooting star falls perpendicular. This object was on a straight and level plane. When it disappeared it disappeared from sight due to distance rather than drop.

Q. 11. How did it differ from a shooting star or meteor in size and shape?

A. 11. I have only seen one or two meteors and they appear to be round or more or less ball-shaped and this object was long and cylindrical in shape.

Q. 12. What was the color of the light?

A. 12. It was a trailing faint blue flame.

Q. 13. Was there any moonlight at this time?

A. 13. I didn't pay too much attention to the moonlight. I wouldn't say for sure whether there was a moon.

Q. 14. Where did the light that illuminated the shape of the object seen to come from?

A. 14. It looked like it was close to the bottom deck.

Q. 15. Did it give you the impression that there were windows or holes and did the decks appear to be divided into sections?

A. 15. I am not sure. It would be hard to tell if there were windows and a divided deck could not be recognized from the ground.

UNCLASSIFIED

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

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

Q. 16. Did you read the newspaper account of the two civilian pilots who saw this strange object about the same time and did the paper's description seem to refer to the object you saw?

A. 16. I read the write up about the rate of speed. I don't see how they could tell if it had squars or round windows but the description seemed to fit my impressions.

Q. 17. Was there anyone with you when you saw this object?

A. 17. No Sir. I was standing in front of No. 2 engine and I tried to call the co-pilot's attention to the object in the sky. He had already put his headgear on before I could get his attention and the object was gone.

Q. 18. With whom did you first discuss this matter?

A. 18. I called the tower and asked them if they saw it. They didn't.

Q. 19. What was their reaction regarding this object?

A. 19. They thought I was drunk or seeing things.

Q. 20. Were you unusually fatigued at this time?

A. 20. No Sir, I had been merely reading Air Force magazines prior to this time.

Q. 21. Have you ever had occasion to read much or study Air Force magazines, experiments with guided missiles, objects, or similar material?

A. 21. No Sir, only what I could get out of Air Force and Aviation magazines.

Q. 22. Were you in the Air Force during the war?

A. 22. Yes Sir, I was an Aircraft Engine Mechanic with a rating of Buck Sergeant in the Ninth Air Force.

Q. 23. Is there anyone else on the Base who saw this particular object that you know of?

A. 23. No Sir.

Q. 24. What type of construction, color, size, and material did this object appear to resemble?

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

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 43
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

A. 24. I would say that it looked like it was about the size of a B-29. It might have been a little larger, in circumference. It was too large for a jet. It seemed to be a dark color and constructed of an unknown metallic type material.

Q. 25. What would you say its speed was in comparison with other type aircraft?

A. 25. About seven hundred miles per hour.

Q. 26. How did you arrive at that estimate?

A. 26. I have seen P-80 and P-84 type aircraft flying but this was one of the fastest objects I have ever seen. I saw German V-1s in the summer of 1944 and they were fast, but this one was even faster. This object was much larger. A V-1 is very small and only made about three hundred miles per hour speed.

Q. 27. How did it disappear?

A. 27. Just like an airplane in normal flight fading away from normal vision.

Q. 28. Was there any sound or odors at that time?

A. 28. I heard no sound and everything was quiet. No engines were warming up at that time.

Q. 29. How about the maneuverability and exhaust trail of this object?

A. 29. It was flying straight and level and took a changing southwest course while in sight. The flame seemed to be longer, maybe due to the object moving through the air.

Q. 30. Had you consumed any alcohol in the preceding four or five hours?

A. 30. No Sir, I do not drink.

Q. 31. Did you ever see any planes in "Buck Rogers" comics that resembled this object?

A. 31. Maybe the length and roundness resembled but as far as the wings, I couldn't tell if this object had any.

Q. 32. What did you say your educational background and Air Force experience was?

A. 32. I am a high school graduate and I was in the Air Force for four years.

UNCLASSIFIED

[redacted]

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

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

Q. 33. How long have you worked here?

A. 33. Since September 1947.

Q. 34. When did you get out of the Air Force?

A. 34. I was discharged in March 1947 as an enlisted reserve Buck Sergeant engineer.

Q. 35. Is there anything further you would like to add to aid in this evaluation?

A. 35. Yes Sir. During the Battle of the Bulge, a Sergeant and myself were on guard duty and saw something that resembled this object in question. We later found that we had witnessed the launching of a German V-2 rocket. It carried a stream of fire that more or less resembled this object. This object looked like rocket propulsion rather than jet propulsion, but the speed and size was much greater.

Q. 36. Did the altitude, speed, and size of this object have any similiarity to a meteor or shooting star?

A. 36. No Sir.

Q. 37. What else did you associate your thoughts with when you first saw this object?

A. 37. It looked like a rocket and was the shape of an XS-1. It was too large for an XS-1. My final conclusion was that it was energized by rocket propulsion.

Q. 38. Were you excited when you told the other people about this object?

A. 38. No Sir. They more or less kidded me about it and was informed that Flight Service wanted to see me.

Q. 39. Who did you talk to in Flight Service?

A. 39. I talked to a man over the interphone system but did not know his name. He wanted to know whether I was a civilian or military and asked me a few questions. I think Flight Service turned it over to Air Defense Command the next morning.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

July 13, 1961

Maj. William T. Coleman
SAFOI-3
Room 4C-922
The Pentagon
Washington 25, D. C.

Dear Bill:

On my return from the western swing I find a sizable amount of accumulated flying saucer material. I want to thank you and Major Friend, and Colonel Evans for all of the helpful material, including the suggestions for improving our chapters. Many thanks to all of you.

On my western trip I ran into a daytime sighting that was a honey. I was driving on Highway 54 from El Paso, Texas to Alamogordo, New Mexico, and I was in the outskirts of the latter city, having just turned west where the road meets the one coming from Las Cruces and the Holloman Air Force Base. The time was 4:00 p.m. The sun was shining, although the sky was heavily clouded toward the west. It had clearly been raining in the mountains and heavy dust storms had forced me to stop two or three times along the highway. I was suddenly startled to see a V-shaped formation of flying saucers heading eastward directly toward me. They appeared to have a reddish glow and were moving very rapidly. I had the impression that they were nearly at cloud level. They approached me rapidly and suddenly seemed to drop in on me. I then realized that they were merely a grouping of tumble-weeds carried aloft in the heavy wind. They were, perhaps, some hundred feet over head. The weird glow was caused by the illumination of the setting sun. Keep this in mind for similar reports.

[redacted] and I have been struggling to interpret the famous Rapid City, South Dakota, case of 12 August, 1953. The report has so many features that are suggestive of the mirage of a star, that we have strongly leaned to that interpretation. The bright star, Capella, which happens to be circumpolar at Rapid City, was indeed very close to the horizon, just east of north. We do not have very good times or estimates of the total duration of the sighting. I wonder if you have any additional material that you could send us, in view of the importance that the UFO boys attach to this sighting. In particular, we should like to know what is the radius, in miles, of the radar screen and what was the frequency. The weather records indicate

that a very sizable temperature inversion was present, and this was ample to magnify some of the radar and optical effects. The radar, especially, could have been deflected back to the ground and the moving object might have been some secondary reflection from the plane itself. Is there any additional information about the man who claimed to have checked the UFO against the triangle of stars, and deciding that it moved with reference to those stars? Sounds that it might have been autokinesis, unless this motion was really very sizable.

[redacted] One further question that we have. A study of the [redacted] case indicates that the UFO was merely a meteor. Apparently this was a considered solution in the early days. We wonder why it was abandoned.

Thank you for the additional sightings, all of which are useful and lend freshness to the book. Also, I think you were going to send me one from the south, where airline pilots reported not only seeing a saucer but certain roughness of the air which, according to your own observation, was due to forest fire or oil well fire, or something of the sort.

Again, with our many thanks and best wishes, I am

Cordially yours,

[redacted]

DHM:gq

P.S. I'm scheduled to be in Washington on July 26. If time permits, I may run over to the Pentagon and talk with you some at that time.

[redacted]

CC: Maj. Friend
Col. Evans

[redacted]
Wheat Ridge, Colorado
February 17, 1960

AIR TECHNICAL INTELLIGENCE CENTER
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Sir:

Enclosed is an article concerning a mysterious silvery tubular flame-belching object that flashed through western Alaska skies late Sunday. I feel sure that this object is the same type object that almost collided with an Eastern Airlines DC-3 in 1948.

I would like to take this time to review this case for I think it is outstanding.

For on the evening of July 24, 1948, an Eastern Airlines DC-3 took off from Houston, Texas. It was on a scheduled ~~trip to Atlanta,~~ with intermediate stops in between. The pilots were Clarence S. Chiles and John B. Whitted. At about 2:45 a.m.; when the flight was 20 miles southwest of Montgomery, the captain, Chiles, saw a light dead ahead and closing fast. His first reaction, he later reported to an ATIC investigation team, was that it was a jet, but in an instant he realized that even a jet couldn't close as fast as this light was closing. Chiles said he reached over, gave Whitted, the other pilot, a quick tap on the arm, and pointed. The UFO was now almost on top of them. Chiles racked the DC-3 up into a tight left turn. Just as the UFO flashed by about 700 feet to the right, the DC-3 hit turbulent air. Whitted looked back just as the UFO pulled up in a steep climb.

Both of the pilots had gotten a good look at the UFO and were able to give a good description to the Air Force intelligence people. It was a B-29 fuselage. The underside had a "deep blue glow." There were "two rows of windows from which bright lights glowed," and a "50-foot trail or orange-red flame" shot out the back.

By now, does ATIC know what the object was? If so, does ATIC also know where the object came from?

One thing for sure when you take a object traveling at tremendous speed about 2,000 to 3,000 feet above the earth, that is tubular-shaped could most certainly also be a B-29 fuselage shaped, and both these objects had orange flames shooting from the tail. This sure makes me sit back and think.

I will be looking forward in hearing from you.

Sincerely yours,

[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, 155, 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]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-46	16 November 1949

REPORT MADE BY
EDWARD SUPE

REPORT MADE AT
DO #8, Maxwell AFB, Alabama.

PERIOD
2 November 1949

OFFICE OF ORIGIN
DO #8, Maxwell AFB, Alabama

STATUS
CLOSED

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT
on 21 August 1948 at Montgomery, Ala
by Mr. WILLIAM H. PERRY JR

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
AFCSI Letter #85, dated 12 August 1949

SYNOPSIS

Report of DO #6 indicated that the interview of Captain [redacted], Eastern Airlines Pilot, Atlanta, Georgia, disclosed that his sighting the 23 July 1948 did not occur on the same day as that reported by [redacted], the 21st of August 1948. No other pertinent information was developed and all outstanding leads have been investigated, therefore this report is considered closed by this office.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC	2	Commanding General Air Materiel Command Wright-Patterson AFB, Ohio	144
Hq OSI	2		
CO #6	2		
CO, Maxwell AFB	2		
DO #5 (Info)	1	Hq AMC, ATTN: MCIAXO-3	
File	2		

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF
108
District Commander.

[redacted]

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NOTE: EXHIBIT "F" REFERS TO SIGHTING 26 July 1948

F

Form No. 10-3 (Rev 29 Jul 47)

ROUTING AND R[redacted]D SHEET

[redacted] MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol 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 signature.

Separate comments by horizontal lines across page.

SUBJECT Intelligence Report - Project "SIGN"

TO: MCIAO ~~Attn: Mr. Worrell~~ FROM MCIAXO-3 DATE 2 Dec 48 COMMENT NO. 1

TO: MCIAT

Mr. Deyarmond

The attached Intelligence Report, to be submitted to AFOIR, Washington, for their retention and file, is forwarded for coordination, comment and return to this office.

C. A. Griffith

1 Incl
Intell Report

C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

SRS/jjs
6-5310

MCIAXO-3 MCIAT 7 Dec 48 2

1. The following comments are offered regarding conclusion number 4 of the attached report:

a. It does not appear logical to bring in a conclusion regarding space ships when it was not discussed in the body of the report. This is not a conclusion that is based on this report so it does not belong in "Conclusions".

b. The expression, "It is now aerodynamically feasible for subject configuration to fly" implies that it was not feasible until the report was written. This does not make sense.

2. It is suggested that a conclusion to replace that discussed above merely state that an aircraft of the configuration described could support itself in flight by aerodynamic forces.

A. B. Deyarmond

1 Incl
n/c

A. B. DEYARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Division
Intelligence Department

ABD/amb
6-6398
P 2138
B 283

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DOD DIR 5200.10

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[redacted] T-30200-A

[redacted]

MCIAXC-3/AWS/ax
3 Jan 49

MCIAXC-3

SUBJECT: Project "Sign" - Transmittal of Intelligence Report

TO: Office of the Chief of Naval Operations
Washington 25, D. C.
ATTN: ONI

1. Reference is made to Office of Chief of Naval Operations confidential letter, Serial 0Ub23P32 dated 4 November 1948, Subject "Reporting of Information on Flying Discs."

2. In compliance with request of referenced communication, a copy of Intelligence Report Number 102-122-79, Subject: "Unidentified Flying Object" dated 20 December 1948 is forwarded herewith.

3. This report was prepared by technical personnel of the Technical Intelligence Division of this Headquarters.

FOR THE COMMANDING GENERAL:

1 Incl
Rpt No 102-122-79

H. M. McCoy
Colonel, USAF
Chief, Intelligence Department

See also AFOIR
Cy also furnished MCIAT

[redacted]

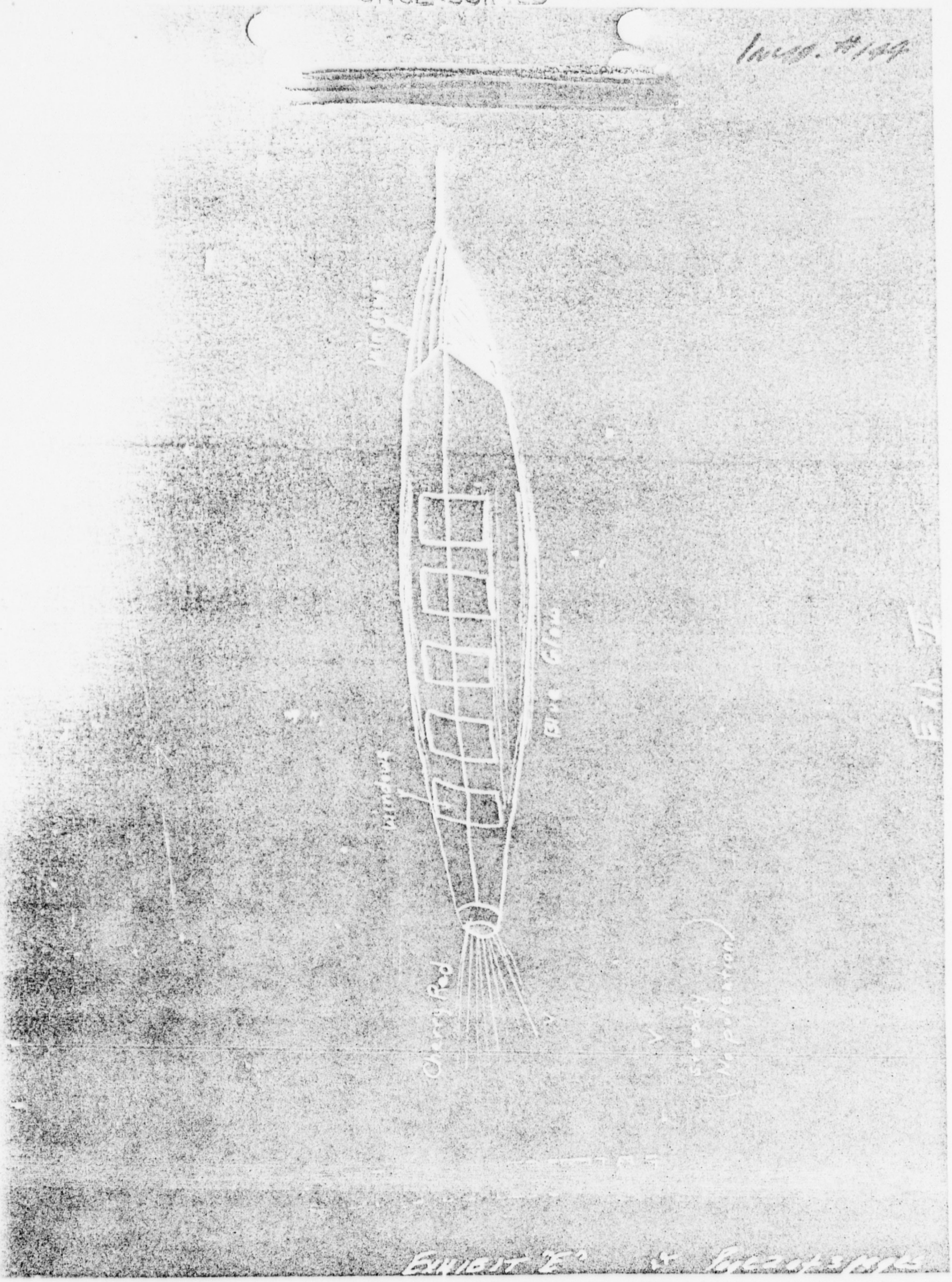
11-80200-E
Incident 1444

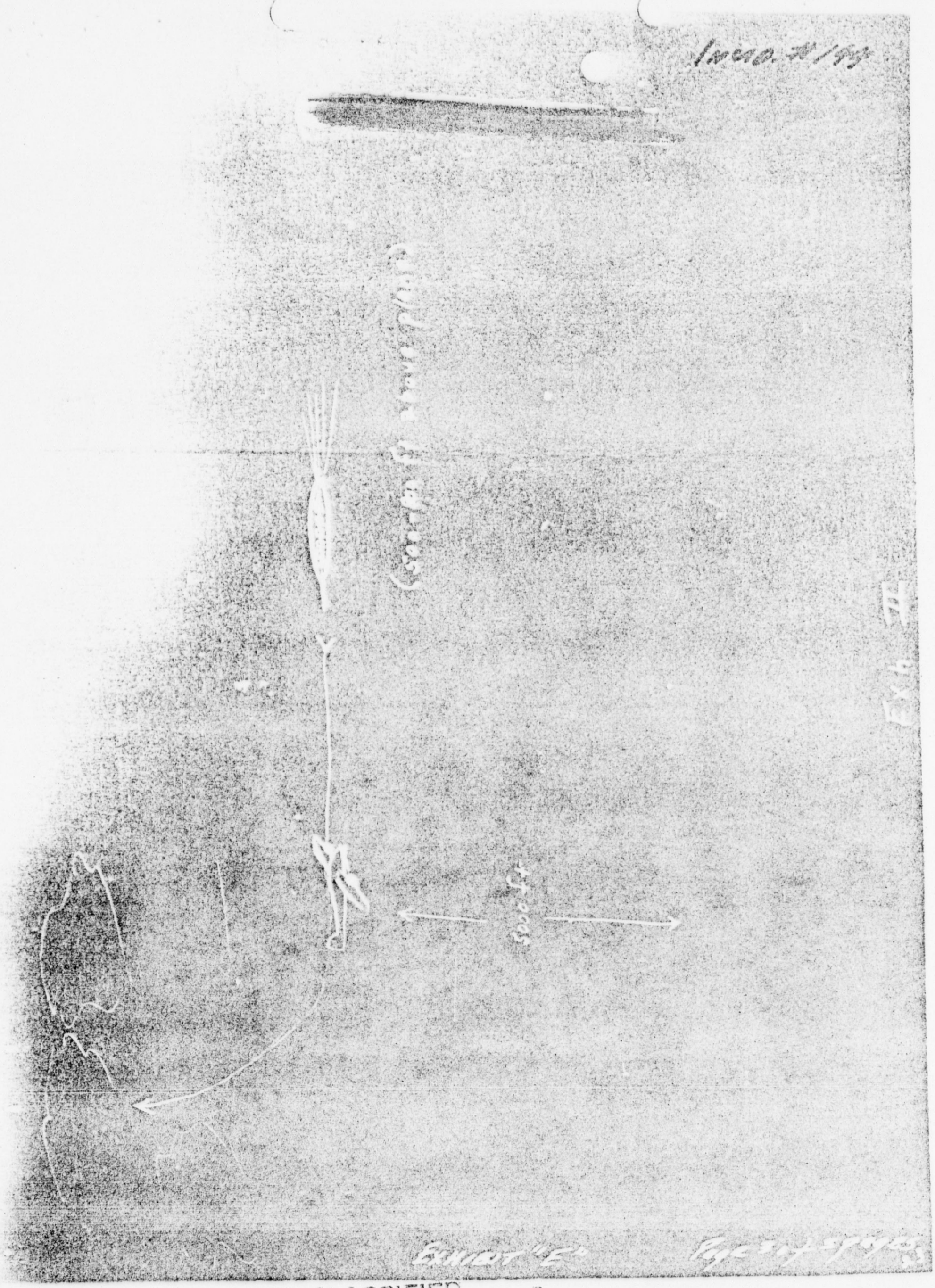
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AGENT REPORT

WD Form 341

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Locust Ave.
Cross Rd
Wyndham
Elliott Ave. W.
Mapleton
Elliott Ave. W.


Incl. #1/43
Ground Track
Speed
Direction of Flight
Point of Impact

[redacted]

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Incident #144 -- near Montgomery, Alabama -- 24 July 1948
144a, b -- near Blackstone, Virginia -- 24 July 1948

The famous "space ship" sighting reported in incident #144 should be compared with #168 and 206, and also with #144a and b, which together constitute a separate incident if facts are correct as given.

For #144, there is no astronomical explanation if we accept the report at face value. The sheer improbability of the facts as stated, particularly in the absence of any known aircraft in the vicinity, makes it necessary to see whether any other explanation, even though far fetched, can be considered. The two reliable pilots obviously saw something. If one extracts from their reports parts of the description -- "tremendous bursts of flame," "cigar-shaped," "disappeared into a cloud," "orange-red flare," "time in sight five to ten seconds" -- one sees that this much, at least, could be satisfied by a brilliant, slow-moving meteor. The orange-red flame is particularly suggestive. It is pertinent also, that the only passenger awake at the time the two pilots sighted the object gave a description that does not tally with that of a "space ship" but does agree with that of a meteor.

It will have to be left to the psychologists to tell us whether the immediate trail of a bright meteor could produce the subjective impression of a ship with lighted windows. Considering only the [redacted] sighting, the hypothesis seems very improbable. However, not included in the summary but mentioned in the

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[redacted]

[redacted]

#4

[redacted]

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voluminous collateral material is the report of a qualified Eglin Air Base observer, who stated that he saw a cylindrical object trailing a red flash of fire, but did not discern any windows or a double deck; (admittedly, from the ground he would have had less opportunity to do so). The time of his observation is exactly one hour earlier, if both times are given in EST (as is stated). It is interesting to note, however, that Macon, Georgia, and Montgomery, Alabama, are both on the line of flight as described by the Montgomery observers.

If these two sightings refer to the same object, there are two possible interpretations: One is that the object was some type of aircraft, regardless of its bizarre nature. The distance between Macon and Montgomery is approximately 200 miles. From all reports the object was travelling definitely faster than 200 M.P.H, so would have covered the distance between the two points in much less time than that noted. (The schedule is, of course, correct for an ordinary aircraft.)

The other possible explanation is that the object was a fireball, in which case it would have covered the distance from Macon to Montgomery in a matter of a minute or two. If the Montgomery observers had been using daylight saving time (do regular

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[redacted]

[redacted]

UNCLASSIFIED

commercial airlines connecting cities using daylight savings time operate on it?), then there would be no discrepancy in the time.

The conclusion seems to be this: If the difference in time is real, the object was some form of aircraft travelling at 200 m.p.h. If there is no time difference, the object must have been an extraordinary meteor. The observation from two such widely separated points is the focal point of the investigation -- if one assumes that the same object was observed in the two cases. That there were two separate objects can most likely be ruled out by the sheer improbability of more than one such extraordinary object being seen on the same night, travelling over the same course, exactly one hour apart.

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- more -

[redacted]

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Incident #144, 144 a and b -- page 4

The object reported in incident #144a and 144b was very probably a meteor.

It should be noted that this object was travelling in the same direction as the one reported in #144, although separated by some 400 miles. It is not unusual for a fireball to be seen along a path several hundred miles long. There is a time discrepancy of 15 minutes between the observations, however; any connection between #144 and 144a-b (in considering the meteoric hypothesis) necessarily hinges on whether this time difference was real, or not.

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FORM

EASTERN Air Lines

Memorandum

TO Captain J. F. Gill ADDRESS

FROM [redacted] ADDRESS

SUBJECT Report of Meteor seen on July 24, 1948 DATE August 3, 1948

I. At about 0230 on July 24, 1948, [redacted] and I, as pilot and captain on 571/23, saw what I believe was an unusual meteor. It was brigher than any I have seen before, and travelling in a horizontal direction, slightly above the horizon. I estimate that I saw it for about 3 seconds before it died out. At no time did it appear to travel in a downward direction. [redacted] and I talked about what we had seen and discussed the fact that a meteor, caused by gravity, could still appear to be travelling horizontally.

II. At the time of this incident we were travelling between Blackstone, Va., and Greensboro, N. C. The sky was clear and the visibility unlimited. We were on a magnetic heading of 240 degrees and I estimate that the object was on a bearing of about 210 degrees from us, that is, about 30 degrees to the left of our heading. It appeared to be travelling in a southerly direction, above but close to the horizon.

[redacted]

[redacted]

EXHIBIT "G" Page 9 of 9 pages

11-8

FORM 168

[redacted]

Memorandum

TO Capt. J. F. Gill ADDRESS LGA

FROM [redacted] ADDRESS LGA

SUBJECT Trip 573
Strange Object Sighted DATE August 5, 1948

Trip 573 checked Blackstone, Va. at 0219, July 24, 1948
Estimated Raleigh-Durham, N. C. at 0259
Flight Plan VFR Washington to Raleigh-Durham direct.
Weather at Blackstone at 0230 D/ 70 D 4CF 112/73/72/ wsw5/987
Greensboro and Raleigh-Durham both had 2/ 15 plus.

Shortly after checking Blackstone and as near as we can place the time, approximately 0230, we picked up a trail that appeared to be a jet or rocket trail traveling at a terrific speed.

The object leaving the trail was traveling in a southwesterly direction, and as nearly as we can place the degree of travel, 230°. Our heading at the time was 215°.

The trail at no time crossed our flight path. It was on the distant western horizon at approximately 20° above the horizon. The trail covered an 80° to 90° arc laterally.

[redacted]

[redacted]

EXHIBIT "C" Page 80 of 9 pages

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EASTERN AIR LINES
INCORPORATED
MEMBER OF THE NATIONAL SAFETY COUNCIL
EASTERN AIR LINES BLDG.
10 ROCKEFELLER PLAZA
NEW YORK 20, N. Y.

File 88 8/4/48

July 30, 1948

Project Sign

Commanding General, A.A.C. Headquarters
Wright Field
Dayton, Ohio

Att: Col. McCoy - M.C.I.A.

Dear Colonel McCoy:

I am writing to you at the request of Captain Eddie Rickenbacker regarding a request made by a Mr. A. C. Loadding, who stated that he represented your office.

Mr. Loedding came to my office this noon in civilian clothes, showed me some travel orders, and an identification card, and requested information from me as to the occurrence over Alabama on Saturday morning, July 24th, where two of our pilots saw an aerial phenomenon on their flight path.

Mr. Loedding requested some information from us about the pilots and the event itself, together with a statement of policy from this company.

Before doing anything in connection therewith, Captain Rickenbacker has suggested that I write to you for confirmation of this request and whether I should give it to Mr. Loedding or send it directly to you.

I would very much appreciate your advising me on this matter not later than Monday, by calling me collect, if you will, at CIrcle 6-3300.

Sincerely yours

[redacted]

Vice President

SdeJOsmnc

Phoned Mr. Osborne 8-4-48 that report would be forwarded to him.

No classified mgt. Hec

120

MCI

MCI/JSH/dm

23 August 1948

Mr. [redacted]
Eastern Air Lines Building
10 Rockefeller Plaza
New York 20, N. Y.

Dear Mr. [redacted]

Your letter dated 17 August 1948, inclosing data requested by our Mr. A. C. Loedding, has been received.

Your cooperation in this matter is appreciated, and the data will be turned over to Colonel McCoy upon his return from Washington, D. C.

Very truly yours,

A. A. ARMHYM
Lt. Colonel, USAF
Actg. Chief of Intelligence

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Exhibit "6" Page 1 of 8 pages

EASTERN AIR LINES
Incorporated

[redacted]

[redacted]

August 27, 1963

Colonel Howard McCoy, U.S.A.
Office of the Commanding General, A.M.C. Headquarters
Wright Field
Dayton, Ohio

Dear Colonel McCoy:

I am enclosing herewith the data requested by your Mr. A. C. Fielding.

I hope it meets your requirements.

Instructions have been issued that anybody personnel who ask for any further data will report them to our Vice President of Operations, Mr. Stanley J. Shannon, and we look to you to get in further touch with you.

Sincerely yours,

Stanley de J. Osborne
Vice President

Sdej10:lf
encl.

Exhibit "6" Page 1 of 8 pages

Memorandum

TO: Lt. L. Shannon — ADDRESS: New York

FROM: F. A. Stone — ADDRESS: Arlington

SUBJECT: Capt. [redacted] / Pilot [redacted] — DATE: August 6, 1948

In accordance with your request, I give you below a brief outline of the employment of Capt. [redacted] and Pilot [redacted] by Eastern Air Lines.

Capt. [redacted] - Capt. [redacted] was employed January 4, 1940. He started Eastern Air Lines as a second pilot and left the line to enter the Army on March 14, 1942. He returned to Eastern Air Lines on October 2, 1945. During the period of [redacted] service with Eastern Air Lines, he showed above average ability, good judgment and command qualities. Personally, he is a very likable fellow, and is well liked by his associates. Immediately after the war, he started flying the line. He has had an unusually good record of experience, and appears to be very conscientious. Since his return he has been very good with the CAA and has complied with all requirements. He has made any number of good suggestions to the company pertaining to improvements and operating procedures.

In my opinion, [redacted] is a very stable person. He is conscientious and observes the Army respect, and his loyalty to Eastern Air Lines has been unquestionable.

Pilot [redacted] - Pilot [redacted] was released from the Army in November 1945, and applied for employment with Eastern Air Lines on November 27, 1945. His application was approved, and he was employed on July 1, 1946. Since that time, Pilot [redacted] has shown consistent improvement, and his pilot proficiency reports grades are above those of the average captain. Pilot [redacted] is very conscientious, and in his work he appears to be very practical. On one occasion during flight, he lost one engine at an exceptionally good captain material.

In my estimation, Pilot [redacted] is a stable person, and is very truthful in his statements.

F. A. Stone

EXHIBIT "G" FOR IDENTIFICATION

[redacted]

[redacted]



[redacted]

1.25

EXHIBIT "C" Page 3, 1 pages

Memorandum

TO Mr. Stanley C Osborne ADDRESS NYHQ

FROM J. F. Gill ADDRESS LGAO

SUBJECT DATE August 6, 1948

Attached please find reports submitted to this office by Captains [redacted] and [redacted] regarding an object sighted on July 24th.

J. F. Gill

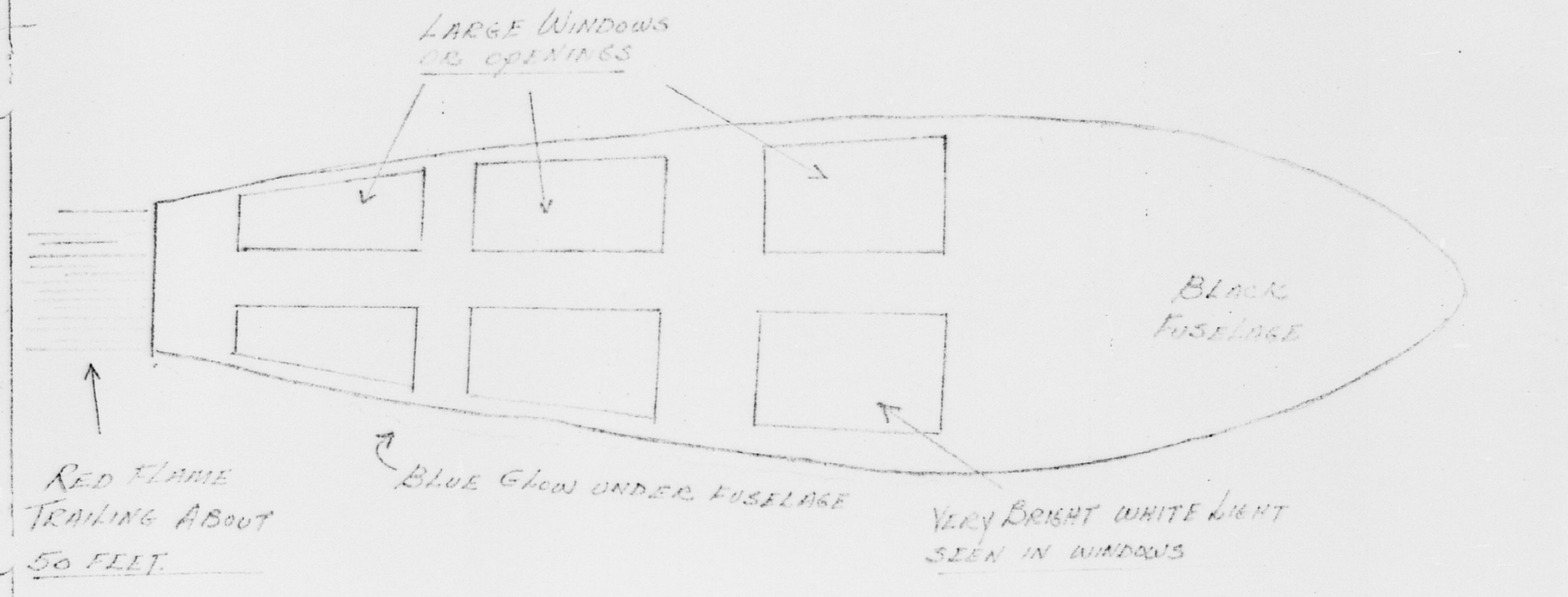
J. F. Gill

JFG:am
Enc. 2

[redacted]

EXHIBIT "C" Page 3 of 9 Pages

[redacted]



[redacted]

[redacted]

	Type of Luminosity Noted	Type of Exhaust Trails Noted	Sound(s) Noted	Maneuvers Performed	Manner of Disappearance	Unusual Features	Intelligence Eval.
	Blue Glow Along Lower Frame,	Tail Cone Flame Longer than Object	None	Level Flight	Like Normal A/c		A-2
ED	Bright Glow from Within Blue Glow Underneath	50' Flame Shooting from Rear	None	Level Flight. Pulled up into Clouds	Pulled up into Clouds		A-2
ED	"Same As Above"	"Same As Above"	None	"Same As Above"	Not Stated		A-2
D	"A Streak of Light ~~Red with Edges~~	Bright Flame w/ Cherry Red Yellow Edges	None	Straight Up	Up into Clouds		A-2
ED	Not Stated	Like Jet or Rocket Trail	None	80°-90° Lateral Arc	Not Stated		A-2
D	Not Stated	Bright Meteor	Not Stated	Traveling Horizontally	Died out		A-2
D	Blue White Light	Not Stated	None	Climb, Sharp Turn to South	Sharp Turn to South		A-2
ED	Red Light	Not Stated	Not Stated	Bobbing & Weaving, Up & Down	Not Stated		B-2
D	Luminous Glow	Not Stated	Not Stated	Up & Down	Not Stated		B-2
D	Bluish Light	Slight Trail	None	Bobbing & Weaving	Normal A/c		A-2
ght	Light Even Distributed	Not Stated	Not Stated	Level Plane	Not Stated		B-2
	Brilliant	6' Tail Reddish-Blue Trailing Light	Not Stated	Straight Line Slight Slant	Trees Blocked View		B-2
	Brilliant Blue-White	Followed By Another Ball	Not Stated	Level Plane	Gradually Disappeared		B-2
D	Green Light	Silver Colored Tail	None	Steady Flight losing Altitude	Lost Altitude Like A/c, Light Faded		B-2
D	Green Light	Silver Colored	None	Same As Above	Same As Above		B-2
D	Green Light	Silver Colored	None	Same As Above	Same As Above		B-2
D	Green Light	Silver Colored	None	Same As Above	Same As Above		B-2
D	Brilliant	Burning Fragments	None	Level Plane	Not Stated	Do Not Burn out Like Star	A-2
Al	Blue Glow Along Lower Frame	Long Tail Cone Exhaust	No Sound	Level & Pull Up	Long Wingless Cylindrical Definite Object		A-2

AND RELATED INCIDENTS

No. Objs. Seen	Distance of Object From Observer	Direction of Flight	Estimated Altitude in Feet	Estimated Speed of Object	Estimated Size of Object	Color of Object	Shape of Object
1	3 000 FT.	South West	3 000 FT.	7 00 MPH	LARGER THAN B-29	DARK	Cylindric
1	700 FT	South West	5 000 FT	7 00 MPH	TWICE B-29 100' long	Not Stated	Cigar Sha
1	½ mile	South West	5 500 FT	7 00 MPH	LARGE WITH TWO DECKS	BLACK FUSELAGE	CIGAR SHA
1	2 500 FT	South East	7 500 FT.	Not Stated	Not Stated	Not Stated	Not Stat
1	Distant Western Horizon	South West	20° Above Horizon	TERRIFIC	Not Stated	Not Stated	Not Sta
1	Slightly Above Horizon	Southerly	Slightly Above Horizon	Not Stated 1	Not Stated	Not Stated	Not Stat
1	Very High	N.E. To SE	Very High	VERY FAST	LIKE Shooting STAR	Blue White Light	Not Sta
1	Not Stated	South West	Not Stated	Not Stated	Not Stated	RED Light Luminous	Not Sta
1	Not Stated	South West	5000 6000'	Not Stated	Not Stated	SAME AS ABOVE	Not Sta
1	5miles	South West	5000'	AVERAGE PASS. Ac	Not Stated	Bluish Light	Not Stat
1	5,000'	NE TO S W	5000-6000'	150 MPH	Not Stated	Normal Elect. Light Even Distributed	Right Tri
1	Not Stated	North-West	Not Stated	Very Fast	Kitchen Plate	RED Ball Fire Bluish Tint	Ball
1	Not Stated	East-To-West	Not Stated	Not Stated	LARGE Shooting STAR	RED Bluish White	Not Stat
1	Very High	South East	Not Stated Lower Atmosphere	Not Stated	Football	GREEN Light	Not Stat
1	Very High	~~Very E.~~ South-East	Not Stated	Not Stated	Football	GREEN Light	Not Stat
1	Very High	South-East	not Stated	Not Stated	Football	Green Light	Not Stat
1	Very High	South-East	Not Stated	Not Stated	Football	GREEN Light	Not Stat
1	Very High	South-East	Not Stated	Not Stated	Football	GREEN Light	Not Sta
1	Not Stated	SW-To-N.W.	Not Stated	10,000 12,000 M.P.H.	¼ Full Moon	Multi Colored	Not Stat
1	700-3000'	South West	5200'	700 MPH	LARGER THAN B-29	DARK Color	Cylindri

[redacted]

Incident Case Number	Name and Occupation of Observer or Witness	Date of Sightings	Time of Sightings	Exact Geographical Location	Length of Time Object Observed
	MASSEY - Transient Maint Alert Crew member	24 July 48	0140-0150	Robins A.F., Ga. "Ground"	20 Sec
	CHILES - 1st Pilot DC-3	24 July 48	0245	20 miles S. Montg. Ala. "Air"	5-10 Sec
	WHITTED - 2nd Pilot DC-3	24 July 48	0245	"Same As Above"	5-10 Sec
	McKELVIE - N/S Passenger	24 July 48	0245 EST	"Same As Above"	Momentary
	FELDVARY - Pilot	24 July 48	0230	Blackstone Va "Air"	Not Stated
	MANSFELD & KINGSLEY Pilots	24 July 48	0230	Between Blackstone Va & Greensboro N.C "Air"	3 Sec
	AVERY - Observer (Observation Tower)	26 July 48	2100	US, NAB Chamblee Ga.	Few Sec.
	RUSSELL - Newspaper man	26 July 48	2100-2130	Augusta Ga.	Few Sec
	BELL - T.T. Operator	26 July 48	2100 2130	Augusta Ga.	Not Stated
	BATTLE (Night Editor)	26 July 48	2050	Augusta Ga.	Not Stated
	ATKINSON (Printer)	26 July 48	2300	Augusta Ga.	Not Stated
	Mrs SKINNER (Housewife)	26 July 48	2145	Augusta Ga.	Not Stated
	Mrs PROVEAUX (Housewife)	26 July 48	2130	Augusta Ga.	Not Stated
	GALL N/S	26 July 48	2045	Chamblee Ga.	Several Sec
	SHAW N/S	26 July 48	2045	Chamblee Ga.	Several Sec
	Mr & Mrs SEBRING	26 July 48	2045	Chamblee Ga.	Several Sec
	Mrs HILL	26 July 48	2045	Chamblee Ga	Several Sec
	Mrs RENFROE	26 July 48	2045	Chamblee Ga	Several Sec
	NESMITH Chief Comm CAA	26 July 48	2140-2150	Augusta Ga	2-3 Sec
	PREDOMINANT FEATURES INCIDENT # 144		0245 Montg. Ala. 0140 0150 Chamblee Ga.		5-20 Sec

CASE 20 AUG

HEADQUARTERS THIRD ARMY
Ft. McPherson, Georgia

AJACI-3 452.9 27 July 1943

SUBJECT: Unconventional Aircraft

TO : COMGENAAC
Wright-Patterson AFB
Dayton, Ohio
ATTENTION: MCI (Control No. A-1917)

Inclosed is newspaper clippings supporting TWX, this headquarters, dated 27 July 1943.

FOR THE COMMANDING GENERAL:

JOHN MEADE
Colonel, GSC
AC of S, G-2

1 Incl:
Newspaper clippings

[redacted] INCIDENT
24 July 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5000 feet between Mobile and Montgomery, Alabama, sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [redacted], the pilot, immediately turned to his co-pilot, [redacted], and remarked: "Look, here comes a new Army jet job." The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to the flight path, at a distance of approximately one-half mile. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 feet long, cigar shaped and about twice the diameter of a "B-29." It had no fins or protruding surfaces. [redacted] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above--much like a pilot compartment--except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did Whitted. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted] attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout." His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did [redacted]. He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up."

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6000 feet. Both estimated the object to be in sight approximately 10-15 seconds.

The case was evaluated as an obvious "fireball" but was carried as unidentified for a time in the Air Force Files. The initial evaluation was made in 1948 by Dr. J. Allen Hynek. Current analysis of the data substantiates Dr. Hynek's conclusion and the case is evaluated as a meteor sighting.

**********13
JULY 23, 1948 MONTGOMERY, ALABAMA (KEYHOE-1960 P 87) 3 WITNESSES00
ON JULY 23, 1948, AN EASTERN AIR LINES DC-3 TOOK OFF FROM HOUSTON EN ROUTE 01
TO BOSTON. CAPTAIN [redacted], IN COMMAND, HAD 8,500 FLYING HOURS. DURING THE 02
WAR HE HAD BEEN A LIEUTENANT COLONEL IN THE AIR TRANSPORT COMMAND. FIRST 03
OFFICER [redacted] WHO LATER MADE CAPTAIN, ALSO WAS A VETERAN. HE HAD FLOWN 04
B-29-S. 05
AT 2:45 A.M. ON THE 24TH, THE DC-3 WAS TWENTY MILES WEST OF MONTGOMERY, 06
ALABAMA, FLYING IN BRIGHT MOONLIGHT. SUDDENLY, A ROCKET-SHAPED OBJECT, 07
BRILLIANTLY LIGHTED, CAME RACING ALONG THE AIRWAY. 08

IT FLASHED TOWARD US AT TERRIFIC SPEED, [redacted] SAID LATER. *I VEERED TO 09
THE LEFT. IT VEERED SHARPLY, TOO, AND PASSED ABOUT SEVEN HUNDRED FEET TO THE 10
RIGHT. IT WAS ABOUT ONE HUNDRED FEET LONG, CIGAR-SHAPED, AND WINGLESS. IT 11
WAS TWICE THE DIAMETER OF A B-29.* 12
AS THE STRANGE OBJECT WENT BY, BOTH PILOTS SAW IT WAS DOUBLE-DECKED, WITH 13
TWO ROWS OF WINDOWS OR PORTS. PROTRUDING FROM THE NOSE WAS SOMETHING LIKE A 14
RADAR POLE. 15
A GLOW LIKE A BLUE FLUORESCENT LIGHT SHONE FROM INSIDE, SAID CAPTAIN 16
[redacted] THOUGH HE COULD SEE NO OCCUPANTS, HE FELT THAT THE MYSTERY OBJECT WAS17
INTELLIGENTLY CONTROLLED. *JUST AS IT WENT BY,* HE REPORTED, *THE PILOT 18
PULLED UP AS IF HE HAD SEEN THE DC-3 AND WANTED TO AVOID US. THERE WAS A 19
TREMENDOUS BURST OF FLAME FROM THE REAR. IT ZOOMED INTO THE CLOUDS, ITS JET 20
WASH ROCKING OUR DC-3.* 21
[redacted] ESTIMATED THE UFO-S SPEED AT FIVE HUNDRED TO SEVEN HUNDRED MILES AN 22
HOUR. BOTH HE AND [redacted] AGREED THE EXHAUST WAS A RED-ORANGE FLAME, THIRTY 23
TO FIFTY FEET LONG. 24
PASSAGE OF THE STRANGE OBJECT WAS OBSERVED BY THE ONLY PASSENGER WHO WAS 25
AWAKE --[redacted], ASSISTANT MANAGING EDITOR [redacted] 26
[redacted] IN THAT SWIFT GLIMPSE, [redacted] SAW NO DETAILS, BUT A CREW 27
CHIEF AT ROBINS AIR FORCE BASE, MACON, GEORGIA, CONFIRMED THAT A HUGE WINGLESS28
OBJECT MATCHING THE PILOTS- DESCRIPTION HAD RUSHED ACROSS THE BASE THAT SAME 29
NIGHT. 30
**********31

FLYING FLOOR LAMP?

Everybody Seeing Speedy Sky Bogey

By CHARLES POU

Is that Thing no more than a wayward floor lamp?

Mrs. Noah Atkinson, of Brookhaven, saw it. And what did that Thing look like?

"A great big floor lamp, all lit up. Oh, it was beautiful!"

And C. M. Bowles, an Exposition Mills painter who lives near the Municipal airport, Sunday night saw a "huge, brilliantly lighted object" streaking over Atlanta skies at maybe 30,000 feet. Mr. Bowles thinks the Thing was straight from Moscow.

Two Eastern Air Lines pilots first were startled by the newest astronomical "what-is-it" near Montgomery early Saturday. To them, it was "a wingless craft, spurting flame like a Buck Rogers rocket ship." Elsewhere, all over the country, that Thing was variously identified as:

What It Looked Like

1. An aluminum covered balloon.
2. A ball of fire.
3. An unusually bright light.
4. A red and blue flame that burst in mid-air.
5. A flash of cherry red fire.
6. A meteor.

Mrs. Atkinson kept her Flying Floorlamp secret three weeks. But she knew she wasn't seeing things when she saw the Thing.

She and her husband, who also saw it, kept mum. The story really sounded a little silly until the two Eastern pilots saw their Thing gamboling and fire-breathing through air-line skies early Saturday morning.

Pretty and Fast

After that, she decided her tale could be told:

"My husband and I were sitting on our front porch the night of July 5, and at a quarter to 9 o'clock we saw this Thing. Our front porch doesn't have a screen, and we were sitting near the edge where we could see good.

"I saw it first. It was not high up—about 200 feet, I guess, but it looked like it was right above the treetops. 'Looka there', I yelled to my husband, and he saw it too.

"It looked like the top part of a floor lamp, and it was the prettiest thing I ever saw. It came and passed so quick—I guess it must have been 500 miles an hour or faster."

And how about the two airline pilots, C. S. Chiles and John B. Whitted, of Atlanta?

Well, they took off today, armed with a camera. And they hope to bring back a picture of that Thing.

Strange Things Observed In The Sky Again

"Buck Rogers" Craft Seen In Alabama

By R. DEWITT MILLER

LOS ANGELES, July 25.—(UP)—Strange things in the sky again! This time something that looks like a gigantic Buck Rogers space rocket traveling between 500 and 700 miles an hour over Alabama.

Only a year ago there was the famous "flying discs" uproar. Since then there have been numerous reliable reports of even stranger things in the sky. Now a detailed report by an airline pilot and co-pilot of this fantastic machine over Alabama.

In an article written exclusively for the United Press July 8, 1947, I said there had been thousands of reliable reports during the last 150 years of strange things in the sky.

Here are some more recent reports in addition to the "flying saucers":

Oct. 14, 1946—San Diego, Calif.—A strange, fantastic craft was reported maneuvering through the moonlit sky. One witness described it as "shaped like a bullet, leaving a thin trail of vapor behind."

Wilmington, O., Jan. 8, 1948—The Clinton county air base issued an official report on something in the sky seen by army personnel and thousands of civilians. It was described as "a flaming cone trailing a gaseous green mist."

Louisville, Ky., Jan. 8, 1948—A national guard flyer lost his life while chasing a wierd object in the sky.

I could cite 50 similar cases during the last two years.

Now comes the startling report of a "space rocket" with ... windows—again traveling at high speeds and reported by an airline pilot and co-pilot who had ample opportunity for observation.

What are these strange things in the skies? Here are a few possibilities:

1. Army experimentation — possibly, but it doesn't seem reasonable that the army would allow top-drawer secret weapons to wander over the country fouling up commercial airline routes.

2. The product of some strange group of super scientists working in a secluded Shangri-La—an outside possibility, but it would be almost impossible to conceal the manufacturing facilities necessary.

3. Space ships from Mars, or somewhere else beyond this earth. This is a distinct possibility. Our scientists inform us that we may soon build space rockets, so why shouldn't beings on some other world beat us to it?

4. Objects out of other dimensions of time and space. This seems fantastic, but science has recently discovered startling facts about the possibility of unknown dimensions of time and space.

Airline Pilots See "Sky Monster"

ATLANTA, Ga., July 25.—(UP)—Two Eastern Air Line pilots who reported seeing a huge flame-shooting Buck Rogers sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget."

They said they will be flying the same route again this week and this time they'll be armed with still and movie cameras in case the giant craft turns up again.

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TODAY'S WEATHER

CINCINNATI AND VICINITY: Increasing cloudiness and warmer with scattered thundershowers; high about 90; clearing and cooler tonight.

THE CINCINN

Copyright, 1948

108th YEAR NO. 108—DAILY ★★★★★ MONDAY MORN

Two Fliers Cling To Story Of Observing Sky Monster

BOTH AIRMEN

Scoff At Theory

It Was Meteor, Comet Or Army Balloon

Giant Sighted Over South Described As "Gadget" Made By Man.

Atlanta, Ga., July 25—(UP)—Two Eastern Air Line pilots who reported seeing a huge flame-shooting Buck Rogers sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget."

They said they will be flying the same route again this week and this time they'll be armed with still and movie cameras in case the giant craft turns up again.

Capt. C. S. Chiles, Atlanta, and Co-Pilot John Whitted, Hapeville, Ga., claimed they saw the huge ship, a wingless affair four times the circumference of a B-29 fuselage, on a routine flight from Houston, Tex., early yesterday morning.

Today they refused to let skeptics shake their story. They denied suggestions that it might have been a meteor or comet, or an Army radar observation balloon.

SCORNS BALLOON THEORY.

Whitted, an Air Force pilot during the war with the rank of First Lieutenant, said he had worked with radar equipment overseas and the idea that the monster was a balloon was "fantastic."

Chiles agreed. He was an Air Force Lieutenant Colonel during the war, he said, and declared that "it was definitely not a balloon."

Chiles was also sure that it was not a meteor or comet. "It was a man-made gadget," he said, "and it was definitely jet-propelled." The clearest thing he saw, Chiles said, were two rows of windows, each about the size of "house-windows."

"The windows were all lighted up from inside," he said, "either by electricity or possibly by jet fuel burning inside. That is why they were so easy to see."

"You could see right through the windows and out the other side," Chiles said. Neither pilot reported any sign of life aboard the "monster."

WITHIN 750 FEET.

Both agreed that they passed the ship within 750 feet and that they got about a 15-second glimpse of it.

They will leave here tomorrow on the same flight for Houston. On the way back, early Wednesday morning, they will pass over the spot where they saw the monster," Chiles said. He is a camera enthusiast and plans to take along a movie camera and also a still camera.

Chiles said he had a camera along when they spotted the monster Saturday but that it was back in the ship and they couldn't get to it in time.

Only one of the plane's passengers aboard was awake at the time and he saw a "continuous light" at the time the pilots reportedly saw the craft. He was C. L. McKelvie, Columbus, Ohio. Chiles said he learned later that McKelvie also had a camera, on a strap around his neck, but he didn't have time to use it.

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Flame-Shooting Wingless Plane Reported Met in Alabama Skies

By The Associated Press.

ATLANTA, July 24.—Two Eastern Air Lines pilots said they met a wingless two-deck plane early today southwest of Montgomery, Ala. They said the strange ship, shooting red flames and with a blue glow underneath the fuselage, passed the E. A. L. ship at 5,000 feet headed toward New Orleans. The pilots said the stranger looked like a "Buck Rogers rocket ship."

The two pilots—Captain C. S. Childs and Co-pilot J. B. Whitted—were flying the Houston-to-Atlanta-to-Boston run. They left Houston, Tex., at 8:30 o'clock last night. They sighted the strange craft at 2:45 o'clock this morning twenty miles southwest of Montgomery.

After reaching Atlanta at 3:49 a. m. they told of their strange experience. Captain Childs said they first sighted the object up ahead when nearing Montgomery.

"It was in line almost with our flight," he said. "We veered off to the left and this object turned to its left. When it came nearer to us, within better sight, its fuselage appeared to be about 100 feet in length and about four times the circumference of a B-28 fuselage.

"It had two rows of windows, an upper and a lower. They were square. Out of the rear of the ship red flames were shooting twenty-five to fifty feet. There was a blue glow underneath the fuselage. The ship appeared to be doing between 500 and 700 miles an hour, heading toward New Orleans.

"When it got alongside of us it pulled up with a tremendous burst of flame out of the rear. The flames were so bright they blinded us for a second. Then the ship disappeared into the broken clouds. The moon was shining intermittently and the ship could be seen for a few seconds and would then be obscured. The ship had no wings. It seemed to have an upper deck, and a lower deck and was fully lighted inside. We saw no occupants."

Of the twenty passengers Captain Childs said only one was awake and saw the other ship.

The third saucer classic did not involve a saucer at all, but a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-29." It was sighted the night of July 24, 1948, near Montgomery, Ala., by C. S. Chiles and J. B. Whitted, pilots of an Eastern Airlines plane. The underside of the thing had a "deep blue glow," there were "two rows of windows from which bright lights were glowing, and it had a 50-foot trail of orange-red flames!" Only one passenger of the flight was awake at the time. He saw only "a trail of fire."

On the basis of later experience, the project was fairly sure that this was a meteor. At about the same time, a plane flying between Blackstone, Va., and Greensboro, S. C., reported independently that it had seen a "bright shooting star" in the direction of Montgomery.

The science-fiction boys, of course, converted the Chiles-Whitted-Something into another "mother ship." It was in sight for only a few seconds, was seen by only three people, and then vanished into the black night. But it flies on endlessly in the pages of saucer lore, a transport from outer space packed to the gunwales with flying disks.

Jrnl. Am. July 24, '48

...as has become apparent that the Macedonian question could cause an irreparable split between Yugoslavia, Bulgaria and Albania.

...representative of the Pan Christ movement in Munich, said the Congress would discuss "Catholics and peace."

...cal largely because the elemental principals were fundamentally neglected.

"Our representatives at Lon-

Flame-Spitting Aerial Monster Rocked Their DC-3, Pilots Report

ATLANTA, July 24 (UP).—Two pilots of Eastern Air Lines today announced they had encountered a giant, wingless, flame-throwing aircraft straight out of Buck Rogers. Capt. Charles Shipe Chiles and John B. Whitted, his co-pilot, corroborated each other's report of the fantastic plane.

They were flying in a DC-3 Eastern Airliner at 5,000 feet about 20 miles southwest of Montgomery, Ala., early today when the thing came at them, they said.

It looked like a B-29 "blown up about four times" and stripped of its wings.

It cast a light more vivid than lightning, they said. They saw two decks of big square windows and "it was a man-made thing, all right," they added. Capt. Chiles said:

"The first thing that came to my attention was the long stream of flame coming out of the rear end of the plane, or whatever it was.

"Then I noticed the two rows of square windows—we couldn't see any people aboard.

"The aircraft seemed to be about four times the circumference of a B-29 fuselage but it was only a little longer. There were no wings whatever.

"The plane passed us on our right, then, as if the pilot had seen us and wanted to avoid us, it zoomed up at 500 to 700 miles per hour into the same cloud it came out of. A 40-foot red flame shot out its rear end.

"A luminous glow, like a giant flourescent light, ran along the belly of the thing."

As the aircraft passed them, they said, their DC-3 fluttered in the "prop-wash, jet-wash or rocket-wash."

"It sent out tremendous shock waves," he added.

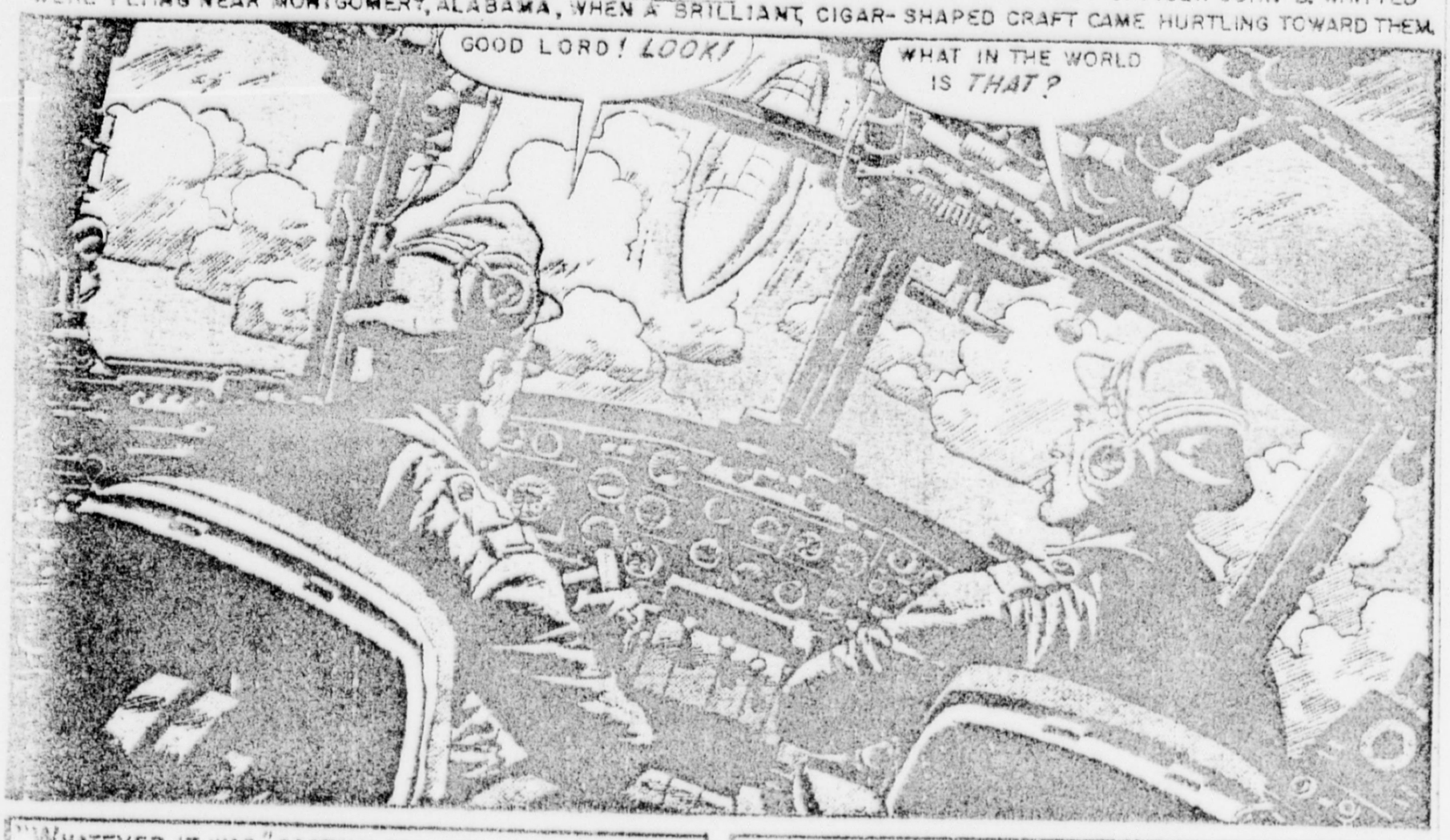
Chiles and Whitted said 20 passengers were aboard their plane but all were asleep except C. L. McKelvie of Columbus, O. They said McKelvie's story jibed with theirs when they talked about it later.

13

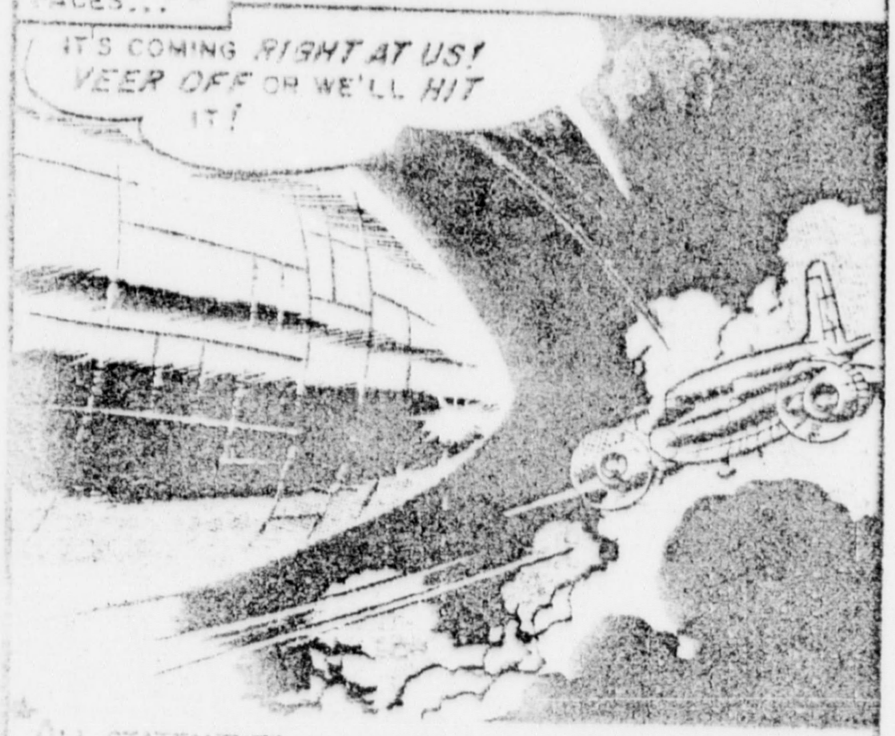
The EASTERN AIR LINES CASE

PROJECT SAUCER CASE NO. 144

IN THE *OFFICIAL REPORT* OF THE STUDIES MADE BY *AIR MATERIEL COMMAND, WRIGHT FIELD, DAYTON, OHIO* IN ITS "*PROJECT SAUCER*," THIS CASE WAS TERMED THE MOST "FANTASTIC SAUCER SIGHTING IN TECHNICAL INTELLIGENCE RECORDS." ON JULY 24, 1948, AT 2:45 A.M., CAPTAIN C.S. CHILES AND FIRST OFFICER JOHN B. WHITTED WERE FLYING NEAR MONTGOMERY, ALABAMA, WHEN A BRILLIANT, CIGAR-SHAPED CRAFT CAME HURTLING TOWARD THEM.

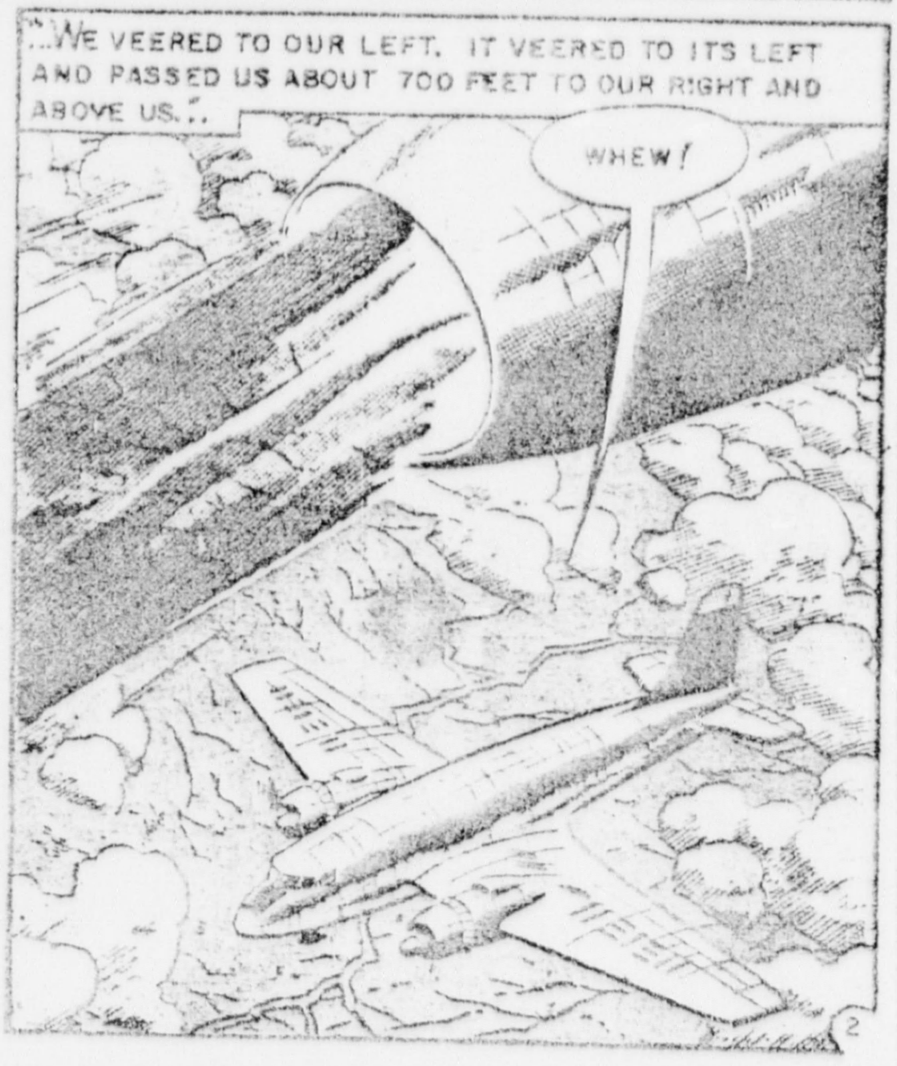


"WHATEVER IT WAS," CAPTAIN CHILES LATER TOLD PROJECT SAUCER' INVESTIGATORS, "IT FLASHED DOWN TOWARD US (HEADING SOUTHWEST)... A WINGLESS AIRCRAFT, 100 FEET LONG, CIGAR SHAPED, AND ABOUT TWICE THE DIAMETER OF A B-29 WITH NO PROTRUDING SURFACES..."*

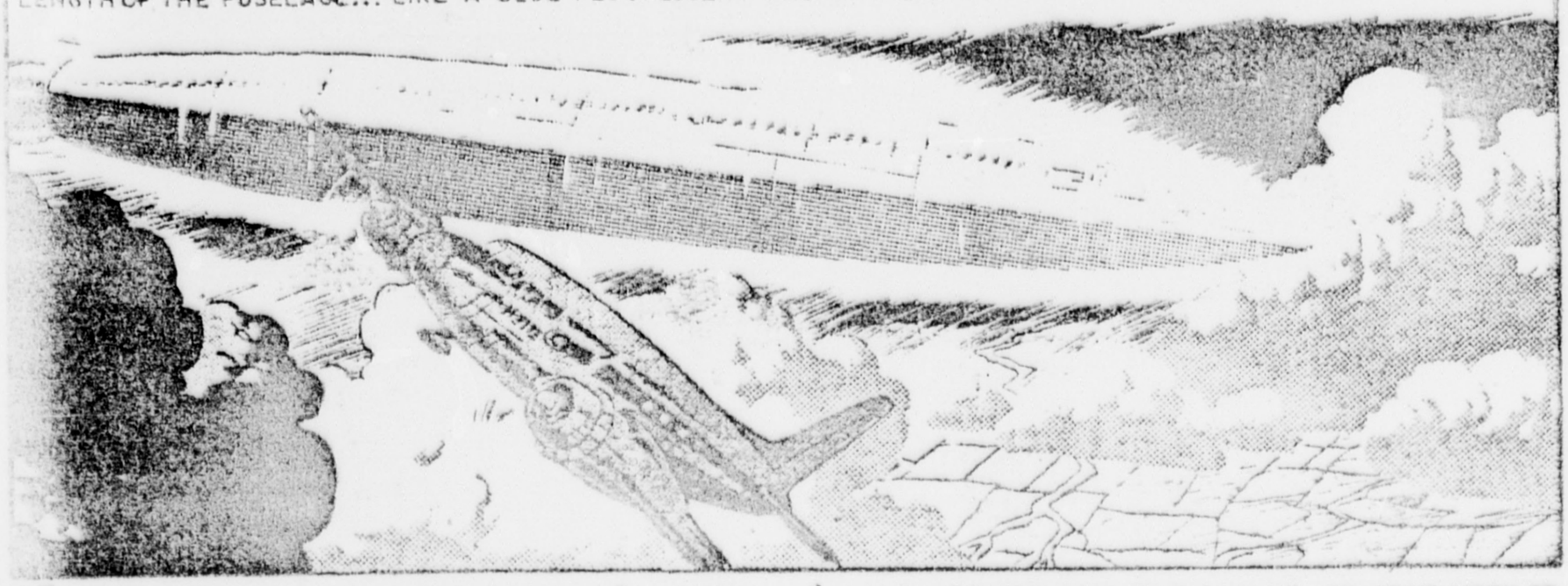


*ALL STATEMENTS IN QUOTES ARE OFFICIAL VERBATIM REMARKS AS PRINTED IN THIS OFFICIAL REPORT--ECS...

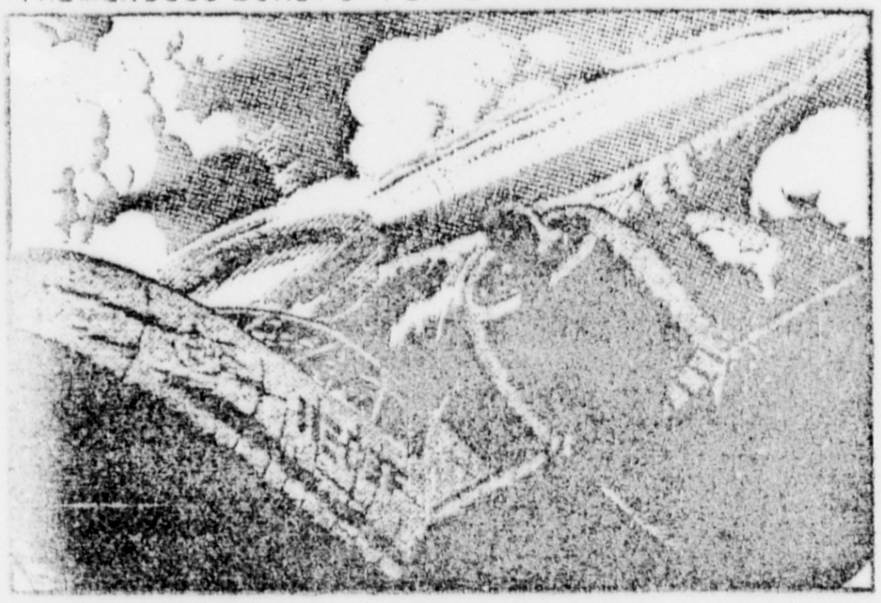
"...WE VEERED TO OUR LEFT. IT VEERED TO ITS LEFT AND PASSED US ABOUT 700 FEET TO OUR RIGHT AND ABOVE US..."



CHILES THEN WENT ON TO DESCRIBE THE OBJECT. HE SAID THE CABIN "APPEARED LIKE A PILOT COMPARTMENT, ONLY BRIGHTER." HE SAID THE ILLUMINATION INSIDE APPROXIMATED THE BRILLIANCE OF A MAGNESIUM FLARE. "WE SAW NO OCCUPANTS. FROM THE SIDE OF THE CRAFT CAME AN INTENSE, FAIRLY DARK BLUE GLOW THAT RAN THE ENTIRE LENGTH OF THE FUSELAGE... LIKE A BLUE FLUORESCENT FACTORY LIGHT..."



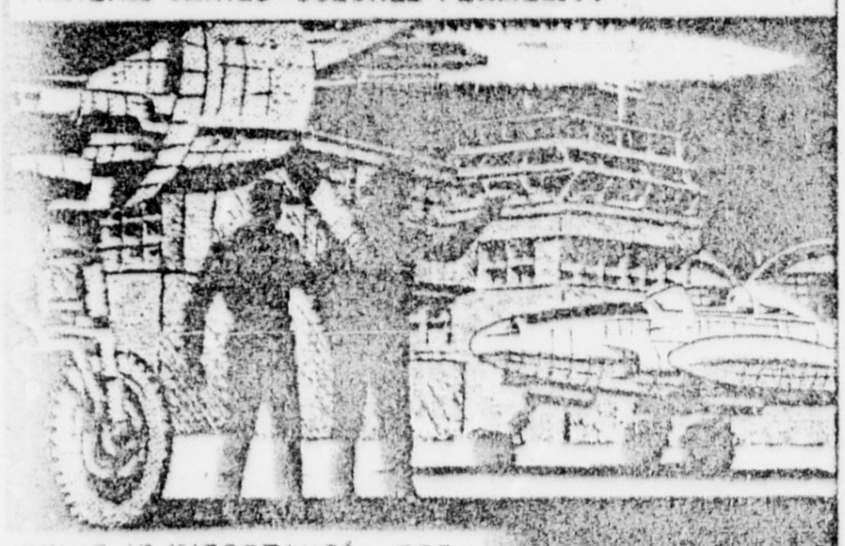
"THE EXHAUST WAS A RED-ORANGE FLAME." CHILES SAID IT EXTENDED 30 TO 50 FEET BEHIND THE OBJECT. "THEN," CHILES CONTINUED, "AS IF THE PILOT HAD SEEN US AND WANTED TO AVOID US, IT PULLED UP WITH A TREMENDOUS BURST OF FLAME FROM THE REAR..."



"...AND ZOOMED INTO THE CLOUDS, ITS PROP WASH OR JET WASH ROCKING OUR D.C.3..."



THIS SAME "SPACE SHIP," THE REPORT STATED, WAS ALSO "SEEN BY GROUND OBSERVERS AT ROBBINS AIR FORCE BASE, MACON, GEORGIA (APPROXIMATELY ONE HOUR EARLIER) *SOING IN A SOUTHERLY DIRECTION, TRAILING VARIED-COLORED FLAMES..."

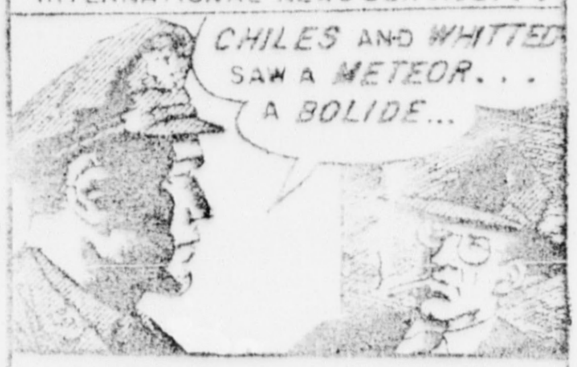


*THIS IS IMPORTANT!— EDS.

THE REPORT THEN WENT ON TO APPLY THE *PRANDTL THEORY OF LIFT* TO THE INCIDENT, INDICATING THAT... "A *FUSELAGE* OF THE *DIMENSIONS* REPORTED BY CHILES AND WHITTED *COULD* SUPPORT A LOAD COMPARABLE TO THE WEIGHT OF AN AIRCRAFT OF THIS SIZE AT FLYING SPEEDS IN THE SUB-SONIC RANGE." THE REPORT THEN CONCLUDED...

"THE OBJECT IS STILL CONSIDERED 'UNIDENTIFIED.'"

THIS "PROJECT SAUCER REPORT" WAS MADE ON *APRIL 27, 1949.* YET IN *DECEMBER* OF THAT *SAME YEAR, MAJOR JERE BOGGS, A PROJECT INTELLIGENCE OFFICER,* STATED TO THE INTERNATIONAL NEWS SERVICE...



WHY DID PROJECT SAUCER CHANGE ITS MIND?

Pilots See Huge "Mystery Aircraft" Over South

ATLANTA, Ga., July 24.—(UP)—Two Eastern Airlines pilots reported that their plane last night passed a tremendous, wingless aircraft that shot a 40-foot flame out its back end and traveled between 500 and 700 miles an hour.

Capt. Clarence Shipe Chiles and his co-pilot, John B. Whitted, told of seeing the fantastic airship and said it looked like a B-29 fuselage "blown up about four times."

The aircraft was brilliantly lighted and had two decks of big square windows, they claimed. It passed within several hundred feet of the pilot's DC-3 and then shot up in the clouds, they said.

Cruising At Time

"We were cruising about 20 miles southwest of Montgomery, Ala.," said Captain Chiles, who was an ATC ferry pilot for four years during the war.

"We looked out the rightside of the cockpit and saw a tremendous light. The first thing that came to my attention was the long stream of flame coming out of the rear end of the plane, or whatever it was.

"Then I noticed the two rows of square windows—it was a man-made thing, all right. We couldn't see any people aboard. It was traveling too fast for that.

"The plane passed us on the right, then, as if the pilot had seen us and wanted to avoid us, it zoomed up into the same cloud it came out of. A 40-foot red flame shot out its rear end. A luminous glow, like a giant fluorescent light, ran along the belly of the thing."

Whitted, who said he had seen the Air Force's best jet planes not on the secret list, estimated its speed as much faster than he had seen before.

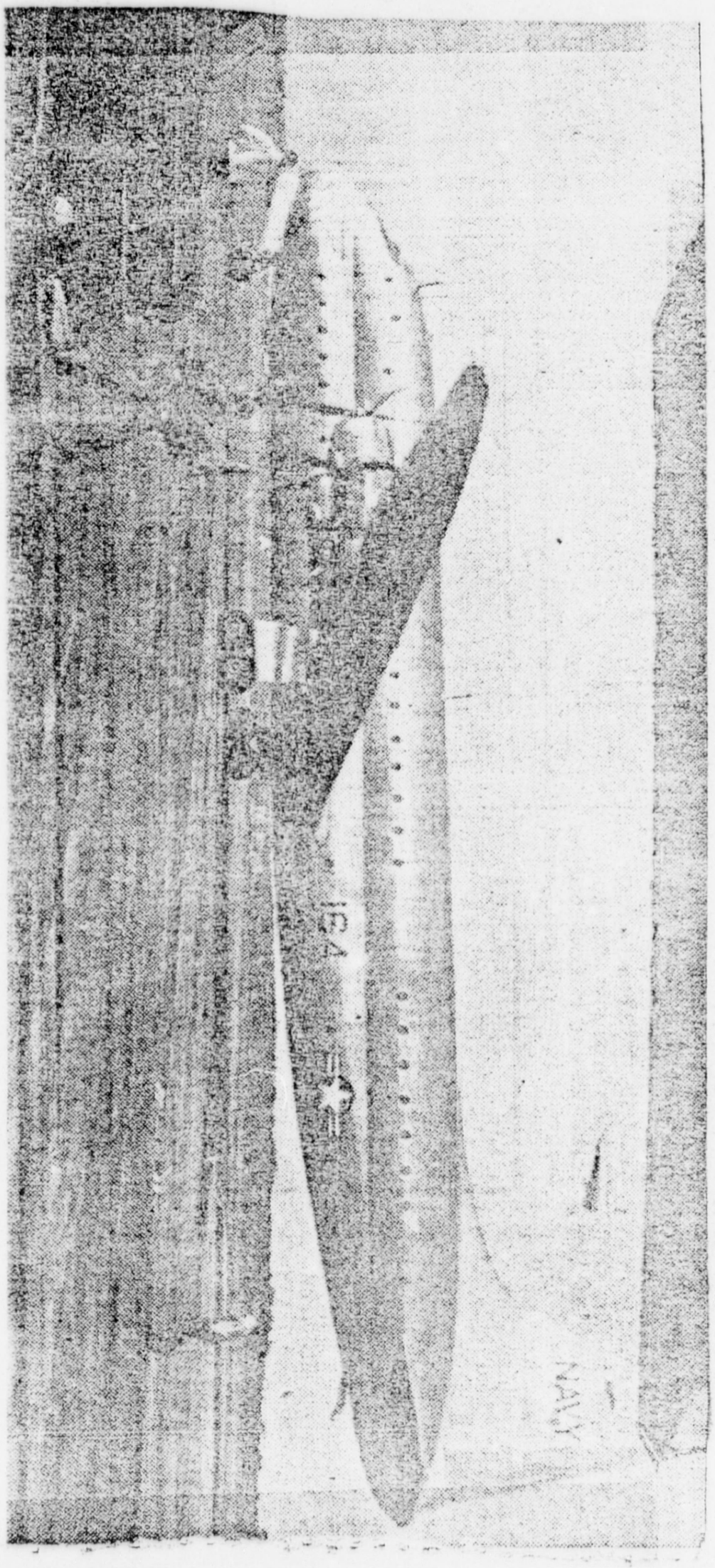
"500 To 700"

"I'd say that when it shot up into the clouds it was going between 500 and 700 miles an hour," Whirted said.

As the aircraft passed them, they said, their comparative small DC-3 fluttered in the "prop wash, jet-wash or rocket-wash," the pilots said. "It sent out tremendous shock waves."

The brilliant light of the airship [illegible] the flame of its propellant [illegible] "blinding blindness" to [illegible] cockpit, the pilots said.

The eastern plane was en-route to Atlanta. The mysterious ship appeared headed toward Mobile or New Orleans, the pilots said.



PLANES IN THE NEWS—NAVY'S CONSTITUTION—Patuxent, Md., July 26.—The Navy's largest airplane, the 92-ton Lockheed Constitution, taxis into the Naval Air Station after a 2600-mile flight from Moffett Field, Cal. Average speed for the huge plane was 260 miles per hour, and this was the first time the ship had landed outside California. For other planes in the news, see two photos. (AP Wirephoto)

Atlanta Pilots Report Wingless Sky Monster

Constitution 3 Daily

By ALBERT RILEY

Two Atlanta pilots of the Eastern Air Lines have baffled the nation with a bizarre story of a huge, wingless, flame-shooting, double-decked aircraft they said flashed past their DC-3 airliner at 2:45 a. m., yesterday morning about 20 miles southwest of Montgomery, Ala.

The two fliers, Capt. Clarence Shipe Chiles and his co-pilot, John B. Whitted are puzzled themselves at what they saw 5,000 feet over Alabama.

"If you look at one of those fantastic Flash Gordon rocket ships in the funny papers, you've got a picture of what we saw," said Whitted.

Nearly four times larger than a B-29, it resembled a B-29 fuselage with the wings off, Chiles said, and flames were shooting out of the tail 35 to 40 feet.

Traveling at a speed they estimated at between 500 and 700 miles an hour, the mysterious aircraft was brilliantly lighted with two decks of windows. Underneath, on the belly of the ship, they said there was a sort of blue fluorescent glow.

Flying a northeasterly course on a scheduled flight from Houston, Texas, via New Orleans, to Atlanta, the two pilots saw the strange object whiz past them in a southwesterly direction, toward Mobile and New Orleans.

Both pilots, who served as Army fliers during the war, said they had never seen anything before that even faintly resembled the mystery craft, and they had no idea what it could have been.

Neither Army nor CAA officials could throw any light on the mystery, and an Air Force spokesman at Washington said that "obviously" this country has no plane resembling a double-decked, jet-propelled, wingless transport shooting a 40-foot flame out of its back end.

The pilots said there were 20 passengers aboard their plane, but all were asleep except one man, C. L. McKelvie, of 85 Hanelton Pike, Columbus, Ohio. McKelvie, said Chiles, told the pilots that he also saw the mystery aircraft.

"It was a moonlit night with some clouds," Chiles said, "and we were flying along on the regular airway, when we saw ahead and slightly above and to our right what appeared to be a tremendous jet of flame.

"We asked each other, 'What in the world is this?'

"It flashed down and we veered to the left and it veered to its left, and passed us about 700 feet to our right and about 700 feet above us.

"Then, as if the pilot had seen us and wanted to avoid us, it pulled up with a tremendous burst of flame out of its rear and and zoomed up into the clouds. Its prop-wash or jet-wash rocked our DC-3."

The pilots said they saw two rows of square windows on the craft, and Whitted said he counted six windows, but could see no occupants because the ship was going too fast.

"It was a man-made thing all right," they said.

The light of the plane and its jet flames was so bright it almost gave them "lightning blindness," they said, and they had to turn up their instrument panel lights in their cockpit.

"After it passed us," Chiles said, we must have sat their for five minutes without saying a word, we were so speechless."

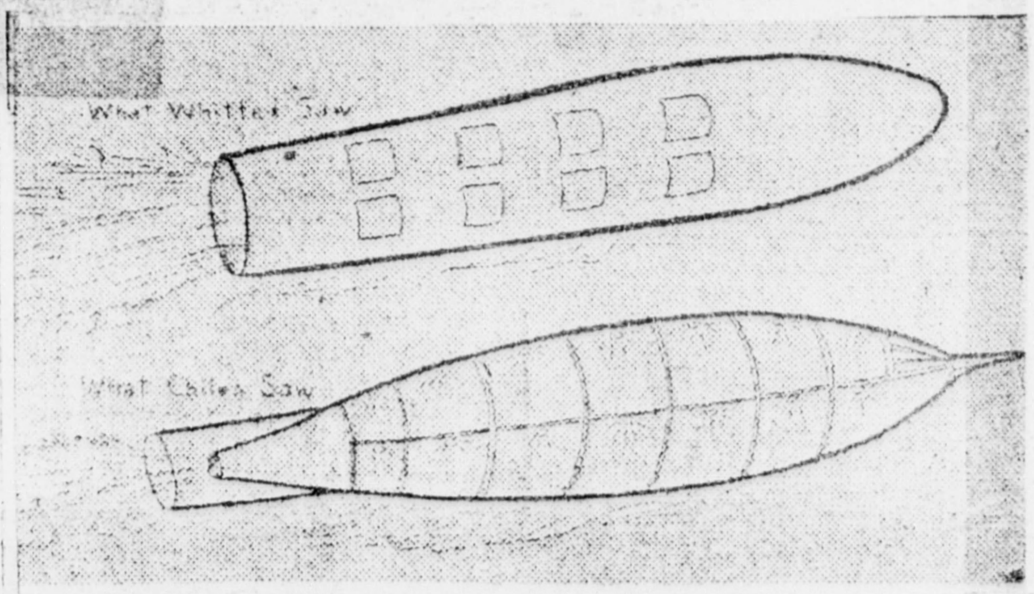
They reported by radio what they had seen and their message went to Maxwell Field at Montgomery, and to Lawson Field at Fort Benning, and to CAA offices, the pilots said. They told about it again when they landed at Atlanta, they said, but everyone was incredulous.

Chiles and Whitted both said they were certain it was not a meteor or comet, because they had seen them before in the air.



Constitution Staff Photo—Ryan Sanders

DESCRIBE MYSTERIOUS "PLANE"—Co-Pilot John B. Whitted (left) and Pilot, Clarence Shipe Chiles, of an Eastern Air Lines DC-3, tell Lockwood Doty, WCON News Director, how they saw a huge, strange, jet-propelled, double-decker, wingless aircraft whiz past them early yesterday morning near Montgomery, Ala.



PILOTS' DRAWINGS OF MYSTERY CRAFT

"As a B-29 bomber pilot durnig the war, I saw some strange things over Japan," Whitted said, "but I never saw anything like that."

The United Press reported "no comment" from Maxwell Field authorities and from Capt. Eddie Rickenbacker, Eastern Air Lines President, at Jacksonville, Fla.

Air Force spokesmen at Washington suggested a possibility that the strange craft might have been a civilian version of the Boeing C-94 transport, reportedly undergoing tests now somewhere in the South.

One Air Force officer said this plane has its wings connected far back on the fuselage and this might confuse an observer into thinking it was wingless. But the C-94 is propelled by conventional engines.

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Pilots Report Flaming, Wingless Rocket Ship

ATLANTA, July 24.—(AP)—A strange wingless plane shooting red flame "like a Buck Rogers rocket ship" was described today by two Eastern Airline pilots. They called it a double-decked speedster making 500 to 700 miles per hour.

The pilot, Capt. C. S. Chiles and Co-Pilot J. B. Whitted, said they were flying the Houston-Atlanta-Boston run when they sighted the ship southwest of Montgomery, Ala., about 2:45 a. m. (CST).

"It was in line almost with our flight," Chiles said. "We veered off to the left and this object turned to its left. When it came near to us, its fuselage appeared to be about 100 feet in length and about four times the circumference of a B-29 fuselage.

"It had two rows of windows. Out of the rear of the ship red flames were shooting 25 to 50 feet. There was a blue glow beneath the fuselage. The ship appeared to be doing between 500 to 700 miles an hour, heading toward New Orleans.

* * *

"WHEN IT GOT alongside of us, it pulled up with a tremendous burst of flame out of the rear. Then the ship disappeared into the broken clouds. The ship had no wings. It seemed to have an upper deck and a lower deck and was fully lighted inside. We saw no occupants."

At Montgomery, Maxwell and Dannelly Army fields said they knew nothing about the report. The Civil Aeronautics Administration also said it had no information about the ship. The Air Force in Washington also could shed no light on the craft reported sighted over Montgomery, Ala., by two Eastern Airline pilots, was described by a Columbus, O., man today as "a flash of cherry red fire."

Clarence L. McKelvie, assistant managing editor of the American Education Press, said he was the only passenger on the Eastern Airlines Houston-to-Boston plane not asleep when the phantom craft was sighted. "I saw no shape or form," McKelvie said.

'Sky Devil-Ship' Scares Pilots; Air Chief Wishes He Had One



EAL FL... Copilot Jo... AIRCRAFT ...hiles (right).

Out at Santa Monica, Cal., the famous Gen. George C. Kenney, chief of the Strategic Air Command, was bearded in his den. His eyes twinkled. No, he said, cautiously, it wasn't one of his planes. The Army as yet hasn't got anything like the Thing seen over Montgomery.

Not Boeing Plane

"I wish we did," the general said wistfully. "I sure would have liked to see that Thing."

So said William M. Allen, president of the Boeing Aircraft Co., up at Seattle. "I'm pretty sure it wasn't one of our planes," said Mr. Allen, modestly.

Almost identical statements issued by the Army Air Forces at Washington and the United States Weather Bureau at Montgomery tended to throw some light on this fantasy. Both sources suggested that the Atlanta pilots had flown past an air radar weather observation balloon. Those things, they explained, are 10 feet in diameter and have square, tinfoil boxes fastened to them. The boxes reflect light and "give strange illusions" as they twist and turn. Maxwell Field said they send 'em up at six-hour intervals.

And Maxwell Field is at Montgomery.

Plane Makers Dubious About Alabama 'Thing'

By WILLIAM KEY

What was that Thing that scared the daylights out of two Atlanta Eastern Air Line pilots in the spooky hours Saturday morning?

Is there some stratospheric Loch Ness fire-breathing monster on the Milky Way run between Atlanta and New Orleans?

The pilots, Capt. C. S. Chiles, of Atlanta, and Co-Pilot J. B. Whitted, of Hapeville, would like to know. The Army Strategic Air Command would like to know. Big airplane manufacturers also are curious, but slightly dubious.

Pilots Chiles and Whitted told their thrilling story upon arriving at municipal airport here Saturday on the Houston-Atlanta, Boston run. Here is what they say they saw, near Montgomery:

A gigantic plane without wings, black against the night sky, streaking through the heavens at 5,000 feet altitude with a fiery comet's tail 25 to 50 feet in length. It had a 100-foot fuselage about four times the circumference of a B-29's, and two rows of brilliantly lighted square windows. Creepiest of all, it was a veritable Flying Dutchman of the Skies. Nary a living soul was seen aboard!

Continuous Light

The pilots admitted they had goose pimples riding pick-a-back on goose pimples. What's more, they said one of their 20 passengers—C. L. McKelvie, of Columbus, Ohio—was awake and saw the same thing.

Reporters nailed Mr. McKelvie at Kennett Square, Pa. How about it, they asked him—had he seen what the Atlanta pilots said he saw?

Well, now, said Mr. McKelvie—not exactly. He said he saw "no form of ship" whatever. He saw a "continuous light speed past" his window.

"But," added Mr. McK., "I'm

ALPINE 9 7 50 — FALLS
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THE ATLANTA CONSTITUTION • Monday, July 26, 194

Hunters Support Airmen's Story Of Flame-Shooting Wingless Craft

A flame-shooting, wingless mystery aircraft reported seen by two Eastern Air Lines pilots early Saturday morning was linked yesterday with a strange sight observed in the sky about the same time by an Atlantan who was fox-hunting near Covington.

J. V. Morris, of 1092 Wyley St., S. E., said he and a friend, Lindsay Fall, of 1309 Metropolitan Ave., S. E., were fox hunting around Snapping Shoals on the Yellow River about 3 a. m. Saturday when they saw "an unusually bright light—as bright as a room," which appeared to be speeding westward. Morris said it was gone in a few seconds.

The time coincided with the hour the pilots, Capt. C. S. Chiles, and his co-pilot, John B. Whitted, said they saw the wingless "Buck Rogers" craft. They had reported seeing it at 2:45 a. m.

Meanwhile, Air Force, Coast Guard and civilian air officials, as well as plane manufacturers collectively declared they had never heard of anything like the leviathan Chiles and Whitted reported they saw on a night flight from Houston, Texas, to Atlanta.

But the pilots were untroubled by the skeptics. They announced they planned to arm themselves with cameras as they prepared to take off on another round trip flight to Houston. If they see anything on this flight they hope to record their observations on film —as proof.



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Hundreds of telephone calls flooded the Civil Aeronautics Administration office in Yakima, Wash., today from persons who had seen a silvery, "moon-sized" flying "blob" wheeling across the sky above the city.

The apparition, termed "another flying saucer" by the CAA, was observed by two control tower men at the Yakima Airport, both of whom agreed as to its general description.

Airport Traffic Controller Don Hunt and Aircraft Communicator George Robinson said they saw a silvery "moon-sized" object wheeling west of the city about 2 p. m. (PDT) today. They saw it again at 4:20 p. m.

An Indianapolis, Ind., housewife meanwhile reported she and her son and daughter saw a similar flame-spurting aircraft Thursday night, more than 24 hours before it was seen by the pilots. She described it as a ball of fire which shot two jets of flame downward at regular intervals. She said she watched it about three minutes.

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KENNETH SQUARE, Pa., July 24.—(AP)—A mystery plane, reported sighted over Montgomery, Ala., by two Eastern Airline pilots, was described by a Columbus, O., man today as "a flash of cherry red fire."

Clarence L. McKelvie, assistant managing editor of the American Education Press, said he was the only passenger on the Eastern Airlines Houston-to-Boston plane not asleep when the phantom craft was sighted.

"I saw no shape or form," McKelvie said.

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These facts alone—the occurrence of scheduled showers and the number of well-plotted meteors observed during the period—point strongly to the probability that the Chiles-Whitted UFO was a meteor. The probability becomes virtual certainty when we examine the available records for the night of July 23 and morning of July 24, the period when this particular UFO appeared. The watcher in Alabama was not on duty; but another observer in Iowa counted fourteen meteors in one hour [23], more than double the rate for an average night. About an hour before the UFO appeared in Alabama, ground observers at Robins Air Force Base near Macon, Georgia, reported an unusually bright meteor going from north to south. A few minutes before the Alabama sighting, two Air Force officers flying between Blackstone, Virginia, and Gainsborough, North Carolina, reported an unusually bright meteor traveling in a southerly direction.

When Chiles and Whitted observed their UFO, its appearance and manner of motion were identical with those of many other bright meteors but the pilots, startled by the sudden apparition, misinterpreted what they saw. They probably overestimated the length of time the meteor was in view and they almost certainly underestimated the distance. Meteors notoriously mislead even the experienced observer, who often sees them disappearing "just behind the next hill," although they may actually be fifty or a hundred miles away. Although the night was moonlit and clear except for broken clouds, the witnesses had no fixed reference point by which to determine either distance or size.

There can be no doubt that Chiles and Whitted misinterpreted the appearance of an unusually brilliant meteor, its body glowing to white (the momentarily persisting luminous train of a meteor often has a veined or fibrous structure that could easily have suggested the "lighted window" and "cockpit") and blue incandescence (the glowing "undercarriage") as it rushed through the atmosphere some fifty miles or more away, shooting off flaming gases (the "exhaust") and vaporizing from the friction of the atmosphere. Flashing beyond their range of vision ("pulling up into the clouds"), it proably burned and disintegrated before it reached the earth.

This fresh analysis, based on meteor records for July 1948, has led ATIC finally to remove the Chiles-Whitted UFO from the category of Unknowns and, as Dr. Hynek suggested originally, add it to the file of recorded meteors.

check of the air traffic showed that no other planes had been in the area at the time, so the object could not have been a normal aircraft. Furthermore, other equally reliable witnesses reported seeing unusually bright meteors in the Southeast that night. Since the bare physical description of the UFO, apart from the inferences made, was identical with that of a fireball, Dr. Hynek concluded that it was an unusually bright meteor.

But the climate at ATIC that summer was not friendly to a prosaic explanation. Remembering the tragic death of Captain Mantell some six months earlier while he was chasing a UFO, still unidentified (p. 00), some officials were more than half ready to believe in invading space fleets as the answer to every puzzling phenomenon in the sky. They rejected the fireball explanation. Instead of accepting the Chiles-Whitted UFO as a meteor, they identified the other two meteors seen that night as UFOs!

And yet the evidence is overwhelming that the UFO *was* a fireball.

The major meteor showers that occur on schedule every year have accounted for hundreds of alleged UFOs over the last fifteen years. Several of these showers begin in mid-July and July 24 falls in a period of greatly increased meteor activity, when the earth is moving through the Aquarid streams and is encountering the forerunners of the Perseids. All during the year, and particularly during these weeks of shower meteors, amateur astronomers all over the country spend many evenings watching the sky, counting meteors, mapping their paths, and reporting the data to various observatories. On an average night outside the shower periods, if there are a few clouds and no moon, an experienced watcher may count about half a dozen meteors in an hour's time, but during a shower he usually sees many more. For the week of July 23 to 30, 1948, the records of the American Meteorities Society, the Harvard College Observatory, and the Flower and Cook Observatory show that, in spite of the interference of a bright moon, large numbers of meteors were counted and the paths of many of them were mapped and plotted.

The reports from the Southeast for that week have particular interest for the Chiles-Whitted case. A regular observer in Alabama counted fifteen meteors in one hour's watching on the evening of July 24, and twenty-one in two hours the following night [23]. On the evening of July 26 he apparently took a holiday, but many other persons saw a huge fireball that flashed over North Carolina and Tennessee at 9:36 P.M. E.S.T.; its radiant (AMS 2322), plotted from many reports, showed it to be a member of the Delta Aquarid stream, then approaching its maximum. Early on the morning of July 27 another fireball soared over Tennessee and apparently exploded [24]. On the night of July 28 the Alabama watcher recorded fifteen meteors, from which he obtained the radiants AMS 3269, 3270, and 3271 [9, p. 521].

wash or mechanical disturbance when the object passed. The third witness, the passenger, did not report any turbulence or rocking of the plane. Some of the later versions of the incident gloss over these facts, however, and thus exaggerate the startling nature of the sighting. One account subtly implies the presence of a pilot in the UFO [22] and several state that, as the object passed, the plane hit turbulent air [7, p. 61] or was "rocked" by the UFO [20, p. 21].

Like most eye-witness descriptions of a startling event, the testimony of the three men differed. Chiles stated that at the front of the UFO was a lighted pilot compartment or cockpit with a "snout" similar to a radar pole, and that a kind of nozzle projected from the rear from which the flames fanned out to a width of some twenty to thirty feet. Whitted did not see a cockpit, a snout, or a rear nozzle; he thought the flames flared out from the entire rear and were never any wider than the width of the UFO itself. The third witness, the passenger, saw no shape or form, only an intensely brilliant streak of light that appeared and vanished before he was able to focus his eyes. As responsible officers, both pilots had obviously tried to separate the observed phenomena from their interpretation. They differed widely on the estimated distance of the UFO (the passenger did not offer an estimate). Chiles thought it passed them with a margin of only about 700 feet, but Whitted believed the distance to be more than ten times greater, about a mile and a half. However, when we remember that these men had the UFO in sight for only a small fraction of a minute and that their study of the side view ("windows," "cockpit," etc.) must have been limited to the instant of passing, these disagreements are not remarkable.

When Captain Chiles and Lieutenant Whitted reported their frightening experience, the Air Force made a prompt investigation. Since Captain Chiles explicitly stated his belief that the UFO was under intelligent control, the case required careful consideration. A

The Chiles-Whitted Sighting

The Chiles-Whitted UFO, sighted on July 24, 1948, is one of the most publicized of the classics. Although the object appeared, passed, and vanished in an interval of roughly ten seconds, and the descriptions given by the three witnesses differed on several vital points, Dr. J. Allen Hynek, astronomer consultant to ATIC, in his report of April 30, 1949, identified it as an undoubted meteor. Nevertheless, as late as 1960, apparently not all Air Force officials had accepted this solution [20]. The literature of saucerdom still cites the incident as indisputable proof of alien spaceships [19, pp. 78, 88].

On the evening of July 23 an Eastern Airlines DC-3 took off from Houston, Texas, en route for Boston, with an experienced pilot and copilot in the cockpit. By 2:40 A.M. C.D.S.T. July 24 the plane was a few miles southwest of Montgomery, Alabama, flying at an altitude of 5000 feet. The night was clear, and a bright moon just four days past full shone through a layer of broken clouds about 1000 feet above the plane. At 2:45 A.M. the pilot, Captain C. S. Chiles, noticed a dull red glow some distance ahead, approaching from a little above and to the right of the plane. He remarked to his copilot, Lieutenant J. B. Whitted, "Look, here comes a new Army jet job." [18] In the next few seconds, however, he changed his mind about the identity of the object. As both men watched, the brilliantly glowing unknown continued to approach with incredible swiftness, apparently on a collision course; it seemed to veer slightly, passed the plane on the right almost level with and parallel to the flight path, then seemed to pull up sharply and disappear into the clouds. Captain Chiles estimated that the object was in sight for about ten seconds. The one passenger who was awake, sitting at the right of the cabin, saw the light for only an instant as it flashed by.

The brief impressions of these three witnesses were the sole foundation for newspaper stories that the plane had narrowly escaped collision with a spaceship.

In their official report both pilots agreed on the general appearance of the UFO: it looked like a wingless aircraft with no fins or protruding surfaces, was cigar-shaped, about 100 feet long, and about twice the diameter of a B-29 superfortress. It seemed to have two rows of windows through which glowed a very bright light, brilliant as a magnesium flare. An intense dark-blue glow like a blue fluorescent factory light shone at the bottom along the entire length, and red-orange flames shot out from the rear to a distance of some fifty feet. Neither man heard any sound and neither saw any occupants. In their original report to ATIC both men agreed that "no disturbance was felt from the air waves, nor was there any prop

B/Ltr from AEC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWS DSS 1st Ind 24 Jan 1949

HEADQUARTERS, AIR WEATHER SERVICE Andrews Air Force Base, Washington 25, D. C.

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: MCIAIO

Investigations by this headquarters reveal that a synoptic weather balloon could have been at the location where sightings were reported in the following incidents. In compiling this list consideration was given to the wind direction and speed at the surface and aloft at the scheduled time of balloon release, and the location of the nearest weather station making balloon observations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

/s/ M. A. West
M. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
n/c

[redacted] SIGHTING
ALABAMA - GEORGIA
24 JULY 1948
Probable Astro (METEOR)