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, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

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

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

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

3. Non-astronomical, with no explanation evident

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

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

RESTRICTED

UNCLASSIFIED

Incident #166, a -- Chamblee, Georgia -- 23 July 1948

The object reported in incident #166 and 166a (which presumably refer to the same thing) can be easily explained as having been a very bright meteor. The majority of observers agree that the object did not maneuver, was on a steady course, and lost altitude slowly.

Numerous other reports (included with incident #144), from the vicinity of Augusta, which are widely divergent as to time, direction of motion, and color of the object, all appear to refer to a bright meteor. It may be that these scattered reports all describe the object of incident #166, a. It could be, of course, that the state of Georgia was treated to several fireballs in one evening, but it seems more likely that we have here an example of serious dispersion in the description of one object.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 165

1. Date 26 July 1948
2. Time 2100 E
3. Location Chamblee, Ga.
4. Name of observer [redacted] et al
5. Occupation of observer Observer, Atlanta Naval Air Base
6. Address of observer Atlanta Naval Air Base, Chamblee, Ga.
7. Place of observation Observation tower
8. Number of objects 1 blue white light
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S - like shooting star
13. Direction of flight SE turning S and gaining altitude
14. Tactics straight & level & gaining altitude
15. Sound None
16. Size N/S
17. Color blue-white light
18. Shape N/S - object not seen
19. Odor detected N/S
20. Apparent construction like shooting star
21. Exhaust trails N/S - possibly the blue white light was the exhaust
22. Weather conditions 2/10 cirrus at 25,000 ft; 1 to 4/10 of lower strato-cirrus at 5,000 ft. Visibility 12 to 15 miles. Surf wind light & variable 2-5 MPH
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

EDA166

EUA297

EAA372

PP UEDLY

FM UEAC 83A/CG THIRD ARMY FORT MCPHERSON GA 27/1645Z

TO UEDLY/COMGENAMC WRIGHT PAT AFB DAYTON OHIO

ACTION INFOR. INFOR.

2ND JUL 28 PM 1:54

UNCLASSIFI

WD GRNC

[redacted] ATTN MCI PASS TO DIRECTOR OF

INTELLIGENCE GSUSA CONTROL NO A-1917 A NEWSPAPER ARTICLE IN THE

ATLANTA CONSTITUTION THIS DATE TELLS OF A MYSTERIOUS

BALL OF FIRE TRAILING A SHORT STREAK OF LIGHT PD SHAPE IS

S

DESCRIBED VARIOUSLY AS A LIGHTBULB CMA CANTALOUPE AND BALL PD OBJECT

SEEMS TO TRAVEL AT A HIGH ALTITUDE AND A HIGH RATE OF SPEED CMA

DIRECTION OF TRAVEL WEST TO EAST PD ATLANTA NAVAL AIR STATION

ATTENDANT CLAIMS THAT OBJECT WAS OBSERVED TWICE CMA FIRST APPROX

2100 HRS CMA AGAIN FORTY-FIVE MINUTES LATER PD CONFIRMED BY

FIFTEEN ADDITIONAL PERSONS PD SAME OBJECT ALSO SIGHTED OVER AUGUSTA

GEORGIA BY CITY EDITOR [redacted] OF AUGUSTA CHRONICLE PD OTHER

WITNESSES MISS [redacted] OF [redacted] DRIVE CMA LAKEWOOD HEIGHTS

CMA MR AND MRS [redacted] CMA DORAVILLE GEORGIA CMA [redacted]

[redacted] AND WIFE CMA [redacted] CMA MRS [redacted] CMA

MRS [redacted] AND MRS [redacted] CMA ALL OF CHAMBLEE PD NO

OTHER INFORMATION AVAILABLE PD NEWSPAPER CLIPPINGS BEING

FORWARDED BY MAIL PD [redacted]

UNCLASSIFIED

CFI 21[illegible] 15[illegible]

27/1987Z

Bsc ltr, AMC, 6 Aug 43, to WRAMA, sub: "PROJECT 'SIGN'"

1st Ind WRAI/JRB/va

Hq, WRAMA, Robins AFB, Robins Fld, Ga, 14 September 1948

TO: Commanding General, AMC, Wright-Patterson Air Force Base, Dayton, Ohio ATTN: MCI

The investigations directed in connection with Project "Sign" have been completed, and reports thereof are inclosed.

FOR THE COMMANDING OFFICER:

J. R. BREECE
Captain, USAF
Intelligence Officer

1 Incl
6th OSI Dist Spec Inves Rpt, File No. 333.5 (24-1), 9 Sep 48 (in dup), w/11-page rpt & 4 exhibits

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Hq rm No. 10-514 (Rev 20 Feb 48) WF-L-25 MAR 48 150M

~~CONFIDENTIAL~~

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

UNCLASSIFIED

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

MCIAXO-3

MCIAXO-3/S&H/bg

AUG 6 1948

SUBJECT: PROJECT "SIGN"

TO: Commanding General
Warner Robins Air Materiel Area
Robins Air Force Base, Georgia
ATTN: Base Intelligence Officer

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Air Materiel Command units by Hq, USAF, in letter dated 6 February 1948.

2. Teletypes from CG, Third Army, Ft. McPherson, Georgia and from Flt. Service Center, Maxwell AFB, Alabama, reveal that the following personnel have sighted unidentified aerial phenomena:

Mr. [redacted]	Employee on Alert Crew at Robins AFB.
Mr. [redacted]	City Editor of Augusta Chronicle, Augusta, Georgia.
Miss [redacted]	[redacted] Lakewood Heights, Augusta, Georgia.
Mrs. [redacted]	Doraville, Georgia.
Mr. & Mrs. [redacted]	Chamblee, Georgia.
Mrs. [redacted]	" "
Mrs. [redacted]	" "
Mrs. [redacted]	" "
Mrs. [redacted]	" "

3. It is requested your office interview the above and obtain signed graphic statements as to the anomalies observed. It is further requested that observers indicate the following salient factors: Location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or metallic construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearance, maneuverability (tactics), altitude, sound, exhaust trail, odor (if any), effect on clouds. In the event any photographs are in existance, it is desired that such photographs be obtained for loan and reproduction by this Headquarters.

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AMC
Subject: PROJECT "SIGN"

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4. In connection with the above, request that

a. Local teletype sequence of weather conditions and the Winds Aloft Report be obtained.

b. Possible releases of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other, in the vicinity be investigated.

5. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be considered "Confidential".

6. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: MCI, in accordance with USAF letter dated 26 February 1948.

BY COMMAND OF GENERAL McNARNEY:

for H. M. McCOY
Colonel, USAF
Chief of Intelligence

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~~CONFIDENTIAL~~

COPY

[redacted]

UNCLASSIFIED

MCIAXO-3

MCIAXO-3/SZH/bg
6 August 1948

SUBJECT: PROJECT "SIGN"

TO: Commanding General
Third Army
Fort McPherson, Georgia
ATTN: A. C. of S., G-2

1. This Command is engaged in an intelligence investigation of all reported sightings of unidentified aerial phenomena and has been authorized direct communication with all Third Army units by Department of the Army in letter dated 25 March 1948

2. Reference is made to teletype from Commanding General Third Army to Commanding General, Wright-Patterson AFB, dated 27 July 1948, GSUSA Control No. A-1917, revealing that an attendant of Atlanta Naval Air Station sighted and unidentified aerial object which was confirmed by fifteen additional persons.

3. It is requested your office interview the above and obtain signed graphic statements as to the anomalies observed. It is further requested that observes indicate the following salient factors: location, date and time of sighting, weather conditions at the time, names, occupations and addresses of witnesses, (if any), photographs or sketches, luminous or metallic construction, number, shape, size, color, speed, in what part of the sky first observed, direction, manner of disappearnace, maneuverability (tactics), altitude, sound, exhaust trail, odor (if any), effect on clouds. In the event any photographs are in existance, it is desired that such photographs be obtained for loan and reproduction by this Headquarters.

4. In connection with the above, request that

a. Local teletype sequence of weather conditions and the Winds Aloft Report be obtained.

b. Local flight schedules of commercial and military aircraft flying in the vicinty at the time be checked.

c. Possible releases of testing devices sent aloft by Ordance, Navy, Army, Air Forces, Weather Bureau, research Organizations or any other, in the vicinity be investigated.

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DOD DIR 5200.10

[redacted]

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P
Y

[redacted]

UNCLASSIFIED

AMC
Subject: PROJECT "SIGN"

5. It is requested that personnel be convinced of the necessity of avoiding publicity in relation to this investigation and that it be consirded "Confidential".

6. All pertinent material will be forwarded directly to Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio, attention: NCI, in accordance with USAF letter dated 26 February 1948.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, USAF
Chief of Intelligence

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DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

[redacted]

AGENT REPORT

UNCLASSIFIED

DATE SUBMITTED: 16 Aug 1948

PROJECT "SIGN"

[redacted]

REPORT OF FINDINGS:

1. On 12 August 1948, [redacted]ery, Observer, Atlanta Naval Air Base, Chamblee Georgia was interviewed. [redacted] stated that he was on duty in the observation tower on 26 July 1948. About 2100 hours he sighted a blue white light traveling southeast from northeast. He declined to estimate the altitude of the light. However, the light was very high, traveling very fast, and maintained a uniform altitude and speed. The light looked very much like a shooting star except for the fact that it maintained a uniform altitude. Avery stated he watched the light for a few seconds and then turned to get his field glasses. The light appeared to gain altitude and then turned sharply to the south as [redacted] turned for his glasses. The weather was clear and still at the time the light was sighted. [redacted] stated that he heard no sound and could furnish no additional information concerning the aerial phenomena. He said that shortly after he sighted the light, several residents of the area called the observation tower and reported seeing the same thing. [redacted] stated that no flights left or arrived at the station after 1910 hours on 26 July 1948 (F-3)

AGENT'S NOTE: [redacted]s considered a qualified observer. He served as an observer in the U. S. Navy during the war and has performed that duty at the Atlanta Naval Air Base for the past four months.

2. On 12 August 1948, the following persons were interviewed and made statements substantially the same: On 26 July 1948 they were seated on the lawn of the Georgia School of Technology Housing Project at Chamblee, Georgia. About 2045 hours Mrs [redacted] sighted a strange light and immediately called it to the attention of her companions. The light appeared about the size of a football and was traveling southeast in a steady course. It was green and faded into a silver colored tail. The light appeared to fade away in flight as if extinguished. The light was absolutely silent. Informants could furnish no additional information.

a. Mr. and Mrs. [redacted], Georgia Tech Apartments, Chamblee, Georgia.

b. Mrs. [redacted], Georgia Tech Apartments, Chamblee, Georgia.

c. Mrs. [redacted], Georgia Tech Apartments, Chamblee, Ga.

d. Mrs [redacted] Georgia Tech Apartment, Chamblee, Georgia.

e. Mrs [redacted] G, Georgia Tech Apartments, Chamblee, Ga.

AGENT'S NOTE: Investigation failed to reveal other persons who observed unidentified aerial objects on 26 July 1948 (F-3

[redacted]

Herman E. Montgomery, SA [redacted] /s/ Herman E. Montgomery

[redacted]

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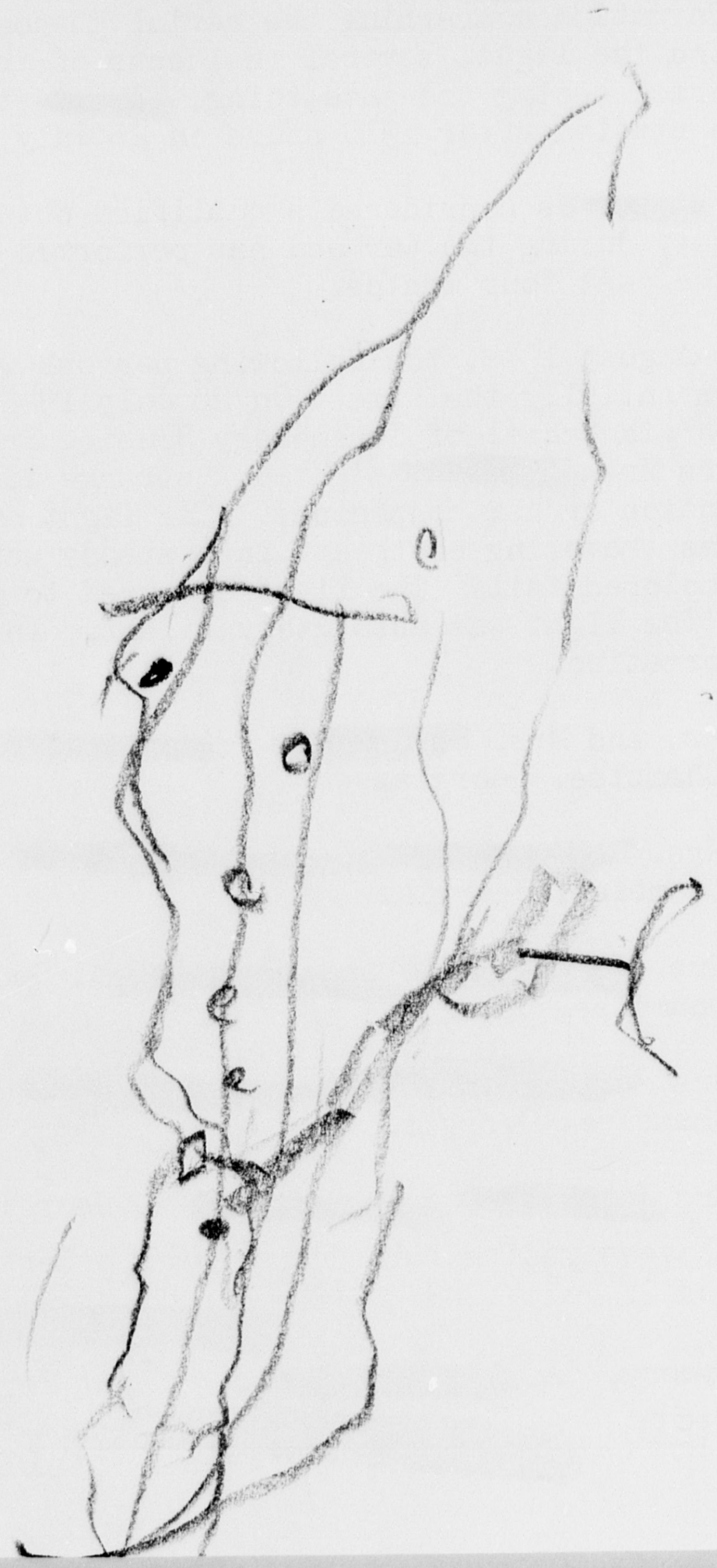

Date: 16 Aug 1948

PROJECT "SIGN"

REPORT OF FINDINGS (cont'd)

3. Records of the Weather Station, Atlanta Naval Air Base, Chamblee, Georgia, revealed that visibility was good and that winds were light and variable from two (2) to five (5) miles per hour until 2030 hours 26 July 1948. Report of weather conditions attached as Exhibit I.

4. Records of the Atlanta Naval Air Base, Atlanta Municipal Airport and Marietta Army Air Base, Marietta, Georgia reveal no scheduled flights in the vicinity of Chamblee, Georgia during 1910 hours to 2200 hours on 26 July 1948. (B-2)

5. Investigation in the vicinity of Chamblee, Georgia revealed no record of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other. (B-2)

6. Attention also invited to the following Exhibits attached:

Exhibit II - Article, Atlanta Journal - 26 July 1948
"EVERYBODY'S SEEING THINGS WHIZZING THROUGH NIGHT SKY"

Exhibit III - Article, Atlanta Constitution - 26 July 1948
"ATLANTA PILOTS REPORT WINGLESS SKY MONSTER"

Exhibit IV - Article, Atlanta Constitution - 27 July 1948
"MYSTERIOUS BALL OF FIRE TRAILING TAIL OF FLAME SIGHTED OVER ATLANTA"

NOTE: Exhibits are attached to the original of this report only.

Herman E. Montgomery, SA, 111th CIC Det /s/ Herman E. Montgomery

[redacted]

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[redacted]

[redacted]

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U. S. NAVAL AIR STATION
ATLANTA, GEORGIA

WEATHER CONDITIONS ON THE 26 JULY 1948 UNTIL 2030 EST

2 TENTHS OF CIRRUS CLOUDS AT 25,000 FT. WITH 1 to 4 TENTHS OF LOWER STRATO-CUMULUS AT 5000 FT. VISIBILITY 12 to 15 MILES. SURFACE WINDS LIGHT AND VARIABLE2 TO 5 MILES PER HOUR. THE TEMPERATURE REACHED A HIGH OF 92° F. AT 1430 EST. AND DROPPED TO 85° F. BY 2030 EST. THE STATION PRESSURE WAS GENERALLY STEADY, BUT WITH A TENDENCY TO DROP

2050 EST NCQ 12 143/85/71 CALM 998
STATION PRESSURE 28.935
RELATIVE HUMIDITY 63%

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EXHIBIT I

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
[redacted]

[redacted]

[redacted]

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

Q. 40. Is there anything further now that you would like to say?

A. 40. No Sir.

Q. 41. I wish to remind you that this is a confidential investigation and that what we have discussed here is not to be discussed with anyone else.

A. 41. I will regard it as such.

AT ROBINS AIR FORCE BASE, ROBINS FIELD, GEORGIA

On 19 August 1948, Special Agent Cassidy contacted Capt H. R. Daniels, Public Information Officer, Robins Air Force Base, Georgia to determine whether or not any publicity releases were given to the reported sightings on Robins Air Force Base. Captain Daniels stated that no press releases were given out on this information but an article had been written in the Robins Air Force Base paper on Monday, 9 August 1948. A copy of this article is attached as Exhibit I.

On 19 August 1948, Special Agent Cassidy contacted Flight Operations to determine the exact time of takeoff of the C-47 type aircraft on which [redacted] was standing fire guard when he sighted the aerial phenomena. This agent was advised that a C-47 type aircraft took off at 0256 hours 24 July 1948. The destination of this aircraft was Olmsted Field and the Pilot's name was Captain Fowles.

AGENT'S NOTE: This is undoubtedly the aircraft on which [redacted] stood Fire Guard since it takes about 30 to 40 minutes to warm the engines of the aircraft and to taxi out to take off position and take off.

On 19 August 1948, Special Agent Cassidy contacted the Weather Station on the Flight Line and obtained the official weather sequences and reports for the time when the aerial phenomena was apparent. In general, the weather was as follows: The 2330 hours sequence of the 23 July indicated broken clouds at 3500 feet and a high overcast at 10,000 feet. The visibility was 10 miles in light rain. The temperature was 77 degrees and the dew point was 76 degrees. The wind was out of the southwest at 6 miles per hour. By 0030 hours the clouds were scattered at 4000 feet and the light rain had stopped. The wind shifted to the west and decreased to 2 miles per hour. At 0130 hours the scattered clouds had disappeared but the high overcast at 10,000 feet remained and the wind had shifted to the north at 2 miles per hour. At 0230 the overcast at 10,000 feet became scattered and the wind was calm. The moon was full phase. (Exhibit IV)

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pgs 7-11 EXTRACTED AND FILED IN CASE DTD 26 JULY

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

AT ATLANTA, GEORGIA

The following is information collected by agents of the 111th CIC Detachment, Third Army, Fort McPherson, Georgia:

On 12 August 1948, [redacted], Observer, Atlanta Naval Air Base, Chamblee, Georgia was interviewed. [redacted] stated that he was on duty in the observation tower on 26 July 1948. About 2100 hours he sighted a blue white light traveling southeast from northeast. He declined to estimate the altitude of the light. However, the light was very high, traveling very fast, and maintained a uniform altitude and speed. The light looked very much like a shooting star except for the fact that it maintained a uniform altitude. [redacted] stated that he watched the light for a few seconds and then turned to get his field glasses. The light appeared to gain altitude and then turned sharply to the south as [redacted] turned for his glasses. The weather was clear and still at the time the light was sighted. [redacted] stated that he heard no sound and could furnish no additional information concerning the aerial phenomena. He said that shortly after he sighted the light, several residents of the area called the observation tower and reported seeing the same thing. [redacted] stated that no flights left or arrived at the station after 1910 hours on 26 July 1948.

AGENT'S NOTE: [redacted] is considered a qualified observer. He served as an observer in the U.S. Navy during the war and has performed that duty at the Atlanta Naval Air Base for the past four months.

On 12 August 1948, the following persons were interviewed and made statements substantially the same. On 26 July 1948, they were seated on the lawn of the Georgia School of Technology Housing Project at Chamblee, Georgia. About 2045 hours, Mrs. [redacted] sighted a strange light and immediately called it to the attention of her companions. The light appeared about the size of a football and was traveling southeast in a steady course. It was green and faded into a silver colored tail. The light appeared to lose altitude slowly much the same as a plane coming in for a landing. It appeared to fade away in flight as if extinguished. The light was absolutely silent. Informants could furnish no additional information:

(1) Mr. & Mrs. [redacted], Apartments [redacted], Georgia Tech Apartments, Chamblee, Georgia
(2) Mrs. [redacted], Apartment [redacted], Georgia Tech Apartments, Chamblee, Georgia
(3) [redacted], Apartment [redacted] A, Georgia Tech Apartments, Chamblee, Georgia
(4) Mrs. [redacted], Apartment [redacted] A, Georgia Tech Apartments, Chamblee, Georgia
(5) Mrs. [redacted], Apartment [redacted], Georgia Tech Apartments, Chamblee, Georgia

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

DETAILS: (Cont'd)

AGENT'S NOTE: Investigation failed to reveal other persons who observed unidentified aerial objects on 26 July 1943.

Records of the Weather Station, Atlanta Naval Air Base, Chamblee, Georgia revealed that visibility was good and that winds were light and variable from two to five miles per hour until 2030 hours, 26 July 1943.

Records of the Atlanta Naval Air Base, Atlanta Municipal Airport and Marietta Army Air Base, Marietta, Georgia revealed no scheduled flights in the vicinity of Chamblee, Georgia during 1910 hours to 2200 hours on 26 July 1943.

Investigation in the vicinity of Chamblee, Georgia revealed no record of testing devices sent aloft by Ordnance, Navy, Army, Air Forces, Weather Bureau, Research Organizations or any other.

AT AUGUSTA, GEORGIA

On 24 August 1943, at 1830 hours, [redacted] Street, Augusta, Georgia, was interviewed by Special Investigator Morris, in the office of the Chronicle News, Augusta, Georgia. The informant stated in substance:

"I am a newspaper man by occupation and work for the Augusta Chronicle. While working in this capacity on the 26th of July 1943, numerous calls came in at approximately 2015 hours pertaining to an object in the sky. Between 2100 hours and 2130 hours, [redacted] who is the night editor for the Augusta Chronicle, called some of the office staff into his office to view the object in the sky. On arriving at the front window, I first saw the object in the southwest, traveling in a general southwest direction. The altitude and speed of the object could not be ascertained. The object resembled a red light. Its tactics were of a bobbing and weaving nature. I viewed the object for only a few seconds."

AGENT'S NOTE: [redacted] did not seem too interested in the object nor the object's identity. He stated that he was stationed in Alaska and witnessed many phenomena, such as shooting stars and meteorites. He did not draw any conclusion as to the sighted object. [redacted] detected no sound nor odor in connection with this object.

On 24 August 1943 at 1900 hours, [redacted], Augusta, Georgia, was interviewed by Special Investigator Morris, in the offices of the Augusta Chronicle, Augusta, Georgia. The informant stated in substance:

"My occupation is that of a telatype editor for the Augusta Chronicle, Augusta, Georgia. I was on duty the night of the 26th of July 1943, when Mr. [redacted] called for some of the newsmen to witness an

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SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

object in the sky. This was between 2100 hours and 2130 hours. I viewed the object which appeared to me as a luminous glowing object with no particular size, shape, or form. The object seemed to be traveling in a general southwest direction. I could not approximate the distance of the object, but estimated that it was 5,000 to 6,000 feet in altitude. The object was moving up and down in its flight, and it did not resemble any known type of aircraft. I heard no sound, nor did I detect any odor in connection with this object."

On 24 August 1948 at 2000 hours, [redacted] Augusta, Georgia, was interviewed by Special Investigator Morris, at his residence. The informant stated in substance:

"My occupation is that of night editor for the Augusta Chronicle. I was working in that capacity on 26th July 1948. I started receiving calls at approximately 2050 hours to the effect that there was a ball of fire in the sky. I received these calls from various sections of the city, and from South Carolina. I looked out the window in my office and saw what appeared to be a bluish light. The light was sighted southwest and was moving in a southwest direction, bobbing and weaving in flight. It was not traveling in a level plane but seemed to go slightly up and down. The speed was approximately that of an average passenger aircraft. I judged the object's distance from me to be approximately five miles. There was a slight trail following the object which seemed to burn itself out in the course of flight. The object itself gradually disappeared from sight as a normal aircraft might do in flight. The altitude was approximately 5,000 feet."

AGENT'S NOTE: [redacted] has never witnessed any type of jet aircraft in flight.

On 25 August 1948 at 0800 hours, [redacted] Street, Augusta, Georgia, was interviewed by Special Agent Morris in the office of the Delta Airlines, Daniels Field, Georgia. The informant stated in substance:

"My occupation is Chief of Communication - CAA, Daniel Field, Ga. On 26 July 1948, at 2140 or 2150 hours, while standing on my front porch at [redacted], I sighted an object which appeared out of the southwest and was traveling in a northwest direction. I was facing the north at the time I sighted this object. The size of the object appeared to be about one-fourth the size of a full moon. It was a multi-colored object and was very brilliant. My opinion is that the object was a meteor traveling in the lower level. The object was trailed by natural fragments which burned themselves out in flight. The distance of the object could not be established. Its estimated speed was between 10,000 and 12,000 miles per hour. The object, itself, was viewed for a period of two to three seconds and it then disappeared from view."

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SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

On 25 August 1948, at 1900 hours, [redacted] was interviewed by Special Investigator Morris in the office of the Augusta Chronicle. The informant stated the following in substance:

"My occupation is that of a printer and I work for the Augusta Chronicle on the night shift. On 26 July 1948 at 2300 hours, I sighted an object in the northeast. The object was traveling from the northeast to the southwest. It appeared in the shape of a right angle. The point of the angle was the leading edge with the trailing edges appearing in the sky as approximately one foot in length. The color was that of normal electric light, evenly distributed. The object was traveling at a speed of approximately one hundred and fifty miles per hour and the object maintained a level plane. There was no maneuverability and the object passed directly overhead. The altitude was approximately 5,000 to 6,000 feet."

On 27 August 1948, at 0930 hours, [redacted], Augusta, Georgia, was interviewed at her residence by Special Investigator Morris. The informant stated the following in substance:

"I am a housewife and on 26 July 1948, I was sitting on my front porch at my residence when I sighted an object to the north. The object was traveling from east to north or in a northwest direction. The object was very brilliant. It appeared as a red ball of fire with a bluish tint. It was the size of a kitchen plate with a tail approximately six feet in length. The tail was the same color with lesser brilliancy than the body. The object was traveling extremely fast. I could not make an estimate of the speed. It was traveling in flight on a straight plane with a slight slant toward the earth. The object disappeared from view behind a group of trees and was not seen again. The object resembled a shooting star but was very brilliant. The object did not appear to be a type of aircraft. I sighted this object at 2145 hours on the 26 July 1948."

On 27 August 1948, at 1030 hours, [redacted], Georgia, was interviewed at her residence by Special Investigator Morris. The informant stated the following in substance:

"I am a housewife and on 26 July 1948 my husband and I were in our car returning from the drug store at approximately 2130 or 2145 hours. We were crossing the 13th Street Bridge on our way home when we saw an object in the sky. The object was larger than a very large shooting star and was traveling from east to west. It was red with bluish-white. Following the trailing light, or tail, appeared to be another ball the approximate size of the one leading. The light was very brilliant and appeared to be traveling in the lower atmosphere. The object gradually

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SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

disappeared from view in flight as if burning out or going beyond the line of vision. The object stayed the same size in flight while in view and did not burn out in the manner of a shooting star. The object traveled in a straight or level plane."

The following is the weather report as reported by the Daniels Field Weather Station for the period of 2130 hours to 2230 hours, 26 July 1948:

The visibility was 12 miles. There were high scattered clouds with less than four-tenths coverage. The temperature was 82 degrees. The dewpoint was 67 degrees and the wind was from the southeast at eight miles per hour. The barometric pressure was 30.02 inches of mercury. At 2230 hours, the weather aloft remained substantially the same except that the wind had decreased by eight miles per hour to six miles per hour. It was reported that no radio sound or balloon equipment were released at this time by the Weather Station at Daniels Field.

Attention is invited to the following Exhibits attached:

EXHIBIT I - Article Robins Field Times, 9 August 1948, "ALERT CREW MAN SEES RED, OVERHEAD"

EXHIBIT II - Article Augusta Chronicle, 27 July 1948, "BALL OF FIRE SEEN IN THE SKIES OVER AUGUSTA"

EXHIBIT III - Article, Atlanta Constitution, 27 July 1948, "SAW FIREBALL"

EXHIBIT IV - Weather Sequences 23 July 1948

NOTE: Exhibits are attached to original of this report only.

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[illegible]

[illegible]

[illegible]

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Incl. 2 to [illegible]

[redacted]

[redacted]

[redacted]

Mysterious 'Ball of Fire' Trailing Tail of Flame Sighted Over Atlanta

A mysterious "ball of fire" trailing a short tail of flame was reported seen in two appearances over Atlanta last night.

The strange apparition observed by 15 different persons in different sections of the city, was seen first shortly before 8 p. m., and again at 9:45 p. m.

And, at the same time, an unidentified flame-like object was sighted over Augusta by numerous residents of the city, including newsmen.

In Virginia, two Eastern Air Line pilots and CAA radio station operators at Lynchburg, Pulaski, and Roanoke reported what they described as a falling meteor seen in the Southern skies about 9:45 p. m. last night. Dozens of telephone calls were received by the CAA and radio and newspapers about the object, described as a bright blue light.

Meanwhile, observers in Atlanta reported seeing the flying "blob of light" moving across the night sky on a course near the horizon. The light mass apparently was traveling in a general west-to-east direction, it was reported.

None of the observers, including an attendant at the Atlanta Naval Air Station, could distinguish any definite form for the "fire ball." Most of them described it as a small mass of light without shape.

The Air Station attendant reported he saw the apparition twice. He said he first saw it about 9 p. m., near Stone Mountain. The operator, who asked that his name not be used, said he thought "it was a falling star" until it started climbing and banked sharply to turn away from the City.

He said the "bluish streak of light" was traveling very fast and very high. He added it did not look like any jet plane he has seen in night flight.

He said he saw the same bluish light again about 45 minutes later.

At the same time, Miss Betty Strickland, of 130 Pecan Dr., Lakewood Heights, reported seeing a "big light bulb with a tail of red fire" outside her window.

"I was brushing my hair," she told, when the strange light passed over the tree tops.

"It didn't seem to be very far away," she added.

Mr. and Mrs. Bo Carroll, of Doraville, reported seeing a "big ball of fire with a red tail" as they were driving toward their home.

Carroll said the fireball appeared out of the northwest and, moving close to the horizon, traveled more than 30 degrees across the sky. He said the light disappeared behind the horizon.

Close by, at Chamblee, Harold Shaw said he saw a "green light with a short tail."

"I don't know how far away it was, nor how large it was, but it moved across the sky rapidly," Shaw said. He said also that the light was absolutely silent.

Five other residents of Chamblee, including Shaw's wife, also reported seeing the light. Mrs. Robert Sebring, Mrs. Jeanne Hill, Mrs. Shaw, Mrs. Myrtle Renfroe and Mrs. John Gall all agreed that the "object" was "green with a silver tail."

And in the downtown section, Mr. and Mrs. Richard P. Sellers, driving south on Spring Street, near the business district, reported seeing a "reddish-white ball of fire about the size of a cantaloupe with a tail on it."

Mrs. Sellers said the light appeared from the west and moved across the sky at a low level. It would disappear behind a large building, then reappear seconds later. She said it was moving pretty fast.

Forecasters at the U. S. Weather Bureau here said they had received several calls from persons asking for information about the strange light. The forecasters said, however, they were unable to explain what the light might have been. They said they knew of no atmospheric condition that would cause such a phenomenon.

After a dozen persons had called the Augusta Chronicle to report seeing the object there—variously described as a streak of light, a ball of fire and a rocket ship—City Editor John Battle looked out of the window, spotted the object himself, and showed it to other members of the staff.

The U. S. Weather Bureau in Augusta was flooded with calls, but could throw no light on the problem.

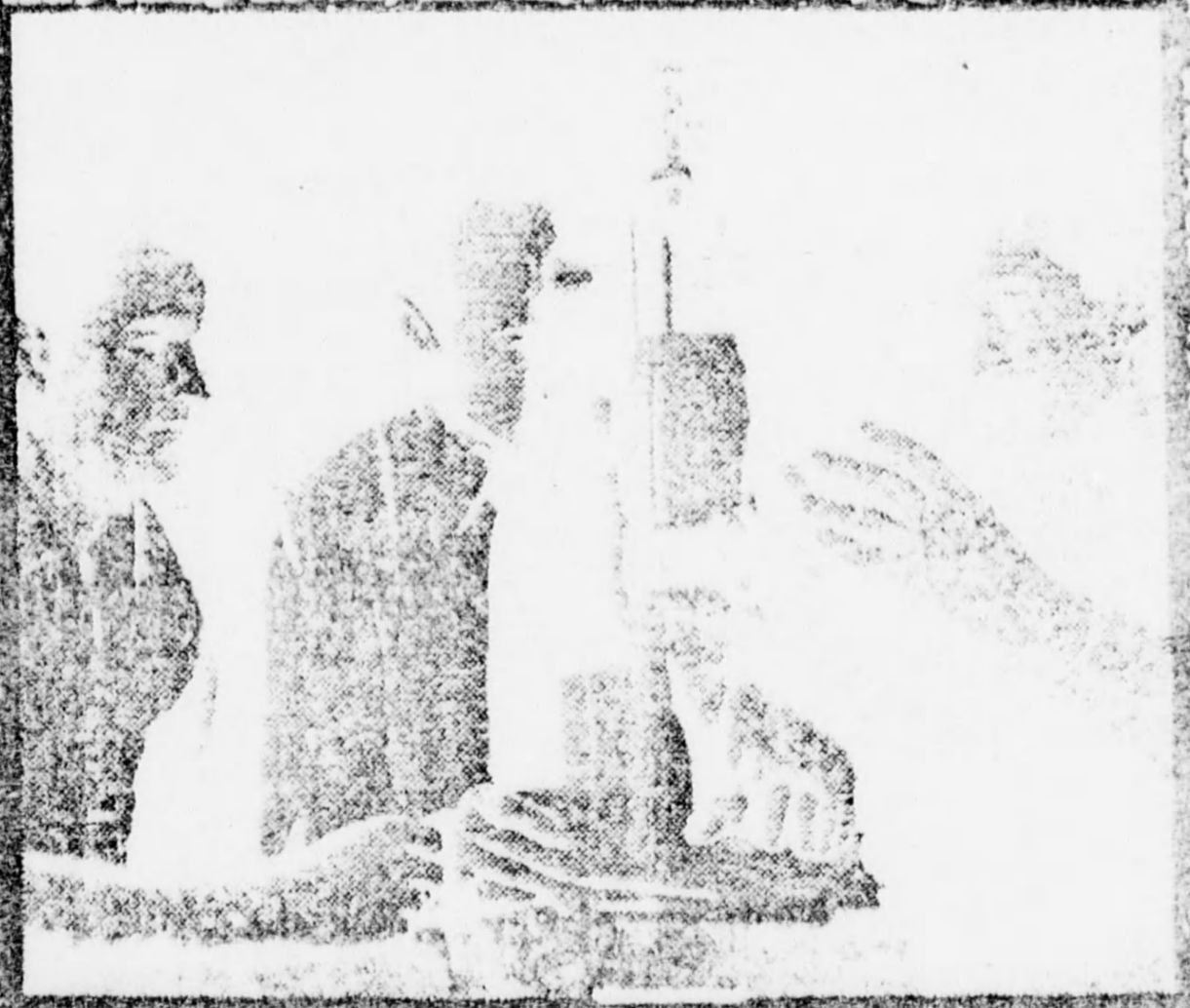
Atlanta Pilots Report Wingless Sky Monster

BY ALVIN T. STEELE

Atlanta pilots of the Eastern Airlines flight from Houston, Tex., via New Orleans, to Atlanta, and an Air Force officer on the ground here reported seeing a mysterious flying object in the skies over Alabama early today.

The two pilots saw the object about 4:45 a.m. (CST) and described it as a wingless, twin-engined plane. The Air Force officer said the object was reported by ground observers at Montgomery, Ala., at about the same time.

Neither the Air Force nor the airline pilots would hazard a guess as to what the object might be.



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.

Continued on Page 6, Column 6



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EXHIBIT "F"

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B.I.D. No. 8410.[illegible]00

AF FORM 112—PART I
APPROVED 1 JUNE 1948

AF36371

COUNTRY: United States | REPORT NO: 102-122-79 | (LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON: Alabama, Georgia, and Virginia | FROM (Name): 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

PREPARED BY (Name): 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. Use unclassified as much as possible. Last statement is basic fact of report as to AF Form 112—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 wether the objects reported were of domestic or foreign 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
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APPROVED:

R. A. LIEBELLIN 1st
Major, USAF
Actg Chief, Operations Section
Tech Intelligence Division
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W. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department
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DISTRIBUTION BY ORIGINATOR: 4- (Orig. & 3 Cys) 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

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.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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. [redacted]yarmond, 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 Chiles and Whitted 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]. 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 [redacted]ecial 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 "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 Feldvary, [redacted].

(3) That of [redacted].

(4) That of [redacted].

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

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

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 0145 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] describe the object as "cigar" or "cylindrical" in shape. ([redacted] 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] 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] 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 [redacted], and [redacted], 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 predominantly brilliant blue-white. The course was described as generally "southern".

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

(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, OSUEF, 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.

(4) Incident #4

Object #4 was observed by [redacted] between the hours of 2045 and 2050, 26 July 1948, at Thomson, 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 [redacted], and other, failed to reveal any evidence of testing devices to which this incident could be attributed.

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AIR INTELLIGENCE INFORMATION REPORT

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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 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 wingless 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.

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 [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], 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. #

af-36371-5

T-20200-I

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

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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, Whitted and Chiles, 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 would 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. Snelder
Robert R. Snelder
Captain, USAF
Project Officer

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[redacted]

Daily News, Tuesday, July 28, 1948

Flying Whatzit, Seen by Fliers, Just Windbags

By Maggie Bartel and Leeds Moberley

The Flying Thing, this year's Summer wonder, made its inevitable appearance in the East yesterday, and it caused so much harmless excitement that it's really a pity the mystery was so easily solved.

Startled vacationers taking the early sun on the boardwalk at Asbury Park, N. J., and a dozen mechanics and Air Force fliers at nearby Red Bank airport, among others, spotted it in the western sky about 8:45 A. M.

It seemed to be a long, silver cylinder rather than the flame-shooting monster reported over Alabama early Saturday or the gigantic silver ball sighted over Yakima, Wash., on Sunday.

But the excited beholders discounted such discrepancies as trifling and concluded it was the same apparition, completing a swing around the country.

Two of the fliers hopped into

(Continued on page 22, col. 3)

Flying Whatzit, Seen by Fliers, Just Windbags

(Continued from page 3)

planes and went up to get a closer look. The Thing was gaining altitude so fast itself, however, that they couldn't get nearer than 5,000 feet.

At that distance, they reported, it looked like several balloons strung together like pearls. Somebody even called Mitchel Field, L. I., to see if the Air Force there could shed any light. It couldn't.

While the Thing was sailing higher and higher and moving out to sea, speculation over its nature ranged all the way from a new Russian secret weapon to a publicity stunt for Saturday's International Air Exposition at the New York Internationl Airport, Idlewild.

It was not until several hours later that the apparition was finally identified as an elaborate cosmic ray balloon sent up by the physics department of Princeton University. Confirming the inquisitive fliers' impression, it consisted of 28 balloons, each 12 feet in diameter, joined by a long cable and carrying a gondola fitted with scientific equipment and automatic radio transmitter.

Princeton spokesmen said the last signals received indicated the contraption had gone down in the Atlantic Ocean 160 miles due east of Asbury Park a little after noon, after having reached a maximum altitude of 63,000 feet.

They were somewhat surprised at all the fuss. They've been making these experiments off and on for more than a year and said they thought everybody in that vicinity was used to them.



