SKETCH (2)

(Temporary ATC Form 3-9)
(1 Jan 58)

AF Form No. 10-3 (Rev 29 Jul 47) [redacted]

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

5

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

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

Number all comments consecutively.

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

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT "PROJECT GRUDGE", Sighting of Unidentified Aerial Object, Copco, California

TO MCIAXA-1
Attn: Mr. Rogers

FROM [redacted]

UNCLASSIFIED

DATE 6 March 50 COMMENT NO. 1

1. Attached hereto are two copies, Report of District 19 OSI dated 17 February 1950, subject: "Sighting of Unidentified Aerial Object, Copco, California."

2. These reports are forwarded to you for your information and any action deemed desirable.

WALTER A. HAUSER
Colonel, USAF
Air Provost Marshal.
Inspector General's Office

IWR/bb
6-4112
P 206S
P 262

1 Incl
Rpt Dist 19 CSI
dtd 17 Feb 50
(2 cys)

8 October 1949
Copco, California

4910.1

7-3712-25

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

ANALYSIS DIVISION FILE

FILE NUMBER
AJR 3-21
INITIALS DATE

UNCLASSIFIED

WF-L-18 MAR 48 2 Mil 600M

[redacted] (CONTINUE ON OTHER SIDE)

[redacted]

UNCLASSIFIED

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

FILE NO. 24/40-12

DATE 17 February 1950

REPORT MADE BY
ARMIN F. HEROLD, JR.

REPORT MADE AT
DO#19, Fairfield-Suisun AFB

PERIOD
8 Dec 49, 24-27 Jan. 30 Jan. 10-11 Feb 1950

OFFICE OF ORIGIN
DO#19, Fairfield-Suisun AFB

STATUS
CLOSED

TITLE

SIGHTING OF UNIDENTIFIED AERIAL OBJECT
COPCO, CALIFORNIA

CHARACTER SPECIAL INQUIRY

REFERENCE None, this is an initial report.

SYNOPSIS

Investigation was initiated upon receipt of a letter from the San Francisco Office of the FBI which contained the information that an unidentified aerial object was seen by Mr. [redacted], Irvington, California. The FBI had received the letter from [redacted] stated that the object was sighted by him 8 October 1949 at Copco, California and described it as approximately the size of a 4-engine aircraft, traveling at a high rate of speed. A check with the Civil Aeronautics Authority, San Francisco, disclosed that numerous aircraft fly in this area, of which a very small percent file any type of schedule or clearance for flight. No radar installations in the area are close enough or powerful enough to have recorded unusual readings at Copco, California. The files of the Centerville Police Department, the FBI and the ONI contain no record of [redacted]

- CLOSED -

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

DISTRIBUTION

CG, AMC (Action Copies) (1 Incl).	2
OSI Hq. (1 Incl).	2
File	2

ACTION COPY FORWARDED TO

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

APPROVED

JOHN G. SHOPE,
Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

UNCLASSIFIED

SMAMA—Nov 48—100M

[redacted]

19D OSI 24/40-12

DETAILS

1. This investigation is predicated upon receipt of a letter from the San Francisco Field Office of the FBI, which contained the information that [redacted] of Irvington, California sighted an unidentified aerial object near Copco, California.

AT IRVINGTON, CALIFORNIA

2. On 8 December 1949, Mr [redacted] Irvington, California was interviewed and made the following statement:

"On about 8 October 1949, at approximately 1520 hours I noticed one object (see sketch) in the sky at about 3500' or less. This object was stationary and after viewing it for about 30 secs I went to my car to obtain field glasses. When I turned to look at the object again it had almost disappeared from sight, traveling at a speed approximately three times faster than jet aircraft, climbing at an angle of 45°, and going in a northeasterly direction. This object was approximately the size of a four-engined aircraft, was silvery and gray in color, had no moving parts, and no sound could be detected. At this time I was 3 miles from Copco, California, on the Ager road.

/s/ [redacted]
Irvington, Calif."

3. The original of the foregoing statement is contained in the files of the 19th District Office of Special Investigations.

4. [redacted] prepared a sketch of the object and this sketch is attached to this report as an inclosure.

AT SAN FRANCISCO, CALIFORNIA

5. On 24 January 1950, it was learned from the San Francisco Civil Aeronautics Authority office that there are one hundred sixty-one (161) listed air carriers in the Bay Area. Only fourteen (14) of these have regularly scheduled flights and less than one per cent of the remaining file any kind of plan or clearance for their flights. A check with the Oakland Airport and the San Francisco Airport revealed that less than one per cent of the planes normally using those fields file any kind of schedule or clearance.

NOTE: Since such a large percentage of these flights file no type of clearance and the majority of them are operating without schedule, it is deemed inadvisable to check on them in the vicinity of Copco, California, around 1500 hours, 8 October 1949. Such an operation does not seem feasible, in view of the fact that many of the cities between the Bay Area and Copco, California, and North of Copco, California, could have had such a flight and in all

DETAILS (cont'd)

probability the large percentage of these had no flight plan or clearance files.

6. On 25 January 1950, information was received from the Aerological Station Forecast Center, U. S. Weather Bureau, San Francisco Airport, South San Francisco, California, that the weather report for the vicinity of Copco, California, and the teletype sequence for 8 October 1949 were not obtainable from that office.

7. On 26 January 1950, a check of the 6th Army and 12th Naval District Intelligence Offices revealed that these commands do not possess any radar installations in California or Oregon which are near enough or powerful enough to have recorded anything unusual at Copco, California, on 8 October 1949.

8. On 27 January 1950, a check of the Air Force Early Warning Radar Stations in the Bay Area revealed that these have insufficient range to have reached as far North as Copco, California. These stations reported no unidentified aircraft or objects on 8 October 1949.

AT IRVINGTON, CALIFORNIA

9. Mr. [redacted] lives on a farm approximately five (5) miles South from Irvington, California, [redacted] and his closest neighbors were not acquainted with him; consequently, no character witnesses could be obtained to vouch for [redacted] reliability and character.

10. There is no police force in Irvington, California, and a check of the records of the Police Department, Centerville, California, disclosed no record of [redacted]

11. On 11 February 1950, Mr. [redacted], Irvington, California, stated that Mr. FRED BALTZ had been a patient of his only once, and he does not feel qualified to make an estimate on SUBJECT's character, reliability or trustworthiness.

AT SAN FRANCISCO, CALIFORNIA

12. On 10 February 1950, files of the San Francisco Field Office, F.B.I., and Office of Naval Intelligence, 12th Naval District, San

19D OSI 24/40-12

DETAILS (cont'd)

Francisco, California, disclosed no information on [redacted].

INCLOSURE:

FOR CG, AMC, WRIGHT-PATTERSON AFB AND OSI HQ.

Sketch of unidentified aerial object allegedly seen by FRED BALTZ.

- CLOSED -

[redacted]

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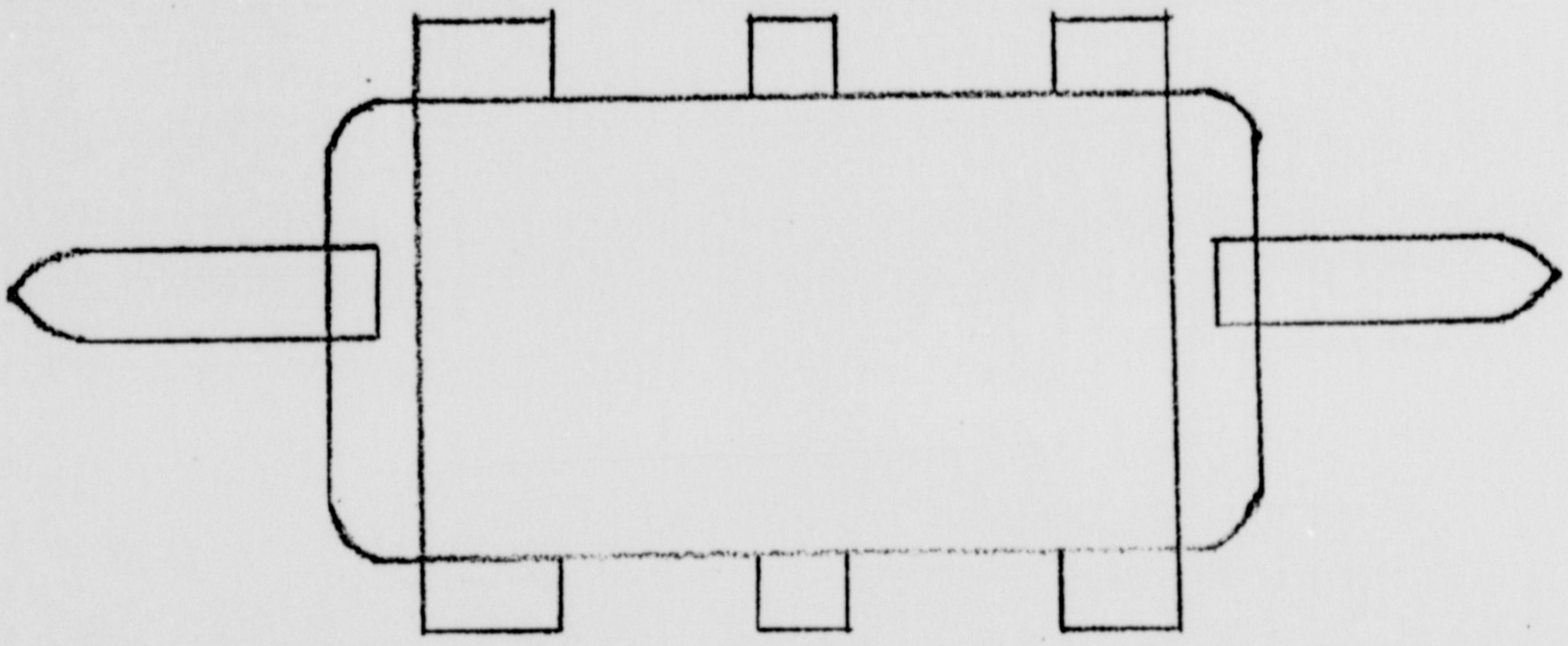
SKETCH OF UNIDENTIFIED AERIAL OBJECT AS SOON BY [redacted] IRVINGTON, CALIFORNIA



INCLOSURE 1, 19D OSI 24/40-12

UNCLASSIFIED

[redacted]

UNCLASSIFIED

T.-575-PM
10/25/49
SXF-2

COL TOOTELEAN TO MCIAXO-3.

FOPLOWING CABLE QUOTED FOR YOUR INFORMATION.

SECRET

OPERATIONAL PRIORITY PARAPHRASE NOT REQUIRED

FROM: COMGEN, FEAF, TOKYO JAPAN

TO : CS,USAF WASHINGTON, DC(ATTN DIR OF INTELLIGENCE)

INFO: CINCFE TOKYO JAPAN

NR: AX 3602 AIR-2 22 OCT 1949

REFERENCE AIR INTELLIGNECE REQUIREMENTS MEMORANDUM NUMBER 4, PART 2 OF THE FOLLOWING PRELIMINARY REPORT IS SUBMITTED: ON 10 OCT 49 AT 1700Z ARB-29 A/C FROM THIS ORGANIZATION MADE THE FOLLOWING SIGHTING: AT 40 DEGREES, 40 MIN N, 152 DEGREES F, AT AN ALTITUDE OF 18,500 FEET, ON A HEADING OF 07 DEGREES, [redacted] A/C COMMANDER, AND [redacted], WEATHER OBSERVER, SAW WHAT APPEARED TO BE 4 ROCKETS. THE 1ST FLASH APPEARED TO LEFT OF COURSE, APPROXIMATELY 40 MILES AHEAD OF A/C/ 10 MINUTES LATER 3 FLASHES WERE SEEN TO RIGHT OF COURSE AT 1 MINUTE INTERVALS. PROJECTILES STARTED AT LOW ALTITUDE PASSING ON THRU ALTITUDE OF A/C, AND CONTINUING ON UP AND OUT OF SIGHT. DETAILED INFORMATION WILL FOLLOW ON FORM 112.

COB NOTE: THIS IS OUR CAFIN 7581

INFO WENT TO OGM, MDC AND MRD.

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5-95358

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DOD DIR 5200.10

[redacted] UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-33

DATE 31 OCT 1949

REPORT MADE BY
ALFRED M. KIRK

REPORT MADE AT
DO#3, 1612 S Cameron St, Harrisburg, Pa.

PERIOD
12 Oct 49

OFFICE OF ORIGIN
DO #5, W/P AF Base, Dayton, Ohio

STATUS
RUC

TITLE

SIGHTING OF UNKNOWN OBJECT, 11 OCT 49 AT HARRISBURG, PA., BY MESSRS. [redacted]

11 Oct 49 Harrisburg, Pa.

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
News Item, The Evening News, Harrisburg, Pennsylvania, 11 October 1949

SYNOPSIS

Investigation predicated upon information taken from an article appearing in the Harrisburg Evening News 11 October 1949 regarding the sighting of unidentified aerial phenomena over Harrisburg, Pennsylvania at 0858 Hours 11 October 1949. [redacted] and [redacted] sighted the unidentified spherial object at high altitude proceeding in a southerly direction. Object was traveling horizontally and resembled a disc. Object did not change course and disappeared from sight still holding a southerly course. Olmsted Air Force Base, Middletown, Pennsylvania Weather Station, reported for 11 Oct 49, at 0830E Hours Clear Skies, Visibility three (3) Miles in ground fog and smoke. At 0930E Hours - Clear Skies, Visibility nine (9) Miles. [redacted]H, former Navy Carrier Pilot, now member Naval Reserve (Inactive); [redacted], former Sergeant USAF, both considered reliable and sober citizens.

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Hqs OSI, Wash, DC 2

File 1

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APPROVED

MICHAEL G. FRISCH
Major, USAF
District Commander.

FILE STAMP 499

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
NOV 2 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT

ROUTE TO | FILE

UNCLASSIFIED

C 3

[redacted]

UNCLASSIFIED

File No 24-33

DETAILS:

AT HARRISBURG, PENNSYLVANIA

1. This investigation predicated upon a newspaper article appearing in the Harrisburg Evening News, evening of 11 October 1949, in which J[redacted] and [redacted]et, Harrisburg, Pennsylvania, were alleged to have seen a "flying saucer" heading south at 20,000 Feet on the morning of 11 October 1949, at 0858 Hours at Harrisburg, Pennsylvania.

2. On 12 Oct 49, [redacted]H and [redacted]T were interviewed at the Plumbing Shop of [redacted], Harrisburg, Pa. Both stated in substance that at 0858 Hours morning of 11 Oct 49, while loading a truck at the Plumbing Shop, [redacted] looked into the sky toward the south and saw a flying object resembling a disc. [redacted] called this to the attention of [redacted]. Both stated that the object was flying in a southerly direction at an estimated height of 20,000 Feet ([redacted] stated he used his Navy Pilot Training and mathematics to approximate the altitude). The object apparently moved at great speed as it glistened in the morning sun and appeared to have a rolling motion similar to that of a wheel turning. The object as it moved in a southerly direction was observed then from a rear position and had the appearance of partially revolving on a horizontal axis. The object was in view not more than five (5) or six (6) seconds. Both persons interviewed stated that as unconventional as their stories might sound, both are positive that such a phenomenon did exist.

3. Records of the U.S. Naval Reserve Battalion, 2998 N. 2nd Street, Harrisburg, Pa., indicate [redacted], is a member of the Naval Reserve but inactive due to lack of flying accommodations. Nothing in Navy files to indicate anything derogatory or detrimental to [redacted] as to character, sobriety, and reliability.

4. Major JAMES H. AINSWORTH, Station Weather Officer, Weather Detachment, 12/12L, 12th Weather Squadron, Olmsted Air Force Base, Middletown, Pennsylvania, stated in writing that the report of weather conditions on 11 Oct 49 were as follows: 0830E --- Clear Skies, Visibilities 3 Miles in Ground Fog and Smoke. 0930E --- Clear Skies, Visibilities 9 Miles.

4. Following information was given by [redacted] and [redacted] when interviewed:

(1) Date of Sighting - 11 Oct 49

(2) Time of Sighting - 0858 Hours

(3) Where Sighted - Ground

(4) Number of Objects - Sketch attached

UNCLASSIFIED

[redacted]

2

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(5) Observable celestial phenomena or planets that may account for the sighting - Not known

(6) Distance of object from observer

(a) Laterally
(b) 60-Degree angle
(c) Approximately 15,000 to 20,000 Feet in altitude

(7) Time in sight - Six (6) Seconds

(8) Appearance of object

(a) Aluminum or bright polished metal
(b) Shape - Round sketch attached
(c) Apparent construction - Not known
(d) Size - Apparently 40 Ft span in diameter

(9) Direction of Flight - South

(10) Tactics or maneuvers

(a) Straight - revolving about horizontal axis

(11) Evidence of exhaust

(a) Color of smoke - unknown
(b) Length and width - unknown
(c) Odor - unknown
(d) Rate of evaporation - unknown
(e) Does trail vary with sound? - unknown

(12) Effect on clouds

(a) Opened path through clouds? - Unknown; skies clear of clouds

(13) Lights - unknown

(14) Support - Smooth surface; no apparent breaks or objects from surface

(15) Propulsion - None apparent

(16) Control and stability

(a) Excellent flight - No motion other than that described in para (10)

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(17) Air Ducts - None seen

(18) Speed - M.P.H. - [redacted] estimates speed to be from 900 to 1900 M.P.H. Figure arrived at by algebra - geometry at altitude and from methods used by Navy pilots in estimating speed of other aircraft

(19) Sound - None heard

(20) Manner of disappearance

(a) Faded from view

Relative to Observer

(1) Name of observer - [redacted] Apprentice Plumber, [redacted] Harrisburg, Pa.

(2) Place of business [redacted] Harrisburg, Pa.

(3) Pertinent Hobby - Model airplane racing

(4) Ability to determine - Past flight experience with Navy Aviation; former Pilot, rank Ensign PBM; 4 years assigned Naval Carrier; at Guam after World War II. No combat experience

(5) Reliability of observer - Good

(6) Notes relative to observer:

(a) Sightings in general - Apparently good
(b) How attention was drawn to object: - Called to [redacted] attention by [redacted], who was looking at a DC-3 when phenomenon observed

(7) Witnesses

(a) [redacted] Harrisburg, Pa.
(b) Occupation - Apprentice Plumber
(c) Reliability - Good. [redacted], former Sergeant USAF, Flexible Gunner

(8) [redacted] and [redacted] have the appearance of being stable and intelligent in their manner of conversation and observations and are considered reliable.

[redacted]

UNCLASSIFIED

File No 24-33

INCLOSURES

FOR DO#5, Wright-Patterson AFB:

Two (2) copies of sketch of unidentified aerial phenomenon as described by [redacted] and [redacted]

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

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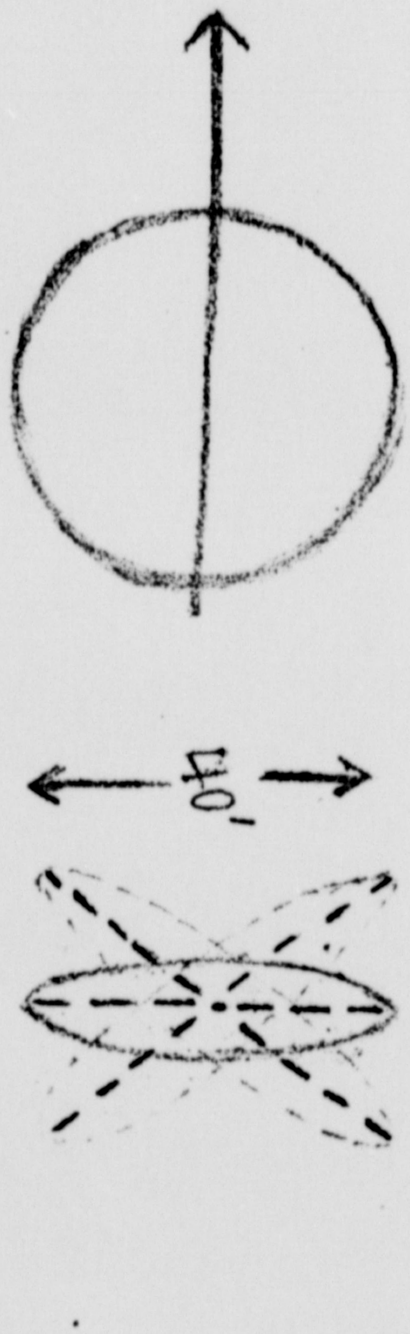
5

[redacted]


E_0

K243.6012-1
Nov-Dec 1947

RETURN TO:

Director
Aerospace Studies Inst
ATIN: Archives Branch
Maxwell AFB, Alabama

[redacted]

1 AXP

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 445b

DATE 14 November 1949

REPORT MADE BY
GERALD R. MARSHALL

REPORT MADE AT
DO #1, Westover AFB

PERIOD 3, 4 November 1949

OFFICE OF ORIGIN
DO #1, Westover AFB

STATUS CLOSED

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT
2 November 1949
West Unity, New Hampshire, by
[redacted]

2 November 49
West Unity, O.

CHARACTER
SPECIAL INQUIRY

REFERENCE
None. This is an initial report.

SYNOPSIS

At 1945 hours, 2 November 1949, [redacted], West Unity, New Hampshire, observed an object in the sky to the west. It was similar to a star in shape, yellow becoming more reddish as it neared the horizon, the color being more intense at the periphery. The object was seen at an elevation angle of 2 to 10 degrees, and it was observed to disappear and reappear on the night of 2 Nov 49. It was reported to have moved through one (1) degree of azimuth during a 15 minute period in a slow, steady, arcing motion. No exhaust or flame was seen, and the means of control, lift, construction, and propulsion were indescernible. No sound was heard. No other reports have been received from surrounding towns; no other witnesses could be located. No radar information available. Information given by GEORGE DIMITROFF, Professor of Astronomy, Dartmouth College, Hanover, N. H., indicated that the object may have been two large, bright stars, the normal appearance was distorted by atmospheric conditions.

SECRET

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DOD DIR 5200.10

DISTRIBUTION

1 CG, AMC Wright-Patterson AFB Attn: MCIAXO-3 2
Hq, OSI 2
CO, [redacted] AFB 2
File 2

ACTION COPY FORWARDED TO

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

ATTN: MCIAXO-3

APPROVED

Harry J. Jenkins

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

FILE STAMP

1003317

misc sightings

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27-9712-27

O-208 Replaces AFCSI Form [redacted] which may be used

16—57744-1 U. S. GOVERNMENT PRINTING

DETAILS:

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

AT MANCHESTER, NEW HAMPSHIRE

2. On 2 November 1949, at 2330 hours, telephonic notice was received by the writer from Agent ROBERT S. MCLEOD, Federal Bureau of Investigation, Concord, New Hampshire, that an unidentified, airborne object had been sighted at 1945 hours and again at 2110 hours, 2 November 1949, at West Unity, N. H., by Mrs. [redacted], West Unity, New Hampshire.

3. On 3 November 1949, an interview was conducted with Mrs. [redacted], who gave the following information: Her attention was directed to the object by a telephone call from her neighbor, Mrs. [redacted], West Unity, N. H., who had observed it several times in the last three (3) weeks. Mrs. [redacted] first saw the object at 1945 hours on 2 November 1949 for a period of about 15 minutes, and again at 2110 hourse, same date, for a period of 10 minutes. Her point of observation was her home in West Unity (elevation of house, 1140 feet mean sea level) and it appeared to be at an altitude of about 1200 feet in a west-southwesterly direction at an elevation of approximately two to five degrees. On the second sighting it was at about ten degrees elevation and farther to the North. Mrs. [redacted] described the object as being the same general shape as a star, and it appeared to pulse or fluctuate in outline. When examined through binoculars (inexpensive, low power), the object looked to be about twice the size of a full moon when viewed with the naked eye. Its color was more brilliant and intense toward the periphery, with the center appearing almost shadowy. Around the perimeter, several (estimated at 6 to 10) points of bright, evenly spaced, white light were seen. These were not visible on the later sighting. Motion of the object was stated to be very slow, steady, and in a southerly direction, its speed being estimated at 25 miles per hour or less (movement was reported by the witness as being through one (1) degree of azimuth measured by a compass during the 15 minute period of observation). Witness further stated that there were no visible exhaust or trailing flame, and that the means of lift and directional control, the method of propulsion, and the construction and material were not perceivable. She heard no sound attributable to the object, and was able to observe no ducts or openings on its surface. Mrs. [redacted] last saw it when it disappeared behind a mountain to the south of the point where it had first been seen. On the second sighting the object descended steeply to the ground just at the time an aircraft was heard overhead. Attached as Exhibit I is Mrs. [redacted] statement.

4. Mrs. [redacted] is a housewife and mother. Her age is estimated at 60 years; she was noted to be wearing bi-focal glasses. She appeared to the writer to be intelligent, well spoken, and moderately well educated. However, a definite impression was formed that Mrs. [redacted] is excitable and impetuous. She avowed an interest in astronomy and natural life forms. Attached as Exhibit IV is Mrs. [redacted] impression of the object.

[redacted]

UNCLASSIFIED

5. The information in paragraph 3, above, was confirmed by Mrs. [redacted] son, [redacted] Claremont, New Hampshire, (See Exhibit II), who was with Mrs. [redacted] at the time she observed the object. Attached as Exhibit V is [redacted] sketch of his impression of the object.

6. [redacted] is presently employed by the Claremont Eagle as [redacted]. His age is estimated to be 38 years. [redacted] was formerly employed by Pratt & Whitney Aircraft Corporation, Hartford, Connecticut, as a stock clerk and inspector, and later by Lockheed Aircraft Corporation, as a salvage superintendent. He was described by the Chief of Police, Claremont, as being an honest man [redacted]. [redacted] impressed the writer as being of average intelligence, moderately broad in experience, and anxious to furnish information.

7. The weather in the area of Claremont, N. H., was determined to have been clear on the night of 2 November 1949.

8. An interview was conducted with Mrs. [redacted], West Unity, N. H. Mrs. [redacted] reported that she had seen a star-like object several times in the last three (3) weeks. Until recently she had paid it little attention, because of its strong resemblance to a star. On the night of 2 November 1949, it seemed to disappear and then reappear in a manner not normally associated with the orbit of a star. On all occasions, she saw the object at dusk or in the early evening dark. It appeared to be about twice the size of a large star, was yellow when it was higher in the sky and became more reddish as it approached the horizon. Usually, Mrs. [redacted] was able to observe the object for about 30 minutes, having first seen it at an elevation angle of 10 to 15 degrees at an undetermined altitude and distance. On each sighting, it was seen in the west. Its motion was very slow and steady, and sometimes it seemed to hover; its path described as a gradually curving arc to the horizon. Mrs. [redacted] further stated: that no flame, exhaust, wings, control surfaces, or attached lights were discernable; and that no sound was audible. She could not recall whether she has seen the object on a cloudy night. Mrs. [redacted] statement is attached as Exhibit III.

9. Mrs. [redacted] is a housewife, married to a retired physician. She made frequent flights in her husband's personal aircraft, and has a long-standing, amateur interest in astronomy. She impressed the writer as being a stable, well adjusted individual. Several times Mrs. [redacted] stated to the writer that she was not certain the object was not a star, that only its large size and disappearance and reappearance in the same evening seemed to refute the possibility that it was a star.

10. Inquiries were made of HENRY VOLPE, Airport Manager, Claremont Municipal Airport, and of SUMNER E. ATHERTON JR, Airport Manager, Lebanon Municipal Airport, Lebanon, N. H., and of the Flight Clerk, Northeast Airlines, Lebanon Municipal Airport, Lebanon, N. H. No information was obtained leading to additional witnesses.

[redacted] UNCLASSIFIED

[redacted]

UNCLASSIFIED

11. A watch was maintained by the writer, accompanied by New Hampshire State Trooper KENNETH SMITH, in the vicinity of the residences of [redacted] and [redacted], during the period of the previous sightings. The object was not observed. The sky condition was overcast, thin stratus clouds with bases at 5000 feet, estimated.

12. Inquiries were made at the Police Departments of Charlestown, New Hampshire and Springfield, Vermont. No similar reports had been received.

13. The Search and Early Warning Radar set of the 647th Aircraft Control and Warning Squadron, Grenier Air Force Base, New Hampshire, was inoperative at the time of the sightings. No radar information is available.

14. An interview was conducted with GEORGE Z. DIMITROFF, Professor of Astronomy, Dartmouth College, Hanover, New Hampshire. DIMITROFF stated that no record exists of meteors or comets on 1 or 2 November 1949, and that the possibility does exist that the object observed by the witness could have been a star (or stars). He advanced the following explanation:

a. The object was described as resembling a star in shape and appearance.

b. The stars Arcturus and Antares are in the Southwest and Northwest, respectively; they will first appear quite near the horizon at this time of the year and will proceed to disappear beyond the horizon. (See Exhibit VI, Constellation Chart, cylindrical projection).

c. The stars will appear to be a pale yellow, becoming red as they approach the horizon. This is due to an increasing concentration of haze nearer the earth.

d. When viewed through haze, the stars will seem much larger since the light that reaches the observer's eye is not directly from the star, but is the refracted light from the star penetrating the haze layer. Thus, the observer actually sees a patch of illuminated haze rather than the star itself.

e. A variation in the velocity of the winds aloft will cause a relative shifting of the haze layers, resulting in an apparent pulsing or undulating motion.

f. The two stars Arcturus and Antares will "set" approximately 1 1/2 to 2 hours apart.

g. That [redacted] observed the object further to the North on the second sighting (2110 hours) could indicate that she was looking at Antares, which will appear in the West-northwest.

[redacted]

UNCLASSIFIED

h. That the object was seen to "hover" and move in a steady, arcing path would further indicate that a star had been observed.

Professor DIMITROFF stated that should additional reports of this nature be received, he would recommend that Dartmouth approve a continuous, photographic patrol to be conducted by the college observatory.

DIMITROFF added that a similar report had been received by him from one of his personal friends. He positively identified the object as a star, the normal appearance of which had been altered by atmospheric conditions.

15. Actual sight lines of the witnesses were drawn on a topographical map of the Claremont area (See Exhibit VII). It is to be noted that the two sight lines do not intersect.

NOTE: It is the opinion of the writer that the witnesses did, in fact, observe two stars. This conclusion is based upon:

a. The information furnished by Professor DIMITROFF.

b. The half crystalized belief of one of the witnesses ([redacted], the one considered to be the more reliable) that the object was a star.

c. The absence of additional witnesses, which could indicate that the reports of [redacted] and [redacted] were based on false impressions.

d. The lines of sight of the witnesses do not intersect but point to the location of the two stars mentioned by Professor DIMITROFF. It is to be noted that DIMITROFF volunteered the information relative to this case without knowing the details of the witnesses observations. It is therefore believed that DIMITROFF'S explanation was not intended to lessen the importance of this situation by explaining away the reported airborne object as a star.

INCLOSURES FOR CG, AMC Wright Patterson AFB, ATTN: MCIAXO-3.

Exhibit I, one (1) signed statement of [redacted], dated at West Unity, N. H., 3 November 1949.

Exhibit II, one (1) signed statement of [redacted], dated at West Unity, N. H., 3 November 1949. (Erroneously dated on statement 3 October 1949.

Exhibit III, one (1) signed statement of [redacted], dated at Claremont, N. H., 4 November 1949.

Exhibit IV, sketch of Mrs. [redacted] impression of the object.

Exhibit V, sketch of [redacted] impression of the object.

INCLOSURES Continued

Exhibit VI, Constellation Chart, cylindrical projection.

Exhibit VII, Topographical Map of the Claremont area.

CLOSED

Exhibit I

No. 3, 1949
West Unity, N.H.

To whom it may concern;

My neighbor Mrs [redacted] had spoken to me several times of seeing a peculiar light over Perry Mt. during the last few weeks. Last evening(Nov.2.) at about 6.45 she phoned me to say it was again visable.

To the naked eye it appeared to be a reddish slightly oval ball. As I focused the binoculars on it it seemed to flash back quickly into a fiery red ball. In focusing it finer it appeared to be about as large as a full moon. The outer edges seemed brightest, while the centre appeared dull.

The first time I saw it there seemed to be a series of less bright lights of a sort of orange-yellow hue around, or near the outer edge. At nine o'clock, two hours later when it again appeared these did not show.

This object appeared to pulsate as it hovered there,- a sort of an indiscribable fluttering or something.

At the seven o'clock appearing "it" seemed to settle dpwn slowly in a side-wise southerly direction.It appeared again around nine, so my neighbor phoned to say. I saw it at 9.10 and this time higher than before, nd approximately west by south west by the compass. I came back into the ouse and ten minutes later a plane went over. Wondering if "it" could ossibly be one I went out but the plane was not in sight. It seemed to be ollowing the river in a southerly direction. However the "object" had tarted to settle and went out of sight quite quickly. This time the side ights I previously mentioned were not visable. At this appearing I was able o see it for about twenty minutes. There was no sound at either appearing. t was possibly at an altitude of 1200 ft. but of this we naturally can't be ure.

[redacted]

Exhibit II

Unity N.H.

10/3/49

To Whom it may consern,

Re: The lighted object seen from Glidden Hill, West Unity on the nite of 10/2/49. I heard my mother [redacted] discussing "it" with our neighbor Mrs [redacted] and heard her exclaiming out side so went out to see "it" at aprox 6.55 P.M. At that time it was at an estimated 1200 ft alt. or on nearly a level wit our farm and somewhat in a W. S.W. direction from our farm. It was traveling very slowly, not nearly as fast a a Cub would fly at the distance that it appeared to be from here, in a southerly direction . It finaly disappeared around the Southern end of a peak just beyond Perry monntain. It did not appear to drop verticaly but seemed to swing West. In looking thru a pair of glasses my first impression was the color a red that struck the eyes with an impact similar to the impact of heat waves but yet no heat or noise was present. The object seemed to be longer than its height , it also seemed to be oval in a cross section out a right alngles to its fore and aft center line. It was not clear cut in its outline and there fore hard to describe - It appeared to pulsate but I believe that this pulsation was not the thing itself but the light around it. I further got the impression of a ring or series of lights that could be calle lemon color that seemed to be on the outer edge. The object had completed its southern travel in about 8 minutes. Perry mountain and the peak that it disappeared behind is aprox 2 mi. air line from our home [redacted]

Exhibit III

S_T_A_T_E_M_E_N_T

4 November 1949

I, Mrs [redacted], Housewife, [redacted], Claremont, N.H, after having been advised of my rights under the 5th Ammendment to the Constitution by Gerald R. Marshall, who has identified himself as a Special Agent of the Office of Special Investigations, IG, USAF, do freely and voluntarily make the following statement:

About a month ago, I first noticed a reddish object in the sky to the West of my home. Its resemblance to a star was such that I paid it little heed; I observed it several times. However, on at least three(3) occasions it seemed to disappear from my vision in a manner not associated with the movement of a star. Recently, I have seen this object on two occasions, once on the night of 1 November 1949 at about 7:00PM, and again on the night of 2 November 1949 at about 7:00 PM and about 9:00 PM. On the latter sightings, I called Mrs [redacted] my neighbor, and directed her attention to the object. She was then able to see it too.

I would describe the object as appearing similar in shape to a star or planet, but it seemed about twice as large. It was yellow in color, becoming more reddish as it neared the horizon. It would first appear at an elevation of about 10 to 15 degree angle. I could not estimate the distance to the object other than that it was beyond the mountains to the West of my home, and they are about two(2) miles away. On most occasions, the object could be observed for about thirty(30) minutes. On some sightings, the object seemed to hover; on others it moved very slowly in a steady, continuous movement which was barely perceptable. Once, I recall, it moved slowly from South to North. At no time did I see any exhaust, flame, or smoke, nor have I ever heard any sound. I had no way of determining its means of lift or propulsion or directional control.

Iam not certain that the object I have seen several times could not have been a star. However, its manner of appearing, disappearing, and then reappearing does not suggest the normal orbit of a star.

The fregoing information is true and correct to the best of my knowledge and belief and within the limits of my perceptions.

[redacted], Claremont, N.H.

Witnessed by:

WILLIAM C. NOBBS
Chief of Police
Claremont, N.H.

Exhibit III

Exhibit IV

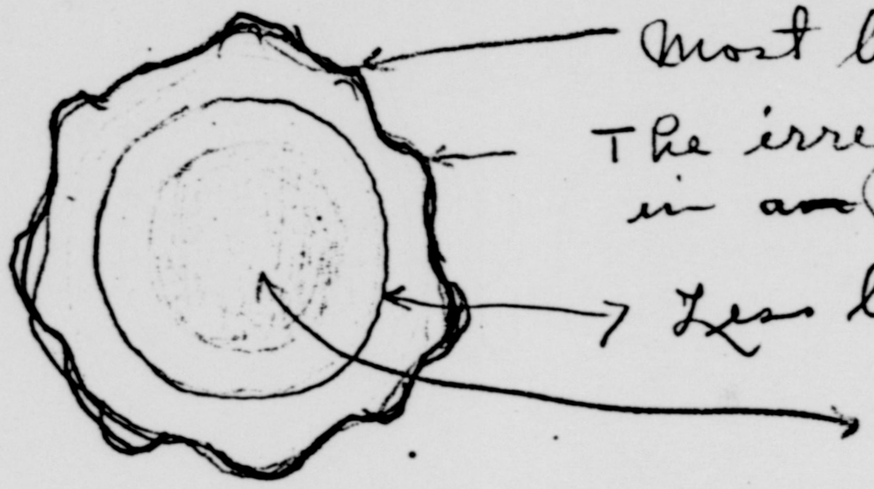
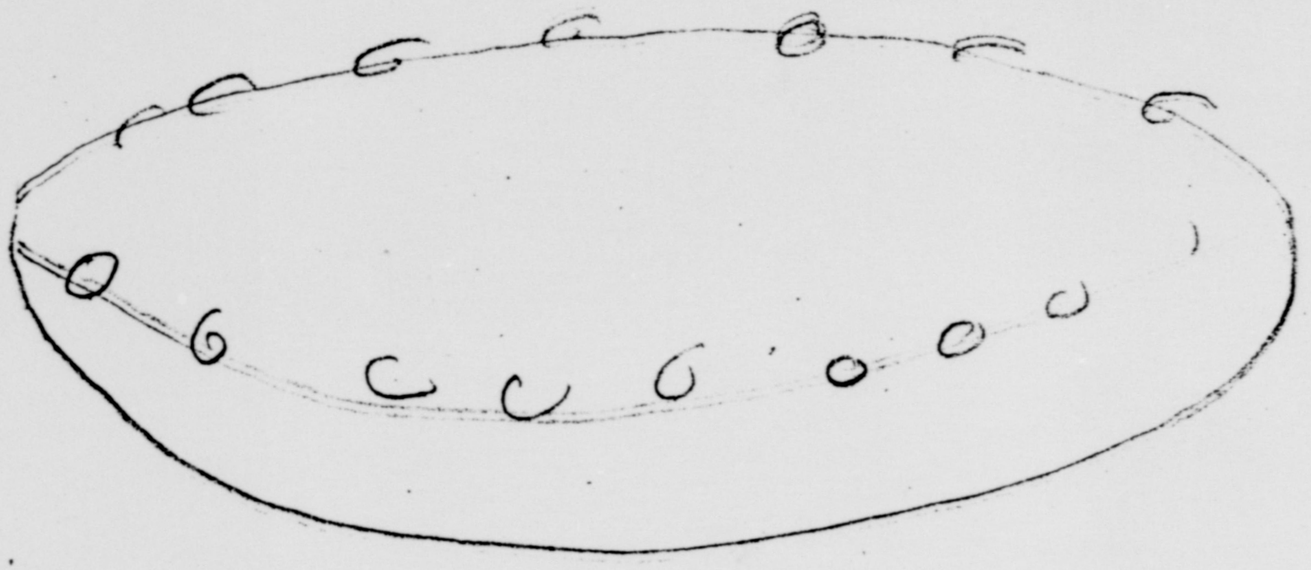


Exhibit IV

Exhibit V

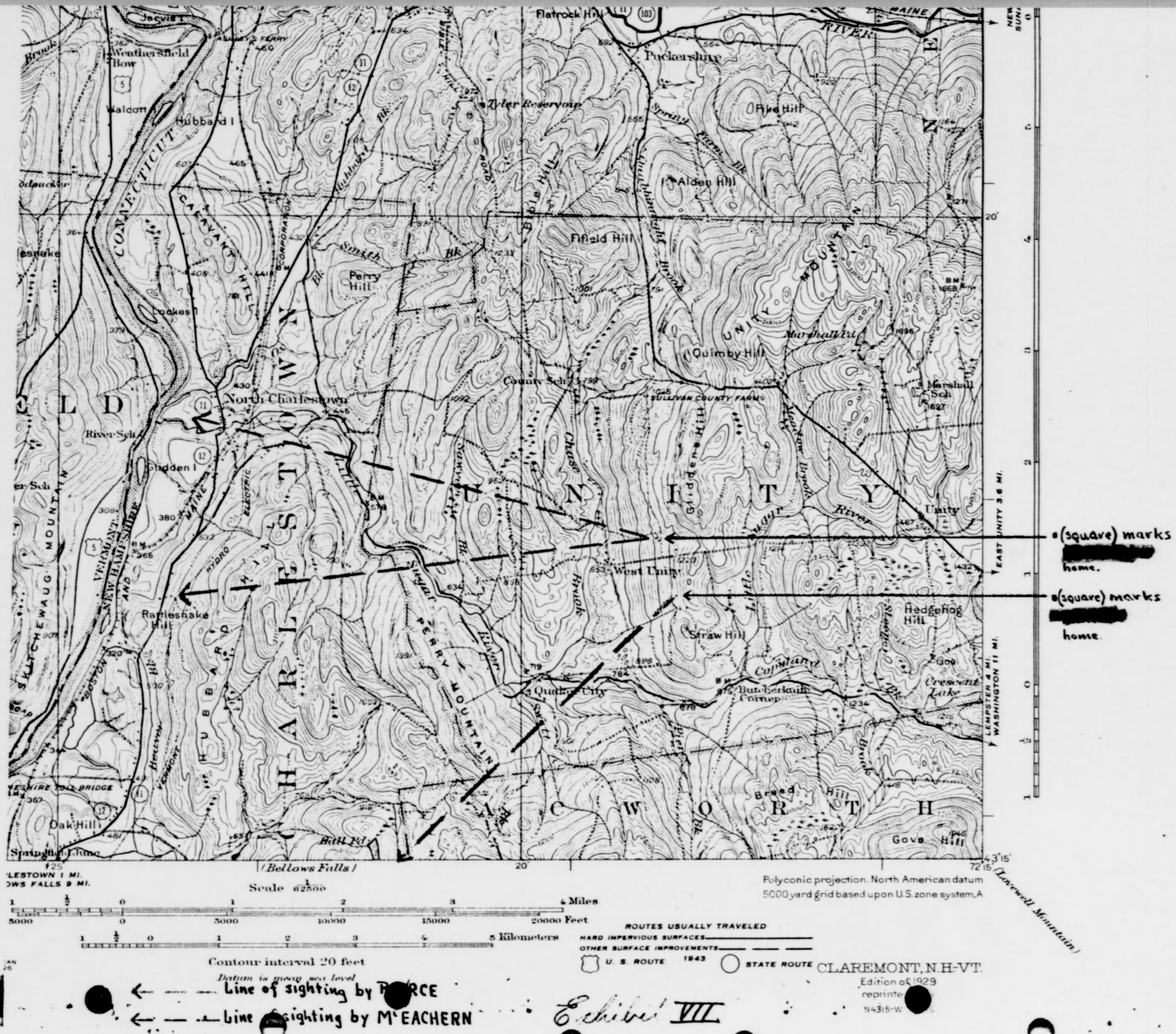
Sketch of Lighted object seen from West Unity 10/2/49

Outline not clear cut. Color an intense red similar to that of cherry red steel. Around one side as shown suggestion of rim giving a suggestion of thickness. A series of Lights on Periphery



[redacted]

Exhibit V



(square) marks [redacted] home.

(square) marks [redacted] home.

← Line of sighting by P[redacted]RCE

← Line [redacted] sighting by M'EACHERN

Exhibit VII

drainage and culture.

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

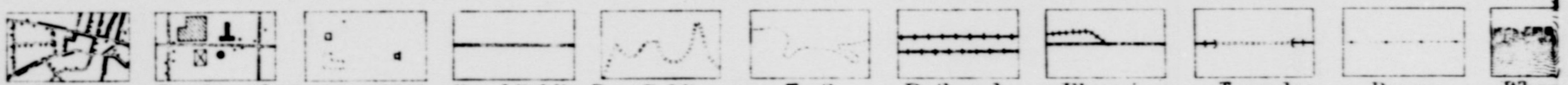
The Hawaiian Islands have been surveyed, and the resulting maps are published on a scale of $\frac{1}{62,500}$.

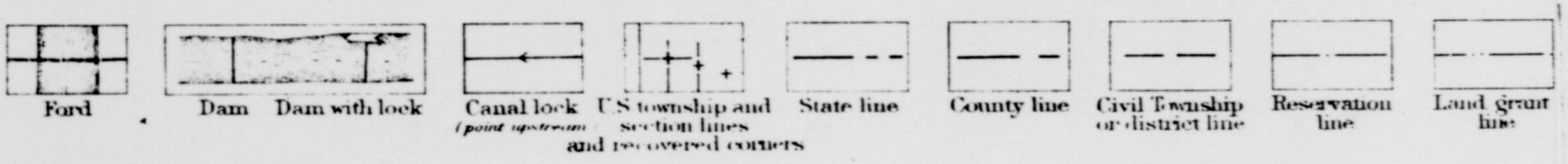


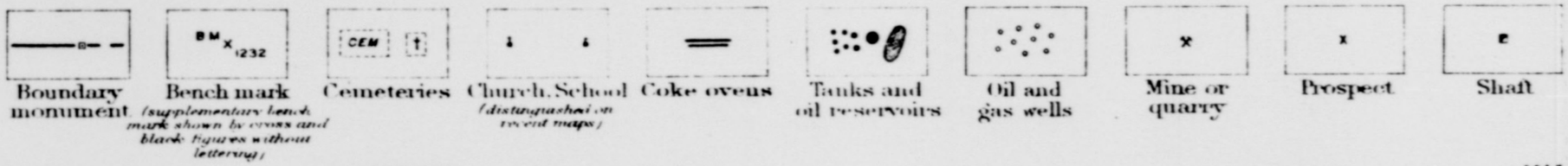
The sketch represents a river valley that lies between two hills. In the foreground is the sea, with a bay that is partly enclosed by a hooked sand bar. On each side of the valley is a terrace into which small streams have cut narrow gullies. The hill on the right has a rounded summit and gently slop-

STANDARD SYMBOLS

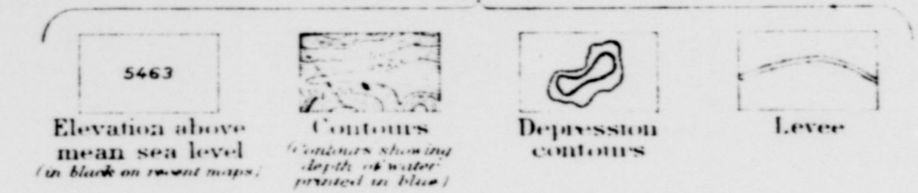
CULTURE
(printed in black)



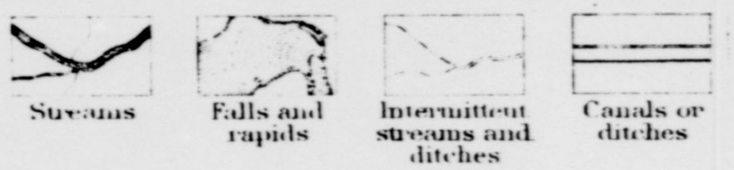


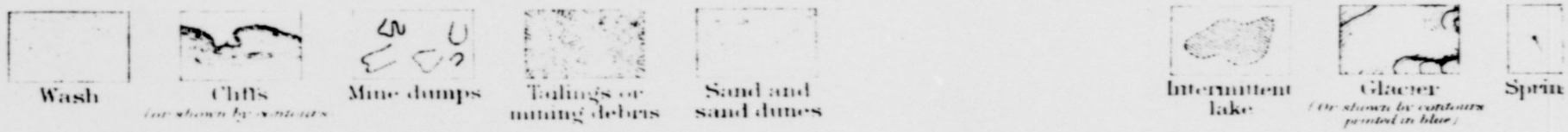


RELIEF
(printed in brown)



WA
(printed





WOODS
(when shown, printed in green)

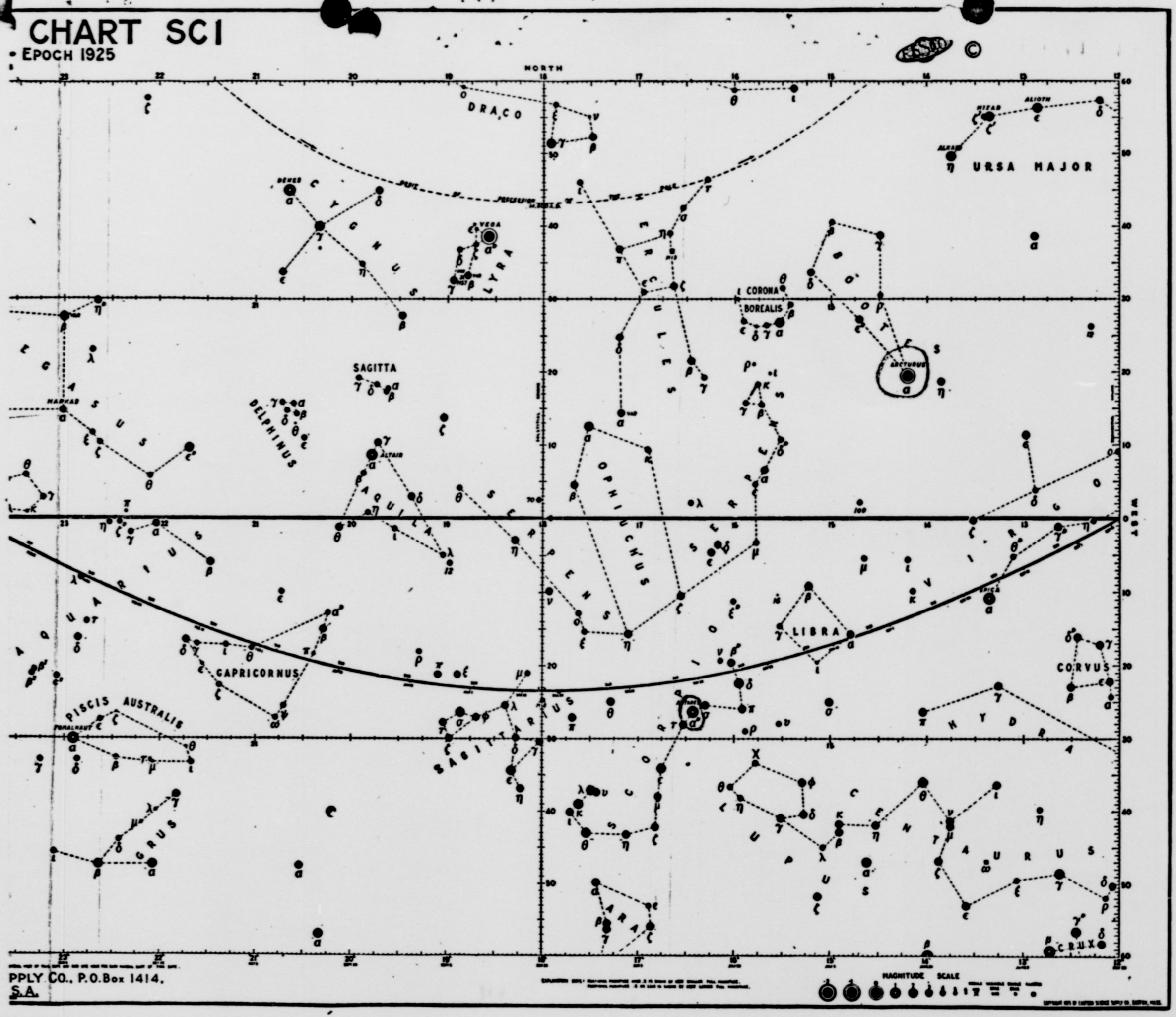


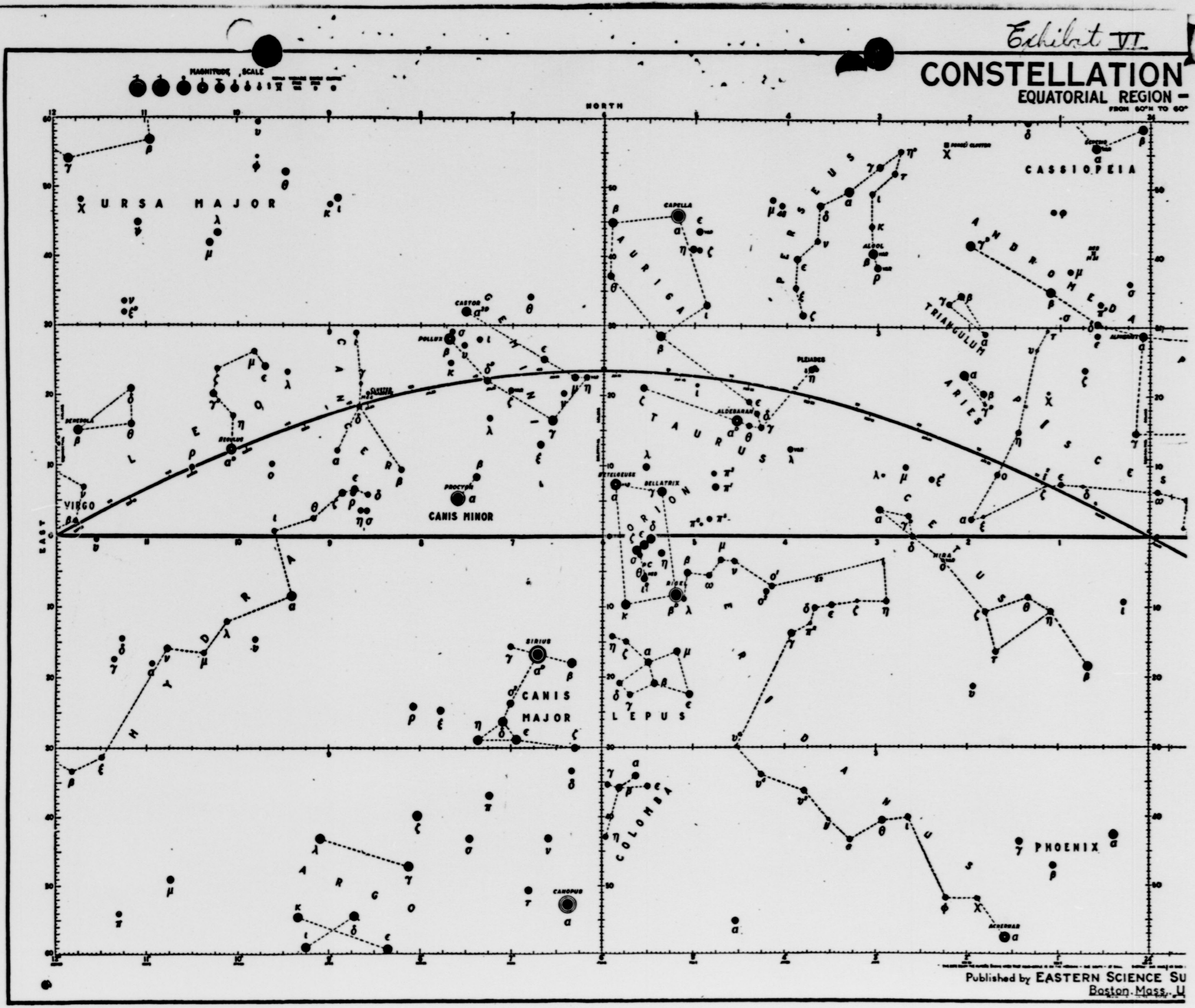
CHART SC1
EPOCH 1925
NORTH
WEST
DRACO
URSA MAJOR
CYGNUS
LYRA
VEGA
DENEB
CORONA BOREALIS
BOOTES
ARCTURUS
SAGITTA
DELPHINUS
ALTAIR
AQUILA
SERPENS
OPHIUCHUS
LIBRA
SPICA
CORVUS
CAPRICORNUS
PISCIS AUSTRALIS
FOMALHAUT
SAGITTARIUS
SCORPIO
HYDRA
LUPUS
CENTAURUS
ARA
CRUX
MAGNITUDE SCALE
PPLY CO., P.O.Box 1414.
S.A.

Exhibit VI.

CONSTELLATION

EQUATORIAL REGION —

FROM 60° N TO 60°



Published by EASTERN SCIENCE SU
Boston, Mass., U

[redacted] UNCLASSIFIED

4

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 24-36

9th OSI District
Barksdale AFB, La.
16 December 1949

SUBJECT: SIGHTING OF FLYING DISC
On 16 November 1949, At
Oxford, Mississippi, By
Messrs. [redacted],
[redacted]R
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

Miss. 49
Oxford, [illegible]
16 November

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

1. Transmitted herewith is Closed Report of Investigation regarding the above Subject. District Office No. 9 contemplates no further investigation of this case.

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

1 Incl:
Rpt of Invest (2)

John C. McLendon
JOHN C. McLENDON,
Lt Colonel, USAF
District Commander

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

UNCLASSIFIED

[redacted]

92-2712-7

[redacted]

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-36

DATE 16 December 1949

REPORT MADE BY
TILLUS B. JENKINS

REPORT MADE AT
DO #9, Barksdale AFB

PERIOD
1 December 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB

STATUS
CLOSED

TITLE
Sighting of Flying Disc on 16 November 1949, at Oxford, Mississippi, by Messrs. [redacted]

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
None, this is an initial report.

SYNOPSIS

This investigation was ordered by the District Commander, 9th OSI District, upon receipt of information from "The Jackson Daily News" and "The Commercial Appeal" to the effect that a "flying cigar" had been sighted in the vicinity of Oxford, Mississippi. Investigation, on 1 December 1949, revealed that on 16 November 1949, between the hours of 0915 and 0945, Messrs. [redacted], all of Oxford, Mississippi, had sighted an object approximately one to two hundred feet (100-200') in the sky which they described as being a whitish-gray, cloud-like substance formed in a cylindrical shape approximately two to three feet (2-3') in diameter and forty-to fifty feet (40-50') in length. This object did not appear to be a man-made device or constructed of a material substance and was described as a freak of atmospheric conditions that had never been sighted in this vicinity before.

CLOSED

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

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DISTRIBUTION

CG, AMC, Wright-Patterson AFB
(Action Cys w/incl) 2
HQ OSI (w/incl) 2
3d Region Commander (w/incl) 1
DO #9, File 1

ACTION COPY FORWARDED TO

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

FILE STAMP

APPROVED

John C. McLendon
JOHN C. McLENDON
Lt Colonel, USAF
District Commander.

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 [redacted]

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

[redacted]

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DETAILS:

1. This investigation was ordered by the District Commander, 9th OSI District, upon receipt of quotations from "The Jackson Daily News", Jackson, Mississippi, dated 16 November 1949, and "The Commercial Appeal", Oxford, Mississippi, dated 16 November 1949, (Copies of which are attached to this report as inclosures), to the effect that Messrs. [redacted], Mr. [redacted] Mr. [redacted], and Mr. [redacted], all of Oxford, Mississippi, had observed a cigar shaped aerial phenomenon in the area of Oxford, Mississippi, at approximately 0930 hours on 16 November 1949.

AT OXFORD, MISSISSIPPI:

2. This investigation was conducted by Special Agent WILLIAM E. BAKER.

3. Mr. [redacted], general store clerk at the [redacted], Oxford, Mississippi, stated, during an interview on 1 December 1949, that at approximately 0930 hours on 16 November 1949, [redacted] accompanied by his brother, [redacted], rushed in and told him ([redacted]) to observe "the thing" which was passing by in front of the store. About five hundred feet (500') to the front and approximately sixty feet (60') in the air from the store was a whitish-gray cloud-like substance formed in a cylindrical shape approximately two feet (2') in diameter and tapered on one (1) end. This object was moving about thirty to forty (30-40) miles per hour in a compass direction of approximately eighty degrees (80°). This object was situated perpendicular to the observers and its ends pointed to a north-south direction, respectively, though it moved in an easterly direction and seemed to be slightly ascending. It seemed to [redacted] that the tapered south end fluttered slightly. The object maintained its shape and stayed within sight for a period of approximately ten (10) minutes. [redacted] stated that the day was crisp and chilly and that the sun was shining in a cloudless sky. [redacted] further stated that he has lived in this part of the country the greater part of his life and this is the first (1st) time he has ever seen anything of this nature. It was [redacted] opinion that this object was a freak of atmospheric conditions which he could not explain. [redacted] saw nothing at any time which would lead him to believe the object would be a man-made device or constructed of a material substance.

4. Mr. [redacted], Dairyman, Oxford, Mississippi, advised on 1 December 1949, that on the morning of 16 November 1949, between the hours of 0915 and 0945, he and his brother, [redacted], were traveling by truck on Highway No. 6 toward Oxford, Mississippi, when, at a point approximately eight (8) miles west of Oxford, they sighted an odd looking cloud-like mass to the right of the highway moving with them in a due east direction.

[redacted] UNCLASSIFIED

The [redacted] were proceeding at a speed of approximately thirty-five (35) miles per hour when they observed this phenomenon and immediately accelerated to approximately sixty-five or seventy-five (65 or 75) miles per hour in an attempt to keep pace with the object. According to [redacted], the object was two or three hundred (200 or 300) yards south of Highway No. 6 and was moving east at an estimated speed of two to three hundred (200 to 300) miles per hour. When observed, the object appeared to be at an altitude of one to two hundred (100 to 200) feet, maintaining a straight course but appeared to be steadily climbing. [redacted] stated that it appeared to consist of a vapor-like substance of a grayish-white color, about three feet (3') in diameter and forty-to fifty feet (40 to 50') long. The object was perpendicular to the highway and a flapping effect was noticed near the south end of the cigar-like object. [redacted] first noticed the object as a shiny streak which he described as "something like the sun shining on a wire", but stated that he did not see this affect after the object left them. Neither [redacted] nor his brother heard any sound above the noise of the truck motor and estimated that it took the object about fifteen (15) minutes to fade from view. [redacted] stated that he and his brother stopped at the [redacted] Store in order to get someone else to verify their observations. Neither of the [redacted] brothers had ever seen anything similar to this object before.

5. Mr. [redacted], University of Mississippi, stated, during an interview on 1 December 1949, that while in the office of the "Oxford Eagle", local newspaper, he heard the news regarding the "flying cigar". [redacted] immediately drove out from Oxford on Highway 6 toward Pontotoc, Mississippi, and first sighted the object approximately four (4) miles out of Oxford. The object appeared to be a gaseous formation in the shape of a cigar and was on the north side of Highway 6 at an estimated altitude of one-half (1/2) mile and was progressing in an easterly direction. [redacted] stated that he could not estimate the speed being maintained by the object and that at no time did he observe anything of a material construction. [redacted] stated that the object simply looked like a freak cloud which was holding together and traveling with a strong wind. [redacted] maintains no opinions as to exactly what the object was and stated that he had never seen anything like it before.

INCLOSURES: CLOSED

FOR THE COMMANDING GENERAL, AMC, WRIGHT PATTERSON AFB, OHIO:

Two (2) each copies of Essential Elements of Information.
Two (2) each copies of information from the Commercial Appeal and the Jackson Daily News.

FOR THE DIRECTOR, 3D REGION OSI, KELLY AFB, TEXAS:

One (1) each of the above listed inclosures.

FOR HEADQUARTERS OSI, WASHINGTON, D. C.: UNCLASSIFIED

One (1) each of the above listed inclosures.

[redacted]

[redacted]

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ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting 16 November 1949

2. Time of sighting 0915 - 0945, CST
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town Oxford, Mississippi

(2) Distance and direction from city or town, 6 Miles West of road, intersection, etc. Oxford, Miss., on Highway

(3) From building (story), yard, etc. In truck going West, 35 MPH

(4) Map coordinates (if feasible) showing latitude and longitude Unknown

b. Air

(1) Type aircraft, speed, altitude, direction of flight
Not applicable

(2) Distance and direction from city, town or known landmark
Not applicable

(3) Clock position of object from observer's aircraft
Not applicable

(4) Latitude and longitude
Not applicable

c. Sea Not applicable

(1) Latitude and longitude

(2) Proximity to land

(Name city, country, etc.)

4. Number of objects One

a. Formation type (if any) (Sketch if possible) None.

5. Distance of object from observer About 200 - 300 Yards.

a. Laterally or horizontally Laterally

b. Angle of elevation from horizon About 10° - 20°

c. Altitude 200 - 300 ft. when first sighted.

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[redacted]

[redacted]

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6. Time in sight Fifteen (15) minutes.

7. Appearance of object

a. Color Grayish - White, appeared to be vapor.

b. Shape (sketch if possible) Cylindrical, tapered at the rear.

c. Apparent construction (translucent) Cloudish.

d. Size Radius of approximately three ft.

(1) Estimated size About forty - fifty feet long

(2) Size as it appeared from observer's view (Compared to known object)

8. Direction of flight 90°

9. Tactics or maneuvers Kept on a straight course

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Appeared to be on a steady climb.

10. Evidence of exhaust

a. Color of smoke None noticed.

b. Length and width None noticed.

c. Odor (if any) None noticed.

d. Rate of evaporation None noticed.

e. Does trail vary with sound? (spurts) None noticed.

11. Effect on clouds

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Shown thru cloud

12. Lights

a. Reflected or attached Saw something shining like sun on a bare wire or power line.

b. Luminous

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c. Blinked on and off in relation to speed Didn't see shiny substance after vapor went ahead.

[redacted]

[redacted] CLASSIFIED

12. Support

a. Wings None

b. Aerodynamic lift of fuselage None

d. Vertical jet None

d. Rotating cylinder or cone Not Known.

e. Aerostatic lift (balloon or dirigible) Unknown

14. Propulsion

a. Propellor or jet Unknown

b. Rotor Unknown

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect) Slight flapping effect noticed at tail.

d. Visible exhaust or jet openings Unknown

15. Control and stability Not noticed.

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts Not noticed.

a. Slots

b. Duct openings

17. Speed - M.P.H. Estimated 200 MPH

18. Sound Couldn't hear any sound above motor of truck.

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

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[redacted]

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19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view Yes, parallel to Highway E.

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer [redacted], age 32, [redacted] E Age 34,
2. Address [redacted], Oxford, Mississippi
3. Occupation Dairyman
4. Place of business Home and farm

a. Employer ~~or employee~~

5. Hobbies Hunting

a. Time engaged in hobby (experience) 23 Yrs - 23 Yrs.
Is observer amateur astronomer, pilot, engineer, etc.? None

6. Ability to determine

a. Color Average

b. Speed of moving objects Average

c. Size at distance Average

7. Reliability of observer

a. Sources

(1) Neighbor
(2) Police Dept
(3) FBI records
(4) Employer

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[redacted]

8. Notes relative to observer on

   a. Sightings in general

   b. How attention was drawn to object (s)

      (1) Sound
      (2) Motion
      (3) Glint of light

9. Witnesses

   a. Addresses

   b. Occupation

   c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated.

Relative to Radar Sightings

1. Re radars how operating on ground

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

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

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

If airborne when object sighted

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

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

GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report About 20 MPH from south.

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

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

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

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

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

   a. Object

   b. Surrounding terrain where observed

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

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure a signed statement

9. Obtain fragments of physical evidence where possible.

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

[redacted] UNCLASSIFIED

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting 16 November 1949

2. Time of sighting 0930 Hours, CST
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town Oxford, Miss.

(2) Distance and direction from city or town, 6½ Miles W of road, intersection, etc. Oxford on Highway 6

(3) From building (story), yard, etc. 500 ft. in front, 60 ft. from ground.

(4) Map coordinates (if feasible) showing latitude and longitude Unknown

b. Air

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

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

(3) Clock position of object from observer's aircraft
Not applicable

(4) Latitude and longitude Unknown

c. Sea Not applicable

(1) Latitude and longitude

(2) Proximity to land

(Name city, country, etc.)

4. Number of objects One (1)

a. Formation type (if any) (Sketch if possible) Cylindrical

5. Distance of object from observer 500 ft.

a. Laterally or horizontally Laterally

b. Angle of elevation from horizon 15° to 20°

c. Altitude Approximately 60 ft.

[redacted] UNCLASSIFIED

[redacted]

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6. Time in sight Approximately 10 Minutes

7. Appearance of object

   a. Color Whitish - Gray

   b. Shape (sketch if possible)

   c. Apparent construction (translucent) Clouds or Fog (Gaseous)

   d. Size

      (1) Estimated size 2 ft. Diameter

      (2) Size as it appeared from observer's view (Compared to known object)

8. Direction of flight 80°

9. Tactics or maneuvers None

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Slightly ascending, moved south and appeared to be fluttering slightly.

10. Evidence of exhaust

   a. Color of smoke Whitish Gray

   b. Length and width Unknown

   c. Odor (if any) None

   d. Rate of evaporation None Noticed.

   e. Does trail vary with sound? (spurts) No.

11. Effect on clouds No Clouds in sky.

   a. Opened path thru clouds

   b. Formed cloud or mists

   c. Reflected on cloud

   d. Shown thru cloud

12. Lights

   a. Reflected or attached Dull reflection, as sun often shines through

   b. Luminous

   c. Blinked on and off in relation to speed

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[redacted]

[redacted]
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12. Support

a. Wings No

b. Aerodynamic lift of fuselage No

d. Vertical jet None noticed.

d. Rotating cylinder or cone No.

e. Aerostatic lift (balloon or dirigible) No.

14. Propulsion

a. Propellor or jet None Noticed.

b. Rotor None Noticed.

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect)

d. Visible exhaust or jet openings

15. Control and stability None noticed

a. Fine

b. Stabilizers (horizontal or vertical) None Noticed

(1) Size

(2) Shape

(3) Location

16. Air ducts None Noticed.

a. Slots

b. Duct openings

17. Speed - M.P.H. Approximately 30 MPH

18. Sound None

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

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[redacted]

19. Manner of disappearance

a. Explode No

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view Yes

c. Disappeared behind obstacle Behind Hill.

Relative to the Observer

1. Name of observer [redacted] (67 Yrs. of age)

2. Address [redacted], Mississippi

3. Occupation Retired Postal Employee.

4. Place of business Same as above address

a. Employer or employee

5. Hobbies Fishing

a. Time engaged in hobby (experience) All his life.
Is observer amateur astronomer, pilot, engineer, etc.? No.

6. Ability to determine

a. Color Not blind.

b. Speed of moving objects Average

c. Size at distance Average for age.

7. Reliability of observer

a. Sources

(1) Neighbor
(2) Police Dept
(3) FBI records
(4) Employer

8. Notes relative to observer on

a. Sightings in general Object not seen before.

b. How attention was drawn to object (s) By Motorists.

(1) Sound No
(2) Motion No
(3) Glint of light No

9. Witnesses [redacted]

a. Addresses Highway 6

b. Occupation Farmers

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated.

Relative to Radar Sightings

1. Re radars how operating on ground

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

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

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

If airborne when object sighted

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

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

GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report

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

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

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

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

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

   a. Object

   b. Surrounding terrain where observed

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

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure a signed statement

9. Obtain fragments of physical evidence where possible.

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

[redacted]

The following article which is quoted ver batim from the Jackson Daily News, Jackson, Mississippi, 16 November 1949, is forwarded for your information:

"FLYING SAUCER SEEN NEAR OLE MISS. CAMPUS - Oxford - A storekeeper, three farmers and a housewife Wednesday reported seeing a so-called flying saucer between here and Batesville about 9:15 a.m.

[redacted], owner of a general store six miles west of here on the Batesville highway, said the object passed about 500 yards from his store at an altitude of about 200 feet.

Others who said they saw it were [redacted] and [redacted], and [redacted].

[redacted] quoted the [redacted] brothers as saying their truck kept up with the southeast bound gadget as long as its course paralleled the highway. They were traveling about 30 miles an hour, they told the store owner.

If it continued in that direction the object passed just south of the University of Mississippi campus.

'It looked like a beam of light that stayed level all the time', [redacted] said, 'appeared to be giving off phosphorus or something similar.'

All five agree the object was cylindrical, between 30 and 50 feet long, and reflected a white light.

It was a clear, bright day.

'It was the only thing in the sky, [redacted] reported. 'I used to think those stories I read about people seeing flying saucers came from drunks,' he added. 'I know different now'."

[redacted]

[redacted]UNCLASSIFIED

FIVE FOLKS SEE A FLYING CIGAR IN DAYLIGHT SKY

Special to The Commercial Appeal

OXFORD, Miss., Nov. 16 -- It may have been a flying saucer, but five persons' descriptions made it appear more like a flying cigar Wednesday morning west of Oxford.

[redacted] whose farm is about 10 miles west of here, reported he first spotted a long, cylindrical object sailing in a southeasterly direction about 9:15 a.m.

Describing it as about 40 to 50 feet long, Mr [redacted] said "It first looked like vapor from an airplane. Then it looked like a snake in the water."

[redacted] whose store is six miles west of Oxford on Highway 6, called it a "beam of light, that stayed level all the time." Its color was like aluminum and it gave off a phosphorus-like effect, he added.

The object was about 500 yards south of the highway, Mr. [redacted] called, and it kept moving at a steady pace on an even keel. He said Mr. [redacted] followed it along the road in his truck, and estimated the object's speed at 30 miles an hour. Wednesday morning's sky was cloudless west of Oxford with continuous, bright sunshine.

"I used to think people were drunk when they talked about flying saucers," Mr. [redacted] commented, "but I know I hadn't had anything when I saw this one."

Others corroborating the story were his brother [redacted] and Mrs. [redacted].

[redacted] of the University of Mississippi School of Engineering said that to travel at the same level such an object would have to be jet-propelled from the bottom, be about the same weight as air, or have some kind of wings or vanes.

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[redacted]

[redacted] UNCLASSIFIED

HEADQUARTERS THIRD ARMY
FORT McPHERSON, GEORGIA

AJACI-3 360.33 18 November 1949

SUBJECT: Unconventional Aircraft

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

Attention: MCI (Control No. A-1917)

Inclosed herewith is summary of information re strange object in sky over Oxford, Mississippi.

FOR THE COMMANDING GENERAL:

for JOHN LEADE
Colonel, GSC
AC of S, G-2

1 Incl:
S/I dtd 17 Nov,
w/newspaper clipping

UNCLASSIFIED

[redacted]

11-28

510

CONFIDENTIAL

SUMMARY OF INFORMATION

DATE: 17 Nov 49

PREPARING OFFICE: Field Area Office #5, W. Jackson, Miss. , 111th CIC Detachment

SUBJECT: "FLYING SAUCER" -- Seen Near University of Miss. Campus, Oxford, Miss.

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

SUMMARY OF INFORMATION

On 16 Nov 1949, at about 0915 hours, a cylindrical object, judged to be between 30 and 50 feet long, was sighted by three farmers, [redacted], and [redacted], a general store manager, Mr. [redacted], and a housewife, Mrs. [redacted]. This object was sighted between Oxford, Miss. and Batesville, Miss. on the route of Miss. Highway #6, and was reported to be flying at an altitude of about 200 feet, traveling at a speed of approximately 30 miles per hour. All five of the above named individuals agreed on the approximate size and the shape of said object, and reported that it looked like a "beam of light that stayed level all the time". Informants also stated that this object gave off an exhaust that had the appearance of phosphorus. The weather was a clear, bright day. (c-3)

A check with authorities of the Civil Aeronautics Administration, Jackson, Miss. failed to reveal any further information re the above sighted object. According to Mr. George Fish, Official in Charge, U. S. Weather Station, Jackson, Miss., it is very improbable that object sighted was any of the various instruments sent up by the weather bureau to test weather conditions, etc., provided that object was anywhere near the size it was described to be by those who saw same. (B-2)

510

DISTRIBUTION

6

[redacted]

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DI USAF

AF127105-1

U.S. - 9535 - Prep. To

Code 3212
Ser 0292X32

N-3161?

DEC 6 1949

28 November 1949

CONFIDENTIAL

From: District Intelligence Officer, Sixth Naval District
To: Director of Naval Intelligence

Subj: "Flying Discs" - Report of

Ref: (a) DNI Conf., Serial 04422P32, dtd 4 Nov 1948

1. The following Associated Press account regarding Subject, dated 16 November 1949 at Oxford, Mississippi, is quoted for information in accordance with reference (a).

> "A storekeeper, three farmers and a housewife today reported seeing a so-called flying saucer between here and Batesville about 9:15 a.m.
>
> [redacted], owner of a general store [redacted] on the [redacted], said the object passed about 500 yards from his store at an altitude of about 200 feet.
>
> Others who said they saw it were [redacted], and Mrs. [redacted].
>
> [redacted] quoted the [redacted] brothers as saying their truck kept up with the southeast bound gadget as long as its course paralleled the highway. They were traveling about 30 miles an hour, they told the store owner.
>
> If it continued in that direction the object passed just south of the University of Mississippi campus.
>
> "It looked like a beam of light that stayed level all the time," [redacted] said. "It appeared to be giving off phosphorus or something similar."
>
> All five agree the object was cylindrical, between 30 and 50 feet long, and reflected a white light."

CONFIDENTIAL 76

SCARRITT ADAMS

Copy to:
OSI District #9
Barksdale, La.

[redacted]

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AF127105-1

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U.S.
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Rec'd

Code 3212
Ser 0292X32

N-3167

DEC 8 1949

28 November 1949

CONFIDENTIAL

From: District Intelligence Officer, Sixth Naval District
To: Director of Naval Intelligence

Subj: "Flying Discs" - Report of

Ref: (a) DNI Conf., Serial 04422P32, dtd 4 Nov 1948

1. The following Associated Press account regarding Subject, dated 16 November 1949 at Oxford, Mississippi, is quoted for information in accordance with reference (a).

"A storekeeper, three farmers and a housewife today reported seeing a so-called flying saucer between here and Batesville about 9:15 a.m.

Alex Coffey, owner of a general store six miles west of here on the Batesville Highway, said the object passed about 500 yards from his store at an altitude of about 200 feet.

Others who said they saw it were J.J. and James A. Brite, Carl Flanagin, and Mrs. Ruth Gilmer.

Coffey quoted the Brite brothers as saying their truck kept up with the southeast bound gadget as long as its course paralleled the highway. They were traveling about 30 miles an hour, they told the store owner.

If it continued in that direction the object passed just south of the University of Mississippi campus.

"It looked like a beam of light that stayed level all the time," Coffey said. "It appeared to be giving off phosphorus or something similar."

All five agree the object was cylindrical, between 30 and 50 feet long, and reflected a white light."

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SCARRITT ADAMS

Copy to:
OSI District #9
Barksdale, La.

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TT 424

M.I.F

SECRET R 7C

Operator

[redacted]

17 Nov 49

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HEADQUARTERS THIRD ARMY
FORT McPHERSON, GEORGIA

AJACI-3 360.33 21 November 1949

SUBJECT: Unconventional Aircraft

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

AMA

Attention: MCI (Control No. A-1917)

Inclosed herewith is information re unusual phenomena over Augusta, Georgia.

FOR THE COMMANDING GENERAL:

G. L. Overton
for JOHN MEADE major WAC
Colonel, GSC
AC of S, G-2

3 Incls:
1 - S/I dtd 17 Nov 49
2 - Newspaper release
3 - News clipping

UNCLASSIFIED

[redacted]

8

misc sightings 7-3712-26

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AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

Unusual Phenomena
Augusta, Georgia

2. DATE SUBMITTED

17 November 1949

3. CONTROL SYMBOL OR FILE NO.

AMAC I-3

4. REPORT OF FINDINGS

On 17 November 1949, Mr. [redacted], Daniel Field, Augusta, Georgia was interviewed concerning unusual phenomena appearing over the city of Augusta, Georgia on the above date and he stated in substance the following: At approximately 2332 hours on 16 November 1949, there was a very bright light, like an explosion, green in color, lighting about fifty (50) per cent of the sky to the North West. After the flash the burning object descended at an accelerated speed straight down, and burned out at a distance just above the horizen. The flash was at about a thirty-five (35) degree angle from Augusta, Georgia. According to information received during the course of the evening the light was seen in Spartanburg, S. C.; Greenville, S. C; Anderson, S. C; and as far North as Hopkinsville, Kentucky.

(B-2)

On 17 November 1949, Mr. [redacted], Engineer, Georgia Railroad, residence, [redacted], Augusta, Georgia was interviewed and stated in substance the following: I was enroute from Atlanta, to Augusta, Georgia and had just reached the vicinity of what is known as "One hundred mile hill", which is just southwest of Madison, Georgia when there was a giganic flash of blueish green light that momentarily blinded both myself and my fireman. The flash occurred without warning of any kind and frightened me and my fireman so badly we never knew what actually occurred until we reached Augusta, Georgia. It was there that the rumor had it to be a meteor which had flashed across the sky. The flash occurred at approximately 2350 hours and was about one hundred (100) miles southwest of Augusta, Georgia.

(B-2)

AGENT's NOTE: Numerous other informants were contacted during the course of the day but none contacted could add further to the above statements.

Incl #1

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

111th CIC Detachment.

6. SIGNATURE OF SPECIAL AGENT

James A. Bailey

WD AGO FORM 1 JUN 47 341

U. S. GOVERNMENT PRINTING OFFICE 16—53407-1

~~CONFIDENTIAL~~

Newspaper release from The Augusta Herald
dated 17 November 1949

THURS. LOCA—LOVE
BRIGHT FLASH 25483

By EDITH BELL LOVE

No sir, the world's not coming to an end right away and that was no flying saucer that made that bright flash northwestward over Augusta Wednesday night, according to Weatherman Raynes.

Augusta's weatherman said that a falling meteor probably produced the brilliant blue-green flash which lit up the heavens as it passed over this area about 11:30 p. m. Wednesday.

As for the weatherman—he didn't even see it himself. He was tucked up snugly in bed, with maybe at this season of the year "visions of sugar plums dancing through his head."

Weather bureau employes on duty Wednesday night were not concerned about the meteor—"except that people all over this area nearly wore out the weather bureau phone calling about it."

Countless people, according to the phone calls, saw the flash, and many others said they saw what appeared to be a falling ball of fire.

"It must have been a meteor," Mr. Raynes said, "an unusually brilliant one, by all accounts—but a meteor noetheless." He said lesser falling meteors were not an uncommon sight in the heavens.

BEYOND CALLING the weather bureau—and in some instances each other—Augusta residents didn't seem too concerned about the shooting star. The Augusta police department Thursday morning reported that not a single call had come to them about the strange phenomenon.

Older residents here expect some prognostication to pop up about the mteteor forecasting some dire calamity—probably war with Russia."

One lady recalled the time that there was a shower of meteors—more like comets, a lot of them had tails"—which sailed over this area about 1880.

Some of them were thought to have fallen around Millen, Ga.," she said, but nobody ever did find any." But she said everybody predicted that "something terrible was going to happen." She added, "but I never recall that it did."

The flash which was seen over Augusta last night and a considerable portion of Georgia, was also seen in a wide area.

According to a UP dispatch, reports from persons who had seen

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it described the meteor—if such it was—as traveling in a northeasterly direction and appeared to be falling to earth somewhere between Athens, Ga., and Greenville, S. C. But early Thursday no reports of a fallen meteor had been found. Also rumors that buildings in Hartwell and Elberton, Ga., and Anderson, S. C. turned out to be false.

THE FLASH, according to this same UP report, was seen as far west as Mobile, Ala., as far south as Crestview, Fla., as far north as Hopkinsville, Ky., and as far east as the Atlantic Coast of Georgia, North and South Carolina.

Estimates of the duration of the flash ranged from two to eight seconds.

There was some indications that there might have been more than one meteor or flash.

A United Press reporter in Atlanta timed the flash here at 11:28 p. m., and other reports from the Atlanta area confirmed that time.

But in Chattanooga, Tenn., the weather bureau station at Lovell Field reported that "a meteor passed overhead at 11:34 p. m., travelling west to east."

Weather bureau officials here said that if meteors caused the bright flashes, time discrepancy indicated that there was more than one.

AIRLINE PILOTS coming into Chattanooga at the time described the meteor there as "greenish in color at first, turning gradually to red."

A number of Chattanooga residents said the meteor "passed overhead very low."

In Decatur, Ga., Mrs. E. R. Terrell said she was looking out of a window when the flash occurred and saw what appeared to be a "big ball of fire" fall to the earth to the east.

It must have fallen fairly near, she said, because "it looked about as big as the moon." She guessed that fell in the vicinity of Athens, Ga., about 70 miles east of here.

L. A. McKinley, Jr., of Atlanta, said he was working on his car by the light of an electric torch when he saw the flash. He said it was so bright that "it completely blocked out the beam from my flashlight."

Reports of witnesses indicated that the flash was seen in Alabama, Florida, Georgia, Tennessee, Kentucky, North and South Carolina and Virginia.

Weird Flash Lights Skies Over Augusta

Skies west of Augusta blazed brilliantly for a moment last night as a strange object rocketed through the air and apparently struck the earth.

Points between Augusta and Greenville, S. C., reported eye witnesses to the phenomenon, but no explanation had been offered at a late hour.

Most people who called The Chronicle agreed the flash was seen about 11:25. They described it as bright enough to light the sky and even the streets of the western part of the city.

The newspaper office received calls from every part of Augusta, including such distant points as East Boundary and Albion Acres.

Shortly after the calls began coming into The Chronicle newsroom, the Associated Press reported from Greenville that a flash of the same description lighted the sky southeast of that city. This indicated that the object—whatever it was—fell to earth within a narrow section between the two cities.

Columbia, S. C. also reported the sight, saying some observers believed it was a meteorite which struck near Lake Murray.

At least three different persons who called The Chronicle said they also heard a "roaring" sound just as they saw the glare of the mysterious object in the sky.

The Daniel Field control tower, through the weather station, confirmed that there had been such a flash. But they likewise were unable to explain it.

Incl #3

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[illegible]	[illegible] 1[illegible] Nov 1[illegible]
---	[illegible] Raceland, La.
---	[illegible] Civilians
[illegible] 1 Jan 1[illegible]	DATE IN TO ATIC ---
[illegible]	[illegible] - Aluminum Type
[illegible] Similar to A/C Fuselage	[illegible] Same as Large A/C [illegible]
[illegible] Larger than Cargo Type A/C	[illegible] ---
[illegible] Southwest to Northwest to Northeast	[illegible] 30 minutes
[illegible] 1	TYPE OF [illegible] Ground
---	[illegible] Executed [illegible] 30° turns
--- SKETCHES (1)	

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

UNCLASSIFIED [redacted] 6

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-40

DATE 18 January 1950

REPORT MADE BY
S/A ALVIN E. CAMBRE

REPORT MADE AT
DO #9 - BARKSDALE AFB

PERIOD
18, 25 November 1949

OFFICE OF ORIGIN
DO #9 - BARKSDALE AFB

STATUS
CLOSED

TITLE

UNCONVENTIONAL AIRCRAFT SIGHTED AT RACELAND, LOUISIANA, 18 November 1949, by Mr [redacted]

Raceland, Louisiana 18 November 49

CHARACTER
SPECIAL INQUIRY

REFERENCE
NONE. This is an initial Report

SYNOPSIS

Investigation initiated by District Commander, 9th OSI District (IG), Barksdale AFB, Louisiana. Investigation failed to establish the identity of unconventional aircraft sighted at Raceland, Louisiana, on 18 November 1949, by M[redacted] and four other witnesses.

CLOSED

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

DISTRIBUTION

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HQ OSI (1 incl)	2
DO #9, File	2

ACTION COPY FORWARDED TO

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

APPROVED

John C. McLendon
JOHN C. McLENDON
Lt Colonel, USAF
District Commander.

[redacted]

FILE STAMP

4911.3
Cuba

UNCLASSIFIED

7-3712-26

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

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

DETAILS:

1. This investigation was initiated by the District Commander, 9th OSI District (IG), Barksdale AFB, La., upon receipt of clipping from the Times-Picayune newspaper, New Orleans, La., indicating that Mr [redacted] had sighted an unconventional aircraft in the vicinity of Raceland, La., on 18 November 1949.

AT RACELAND, LOUISIANA:

2. Mr [redacted], a retired insurance agent of Raceland, La., advised during an interview that at approximately 0930 hours, 18 November 1949, he had observed an object in the skies from a point approximately one mile south of Raceland, La. The "Essential Elements of Information" obtained from Mr [redacted] are included in Paragraph #3.

3. ESSENTIAL ELEMENTS OF INFORMATION:

a. Date of sighting: Friday, 18 November 1949
b. Time of sighting: 0930 hours
c. Where sighted: The object was sighted in the air from a point on the ground approximately one (1) mile south of Raceland, Louisiana.
d. Number of objects: One (1)
e. Distance of object from observer: Observer was unable to determine or estimate, due to lack of experience in such matters
(1) Angle of elevation from horizon: Observer unable to determine or estimate due to lack of experience in such matters
f. Time in sight: Approximately thirty (30) minutes
g. Appearance of object:
(1) Color: Shiny, aluminum type appearance
(2) Shape: Similar to fuselage of aircraft, without protruding appendages of any type. (See attached sketch, labeled Exhibit "A".) Observer insisted object was not a blimp or dirigible.
(3) Apparent construction: Unable to establish though appeared to be similar to aircraft.
(4) Size: Estimated larger than large cargo type aircraft.
h. Direction of flight: Southwest when first observed, executed 90 degree turn to Northwest, then another 90 degree turn to Northeast and proceeded in that direction until disappearance.
i. Tactics or maneuvers: Object proceeded on level plane except when executing turning maneuver. Tail section seemed to be split when object entered turning maneuver. (See attached sketch.)
j. Evidence of exhaust: No exhaust was observed.
k. Effect on clouds: No clouds were in the area at the time of sighting.
l. Lights: No lights were visible. Object was observed in daylight hours.
m. Support: No wings or any other type of support were discernible.

[redacted]

n. Propulsion: Observer was unable to determine the type of propulsion.
o. Control and stability: Control apparently very good. No stabilizers could be observed.
p. Air ducts: No ducts were observed.
q. Speed: Estimated same as large plane.
r. Sound: No sound was heard.
s. Manner of disappearance: Faded from view gradually in distance as object proceeded from the area.

4. The following background information was obtained concerning the observer, Mr E.N. FOLSE:

a. Name: Mr [redacted]E.
b. Address: Raceland, Louisiana
c. Occupation: Retired insurance agent
d. Place of business: Formerly Raceland, Louisiana
e. Pertinent hobbies: None
f. Ability to determine: Observer's sight, hearing and intelligence appeared to be above average, indicating no reason to question his ability to determine.
g. Reliability of observer: Mr [redacted]S maturity, intelligence, and community standing indicated no reason to question his reliability.
h. Notes relative to observer: Mr [redacted] attention was drawn to the object when he walked from his residence and casually glanced to the sky. He then called the attention of the other witnesses.
i. Witnesses: Mrs [redacted], Housewife, Raceland, La
Miss [redacted]E, Artist, Raceland, La
Mr [redacted], Attorney, Raceland, La
Mr [redacted], Grocery Clerk, Raceland, La

5. Interview with the four witnesses listed above substantiated the information given by Mr [redacted] The witnesses could furnish no additional information. To the interviewing agent, the witnesses appeared to be stable, reliable persons.

AT NEW ORLEANS, LOUISIANA:

6. The reporting agent contacted the Civil Aeronautics Administration, Moisant International Airport, New Orleans, La. This agency advised that its records indicated no aircraft of any type maneuvering in the vicinity of Raceland, La., on 18 November 1949. These records further indicated that on 18 November 1949, the visibility of the air in the vicinity of Raceland, La., was fifteen (15) miles and the ceiling was unlimited.

CLOSED

INCLOSURES

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND:

Sketch of object observed over Raceland, Louisiana, on 18 November 1949, by Mr [redacted] and other witnesses. This sketch shows object as observed in level flight and also as observed entering turning maneuver.

FOR HQ, OSI:

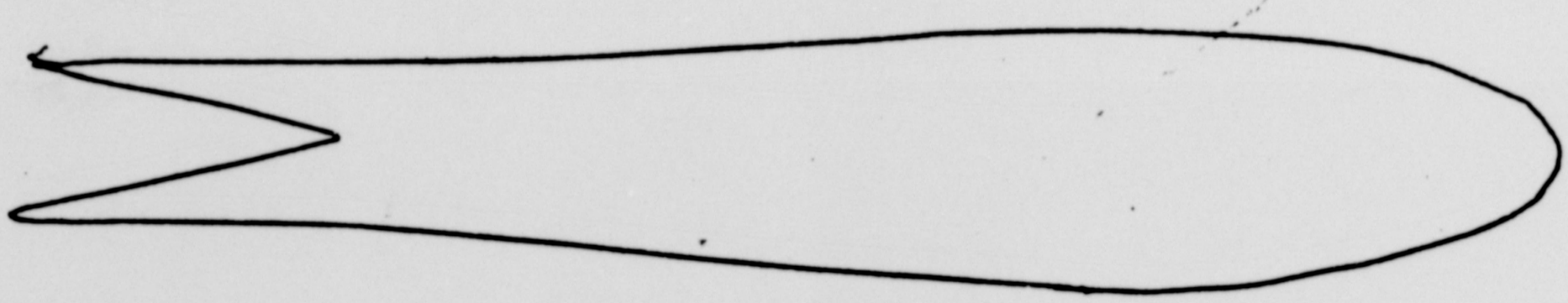
Sketch of object observed over Raceland, Louisiana, on 18 November 1949, by Mr [redacted], and other witnesses. This sketch shows object as observed in level flight and also as observed entering turning maneuver.

[redacted]

SKETCHES DRAWN FROM ROUGH DRAWING BY [redacted]
[redacted], ARTIST AND WITNESS, AND FROM
DESCRIPTIONS BY OTHER WITNESSES



OBJECT AS OBSERVED IN LEVEL FLIGHT



OBJECT AS OBSERVED ENTERING TURNING MANEUVER

EXHIBIT "A"