SMAMA--Dec 48—5M

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
20th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
McCHORD AIR FORCE BASE, McCHORD FIELD, WASHINGTON

20D OSI 24-0-22

5 October 1949

SUBJECT: MRS. MADELINE GWYNNE MERCHANT
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.
ATTN: Subversive Activities Section, Security Division

1. Reference is made to your letter, dated 26 September 1949, file 24-185, subject as above.

2. This office, upon receipt of the FBI letter referred to in your communication, assumed the responsibility for having the correspondence from Mrs. MADELINE GWYNNE MERCHANT forwarded to the Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, ATTN: MCIAXO-3, for their information and evaluation.

3. Subsequently, this office received another letter through the 62nd Troop Carrier Wing (M), McChord Air Force Base, from MERCHANT, dated 4 August 1949, addressed to: "Officer in Charge, AAF Intelligence Division, McChord Field, Tacoma, Washington", which was also forwarded to the Air Materiel Command. This headquarters, not being in a position to evaluate the information contained in MERCHANT's correspondence bearing the August date, forwarded same to the Air Materiel Command inasmuch as no affirmative investigation by this district was indicated from MERCHANT's correspondence. Therefore, this office took no steps to investigate the matter. The reply from the Commanding General, Air Materiel Command, is quoted as follows:

"Receipt and examination of a large volume of correspondence from Mrs. Madeline Gwynne Merchant, referred to above, has led this Command to the conclusion her various theories are impractical and not based on sound scientific facts. Your action in the matter referred to above is considered quite proper by this Command".

Loc 24-185-2270

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible] OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

24-185-270

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Oct 14 11 56 AM '49
OFFICE OF SPECIAL INVESTIGATIONS

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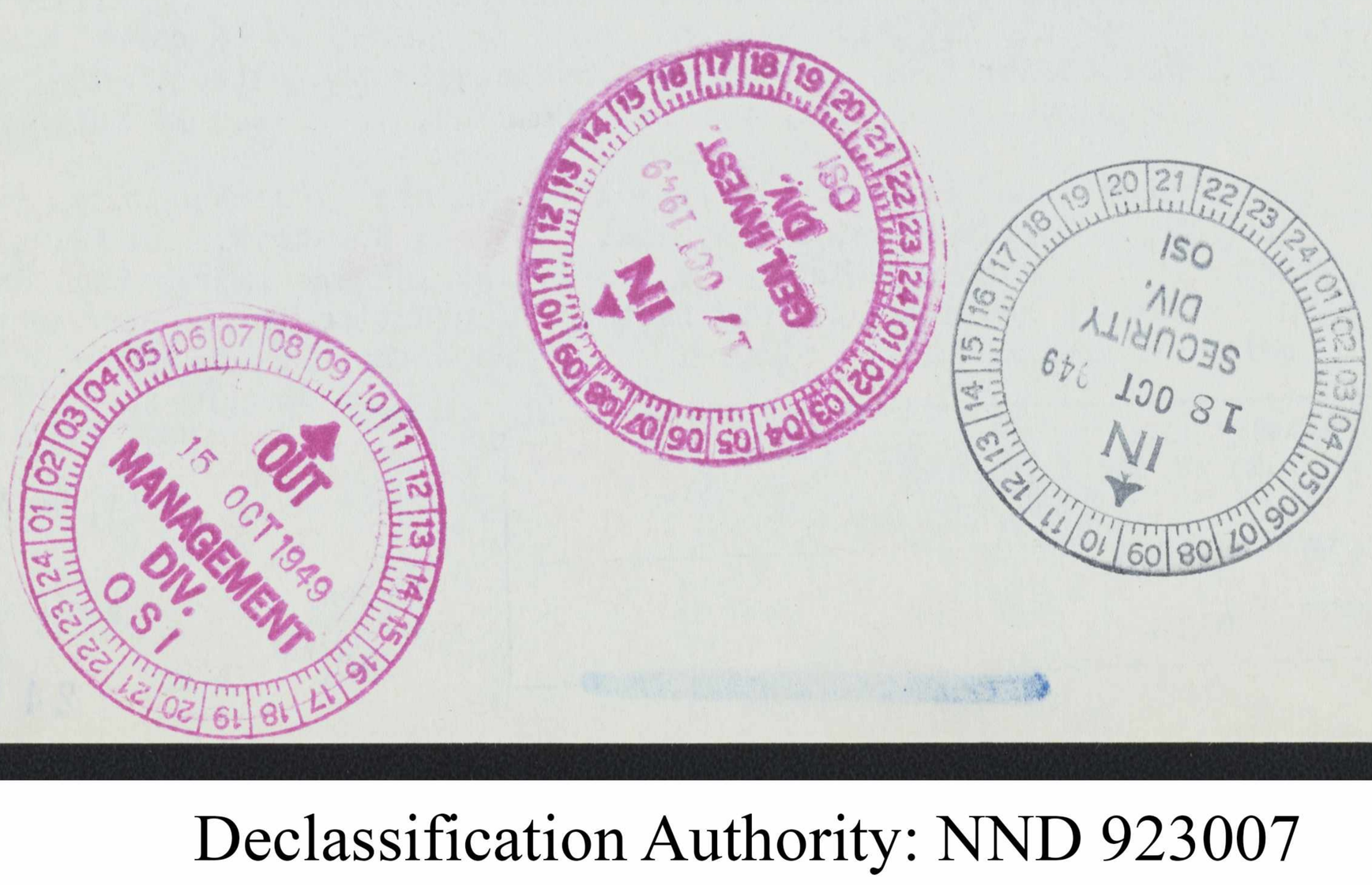
24 OCT 1949

Declassification Authority: NND 923007



Declassification Authority: NND 923007

20D OSI 24-0-22 5 October 1949
SUBJECT: MRS. MADELINE GWYNNE MERCHANT
SPECIAL INQUIRY

4. Attention is invited to the fact that the Intelligence Officer, Wing Operations, Headquarters 62nd Troop Carrier Wing, this Base, forwarded a non-committal letter of acknowledgment to MERCHANT as requested in her August correspondence.

5. Inclosed herewith are precise copies of MERCHANT's correspondence.

R. D. MELCHER
Major, USAF
Acting District Commander

2 Incls:
1. Ltr, dtd 25 July (in dup)
2. Ltr, dtd 4 Aug (in dup)

Declassification Authority: NND 923007

COPY

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918 N.E. 18th St.

Oklahoma City (5) Okla.

July 25, 1949

Agent-In-Charge.

FBI Offices,

Boise, Idaho.

Dear Sir:

In an AP news story in today's Daily Oklahoman, an unidentified pilot at Boise, Idaho, was quoted as stating that he had seen seven V-shaped objects over Mountain Home desert Sunday, July 24.

I do not know whether this pilot was Kenneth Arnold, who, as you no doubt know, was the first to make public objects which he had seen near Mt. Rainier in Washington state. The local Idaho Statesman newspaper can give you the name of the pilot. (I have written for copies of the paper but until they arrive cannot give you the name.)

I do not know whether your office has received a directive, or not, which requires that information on "flying saucers," "discs," "strange objects," etc. be reported. I presume so, but not knowing for sure, I am hereby asking you to secure answers to questions listed on another sheet.

The carbons enclosed of this letter and list of questions and answers should be given or mailed to your nearest Military Security offices.

Thanking you kindly, I am,

Sincerely,

/s/ Mrs. Madeline Gwynne Merchant

cc/ COPY
Encl #1

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P.S. I am a civilian who has done considerable private work on the subject of ray-warfare. I have kept close contact with various security offices, FBI, and with the Tech. Intelligence Division, Wright Patterson AF Base, Wright Field, Ohio.

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DATA SHEET.

(1) Secure color. (Luminous as natural lightning, redish, blue-diamond color, or other shade? This is a very important question, as it will help to confirm other data indicating that these "strange objects" are tremendous electrical charges originating from and controlled by ray-forms.

If the pilot answers that they were tin-colored, aluminium-colored, or any intensely brilliant color which suggests natural lightning, this will be excellent confirmation. But do not make any leading questions or suggestions as to the possibility. Let the pilot state in his own words his impression.) .....

(2) Number of objects? (Confirm the press story as seven, if correct.) ...

(3) Was formation in straight line? .....

(4) Shape of objects? (Confirm as being V-shaped with circular front ball under the nose of the objects.) .....

.....

(5) Were outlines of all objects clear and distinct, or were some fuzzy-edged or even not wholly formed like the clearer V-shape with ball front?

.....

(6) Altitude. (Secure altitude of plane at time of sighting the objects, and approximation of altitude of objects, whether above, below or to one side of the plane.) .....

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(3) DATA SHEET

(13) Did they disappear with distance, explode, or how disappear? .....

.....

(14) How many seconds were they visible? .....

(15) Note what military bases, if any, lay in the general flight path of objects. .....

.....

(16) Secure emotional reaction of the pilot. (Story here stated the pilot was visibly frightened and shaken by the experience. Verify from pilot.)

.....

(17) Have military security offices contact all radar stations located in "path from which objects originated, and also direction they disappeared, to see if any "unexplainable" highly ionized "air-patches" traveling in the same direction were noted. The radarscope returns would be stronger than the usual air-patch of ionized air, and would give a return more like an actual aircraft, and yet might or might not have been visible with the eye. What is needed is confirmation, if possible, that these objects passed.

(18) Have your office, also military security office, note any news or other forest-ranger reports as to whether forest fires have started in this general vicinity originating from "lightning bolts from the blue." Under certain atmospheric conditions the ray-form sometimes does not form into a visible object, but is dissipated into lightning bolts, which apparently originate from a cloudless sky. (I have witnessed this once. It occurred for over two hours duration, and the newest cloud was 80 to 100 miles away.)

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(4) DATA SHEET

P. S. Because of my having made explanatory notes on these data sheets it may be better for you simply to copy off in your notebook the question itself without any explanatory notes. Then wait until you are back in the office to fill this form in. Thank you very graciously.

No acknowledgement to myself is necessary except to state that you have received this communication. Just secure information, then mail carbon to your nearest Military Security office.

/s/ Thanks -

M. G. M.

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918 N.E. 18th St.

Oklahoma City (5) Okla.

Aug. 4, 1949

Officer in Charge, AAF

Intelligence Division,

McChord Field,

Tacoma, Washington

(Re: MXIAXO-3, Wright Field,
Tech. Intelligence.)

CONFIDENTIAL

(Inclosure - Hamilton Field)

Dear Sir:

In the july 31, 1949 issue of the Portland Oregonian, Portland, Ore. Page 1, col. 7, is a story reporting one or more objects "unidentified", as being observed at Portland, Vancouver and Camas. Also, an object seen by the crew of a Northwest Airlines Martin 202 enroute from Yakima to Portland, is described as passing the airplane swiftly at the time plane speed was 220 MPH.

I feel sure that you have already secured all available data on appearances of the object, or objects, including an inter-section drawing of the Martin 202 location in relation to the flight path of the object.

However, this letter is to call your attention to another phase of related subject matter, which will greatly assist in confirming previous data in your general locality and in other localities. This is the starting of forest fires from lightning bolts occuring when there are no clouds present.

In the same issue of the Oregonian, same page, col. 6, is a story on lightning bolts starting forest fires at the following places:

(1) Blue mountains, east of Pendleton, Ore. 500-acre blaze.

(2) Clover Creek area, west of Klamath Falls, Ore. 85-acre blaze.

(3) Lane county (no specific spot given) five small outbreaks.

(4) The Leonard Lungren Sawmill fire, Southwest of Bend, Ore. (It is not stated whether this fire was set by lightning bolts, or not, but it should definitely be checked.)

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Encl #2

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In the same story written under the heading of "Fire Danger To Continue," it is noted that Sunday, July 31, was the "third, hot, cloudless day" in Portland, with the state generally being described as being a "fair day for all of western Oregon but no break in the heat seige or dry northerly winds which contributed to a number of forest fire outbreaks Saturday, (July 30.).

Will you kindly check with the U. S. Forest Service headquarters in both Washington and Oregon, also northern California, for exact locations of all forest fires occuring on July 30 and 31 due to lightning bolts, particularly those from cloudless skies? The Daily Oklahoman here carried a story Aug. 1 on 180 forest fires occuring in northern Calif. from "peculiar lightning bolts flashing downward across northern California." Two persons were killed, five others injured.

Hamilton Field may or may not already have secured the information on lightning bolts from the blue, occuring in Calif.

The purpose of securing this data is for corelation to appearances of "flying saucers," or "strange objects," and to act as confirmation with other previous material indicating that these are the products of ray-forms emanating from Russia. The forms are electrical in nature, and when humidity is low ball or round forms of intense ionization, sometimes do not occur, but are dissipated in lightning bolts. This series of lightning bolts will act as important data.

The whole northwest quarter of the United States, including the area near Boise, Idaho, and southward, is subject to what I have termed "experimental attack by ray-warfare." Other areas are also subject.

In addition to the locations of the forest fires, please also secure weather information, humidity, barometric pressures, wind movement, velocity,

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etc. Data from the exact spots where fires occured, will not, of course, be available. But by noting data from all weather stations during the period in which bolts occured, a general picture can be obtained.

As you no doubt know, a certain element of danger exists, in that several cases have occurred of motor interruptions followed by engine explosions, resulting in loss of life and planes, in your general area.

Total effects could, as yet, perhaps be called "accidental," in that a plane to be affected must pass through a ray-form, visible or invisible, or have a direct hit by a "flying saucer."

Also, with operating time of the ray-forms not being constant, but only in effect a few hours out of each week, or even month, full knowledge on the efficacy of the ray-forms is not yet obtained. Definite danger does exist however. Constant operation of a ray-form could cause serious loss.

Your attention to this letter will be greatly appreciated, as I consider the problem primarily one for electronic engineers, and one which should be recognized as such in order that our country may have protection by counterwave stations similar to radar stations.

Accumulation of data such as asked for in this letter, is of prime importance. It assists in pinning our problem down to our own planet (specifically Russia or the Russian dominated parts of it,) and recognizing that another country has out-distanced us on a new weapon, ray-warfare.

An acknowledgement of this message is asked. Thanking you, I am,

Sincerely,

/s/ Mrs. Madeline Gwynne Merchant
Mrs. Madeline Gwynne Merchant

cc/ Officer In Charge, AAF
Intelligence Division,
Hamilton Field, Calif.

P.S. No confirmation data on lightning bolts is expected by myself. Simply mail on to Tech. Intelligence, Wright-Patterson AFB. Att: Col. A. J. Hemstreet, Acting Chief. or, W. E. Goll.

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(2) Confirm from the Forest Service the number of deaths as being two, S.W. Spears and Bob Reynolds. This was on a construction project near Oroville. (It is not clear whether this was a forest Service project, or a private project.) However, lightning set off an explosion, killing the two men.

(3) Confirm five persons injured due to lightning bolts.

(If the Forest Service has no reports on the men killed and five injured, please check the files of the San Francisco Examiner and San Francisco Chronicle for July 31, also Aug. 1, for data, then follow leads through.)

(4) Secure weather data from all weather stations in northern Calif. for a period Sat. 12 a.m. to Sun. 12 a.m., humidity, barometric pressures, prevailing wind, presence or absence of clouds in areas affected by lightning bolts, etc. Also, rainfall.

(5) Secure copies of San Francisco papers quoting the unusual character of this lightning seige.

(6) Secure any photographs of lightning bolts which might have been published in the northern Calif. press, or whatever source possible.

(7) Continue to note such unusually heavy ionization, and all details. Note whether these occurances are in direct lines with occurances of visible "flying saucers," reported in the press.

Send data to Wright-Patterson Tech. Intelligence, Att: A.J. Hemstreet.

Thanking you kindly, I am,

Sincerely,
/s/ M.G.M.
Mrs. Madeline Gwynne Merchant

cc/ McChord Field Intelligence,
Tacoma, Washington.

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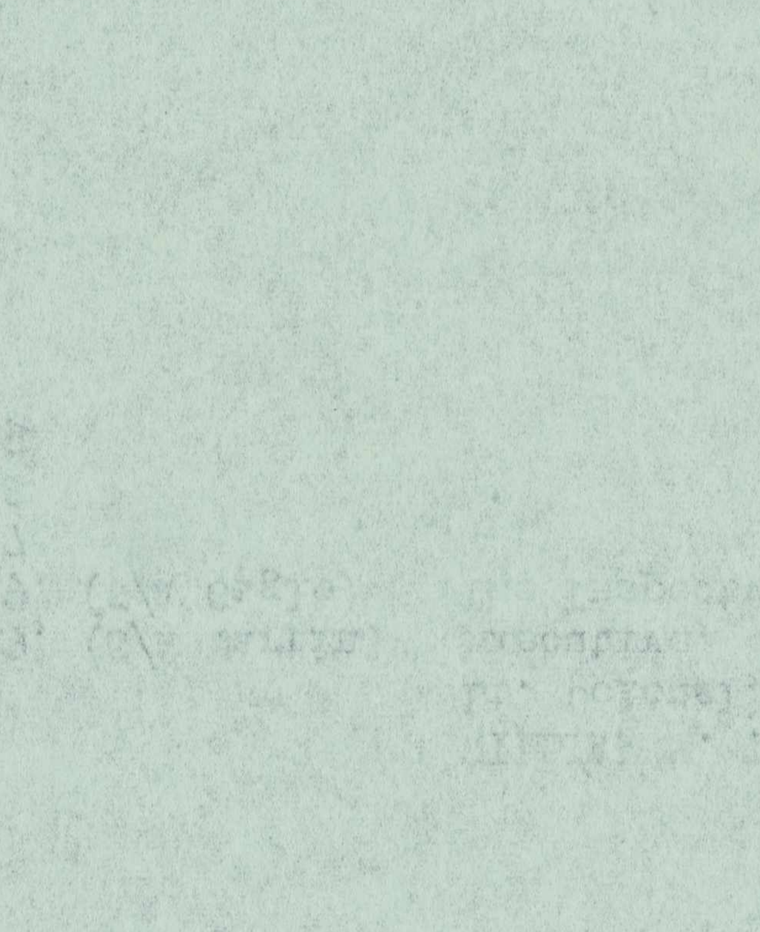

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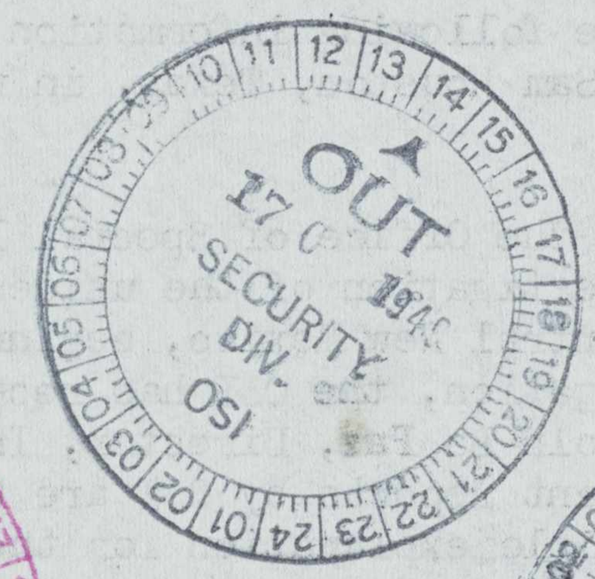

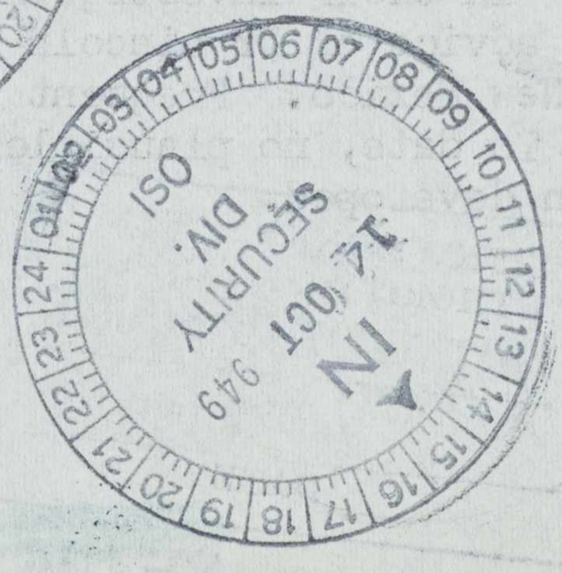

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5D 24-8
SUBJECT: MADELINE GWYNNE MERCHANT
SPECIAL INQUIRY

6 October 1949

3. Technical personnel of this Command have studied Mrs Madeline G. Merchant's letters and have found her theories to be disconnected and not logically developed.

4. This Command requested the Federal Bureau of Investigation to investigate Mrs. Merchant in an effort to determine her character, motives and reliability. The files of the FBI indicate that on 14 October 1947, Mr P. M. Juvenal, Security Officer, Tiner Field, Oklahoma City, had advised the local FBI office that in his opinion, Mrs. Merchant was probably a psychopathic case. Mr. Sydney Newburger, Chief of Security and Intelligence for the Atomic Energy Commission at Los Alamos, New Mexico, advised the FBI that Mrs Merchant is known to the officials of the Atomic Energy Commission at Los Alamos, who consider her to be unreliable and probably not well balanced mentally. In view of this, the FBI did not believe further investigation was warranted.

5. In the course of their investigation of the unidentified lights, the Headquarters, 10th OSI District coordinated with the G-2 Section, Headquarters, Fourth Army. Files of the latter organization indicate that Mrs Merchant associates with known Communists and is considered to be dangerous.

FOR THE COMMANDING GENERAL:

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

4. On 6 October 1949 Special Agent JOHN E. MORRILL interviewed 1st Lt. H. W. SMITH, Project Officer, Project "GRUDGE", Intelligence Department, Air Materiel Command. SMITH stated that MERCHANT's theories have been analyzed by the Electronic's Laboratory at Wright-Patterson Air Force Base, and by the RAND Corporation, and several universities under contract to Project "GRUDGE", and these theories and observations have been found lacking in scientific judgement, are disconnected, and not logically developed. It is the opinion of all concerned that MERCHANT is mentally unbalanced and very unreliable as an informant. SMITH further stated that Air Materiel Command had written several letters to MERCHANT, the last of which politely requested her to discontinue her letters to Air Materiel Command. MERCHANT had requested a security clearance and a contract from Air Materiel Command to develop her theories. Both requests were refused.

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Declassification Authority: NND 923007

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5D-OSI/JEM/vz

5D 24-21-29

6 October 1949

SUBJECT: PROJECT GRUDGE - Incident at Lake of the Woods, Ontario, Canada - 1 July 1949
SPECIAL INQUIRY

TO: District Commander
13th OSI District OSI (IG)
Offutt Air Force Base
Omaha, Nebraska

1. Reference is made to letter, this headquarters, subject and file as above, dated 13 September 1949.

2. The following analysis of the report of investigation of Special Agent ELBERT W. FERRIS, District Office #12, File 24-53, dated 6 September 1949, is forwarded for your information:

"While it is true that some of the clinical symptoms of poliomyelitis may be similar to uranium poisoning, the over-all clinical syndrome is quite different. Progress in the case of uranium poisoning is very dismal, with recovery unlikely. Besides the heavy metal poisoning effect of uranium poisoning, there is also the prolonged and continuous radiation effect of uranium which can be detected in the broad picture. This is quite a distinctive clinical feature of uranium poisoning which any physician should readily be able to recognize. It is also a feature which does not diminish with time and, hence, the patient does not recover. This results because the uranium is a long lived radioactive isotope, which becomes fixed in the body and cannot be eliminated to any appreciable extent. Because of the above considerations, it is the opinion of this office that there is little, if any, ground for the theory that the annual poliomyelitis spidemics are related to radio-activity in any way. It is also to be noted that the annual outbreak of poliomyelitis during the summer months has been prevalent for many years prior to flying saucers and the widespread use of radioactive isotopes. (Signed) A. P. Gagge, Lt. Colonel, USAF (MSC) Acting Chief, Aero Medical Lab, Headquarters, AMC, Wright-Patterson AFB, Dayton, Ohio."

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian Hq OSI
DO #12
DATE 3 DEC 1975

Copy 10:

WOJG, USAF

D. M. LYNCH
Major, USAF
Acting District Commander

UNITED STATES AIR FORCE
INSPECTOR GENERAL
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OFFICE OF SPECIAL INVESTIGATIONS

13 OCT 1949

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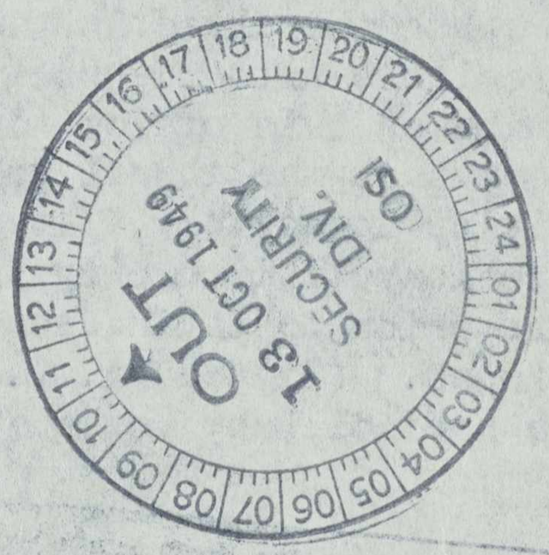

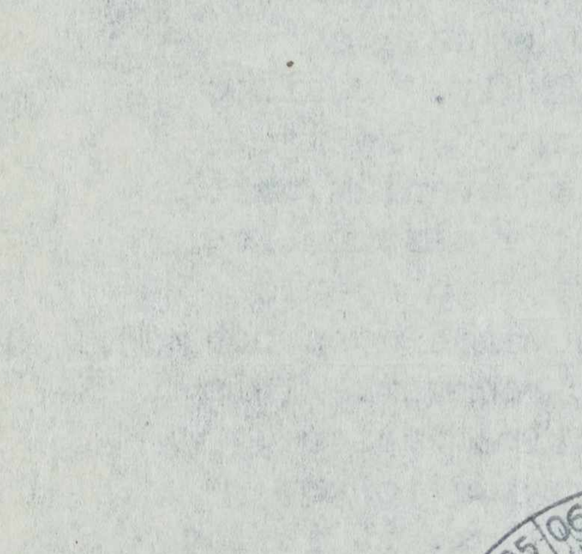

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SMAMA—Dec 48—7M

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Hq OSI

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
20th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
McCHORD AIR FORCE BASE, McCHORD FIELD, WASHINGTON

20D OSI 24-0-23 26 September 1949

SUBJECT: Report of Incident - Aerial Phenomena

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
DATE

1. On 30 August 1949, at 1600 hours, Mr. RODNEY DALE SENECHAL, a civilian residing at 1616 N. Cedar, Spokane, Washington, related the following incident to an agent of the 20th District Office of Special Investigations, Spokane Air Force Base, Washington.

2. SENECHAL claimed that when he returned from the Army in 1945 his mother, HAZEL SENECHAL, related an incident that had occurred in 1941 while his family was living in Helena, Montana. SENECHAL's mother told him that while seeking employment at the State Employment Agency, she met a woman known only as "FLORENCE" who allegedly lived at the YWCA in Helena. "FLORENCE" told Mrs. SENECHAL that she had two sons who had disappeared with an unknown party who had hired her boys for some unknown type of work in the Helena area. She further stated that her boys were mechanically and aeronautically minded. One of her sons had told her not to tell anyone about their work, in particular the FBI. Mrs. SENECHAL moved to Spokane, Washington in 1943, and recalling the incident related above, reported it to the FBI in Spokane. She apparently believed that the party who hired the two boys was a German saboteur.

3. RODNEY SENECHAL further related that during a recent perusal of a newspaper article concerning the finding of a prototype of the "flying disc" which was found somewhere on the East Coast, the article had mentioned something about a lost scientist who apparently disappeared somewhere in Montana during the early years of the late war. A photograph of the scientist was printed in the newspaper. RODNEY SENECHAL recalled the incident as related to him by his mother in 1945.

UNITED STATES AIR FORCE
INSPECTOR GENERAL
SPECIAL INVESTIGATION
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USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
12 OCT 1949
OCT 14 1949
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Declassification Authority: NND 923007

Declassification Authority: NND 923007

20D OSI 24-0-23 26 Sep 49
SUBJECT: Report of Incident - Aerial Phenomena

and, through the description which "FLORENCE" had given her concerning the party who had hired her sons, they identified the lost scientist as being one and the same individual.

4. SENECHAL felt that he should report this to the Air Force in view of the fact that flying discs were predominant in this area. SENECHAL did not want to report the information to the FBI in view of the attitude they apparently took in 1943 when his mother reported the incident.

5. According to the aforementioned agent, SENECHAL is employed as a contractor in Spokane and, from all appearances, was sincere in relating the foregoing incident.

R. D. MELCHER
Major, USAF
Acting District Commander

cc:
HQ OSI
2d OSI Region

Declassification Authority: NND 923007

24-185-265

Fairfield-
Suisun
Calif.

8/5/49

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Declassification Authority: NND 923007

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Youngstown, Ohio
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Declassification Authority: NND 923007

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

FILE NO. 24-21

DATE 21 September 1949

REPORT MADE BY
S/A JOSEPH W. CAGLE

REPORT MADE AT
DO #19, Fairfield-Suisun AFB, Calif.

PERIOD
27 August 1949 - 12 September 1949

OFFICE OF ORIGIN
DO #19, Fairfield-Suisun AFB, Calif.

STATUS
PENDING

TITLE
UNKNOWN SUBJECT
UNUSUAL AERIAL PHENOMENA
Near Position No. 6(44 15N 132 57W)
Fairfield-Suisun AFB, California
"Project Sign"

CHARACTER
SPECIAL INQUIRY

REFERENCE
None. This is an initial report.

SYNOPSIS

This investigation was requested by Colonel JOHN G. SWOPE, District Commander, DO #19, OSI, Fairfield-Suisun AFB, California, on 12 August 1949, upon receipt of Intelligence Report from 374th Reconnaissance Squadron (VLR) Weather, Fairfield-Suisun AFB, California, dated 5 August 1949 which reported the sighting of an unusual aerial phenomena on 2 August 1949 by three (3) crew members of the 'Lark Dog' weather mission while on a scheduled weather flight at approximately position number six (6) 44 degrees 15 minutes North and 132 degrees 57 Minutes West. Photographs were taken at the time of sighting by the Aircraft Commander 1st Lt., GLENN D. MULL AO-936481. Interviews with the three (3) crew members observing the unusual phenomena revealed no identifying information. Information received from the Commander Air Force Pacific Fleet revealed that no Naval Air Operations were conducted in the area 45°15'N X 137°57'W on 2 August 1949.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

DISTRIBUTION

DO #5 (Action Copies) (Incl)	4
Hq OSI (Incl)	2
CG F-S AFB (Info) (Incl)	1
File	2

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

APPROVED
JOHN G. SWOPE
Colonel, USAF
DISTRICT COMMANDER

FILE STAMP
24-1
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT
Part Two of
Enclosure
to
DO #19-120
10 OCT 1949
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OCT 11 1949
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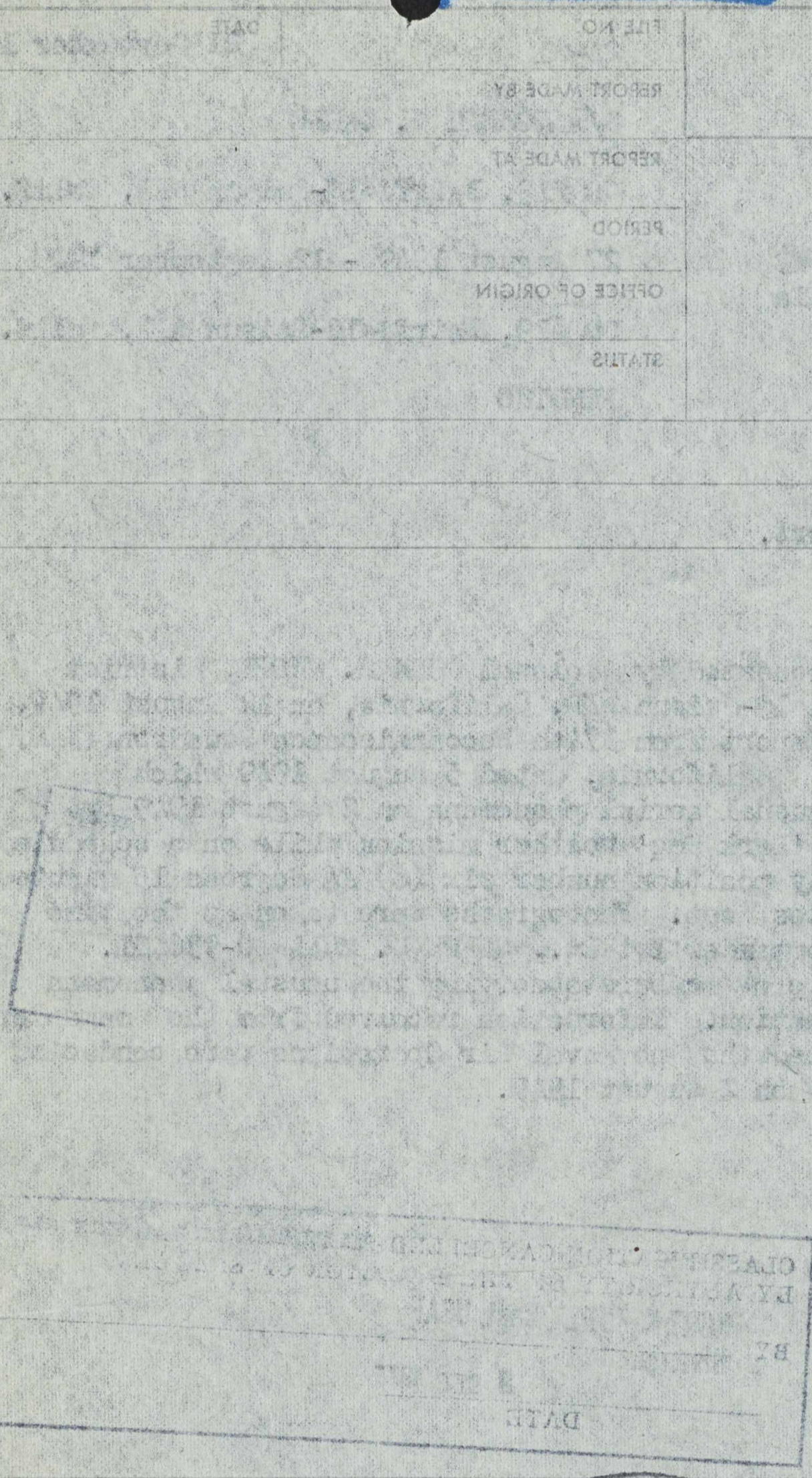
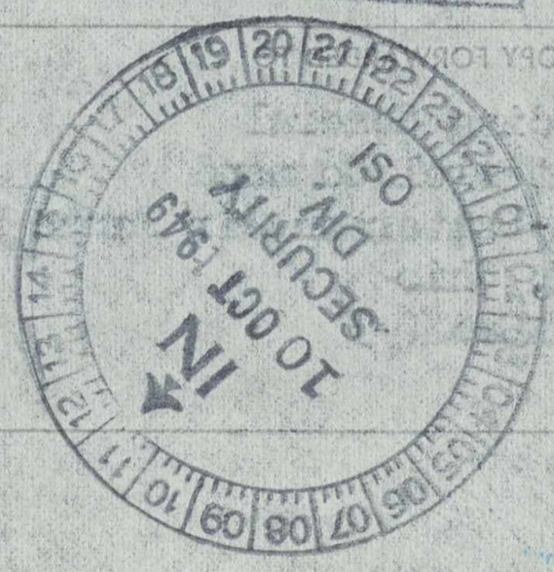
SMAMA—Nov 48—100M

Declassification Authority: NND 923007





Declassification Authority: NND 923007

DETAILS: (Cont'd)

Aircraft Commander	1st Lt GLEN D. MULL
Pilot,	1st Lt WESTLY HAMILTON
Navigator:	1st Lt JOHN MATT
Weather Observer:	1st Lt PHILIP G. KEMP
Engineer:	T/Sgt CHRISTIAN E. BRUBAKER
Radio Operator:	S/Sgt ELTON GRATHWOHL
Radio Operator:	S/Sgt LEONARD FELDMAN
Radar Observer:	T/Sgt CHESTOR ARNOLD
Scanner:	S/Sgt VICTOR POULIN

3. On 27 August 1949, 1st Lt JOHN MATT, AO-716496, Navigator, 374th Recon Sq. (VLR) Weather, Fairfield-Suisun AFB, California, was interviewed and stated in substance: On 2 August 1949 while on the "Lark Dog" weather mission out of Fairfield-Suisun AFB, California, at approximately position number six (6) 44 degrees 15 minutes North and 132 degrees and 57 minutes West at 1729 hours he observed an unusual formation of what appeared to be either contrails or clouds at a clock position of 10 o'clock high. When the formation was first sighted, segments of a cloud-like trail were observed coming out of the clouds which formed an undercast of approximately five tenths (5/10) cloud coverage at fifteen hundred (1500) feet. MATT stated that after first observing the formation he had disregarded it but after additional segments of the cloud-like streaks had been formed and had joined together with the first segments, he notified the aircraft commander of the phenomena. The streaks appeared to have been formed out of the tops of clouds forming an undercast at approximately 1500 feet, and ascended at an angle of approximately 35 degrees to an altitude of approximately fifteen thousand (15,000) feet and continued at an angle of approximately 17 degrees to the horizon to approximately seventeen thousand (17,000) feet. The aircraft of "Lark Dog" mission was turned off course and photographs were taken by the aircraft commander. MATT advised that in his opinion the head of the formation was bearing towards the western coast of the United States which was approximately four hundred (400) miles distant. MATT further advised that in his opinion if the aircraft of "Lark Dog" mission had assumed the track of the cloud-like formation, the approximate landfall would have been Eureka, California. MATT stated that the remainder of the crew were back in the waist and were not notified of the formation and that during the period of observation the cloud did not disappear through evaporation but was lost to sight after "Lark Dog" mission continued on the scheduled flight. MATT further stated that there was approximately 1/10th to 2/10ths scattered cloud coverage above fifteen hundred (1500) feet. MATT stated that estimates concerning the altitude, and distance from observation, of the unusual formation were difficult to make because there were no known objects for

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DETAILS: (Cont'd)

comparison. MATT further stated that no object was observed either in the air, nor on the sea.

4. On 12 September 1949, 1st Lt PHILIP G. KEMP, AO-936481, Weather Observer, 374th Recon Sq. (VLR) Weather, Fairfield-Suisun AFB, California, was interviewed and stated in substance: On Tuesday 2 August 1949, at approximately 1730 hours his attention was directed, by the Navigator, to an unusual formation which appeared at 10 o'clock high, in relation to the track of flight of the "Lark Dog" mission aircraft. KEMP further stated that the formation appeared to have formed out of the tops of the clouds forming an undercast at approximately fifteen hundred (1500) feet and ascended to an altitude of approximately seventeen thousand (17,000) feet. KEMP stated that the formation appeared unusual inasmuch as the cloud coverage at fifteen hundred (1500) feet was approximately eight tenths (8/10s) cirrus clouds and the cloud-like formation observed was almost perpendicular to the line of the undercast clouds. KEMP advised that in his opinion the formation could have been caused by a jet type aircraft although contrails at that altitude were improbable. No type of aircraft was observed and no unusual sounds were heard. KEMP stated that he could not estimate the speed at which the streaks had been formed. KEMP further advised that only three (3) of the crew members observed the unusual formation and that the aircraft of "Lark Dog" mission did not attempt to assume the track of the formation because the pilot did not consider it important enough to turn off the scheduled course. KEMP stated that he did not notice any unusual noises on radio reception and that no object was picked up by the radar equipment of the "Lark Dog" mission aircraft, which was in operation at the time of sighting. KEMP further stated that the formation was approximately four hundred (400) miles off the coast of Eureka, California, and was in sight for approximately fifteen (15) minutes until the course of flight of the "Lark Dog" mission lost it to view.

5. Weather charts maintained at the Base Weather Station, Fairfield-Suisun AFB, California, list the following weather conditions for the area 44 degrees 15 minutes N 132 degrees 57 minutes West at 1640 hours 2 August 1949.

General
Occlusion approximately 300 nautical miles West Northwest.
High pressure ridge approximately 200 nautical miles southeast:

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UNDEVELOPED LEADS

DISTRICT OFFICE No. 19, FAIRFIELD-SUISUN AFB, CALIFORNIA

AT SAN FRANCISCO, CALIFORNIA

a. Will contact the Civil Aeronautics Authority, San Francisco, for schedule of all flights in the area 44 degrees 15 minutes North 132 degrees 57 minutes West on 2 August 1949 at 1730 hours.

b. Will contact the Intelligence Division 6th Army Area Headquarters, The Presidio of San Francisco, California, to ascertain if any testing devices or missiles were released in the area 44 degrees 15 minutes North 132 degrees 57 minutes West on 2 August 1949 at 1730 hours.

c. Will contact the Intelligence Division, 6th Army Area, Headquarters, The Presidio of San Francisco, California, to ascertain if any Radar (ground) contacts were made with unidentified objects in the area 44 degrees 15 minutes North and 132 degrees 57 minutes West on 2 August 1949 at 1730 hours.

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AF HQ-33 (20 May 44)

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Rocket Science

TO: Counter Intelligence Division, Directorate of Special Investigations, Office of Inspector General, USAF

DATE 6 SEP 1949

COMMENT NO. 1

FROM: Guided Missiles Branch, Engineering Division
Directorate of Research & Development, DCS/M

Lt.Col.Nickerson/dgb/
AFMEN-4 73481

In accordance with the verbal request of Major Abellera of your office, this branch has reviewed the contents of the two volumes of "Rocket Science" attached hereto. No classified information pertaining to guided missiles has been found in these publications.

2 Incls:
Vol 3, #s 1 & 2, Rocket Science

CONCURRENCE:

AFMDC-3A J. J. Liebling

MILLARD C. YOUNG
Colonel, USAF
Chief, Guided Missiles Branch
Engineering Division
Directorate of Research & Development
Office, DCS/Materiel

Charles H. Terhune, Jr.
CHARLES H. TERHUNE, JR.
Lt. Col., USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 13 DEC 1975

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UNITED STATES AIR FO
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OFFICE OF
SPECIAL INVESTIGATION

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Col Young
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Col Terhune
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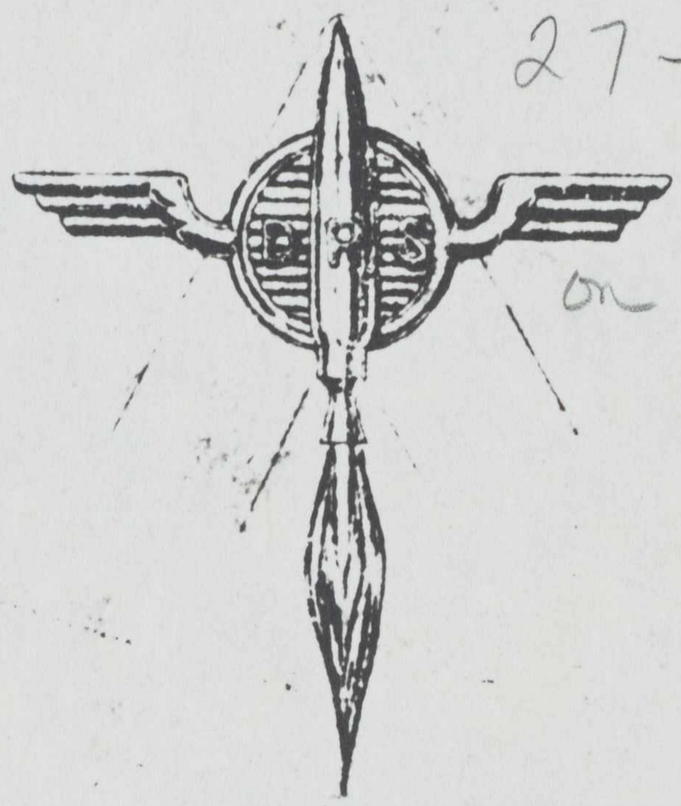
From FBI
on 19 Aug 1949

ROCKETSCIENCE



Volume 3, Number 1 March, 1942

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THE JOURNAL OF THE DETROIT ROCKET SOCIETY, INC.

FIFTY CENTS

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ROCKETSCIENCE

THE JOURNAL OF THE DETROIT ROCKET SOCIETY, INC.

Volume 3, Number 1 March, 1949

Rocketscience, the Journal of the Detroit Rocket Society, Inc., is designed to stimulate the science of rocketry by means of original articles, papers, drawings, etc. relative to this new field. The Journal also reports of the progress and activities of the Society and of its members.

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Rocketscience — Editorial

It has been almost five years since the termination of World War II which was really the first world war. During the years 1931-1945 which constituted the duration of the war, the science of rocketry grew at an unprecedented rate. It can be said, however, that had it not been for the war, rocketry would not have progressed much further than its position during the early 30's.

Coupled with the successful release of atomic energy on a large scale and the cessation of hostilities during the last war, hopes that, at last, rocketry could stand on its own feet and finally enable man to achieve one of his most ancient dreams-- to be able to leave the gravitational field of the earth and travel into space,were prevalent.

Contrary, however, to man's desires, the rocket has degenerated into a projectile, missile, or vehicle to deliver explosives, both of the molecular and atomic variety. New intrinsic additions to the science of rocketry have only, thus far, and in general,been gained accidentally or as a by-product of missile development. Or, pure research has been initiated because its solution will benefit missile production.

Thus, missile research today has tremendously been a benefit to rocketry. So far, the results have been valuable. But conducting the science of rocketry along extrinsic lines can be dangerous. As missile development becomes increasingly accelerated, it becomes more and more difficult to keep it under control; at such velocities it becomes exceedingly difficult to distinguish between construction and destruction. With technology at such a high level today such a slip in control could mean the total destruction of civilization as is known today.

What can be done? The brink of destruction looms ever near. As much as we hate to say it, the rocketscientist is the person who is as much at fault as the conquerer, statesman, or politician. The rocketscientist should have had at least a say-so in the employment of his tools or weapons. Too long has the has the rocketscientist secluded himself in his laboratory or workshop sweating over valves, chemicals, and integration signs and then, upon finding success, releasing his contribution in the hope that it will be used only "for the benefit of mankind".

All the rocketscientists of the world should, then, meet upon the same common grounds to discuss the future course of rocketry. The atom scientists have done so, why can't we?

Alfred J. Zaehringer,
Editor

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Possible Applications of the Liquid Fuel Rocket on the Earth

by

Hermann Oberth

from

Wege zur Raumschiffahrt

Translation

by

Alfred J.Zaehringer

Acknowledgements:

This book was originally published in 1929 by R. Oldenbourg, München, Germany. The German interests in this work were vested in 1945 by the Alien Property Custodian. The original work was reproduced by photo-offset process, by J.W. Edwards, Publisher, Ann Arbor, Michigan, under license from the Alien Property Custodian in 1945. The publication of the present material is by permission of the Attorney General of the United States in the public interest under License No. JA-1247 which was granted the Detroit Rocket Society in January, 1948.

Section 1. The Vertical Ascent Rocket

(a) The recording rocket. It serves for the exploration of the higher atmosphere.

The acceleration of such a rocket is so small that it can carry along sensitive, precision instruments.

The empty fuel tanks can be used to collect samples of air at these higher levels. There could even exist in the upper atmosphere certain compounds which are not found at the surface, i.e., certain azotyl and nitrosyl compounds which can be formed only under the influence of strong ultraviolet radiation.

From the air resistance of the nose during the ascent, we would be able to find the resistance factor for very great velocities.

Impact Area: In spite of the vertical ascent of the rocket, it does not fall back to the place from which it was launched. First, it is influenced by the lateral movement of the air. Second, there results a deviation because, in following the rotation of the earth, the rocket moves from the cross point of the perpendicular with the earth's axis on a great circle. This circle initially proceeds from West to East, then later deviates toward the Equator, if the launching position did not lie on the Equator (See Fig. 114).

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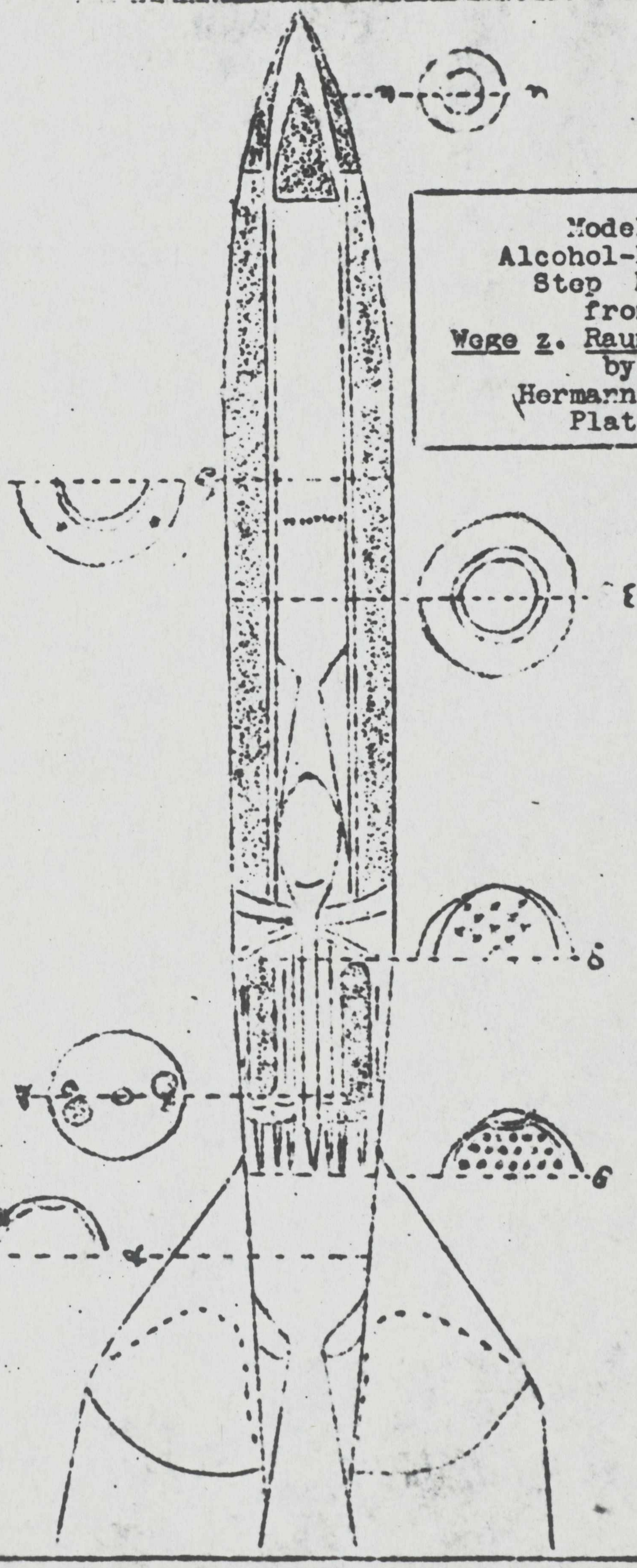

Model B
Alcohol-Hydrogen
Step Rocket
from
Wege z. Raumschiffahrt
by
Hermann Oberth
Plate I

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New York in less than half an hour. The impact point can be determined with an accuracy of approximately 10 km radius.

It could be aimed at, say, the harbor of New York. Then an airplane could take off to the impact area to observe the impact point. The rocket naturally arrives at the second calculated and forms a visible object because of its parachute. After impact, the rocket floats because of its empty fuel tanks and then a mail boat can pick it up.

The cost of dispatch will not at all be high. Liquid oxygen and some hydrocarbon can here serve as propellants and we can calculate for 1 kg of these propellants to cost some 30-40 pfennigs. If we now calculate that the propellant is ten times the pay-load with a 4000 km trip, one obtains a pay load of 3-4 pfennigs per dekagram for the propellant. The total cost of the dispatch (considering depreciation and insurance, etc.) will not exceed, according to my opinion, to more than 1 pfennig per gram for a one-step mail rocket or 4-10 pfennigs per gram for a two-step rocket.

Since a mail rocket makes its trip in less than half an hour, the rocket still cannot outspeed radio or cable, however, the rocket dispatches the original piece of mail and the letter remains private.

The rocket is quite inexpensive. It is to be made of sheet metal and, with proper treatment, can make over 100 ascents. I have, for example, attained combustion periods of 21 minutes with properly constructed rocket engines. With a rocket motor 20-30 times as large one can easily multiply this operating time by ten since cooling can be carried out much more efficiently. Since a mail rocket burns as long as 2 minutes, we can obtain 100 ascents. The only costly bit of apparatus are the controls and regulators; these could be transferred from one rocket to another.

(c) Concerning the application of the rocket as a missile, I have already stated the prerequisites in Chapter 13 (ED.: For "The Rocket Missile" by Prof. Oberth, see Rocketscience, Volume 2, Number 2 (June, 1948), p.29-31.).

* *

DRS NOTICES

Meeting times of the Society have been changed. Meetings are now held the <u>first</u> and <u>third</u> Friday evening of each month instead of the old plan of meeting every other week. The first meeting of the month is designed solely as a business and informal discussion period. The second meeting of each month, i.e., on the third Friday evening of the month will henceforth be a program meeting. Business meetings begin at 7 PM and program meetings at 8 PM and are held as previously in the Auditorium of the Campbell Branch Library, 6625 West Fort Street, Detroit 9, Michigan. As usual, the Society welcomes visitors to attend any and all of its meetings.

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The Atomic Rocket Motor, Part I

by
Melvin G. Maybra

Introduction

The splitting of an atom of U-235 into two parts of almost equal mass releases a total energy of 185 Mev (1.85×10^8 electron volts). This energy is enormous and is equivalent to 1.815×10^7 k-cal/gram of U-235. If we compare this with the 29 kcal/gram of H_2 resulting from the combustion of hydrogen, it becomes evident that the application of atomic energy to the rocket power plant will result in the attainment of much higher specific impulses than have, at present, been realized. While no attempt will be made toward a rigorous analysis of the problem. the following paper will serve to illustrate some of the factors involved in the design of an atomic rocket motor.

Temperature Limitations

To obtain the required thrust in an atomic rocket motor, it would merely seem necessary to form a jet of the fission products emmitted by a reacting pile of U-235. Consider, however, the temperature which would have to be sustained by the motor.

The pressure, P, of an ideal gas at an absolute temperature, T, is expressed as

$$P = mR_oT/MV \qquad (1)$$

where m is the mass of the gas of molecular weight M occupying a total volume V and R_o is the universal gas constant.

From the kinetic theory of heat, the pressure of a gas is given by:

$$P = 1/3\rho v_m^2 \qquad (2)$$

where ρ is the density of the gas and v_m^2 is the mean square of the molecular velocities.

Equating (1) and (2) and solving for T we obtain:

$$T = Mv_m^2/3R_o \qquad (3)$$

If the mass of an atom of uranium is M_u then the mass of each fission particle is approximately $M_u/2$ and their total kinetic energy is then:

$$K.E. = 2(\tfrac{1}{2}M_u/2v_m^2) = M_u v_m^2/2 \qquad (4)$$

Of the 185 Mev released per fission about 160 represents the kinetic energy of the particles (the remaining is accounted for by radiat-

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(b) The Performance of Hydrogen. Hydrogen, in addition to satisfying this condition of low molecular weight, dissociates at high temperature according to the equation:

$$H_2 \rightleftharpoons 2H - 100{,}840 \text{ cal}$$

Recombination of the hydrogen upon expansion through a nozzle liberates the heat of dissociation making a higher exhaust velocity possible than indicated by (6). By modifying equation (6) and choosing an operating temperature and pressure, we can evaluate the exhaust velocity resulting from the expansion of hydrogen to a vacuum while maintaing equilibrium between atomic and diatomic hydrogen. Let the mass of hydrogen dissociated per unit mass of gas be denoted by m, the the enthalpy of the gas becomes:

$$H = mC_p' T + (1-m)C_p'' T \qquad (7)$$

where ' and " indicate values for monatomic and diatomic hydrogen respectively. Since the gas is to be expanded to a state of zero pressure and temperature while equilibrium is maintained, the total energy difference of the two states becomes

$$H - E_o = H + \Delta H^o m/M'' - v_e^2/2J \qquad (8)$$

where ΔH^o is the heat of dissociation per mole H_2. By substituting (7) in (8) we have

$$v_e^2/2J = mC_p' T + (1-m)C_p' T + \Delta H^o m/M'' \qquad (9)$$

Solving for v_e^2 and substituting for C_p' and C_p'' gives us:

$$v_e^2 = 2R_o T\left[\frac{m}{M'(k'-1)} + \frac{(1-m)}{M''(k''-1)}\right] + 2J\,\Delta H^o\, m/M'' \qquad (10)$$

If K_p is the equilibrium constant for concentration expressed in partial pressures, the conditions for equilibrium is:

$$(P')^2/(P'') = K_p \qquad (11)$$

Since for a unit mass of gas occupying a volume V;

$$P' = mR_o T/M'V \qquad (12a)$$

$$P'' = (1-m)R_o T/M'V \qquad (12b)$$

we can express (11) as

$$K_p = \frac{(M''/M')m^2 P}{(M''/M')m(1-m) + (1-m)^2} \qquad (13)$$

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or, since M''/M' equals 2

$$K_p = 4m^2P/1-m^2 \quad (14)$$

where P is the total pressure[2].

If we denote the values indicated for m by m_o and the corresponding pressure by P_o, we have:

$$4m^2P/1-m^2 = 4m_o^2P_o/1-m_o^2 \quad (15)$$

solving for m:

$$m = m_o/\sqrt{m_o^2 + (P/P_o)(1-m_o^2)} \quad (16)$$

The employment of graphite as a structural material for the pile may make an operating temperature of 3500°K feasible. The corresponding value of m_o at this temperature is 0.21 gm H/gm gas[3]. At an operating pressure of 20 atmospheres m becomes 0.048 gm H/gm gas. Substitution of the values:

$$\gamma = 1.50$$
$$\mathfrak{M} = 1.2$$
$$\Delta H_o = 100.840 \text{ cal/mole } H_2$$
$$J = 4.186 \times 10^7 \text{ erg/cal}$$
$$m = 0.048 \text{ gm H/gm gas}$$
$$M' = 1$$
$$M'' = 2$$
$$R_o = 8.316 \times 10^7 \text{ erg/°K mole}$$
$$T = 3500°K$$

in equation (10) and solving for v_e gives us:

$$v_e = 1.760 \times 10^5 \text{ cm/sec}$$
$$v_e = 11,600 \text{ ft/sec}$$

If hydrogen is expanded to an ambient pressure greater than zero, while maintaing equilibrium the evaluation of the exhaust velocity becomes much more complex. By a closely approximate analysis, Penner and Altman[4] have computed the exhaust velocity of hydrogen expanding

[2] It must be noted here that the inclusion of the term in equation (8) is upon the assumption that during expansion

$$\lim_{(p \to 0)} (K_p/P) \neq 0$$

which, for all practical purposes, is true.

[3] Langmuir's experimental values for the dissociation of hydrogen at one atm. are given in Fig.1. See J.Am.Chem.Soc.,34,36,37.

[4] Penner and Altman, Franklin Institute Journal, Vol. 245, No. 5 (May, 1948).

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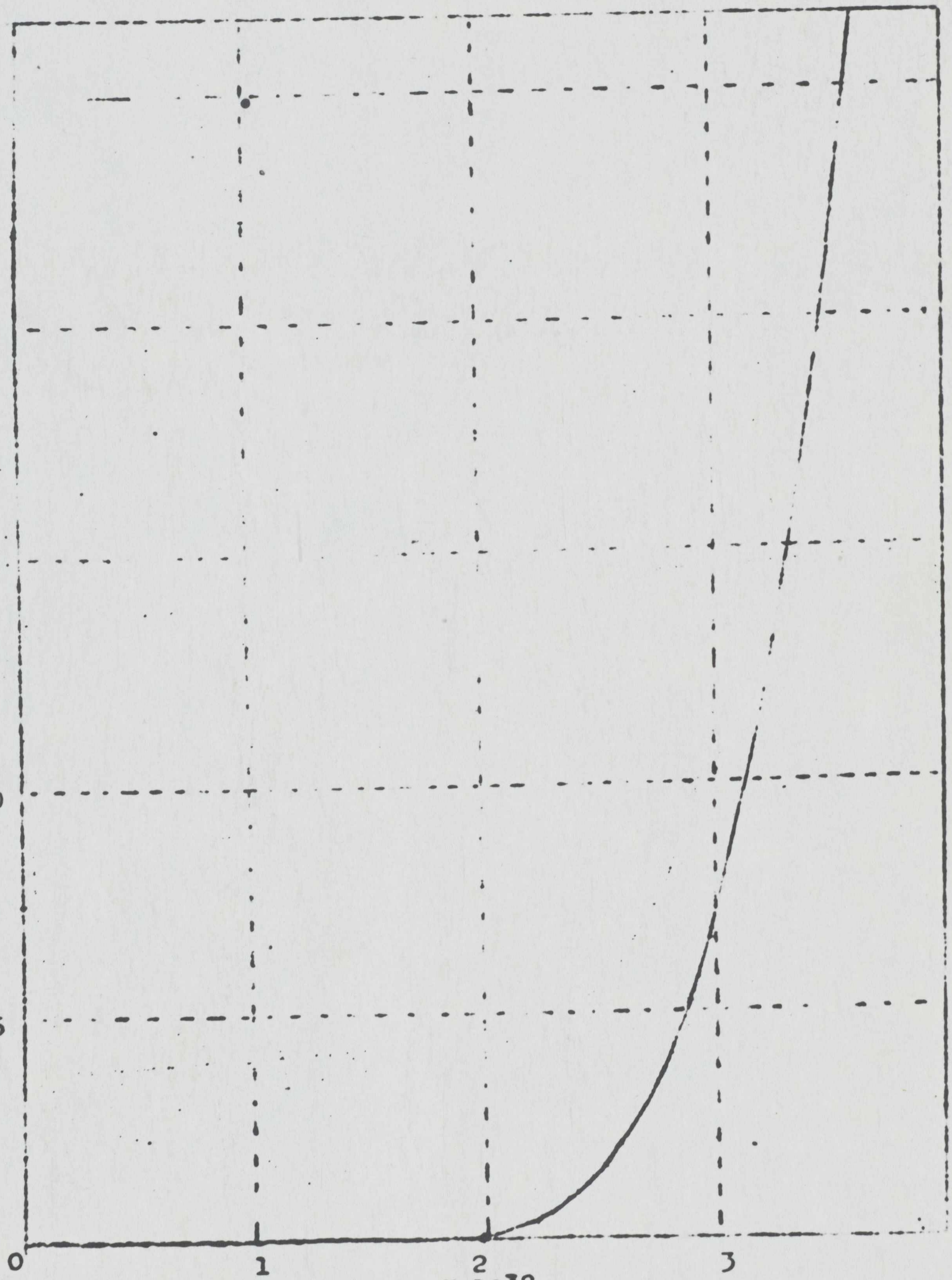

Figure 1

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from 20.42 atmospheres and 288.4°K to a pressure of one atmosphere and obtained v_e= 8.33 X 10^5 cm/sec or 28,140 ft/sec.

Using the temperature and pressure given in our former calculations and substituting in (6) for helium (since it exist only the atomic form) we have for an expansion to a vacuum:

$$v_e = 6.23 \times 10^5 \text{ cm/sec} = 20{,}400 \text{ ft/sec}$$

It can be seen that hydrogen is definately superior to other gases because of its thermodynamic properties.

(c) Liquid Phase Densities. The classical equation for the final velocity v of a rocket in gravitationless space is

$$v = v_e \ln(M_o/M_1) \qquad (17)$$

where M_o is the initial and M_1 is the final mass of the rocket. If M_f is the mass of the working fluid, then M_o is $M_f + M_1$ or $\rho_f V_t + M_1$. where ρ_f is the liquid density of the working fluid and V_t is the total tank volume of the rocket. (17) can be written as:

$$v = v_e \ln(1 + \rho_f V_t/M_1) \qquad (18)$$

Material strengths and densities place a practical limit on the ratio V_t/M_1 and since v is desired to be as large as possible, we must consider not only exhaust velocities but also liquid densities. The largest value of of V_t/M_1 attained at present has been about 4 cm^3/gm, while ρ_f ranges from 0.07 to 3.06 g/cm^3 for all working fluids worth consideration (excluding mercury). By assuming that $v_e \propto 1/\sqrt{M_{eff}}$ (where M_{eff}) is the average molecular weight at operating temperature) we can use the expression $\ln(1+\rho_f)/\sqrt{M_{eff}}$ as an indication of overallworking fluid performance.

Formula	H^o	M_{eff}	ρ_f	B.P.°C.	$\ln(1+\rho_f)/\sqrt{M_{eff}}$
H_2	-	2.02	0.07	-252.8	0.174
He	-	4.00	0.12	-268.9	0.195
CH_4	19.10	5.35	0.42	-161.5	0.427
NH_3	10.94	8.52	0.65	-33.5	0.439
N_2H_4	-3.25	10.68	1.01	113.5	0.495
C_6H_{14}	18.70	6.63	0.66	69.0	0.502
C_8H_{18}	27.20	6.72	0.70	125.8	0.515
Xe	-	131.30	3.06	-109.1	0.226

Table 1

Table 1 gives the heat of formation (kcal/g.mol.wt.), the

(Concluded on Page 23)

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Pachemistry, Part III

by
Alfred J. Zaehringer

Introduction

This article will deal with the catalytic, variant, and static reactions upon the reaction time, burning rate, and effective exhaust velocity of XRF-51 Propellant upon combustion. The interested reader is referred to Parts I and II which appeared in Numbers 1 and 3 or Volume 2 of Rocketscience.

Properties of XRF-51 Propellant

XRF-51 Propellant was developed by this author on January 18, 1948 as a preliminary investigatory medium for organic reductants. It is a potassium chlorate base, semi-organic, solid di-propellant, having the chemical composition, by weight, of 87.8% potassium chlorate and 12.2% carbon (stoichiometric ratio). This propellant is prepared in the conventional manner by integration in a ball mill to a fineness of 100 mesh. The finished product is a dark gray powder having a density of 2.186 grams per cubic centimeter, quite stable to shock and somewhat less hygroscopic than XRF-49A3 Propellant. The ignition temperature is between 350-400°C, depending upon the type of carbon used. The burning rate of this propellant is 0.5666 cm/sec when $A_b/A_c = 1$. The maximum theoretical exhaust velocity for the exothermic reaction

$$2KClO_3 + 3C \rightarrow 2KCl + 3CO_2 \qquad (19)$$

is 2450 m/sec.

Description of Tests Performed

These tests were designated STB-6 and were performed on March 28, 1948. The test units employed were the Standard Test Units (XP-5A1); five were used. The purpose of these tests was to obtain basic ideas of the functioning of the propellant in question. Five units were charged with XRF-51 Propellant under a pressure of 400 kg/cm^2; For all units the length of the bore used was 2.5 cm, the diameter of the bore was 0.25 cm, the mass of the propellant in each unit was constant, and the propellant was all of the same lot (L-125); the charging date was March 27, 1948. Table VI, below, gives the only deviation from the standard propellant.

XARTU No.	Code	Variant or Catalyst
36	K-1	1% MnO_2
37	K-1A1	2% MnO_2
38	V-6	5% NH_4NO_3
39	KK	Control Unit
40	KK	Control Unit

Table VI
Catalysts and Variants, STB-6

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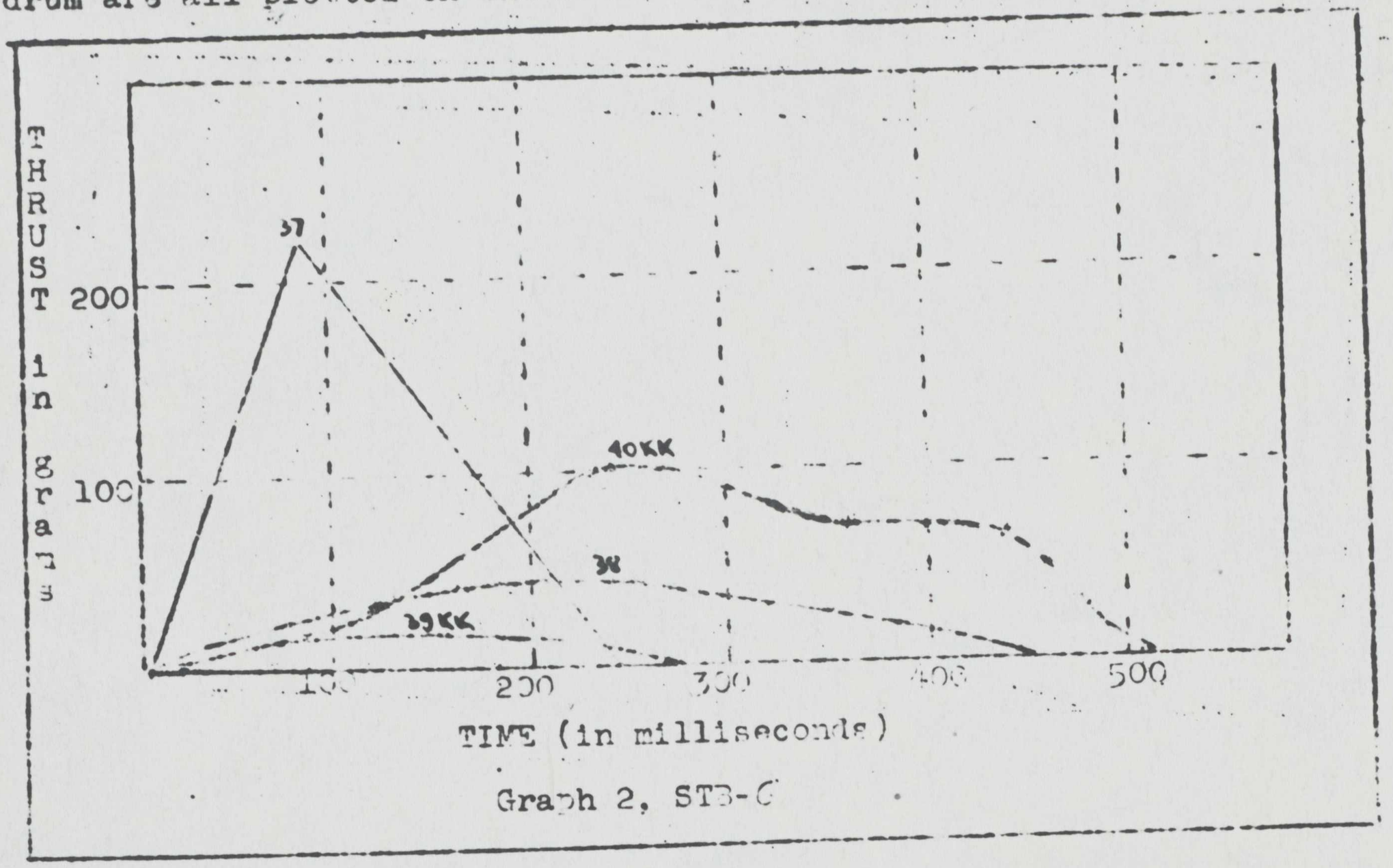
The tests were conducted in a similar manner to those in STB-2 and were made on Static Test Stand STX-4A1 which was lent this author by Melvin G. Whybra who assisted the author in making the static tests. Enlargements of each individual graph obtained from the recording drum are all plotted on the same co-ordinates in Graph 2, STB-6.



Graph 2, STB-6

XARTU-36 did not yield enough thrust to record a graph.

Analysis of Results

Using our control units as criterion of total reaction time, we cannot say that any variant or catalyst greatly accelerated the total reaction time. In XARTU-37, however, the catalyst speeded the reaction to peak operation in 80 milliseconds. Table VII gives the burning rates (A_p/A_c = ca 2-3) at -10°C. for Static Test Units of STB-6. It will be noticed that the burning rates in the above table do not correspond to the burning rate mentioned in paragraph 2. The reason is because of the increased area ratio. Table VIII gives the

XARTU No.	Burning Rate (cm/sec)
36	-
37	3.13
38	1.25
39KK	2.25
40KK	0.748

Table VII
Burning Rates of Static Test Units,
STB-6

(Concluded on Page 21)

Declassification Authority: NND 923007

The Rocket Motor

by

Donald J. Ritchie

This paper was first presented before the Detroit Rocket Society by Mr. Ritchie as the second lecture in the DRS Summer Series of Lectures on Rockets and Guided Missiles on August 20,1948

Introduction

A rocket motor can be defined as a rigid container for matter and energy so arranged that a portion of the matter can absorb the energy in a kinetic form and subsequently be ejected in a specified direction.

Thus in practice we burn an oxidizeable material in a combustion chamber to form a chamber pressure, P_c (See Fig.1), where the pressure at the mouth, P_m acts in an opposing direction to the atmospheric pressure, P_a. However, propulsion is accomplished in accordance with Newton's Law,

$$F = ma \qquad (1)$$

where force, or thrust, is equal to mass times acceleration. We can further say that:

$$F = ma = \frac{d}{dt}(mv) = v_m\left(\frac{dm}{dt}\right) \qquad (2)$$

which gives us the velocity at the mouth of the rocket nozzle. Since however, in Fig.1 we have the atmospheric pressure directly opposes the pressure at the mouth, we call the velocity the effective velocity of the gases:

$$T = v_m\frac{dm}{dt} + A(P_m - P_a) = v_e\left(\frac{dm}{dt}\right) \qquad (3)$$

Thus, as in test stand work, when we measure thrust and then make our calculations, we get the effective exhaust velocity. An example of the two would be v_m, the actual velocity of the gases past the mouth as 7000 ft./sec., and v_e, the effective velocity of the gases as 8000 ft./sec.

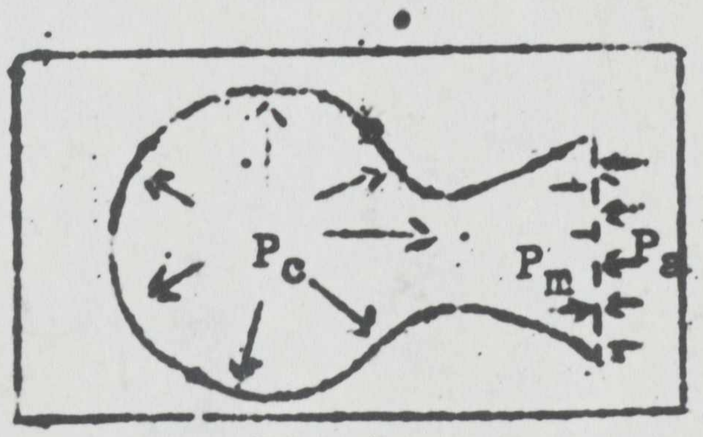


Fig.1

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Limits of Ejection Velocity

When we consider the heat content of a fuel and oxygen combination as measured by a calorimeter and the relation between heat and energy, we know that 1 B.T.U. is equal to 778 ft. lbs., J ft.lb. The energy of the system is equal to

$$E = \tfrac{1}{2}mv^2 \qquad (4)$$

or

$$E = B/J \qquad (5)$$

Considering one pound of propellant:

$$B/J = 1\#v^2/g \qquad (6)$$

$$v_{theoretical} = \sqrt{2gE/J} \qquad (7)$$

However, since we do not experience perfect efficiencies, we must state the above equation as

$$v_{actual} = \eta \sqrt{2gB/J} \qquad (8)$$

where η, in practice, varies from 0.6 to 0.80.

Criteria for Rating Rocket Motors

In an airplane motor, the thrust decreases with increasing velocity and with decreasing density (altitude). Also, airplane motors propell with constant speed. However, in the rocket motor the thrust is a constant independant of the velocity; the rocket motor propells an accelerating body of decreasing mass. The goal of the conventional airplane motor is, thus, to exert a force through a distance while the goal of the rocket motor is to exert a force during a time interval. Therefore, in a rocket motor, the impulse is the significant parameter. Specific Impulse is defined as thrust per unit weight-rate of flow:

$$I_{sp} = Ft/m_p g \qquad (9)$$

where F is the thrust or force, t is the time and m_p is the total mass of the propellant. An example of the system is: Suppose we have two rockets, A and B. The rocket A weighs 100 lbs. and can supply 1000 lbs. of thrust for 60 seconds; rocket B also weighs 100 lbs. but can supply 6000 lbs. of thrust for 10 seconds, thus:

$$I_{sp} = \frac{1000\# \times 60 \text{ sec.}}{100\# \times g} = \frac{6000\# \times 10 \text{ sec.}}{100\# \times g}$$

both rockets will perform alike, all other conditions being equal. You can see the disadvantages of the aerodynamic way or rating,

$$H.P. = T \times v/375 \qquad (10)$$

where v is in miles per hour.

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Another advantage of using specific impulse is that its reciprocal is the specific propellant consumption, i.e., propellant weight flow per lb. of thrust:

$$\frac{dw_{sp}}{dt} = \frac{1}{I_{sp}} = \frac{m_p g}{Ft} \qquad (11)$$

Moreover, another interesting feature of I_{sp} is that

$$gI_{sp} = v_e \qquad (12)$$

Specifically, then, the specific impulse is a measure of propellant performance. However, there are some things to be born in mind about the specific impulse; it is affected by the geometric shape of the motor, the combustion chamber pressure and the external pressure. Table I gives the specific impulse for some propellant combinations.

Propellants	Seconds
Loxygen-75% ethanol-25% water	239
Loxygen-hydrazine	240
Loxygen-ammonia	255
Loxygen-hydrogen	358
Hydrogen peroxide, 87%	126
Hydrogen peroxide-nitromethane	229
Hydrogen peroxide, 87%-Permanganate	215
Red Fuming Nitric Acid-Aniline	221
White Fuming Nitric Acid-Furfurol	214
Nitromethane	218

Table I

Mechanical Design

(a) The Nozzle. The throat area determines the pressure. Thus, in the Laval Nozzle pictured in Fig. 2

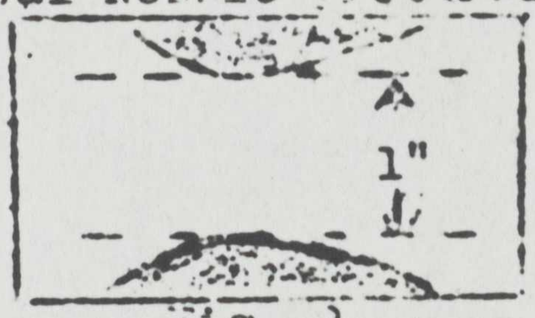

Fig. 2

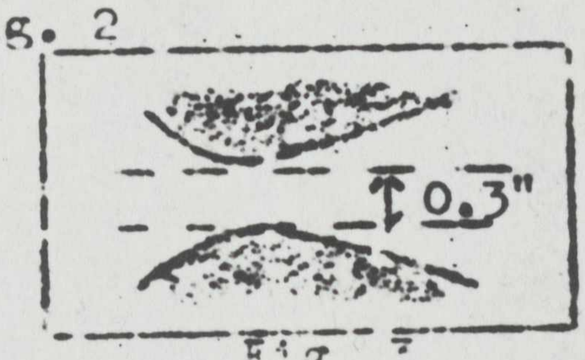

Fig. 3

we have a low pressure ratio; in the Laval Nozzle pictured in Fig. 3 we have a high pressure ratio.

(b) The Combustion Chamber. The velocity at the throat cannot exceed the velocity of sound. The divergence expands the gases to the exterior pressure and increase the velocity to v_m. Data of a typical rocket motor (acid-aniline) appear in Table II.

Another important consideration in the mechanical design of the rocket motor is the injector. They must be correctly designed so that both fuel and oxidizer have the greatest chance to react. Injectors, as spark plugs, must be dependable and not clogg. The clogging of injectors will be mentioned later in this article.

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Thrust, F	1500 lb.
Chamber pressure, Pc	300 psi
Specific Impulse, Isp	193 sec.
Ve : g	6200 ft./sec.
Duration	45 sec.
Motor weight	50 lb.
Chamber temperature, t	5000° F.
Coolant	Aniline
Throat diameter	2.17 in.

Table II
Data on Acid--Aniline Rocket Motor

Stainless steel with a high thermal conductivity is often used in the rocket motor. Often, stainless steel is chromium plated. Aluminum and copper alloys are also used to some extent for special purposes.

Factors of Design

There are many factors of design, among them being thrust, duration, the type of operation, i.e., expendable or non-expendable, altitude, and permissible motor weight.

The amount of thrust, as has been seen, is quite important as a factor of design in the rocket engine. In the smaller motors of less than 100 lbs. of thrust, the motor is subject to clogging of injection orfices. Above 1000 lbs. of thrust the ratio of length over diameter--decreases as is indicated in Figure 4.

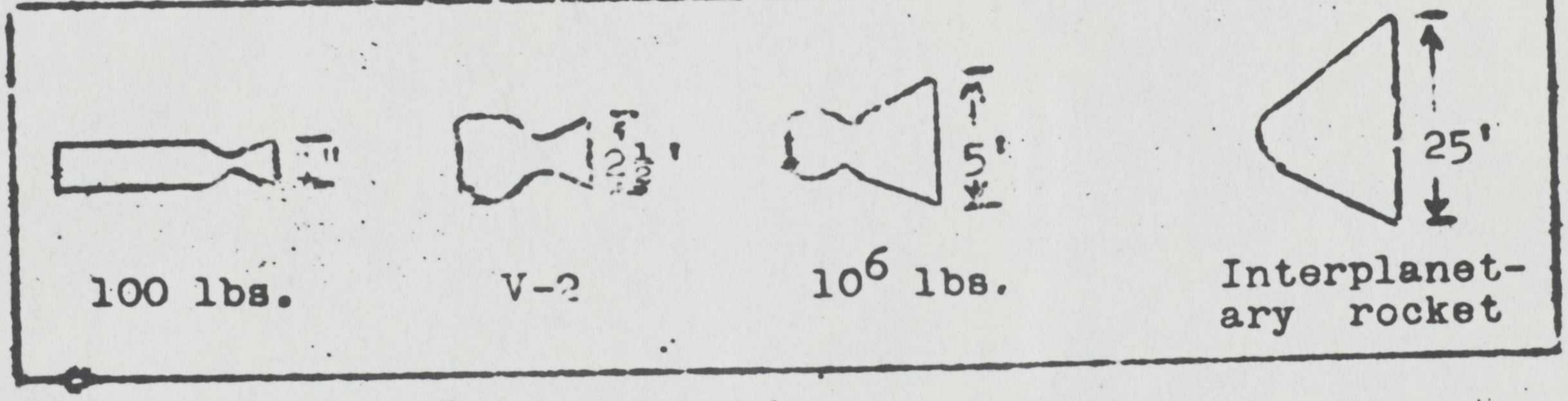

Fig. 4
Relative Dimensions of Various Rocket Motors

The average rocket motor reaches thermal equilibrium in about 30 seconds; runs shorter than this need no cooling. Table III gives the range of duration of various rocket motors.

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Type	Seconds
Artillery rockets	0.1-1
Missile launching	0.5-5
JATO	10-45
Missile propulsion	30-300
Aircraft propulsion	300-3600

Table III
Range of Duration of Various Rocket Motors

The altitude at which a rocket motor is operating, i.e., P_a, fixes the optimum expansion ratio of the Laval Nozzle. In Fig. 5 we have under expansion; Fig. 6 shows over expansion; Fig. 7 shows complete expansion.

Fig. 5

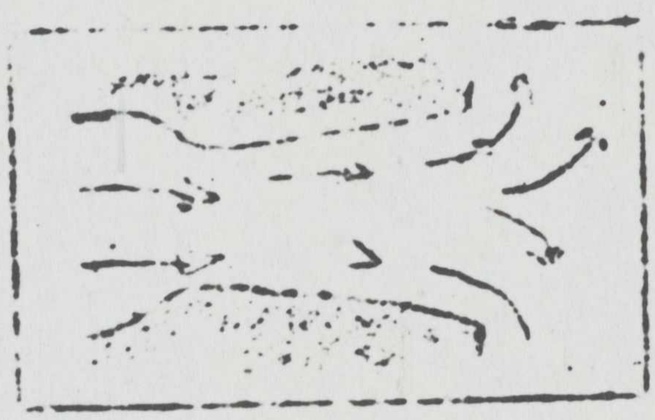

Fig. 6

Fig. 7

Permissible Motor Weight

For missiles, the motor may have about 3-10% of the total weight of the rocket. With present techniques, motors have been built ranging from 20-100 lbs. of thrust per pound of motor.

Cooling Methods

(a) Thermal Capacity Type. This type of motor is characterized by a limited operating time but having temperatures which could ruin the motor. The motor is usually made of some metal capable of absorbing a large amount of heat. Materials used are stainless steel and copper alloys.

(b) Regenerative Type. One of the propellant combinations is first circulated through a jacket surrounding the combustion chamber as indicated in Fig. 8. With P_c = ca 300 psi and 50% about 2-3% of the heat of combustion passes through the chamber walls into the coolant. The heat transmission is 1 B.T.U./sq.in./sec. in the motor chamber and 2.5-3 B.T.U./sq.in./sec. in the throat section. It is interesting to note that the hottest industrial furnaces have a rate of heat transfer of only 0.1 of that in a rocket motor. Figure 9 shows the distribution of heat transfer at various portions in the rocket motor. Therefore, to transfer more heat to the coolant at the critical sections of the rocket motor, the jacket is constricted at the hot sections to increase the velocity of the coolant flowing past the section, thus absorbing more heat.

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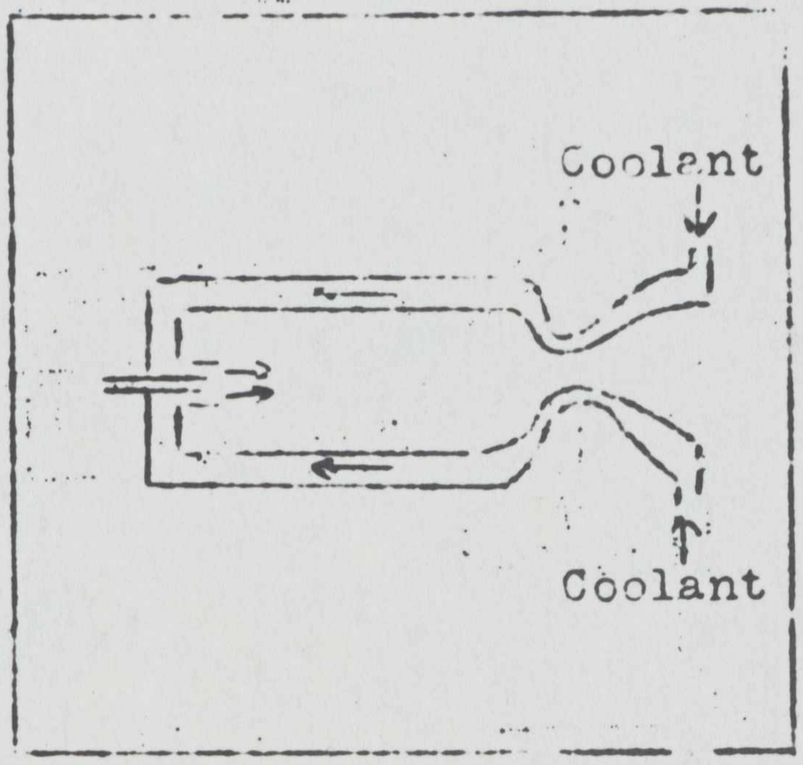

Fig. 8

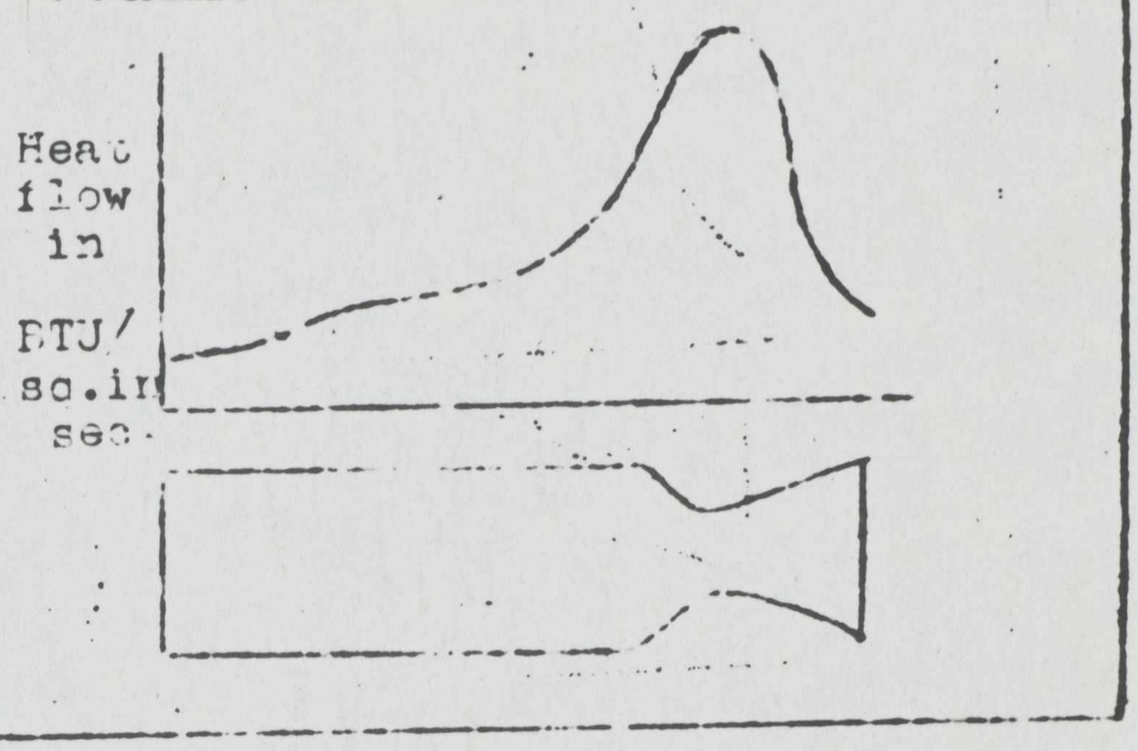

Fig. 9

(c) Sweat Cooling. In this type of cooling some of the coolant is allowed to seep through small pin-holes into the combustion chamber at the hottest sections. The coolant is vaporized and forms a film of vapor protecting the metal of the combustion chamber. Fig. 10 shows how sweat cooling works in controlling temperature in conjunction with regenerative cooling.

Characteristics of Rocket Jets

Those who have seen a rocket jet or have seen them in photographs have often noticed white, regularly spaced patches or areas

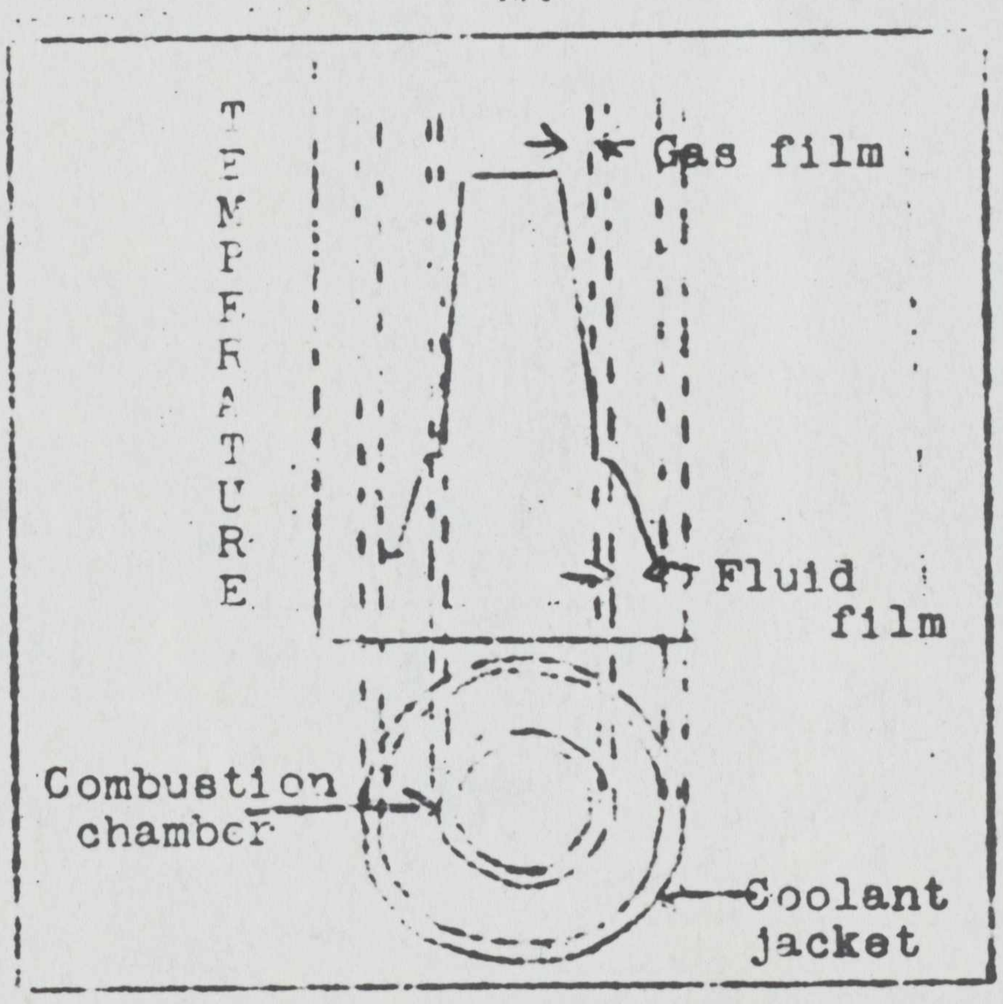

Fig. 10
Sweat Cooling

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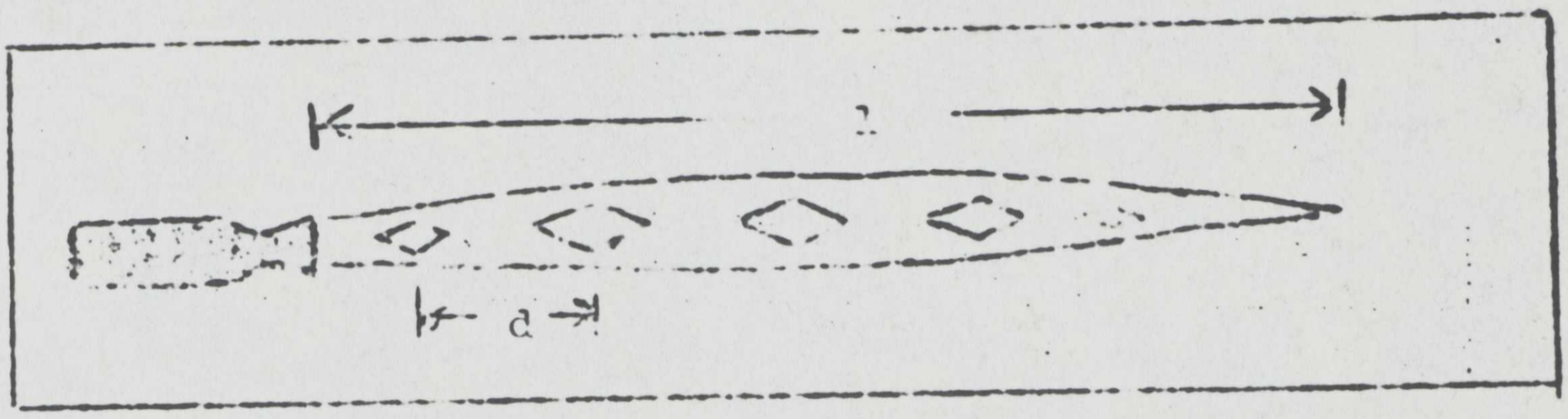

Fig. 11

Prandtl has stated that

$$d=\sqrt{F/10} \tag{13}$$

and

$$l=\sqrt{F/3} \tag{14}$$

* *

Rachemistry, Part III
(Continued from page 14)

effective exhaust velocities of STB-6

XARTU No.	Effective Exhaust Velocity (m/sec)
36	..
37	109
39	545
39KK	100
40KK	214

Table VIII

Conclusions

From these data we are able to make the following conclusions. From the standpoint of high thrusts and high burning rates, we are able to state that Catalyst K-1A1 (2% MnO_2) is the most suitable to accelerate this basic reaction between potassium chlorate and carbon. From the standpoint of high velocity, XARTU-38 had an effective gas velocity of Mach 1.64 while with XARTU-40KK it was Mach 0.64. We can thus say that catalysts do affect the combustion properties of XRF-51 Propellant.

* *

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What Happened at Peenemünde*

by

Hans K. Kaiser

A former staff member of Versuchanstalt, Peenemünde gives in the following article a glance into one of the most significant eras of modern rocket development

During the past few months articles have appeared in the press which have reported in sensational departure from true facts what is said to have taken place at Peenemünde in the development of most obscure secret weapons. Some of these accounts go so far as to say that the war was decided at Peenemünde on that August night in 1943 when the RAF bombed the installation.

What was it really like at Peenemünde? One could write a book concerning it but here we will make only a few statements.

The research establishment was founded in 1937 with the purpose to develop rockets for war purposes. It was concerned with the construction of large rockets which were propelled by liquid fuels and guided by automatic means and carrying an explosive charge to its target over hundreds of kilometers away.

On the West end of the Baltic Sea Island. Usedom, between a natural protectorate, stood Versuchsanstalt (Research Establishment) Peenemünde. The old fishing town of the same name made dispersed workshops and living quarters. Testing stands were stretched along the beach; in the pine forests nearby, modern assembly shops were erected. In the vicinity of the town Karlshagen stood newly constructed living quarters based on modern principles and planned as a nucleus for a city to be established later at this place. The majority of the employees whose number might be said, exclusive of the construction workers, temporarily to have amounted to 20,000 were sheltered in barracks. Newly established highways and an electric high-speed railway tied the working installations together and via the sea resort, Zinnowitz, to the external world.

The most significant development from the rocket field which came from Peenemünde was the giant rocket with the installation designation A4 which later became known as the V2. The first two ascents of the test rockets in the Spring and Summer of 1942 failed. However, on the third ascent of an A4 on October 2, 1942 was a complete success. With one blow all previous altitude and velocity records were shattered! If one considers that we are dealing with a completely new and extremely complicated technical development, the result is far more than one may have been lead to expect.

On the night of August 18, 1943, the R.A.F. delivered an air attack on Peenemünde which, for the most part, wrecked the living district and a part of the work installations. The attack caused a great loss of men. It cannot be said that this decided the war. The development of the A4 at this time was completed and mass production started at the underground installation "Mittelwerke at Nordhausen.

*Translated from "Was ging in Peenemünde vor" by Alfred J. Zaehringer

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A few weeks after the attack the work at Peenemünde proceeded again.

In addition to improvement of the A4, the development of the flak rocket (Project "Wasserfall") stood in the foreground. It was to have been propelled with a new propellant mixture and controlled from the ground at a long range. Under the designation A9, a rocket was constructed similar to the A4 but equipped with wings so that it flew as a glider on part of its trajectory and thus attain greater ranges.

The A10 was a two step rocket. By this means an A4 is brought to a high velocity by an auxiliary rocket. As soon as the propellant supply of the booster is exhausted it is dropped and falls back to the earth while the second step, that is, the single rocket projectile begins to function and further increases the initial velocity. In this manner one can cover great distances. Actually, however, the work on the A10 did not succeed beyond the design stage.

Further air attacks in the summer of 1944 further destroyed the installation. Upon approach of the East Front the installation was shifted to Thüringen in February and March of 1945, however, the work was not resumed; after the collapse of Germany a number of leading staff members were engaged for foreign service.

The significance which the Peenemünde installation attained for rocket development is great. From the first fuming rocket auto of Vallier and Opel to the A4 is no small step as is from the ballon to the modern airplane of our day. It may be regrettably that this development today serves exclusively for war purposes; on the other hand one must not forget that it, alas, can only succeed this way and that the final goal is one of the most ancient dreams of man: release from the course of the earth and the advance into Space!

* * * * * * * * * * * *

The Atomic Rocket Motor, Part I

(Continued from Page 14)

effective molecular weight, the liquid phase density in grams per cubic centimeter, and the boiling point of several possible working fluids. In the last column are the values for $\ln(1/4)c/\sqrt{M_{eff}}$. The low value indicated for hydrogen is understandable when we consider that the attainment of a mass ratio of e:1 would require an impossible value of 24.5 cubic centimeters per gram for V_g/M_1. The most promising alternatives appear to be hydrogen rich compounds of moderate density such as hydrazine, hexane, and octane.

* * * * * * * * * * * *

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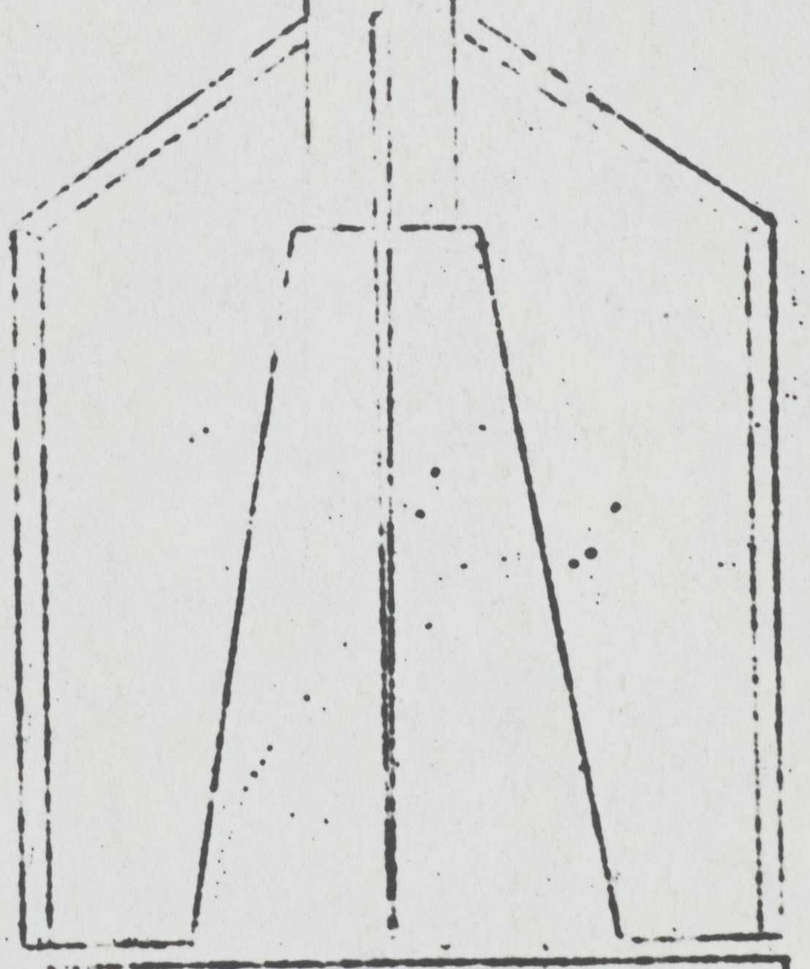
Dimensions:	
Length, windshield	17.8cm
" , fuselage	12.7cm
" , fins	19.3cm
" , total	49.8cm
Length, propellant	5.08cm
Diameter, "	4.40cm
" , nozzle thr.	0.88cm
Wall thickness	0.63cm
A_p/A_c	25

Weight Breakdown:		
Windshield	0.003	kg
Fuselage	0.118	kg
Fins & Assembly	0.113	kg
Payload	0.000	kg
Nozzle & Assembly	0.058	kg
Propellant	0.153	kg
Total (M_o)	0.445	kg

Mass Ratio:

$M_o/M_1 = 1.525$



"Also-Fünf"
XR-22A4 (1/3 Scale)

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THE DETROIT ROCKET SOCIETY, INC.

The Aims and Purposes of the Society

The Society was founded in 1946 and is a non-profit organization incorporated under the laws of the State of Michigan. It is pledged to help man overcome the ancient limitations of gravity and utilize the reaction principle to various fields for the ultimate benefit of all men. Its entire energies are now being dedicated to that purpose.

The Society has endeavored, during the past two years, to keep alive an interest in, and knowledge of the design, theory, utilization and production of rockets and jets. This it has done in a period of great public lassitude and ill will, when there was no peacetime rocket organization in this great industrial area. Now, the City of Detroit, the State of Michigan, the United States, and indeed the world at large has become acquainted with our work.

The principle objectives of the Society are an active membership of interested persons to promote interest in rocketry among the members, the public, industry, and science, and to advance the science of rocketry by the expansion of its amateur experimental and research program.

The Society is devoted solely to rocketry; it has no commercial interests, no political alliances, and no religious affiliations. It is not operated for profit: its entire income is expended in furthering its aims. Its elected officers and directors serve without remuneration:

President, Melvin G. Whybra

Secretary, Nicholas F. Lazo

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INCOMING CLASSIFIED MESSAGE

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PRIORITY

FROM: CO VANCE AFB, ENID, OKLA.

TO : CS USAF, WASHINGTON, D.C.

INFO: PASS TO CG AMC WRIGHT-PATTERSON,AFB, OHIO

[redacted] 30 SEPTEMBER 1949

Attention MCIAXO-5; Information relative to Air Intelligence Requirements Memo 4, unconventional aircraft. Date of sighting, 29 September 1949. Time of sighting, 14: 45 to 15: 30 CST. Sighted from ground 6 miles West of Enid, Oklahoma. Map coordinates 98 degrees 2 minutes lat, 36 degrees 23 minutes long. Number of objects, 7 to 50. Distance of objects from observer 2600 feet. Horizontally, angle of elevation from horizon, 70 degrees. Altitude, 10,000 feet. Time in sight, 2 seconds. Appearance of object, round bird like, color, gray and silver. Size, 10 inches in diameter. Direction of flight, Southeast to Northwest. Manouvers, fluttering and evasive. Exhaust, none. Lights, none. Support, short stubby wings and bird shaped fuselage. Propulsion, none noted. Air ducts, none. Speed, 400 to 500 MPH. Sound, none noted. Manner of disappearance, faded from view. Relative to the observer, Mrs. Harold Tritschler, Rt nbr 1, Enid, Oklahoma. Occupation, housewife. Reliability of observer, unknown. Notes relative of observer on, attention was drawn to object by T-6 type aircraft passing overhead. Witnesses, none. Comments, character unknown of intelligence average. Weather, clear, visbility 11 miles, wind Southeast 7 knots.

24-195

ACTION: OIN NOTE: Under lined portion typed as received; will correct when rec'd

963

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THE INSPECTOR GENERAL

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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[redacted] PARAPHRASE NOT REQUIRED

FROM: COMGENFEAF, TOKYO, JAPAN

TO : CS USAF, WASHINGTON, D. C.

INFO: COMGENAMC, WRIGHT-PATTERSON AFB, OHIO

NR :: AX 3429 AIR-2 1 OCT 49

Reference Dir Intelligence Requirements Memorandum number 4, part 2, the following preliminary report is submitted:

1 unidentified object sighted 29 September 1949 approx 1100/K time. Visible for approx 20 seconds, 1 object silver in color sighted 35 degrees 07 minutes North, 138 degrees 52 minutes East traveling at a high rate of speed, heading 045 degrees, altitude 3000, visibility 10 miles, cloud bank at 7000, configuration, slender with short narrow wings and stabalizer, rudder was ellipitcal in a vertical position on extrement tail.

Detailed information will follow on form 112.

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13 DEC 1975
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OFFICE OF SPECIAL INVESTIGATION

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-8	21 Sept. 1949

REPORT MADE BY: JOHN F. FRAMPTON

REPORT MADE AT: DO #17, Kirtland AFB

PERIOD: 19 September 1949

OFFICE OF ORIGIN: DO #17, Kirtland AFB

STATUS: PENDING

TITLE

Alleged Sighting of ~~Flying~~ Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August. Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

SYNOPSIS

This investigation requested by Headquarters, 17th District OSI, to determine the facts and circumstances surrounding the reported observation of flying discs, White Sands Proving Ground, as cited by article Los Angeles Times, dated 30 August 1949. Investigation White Sands Proving Ground disclosed article stemmed from press conference at WSPG during Navy Viking firing 25 August 1949. Further, it was disclosed that article is elaboration on facts of previously reported sighting 24 April 1949 by Mr. C.D.MOORE, General Mills Aeronautical Research, as reported by this office. Records WSPG reveal no official news release made by Army PIO that post, nor was an official release made by the Commanding General that post. Investigation disclosed that all releases regards to article Los Angeles Times, dated 30 August 1949, were released by Naval Unit WSPG. Records of the Post Intelligence Office, WSPG, reflect no sightings of any phenomenal object since MOORE's sighting 24 April 1949.

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Doyle Rees

DOYLE REES
Lt Colonel, USAF
District Commander.

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OFFICE OF SPECIAL INVESTIGATION

0584 12 OCT 1949

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

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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15 JAN 49

Replaces AFOSI Form 4, 23 Jul 48, which may be used.

Declassification Authority: NND 923007

Army PIO Officer, had been requested by the Naval Unit to handle all the details of the conference to include the preparation of the itineraries. Under these conditions, DETCHEMENDY was present during the greater portion of the press conference and FELDMAN is assured that DETCHEMENDY is aware of the Naval person or persons who made subject release to the representatives of the Los Angeles Times. An undeveloped lead is herein set forth to interview Captain DETCHEMENDY at his Leave address. Inclosed is a list of press personnel present at the conference and records of two phone calls made to the PIO in regards to the article by MILES.

5. Captain WILLIAM A. GORRY and Commander DOUGLAS C. McLAUGHLIN, U.S. Naval Unit, White Sands Proving Ground, were interviewed at their office on 19 September 1949, and advised that insofar as they were concerned the article contained in the Los Angeles Times dated 30 August 1949, contained no factual data whatsoever. GORRY declared that MARVIN MILES and CLETE ROBERTS were present as newspaper correspondents during the firing of the Navy Rocket "Viking" and that during the period of two or three days in which the firing of the rocket was postponed due to technical malfunctions, ROBERTS and MILES had questioned numerous Naval Personnel in regards to the sighting of flying discs and other aerial phenomena. GORRY admits that the details of a previous sighting, made by Mr. C. D. MOORE on 24 April 1949, had been discussed. In regards to the sighting, as cited in the newspaper article, which was alleged to have been sighted on the Friday preceding the writing of the article, Captain GORRY stated one of the visitors at White Sands Proving Ground had declared that he had observed strange objects in the sky, however, GORRY placed no confidence in the statement and further doubted the validity of the statement. On this basis, GORRY declined to divulge the name of this person. GORRY declared further that the validity of the article and even the existence of flying discs are entirely doubtful in his mind. GORRY strongly intimated that it is his belief that the article was written by the newsmen in an effort to justify their presence and existence at White Sands Proving Ground during the delayed firing of the "Viking" Rocket, declaring, "After all, they have to make a living too". The above was corroborated by Commander McLAUGHLIN. Both GORRY and McLAUGHLIN stated they possessed no further knowledge concerning the article in question.

6. 1st Lt. ALEXANDER SZABO, O-1690907, Photographic Officer, White Sands Proving Ground, was interviewed on 19 September 1949 and declared that to the best of his knowledge no photographs of flying discs had been taken by either of the photographic units at WSPG, nor had any photograph been taken which showed objects other than a missile or a rocket. To the best of SZABO's knowledge, no photographs had been obtained of a flying disc and ultimately ruined, as stated by the article.

7. On 19 September 1949, Captain PAUL W. DAVIDSON, O-54119, Post Intelligence Officer, was interviewed at his office and he stated that to the best of his knowledge, as substantiated by his records, no factual or

Declassification Authority: NND 923007

UNDEVELOPED LEADS

FOR DISTRICT OFFICE NO. 12, SCOTT AFB

AT ST. LOUIS, MISSOURI

Will contact Captain EDWARD D. DETCHEMENDY, 4104 Castleman Street, to determine his knowledge regarding sighting of flying discs at White Sands Proving Ground, New Mexico, as disclosed in an article, Los Angeles Times, dated 30 August 1949, wherein it is stated that such information was obtained by MARVIN MILES and CLETE ROBERTS from two senior officers and an enlisted technician. Ascertain, if possible, from whom MILES and ROBERTS obtained their information. Obtain all information regarding the occasion when this information was given to MILES and ROBERTS. MILES and ROBERTS are Los Angeles Times reporter and KFWB newscaster respectively.

FOR DISTRICT OFFICE NO. 18, MAYWOOD SPEC DEPOT

AT LOS ANGELES, CALIFORNIA

Will locate and interview Mr. MARVIN MILES, reporter, Los Angeles Times, to determine from whom he obtained information at White Sands Proving Ground regarding the sightings of flying discs at White Sands Proving Ground. MILES was member of press conference at White Sands Proving Ground during a Navy exhibition firing on or about 24 August 1949, at which time he obtained the information for an article in the Los Angeles Times dated 30 August 1949.

AT LOS ANGELES, CALIFORNIA

Will locate and interview Mr. CLETE ROBERTS , Newscaster, Radio Station KFWB, Los Angeles, to determine from whom he obtained information at White Sands Proving Ground regarding the sightings of flying discs at White Sands Proving Ground. ROBERTS was member of press conference at White Sands Proving Ground during the Navy exhibition firing of a rocket scheduled for 24 August 1949.

Declassification Authority: NND 923007

25 Aug 49

Visitors Badges Viking Project - 24 August 1949 (signed for by Capt Detchemendy)

Badge No.	ISSUED TO
300	Miles, Marvin - L A Times
301	Bath, Philip - L A Times
304	Hart, Julian - L A Examiner
306	Grant, Gordon - Hollywood Citizen News
307	Boone, Andrew - Popular Science
308	Eastburn, Glen - Aviation Progress
309	Stimson, Tom - Popular Mechanics
310	Roberts, Clete - Radio Station KFWB
311	Ray, William - Radio Station KFWB
312	Douglas, Doug - Radio Station KRKD
313	Douglas, Michael - Radio Station KRKD
314	Martin, Geo. Jr. - Mutual Broadcasting System
317	Pringal, Nelson - CBS
321	Bosworth, Ellis - AP
324	Marcney, Ray - Acme News
325	Koverman, Irvy - News of the Day
326	Grenwald, Samuel - Paramount News
327	Johnson, Joseph - Universal News
328	Vandiveer, Willard - Pathe News
329	Brick, Alfred - Fox Movietone News
330	Beice, Lt Cdr H E - USNR Escorting PIO
331	Hopkins, Floyd - Inter News Photo.
332	Hill, Gladwyn - NY Times
333	Conover, Hollywood Citizen News

Encl 1.

Declassification Authority: NND 923007

HEADQUARTERS
WHITE SANDS PROVING GROUND
PUBLIC INFORMATION SECTION
Las Cruces, New Mexico
Tel. WSPG, Ext. 215
(Night Ext. 261)

IMPORTANT INCOMING AND OUTGOING TELEPHONE MESSAGES

TO Captain E B Detchemendy

Time 3:00 Date 30 Aug 49

FROM International News Service Representative--Denver, Colo.

MESSAGE

In Captain Detchemendy's absence, representative asked to talk to secretary.

INS Rep: What is this story on the radio about some flying saucers at White Sands Proving Ground? It is put out by a Mr.Clede Roberts from Los Angeles--I believe.

Mrs. D. We have not released any information of such a nature from this office, however Mr. Roberts was a guest of the Navy last week, and if he has made a release, they will be able to give you the information on same. Shall I switch you to the Navy headquarters where you may confirm his source of information, if any?

INS. Rep: Then you do not know anything about such a story?

Mrs. D: We have no such information, nor have we made any releases, in this office. However, I will switch you to Captain Gorry, and he will be able to answer your questions--since Mr. Roberts visited th their headquarters recently.

###########

Switched call to Captain Gorry's extension.

Incl. 2

Declassification Authority: NND 923007

HEADQUARTERS
WHITE SANDS PROVING GROUND
PUBLIC INFORMATION SECTION
Las Cruces, New Mexico
Tel. WSPG, Ext. 215
(Night Ext. 261)

IMPORTANT INCOMING AND OUTGOING TELEPHONE MESSAGES

TO: Captain E B Detchemendy

Time 9:05 Date 31 Aug 49

FROM Mr. Cowan - Herald Post, El Paso, Texas

MESSAGE

Mr. Cowan: What is this the radios are putting out about you people at the White Sands seeing flying saucers -- or flying discs up there?

Capt D: I just heard about it from some people who came out from El Paso-- is it a story put out by a Mr. Roberts?

Mr. Cowan: Yes--a Mr. Roberts and a Mr. Miles, from Los Angeles, I believe.

Capt D: These men were here last week as guests of the Navy, and if they have any information of this type, I imagine they got it from the Navy-- shall I switch you to the Navy and let you talk with them?

Mr. Cowan: Do you have a Navy PIO?

Capt D: I'll switch you to Cdr McLaughlin, who will be able to clear you up on where the stories came from. We have had no such information here, and have made no releases at all on such

##########

Note: I believe Mr. Roberts received this information on which he based his release-- from the Navy. Cdr. McLaughlin released verbal information of a similar nature, to Mr. Scholin, Public Information representative National Military Establishment, Washington, D.C. when he was here at this post some weeks ago-- in my presence

E B DETCHEMENDY
Capt, Ord, PIO

Encl 3

Declassification Authority: NND 923007

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total time of observation of about 60 seconds.

The object was not a balloon and was some distance away. Assuming escape velocity, a track is enclosed which figures elevation above the station of about 300,000 feet over the observed period. If this is true, the flight would have probably gone over the White Sands Proving Ground, Holloman Air Force Base, and Los Alamos.

C. B. MOORE
General Mills Research
Minneapolis

RESTRICTED

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-45	3 October 1949

REPORT MADE BY: ARTHUR J. DALE

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

PERIOD: 19,21 September 1949

OFFICE OF ORIGIN: DO #8, Maxwell AFB, Alabama

STATUS: CLOSED

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT ON 1 SEPTEMBER 1949 AT KNOXVILLE, TENN BY MR. PAT McGANN and MR. DON GILLEY

Aerial Phenomena

CHARACTER: SPECIAL INQUIRY

REFERENCE: Rpt of Invest by S/A ARTHUR J. DALE, DO #8, dtd 12 September 1949 file 24-45

SYNOPSIS

Winds aloft and other weather data was secured at U. S. Weather Bureau, McGee-Tyson Airport, Knoxville, Tennessee, and at the Weather Records Processing Center, Federal Building, Chattanooga, Tennessee.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

DISTRIBUTION

CG, AMC	2
Hq OSI	2
DO #5 (Info)	1
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB, Ohio

ATTN: MCIAXO-3

APPROVED

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

FILE STAMP

24-185-260

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT 8 11 20 PM '49

OFFICE OF SPECIAL INVESTIGATIONS
DIV. 1
10 OCT 1949

0563
OCT 11 1949

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

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

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Declassification Authority: NND 923007

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
REPORT MADE BY	
REPORT MADE AT	
PERIOD	
OFFICE OF ORIGIN	
STATUS	

TITLE

CHARACTER

REFERENCE

SYNOPSIS

CLASSIFICATION CANCELLED
BY AUTHORITY OF SPECIAL AGENT IN CHARGE OF C.I.D. - AAF

BY _____

_____
DATE

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OUT 7 OCT 1949 MANAGEMENT DIV. OSI

IN 7 OCT 1949 SECURITY DIV. OSI

OUT 10 OCT 1949 SECURITY DIV. OSI

[redacted]

Declassification Authority: NND 923007

DETAILS:

1. On 19 September 1949 a check of the records of the U. S. Weather Bureau, McGee-Tyson Airport, Knoxville, Tennessee, revealed that weather balloons were released on 1 September 1949, as follows:

0400 hrs: Altitude-MSL	Direction (degrees)		Velocity
Surface	Calm		Calm
2000 feet	330	3	3 knots per hr
3000 "	320		6 knots per hr
4000 "	310		8 knots per hr
5000 "	320		10 knots per hr
6000 "	320		9
7000 "	320		6
8000 "	300		12
10000 "	280		18
11000 "	270		22
1004 hrs			
Surface	10		9
2000	20		9
3000	10		6
4000	30		7
5000	340		10
6000	320		16
7000	310		20
8000	320		19
9000	320		18
10000	310		14
1603 hrs:			
Surface	350		9
2000	360		9
3000	20		8
4000	30		7
5000	10		7
6000	360		6
7000	350		6
8000	310		12
9000	310		14
10000	310		13
1757 hrs			
Surface	40		9
2000	51		12
3000	20		12
4000	100		9
5000	140		8
6000	170		10
7000	160		10
8000	100		5
9000	1000		3
10000	120		4

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2. There were no instruments attached to the baloons released by the Knoxville Weather Station.

AT CHATTANOOGA, TENN

3. On 21 September 1949 a check of the Winds Aloft Reports of the Weather Records Processing Center, Federal Building, Chattanooga, Tennessee, revealed the following:

AT ROANOKE VA, 1 Sep 49 (Balloon)

Altitude (feet) 0400 hrs:	Direction	Knots Per Hr
2000	W	20
4000	WNW	30
6000	W	39
8000	W	40
10000	WSW	36
1000 hrs		
2000	NW	16
4000	NW	12
6000	WNW	24
8000	WNW	26
10000	WNW	26
18000	W	36
1600 hrs		
2000	NW	10
4000	WNW	13
6000	WNW	18
8000	NW	17
10000	WNW	18
18000	W	32
2200 hrs		
2000	N	6
4000	W	15
6000	WNW	4
8000	W	5
10000	WNW	6
18000	W	22

AT SPARTANBURG, S. C. (Balloon)

0400 hrs (1 Sep 49)	Direction	
2000 feet	WNW	23
4000 feet	WNW	16
6000	W	12
8000	WSW	16
10000	WSW	25

1000 hrs
No Record

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Spartanburg, S. C. (Continued)

1600 hrs		
2000	NE	7
4000	ENE	4
6000	WSW	4
8000	N	6
10000	NE	10
18000	W	15

2200 hrs		
2000	ENE	5
4000	ENE	6
6000	ESE	9
8000	SE	5
10000	ESE	4
18000	W	4

AT GREENSBORO (Radio Sonde)

0400 hrs 1 Sep 49

No Record

1000 hrs		
2000	WNW	7
4000	NW	21
6000	NW	24
8000	W	23
10000	W	23
18000	W	25

1600 hrs		
2000	N	17
4000	NW	10
6000	W	10
8000	WNW	14
10000	NW	10
18000	WNW	10

2200 hrs		
2000	NE	14
4000	ENE	5
6000	N	4
8000	ESE	7
10000	SSW	2
18000	WSW	18

AT ATLANTA, GA (Radio Sonde)

0400 hrs 1 Sep 49

2000 Feet	NNW	20
4000	NW	15
6000	W	11
8000	W	15
10000	W	18

Declassification Authority: NND 923007

AT ATLANTA, GA (Continued)

18000	W	23
1000 hrs:		
2000	NNW	15
4000	NW	14
6000	NW	15
8000	NW	16
10000	W	11
18000	WNW	11
1600 hrs		
2000	NNW	10
4000	N	7
6000	N	9
8000	NNE	12
10000	NNW	10
18000	WSW	16
2200 hrs		
2000	NNE	11
4000	E	10
6000	ESE	10
8000	E	12
10000	ENE	13
18000	WSW	11

AT NASHVILLE, TENN (Balloon)

0400 hrs 1 Sep 49		
2000	NNW	22
4000	NW	15
6000	WNW	17
8000	WNW	22
10000	WNW	17
18000	WNW	37
1000 hrs:		
2000	NNE	10
4000	NW	11
6000	NW	12
8000	NW	19
10000	NW	22
18000	WNW	23
1600 hrs		
2000	N	9
4000	NNE	10
6000	NNW	11
8000	WNW	12
10000	WNW	9
18000	WNW	19

Declassification Authority: NND 923007

AT NASHVILLE, TENN (Continued)

2200 hrs 1 Sep 1949	Direction	Knots per hr
2000	ENE	12
4000	ESE	12
6000	E	11
8000	NNE	12
10000	WSW	6
18000	W	7

AT CHATTANOOGA, TENN (Balloon)

0400 hrs 1 Sep 1949		
2000	N	15
4000	N	23
6000	NNW	22
8000	WNW	13
10000	W	23
1000 hrs		
2000	NNE	9
4000	NNW	15
6000	NW	16
8000	NW	16
10000	NW	9
18000	WNW	17
1600 hrs		
2000	N	10
4000	N	10
6000	NNW	6
8000	NNW	8
10000	NW	9
18000	W	15
2200 hrs		
2000	NE	16
4000	ENE	10
6000	ESE	11
8000	ENE	7
10000	S	2
18000	WSW	9

CLOSED

Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

CONFIDENTIAL

AFCSI
Maj Kellerman/dr-72307
10 Oct 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

11 OCT 1949

24-185

SUBJECT: (Unclassified) Flying Saucers
SPECIAL INQUIRY

TO: District Commander, 5th OSI District (IG)
Wright-Patterson Air Force Base, Dayton, Ohio

1. Forwarded herewith for your information and transmittal to the AMC office concerned is a copy of a letter, dated 13 September 1949, from Bell Aircraft Corporation regarding plans for a "Gyro Discus," a flying saucer type aircraft.

2. The plans were submitted to Bell Aircraft Corporation by a Mr. Homer C. Douglas, 816 Locust Street, Room 600, Kansas City, Missouri.

FOR THE DIRECTOR:

1 Incl.
Cy ltr fr Bell Aircraft
Corp, 13 Sep 49, w/Incl

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI FILES

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BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
KURT K. KUNZE, Capt, USAF
BY Historian
13 DEC 1975
DATE

11 OCT 1949
MANAGEMENT DIV. OSI

24-185-259X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Kellerman:dr				

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OCT 14 1949

16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

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DCC/eml

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

DISTRICT OFFICE NO. 22 - GRIFFISS AIR FORCE BASE
ROME, NEW YORK

22D-24-0

27 September 1949

SUBJECT: Flying Saucers
SPECIAL INQUIRY

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

1. Inclosed are copies of self-explanatory correspondence and plans for a "flying disc", recently obtained by one of our agents from Bell Aircraft Company.

2. In view of Air Forces current interest in devices of this nature, this material is furnished your Headquarters for any action deemed advisable. It is believed you may desire to forward one copy of this material to Headquarters, AMC, as the command of primary interest.

DONALD C. CARPENTER
MAJOR, USAF
District Commander

Incl
Ltr fm Bell Acft, 9/13/49 (cy)
w/attachments (photo cy) (in dup)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

24-18-259

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

OCT 5 3 03 PM

OFFICE OF
SPECIAL INVESTIGATION

10 OCT 1949

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0562 OCT 14 1949

Declassification Authority: NND 923007

OUT
7 OCT 1949
MANAGEMENT
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IN
7 OCT 1949
SECURITY
DIV.
OSI

OUT
10 OCT 1949
SECURITY
DIV.
ISO

Declassification Authority: NND 923007

C O P Y

~~CONFIDENTIAL~~

BELL AIRCRAFT CORPORATION
Post Office Box One - Buffalo 5, New York

September 13, 1949

To: Army Air Forces Plant Representative
Bell Aircraft Corporation
Buffalo 5, New York

Attention: W. J. Seevers, Major, USAF
AF Officer in Charge

Subject: Homer C. Douglas Disclosure Titled
"Gyro Discus"

1. Pursuant to your request, I am attaching herewith various papers relating to the above subject which appears to have some similarity to the "Flying discs".

2. I would appreciate having this material returned to me when you are through with it.

BELL AIRCRAFT CORPORATION

/s/ H. H. Munsey

H. H. Munsey
Patent Counsel

HHM:mrk
Attach.

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian C O P Y 3 DEC 1975
DATE

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Declassification Authority: NND 923007

Homer C. Douglas
246 N. 32nd
Kansas City, Kansas

BELL Aircraft CORPORATION
POST OFFICE BOX ONE BUFFALO 5, NEW YORK

CONFIDENTIAL

May 12, 1947

Mr. Homer C. Douglas
816 Locust Street, Room 600
Kansas City, Missouri

Dear Mr. Douglas:

Thank you very much for your recent disclosure of your "Gyro Discus".

It would be impossible for us to consider your disclosure, although we appreciate your courtesy in forwarding it to us.

It is believed that considerable work would be involved in order to make the idea at all practical.

Very truly yours,

BELL AIRCRAFT CORPORATION

H. H. Munsey
Patent Counsel

HHM:hac

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U.S. AIR FORCES PHOTOGRAPH OFFICIAL

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Room 300, 816 Locust Street,
Kansas City 6, Missouri,

Bell Aircraft Corporation,
Helicopter Division,
Buffalo 5, New York,

Gentlemen:

Please find enclosed drawings and description of a new type aero machine, together with a witnessed agreement allowing you to consider freely this disclosure.

I call this new machine "Gyro Discus" I believe it to be the answer to safety, speed and economy where our present airplane and helicopter have failed.

I am not an educated engineer and cannot express myself in technical terms as fully as I would wish, but if you will bear with me I will try to explain this type of machine.

Should you wish to make comments or suggestions of any kind, they will be well received. If there are questions that you would like to ask, I shall be glad to answer them as fully as possible.

Yours very truly,

Homer C Douglas

Homer C. Douglas

AGREEMENT

To enable you to consider freely what I have sent you, and in an effort to avoid possible misunderstandings later, I now agree that my rights and remedies, (and those of my principals, if any), arising out of anything I disclose or submit to you, shall be only such as may be secured to me by the Patent Laws of the United States under patents now or hereafter issued to me.

(Signed) Homer C Douglas

Homer C. Douglas

Witnesses:

W F Slaughter
Name

420-1 Holmes
Address

K C Mo

R L Dew
Name

Box 4
Address

Mo. K C, Mo.

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MAY 8 REC'D

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

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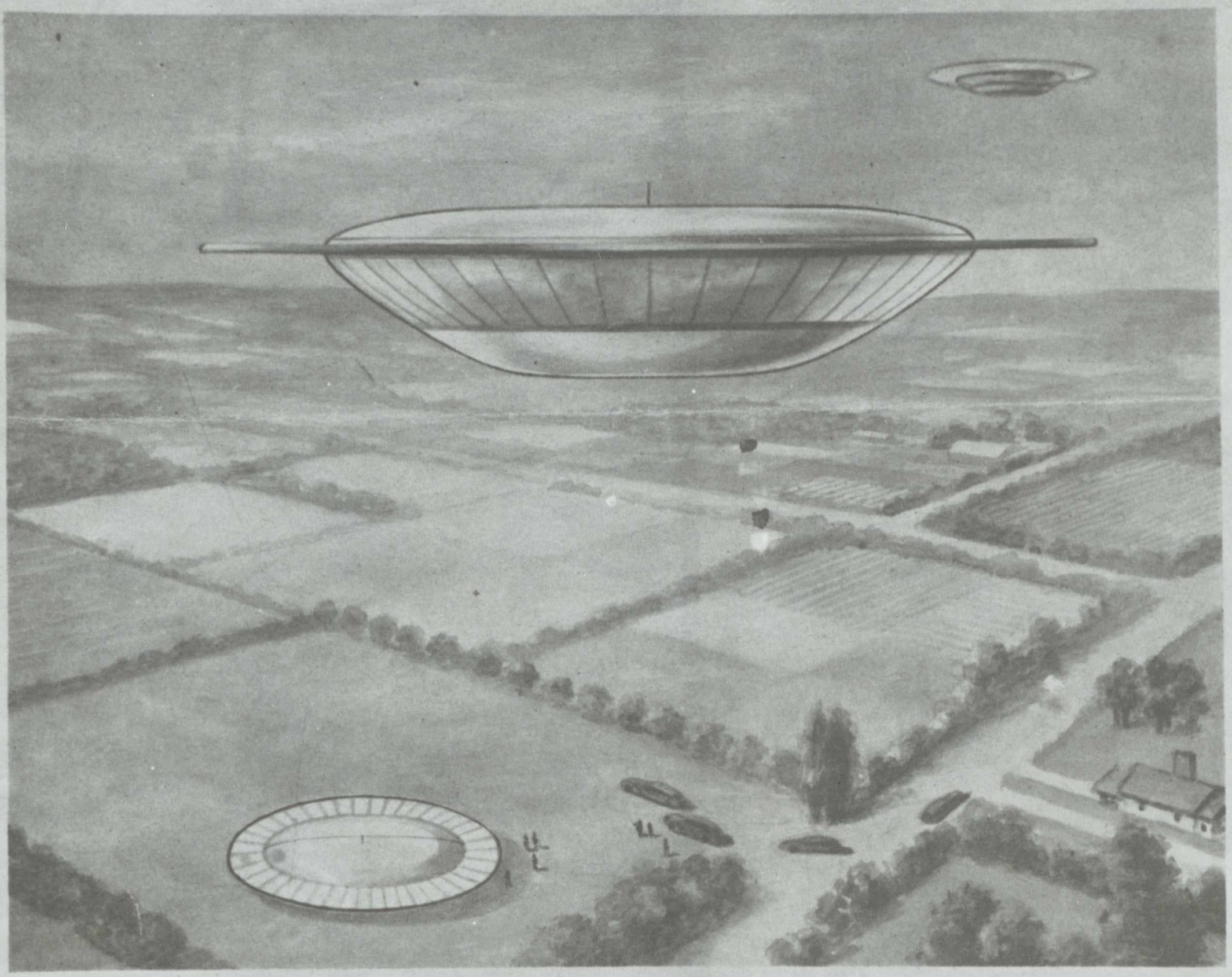

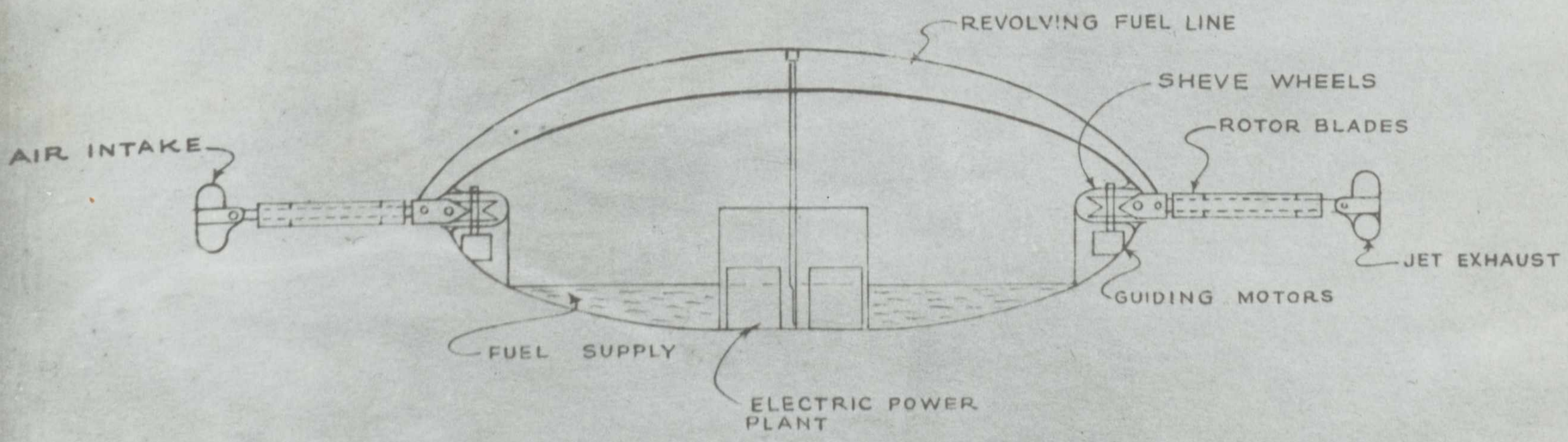

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This article relates to an aero machine called "Gyro Discus", so called because of its discus shaped body and the gyroscopic action of its rotor.

This machine can ascend and descend vertically and can attain great speed in forward flight, or carry great weights, depending on type of design. It will maintain an even keel at all times because of the gyroscopic action of its rotor.

The rotor, rotating around the body, gives the machine a smooth, easily controlled, sailing movement. There are no dead edges for the air to build pressure against.

The body of the Gyro Discus is shaped like the lower half of a discus, having a U-shaped ring at the top to support the sheaves that carry the rotor.

The electric generator and motor are located near the center of the body. The door extends from the edges of the flat central sections up along the concave side, and opens inward or outward. The fuel tanks are located around the center section.

The top can be made of any suitable material, as the bottom half carries all the strain.

The jets of the Gyro Discus are of the jam jet or stove pipe type. They are located in series in an outer flange of the rotor, taking in the fresh air from above the flange.

These jets are small and constructed of single wall tubing, making them light and easy to replace. They are located close enough together so that the exhaust of each jet heats the fuel for the following jet.

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The inner frame of the rotor is a fabricated, diamond-shaped ring with tubes projecting at intervals to support rotor blades and jets. The inside point of the diamond fits into sheaves attached to the body, and support the body while in flight, the weight being supported by the upper part of the point and the diamond being reinforced with music wire to take care of the leverage applied by the tubes and centrifugal force.

When the rotor is rotating fast enough to cause the machine to rise it makes a perfect gyroscope, causing the body to remain level throughout the flight.

The sheaves are mounted with spring tension against the rotor, and may be adjusted or replaced while in flight. Only a certain number of the sheaves have torque or guiding motors.

The rotor blades are supported by tubes leading from the ~~under~~ inner frame of the rotor to the outer flange.

These tubes pass through bearings inside the blades. Each tube has two pins through it with a bearing on each end of the pins. These bearings fit into spiral slots inside the blades. There is a spring that pushes the blade to the inner end of the tube when the rotor is still, and a spiral holds the blade horizontally.

When therotor is rotating the centrifugal force overcomes the spring and the blade moves out on the body, and the spiral causes it to tilt with the leading edge up. The blade is so proportioned that more lifting pressure is exerted on the rear portion, thus counteracting some of the tilt of the spiral.

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When the rotor speed is sufficient, the centrifugal force will cause the spiral to tilt the blade enough to cause the Gyro Discus to rise vertically. When the machine is in forward flight, the blades oscillate automatically . The rotor is rotating around the body and moving forward. The blades on one side are moving into the air at the rate of the speed of rotation plus the forward speed. Thus the air pressure on the rear part of the blade is greater, causing it to flatten out against the pressure of the spiral. At the same time, on the opposite side the blades are moving into the air in the opposite direction at a speed of rotation minus the forward speed. Thus, the air pressure on the lower part of the blade is less, allowing the spiral to tilt it more. Therefore, equal lifting all around the rotor is maintained.

To keep the body facing the desired direction is accomplished with variable speed motors attached to sheaves that hold the rotor. By use of a rheostat, operated by a steering wheel, the speed is synchronized with that of the rotor. To turn, the sheave torque is increased or decreased, depending on the direction desired. To move the body in any desired direction is accomplished by the control of fuel pressure to the jets by a specially designed valve, operated by tilting the steering column in the desired direction.

With the rotor rotating anti-clockwise, the steering column is pushed forward and the fuel pressure to the jets on the left side is lowered, thus cutting the thrust on that side. The thrust from the jets on the right is not counteracted, therefore causing the machine to go forward. The thrusts from the front and rear jets are still counteracting each other. If the column is tilted to the right the front jets would be cut, thus moving the machine to the right, and so on.

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U. S. AIR FORCES

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The low pressure area caused by tilting the column affects the jets only while they are passing the area. They will be powered the rest of the revolution according to the pressure of the elevation throttle. The elevation is controlled by a throttle controlling the motor on the fuel pump.

Fuel is supplied to jets by individual high pressure fuel lines which come from a specially controlled valve located in the center of the body. The top part of the valve rotates with the rotor. The fuel lines extend upward through the center of the top of the body to a support, which extends from one side of the rotor over the center of the body to the rotor on the other side, which carries them to the rotor, thence through the tubes to the jets.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

MT/EES/ycp
29 September 1949

SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

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

1. Reference is made to paragraph 3b, AFCSI Letter No. 85, dated 12 August 1949, which is quoted herewith:

"3b. Character and Classification - Will be set forth as 'Special Inquiry - Unconventional Aircraft', Classification No. 24-185."

2. This office is not certain as to whether it is intended that all such investigations of this nature be classified as indicated, plus a third number to show sequence of District concerned; example: 24-185-10. If it is intended that all such investigations contain the classification 24-185, is it to be understood that sequence numbers for this type of investigation be assigned, disregarding all previous classification 24 type cases? Would the first investigation of this nature contain the file number 24-185-1, although the District at that time may have opened ten separate classification 24 type cases?

3. Question is further raised as to whether the District investigating cases of this nature will consider itself Office of Origin.

Dist Commander advised reference procedure at Dist Commanders Conference
No reply necessary

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

24-185-258

UNITED STATES AIR FORCE
THE INSPECTOR GEN

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975 0733
DATE

OCT 5 12 32 PM '49
OFFICE OF SPECIAL INVESTIGATION
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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-185/1

DATE 27 Sept 49

REPORT MADE BY ELMER M. NEVILLE ep

REPORT MADE AT DO #18

PERIOD 22 Sept 49

OFFICE OF ORIGIN DO #18

STATUS PENDING

TITLE

SIGHTING OF FLYING DISCS
ON 24 JUNE 1949 AT MESA,
ARIZONA, BY WILLIAM A. CRISMON

CHARACTER "SPECIAL INQUIRY, UNCONVENTIONAL AIRCRAFT"

REFERENCE AFCSI Letter No. 85, dated 12 August 1949

SYNOPSIS

This report is made in conformity with AFCSI Letter No. 85, dated 12 August 1949, subject: "Special Inquiry, Unconventional Aircraft". In a personal interview with this agent, WILLIAM A. CRISMON stated that on 24 June 1949 he observed four (4) flying discs, later a fifth appeared, observation was sustained for about 30 minutes. The discs were metallic in composition, steel gray in color, varied in form depending on position at which viewed. Seven power binoculars were used for part of the time. There were four (4) witnesses, (two (2) adults and two (2) children), in addition to CRISMON. CRISMON expressed interest in contacting Commanding General, AMC, for permission to photograph future phenomena of this type with the object of commercial sale.

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

DISTRIBUTION

C.G., AMC, Wright-Patterson AFB, Dayton, Ohio
Attn: MCIAXO-3 (2 incls) 2

Hq OSI (2 incls) 2

DO #17 (2 incls) 2

File (2 incls) 2

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

ACTION COPY FORWARDED TO

Commanding General
AMC, Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXO-3

APPROVED

KEEFE O'KEEFE
Lt Colonel, USAF
District Commander.

FILE STAMP

24-185-257

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT 5 12 05 PM '49
OFFICE OF
SPECIAL INVESTIGATIONS
0542 10 OCT 1949

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

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

CHARACTER

REFERENCE

SYNOPSIS

FILE NO.

DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

DISTRIBUTION

CLASSIFICATION CANCELLED
BY AUTHORITY OF CG

BY

DATE

SECURITY INFORMATION
DIV.
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MANAGEMENT
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OSI
7 OCT 1949
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AFMD FORM 15 JAN 49 O-208 Replaces AFOSI Form 4, 22 Jul 49 which may be used.

[redacted]

Declassification Authority: NND 923007

File No. 24-185/1 27 Sept 1949

DETAILS:

1. This investigation was conducted in conformity with AFCSI Letter No. 85, dated 12 August 1949, subject: Unconventional Aircraft, "Special Inquiry".

2. This report is based upon a personal interview of WILLIAM A. CRISMON by this agent on 22 September 1949 at the Federal Building, Los Angeles, Calif. Contact was established with CRISMON by means of a telephone call to OSI District Office No. 18 by Warrant Officer LeMASTER in the Los Angeles Communication Center, Room 1418 Federal Building. LeMASTER stated that CRISMON was in the office relating that he had seen flying discs and desired permission of the military authorities to photograph future sightings of discs with the object of commercial sale. The details set forth below are the observations, comments and estimates of WILLIAM A. CRISMON, except as otherwise indicated.

AT LOS ANGELES, CALIFORNIA

3. Date of sighting:

24 June 1949.

4. Time of sighting:

1545 - 1630 hours.

5. Where sighted (observers position):

From the ground on western outskirts of Mesa, Arizona.

6. Number of objects:

Four (4) initially, later a fifth disc appeared.

7. Observable celestial phenomena or planets that may account for the sighting:

Sighting occurred between the hours 1545 - 1630.

8. Distance of objects from observer:

Distance varied. Initially, the four (4) observed together were approximately 85 degrees above the horizon. Objects appeared to hover around small cloud, estimated to be at an extremely high altitude. The fifth disc, which moved from west to east, was at a lower altitude than the other four (4) but was also extremely high.

9. Time in sight:

Four (4) objects - approximately 30 minutes. Fifth object - about 25 seconds.

Declassification Authority: NND 923007

18. Control and stability:

(a) Fins - None noted.

(b) Stabilizers - Conceivably the flanges or extensions from the disc could have served as stabilizers.

19. Air ducts:

The only aperture reported was an opening between the flanges and disc which permitted a view directly through the object at certain positions.

20. Speed:

Speeds varied during the 45 minutes of observation. A maximum of 400 miles per hour was estimated.

21. Sound:

No sound emanating from the objects was heard.

22. Manner of disappearance:

Faded from view.

23. Relative to the observer:

Name: WILLIAM A. CRISMON
Address: 715 South Bixel Street, Los Angeles, California

Permanent mailing address: P. O. Box 217, Mesa, Arizona.

Occupation: Owner of Old Gold Bond Mine at Goldfield, Arizona.

Reliability:

CRISMON's manner during the two hour interview was direct and businesslike. In personal appearance he was well dressed and neat. His descriptions were precise; his statements were coherent and consistent. This agent did notice, however, that CRISMON was inclined to be emotional and his face moved nervously on occasions. CRISMON claims his vision is good, although he wears glasses to correct minor defects due to advancing age. He is about 50 years of age.

A check of the records at the University of Southern California reveals that CRISMON took courses in education, Socialogy and Psychology at that University in the summers of 1923 and 1924. No degree was obtained. These same records also reflect that he later attended the Lawton Business College at Mesa, Arizona. This information confirms CRISMON's statements concerning his education.

Hobbies - CRISMON claims to be an amateur astronomer, and to have his own telescope with 9-inch reflector.

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CONFIDENTIAL

File No. 24-185/1

27 Sept 1949

Manner of noting objects:

Observer was changing a tire on his car. Upon wiping perspiration from his forehead, he raised his head slightly and noted the four (4) discs.

Witnesses:

Leo G. CRISMON, P.O. Box 217, Mesa, Arizona
(was an instructor in aircraft gunnery during World War II.)

SAMUEL HOOD, Supervisor of Water Association, Mesa, Arizona.

Also two (2) children of LEO G. CRISMON, age 7 and 9.

2 INCLOSURES

FOR COMMANDING GENERAL, AMC, WRIGHT-PATTERSON AFB, DAYTON, OHIO
FOR HEADQUARTERS, OSI, WASHINGTON, D.C.
FOR DO #17, KIRTLAND AFB, ARIZONA
FOR DO #18, MAYWOOD, CALIFORNIA

1. Handdrawn reproduction of WILLIAM A. CRISMON's rough sketch of view of flying disc from great distance.

2. Same as 1. above except that view of disc is at closer range.

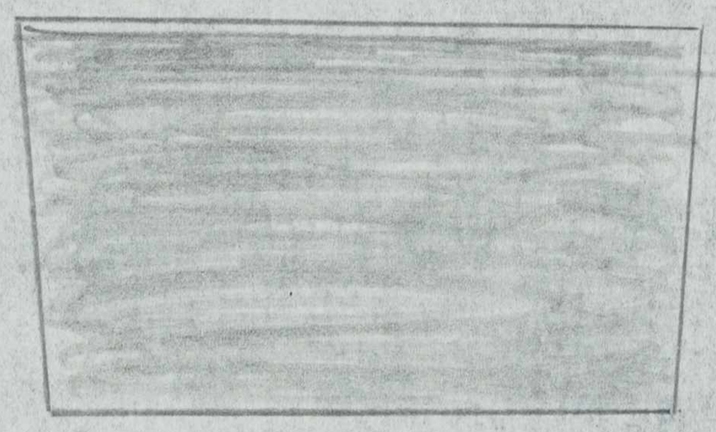
- PENDING -

CONFIDENTIAL

Declassification Authority: NND 923007

INCLOSURE 1

This shape was noted when object viewed from a very great distance. Appeared ruby red in color. Also appeared this shape on one occasion when disc turned in the air.



Declassification Authority: NND 923007

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

~~CONFIDENTIAL~~

FILE NO. 24-28

DATE SEP 2 9 1949

REPORT MADE BY JACK S. MARTIN

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 12, 13, 14 September 1949

OFFICE OF ORIGIN DO # 19, Fairfield-Suisun AFB

STATUS PENDING

TITLE

PROJECT GRUDGE
Unidentified Aircraft 1 August 1949 in Vicinity of San Francisco, California

CHARACTER Special Inquiry

REFERENCE Pending Rpt by S/A JACK S. MARTIN, DO # 19, Fairfield-Suisun AFB, File No. 24-28 dtd 21 Sept 49

SYNOPSIS

Reverend CURTIS DANIELS stated that his attention was drawn by Mr. GURBAND to six (6) or more unusual and unidentifiable objects in the sky on 1 August 1949. Three (3) character witnesses for Mr. GURBAND described him as being "dogmatic in his viewpoints". One (1) character witness for Mr. NEELY vouched for his reliability and responsibility. No character witnesses were obtainable for Reverend DANIELS. Two (2) radar testing devices were aloft on 1 August 1949. Oakland Police Department, San Francisco Police Department and the San Francisco Field Office, F.B.I., have no record of NEELY, GURBAND or DANIELS.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

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File -2

ACTION COPY FORWARDED TO

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

APPROVED

Kenneth H. King, Lt Col
for JOHN O. SWOPE
Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

24-185-356

UNITED STATES AIR FORCES
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
OCT 7 1949 05 PM '49
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Declassification Authority: NND 923007

19D OSI 24-28

DETAILS:

AT OAKLAND, CALIFORNIA

1. On 12 September 1949, in an interview with Reverent CURTIS DANIELS, 825 - 35th Avenue, Oakland, California, the following information was ascertained: On Monday, 1 August 1949, at approximately 1430 hours, PST, Reverend DANIELS, while riding on a commercial passenger fishing boat approaching the Golden Gate, sighted six (6) or more objects appearing to be in formation and traveling at a speed slower than that of a jet aircraft. These objects were oval in shape, at an undetermined altitude, at a distance laterally of approximately ten (10) miles, and at an angle of elevation from the horizon of approximately 55°. Sighting time was estimated as from three (3) to four (4) seconds. Color was expressed as silvery, and objects apparently were of solid construction. Estimated size, as they appeared from Rev. DANIEL's view, was like a "half dollar", and estimated size was 20 feet in diameter. The objects were going ENE and made no tactics or manauvers. There was no evidence of exhaust, no effect on clouds, no visible lights, and other than the shape of objects there was no means of aero dynamic support. There was no sound; no fins or stabilizers were visible; and nothing was seen of any means of propulsion. No slots or duct openings were noticed and the speed of objects was estimated at "slower than jet aircraft." Objects faded from view. Rev. DANIELS' attention was drawn to these objects by Mr. GURBAND.
NOTE: Rev. DANIELS is Colored, and his religious sect is "Sanctified Pentecostal". His wife is considered a "Prophetess". Rev. DANIELS impressed this agent as being a "religious fanatic" and as not particularly responsible or reliable. DANIELS lives in an extremely low class Colored neighborhood and attempts to interview neighbors to establish DANIELS' reliability were not successful.

AT SAN FRANCISCO, CALIFORNIA

2. On 13 September 1949, Mrs. GEORGE DALY, 341 Bartlett Street (owner of the residence at 2518 Sacramento Street); Mrs. LORENZ, 2522 Sacramento Street; and Mr. MANCEBA, 2518 Sacramento Street, all of San Francisco, California, stated

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19D OSI 24-28

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 19, FAIRFIELD-SUISUN AFB

AT SAN FRANCISCO, CALIFORNIA

1. Will obtain signed statements from observers.

2. Will obtain sketches from observers.

NOTE: GURBAND and DANIELS are presently on vacation and are not expected back until 1 October 1949.

Declassification Authority: NND 923007

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Basic ltr dtd 15 Sep 49 fr CG, AMC, W/P AFB, (MCIAXS), subj: Project Grudge

5D 24-0 1st Ind 5D-OSI/JEM/vz

5th District OSI (IG), Wright-Patterson AFB, Dayton, O. 20 Sept 49

TO: District Commander, 4th District OSI (IG), Bolling Air Force Base, Washington 25, D. C.

1. For your information.

2. Copy of basic communication being forwarded to Headquarters OSI.

cc-HQ OSI

JEROME M. BRAUN
Acting District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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UNITED STATES AIR FORCE
SEP 22 11 37 AM '49
OFFICE OF
SPECIAL INVESTIGATIONS

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~~CONFIDENTIAL~~

MC IAXS/GNT/amc

MC IAXS

SEP 15 1949

Project Grudge

xxx

THRU : The Inspector General
United States Air Force
5th District Office of Special Investigations
Wright-Patterson Air Force Base
Dayton, Ohio

TO : The Inspector General
United States Air Force
4th District Office of Special Investigations
Bolling Air Force Base
Washington, D. C.

1. Reference is made to Reports of Investigation by S/A Claudius E. Belk, File 24-93, dated 22 and 25 August 1949, relative to investigation of Jonathan E. Caldwell, Gray Goose Corporation, and Rotor Plane Company.

2. On the basis of these reports, this Headquarters has no further requirements in this matter.

3. The expeditious and thorough manner in which the investigation was conducted is appreciated.

FOR THE COMMANDING GENERAL:

HAROLD E. WATSON
Colonel, USAF
Chief, Intelligence Department

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE

24-185 + 255
USAF IG
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OCT 12 1949

Declassification Authority: NND 923007

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

FILE NO. 24-28

DATE 21 September 1949

REPORT MADE BY JACK S. MARTIN

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 2, 6, 7 September 1949

OFFICE OF ORIGIN DO # 19, Fairfield-Suisun AFB

STATUS PENDING

TITLE

PROJECT GRUDGE
Unidentified Aircraft 1 August 1949 in Vicinity of San Francisco, California

CHARACTER Special Inquiry

REFERENCE None. This is an initial report.

SYNOPSIS

Investigation requested by District Commander, DO # 19, Fairfield-Suisun AFB, California, upon receipt of report from Mr. T. QUINN, Office of Naval Intelligence, 12th Naval District, Federal Building, San Francisco, California. Mr. EDWARD W. GURBAND, who was described as "excitable with a tendency to exaggerate", stated that on 1 August 1949, while on a boat entering the Golden Gate, he sighted several objects which he described as being oval, at an undetermined altitude, and which appeared to be traveling faster than jet aircraft. These objects were brought to the attention of other passengers on the boat. Radar units in the Bay Area revealed that there were testing devices aloft on 1 August 1949.

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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Air Materiel Command
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Dayton, Ohio
ATTN: MCIAXO-3

APPROVED

JOHN G. SWOPE
Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

24-183-254
UNITED STATES AIR FORCE
THE INSPECTOR GEN
OCT 3 9 58 AM '49
OFFICE OF SPECIAL INVESTIGATIONS
4 OCT 1949

0425 OCT 6 1949

SMAMA—Nov 48—100M

CONFIDENTIAL

UNCLASSIFIED

Declassification Authority: NND 923007

19D OSI 24-28

DETAILS:

1. This investigation was requested by the District Commander, DO # 19, Fairfield-Suisun AFB, California, upon receipt of report from Mr. T. QUINN, Office of Naval Intelligence, 12th Naval District, Federal Building, San Francisco, California, dated 2 September 1949.

AT SAN FRANCISCO, CALIFORNIA

2. On 2 September 1949, in an interview with Mr. EDWARD W. GURBAND, sales clerk, Jerry's Bait Shop, 1675 O'Farrell Street, San Francisco, California, the following information was ascertained: On Monday, 1 August 1949, at approximately 1400 hours, PST, Mr. GURBAND, while riding on a commercial passenger fishing boat approaching the Golden Gate, sighted two (2) objects appearing to be in formation and traveling at a speed greater than that of jet aircraft. These objects were oval in shape, from 10,000 to 25,000 feet in altitude, at a distance laterally of approximately eight (8) miles, and at an angle of elevation from the horizon of approximately 55°. Sighting time was approximately 35 to 40 seconds and the objects appeared to be silvery in color, having oval shapes, and apparently of solid construction. Size of these objects, as they appeared from GURBAND's view, were approximately the size of a penny, and the wstimated size was approximately 40 feet in diameter. The objects were going due North, and made no tactics or maneuvers. There was no evidence of exhaust, no effect on clouds, no visible lights, and other than the shape of the objects, there was no means of aero dynamic support. There was no sound, no fins or stabelizers were visible, and nothing was seen of any means of propulsion. No slots or duct openings were noticed and the speed of objects was estimated at from one to one and one-half times faster than jet aircraft. Mr. GURBAND stated that objects disappeared behind fog bank. Mr. GURBAND called the attention of the other members of the boat to these objects which appeared to be in formation, and after they had disappeared from view, Mr. GURBAND, several minutes later, spotted approximately seven (7) more of these objects in trail formation at the same altitude, traveling in the same direction and being identical with the original objects.

Declassification Authority: NND 923007

19D OSI 24-28

DETAILS (cont'd)

3. On 6 September 1949, in an interview with Captain ROY OLIVER NEELY, 1550 Fillmore Street, Apartment 506, San Francisco, California, Captain of a commercial passenger fishing boat for Jerry's Bait Shop, the following information was ascertained: On Monday, 1 August 1949, at approximately 1430 hours, PST, Mr. GURBAND, who was a passenger on the boat and was known to Captain NEELY as being a sales clerk in Jerry's Bait Shop, San Francisco, California, called his attention to several objects (four or more) in the sky. At this time the fishing boat was approaching San Francisco in the main ship channel of the Golden Gate, was approximately 200 yards South of No. 2 Buoy, and was due East of the San Francisco Light Ship. At this time the objects were approximately nine (9) miles away, laterally, at an angle of elevation from the horizon of 45°, at an approximate altitude of 1000 feet. Sighting time was less than a minute. Objects were described as being silver in color, and having a square shape, approximating that of a box kite. Construction seemed to be solid, and the size, as it appeared from Captain NEELY's view, was twelve (12) inches square. The direction of flight was approximated as SSE and appeared to be climbing. There was no evidence of exhaust, no effect on clouds, no lights were noticed, either reflected or attached, no aero dynamic support was visible other than shape of object. There was no evidence of any means of propulsion, either propeller or jet, no fins or stabilizers were noticed and no slots or duct openings were visible. No sound was heard, and the speed was estimated as at jet speed or better. These objects faded from view.

NOTE: Discrepancies in the shape, altitude, and direction of flight, between Mr. GURBAND's version and Captain NEELY's version were noted and questioned. Both were convinced of the accuracy of their own statements.

4. On 6 September 1949, Mr. JERRY VEST, 1675 O'Farrell Street, Jerry's Bait Shop, San Francisco, California, stated that Mr. EDWARD GURBAND had worked for him for approximately ten (10) years, as a sales clerk and that Captain NEELY had been employed by him as Captain of his commercial passenger

Declassification Authority: NND 923007

19D OSI 24-28

DETAILS (cont'd)

4. (cont'd)

fishing boat for eight (8) years. Records of his boat log showed that on 1 August 1949, the following list of people had made a fishing trip outside the Golden Gate:

Captain ROY OLIVER NEELY
EDWARD W. GURBAND
Reverend CURTIS DANIELS, 825 - 35th Avenue,
Oakland, California
Mr. HYNES
Mr. MARTIN

There were no addresses given for HYNES or MARTIN, and these names were unfamiliar to Mr. VEST, Captain NEELY and Mr. GURBAND. Mr. VEST described GURBAND as being rather excitable and as having a tendency to exaggerate. Nothing derogatory was known of Mr. GURBAND and he was also described as being honest and trustworthy. Captain NEELY was described as being rather "easy going" with no tendency to exaggerate or to become excited.

5. On 6 September 1949, the Winds Aloft Report from the Oakland Air Port, on 1 August 1949, at 1300 hours, PST, was as follows:

Altitude	Direction	Speed
4000 ft	SSW	10 knots
6000 "	S	" "
8000 "	"	15 "
10000 "	"	" "
12000 "	SSW	" "
14000 "	"	20 "
16000 "	S	15 "

Weather report from Alcatraz Island, on 1 August 1949, at 1630 hours, PST, showed a visibility of 10 miles, clear sky,

Declassification Authority: NND 923007

19D OSI 24-28

DETAILS (cont'd)

5. (cont'd)

surface winds at SW at 15 knots, temperature 61°. Weather report from the Coast Guart, Fort Point Station, San Francisco, California, on 1 August 1949, at 1400 hours, PST, showed barometric pressure 30.22, temperature 62°, westerly wind at 12 to 15 miles per hour. Sea calm, scattered clouds, 6 to 8 mile visibility. Weather report from San Francisco Light Ship, for 1 August 1949, 1300 hours, PST, showed barometric pressure 30.19, temperature 70°, westerly wind 8 to 12 miles per hour; light sea; visibility 15 to 20 miles. Scattered clouds.

6. On 7 September 1949, it was learned from the San Francisco Civil Aeronauticw Authority (CAA) that there were 161 listed air carriers in the Bay Area. Only 14 of these have regularly scheduled flights and less than one percent of the remaining file any kind of plan or clearance for their flights. A check with the Oakland Air Port and the San Francisco Air Port revealed that less than one percent of the planes normally using those fields file any type of schedule or clearance. A check with the Hamilton Air Force Base and a check at the Navy Alameda Air Station disclosed that on 1 August 1949, there were numerous flights made by military aircraft in and around the Bay Area.

7. On 7 September 1949, Air Force Radar Installations at Treasure Island and Fort Baker, both at San Francisco, California, revealed that they send aloft radar testing devices known as "kites" twice each day at approximately 1000 and 1600 Hours, PST. These devices are of aluminum sheet, approximately five (5) feet on a side, roughly diamond shaped and containing double sets of triangular fins on the top side. These are carried aloft by gas filled balloons and when these devices reach a high enough altitude, the expanding gases cause the balloons to burst and the "kites" drift earthward.

PENDING

Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

~~CONFIDENTIAL~~

Wrtn: 29 Sep 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br 30 SEP 1949

1

Office of Special Investigations, IG

Mr. Gould/jp/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

9 Incls
1. R/I, 12 Sep 49, DO #8
2. R/I, 12 Sep 49, DO #8
3. R/I, 21 Sep 49, DO #5
4. R/I, 13 Sep 49, DO #9
5. R/I, 13 Sep 49, DO #19
6. R/I, 13 Sep 49, DO #9
7. R/I, 13 Sep 49, DO #9
8. R/I, 13 Sep 49, DO #9
9. R/I, 23 Aug 49, DO #21

WILLIAM M. TURNER
Lt Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI-FILES

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Historian
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OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Gould Lieutenant. hqi Maj Col for Col Hurst			OCT 4 1949	

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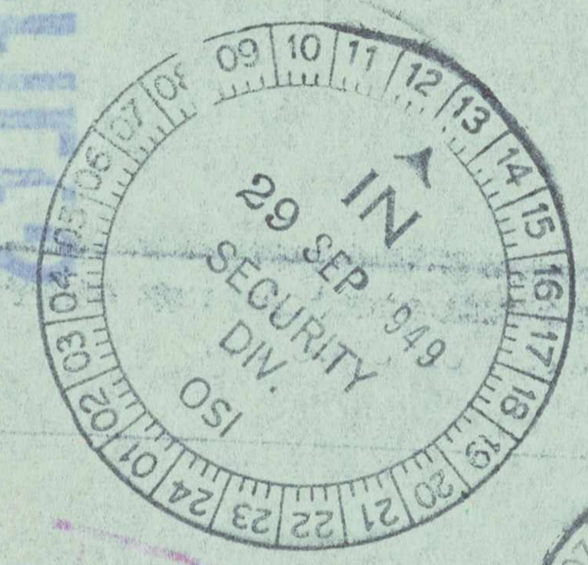

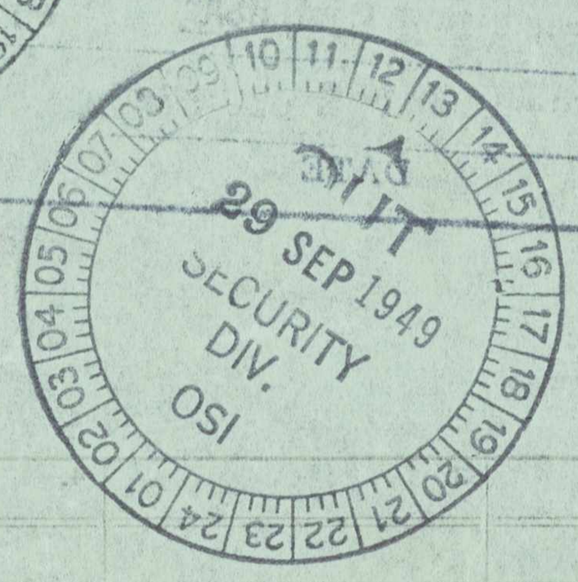

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AF HQ-44
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~~SECRET~~

Wrtn 23 Sept 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br.

26 SEP 1949

1

Office of Special Investigations, IG

Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

6 Incls
1. R/I dtd 25 Jul 49 DO#13
2. R/I dtd 31 Aug 49 DO#10
3. R/I dtd 6 Sept 49 DO#12
4. R/I dtd 6 Sept 49 DO#14
5. R/I dtd 7 Sept 49 DO#17
6. R/I dtd 9 Sept 49 DO#25

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

OUT
26 SEP 1949
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OSI

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Historian
3 DEC 1975
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When Incl No. 1 - 6 ~~is~~ (are) withdrawn or not attached, the classification of Secret on this correspondence will be cancelled in accordance with par 25 e, AFR 205-1.

21-165-951
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
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GRADE AND SURNAME OF COORDINATING OFFICERS	Gould Thurman. Lucy Kurtz Wm O	SECRET		OCT 4 1949	

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Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

CONFIDENTIAL

AFCSI
Mr. Gould/lse/72231
Wrtn 22 Sept 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Confidential) Project "Sign" - Unconventional Aircraft
SPECIAL INQUIRY

TO: District Commander
9th OSI District, IG
Barksdale Air Force Base
Shreveport, Louisiana

1. This refers to your letter of 9 August 1949, subject: Project "Sign", classification number 32-0.

2. It is requested that the classification number of referenced letter be changed from 32-0 to 24-185, in compliance with AFCSI Letter No. 85, dated 12 August 1949, subject: Unconventional Aircraft.

3. AFCSI Letter No. 85 answers all the questions asked in your letter of 9 August, with the exception of your inquiry as to Office of Origin. For your information, the Office of Origin is the District Office in which the unidentified flying object is sighted.

4. In paragraph 3 of your letter, it is noted that the Counter Intelligence Corps, Department of the Army, is also investigating these objects. In order to avoid duplication, it is requested that you contact the proper Department of the Army CIC offices and coordinate your efforts on these investigations.

FOR THE DIRECTOR:

1 Incl
Air Intell Rqmts Memo
No. 4, w/AF Form 112

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI FILES

OUT 26 SEP 1949 MANAGEMENT DIV. OSI

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8 DEC 1975

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AFCSI
Mr. Gould/lse/72231
Wrtn 21 Sept 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Confidential) MRS. MADELINE GWYNNE MERCHANT
SPECIAL INQUIRY

TO: District Commander
15th OSI District, IG
Great Falls Air Force Base
Great Falls, Montana

1. This refers to the FBI letter dated 8 August 1949, addressed to MRS. MADELINE GWYNNE MERCHANT, 918 N.E. 18th Street, Oklahoma City, Oklahoma, a copy of which was forwarded to you by W. G. Banister, Special Agent in Charge of the FBI Office at Butte, Montana.

2. For your information, this Office has been advised that MRS. MERCHANT associates with known Communists and is considered dangerous.

3. MRS. MERCHANT's letter is being forwarded to the Air Materiel Command for evaluation.

FOR THE DIRECTOR:

OUT
26 SEP 1949
MANAGEMENT DIV.
OSI

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

(NOTE FOR RECORD) Exact letter also sent to Districts 16 and 20 this date)

AFCSI-FILES

24-185-249

USAF
OFFICE OF
SPECIAL INVESTIGATIONS
OCT 3 1949

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
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3 Dec 1947

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AFC
Mr ould/lse/72231
Wrtn 21 July 49

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

24-185

SUBJECT: (Confidential) MRS. MADELINE GWYNNE MERCHANT
SPECIAL INQUIRY

TO: District Commander
5th OSI District, IG
Wright-Patterson Air Force Base
Dayton, Ohio

1. Attached is a letter from the FBI, dated 8 August 1949, addressed to Mrs. MADELINE GWYNNE MERCHANT, 918 Northeast 18th Street, Oklahoma City, Oklahoma, a copy of a letter from Mrs. MERCHANT to the FBI, and a series of questions Mrs. MERCHANT is asking concerning seven (7) V-shaped objects sighted over Mountain Home Desert on 24 July 1949.

2. This is sent to you for transmittal to the Air Materiel Command for an evaluation of the questions being asked by Mrs. MERCHANT.

3. It is requested that this matter be given prompt attention.

FOR THE DIRECTOR:

5 Incls
1. Ltr fr FBI to MERCHANT dtd 8 Aug 49 (Cy.)
2. Cy ltr fr MERCHANT to FBI dtd 25 Jul 49
3. Cy List of Questions
4. Cy Envelope fr MERCHANT to FBI
5. Cy Newspaper Clippings fr "The Idaho Daily Statesman", Boise, Idaho, 25 Jul 49

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

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OCT 3 1949

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CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-26

DATE 13 Sept 1949

REPORT MADE BY
TROY R. SHERMAN

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
13 July 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB, La.

STATUS
CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, At
Alexandria, Louisiana,
By Mrs. NORA C. POOLE

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
None. This is an initial report.

SYNOPSIS

On 7 July 1949, at approximately 2100 hours, Mrs. NORA C. POOLE who was sitting on the porch of her home at 1823 Warshauer Street, Alexandria, Louisiana, saw a round light in the sky which appeared to be about the size of a household saucer and was sighted at approximately a thirty-five degree (35°) angle from the ground. Mrs. WARREN D. PHILLIPS of 1819 Warshauer Street, Alexandria, Louisiana, and Mrs. G. S. HART of Pineville, Louisiana, were with Mrs. POOLE at the time this object was sighted. Mrs. POOLE described the object as being orange in color with no visible means of support, and remained in sight for approximately five (5) minutes and disappeared by gradually moving out of sight.

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KURT K. KUNZE, Capt, USAF
BY ~~Historian~~
8 DEC 1975
DATE

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DO #5, (Info Cy w/incl) 1
DO #9, File 1

ACTION COPY FORWARDED TO

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

APPROVED

Edward R. Ford.
EDWARD R. FORD
Major, USAF
District Commander.

FILE STAMP

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THE INSPECTOR GENERAL
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OCT 6 1949

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

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SYNOPSIS

REFERENCE

CHARACTER

STATUS

OFFICE OF ORIGIN

PERIOD

REPORT MADE AT

REPORT MADE BY

TITLE

REPORT OF INVESTIGATION

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL
UNITED STATES AIR FORCE

FILE NO.

DATE

CONFIDENTIAL

ESSENTIAL ELEMENTS OF INFORMATION

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

PROJECT "SIGN"

1. Date of sighting 7 July 1949

2. Time of sighting (Sonal by 24 hr clock) 2100 hours

3. Where sighted:

a. Ground

(1) City, town Alexandria, Louisiana

(2) Distance and direction from city or town, road, intersection, etc. Northeast from town.

(3) From building (story), yard, etc. Sitting on front porch.

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

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

(4) Latitude and longitude

c. Sea

(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)

5. Distance of object from observer Can't estimate.

a. Laterally or horizontally

b. Angle of elevation from horizon 35°

c. Altitude Can't estimate

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Declassification Authority: NND 923007

6. Time in sight 2100 hours

7. Appearance of object

a. Color Orange

b. Shape (sketch if possible)

c. Apparent construction (translucent) Appeared to be light

d. Size

(1) Estimated size Can't estimate.

(2) Size as it appeared from observer's view About size of a house-
(Compared to known object) hold saucer.

8. Direction of flight From north traveling west (when object was first sighted, went down slightly from north to west and then straight over).

9. Tactics or maneuvers Went from north to west and then went from west back to north.

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust None

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound? (spurts)

11. Effect on clouds Believes no clouds were present.

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Shown thru cloud

12. Lights

a. Reflected or attached Attached.

b. Luminous

c. Blinked on and off in relation to speed Remained constant.

Declassification Authority: NND 923007

12. Support — Didn't appear to rotate - No supports

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion — No visible propulsion

a. Propellor or jet

b. Rotor

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

d. Visible exhaust or jet openings

15. Control and stability — Appeared to glide.

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts — None visible

a. Slots

b. Duct openings

17. Speed - M.P.H. — Can't estimate.

18. Sound — No sound.

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

Declassification Authority: NND 923007

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19. Manner of disappearance Seemed to move out of sight gradually. Light seemed to remain constant, but moved farther away and finally from sight.

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer Mrs. NORA C. POOLE
2. Address 1823 Warehauer St. Alexandria, La.
3. Occupation Housewife (Nurse for ten (10) years)
4. Place of business

a. Employer or employee

5. Hobbies None

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine

a. Color

b. Speed of moving objects

c. Size at distance

7. Reliability of observer

a. Sources

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

Informant's right eye is almost blind. Left eye perfect.

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Declassification Authority: NND 923007

CONFIDENTIAL
Essential Elements of Info
Project "SIGN"

8. Notes relative to observer on

a. Sightings in general

b. How attention was drawn to object (s)

x Object called to informant's attention by Mrs. G. S. HART, who was sitting on the porch.

(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.

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GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report : Temp: 81°; Est. Ceil: 30,000'; Wind: SE, 9 Mi. per hr, Alt. Setting: 2989, Dewpoint: 76.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border.) None scheduled.

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).

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-23

DATE 13 September 1949

REPORT MADE BY
ALVIN E. CAMBRE

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
7 July 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB, La.

STATUS
CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, at
New Orleans, Louisiana, by
Mr. ALVIN E. CAMBRE

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
None. This is an initial report.

SYNOPSIS

On the morning of 7 July 1949, at approximately 0915 hours, the Writer observed, at the foot of Prytania Street near the Mississippi River, an object in the sky which was approximately one and one-half (1½) miles east at approximately twenty-five hundred (2500) feet altitude. This object appeared to be round or oval shape and was moving in a northerly direction and had a very bright appearance. When the Writer first sighted this object, it was believed to be the reflection of the sun rays on an airplane which was in a very steep bank. The object remained in view for about thirty (30) or forty (40) seconds at which time it disappeared from sight over some trees. The fact that the shape of this object remained unchanged for such a long period of time caused the Writer to believe that the reflection was not caused by conventional type aircraft.

CLOSED

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BY AUTHORITY OF THE DIRECTOR OF SPEC
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

ATTENTION

Divulging information concerning this investigation, or information contained therein, to any person mentioned in this report, or to any person not entitled to this information, is a violation of paragraph 11, AFR 205-6, dated 18 May 1949.

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Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford.

EDWARD R. FORD
Major, USAF

District Commander.

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THE INSPECTOR GENERAL
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Declassification Authority: NND 923007

[redacted]

ESSENTIAL ELEMENTS OF INFORMATION

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

PROJECT "SIGN"

1. Date of sighting 7 July 1949

2. Time of sighting 0915
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town New Orleans, Louisiana

(2) Distance and direction from city or town, road, intersections, etc. approximately six (6) miles west of the center of New Orleans, La.

(3) From building (story), yard, etc. appeared while observer was driving automobile.

(4) Map coordinates (if feasible) showing latitute and longitude (not applicable)

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

(4) Latitude and longitude

c. Sea

(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) None

5. Distance of object from observer Approximately one and one-half (1½) miles.

a. ~~Laterally~~ or horizontally

b. Angle of elevation from horizon 45°

c. Altitude Approximately 2500 ft.

[redacted]

8-3801-TC

Declassification Authority: NND 923007

6. Time in sight Approximately thirty (30) seconds

7. Appearance of object

a. Color appeared to be similar to reflection of an airplane.

b. Shape (sketch if possible) round

c. Apparent construction (translucent) appeared similar to aluminum construction of an airplane.

d. Size appeared to be approximately the same size as that of a large airplane.

(1) Estimated size

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

8. Direction of flight North

9. Tactics or maneuvers Appeared to be similar to an airplane in a steep bank.

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust None

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound? (spurts)

11. Effect on clouds No clouds

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Shown thru cloud

12. Lights None

a. Reflected or attached

b. Luminous

c. Blinked on and off in relation to speed

Declassification Authority: NND 923007

13. Support None

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion None

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating)
(KatzMayer effect)

d. Visible exhaust or jet openings

15. Control and stability None

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts None

a. Slots

b. Duct openings

17. Speed - M.P.H. Approximately 100 MPH

18. Sound None, object was too far from observer to hear any sound.

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

8-3801-TC

Declassification Authority: NND 923007

Essential Elements of Info
Project "SIGN"

19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle disappeared beyond trees out of sight of observer.

Relative to the Observer

1. Name of observer ALVIN H. CAHENS

2. Address 303 US Custom House, New Orleans, La.

3. Occupation S/A, 9th ONI District (IO)

4. Place of business New Orleans, Louisiana

a. Employer or employee S/A, 9th ONI Dist (IO), USAF

5. Hobbies None

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine

a. Color good

b. Speed of moving objects good

c. Size at distance good

7. Reliability of observer (not applicable)

a. Sources

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

8-3801-TC

Declassification Authority: NND 923007

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 reflection from object

9. Witnesses None

a. Addresses

b. Occupation

c. Reliability

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

Relative to Radar Sightings

1. Re radars now 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.

Declassification Authority: NND 923007

GENERAL

* 1. Teletype sequences of local weather conditions **(See below)**

* 2. Winds aloft report **(See below)**

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 **Unknown**

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. Socura signed statement

9. Obtain fragments or 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)

New Orleans 0900 Central

***1. Clear 15, Sea Level Pressure 146, Temperature 87.5, Wind NE 15, Altimeter 995, Remarks: CB-S - Clear Day**

***2. New Orleans 0900 Central**
Surface 0411 - 0409 - 20510 - 0611 - 40613 - 0513 - 60614 - 0614 - 80613 - 0611 - 00610 - 20714 - 40710 - 60809 - 80910.

8-3801-TC

Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

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Wrtn 30 Sept 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O, Air Intelligence
Requirements Div, Documents & Dissemination Branch

4 OCT 1949

1

Office of Special Investigations, IG

Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

5 Incls
1. R/I, 7 Sept 49, DO#17
2. R/I, 13 Sept 49, DO#9
3. R/I, 13 Sept 49, DO#9
4. R/I, 14 Sept 49, DO#6
5. R/I, 14 Sept 49, DO#6

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

AFCSI-FILES

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BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
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4 OCT 1949
MANAGEMENT
DIV.
OSI

24-112-2467
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
OCT 6 1949

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS					

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16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 7 September 1949

REPORT MADE BY SHERIDAN W. CAVITT

REPORT MADE AT DO # 17, Kirtland AFB

PERIOD 1 - 2 September 1949

OFFICE OF ORIGIN DO # 17, Kirtland AFB

STATUS PENDING

TITLE

UNKNOWN SUBJECT

Sighting of Flying Disc on 26 Aug 49 at Davis-Monthan AFB, Tucson, Arizona, by Major HERBERT W. DAVIS, AO-396389

CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE AFCSI Letter No. 85, dated 12 August 1949

SYNOPSIS

Investigation initiated in accordance with AFCSI Letter No. 85. On 26 August 1949 Major HERBERT W. DAVIS, Base Weather Officer sighted an unidentified object at extreme altitude flying from SE to NW over Davis-Monthan AFB. Investigation failed to identify Subject object. Observer found to be reliable, experienced weather observer.

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BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE

DISTRIBUTION

CG, AMC, ATTN: MCIAXO-3 (2 Incls) 2

CO, Kirtland AFB (1 Incls) 1

Hq OSI (2 Incls) 2

FBI, El Paso (2 Incls) 1

File 2

ACTION COPY FORWARDED TO

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

APPROVED

DOYLE REES
Lt Col, USAF
District Commander.

FILE STAMP 24 | 185 | 246 A

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 26 12 40 PM '49
OSI DIRECTOR OF SPECIAL INVESTIGATION
OCT 6 1949

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

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29 SEP 1949
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CLASSIFICATION CANCELLED

SYNOPSIS

REFERENCE

CHARACTER

DATES

OFFICE OF ORIGIN

PERIOD

REPORT MADE AT

REPORT MADE BY

TITLE

REPORT OF INVESTIGATION

~~CONFIDENTIAL~~

DETAILS:

1. Investigation requested by OSI Hq to ascertain facts surrounding the sighting of an unidentified aerial object sighted over Davis-Monthan AFB at 1345 hours, 26 August 1949.

AT DAVIS-MONTHAN AFB

2. On 1 September 1949 the writer interviewed Major HERBERT W. DAVIS, AO-396389, Base Weather Officer, Davis-Monthan AFB, Tucson, Arizona in regard to an unidentified object which he had seen on 26 August 1949. Major DAVIS stated that on 26 August 1949 he had been present at the launching of a standard weather balloon by weather personnel of Davis-Monthan AFB. This balloon was to be watched by DAVIS because it was an experiment and he was curious as to its behavior in flight. Without the aid of glasses or binoculars, DAVIS observed the balloon as it arose to approximately forty thousand (40,000) feet. At this point, and at approximately 1345 hours the Major's attention was drawn from the balloon to an object which appeared to be flying northwest and approximately fifty thousand (50,000) feet at a terrific rate of speed. DAVIS attempted to show other personnel present what he was looking at but none were capable of sighting the object. DAVIS followed the object visually until it disappeared from view approximately eight (8) miles away to the northwest. Major DAVIS cited the fact that a Convair XF-92A delta wing interceptor is being tested at Muroc AFB, California and it is possible that this plane might have been the one he sighted, since the shape of the object was similar to a triangle with rounded edges.

3. In accordance with AFCSI Letter #85:

a. Date of sighting - 26 August 1949

b. Time of Sighting - 1345 hours

c. Where sighted - From the ground out of deors at approximately 110 degrees 53 minutes West Longitude and 32 degrees 11 minutes North Latitude.

d. Number of objects - One

e. Observable celestial phenomena or planets that may account for the sighting - None at this time of day.

f. Distance of object from observer

(1) Estimated distance 5 miles SE when sighted to estimated distance of 8 miles NW upon disappearing.

(2) Angle of elevation - When first sighted estimated to be approximately 40 degrees and 25 degrees when last sighted.

(3) Altitude - Was thought to be about 50,000 feet.

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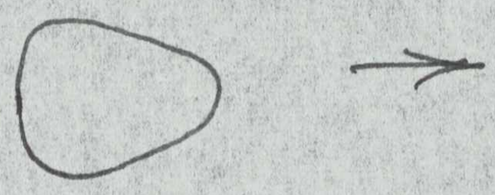
g. Time in sight - Approximately 60 seconds

h. Appearance of object

(1) Appeared to be a brownish hazy color

(2) Shape.



(3) Construction could not be observed

(4) Size was estimated to be approximately one fourth of an inch when observed at a distance of three feet.

i. Direction of flight - From approximately 115 degrees toward 290 degrees.

j. Tactics or maneuvers - The object executed no maneuvers or tactics and the flight appeared to be perfectly horizontal and straight.

k. There was no evidence of exhaust.

l. Effect on clouds was not observed due to the absence of clouds.

m. No lights were observed.

n. Means of support could not be observed.

o. No propellers, rotors, aerodynamic vanes could be observed.

p. Control and stability of the object appeared to be very good although no fins or stabilizers could be observed.

q. No air ducts, slots or intakes could be observed due to the extreme altitude.

r. No sould was heard from the object.

s. Manner of disappearance was natural in that the object faded from view.

RELATIVE TO THE OBSERVER

Major HERBERT W. DAVIS, Weather Officer, Davis-Monthan AFB, Tucson, Arizona is generally considered to be a very stable, intelligent, reliable and rational officer. Due to his assignment and training as a weather officer, he is thought to be extremely reliable as an observer. DAVIS' hobbies include model boat building and all sports.

Declassification Authority: NND 923007

No other witnesses to the above cited aerial objects have been found.

RELATIVE TO RADAR SIGHTINGS

The unidentified aerial object was not picked up by any radar sets in this vicinity.

GENERAL

1. Teletype sequences of local weather conditions at the time of sighting was 250 - thin scattered, visibility 50, 102/98/44 West 9 knots/998.

2. Winds aloft report:

Feet	Degrees	Knots
5000	290	14
10000	330	10
15000	280	11
20000	280	11
25000	330	30
30000	300	35
35000	290	47
40000	310	52
45000	310	44
50000	310	45

At 1420 hours there was a consentration of 1/10 cumulus with base at 8000 feet, and 1/10 cirrus base estimated 25000 feet.

3. Checks with the AACS Detachment, Davis-Monthan AFB and local flying fields failed to reveal any scheduled flights of privately owned, commercial or USAF planes in the air at the time of this incident.

4. No testing devices were fould to have been released in this area other than the standard weather balloon which Major DAVIS was observing at the same time the unidentified object was sighted.

5. The object sighted by Major DAVIS did not come into close proximity or contact with the earth during the observation.

6. Object did not approach any other aircraft during the observed flight and therefore no checks were made for possible radio activity.

7. A photostat of the terrain in which the object was observed is attached as inclosure #1.

8. Signed statement of Major DAVIS is attached as inclosure #2.

9. No radio antenna or projections could be observed.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

Declassification Authority: NND 923007

Inclosures:

FOR EACH COPY OF THE REPORT

1. Photostat of the Terrain.

2. Statement of Maj HERBERT W. DAVIS, Davis-Monthan AFB.

Declassification Authority: NND 923007

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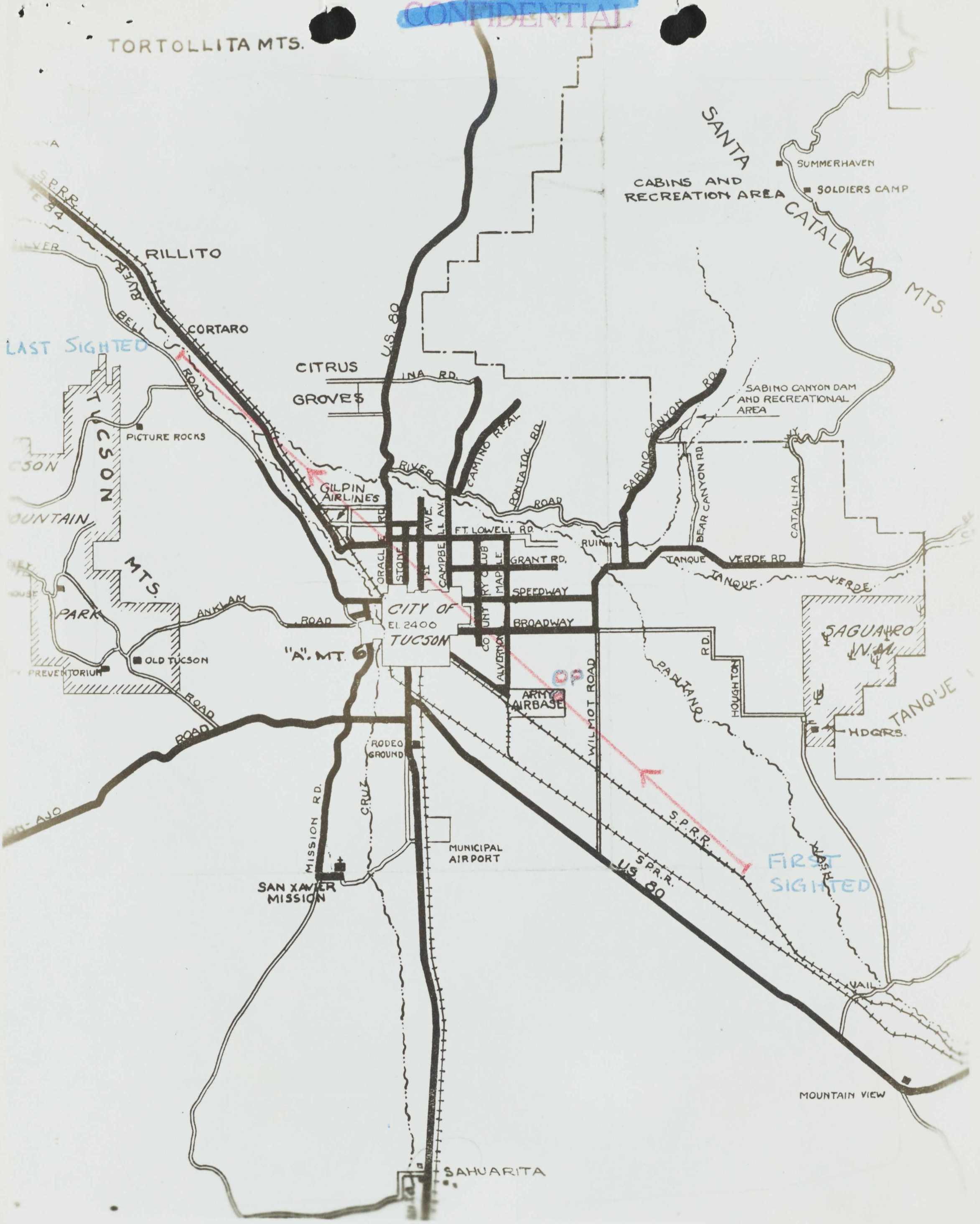

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Declassification Authority: NND 923007

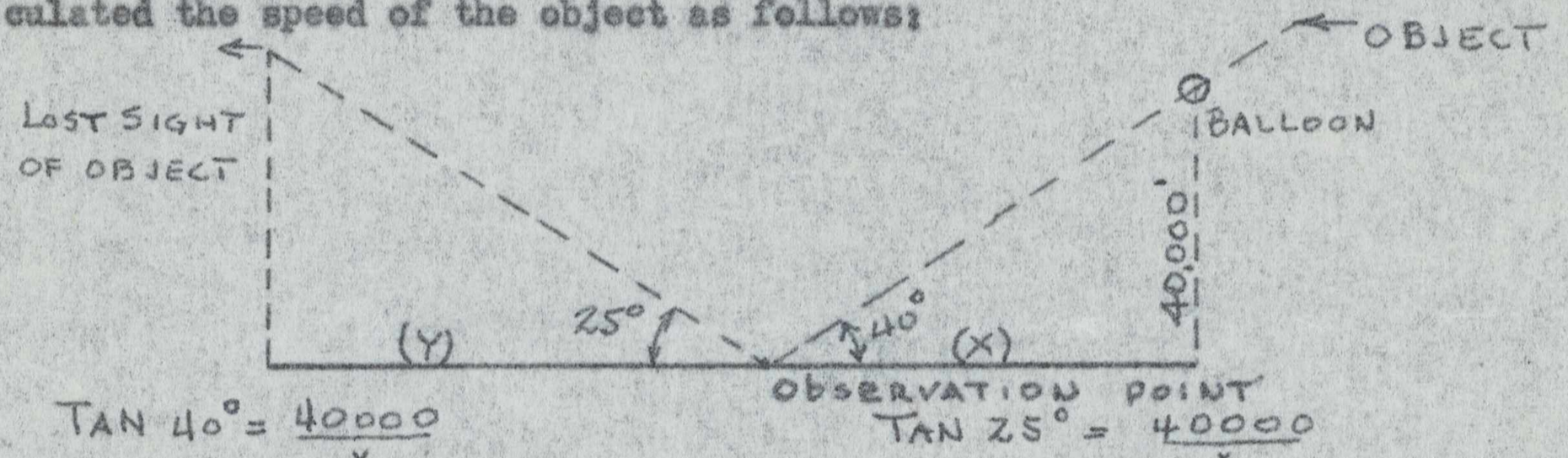
[redacted]

STATEMENT

1. On 26 August 1949 at approximately 1345 M.S.T., I was present at the Base Radiosonde Building, T-4466, Davis-Monthan Air Force Base, Tucson, Arizona.

2. Up until 1345 M.S.T., I had been conducting a test on an upper air balloon run. The balloon had been released at approximately 1315 M.S.T. and I was able to follow it with the naked eye because of the clear dry weather which was present during that period of the day. At 1345 M.S.T., after the balloon had been in flight for thirty (30) minutes, my attention was attracted to some form of object flying in the sky above the balloon. The path of flight of this object carried it directly across the balloon and was from the south-east to the north-west. I continued to follow the object as it proceeded to the north-west. I lost sight of the object after watching it for a little over a minute, and estimated my sight angle of elevation to be twenty five (25) degrees.

3. With the use of the angles of sight and using the height of the balloon after thirty (30) minutes of flight (ascension rate of 1400 ft/min), I calculated the speed of the object as follows:



TAN 40° = $\frac{40000}{X}$

$X = \frac{40000}{.8391} = 4.8$ miles

TAN 25° = $\frac{40000}{X}$

$X = \frac{40000}{.4663} = 8.6$ miles

4.8 + 8.6 = 13.4 miles/min x 60 = approx 800 miles/hr.

4. The shape of the object appeared to be triangular and was greyish-brown in color. It is the belief of the undersigned that the object could have been an aircraft similar to the Convair XF-92A delta wing interceptor which is undergoing tests at Muroc Air Force Base, California.

/s/ Herbert W. Davis
Major, USAFR
Base Weather Officer

This is a Certified True Copy:

Sheridan W. Cavitt
SHERIDAN W. CAVITT
17th Dist OSI (IG) USAF
Special Agent

Encl 2

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Declassification Authority: NND 923007

HqMAAMA Form No. 7
(Rev. 28 Oct. 48)

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OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
MIDDLETOWN, PENNSYLVANIA

MDT 000.92 BAN/lc
22 September 1949

SUBJECT: Unidentified Flying Objects

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

1. In compliance with FSR 200-4 dated 2 November 1949, and letter, Headquarters USAF, Subject: "Reporting of Information on 'Flying Discs'", dated 6 February 1948, the following information is submitted.

ESSENTIAL ELEMENTS OF INFORMATION

Objects in Rome New York

1. Date of Sighting: 20 September 1949

2. Time of Sighting: 0906E

3. Where Sighted: Thirty North East, Griffiss Air Force Base, Rome, New York

a. Ground

Not applicable

b. Air

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

C-45 160 10,000 250 degrees

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

Thirty North East, Griffiss Air Force Base, Rome, New York

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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FILE
UNITED STATES AIR FORCE THE INSPECTOR GENERAL
SEP 27 4 51 PM '49

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OFFICE OF SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

OLMSTED FLIGHT SERVICE CENTER
Olmsted Air Force Base
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30 SEP 1949
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(3) Clock position of object from observer's aircraft:

Four o'clock, approximately thirty miles to the right and to the rear

(4) Latitude and longitude: 43°40"N 74°55"W

c. Sea

Not applicable

4. Number of objects: One

a. Formation type: Not applicable

5. Distance of object from observer: Thirty miles

a. Laterally or horizontally: Horizontally

b. Angle of elevation from horizon: Level plane

c. Altitude: 20,000 feet letting down slowly until it disappeared into the overcast at 7,000 feet

6. Time in sight: Not stated

7. Appearance of object:

a. Color: Silvery or aluminum

b. Shape: Cylindrical

c. Apparent construction: No opinion

d. Size: Undetermined due to distance and speed

8. Direction of flight: 250 degrees

9. Tactics or maneuvers: Slow descent into overcast

10. Evidence of exhaust: Yes (flame)

a. Color of smoke: Orange and white flame

b. Length and width: More than twice the length of the object

Declassification Authority: NND 923007

c. Odor: Unknown

d. Rate of evaporation: Unknown

e. Does trail vary with sound: Unknown

11. Effect on clouds: Unknown

12. Lights: None

13. Support: None

14. Propulsion: Appeared to be rocket or jet

a. Propeller or jet: Appeared to be rocket or jet

b. Roter: None

c. Aerodynamic vanes: None observed

d. Visible exhaust or jet openings: None observed

15. Control and stability: None observed

a. Fins: None observed

b. Stabilizers: None observed

(1) Size: Not applicable

(2) Shape: Not applicable

(3) Location: Not applicable

16. Air Ducts: Not observed

a. Slots: Not applicable

b. Duct openings: Not applicable

17. Speed - MPH: High rate of speed

18. Sound: None heard

Declassification Authority: NND 923007

MDT 000.92 22 Sep 49
Subj: Unidentified Flying Objects

19. Was any radio antenna to be observed: None noted

20. Manner of disappearance: Disappeared into overcast

a. Explode: Not applicable

(1) Possibility of fragments: Not applicable

(2) Other physical evidence: Not applicable

b. Faded from view: Not applicable

c. Disappeared behind obstacle: Not applicable

RELATIVE TO THE OBSERVER

1. Name of observer: Lt Colonel Phillip J. Kuhl, 3716A

2. Air Materiel Command, AF Procurement Field Office, Bedford, Mass.

3. Occupation: USAF

4. Place of business: AF Procurement Field Office, Bedford, Mass.

5. Hobbies: Not applicable

6. Ability to determine: Unknown

7. Reliability of observer: No opinion

8. Notes relative to observer on

a. Sightings in general:

The aircraft, AF 7110, was proceeding from Bedford, Mass. to Griffiss Air Force Base, Rome, New York. The flame appeared more than twice the length of the object. The object finally disappeared into the overcast, reported at 7000 feet at the time. The approximate coordinates of the sighted object was 43°40"N 74°55"W. The approximate distance of the object from the observer was thirty miles.

b. How attention was drawn to objects: Normal pilot surveillance

9. Witnesses:

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MDT 000.92 22 Sep 49
Subj: Unidentified Flying Objects

Major Earl Goodrich, Air Materiel Command, AF Procurement Field Office, Bedford, Mass. Co-pilot

10. Comments of interrogator re intelligence and character of person interrogated: No opinion

RELATIVE TO RADAR SIGHTINGS

1. Re radars now operating on ground: No radar sightings

2. If airborne, when object was sighted: Not applicable

GENERAL

1. Teletype sequence of local weather conditions:

Estimated 4500 feet overcast, 500 broken, 8 miles visibility

2. Winds aloft report: 250 degrees - 40 knots

3. Local flight schedules of commercial, private and military aircraft flying invvicinity at the time: Unknown

4. Possibility releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations, or any other: Unknown

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparisons of soils: Unknown

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radio-activity. Make comparisons with out unaffected aircraft objects: Unknown

7. Obtain photographs: None obtained

8. Not obtained.

9. Obtain fragments or physical evidence where possible: None

Cy for OSI.

Joseph L. McNeil
JOSEPH L. McNEIL
Lt Colonel, USAF
Commanding

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Declassification Authority: NND 923007

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INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Dayton, Ohio

5D-OSI/CFC/blk

5D 24-21R

22 September 1949

SUBJECT: PROJECT "GRUDGE"
Incident, Roanoke, Virginia
13 May 1949
SPECIAL INQUIRY

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

1. Reference is made to Report of Investigation by Special Agent CHARLES F. CRUTCHFIELD, dated 7 June 1949, SUBJECT as above.

2. Forwarded herewith are two (2) copies of final report of Special Agent LEON C. MINNICH, District Office No. 21, dated 23 August 1949.

3. Your attention is invited to Paragraph 11, AF Regulation 205-6, dated 18 May 1949, which prohibits the disclosure of the nature, sources or existence of investigative information to unauthorized persons.

4. With the submission of this report, all logical investigative leads have been developed and reported.

1 Incl (in dup)
R/I, DO #21, dtd 23 Aug 49

JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

5 Incl not attached to OSI Cy

Copy to:
Hqs. OSI

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 27 4 42 PM '49
OSI DIV
MANAGEMENT
88 OFFICE OF SPECIAL INVESTIGATIONS
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Edward Planz

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INFORMATION COPY
From 3th District OSI
Wright-Patterson Air Force Base
Dayton, Ohio

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29 SEP 1949
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30 SEP 1949
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Declassification Authority: NND 923007

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

FILE NO. 24-185

REPORT MADE BY: Palmer S. McClellan, S/A

REPORT MADE AT: 6th District OSI (IG), Turner Det.

PERIOD: 19, 28 July, 14 September 1949

OFFICE OF ORIGIN: 6th District OSI (IG)

STATUS: PENDING

TITLE

SIGHTING OF FLYING DISCS ON 19 JULY 1949, AT VALDOSTA, GEORGIA, BY MR. EDGAR W. HOPKINS

CHARACTER

SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE

None, this is the initial report.

SYNOPSIS

This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

Mr. E. W. HOPKINS quoted to the Valdosta Times that he and his wife had observed on 19 July 1949, a bright, yellow object about the size of an evening star rising from the horizon, traveling at a fast rate of speed in a Northeasterly direction. Mr. HOPKINS observed this object through a pair of 6 x 50 power field glasses until it passed out of view.

Weather conditions in the vicinity of Valdosta, Georgia, for the period of time of observation were favorable.

Residence check of Mr. HOPKINS revealed that he is of excellent reputation.

Mr. JOSEPH BRADWELL stated that he received a call at approximately 0003 hours, 19 July 1949, from an unknown person advising him to observe the yellow object that could be seen at that time. Mr. BRADWELL stated that he did not see the object.

Rumors in Valdosta, Georgia, are that a Government Experimental Laboratory is located on the Florida coast.

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CO, Turner AFB	2
DO# 6	2

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BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE

APPROVED

EUGENE C. CROPPER
Lt Colonel, USAF
District Commander
DISTRICT COMMANDER

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24-185
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 26 3 11 PM '49
WASHINGTON
OFFICE OF SPECIAL INVESTIGATIONS
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AFCSI FORM 4
23 JULY 1948

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Declassification Authority: NND 923007

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29 SEP 1965
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Declassification Authority: NND 923007

DETAILS:

1. This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

AT VALDOSTA, GEORGIA

2. On 19 July 1949, Mr. JOSEPH BRADWELL, (w,m,civ), reporter for the Valdosta Times, daily newspaper, Valdosta, Georgia, was interviewed by this agent and stated in substance that Mr. EDGAR W. HOPKINS, (w,m,civ), professional photographer, Valdosta, Georgia, employed by the Valdosta Times, Valdosta, Georgia, had reported to Mr. BRADWELL that at approximately 0003 hours, 19 July 1949, that he and his wife observed a yellow object, about the size of a large evening star, rising from the horizon and traveling at a fast rate of speed in a Northeasterly direction. Mr. BRADWELL also stated that at 0003 hours he received a phone call from an unknown party advising him to look outside at a yellow object that was rising from the Southwest section of Valdosta, Georgia. Mr. BRADWELL stated that by the time he arrived outside of his residence, he could not see any signs of an object that met this description.

3. On 19 July 1949, Mr. EDGAR W. HOPKINS was interviewed by this agent in regard to his observations during the early morning hours of 19 July 1949, and Mr. HOPKINS stated that he and his wife were in bed at their residence, which is located at 107 West Force Street, Valdosta, Georgia, and upon looking out of the southern window of the bedroom they observed a bright, yellow object about the size of a large evening star rising from the horizon and traveling at a fast rate of speed, hurtling upward towards the Northeast. Mr. HOPKINS stated that he obtained his field glasses, 6 x 50 power, and immediately went outside and observed this object through the field glasses. The object rose upward continuing in the Northeasterly direction until it disappeared from view of the field glasses. Mr. HOPKINS further stated that he was stationed in Germany during the war and observed several German V-2 type rockets in action. Mr. HOPKINS compared the size, speed and color of the object that he saw on 19 July 1949 to that of a German V-2 rocket. Upon questioning, Mr. HOPKINS stated that the object traveled in a straight path, was brighter than any other star in the sky, and remained in view of his field glasses for approximately seven (7) minutes. He also stated that the direction of flight of the object was from the Southwest to the Northeast, climbing upwards. Further questioning revealed that with Mr. HOPKINS' knowledge of a German V-2 rocket that he did not see the object itself, but that the yellow object that he saw was a flare from an unknown object.

4. The official weather forecast taken from the records of the US Weather Observer, Municipal Airport, Valdosta, Georgia, are as follows: scattered clouds at 1000 feet; visibility 12 miles, wind ESE 4 miles per hour. No winds aloft report at this time.

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DETAILS: Cont'd.

5. A check of the local flight schedule of commercial and private flying, Municipal Airport, Valdosta, Georgia, revealed that no aircraft were scheduled from the Municipal Airport at Valdosta, Georgia, at this time. Schedules of transient lines passing over Valdosta, Georgia, were unknown.

6. A complete residence check of Mr. HOPKINS revealed that he is of an excellent reputation, scientific minded, very precise in his work, trustworthy, and a non-drinker.

7. The general opinion of residents of Valdosta, Georgia, is that there is a Government Experimental Laboratory dealing with guided missiles located on the Florida coast, south of Valdosta, Georgia.

- CLOSED -

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Declassification Authority: NND 923007

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

FILE NO. 24-185
DATE 14 September 1949

REPORT MADE BY
Palmer S. McClellan, S/A

REPORT MADE AT
6th District OSI (IG), Turner Det.

PERIOD
19 Jul, 28 Jul. 14 Sept. 1949

OFFICE OF ORIGIN
6th District OSI (IG)

STATUS
PENDING

TITLE

SIGHTING OF FLYING DISCS ON 7 JULY 1949, AT VALDOSTA, GEORGIA, BY MRS. ELIZA TAYLOR

CHARACTER

SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE

Non, this is the initial report.

SYNOPSIS

This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

Mrs. ELIZA TAYLOR stated to the Valdosta Times that she had observed on 7 July 1949, a bright, reddish object in the southwest section of Valdosta, Georgia.

Weather conditions in the vicinity of Valdosta, Georgia, for the period of time of observation were favorable.

Residence check of Mrs. ELIZA TAYLOR revealed that she is trustworthy though very excitable, nervous, and sickly.

No other person witnessed the object that Mrs. TAYLOR reported having seen.

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt. USAF
Historian
3 DEC 1975
DATE

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APPROVED
EUGENE C. CROPPER
Lt Colonel, USAF
District Commander
DISTRICT COMMANDER

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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OFFICE OF SPECIAL INVESTIGATIONS
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AFCSI FORM 4
23 JULY 1948

UNCLASSIFIED

RAFB 3-31-49-20,000

Declassification Authority: NND 923007

Declassification Authority: NND 923007

DETAILS:

1. This investigation predicated upon information received from the Valdosta Times, daily newspaper, Valdosta, Georgia.

AT VALDOSTA, GEORGIA.

2. On 19 July 1949, Mr. JOSEPH BRADWELL, (w,m,civ), reporter for the Valdosta Times, daily newspaper, Valdosta, Georgia, was interviewed by this agent and Mr. BRADWELL stated in substance that on 10 July 1949 Mrs. ELIZA TAYLOR, (w,f,civ), 602 Cypress Street, Valdosta, Georgia, telephonically informed him that she had seen a bright, reddish object in the Southwest section of Valdosta, Georgia, at approximately 0300 hours, 7 July 1949.

3. On 19 July 1949, Mrs. ELIZA TAYLOR was interviewed by this agent and she stated in substance that the object she saw was in the shape of an electric light bulb, with the small stem up, brick red in color, hanging in the sky at about a 45 degree angle from the horizon. Mrs. TAYLOR stated that she was asleep and was awakened by the brilliant red light given off by this object. She also stated that the object did not seem to be too far away from her and that it slowly disappeared into the southwest. The object was visible for about ten (10) minutes and the light given off by the object lit up the neighborhood in which Mrs. TAYLOR lived. Further questioning of Mrs. TAYLOR revealed that she only saw the light of this object and did not see whether this object was connected to any other object. The object seemed to move towards the Southwest in a straight line and did not gain or lose altitude.

4. The official weather forecast taken from the records of the US Weather Observer, Municipal Airport, Valdosta, Georgia, are as follows: wind, calm; scattered clouds at 25,000 feet; visibility 8 miles; no wind aloft report at this time.

5. A check of the local flight schedule of commercial and private flying, Municipal Airport, Valdosta, Georgia, revealed that no aircraft were scheduled from the Municipal Airport at Valdosta, Georgia, at this time. Schedules of transient lines passing over Valdosta, Georgia, were unknown.

6. A complete residence check of Mrs. TAYLOR revealed that she is trustworthy, though very nervous, sickly, and thought to have a great amount of imagination.

7. A thorough check of the residences in the vicinity of Mrs. TAYLOR's home did not reveal anyone who had witnessed this object.

8. The general opinion of residents of Valdosta, Georgia, is that there is a Government Experimental Laboratory dealing with guided missiles located on the Florida coast, south of Valdosta, Georgia.

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Declassification Authority: NND 923007

DETAILS: Cont'd

AGENT'S NOTES.

Mrs. ELIZA TAYLOR is a woman of approximately 65 or 70 years old, residing with her daughter and caring for her daughter's home. She is easily led during interrogations and has a very vague idea of exactly the color, position and shape of the object which she saw. Though it is believed that Mrs. TAYLOR is trustworthy, this Agent agrees with other residences of that vicinity that she is excitable and has a great amount of imagination.

- CLOSED -

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Declassification Authority: NND 923007

New Orleans

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Declassification Authority: NND 923007

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Old Bridge, NJ.
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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-24

DATE 14 Sept 1949

REPORT MADE BY
LOUIS H. COLEMAN

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
15, 19, 22 August 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB, La.

STATUS
CLOSED

TITLE

SIGHTING OF FLYING DISC
(Fragment of Metal found
on Canal and Bourbon Street
Intersection, New Orleans, La.)
On 13 August 1949

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On 13 August 1949, at approximately 2145 hours, a metal object allegedly fell to the pavement at the intersection of Canal and Bourbon Streets in New Orleans, Louisiana. This object is pie-shaped apparently of a metal alloy construction. The exterior is covered with a sooty substance while underneath the metal is of a silvery-gray color. Two (2) sides of the object are rough, indicating that the metal may have been broken from a larger piece. The rounded edge of the object is apparently a finished edge. The object varies in thickness from approximately one-eighth inch (1/8") to one-half inch (1/2"). Witnesses to this incident were Patrolman LOUIS REICHERT of the New Orleans City Police, Mr. JOHN E. CURRY, JR., Information and Reservation Expert for the Illinois Central Railroad, and Mr. JAMES SINCURI, news vendor. Buildings in the vicinity of alleged incident were examined with negative results to determine if the object fell from a building.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975

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Dayton, Ohio

APPROVED

Edward R. Ford.
EDWARD R. FORD
Major, USAF
District Commander.

DATE FILE STAMP

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

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Declassification Authority: NND 923007

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DETAILS:

AT NEW ORLEANS, LOUISIANA:

1. On 15 August 1949, Mr. LOUIS REICHERT, 1540 North Dorgenois Street, revealed that he was on duty for the New Orleans Police Department at approximately 2145 hours, on 13 August 1949, at the intersection of Canal and Bourbon Streets. At this time, Mr. REICHERT heard a sharp explosion and after a lapse of five (5) minutes, a whirring sound which ended in the clattering of a piece of metal to the pavement approximately ten feet (10') from where Mr. REICHERT was standing. Mr. REICHERT did not observe the object until it had struck the pavement, at which time, he took the object into custody, and also the name of one (1) witness, a Mr. JOHN E. CURRY of 619 Phillips Street. According to Mr. REICHERT, there was no evidence of exhaust or any odor connected with the object. Mr. REICHERT described the whirring noise which he heard as similar to a scream. Mr. REICHERT checked buildings in the immediate vicinity to ascertain if the object could have fallen from one (1) of these buildings, but there was no evidence of such.

Mr. REICHERT turned this object over to OSI Agents and the object is now in the custody of 9th OSI headquarters, Barksdale Air Force Base, Louisiana.

2. Mr. JOHN E. CURRY, JR. of 619 Phillips Street, Information and Reservation Expert for the Illinois Central Railroad, revealed on 15 August 1949, that on the night of 13 August 1949, at approximately 2145 hours, he and his wife were sitting in their car parked at the intersection of Canal and Bourbon Streets. The CURRY automobile was parked approximately four (4) car lengths from the place of the impact of the object. Mr. CURRY did not observe the object in flight, but did go to the scene as soon as he heard the clatter of metal on the sidewalk and saw the crowd begin to gather. According to Mr. CURRY, the first person who noted the object was a news vendor at the intersection who was identified as JAMES SINCURI, 416 Bourbon Street. Mr. CURRY related that an unidentified cab driver had observed the incident and urged the news vendor to contact local newspapers and report the "flying disc". Mr. CURRY also stated that the policeman on duty at the intersection was not aware of the object until he was called to the scene by a member of the crowd which gathered. Mr. CURRY did not observe any smoke or fumes in the vicinity of the impact.

3. On 22 August 1949, Mr. JAMES SINCURI, 416 Bourbon Street, identified himself as the news vendor who had first observed the object which struck the pavement on 13 August 1949. Mr. SINCURI was approximately ten (10) to twenty (20) feet from the point of impact and the object which narrowly missed a pedestrian. The object came from the air in a south-southwesterly

Declassification Authority: NND 923007

direction, although Mr. SINCURI had previously stated that he did not see the object until it had struck the pavement. A number of pedestrians were at the intersection at the time and a crowd soon gathered. Members of the crowd urged Mr. SINCURI to contact the newspaper and report the "flying disc" and a member of the crowd called a policeman to the scene. Mr. SINCURI could offer no further information relative to the object.

4. Buildings immediately adjacent to the area at which the object allegedly fell were examined by OSI Agents on 19 August 1949. It was impossible to locate a source of the object in any of the buildings inspected.

5. The object which was recovered by Patrolman REICHERT is a pie-shaped object apparently of a metal alloy construction. The exterior is covered with a sooty substance while underneath the metal is of a silvery-gray color. Two (2) sides of the object are rough, indicating that the metal may have been broken from a larger piece. The rounded edge of the object is apparently a finished edge. The object varies in thickness from approximately one-eighth inch (1/8") to one-half inch (1/2").

It should be noted that the only positive information indicating that the object came from the air was from Patrolman REICHERT, which was reported in Paragraph 1 above. Contrary to Patrolman REICHERT's statement, the two (2) additional witnesses reported that REICHERT was not aware of the object until he was called to the scene from his traffic duties after the discovery of the object. Mr. SINCURI, news vendor, stated that he did not see the object until it had struck the pavement and later stated that it had fallen from the air.

INCLOSURES:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT PATTERSON AIR FORCE BASE, DAYTON, OHIO:

Two (2) each photographs, four (4) views of object.

FOR HEADQUARTERS OSI, WASHINGTON, D. C.:

One (1) each of the above listed photographs.

CLOSED

Declassification Authority: NND 923007

CONFIDENTIAL

5D-OSI/JEM/vz

5D 24-21CC

21 September 1949

SUBJECT: PROJECT GRUDGE
SPECIAL INQUIRY

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

1. Reference is made to request for investigation, your office, dated 25 August 1949.

2. Inclosed for your information is a report of investigation of Special Agent CHARLES J. HORZEN, of this office, dated 21 September 1949.

3. Due to the logical explanation of the unidentified flying objects, no further investigative action is being taken, and the files of this office are being closed in instant investigation.

1 Incl
R/I dtd 21 Sep 49 (dup)

JEROME M. BRAUN
Acting District Commander

cc-Hq OSI

24-185-240

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 22 4 29 PM '49

OFFICE OF
SPECIAL INVESTIGATIONS

29 SEP 1949

UNCLASSIFIED
SEP 30 1966

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 5D 24-2166

DATE 21 September 1949

REPORT MADE BY CHARLES J. HORZEN mk

REPORT MADE AT DO #5, Wright-Patterson AFB

PERIOD 6 Sep 49

OFFICE OF ORIGIN DO #5, Wright-Patterson AFB

STATUS CLOSED

TITLE

PROJECT "GRUDGE"
(Incident - Niles, Ohio; reports received by JACK BARRY)

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report.

SYNOPSIS

An interview with Mr. JACK BARRY, Reporter, Niles Daily Times, Niles, Ohio, disclosed that the aerial phenomena of McDonald, Ohio, was attributed to the Carnegie-Illinois Steel Plant cleaning out an old building whereby some silver paper that was being burned as trash flew into the air and drew the attention of a young fellow who in turn reported it to Mr. BARRY.

C L O S E D

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ATTN: MCIAXS

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for
JEROME M. BRAUN
Acting *District Commander*

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

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

Declassification Authority: NND 923007

[redacted]

DETAILS:

AT CLEVELAND, OHIO

1. Mr. JACK BARRY, Reporter, Niles Daily Times, Niles, Ohio, was interviewed. Mr. BARRY stated that after notifying the U.S. Air Force, he found out what the aerial phenomena was, for the following day he put an article in the paper which is more or less self-explanatory. When asked if he actually thought the incident was attributed to "flying saucers", he stated that he was doubtful but that it was a good thing to write an article on. A copy of the article is attached to this report.

INCLOSURE

FOR CG, AMC, ATTN: MCIAXS

1 cy of clipping (newspaper)

C L O S E D

[redacted]

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-45	12 September 1949

REPORT MADE BY: ARTHUR J. DALE

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

PERIOD: 3, 4 September 1949

OFFICE OF ORIGIN: DO #8, Maxwell AFB, Alabama

STATUS: PENDING

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT ON 1 SEPTEMBER 1949 AT KNOXVILLE, TENNESSEE, BY MR. PAT McGANN AND MR. DON GILLEY

Aerial Phenomena

CHARACTER: SPECIAL INQUIRY

REFERENCE: AFCSI Letter No. 85, dated 12 August 1949

SYNOPSIS

On 3 September 1949 DON GILLEY, 5000 Elizabeth Street, and PAT McGANN, 919 West Highland Drive, both of Knoxville, Tennessee, reported to the Knoxville News-Sentinel Newspaper that while on a camping trip to Sharps Ridge approximately five miles north of Knoxville that at approximately 1730 hours, 1 September 1949, they signted an unidentified object flying at high altitude and great speed. This object was flying approximately from Northeast (45 degrees) to Southwest (225 degrees).

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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APPROVED

Patrick W. Hayes
PATRICK W. HAYES
Lt. Colonel, USAF
District Commander.

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OFFICE OF
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SEP 1949
SEP 30 1949

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16—57744-1 U. S. GOVERNMENT PRINTING

Declassification Authority: NND 923007

DETAILS:

1. This investigation is predicated upon reports received at 1900 hours, 3 September 1949, that an unidentified flying object was sighted flying between Knoxville, Tennessee, and Oak Ridge, Tennessee.

AT KNOXVILLE, TENNESSEE

2. At 0930 hours, 4 September 1949, DON GILLEY, 5000 Elizabeth Street, and PAT McGANN, 919 West Highland Drive, both of Knoxville, Tenn., were interviewed and stated that while on a camping trip to Sharps Ridge, approximately five miles north of Knoxville, Tennessee, they sighted an unidentified flying object which was flying at very high altitude and at a great rate of speed. The object was sighted by GILLEY and McGANN at approximately 1730 hours, 1 September 1949. GILLEY first sighted the object while looking up into a tree, and the object when sighted was directly overhead, which they estimated to be between 40,000 and 50,000 feet altitude, and flying at a high rate of speed from the northeast (45 degrees) to the southwest (225 degrees). This object was in level flight and in sight for from 2½ to 3 minutes from time of sighting. Object appeared to be disc shape and flat, and from the sun reflection appeared to be constructed of metal similar to that used for airplanes. There was no evidence of exhaust or vapor trails, nor was there any sound from the object. Both individuals stated that there was no surface wind, that the sky was void of cluds, and that the object faded from view about three minutes after being sighted.

3. PAT McGANN is 18 years of age and a senior at the Central High School, Knoxville, Tennessee, where he has studied aeronautics for two years. DON GILLEY is 14 years of age but appears to be much older and is a freshman at Central High School, Knoxville, Tennessee. Both appear to be intelligent young men and their answers to all questions were made without hesitation.

PENDING

Inclosure:

FOR DO #5, WRIGHT-PATTERSON AFB, OHIO

Sketch of unconventional aircraft

Declassification Authority: NND 923007

CONFIDENTIAL

UNDEVELOPED LEAD

DISTRICT OFFICE NO. 8, MAXWELL AFB, ALABAMA

AT KNOXVILLE, TENNESSEE

Will secure weather, Winds Aloft Reports, and other data at U. S. Weather Bureau, Knoxville, Tennessee.

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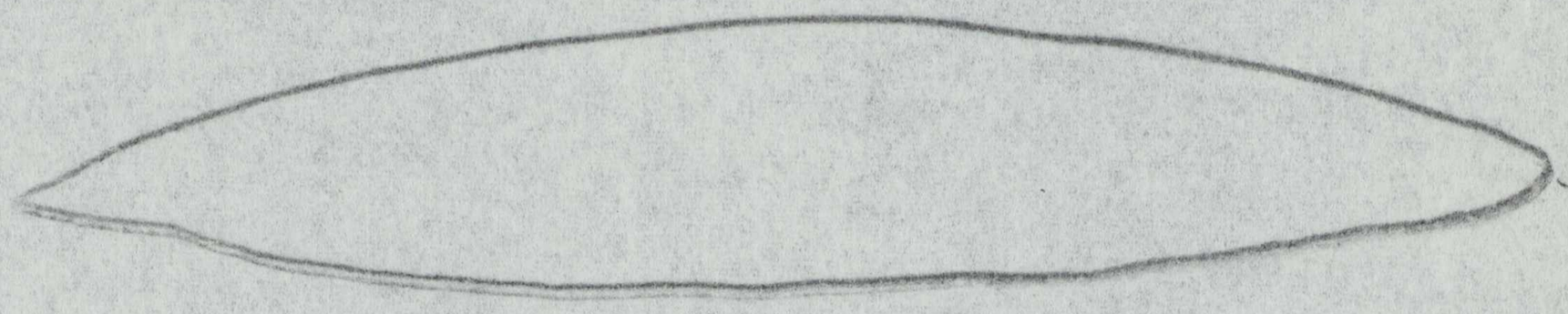
Declassification Authority: NND 923007

CONFIDENTIAL



The above is a sketch of the unidentified flying object reported sighted by Don Gilley and Pat McGann at approximately 1730 hours, 1 September 1949, at approximately five miles north of Knoxville, Tennessee. Both estimated the diameter of the object to be about that of the wing span of a B-17.

Incl #1

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-46

DATE 12 September 1949

REPORT MADE BY EDWARD SUPE

REPORT MADE AT DO #8, Maxwell AFB, Alabama

PERIOD 7 September 1949

OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama

STATUS PENDING

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT
On 21 AUGUST 1948 at Montgomery, Alabama
by Mr. WILLIAM H. PERRY, JR.

General Phenomena

CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE AFCSI Letter #85, dated 12 August 1949.

SYNOPSIS

MR. WILLIAM H. PERRY, Jr was interviewed and stated that he sighted an unidentified flying object ten miles north of Montgomery, Alabama at approximately 2015, 21 August 1948, at an estimated altitude below 3000 feet. This object was flying northwest by north at an estimated speed less than 100 miles per hour. PERRY was reluctant about reporting his sightings at that time because he thought it was a secret U.S. aircraft.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF

District Commander.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 22 4 33 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
22 SEP 1949
SEP 30 1949

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

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Declassification Authority: NND 923007

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DETAILS:

1. Investigation predicated upon receipt of information from Major BERNARD E. PARKS, Intelligence Officer, AU Command, Maxwell AFB, Alabama, on 31 August 1949.

AT MAXWELL AFB, ALABAMA

2. At 1510 hours, 31 August 1949, Major BERNARD E. PARKS informed the 8th District Office OSI IG, Maxwell AFB, that a civilian, one WILLIAM H. PERRY, JR, 111½ Bibb Street, Montgomery, Alabama, stated that he had seen a so-called "flying saucer" approximately 1½ year ago but was reluctant to report his sightings because he thought such aircraft were secret US aircraft. This information was transmitted to Major PARKS by Colonel WILLIAM J. WRIGGLESWORTH, USAF, Division Chief, Intelligence Division, Air Command and Staff School, Maxwell AFB, on 31 August 1949.

3. On 7 September 1949 Mr. WILLIAM H. PERRY JR, 111½ Bibb Street, Montgomery, Alabama, was interviewed and supplied the following data:

Date of sighting	21 August 1948
Time of sighting	Approximately 2015 hours.
Place of sighting	Approximately 10 miles north of Montgomery in Elmore County. The observer's position was on the ground.
Number of objects	one
Celestial phenomena	none
Distance of object from observer	Observer had a lateral view of object which appeared to be coming downward at a 20 to 30 degree angle and an estimated altitude below 3000 feet.
Time in sight	5 to 10 seconds
Appearance of object	Light object of white or silvery color having a cigar-shape with bulky center; object did not have a smooth taper. Its apparent construction was impossible to determine.
Direction of flight	Northwest by North.

Declassification Authority: NND 923007

Tactics of maneuvers	Object appeared to be descending very smoothly and did not have an erratic flight. Object was moving very slowly, far too slowly to be a freely falling body. Object maneuvered concisely and exactly down its latitudinal and longitudinal axes.
Evidence of exhaust	none
Effect on clouds	clear, no clouds.
Lights	Object had no individual lights. However, a blue-white carona-like lighting surrounded the nose and bottom of the object. Observer stated this was the most peculiar thing he noticed about the object.
Support	None observed.
Propulsion	None observed.
Control and stability	Fine control; no stabilizers observed
Air ducts	None observed (no protuberances of any kind observed)
Speed	Less than 100 miles per hour.
Sound	None
Manner of disappearance	Disappeared behind some trees.

RELATIVE TO THE OBSERVER

Name	William H. Perry Jr
Address	404 Mallory St, Montgomery, Ala
Occupation	Professional photographer
Place of business	111½ Bibb St, Montgomery, Ala
Pertinent hobbies	Photography and small bolt firearms
Ability to determine	Good

Declassification Authority: NND 923007

Reliability of observer	During the war observer did a great amount of colored photography in the US Navy. While in the Navy he also engaged in Naval Jet Propulsion experiments for nine months at US Naval Experimenting Station, Annapolis, Md.
Witnesses	None other than observer's wife, Mrs. WILLIAM H. PERRY JR, 404 Mallory Street, Montgomery, Ala. Reliability unknown.
	Observer stated that according to a newspaper account, an Eastern Airlines Pilot had reported sighting a "Flying Saucer" 50 miles north of Montgomery on the same day that PERRY had sighted this object. On 7 September 1949, Eastern Airlines Officials at Dannely Airport, Montgomery, were contacted and stated that they vaguely remembered a Captain CHILES (Not further identified) Eastern Airlines, Atlanta, Ga, who reported the incident to the press. They were unable to give any facts surrounding this incident as Captain CHILES did not land at Montgomery. On 7 September 1949 the local newspaper morgues were checked with negative results. However, it was noted that a great number of aircraft crashes occurred throughout the country prior to and subsequent to the alleged sighting of this object.
Radar	Log of 21 August 1948 was checked with negative results.

4. On 7 September 1949 a check of the weather records at US Weather Bureau, Montgomery, Alabama, revealed the following information:

1729 Weather — 21 August 1948

Visibility 12 miles, temperature 85 degrees F, dew point 71, northwest wind, 5 miles per hour.

Declassification Authority: NND 923007

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1825 weather 21 August 1948

Visibility 12 miles, temperature 83 degrees F, dew point 70, north by northwest wind, 7 miles per hour.

1928 weather 21 August 1948

Visibility 15 miles, temperature 79 degrees f, Dew point 68, north by northeast wind, 12 miles per hour.

2029 weather 21 August 1948

Visibility 15 miles, temperature 77 degrees F, dew point 68, west by southwest wind, 4 miles per hour.

2129 weather 21 August 1948

Visibility 15 miles, temperature 74, degrees F, dew point 69, west by northwest wind, 7 miles per hour.

2228 weather 21 August 1948

Visibility 15 miles, temperature 74 degrees F, dew point 68, north by northwest wind, 5 miles per hour.

2328 weather 21 August 1948

Visibility 15 miles, temperature 74 degrees F, dew point 67, north by northeast wind, 8 miles per hour.

NOTE: No weather reports for 21 August 1948 were available at Maxwell AFB, Alabama.

PENDING

INCLOSURES

FOR DISTRICT OFFICE #5, WRIGHT-PATTERSON AFB, OHIO

Sketch of unidentified flying object.

CONFIDENTIAL

Declassification Authority: NND 923007

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UNDEVELOPED LEAD

FOR DISTRICT OFFICE #6, ROBINS AFB, GEORGIA

AT ATLANTA, GEORGIA

Will interview Captain CHILES (not further identified), Eastern Airlines, Atlanta, Georgia, concerning unidentified flying object CHILES sighted on 21 August 1948, near Montgomery, Alabama, while flying en route to Atlanta, Georgia. A report relative to this incident may also be in the Atlanta newspapers.

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Declassification Authority: NND 923007

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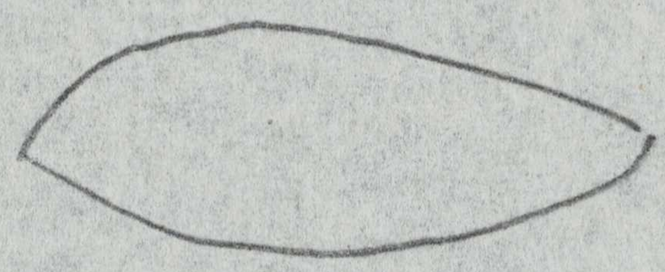
The following is a sketch of the unidentified flying object observed by Mr. WILLIAM H. PERRY JR, 111½ Bibb Street, Montgomery, Alabama:



Inclosure #1

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-22

DATE 13 September 1949

REPORT MADE BY JAMES W. SEARCY

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 7 July 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE

SIGHTING OF FLYING DISC
On 5 July 1949, at
Alexandria, Louisiana, by
Mrs. EDWIN H. WOLF

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

Mrs. EDWIN H. WOLF of 414 Madison Avenue, Alexandria, Louisiana, reported that on 5 July 1949, at approximately 2100 hours, she observed an object which appeared to be light in color with a luminous center of bright yellow. The shape of this object, according to the observer, was round, flat on the edges, and thick in the center. The size was estimated to be approximately that of an automobile wheel.

CLOSED

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BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE

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DO #9, File 1

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Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford.

EDWARD R. FORD
Major, USAF
District Commander.

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SPECIAL INVESTIGATIONS
SEP 1949
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AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. | DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

TITLE

CHARACTER

REFERENCE

SYNOPSIS

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR

BY

DATE

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Special Commander

AFHQ FORM 0-208 Replaces AFCSLE Form 4 15 JAN 48

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Declassification Authority: NND 923007

ESSENTIAL ELEMENTS OF INFORMATION

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

PROJECT "SIGN"

1. Date of sighting **5 July 1949**

2. Time of sighting (Sonal by 24 hr clock) **Approximately 2100 hours**

3. Where sighted: **The object appeared to be passing directly over the observer who was at her residence at**

a. Ground **414 Madison Avenue, Alexandria, Louisiana.**

(1) City, town

(2) Distance and direction from city or town, road, intersections, etc.

(3) From building (story), yard, etc.

(4) Map coordinates (if feasible) showing latitute and longitude

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

(4) Latitude and longitude

c. Sea

(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)

5. Distance of object from observer

a. Laterally or horizontally

b. Angle of elevation from horizon **Directly overhead**

c. Altitude **Approximately 2000 feet.**

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6. Time in sight **Approximately three (3) minutes.**

7. Appearance of object

a. Color **appeared to be light in color, with a luminous center of bright yellow.**

b. Shape (sketch if possible) **round, flat on the edges, thick in the center.**

c. Apparent construction (translucent)

d. Size

(1) Estimated size

(2) Size as it appeared from observer's view **approximately the size of an automobile wheel** (Compared to known object)

8. Direction of flight **northeasterly direction.**

9. Tactics or maneuvers **object traveled in a horizontal line throughout observation and seemed to be just floating along.**

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust **None**

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound? (spurts)

11. Effect on clouds **Object did not travel through any cloud formations.**

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Shown thru cloud

12. Lights

a. Reflected or attached **Light appeared to be attached to center of object.**

b. Luminous

c. Blinked on and off in relation to speed

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13. Support **None observed**

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion **None observed**

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating)
(KatzMayer effect)

d. Visible exhaust or jet openings

15. Control and stability **None that could be observed**

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts **None observed**

a. Slots

b. Duct openings

17. Speed - M.P.H. **Approximately 100 MPH**

18. Sound **None**

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

Declassification Authority: NND 923007

Essential Elements of Info
Project "SIGN"

19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle **Object disappeared behind a heavy wooded area.**

Relative to the Observer

1. Name of observer **Mrs. EDWIN H. WOLF**

2. Address **414 Madison Avenue, Alexandria, Louisiana**

3. Occupation **Dressmaker and former school teacher**

4. Place of business

a. Employer or employee

5. Hobbies **None**

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine **Mrs. WOLF wears glasses only while employed as a dressmaker.**

a. Color

b. Speed of moving objects

c. Size at distance

7. Reliability of observer

a. Sources

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

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Declassification Authority: NND 923007

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

The observer was sitting in her front yard and looked up into the sky and sighted object.

9. Witnesses

a. Addresses

b. Occupation

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated **Mrs. WOLF appeared to be above average intelligence and it is not believed that this report was given to obtain publicity.**

Relative to Radar Sightings

1. Re radars now 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.

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1. Teletype sequences of local weather conditions **10 miles visibility, wind - east 7 MPH, temp. 78°, dewpoint 75**
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 **One Delta Plane which did not pass within two miles of Madison Avenue.**
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 signed statement

9. Obtain fragments or 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)

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THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-28

DATE 13 September 1949

REPORT MADE BY
ALVIN E. CAMBRE

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
9 August 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB, La.

STATUS
CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 August 1949, at
New Orleans, Louisiana,
By Mr. OLIVER P. SCHULINGKAMP

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On 7 August 1949, at 0255 hours, Mr. OLIVER P. SCHULINGKAMP, Assistant United States District Attorney, 5736 Vermillion Street, New Orleans, Louisiana, reported sighting an unidentified aerial object at approximately 2500 feet over Lake Pontchartrain. This object was glowing orange in color and traveling at approximately six hundred fifty (650) miles per hour. Information from the United States Weather Bureau, Moisant Airport, New Orleans, Louisiana, indicated that the Bureau released a weather balloon at 0300 hours, 7 August 1949. According to the Weather Bureau, this balloon, if sighted in the air, would appear the same as that described by Mr. SCHULINGKAMP.

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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Dayton, Ohio

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Major, USAF
District Commander.

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THE INSPECTOR GENERAL

SEP 20 4 16 PM '49

OFFICE OF SPECIAL INVESTIGATIONS

SEP 30 1949

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ESSENTIAL ELEMENTS OF INFORMATION

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

PROJECT "SIGN"

1. Date of sighting **7 August 1949**

2. Time of sighting **0255 hours**
(Sonal by 24 hr clock)

3. Where sighted: **From automobile, Lakeshore Road, New Orleans, La.**

a. Ground

(1) City, town

(2) Distance and direction from city or town, road, intersections, etc.

(3) From building (story), yard, etc.

(4) Map coordinates (if feasible) showing latitute and longitude

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

(4) Latitude and longitude

c. Sea

(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)

5. Distance of object from observer **Approximately one-half (½) mile.**

a. Laterally or horizontally

b. Angle of elevation from horizon

c. Altitude **Approximately 2500 ft.**

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6. Time in sight **Thirty (30) seconds**

7. Appearance of object

   a. Color **Vivid glowing orange**

   b. Shape (sketch if possible) **spherical**

   c. Apparent construction (translucent)

   d. Size

      (1) Estimated size

      (2) Size as it appeared from observer's view **Approximately the size of a volley ball**
      (Compared to known object)

8. Direction of flight **Northeast**

9. Tactics or maneuvers **Traveling on a straight line**

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust **Gaseous appearing trail**

   a. Color of smoke

   b. Length and width

   c. Odor (if any) **None**

   d. Rate of evaporation

   e. Does trail vary with sound? (spurts)

11. Effect on clouds **Clear 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

   b. Luminous **Bright orange**

   c. Blinked on and off in relation to speed

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13. Support **None Visible**

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion **None Visible**

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating)
(KatzMayer effect)

d. Visible exhaust or jet openings

15. Control and stability **None Visible**

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts **None Visible**

a. Slots

b. Duct openings

17. Speed - M.P.H. **Approximately 650 MPH**

18. Sound **None**

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

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19. Manner of disappearance

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view **out of normal vision**

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer **Mr. OLIVER P. SCHULINGKAMP**

2. Address **5736 Vermillion Street, New Orleans, La.**

3. Occupation **Assistant US District Attorney**

4. Place of business

a. Employer or employee **US Government**

5. Hobbies **Flying and Sports**

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine **Observer has 20/20 vision corrected**

a. Color

b. Speed of moving objects

c. Size at distance

7. Reliability of observer **Due to official position of informant, no neighborhood or police checks were made.**

a. Sources

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

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8. Notes relative to observer on

a. Sightings in general

b. How attention was drawn to object (s) **Just happened to notice it.**

(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 now 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.

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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 (See below)

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. Socura signed statement

9. Obtain fragments or 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)

The US Weather Bureau at Moisant Airport, New Orleans, Louisiana, released a weather balloon at 0300 hours, 7 August 1949, and according to the Weather Bureau Officials, if sighted in the air, the weather balloon would appear of the same description as that given by observer of object.

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-25	13 Sept 1949

REPORT MADE BY
ALVIN E. CAMBRE

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
8 July 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB, La.

STATUS
CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, At
New Orleans, Louisiana,
By Mr. JOHN PHILLIPS LOVE

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

At approximately 0930 hours, 7 July 1949, while driving down Elysian Fields in a northerly direction, Mr. JOHN PHILLIPS LOVE, 5305 Wingate Drive, New Orleans, La., sighted an object which was extremely bright in color and the shape of a cigar. The object was traveling at the rate of speed of a transport plane, moving broadside in a northerly direction, directly overhead. Mr. LOVE could not identify the object by any markings or compare its shape with anything he had ever seen in the air. Mr. LOVE followed this object while driving his car for about two (2) miles. The object appeared to gain altitude and speed as it disappeared to a pinpoint from his sight.

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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ESSENTIAL ELEMENTS OF INFORMATION

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

PROJECT "SIGN"

1. Date of sighting - 7 July 1949

2. Time of sighting - 0930
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town - New Orleans, Louisiana

(2) Distance and direction from city or town, road, intersection, etc. - Approx. 4 or 5 miles from center of New Orleans, La.

(3) From building (story), yard, etc. - observed while driving on Elysian Fields, going in a northerly direction

(4) Map coordinates (if feasible) showing latitude and longitude (not applicable)

b. Air (not applicable)

(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

(4) Latitude and longitude

c. Sea (not pplicable)

(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) (not applicable)

5. Distance of object from observer object was traveling in a northerly direction (same direction as observer)

a. Laterally or horizontally

b. Angle of elevation from horizon

c. Altitude About 2000 ft.

AGENT's NOTE: Observer was asked to give this Agent the approx. altitude of an airplane which was flying by at time of interview. Observer stated plane was about 2000 ft. Agents believed plane to be between 5,000 and 6,000 ft. which would make observer's estimate of object faulty.

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6. Time in sight About three (3) minutes

7. Appearance of object

a. Color - silver, luminous (ver bright)

b. Shape (sketch if possible) "cigar" shape, traveling broadside.

c. Apparent construction (translucent) Could not be determined.

d. Size

(1) Estimated size compared to a big bomber or a transport plane.

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

8. Direction of flight North

9. Tactics or maneuvers

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Level flight, appearing to gain altitude and speed as object left observer's sight.

10. Evidence of exhaust None

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound? (spurts)

11. Effect on clouds (No Clouds)

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Shown thru cloud

12. Lights None

a. Reflected or attached

b. Luminous

c. Blinked on and off in relation to speed

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12. Support - apparently none

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion - None visible

a. Propellor or jet

b. Rotor

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

d. Visible exhaust or jet openings

15. Control and stability - could not be determined

a. Fine

b. Stabilizers (horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts None

a. Slots

b. Duct openings

17. Speed - M.P.H. Appeared to be moving at the same rate of speed as an ordinary transport.

18. Sound None

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

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19. Manner of disappearance **Object came to a "pinpoint" and disappeared.**

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer - **JOHN PHILLIPS LOVE**
2. Address - **5305 Wingate Drive, New Orleans, La.**
3. Occupation - **Insurance Salesman**
4. Place of business - **408 Canal Bank Bldg., New Orleans, La.**

a. Employer or employee - **Employee of Life & Casual Insurance Co.**

5. Hobbies - **Study of birds**

a. Time engaged in hobby (experience) - **could not be determined.**
Is observer amateur astronomer, pilot, engineer, etc.? - **No.**

6. Ability to determine

a. Color - **good**

b. Speed of moving objects - **good**

c. Size at distance - **good**

7. Reliability of observer

a. Sources

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

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8. Notes relative to observer on

a. Sightings in general - object was seen through the front windhsield as it passed overhead into sight

b. How attention was drawn to object (s)

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

9. Witnesses None.

a. Addresses

b. Occupation

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated. Observer appeared to be of average intelligence. Observer's wife is a school teacher.

Relative to Radar Sightings

1. Re radars how operating on ground (NOT APPLICABLE)

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.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-27	13 Sept 1949

REPORT MADE BY: TROY R. SHERMAN

REPORT MADE AT: DO #9, Barksdale AFB, La.

PERIOD: 13 July 1949

OFFICE OF ORIGIN: DO #9, Barksdale AFB, La.

STATUS: CLOSED

TITLE

SIGHTING OF FLYING DISC
On 7 July 1949, At
Alexandria, Louisiana
By Mrs. WARREN D. PHILLIPS

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

On 7 July 1949, Mrs. WARREN D. PHILLIPS, 1819 Warshauer Street, Alexandria, Louisiana, was sitting on the porch of the residence at 1823 Warshauer Street, Alexandria, Louisiana, with Mrs. G. S. HART and Mrs. NORA C. POOLE. Her attention was called to an object in the sky which appeared to be the size of an ordinary household saucer and which gave off a golden light. This object, according to Mrs. PHILLIPS, appeared to be moving at a fast rate of speed and was traveling in a westerly direction. The object remained in sight for approximately three (3) minutes and then disappeared by moving farther and farther away until completely out of sight.

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Dayton, Ohio

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Major, USAF
District Commander.

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29 SEP 1949
SEP 30 1949

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Declassification Authority: NND 923007

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ESSENTIAL ELEMENTS OF INFORMATION

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

PROJECT "SIGN"

1. Date of sighting 7 July 1949

2. Time of sighting 2100 hours
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town Alexandria, Louisiana

(2) Distance and direction from city or town, road, intersection, etc.

(3) From building (story), yard, etc. Sitting on porch at 1823 Warshauer St., Alexandria, La.

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

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

(4) Latitude and longitude

c. Sea

(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)

5. Distance of object from observer Over the city

a. Laterally or horizontally

b. Angle of elevation from horizon

c. Altitude Can't estimate

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Essential Elements of Info
Project "Sign"

6. Time in sight Approximately three (3) minutes

7. Appearance of object

a. Color Golden color (like a star)

b. Shape (sketch if possible)

c. Apparent construction (translucent) None

d. Size

(1) Estimated size Unknown

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

8. Direction of flight North to west

9. Tactics or maneuvers Went north to west and then rose in altitude and retraced same path.

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust

a. Color of smoke None evident

b. Length and width

c. Odor (if any)

d. Rate of evaporation

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

11. Effect on clouds No, don't remember any 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 Attached

b. Luminous Glowed read bright.

c. Blinked on and off in relation to speed Remained constant

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12. Support None evident

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion None evident

a. Propellor or jet

b. Rotor

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

d. Visible exhaust or jet openings None visible

15. Control and stability Remained constant

a. Fine

b. Stabilizers (horizontal or vertical) None

(1) Size

(2) Shape

(3) Location

16. Air ducts None

a. Slots

b. Duct openings

17. Speed - M.P.H. Pretty fast - about same spped as a star falling.

18. Sound None

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

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Essential Elements of Info
Project "SIGN"

19. Manner of disappearance Very sudden just as though a light had been turned out. Seemed to be getting farther away.

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer Mrs. WARREN D. PHILLIPS
2. Address 1819 Warshauer Street Alexandria, La.
3. Occupation Housewife
4. Place of business

a. Employer or employee

5. Hobbies None

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine

a. Color Normal - (average)

b. Speed of moving objects

c. Size at distance Perfectly normal eyesight

7. Reliability of observer

a. Sources

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

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8. Notes relative to observer on

a. Sightings in general — Average eyesight

b. How attention was drawn to object (s) — Mrs. Hart called attention to the object.

(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.

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GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report, Temp - 61°; Est. Ceil. - 30,000'; wind fr SE, 9 Mi. hr. Alt. Set. - 2969.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border.) Piper cub in area at time, but no landing lights. (T.L. Starkey, Aircraft Communicator)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other [illegible]. None

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).

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Age: 37

Mrs. HART, Mrs. POOLE and Mrs. PHILLIPS were sitting on the front porch at 1523 Warshauer Street, Alexandria, La. Mrs. HART saw an object and called to the attention of the other two ladies. Mrs. PHILLIPS called her husband and he got out of the house too late. Mrs. PHILLIPS called her mother, but her mother did not see the object. High school and business college education. Worked for Life Insurance Company for ten (10) years doing general office work.

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SMAMA—Dec 48—2M

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
18th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
USAF SPECIALIZED DEPOT, BOX 310, MAYWOOD, CALIF.

RES/lm

18D 24-14

15 September 1949

SUBJECT: FLYING SAUCERS

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

1. Reference is made to letter your office, dated 19 May 1949 and to reports of S/A ROBERT E. SCHELLHOUS, dated 2 June 1949 and EARL R. ROBERTS, dated 29 June 1949. The inquiry failed to reveal any concrete evidence of the source or even of the existence of flying saucers, and the information received from the original informant appears to be the product of certain insignificant facts and an active imagination.

2. As all logical leads have been covered, and further investigation appears to be unwarranted, the file of this office is being marked "closed."

for Paul M. Nold, major USAF
KEEFE O'KEEFE
Lt Colonel, USAF
District Commander

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BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
KURT K. KUNZE, Capt, USAF
BY Historian
3 DEC 1975
DATE

24-1954-233
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 20 4 34 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
OCT 5 1949
4 OCT 1949

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

FILE NO. 24-20

DATE 13 SEP 1949

REPORT MADE BY S/A GEORGE E. NIELSEN

REPORT MADE AT DO #19, Fairfield-Suisun AFB

PERIOD 25 August 1949

OFFICE OF ORIGIN DO #16, Hill AFB, Utah

STATUS RUC

TITLE

UNKNOWN SUBJECT
Unidentified Aerial Objects
Sighted NE Boise, Idaho
Aerial Phenomena

CHARACTER
SPECIAL INQUIRY

REFERENCE
Report of S/A ERNEST C. KLASS, file DO 16 24-17, dated 5 August 1949

SYNOPSIS

Interview with LORETTA A. and LAWRENCE F. KENEY, 273 Cypress Drive, Fairfax, California, revealed that they witnessed the flight of unidentified aerial object on 5 July 1949 at about 1930 hours to 1955 hours, MST, from one of the highest points on Skyline Road about six or seven miles northwest of Boise, Idaho.

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BY KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975

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Colonel, USAF
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SEP 1949
SEP 30 1949

SMAMA—Nov 48—100M

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0092

Declassification Authority: NND 923007

DO #19, 24-20

DETAILS:

AT FAIRFAX, CALIFORNIA

On 25 August 1949, LORETTA A. and LAWRENCE F. EDNEY, 273 Cypress Dr., were interviewed regarding the unidentified aerial object reported to have been sighted by them.

EDNEY and his wife stated that while they were at one of the highest points on Skyline Road about six (6) or seven (7) miles northwest of Boise, Idaho, on 5 July 1949, before sundown and while the sun was still visible but at about its lowest point before sinking from sight, their attention was drawn to an object in the sky, by the son of MARY and DAVID COMMONS, 1114 N. 13th St., Boise, Idaho.

The object appeared to be circular and about the size of the bottom of a 55 gallon oil drum. The object was an undeterminable distance away from their vantage point, but was probably traveling at about 40,000 ft. and at 1500 (fifteen hundred) mph. The object was at about a 30° angle from the horizontal and traveling northeast or toward their position and about 30° to their right as they faced southwest. When this object reached a point at about 90° from their first sighting (southwest), it suddenly appeared to gain altitude and turn directly north until it disappeared from sight. The object was in sight 25 minutes by the clock, and performed no acrobatics or maneuvers other than the bank or turn and climb as mentioned. The object appeared to be constructed of polished metal and reflected the coloration of the sunset. Dark grey smoke appeared to emit from one side of the object near the bottom part of the circle in irregular, but intermittent, intervals. This smoke appeared to follow the lower contour of the object to almost halfway up the other side of the object and would then disappear. There was no vapor or smoke trail. No sound nor unusual odor could be connected with the object. There were no appendages emanating from the object, and its appearance was entirely round. The only appearance of motivation was a probable rotation determined by the action of the smoke which emanated from the object. The sky was cloudless and there was good visibility. The object appeared to have excellent stability and control.

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DO #19, 24-20 .

DETAILS (Cont'd)

Agent's note: EDNEY is a bartender at the King of Clubs, 130 Post St., San Francisco, Calif. His only hobby is athletics, and he appears to be a man of normal reactions. LORETTA EDNEY is a housewife, and also appears to have normal reactions. EDNEY and his wife had considerable difficulty agreeing on various points concerning the object sighted and it is believed that the directions given may not be factual. None of the party had indulged in alcoholics prior to the sighting, according to EDNEY.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-14	23 August 1949

REPORT MADE BY: LEON G. MINNICH, SAC

REPORT MADE AT: DO #21, Langley AFB

PERIOD: 1, 2, 3, 4 & 5 August 1949

OFFICE OF ORIGIN: DO #5, Wright-Patterson AFB

STATUS: OUO

TITLE

Project "GRUDGE"
Incident, Roanoke, Virginia
13 May 1949
Aerial Phenomena

CHARACTER

SPECIAL INQUIRY

REFERENCE

Rpt of Inv, S/A CHARLES P. CRUTCHFIELD, file 24-21R, DO #5, dtd 7 Jun 49

SYNOPSIS

Investigation revealed an unknown OBJECT was sighted by numerous individuals during period 1920 hours to 1930 hours, 12 May 1949, in vicinity of Christiansburg and Roanoke, Virginia. OBJECT was seen at sunset in form of a red-yellow glow in shape of a long, narrow, oblong streak moving upward from a position 40 to 50 degrees above a horizontal line in the west to overhead, disappearing in the east. At first sighting, observers stated that OBJECT could have been covered from sight with the thumb at arms length but the speed and height could not be accurately determined. Official weather stations reported no unusual data, with winds aloft light and variable, ceiling scattered and visibility twenty-five (25) miles. Air activity at time of sighting requested from official sources reported two (2) aircraft flying in area, a weather balloon released for winds aloft reports and scheduled Airline flights at Woodrum Field, Roanoke, Virginia. OBJECT was not known to have had contact with the earth and no known photographs are in existence. Interviews conducted and official reports noted.

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975

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LEO H. JOHNSON
Lt. Col., USAF
District Commander.

24-185-231
UNITED STATES AIR FORCE
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SPECIAL INVESTIGATION
SEP 30 1949
SEP 1949
0092

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

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DETAILS:

1. Investigation revealed an unknown OBJECT was sighted at sunset, 12 May 1949, in vicinity of Christiansburg and Roanoke, Va. OBJECT appeared as a long, narrow, oblong streak moving upward from a point on the horizon in the west to overhead and disappeared in the east. OBJECT's size, height and speed could not be accurately determined and no unusual weather or flight conditions existed. Air traffic reported as two (2) Naval Aircraft and scheduled Airlines flights over the area. Only other known object released over area was a weather balloon used for winds aloft readings.

AT CHRISTIANSBURG, VIRGINIA

2. On 2 August 1949, Mr. L. B. GRAYBEAL was interviewed and stated in substance: That at approximately 1930 hours on 12 May 1949, he was standing in the front yard of his home when his small daughter called attention to an OBJECT in the sky. At first sighting, a single OBJECT appeared at approximately 250 degrees from North and traveled in straight flight in the direction of South-West to North-East on air-ways from Tri-City Airport to Washington, D. C., disappearing overhead due to height in a direction approximately 45 degrees from North. The OBJECT was described as "A long streak of glowing light" leaving a short, reddish-yellow dull glowing trail at first which grew longer as it moved to the overhead position. GRAYBEAL stated that he would estimate the OBJECT was in view for ten minutes and the speed was over 400 miles per hour. He could not estimate the size for the light was not bright and the height was unknown. When the OBJECT was overhead, GRAYBEAL stated a deep far away roar was heard but he could not say whether or not the sound came from or had any connection to the OBJECT. GRAYBEAL furnished opinions to the effect that OBJECT is believed to have had some connection with the sun-sunlight-and the atmosphere. No smoke or vapor trail was seen and it is believed OBJECT was so high that no vapor trail was left or could be seen. A powerful set of field glasses were used in an effort to bring the OBJECT into view but no results were obtained.

NOTE: GRAYBEAL's occupation is manager of a Furniture Factory and his hobbies are Golf and Baseball. Neighborhood and Police checks reveal GRAYBEAL has no record of drinking or of a criminal nature. He is a man of far above average intelligence and has had a very good education. He and his family are highly thought of in the community for honesty and truthfullness. GRAYBEAL appears to be in excellent physical condition, does not wear eye-glasses, is 32 years of age, and is of average height and husky build. He was an Air Force pilot with the Ferry Command and ATC during the war and has flown over the area in vicinity of Christiansburg and Roanoke, Virginia.

3. On 2 August 1949, Mr. and Mrs. C. L. PHILLIPS, P. O. Box 115, were interviewed and stated substantially the same in substance: On 12 May 1949, at approximately fifteen (15) to twenty (20) minutes after sunset, they were in the front yard of their home located one mile west of Christiansburg, Virginia, on Radford Road (Hiway 11) when Mrs. PHILLIPS called attention to an OBJECT in the sky. At first sighting, a single OBJECT appeared at approximately 260 degrees from north and traveled in straight flight from west to east, fading from sight due to height or behind a hill in the southeast approximately 120 degrees from North. The OBJECT was described as resembling a flourescent light the color of

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fire or the rising sun but not as bright. The shape was described like that of an eel, long narrow and oblong. The OBJECT was in sight for a period of from five to ten (5 to 10) minutes and at first sighting, appeared to be stationary, then began to rise and increase speed until it disappeared. Neither informant could estimate the speed of the OBJECT but Mr. PHILLIPS estimated the size as "could be covered from sight with a thumb at arms length when first seen and increasing in size and length as it raised and passed overhead". No sound, odor or material matter was noticed and the brightness of the light was compared to the glow of a forty (40) watt bulb. Informants point of observation was on the side of a small hill, the angle to top of the hill being approximately 15 degrees from level. Additional information was given by informants to the effect that as OBJECT moved overhead a small bright light like a star was seen ahead of the body of the OBJECT followed by a long narrow reddish-yellow glow. No smoke or vapor trail was seen and when the OBJECT was due south of point of observation, Mrs. PHILLIPS stated a shower of sparks like "Fourth of July Sparklers" appeared to come from the leading end. Mr. PHILLIPS stated the OBJECT was unlike anything he had ever read about or seen pictured.

NOTE: Neighborhood & Police checks revealed negative information concerning any criminal activities or bad character habits of informants. Both Mr. & Mrs. PHILLIPS are of average intelligence and have a good reputation in the community. They seem in fair physical condition and to have an average layman's knowledge of flight conditions. Mr. PHILLIPS is a man of about fifty to fifty-two (50 to 52) years of age, is shorter than average and is thin in build. Mrs. PHILLIPS is approximately forty-nine years of age, is of average height and slightly heavy in build. She wears eye-glasses not of heavy lens type, indicating a small degree of correction in sight. Mr. PHILLIPS is a painter by trade and neither informant stated any preferred hobbies.

AT ROANOKE, VIRGINIA

4. On 2 August 1949, Mr. W. F. MULLINS, Insurance Salesman, 1101 Williamson Road, was interviewed and stated in substance: That at approximately 1920 hours, 12 May 1949, he and Mr. J. S. MAY were driving north on Hiway 220 between Boones Mill and Roanoke, Virginia, when MAY called his attention to an OBJECT in the sky. He and MAY parked the vehicle and dismounted. At first sighting a single OBJECT appeared at approximately 265 degrees from North and at an angle 40 to 50 degrees above a level horizontal line. The point of observation was in a valley and the OBJECT appeared just above a mountain top in a westerly direction. At first sighting the OBJECT could have been covered from sight with the thumb at arms length, appeared to be 12 to 13,000 feet high and from eight to ten (8 to 10) miles away, rising straight up a little north of vertical in the west and passing overhead to disappear into the east at a point approximately 95 degrees from North. The OBJECT remained in view for from five to ten (5 to 10) minutes and compared to planes was travelling at a speed of over 400 miles per hour. MULLINS described the OBJECT as being long, thin and of a reddish-yellow glow. The tip was a ball of brighter and whiter glowing light followed by a space where nothing was seen, and then a long tail, narrow at the front and getting wider toward the rear. Additional information was given by MULLINS to the effect that the OBJECT glowed like a light seen through the fog, looked like a long thin carrot, appeared to move somewhat like a snake, and gained speed and length as it raised and passed overhead. No smoke or vapor

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trail was noticed.

NOTE: Neighborhood & Police Checks reveal MULLINS has no record of excessive drinking or a criminal nature, is believed to be of average intelligence and has a good character standing in the community. MULLINS is approximately 28 years of age, is of average height and slender build, seems to be in good physical condition and does not wear eye-glasses. MULLINS seems to have an average layman's knowledge of flight conditions and pursues the hobbies of baseball and hunting.

5. On 2 August 1949, Mr. J. S. MAY, Insurance Salesman, 1604 Chapman Ave., SW, was interviewed and stated in substance: That at approximately 1930 hours, 12 May 1949, he was driving on hiway 220 between Boones Mill and Roanoke, Virginia, when his attention was drawn to an OBJECT in the sky. He parked the vehicle and dismounted. At first sighting, a single OBJECT appeared at approximately 265 degrees fromNorth and at an angle 40 to 50 degrees above a level horizontal line. The point of observation was in a valley and the OBJECT appeared on the horizon even with a mountain top in a westerly direction. At first sighting the OBJECT could have been covered from sight with the thumb at arms length (length for length), appeared to be eight to ten (8 to 10) miles away, rising straight up a bit north of vertical in the west and passing overhead, fading out in the east at a point approximately 100 degrees from North. The OBJECT remained in view for ten (10) minutes and compared to planes was travelling at a speed of approximately six-hundred (600) miles per hour. MAY described the OBJECT as being a red glowing light of oblong shape, similar to that of the smoke trail left by planes using rocket assist units on take off. The red glow had the effect of lights seen through smoke, was longer than it was wide and increased in length and width as it raised and moved overhead. No smoke or vapor trail was seen and the glow faded out as the OBJECT moved across the sky. The OBJECT traveled in straight flight from WSW to ESE and no material matter was noticed.

NOTE: Neighborhood & Police checks reveal MAY to have no record of excessive drinking and no record of a criminal nature. He is a man of average intelligence and is respected for good character in the community. He appears to be in good physical condition, does not wear eye-glasses and, as all layman, his knowledge of conditions regarding flight are limited. MAYS is approximately 45 years of age, is on the short side of average height and is of husky build. Informant's hobbies are baseball, hunting and fishing.

6. The following was received from U. S. Weather Bureau, Department of Commerce, Woodrum Field, Roanoke, Virginia:

Official Sunset for 12 May 1949: Recorded as 1919 hours (7:19 PM).

Official weather report for 12 May 1949, 1830 hours (6:30 PM): Recorded as 7000 scattered; 25 miles visibility; Surface wind from the Southeast at 14 Miles per hour.

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Official weather report for 12 May 1949, 1930 hours (7:30 PM): Recorded as 8000 scattered; 20 miles visibility; Surface wind from East Southeast at 12 miles per hour.

7. Official winds aloft report released by Weather Bureau at Woodrum Field, Roanoke, Virginia, on 12 May 1949, is recorded as:

1600 Winds Aloft Report (4:00 PM)

Surface	wind	from	150	degrees	at	2 knots
2000'	"	"	190	"	"	2 "
3000'	"	"	220	"	"	3 "
4000'	"	"	260	"	"	3 "
5000'	"	"	300	"	"	6 "
6000'	"	"	330	"	"	11 "
7000'	"	"	320	"	"	14 "
8000'	"	"	330	"	"	14 "
9000'	"	"	340	"	"	15 "
10,000'	"	"	340	"	"	17 "
12,000'	"	"	340	"	"	17 "

2200 Winds Aloft Report (10:00 PM)

Surface	wind	from	20	degrees	at	5 knots
2000'	"	"	50	"	"	4 "
3000'	"	"	10	"	"	6 "
4000'	"	"	360	"	"	13 "
5000'	"	"	10	"	"	16 "
6000'	"	"	20	"	"	16 "
7000'	"	"	20	"	"	16 "
8000'	"	"	20	"	"	16 "
9000'	"	"	10	"	"	13 "
10,000'	"	"	360	"	"	34 "
12,000'	"	"	10	"	"	22 "
14,000'	"	"	340	"	"	15 "
16,000'	"	"	340	"	"	12 "
18,000'	"	"	350	"	"	12 "
20,000'	"	"	340	"	"	14 "
25,000'	"	"	320	"	"	12 "

NOTE: All time is Standard Time for Roanoke, Virginia, area converted from Z-time. Weather Bureau at Roanoke, Virginia, is run by civilians and is not connected with the Military.

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8. Local flight schedules of commercial aircraft at Woodrum Field, Roanoke, Virginia, over period of 12 May 1949.

American Airlines

Flight No.	Due In	Due Out
405	9:24 AM	9:36 AM
404	10:28 AM	10:40 AM
393	12:36 PM	--------
410	--------	1:56 PM

Eastern Airlines

Flight No.	Due In	Due Out
752	7:40 AM	7:50 AM
190	9:29 AM	9:37 AM
753	10:21 AM	10:30 AM
758	2:59 PM	3:10 PM
755	6:34 PM	6:44 PM
754	8:46 PM	8:56 PM
189	10:55 PM	11:05 PM

Piedmont Airlines

Flight No.	Due In	Due Out
32	9:01 AM	9:04 AM
43	8:53 AM	--------
31	9:10 AM	9:13 AM
40	--------	9:40 AM
33	2:40 PM	2:43 PM
30	3:21 PM	3:24 PM
37	7:35 PM	--------
41	7:48 PM	7:51 PM
36	8:16 PM	8:19 PM
42	--------	8:25 PM

9. Information on air activity in vicinity of Roanoke, Virginia, on 12 May 1949 covering period around sunset, received from Control Tower Operators of Woodrum Field, Virginia, is as follows:

a. The Air Reserve Unit had no flight in the air at that time.

b. Two Navons from Woodrum Field were flying local.

c. No air traffic except the scheduled Airlines were known to be in the area during the period of sun down and for some time thereafter.

d. No known objects are released in this area except weather bureau balloons used for winds aloft readings.

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10. Review of log maintained by Operators of the Communication Station (CAA), Roanoke, Virginia, (Known to pilots as Roanoke Radio & Roanoke Range Stations.) reveal an entry in log in answer to a request for maintenance to telephone and teletype lines to correct interference. The entry is as follows:

> "1112 ATT calls and reports that trouble on teletype lines are caused by earth currents (Aroro Boreales) and we may expect this condition to last for some time."

Time of entry was 1112 AM 12 May 1949.
ATT is American Telephone and Telegraph Company.

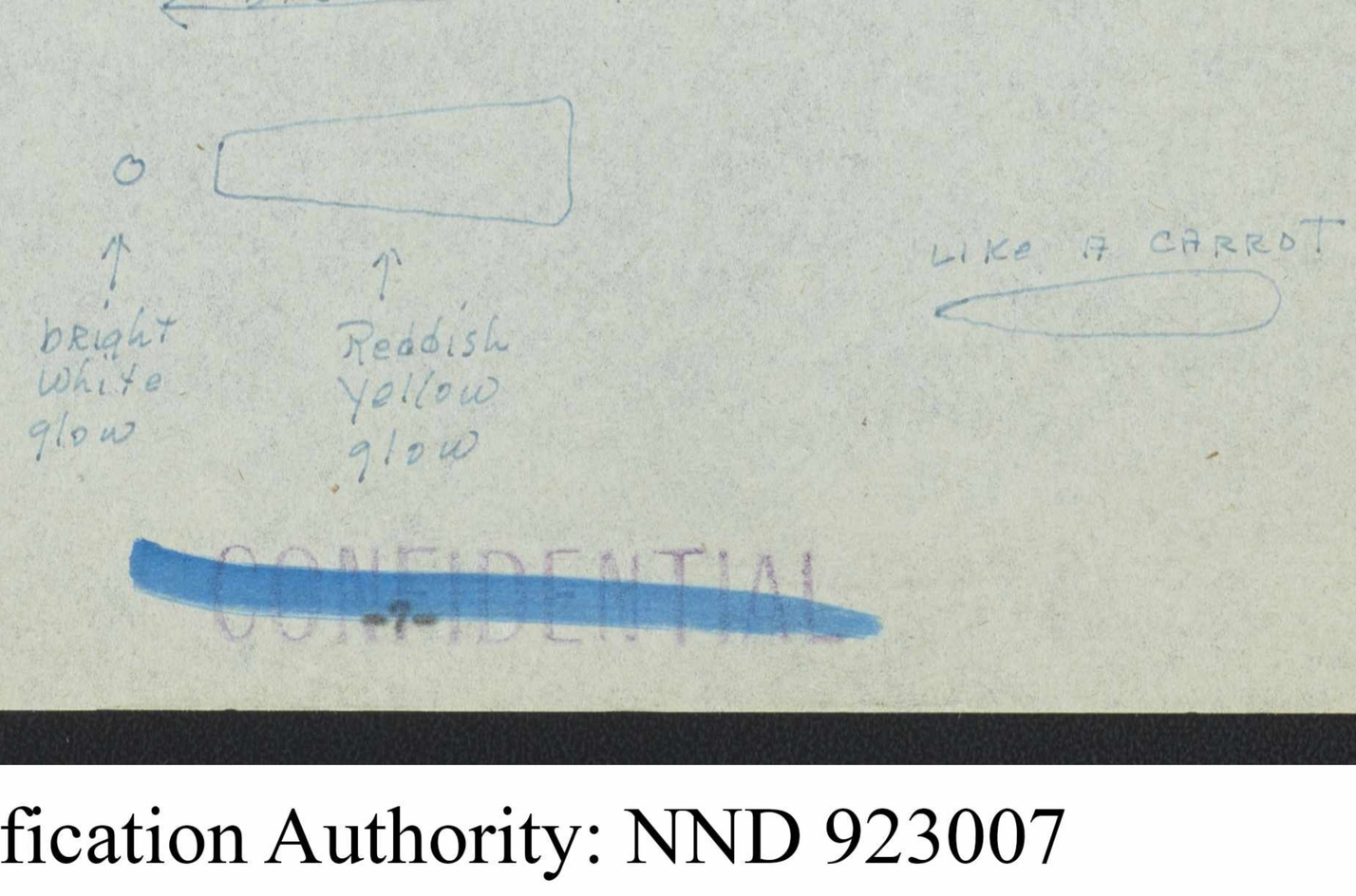
A second entry in log was noted. Entry was a report made by the pilot of aircraft number NG 5716, enroute from Nashville, Tenn., to Washington, D. C., flying at 8000 feet VFR. Report was made at 0906 PM over Roanoke, Virginia. The report was that the pilot had sighted a comet or shooting star when he was about five minutes out of Pulaski. Comet was at approximately 10,000 feet. Time of entry was 0906 PM, 12 May 1949

11. Miscellaneous information, rumors and reports are as follows:

Control Tower at Woodrum Field, Roanoke, Virginia received a call from Pulaski Radio, Pulaski, Virginia, the night of 12 May 1949, in regard to two (2) calls Pulaski Radio had received to the effect that a plane was on fire and was flying in a northeasterly direction at approximately 10,000 feet. Pulaski Radio advised Woodrum Tower of a call from the pilot of aircraft number NG 5716, over Pulaski, Virginia, inquiring if Pulaski Radio Operators had sighted a comet at 10,000 feet. Woodrum Field Control Tower also received telephone calls in regard to unknown lights in the sky. One call reported an orange colored ball of fire, first sighted overhead, fall in a northeasterly direction, disappearing behind the mountains. No names were listed for any of these calls. The only known object released in the area was a weather balloon for winds aloft reports. No trajectory record for this balloon was requested. The OBJECT had no known contact with the earth and no photographs are known to exist. No maneuvers of, or projections on, the OBJECT were reported.

12. The following sketches are the writers duplication of those drawn of OBJECT by Informants:

MR. W. F. MULLINS



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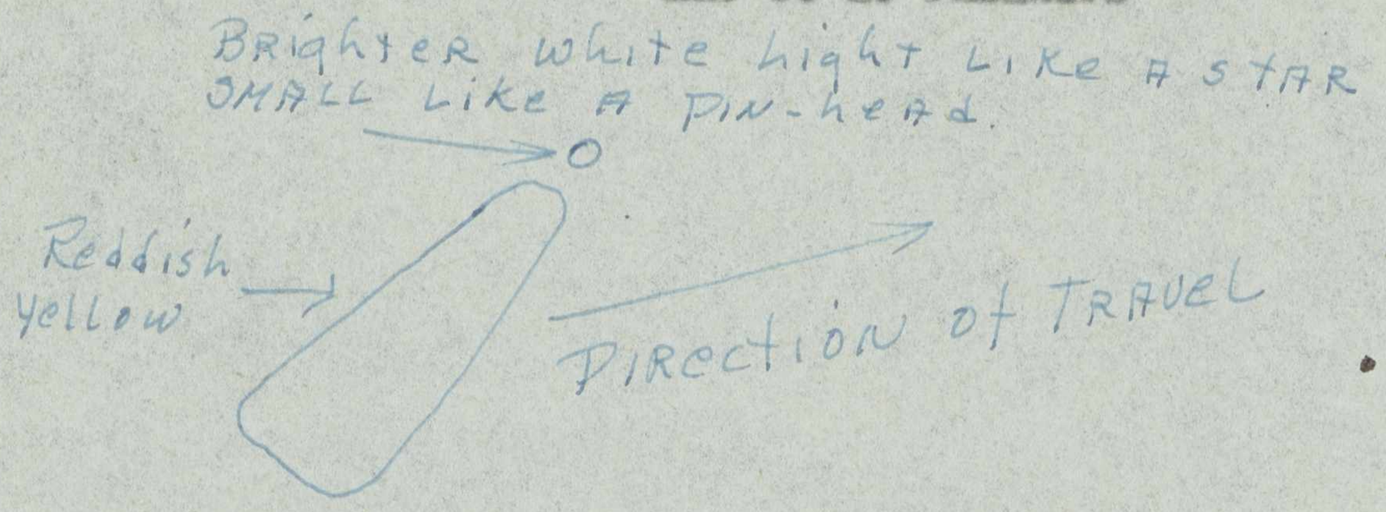
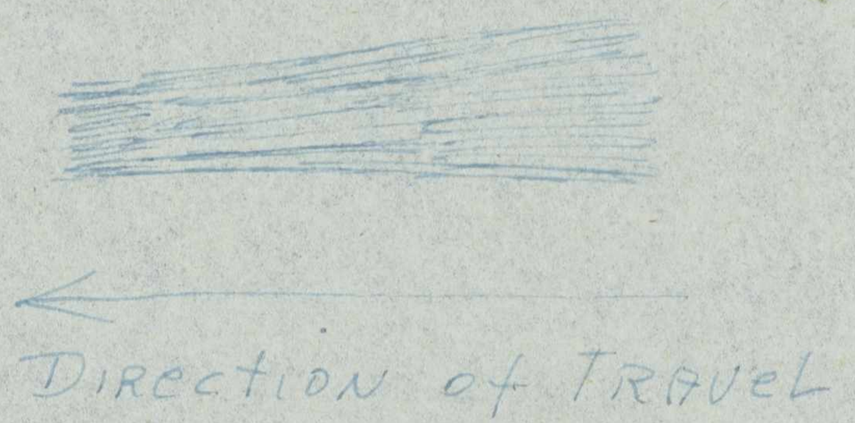
Declassification Authority: NND 923007

MR. C. L. PHILLIPS



MR. J. S. MAY



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Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

CONFIDENTIAL

SI
Mr. Gould/lse/72231
Wrtn 16 Sept 49

Office of Special Investigations
The Inspector General

24-185

20 SEP 1949

SUBJECT: (Unclassified) Aerial Phenomena
SPECIAL INQUIRY

TO: District Commander
5th OSI District, IG
Wright-Patterson Air Force Base
Dayton, Ohio

Attached copies of OSI investigative report are forwarded to your Office for transmittal to the Director of Technical Intelligence, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

FOR THE DIRECTOR:

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

1 Incl
DO#4 Rpt of Inves,
file 24-93 dtd 23 Aug 49,
re "Gray Goose Corp",
(dup).

Note: Ltr to Gen Spaatz

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL OPS.
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

24-185 230
W USAF IG A
OFFICE OF
SPECIAL INVESTIGATIONS

20 SEP 1949 OUT MANAGEMENT DIV. OSI

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS				SEP 22 1949	

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16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

CSI Security

[redacted] PARAPHRASE NOT REQUIRED

PRIORITY 15 120

FROM: GREAT FALLS AFB, MONTANA, 3GD BRYNILDSEN

TO : AMC WRIGHT-PATTERSON AFB, OHIO ATTN: MCIAXO-3

INFO: DIRECTOR OF INTELL, USAF, WASH., D.C.

NR : 915 OSI-27 17 AUGUST 1949

This office advised on 9 August 49 that 7 flying discs had been sighted at Nohgen Lake, Montana at 0930 hours that date. 2 of the discs were alleged to have crashed, 1 on the Lake, and the other on the opposite shore in a wooded area. 2 agents of this office dragged the Lake and searched the wooded area with negative results. Informant and only actual eye witness, while absolutely trust worthy, is prone to exaggeration. He stated discs were all little larger than an auto tire, of a greyish color, and either having a hole in the center or being painted dark in the center. Informant was not capable of estimating speed but agents estimated from description that discs were travelling in excess of 1000 miles per hour. Objects were reported travelling in South Westerly direction. A check of winds aloft for period revealed a general South Easterly direction and of a maximum velocity of 24 knots per hour. No unusual atmospheric phenomena were evident on 9 August, sky conditions were clear and visibility unlimited. Informant described sound of object as being similar to a siren. Request advice of detailed report desired.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF INTELLIGENCE
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 16 9 13 AM '49
OFFICE OF SPECIAL INVESTIGATIONS
SEP 22 1949

INFO: OSI, CSI

CAF IN: [redacted] (27 Aug 49) DTG: [redacted]

[redacted] CONFIDENTIAL RC 22/17

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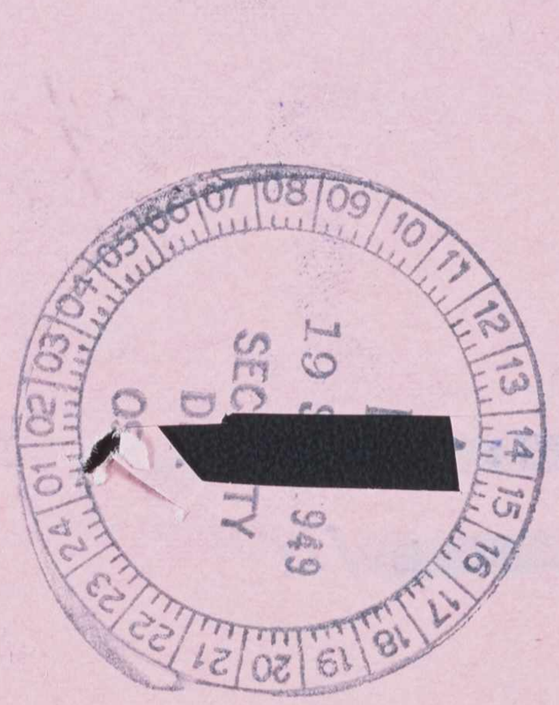

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AF HQ-44
3 Dec 1947

Hq USAF Wash DC

Unclassified

District Commander, 17th OSI District, IG
Kirtland AFB, Albuquerque, N.M.

Routine

44513

CM IN 3459(31 Aug) Confidential

From AFCSI reur OSI-8-18C dtd 30 Aug 49

Distribution provisions of AFCSI Letter 85 will be complied with. Hq OSI will make distribution to Director of Intelligence.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KONZE, Capt. USAF
Historian
3 DEC 1975
DATE

OUT
6 SEP 1949
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OSI-FILES

-24-185-

24 | 185 | 228

Unclassified

OFFICE SYMBOL	1. PAH	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Paul A. Hurst 73351	2 Sept 49	WILLIAM M. TURNER, Lt Col, USAF	1	1

UNCLASSIFIED SEP 27 1949

16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

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INCOMING
MESSAGE

CONFIDENTIAL

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

C/Dir

BRL

CONFIDENTIAL PARAPHRASE NOT REQUIRED

From: CO Kirtland AFB Albuequerque New Mexico

To: CSAF Wash DC attn Dir of Special Investigation

Nr: OSI-8-18C 30 Aug 49

Re AFCSI ltr number 85, DTG 12 Aug 49, your file 24-185, Par 3 sub Par E, entitled distribution, does not include info copy to Director of Intelligence as specified in Air Intelligence Requirements Memorandum number 4, dtd 15 Feb 49. As interim measure this office will continue to furnish info copy to Director of Intelligence. Please advise.

USAF
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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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UNITED STATES AIR FOR
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OFFICE OF
SPECIAL INVESTIGATIONS
RC 71/31

ACTION: AF

CM IN 3459 (31 Aug 49) DTG:

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SEP 27 1949

DA SCO FORM 15 JAN 1949 22-3

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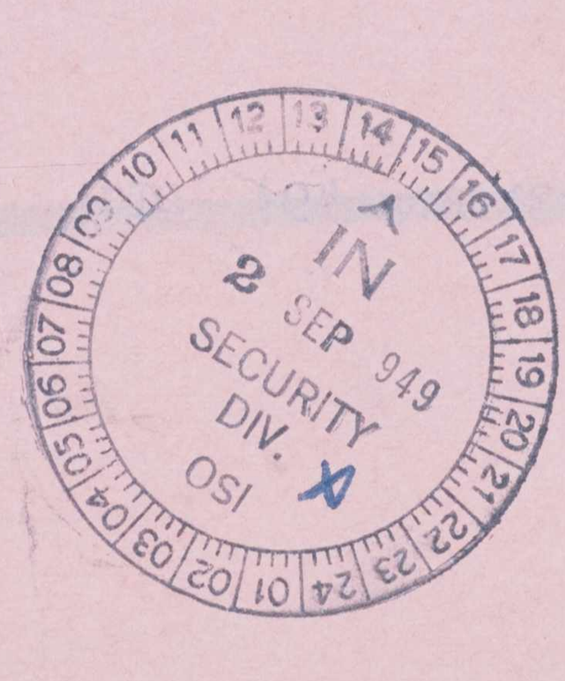
Declassification Authority: NND 923007



Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

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Wrt 19 Sept 49

24-185

(Unclassified) Aerial Phenomena

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br.

20 SEP 1949

1

Office of Special Investigations, IG

Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports, and letter, are forwarded for your information.

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

7 Incls
1. R/I dtd 5 Aug 49 DO#16
2. R/I dtd 8 Aug 49 DO#9
3. R/I dtd 9 Aug 49 DO#11
4. R/I dtd 10 Aug 49 DO#13
5. R/I dtd 9 Aug 49 DO#19
6. Ltr fr DO#9 dtd 11 Aug 49
   Subj "Project Grudge - Alleged
   Convention at Alexandria, La.",
   w/1 Incl
7. R/I dtd 30 Aug 49 DO#9

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BY KURT K. KUNZE, Capt, USAF Historian
3 DEC 1975
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OUT 20 SEP 1949 MANAGEMENT DIV. OSI

24-185-228
USAF IG
OFFICE OF
SPECIAL INVESTIGATION

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS				SEP 22 1949	

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16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

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Auth. CS, USAF
SEP 8 1949

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8	DATE 7 September 1949
REPORT MADE BY	MELVIN E. MEEP
REPORT MADE AT	DO # 17, Kirtland AFB
PERIOD	10, 11, 12, 30 August 1949
OFFICE OF ORIGIN	DO # 17, Kirtland AFB
STATUS	PENDING

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of MELVIN E. MEEP, dated 10 August 1949

SYNOPSIS

Reports of additional sightings have been received from Camp Hood, Texas, and Killeen Base, Texas. The provisions of AFCSI Letter No. 85 could not be complied with in view of the fact that the information contained herein was received from Sandia Base, New Mexico, rather than directly from the observers.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF INFO
KURT K. [illegible], Capt, USAF
BY Historian
3 DEC 1975
DATE

Classification cancelled and document designated
FOR [redacted]
OF SPECIAL INVESTIGATIONS effective on 18 Mar 68
by Seymour Bryan

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Rt #9202

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Commanding General
Air Materiel Command
Wright-Patterson AF Base
Dayton, Ohio
ATTN: MCIAXC-3

APPROVED
Doyle Rees
DOYLE REES
Lt Col, USAF
District Commander.

FILE STAMP

24 | 185 | 227
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 16 9 33 AM '49
OFFICE OF SPECIAL INVESTIGATIONS
23 SEP 1949
SEP 30 1949

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

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

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Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 1949. Date of interview 12 Aug 1949.

2. Exact time of observation 0010 hours CST.

3. Place of observation: 854.4 - 913.8
(Map coordination)

4. Position of observer: On patrol in a jeep.

5. What attracted attention to object: Noticed bright light moving.

6. Number of objects: One.

7. Apparent size: Head size.

8. Color: Blue.

9. Shape: Oval with no evidence of tail.

10. Altitude: 30 degree angle headed down.

11. Direction from observer: 180 degrees.

12. Distance from observer: 1 mile.

13. Direction of flight: East to West, losing altitude.

14. Time in sight: 3 to 4 seconds.

15. Speed:

16. Sound and odor: None.

17. Trail: Short trail with no color or persistency.

18. Luminosity: Exceptionally bright blue for size of object.

19. Projections: None.

20. Maneuvers: Straight flight losing altitude.

21. Manner of disappearance: Sudden disappearance.

22. Effect on clouds: None

23. Additional information concerning object: None.

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24. Weather conditions at time of sighting: Clear.

25. Name and address of observer: Pfc Kenneth W. Howell and Cpl John L. Hamplain
1st Provost Security Sq, Killeen Base, Texas

Occupation: Soldiers.

Comments: Fair observers of average intelligence.

Observers were in the open and neither were wearing glasses.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 1949 Date of interview 12 Aug 1949.

2. Exact time of observation 2030 hours CST.

3. Place of observation: 856.0 - 911.2
(Map coordination)

4. Position of observer (air, car, bldg, location of - give details):
In a jeep on patrol.

5. Noticed bright comet like object.

6. Number of objects: One.

7. Apparent size:

8. Color: White.

9. Shape: Similar to a comet.

10. Altitude: 30 degrees above horizon.

11. Direction from observer: 10 degrees.

12. Distance from observer: 100 to 150 feet high.

13. Direction of flight: North to South.

14. Time in sight: Approximately 5 seconds.

15. Speed (time to cover angular distance): 5 seconds.

16. Sound and odor: None.

17. Trail: Fairly long white trail with slightly greater persistency than the object itself.

18. Luminosity: Bright as flash bulb growing more brilliant just before disappearance.

19. Projections: None.

20. Maneuvers: Object seemed to have a twirling motion.

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21. Manner of disappearance: Glowed brightly and disappeared suddenly.

22. Effect on clouds: None.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Pvt Jack S. Cooper
1st Provost Security Sq
Killeen Base, Killeen, Texas

Occupation: Soldier.

Fair observer of normal intelligence.

Observer was in the open and was not wearing glasses.

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Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.

2. Exact time of observation: 2035 hours CST.

3. Place of observation: Observation Post, Crossville Mt 913.3 - 858.6

4. Position of observer: Standing.

5. What attracted attention to object: Moving light in the sky.

6. Number of objects: One.

7. Apparent size: Looked like the headlight of an old car in the distance.

8. Color of object: Yellow to orange.

9. Shape: No definite shape - just a moving light.

10. Altitude: Straight hout from observation post, elevation of which is about 150 feet above surrounding terrain.

11. Direction from observer: Due north.

12. Distance from observer: Initially sighted 1 to 2 miles from observer.

13. Direction of flight of object: From North to South, passing over Killeen Base.

14. Time in sight: 1 to 2 seconds.

15. Speed: 60 degrees in 2 seconds.

16. Sound and oder: None.

17. Trail: Very narrow orange trail - 7 to 8 times the length of main object.

18. Luminosity: Of less intensity than a star.

19. Projections: None.

20. Maneuvers: Absolutely level flight.

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Declassification Authority: NND 923007

21. Manner of disappearance: Cut out in a fraction of a second.

22. Effect on clouds: None.

23. Additional information concerning object: Passed over guardhouse of Killeen Base and was observed by some one at that installation.

24. Weather conditions and light at time of sighting: Very clear.

25. Name and address of observer: Lt Ralph M. Schafer
"D" Company, 66th Med Tk Bn
2d Armd Div, Camp Hood, Texas

Occupation: Officer, US Army

Comments: Excellent observer.

Observer was in the open and was not wearing glasses at time of observation.

Declassification Authority: NND 923007

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SECRET
Auth CS, USAF

1 September 1949

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date observation 10 Aug 49 date of interview 11 Aug 49

2. Exact time of observation (Local) 2035 - 2207 - 2220 - 2240

3. Place of Observation: Observation Post - Crossville Mt.
913.3 - 858.6

4. Position of observer (air, car, bldg, location of - give details):
Standing

5. What attracted attention to object: Unusual moving light in the sky.

6. Number of objects and sketch of formation or grouping:
One object at each time of sighting

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be the size of a large flare

8. Color of object: White

9. Shape (give graphic description - compare with known object): Round blue - with tail.

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): 30 to 45 degrees

11. Direction from observer (angle clockwise from North): Due North

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Great distance unestimable

13. Direction of flight of object(s): West to east

14. Time in sight: 3 or 4 seconds or less

15. Speed (time to cover angular distance): Greater speed than any observed plane.

16. Sound and odor: None

17. Trail (color, length, width, persistence, etc.): White trail, even throughout, brilliance faded toward the end.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Almost as brilliant as the evening star.

19. Projections (Fins, wings, rods, antennae, canopies, etc): None

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Declassification Authority: NND 923007

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Level flight with a slight gain of altitude.

21. Manner of disappearance: Burned out very quickly and particles appeared to drop to within 200 feet of earth

22. Effect on clouds: None

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Absolutely clear.

25. Name and address of observer: Pvt. George O. Smith
"C" Co - 12th AIB
2d Armd Div., Cp Hood, Texas

Occupation and hobbies: US Army

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI Files, employer etc.):

Fair observer

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None

Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.

2. Exact time of observation: 2040 hours CST.

3. Place of observation (Map coordination): Observation Post, Crossville Mt - 913.3 - 858.6

4. Position of observer: standing.

5. What attracted attention to object: Moving light.

6. Number of objects: One

7. Apparent size: 20 mm tracer ammunition.

8. Color of object: Predominately orange with white trail.

9. Shape: Rocket.

10. Altitude: 30 degrees.

11. Direction from observer: Due North.

12. Distance from observer: Great distance - unable to estimate.

13. Direction of flight of object: North to South.

14. Time in sight: 3 to 5 seconds.

15. Speed: Very great - similar to falling star.

16. Sound and odor: None.

17. Trail: White trail approximately four times the length of the body.

18. Luminosity: Not as brilliant as a star.

19. Projections: None.

20. Maneuvers: Traveled in a horizontal flight with a slight arc.

21. Manner of disappearance: Light gradually diminished and went out.

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Declassification Authority: NND 923007

22. Effect on clouds: None.

23. Additional information concerning object: Observer did see falling stars but t ere was no comparison with object mentioned in this report.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Sgt Chester F. McNair
"C" Company, 12th AIB
2d Armd Div, Camp Hood, Texas

Occupation: NCO US Army

Comments: Fair observer, had difficulty describing his observations.

Observer was in the open and was not wearing glasses at time of observation.

Declassification Authority: NND 923007

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SECRET
Auth CG, USAF

1 September 1949

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 49 date of interview 12 Aug 49

2. Exact time of observation (Local) 2100

3. Place of Observation: 856.0-909.0
(Map Coordination)

4. Position of observer (air, car, bldg, location of - give details):
Patrol in jeep

5. What attracted attention to object:
Happened to glance up and noticed bright orange object

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Head size

8. Color of object: Bright orange

9. Shape (give graphic description - compare with known object):
Redish ball with long firey tail

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): 30 degrees above horizon and going up

11. Direction from observer (angle clockwise from North): 90 degrees

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Quarter mile

13. Direction of flight of object (s): South

14. Time in sight: 5 seconds

15. Speed (time to cover angular distance): 5 seconds

16. Sound and odor: None

17. Trail (color, length, width, persistence, etc.): Fairly long orange trail.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Not quite as bright as a flash bulb

19. Projections (Fins, Wings, rods, antennae, canopies, etc): None

20. Projections

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Declassification Authority: NND 923007

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Continued climbing at a 30 degree angle until disappearance

21. Manner of disappearance: Sudden disappearance

22. Effect on clouds: None

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Clear

25. Name and address of observer: Cpl. Jack L. McCoy,
1st Provost Security Squadron,
Killeen Base, Killeen, Texas.

Occupation and hobbies: Soldier

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI Files, employer etc.):
Good observer of average intelligence

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 10 Aug 1949. Date of Interview 12 Aug 1949.

2. Exact time of observation 2100 hours.

3. Place of observation: 856.0 - 919.0
(Map coordination)

4. Position of observer (air, car, bldg, location of - give details:
On patrol in a jeep.

5. What attracted attention of object: Happened to glance up and noticed bright orange object.

6. Number of objects and sketch of formation or grouping: One.

7. Apparent size (compare to known object, i.e., sun, moon, thumb, or fist at arms length): Head size.

8. Color of object: Bright orange.

9. Shape (give graphic description - compare with known object): Ball-shaped.

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): 30 degrees above horizon and going up.

11. Direction from observer (angle clockwise from North): 90 degrees.

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Quarter-mile.

13. Direction of flight of object: South.

14. Time in sight: 5 seconds:

15. Speed: (time to cover amular distance): 5 seconds.

16. Sound and odor: None

17. Trail (color, length, width, persistance, etc): Fairly long orange trail.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Not quite as bright as a flash bulb.

19. Projections (Fins, wings, rods, antennae, canopies, etc): None.

SECRET

Declassification Authority: NND 923007

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20. Manoeuvers (turns, climbs, dives, etc - sketch of flight path):
Continued climbing at a 30 degree angle until disappearance.

21. Manner of disappearance: Sudden disappearance.

22. Effect on clouds: None.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Cpl Jack L. McCoy
1st Provost Security Sq
Killeen Base, Texas

Occupation and hobbies: Soldier.

Comments of interrogator relative to intelligence and character of observer:

Good observer of average intelligence.

Did observer wear glasses, especially polaroid glasses at time of sighting or was object viewed through canopy, window, or other transparent material?

Observer wearing ordinary glasses at time of observation.

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Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.

2. Exact time of observation: No. 1 - 2100 hours CST
No. 2 - 2120 hours CST
No. 3.- 2215 hours CST
No. 4 - 2250 hours CST

3. Place of observation: Crossville Mt, 913.3 - 858.6

4. Position of observer: Standing at field force observation post.

5. What attracted attention to object: Moving light in a clear sky.

6. Number of objects: One at each time indicated in item 2.

7. Apparent size: Large star.

8. Color of object: Predominately white followed by orange trail.

9. Shape: Generally round with trail.

10. Altitude: 40 to 70 degrees.

11. Direction from observer: No. 1 - 40 deg; No. 2 - Due North;
No. 3 - 330 deg; No. 4 - 05 deg.

12. Distance from observer: Great distance; unable to estimate.

13. Direction of flight of objects: Nos 1, 3 and 4 traveled almost horizontally with slight increase in altitude. No 2 ascended almost vertically.

14. Time in sight: A second or less each time.

15. Speed: Great speed - unable to estimate.

16. Sound and odor: None.

17. Trail: Flame-like trail with ragged end.

18. Luminosity: As brilliant as a star of the first magnitude.

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Declassification Authority: NND 923007

19. Projections: None.

20. Maneuvers: Nos 1, 3 and 4 - horizontal flight with slight gain in altitude. No 2 - almost straight up.

21. Manner of disappearance: Went out like a light.

22. Effect on clouds: None.

23. Additional information concerning object: Falling stars were observed in the course of the evening but objects reported on were slower moving.

24. Weather conditions and light at time of sighting: Clear; moon almost full.

25. Name and address of observer: Lt Edwin W. Piburn
Commanding Officer
"D" Company, 66th Med Tk Bn
2d Armd Div, Camp Hood, Texas

Occupation: Officer, US Army

Comments: Excellent observer

Observer was not wearing glasses and was standing in the open.

Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 10 Aug 1949. Date of interview: 11 Aug 1949.

2. Exact time of observation: 2200 and 2230 hours CST.

3. Place of observation: Observation Post, Crossville Mt 913.3 - 858.6

4. Position of observer: Standing at observation post.

5. What attracted attention to object: Unusual light in the sky.

6. Number of objects: One at each time indicated in item 2.

7. Apparent size: size of shooting star.

8. Color of object: White with yellow trail.

9. Shape: Oval.

10. Altitude: Approximately 30 degrees above horizon.

11. Direction from observer: Generally North.

12. Distance from observer: 1000 to 2500 yards.

13. Direction of flight of object: From south to North - level flight.

14. Time in sight: 1 to 2 seconds.

15. Speed: 300 MPH or faster.

16. Sound and odor: None.

17. Trail: long yellow trail - similar to that left by falling star.

18. Luminosity: Same brilliance as average star.

19. Projections: None.

20. Maneuvers: Almost level flight, possible slight arc.

21. Manner of disappearance: Faded out.

SECRET

Declassification Authority: NND 923007

22. Effect on clouds: None.

23. Additional information concerning object: Observer did not see any falling stars during the period of observation.

24. Weather conditions and light at time of sighting: Clear; large moon.

25. Name and address of observer: Lt Floryan L. Yakimovicz
"B" Company, 66th Med Tk Bn
2d Armored Div, Camp Hood, Texas

Occupation: Officer, US Army

Comments: Observer had difficulty explaining in detail what he saw.

Observer was in the open and was not wearing glasses at time of sighting.

Declassification Authority: NND 923007

SECRET

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation:10 Aug 1949. Date of interview: 11 Aug 1949.

2. Exact time of observation: 2240 hours CST.

3. Place of observation (Map coordination): OP Crossville Mt.
913.3 - 858.6

4. Position of observer: Standing.

5. What attracted attention to object: Moving light coming toward observer.

6. Number of objects: One.

7. Apparent size: Much larger than evening star.

8. Color of object: Light red, diminishing to light yellow.

9. Shape: Round with jagged trail.

10. Altitude: Possibly 8000 feet or greater.

11. Direction from observer: Due North (off the west end of Camp Hood)

12. Distance from observer: 2 or 3 miles.

13. Direction of flight of object: North to south.

14. Time in sight: 2 or 3 seconds.

15. Speed: Same as above.

16. Sound and oder: None.

17. Trail: Object had a yellow trail and it appeared that there was a colored vaper trail in the sky after the object disappeared.

18. Luminosity: Was not very brilliant.

19. Projections: None.

20. Maneuvers: Straight flight with gradual incline.

SECRET

Declassification Authority: NND 923007

21. Manner of disappearance: Cut off like a light.

22. Effect on clouds: None.

23. Additional information concerning object: Object had a jagged outline, appeared to be burning up and disintergrating. Observer saw falling stars but this object had no comparison to them.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Cpl Joseph E. Madison,
"O" Company, 12th AID,
2d Armd Div, Camp Hood, Texas

Occupation: NCO, US Army

Comments: Fair observer

Observer was in the open and was not wearing glasses.

Declassification Authority: NND 923007

SECRET

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 11 Aug 1949. Date of interview: 12 Aug 1949.

2. Exact time of observation: 2030, 2045, 2052, 2105 and 0010 hours CST

3. Place of observation: Camp Hood Map 1:50,000
913.3 - 856.6

4. Position of observer: Standing at observation post.

5. What attracted attention to object: Unusual bright light in the sky.

6. Number of objects: One at each time indicated in item 2.

7. Apparent size: Star-size.

8. Color of object: White.

9. Shape: Flash like a rocket or training flare.

10. Altitude: From 45 to 60 degrees.

11. Direction from observer: generally in the north.

12. Distance from observer: Unable to estimate.

13. Direction of flight of object: Generally North to South.

14. Time in sight: 3 to 5 seconds.

15. Speed: Faster than any plane observed.

16. Sound and odor: None.

17. Trail: Long white trail tapering like a rocket, same persistency throughout.

18. Luminosity: Brilliant as the evening star at sunset.

19. Projections: None.

20. Maneuvers: No turns or dives, generally a level flight.

21. Manner of disappearance: Went out like a light.

SECRET

Declassification Authority: NND 923007

22. Effect on clouds: None.

23. Additional Information concerning object: None.

24. Weather conditions and light at time of sighting: Clear with bright moon.

25. Name and address of observer: Officers and EM of the field force.

Declassification Authority: NND 923007

SECRET

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation 12 Aug 1949. Date of Interview 12 Aug 1949.

2. Exact time of observation 0010 CST.

3. Place of observation (Map coordination): 858.0 - 911.0

4. Position of observer (air, car, bldg, location of - give details): On patrol in a jeep.

5. What attracted attention to object: Bright light passing over trees.

6. Number of objects: One.

7. Apparent size: Head size.

8. Color: Bluish white.

9. Shape: Broken circle, resembling signal flare.

10. Altitude: 45 degrees.

11. Direction from observer: 235 degrees.

12. Distance from observer: three quarters of a mile.

13. Direction of flight: Due west in an arc.

14. Time in sight: 10 seconds.

15. Speed:

16. Sound and odor: None.

17. Trail: White smoky trail with little persistency.

18. Luminosity: Much brighter than the moon.

19. Projections: None.

20. Maneuvers: Straight and level flight with ascent and descent describing an arc.

21. Manner of disappearance: Sudden disappearance

22. Additional information concerning object: None.

23. Effect on clouds: None.

SECRET

Declassification Authority: NND 923007

SECRET

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: Pvt James A. Young and Pfc Carroll D. Stout
1st Provost Security Sq, Killeen Base, Texas

Occupation: Soldiers.

Comments: Good observers of average intelligence.

Observers were in the open and neither were wearing glasses.

SECRET

Declassification Authority: NND 923007

SECRET

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of observation: 12 August 1949. Date of interview: 12 August 1949.
2. Time of observation: 0445 hours CST.
3. Place of observation (map coordination): 855.9 - 913.0
4. Position of observer: On patrol in a jeep.
5. What attracted attention to object: Flash in sky.
6. Number of objects: Two.
7. Apparent size: Fairly long streak of flame.
8. Color: Redish.
9. Shape: Trail of flame.
10. Altitude: 30 degrees above horizon, headed down.
11. Direction from observer: 120 degrees.
12. Distance from observer: 1 quarter mile.
13. Direction of flight: Southeast to North west.
14. Time in sight: 2 to 3 seconds.
15. Speed:
16. Sound and odor: Swishing noise; no odor.
17. Trail: Long redish streak.
18. Luminosity: Not quite as bright as a normal star.
19. Projections: None.
20. Maneuvers: None.
21. Manner of disappearance: Fadedaway.

SECRET

Declassification Authority: NND 923007

SECRET

22. Effect on Clouds: None.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Clear.

25. Name and address of observer: S/Sgt ROY E. VANGUNDY
1st Provost Security Squadron
Killeen Base, Killeen, Texas

Occupation: Soldier.

Comments: Fair observer of average intelligence of NCO's of his grade.

Observer was wearing ordinary glasses at time of observation.

SECRET

Declassification Authority: NND 923007

SECRET

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

1. Date of Observation 30 Aug 1949 Date of Interview 31 Aug 1949

2. Exact time of observation (Local) 2300 hours

3. Place of observation: Junction of New Mexico State Highways 5 and 30. (Approximately 3 miles southwest of Espanola)

4. Position of observer (air, car, bldg, location of - give details): Not stated.

5. What attracted attention to object: Light.

6. Number of objects and sketch of formation or grouping: One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be larger than a meteor.

8. Color of object: A very bright, dark green, leaving a reddish trail.

9. Shape (give graphic description - compare with known object):

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead):

11. Direction from observer (angle clockwise from North): East.

12 Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Seemed to be quite close - Possibly fell to earth in New Mexico.

13. Direction of flight of object(s): Earthward.

14. Time in sight: 1 or 2 seconds.

15. Speed (time to cover angular distance): Not stated.

16. Sound and odor: None.

17. Trail (color, length, width, persistence, etc.): Reddish in color.

18. Luminosity (Visible by reflection, incandescence, other - degree of brilliance): Very bright.

19. Projections (Fins, wings, rods, antennae, canopies, etc): None noted.

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Declassification Authority: NND 923007

SECRET

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Direction of travel was almost a straight fall to the ground.

21. Manner of disappearance: Burned out very near the ground.

22. Effect on clouds: Not stated.

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: Not stated.

25. Name and address of observer: Dee M. Elliff, Jr
AEC Security Service
Los Alamos, New Mexico

26. Occupation and hobbies: AEC Security Service Inspector.

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI Files, employer, etc): None.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Not stated.

SECRET

Declassification Authority: NND 923007

CONFIDENTIAL

5D-OSI/JEM/vz

5D-24-21

13 September 1949

SUBJECT: PROJECT GRUDGE - INCIDENT, LAKE OF THE WOODS, ONTARIO, CANADA, 1 JULY 1949
SPECIAL INQUIRY

TO: District Commander
13th OSI District (IG)
Offutt Air Force Base
Omaha, Nebraska

1. Reference is made to report of investigation of Special Agent ELBERT W. FARRIS, District Office #12, File 24-53, dated 6 September 1949, and report of District Office #13, dated 25 July 1949, File 24-38.

2. Undeveloped leads, as set forth for District Office #5, in the first referenced report of investigation involve consultation and conference with personnel already working for PROJECT GRUDGE.

3. PROJECT GRUDGE as set up by Headquarters USAF encompassed not only the collection of information on unidentified aerial phenomenon but also the authority to employ such competent authorities as deemed necessary to evaluate this information.

4. The Chief of the Analysis Division, Intelligence Department, Headquarters, AMC, has informed this office that his activity being charged with the responsibilities of PROJECT GRUDGE will complete such analysis as is necessary to conduct the undeveloped leads indicated for District Office #5.

5. This office will take no investigative action and the investigation is considered referred upon completion.

FILE

24 | 182 | 226

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 15 9 19 AM '49

OFFICE OF SPECIAL INVESTIGATIONS

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

OC-DO #12
Hq OSI

JEROME M. BRAUN
Acting District Commander

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IN SEP 1949
20 SEP 1949
SECURITY DIV.
OSI

OUT
23 SEP 1949
SECURITY DIV.
OSI

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 9 September 1949

REPORT MADE BY JACK L. HECKELMAN

REPORT MADE AT DO #25, Box 326, RPA, Detroit 32, Mich.

PERIOD 13, 28 July 1949

OFFICE OF ORIGIN DO #5, Wright-Patterson AFB, Dayton, O.

STATUS RUC

TITLE

PROJECT "GRUDGE"

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A JACK L. HECKELMAN, DO #25, dtd 7 Jun 49, file 24-8

SYNOPSIS

PATRICK O'CONNELL, 313 Park, Ludington, Michigan, age 13, and PAUL TIMM, 309 No. Gaylor, Ludington, Michigan, age 16, interviewed and stated they saw trail of smoke or clouds going west on 20 April 1949 about same speed as jet fighter. Object about 10" in diameter ahead of smoke, was in sight approximately 10 minutes. They headed for Ludington City Newspaper, object disappeared in cloud bank.

Newspaper article stated flaming object fell in street at Vandercook Lake, near Jackson, Mich., 27 July 1949. Lab tests indicate object was railroad flare. No one saw object fall from sky. DRINKWINEs, in front of whose house object allegedly fell, enjoying publicity.

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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File	2

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R. S. RIFE
Major, USAF
Acting
District Commander

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 15 11 39 AM '49

OFFICE OF SPECIAL INVESTIGATIONS

SEP 30 1949 23 SEP 1949

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

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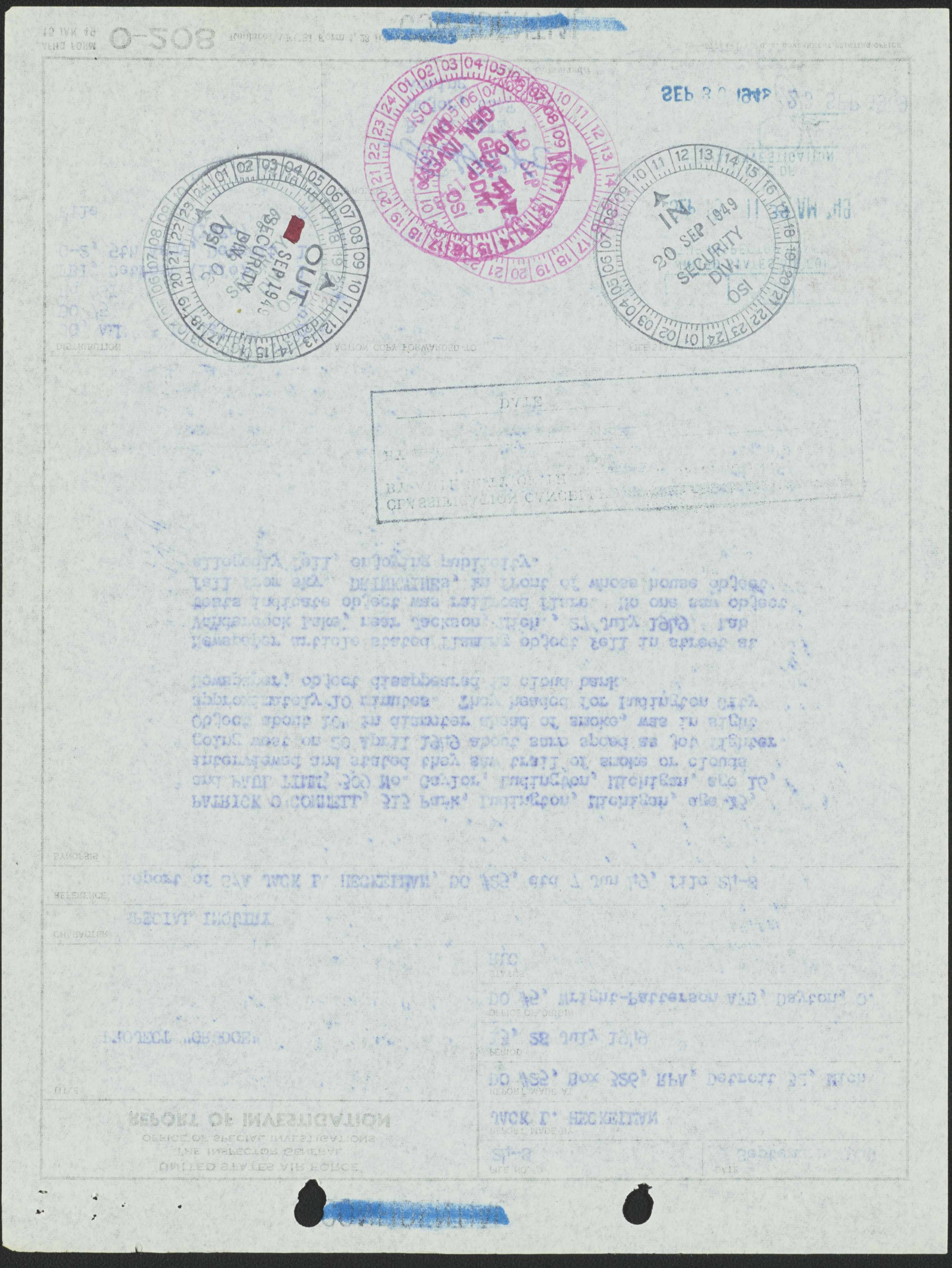

DETAILS:

AT LUDINGTON, MICHIGAN

1. PATRICK O'CONNELL, 313 Park, Ludington, Michigan, age 13, and PAUL TIMM, 309 No. Gaylor, Ludington, Michigan, age 16, were interviewed at the residence of PAUL TIMM and stated the following:

On 20 April 1949 at 1400 - 1500 hours, O'CONNELL and TIMM were at the City Dump, Ludington, Michigan, located approximately 7 blocks north and 7 blocks east of the TIMM residence. They stated they saw a trail of either smoke or clouds going straight west, at about the same rate of speed as a jet fighter. They looked ahead of this smoke streamer and saw an object approximately 10" in diameter which seemed to be the cause of this smoke. This object was round and appeared to give off a reflection in the sun. The streamer of smoke was described as being a long tail approximately two blocks long, white and fluffy like a cloud. The object was in sight approximately 10 minutes during which time TIMM and O'CONNELL hopped on their bicycles and headed for the Ludington City Newspaper to notify them of the instance. After traveling about 7 - 8 blocks, toward the downtown area of Ludington, TIMM stated he looked around and the object was gone out of sight, and that he just saw a flash of the white fleecy tail disappear in a cloud bank. O'CONNELL and TIMM stated that the day was clear, sun bright, and quite hot, clouds very high in the sky. TIMM judged the distance and height of the object to be approximately 4 miles away and 5,000 ft. high. TIMM stated that the fluffy tail like cloud seemed to come from the object and was quite small in diameter at first, and gradually increased in size until approximately the diameter of the found object. No further information was given by either O'CONNELL or TIMM.

2. TIMM stated that approximately one week from the date of the newspaper item concerning the instance, he received a post card from an unknown woman in Eastern Michigan, near Detroit, saying she had seen several of these objects go over her house and would like him to write her and describe what he had seen. Efforts to obtain an identification of this unknown woman were negative although TIMM feels he can find the post card, and will forward same to this agent.

AT VANDERCOOK LAKE, MICHIGAN

This phase of the investigation was conducted by Special Agent GENE P. MORITZ:

3. A newspaper item in the Detroit News, page 1, column 4, dated 27 July 1949, stated that an object fell in the road in front of the home of Mrs. LeROY DRINKWINE, Vandercook Lake, Michigan, burning a hole in the pavement.

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4. On 28 July 1949, the DRINKWINEs were interviewed at their home at 509 McDevitt St., Vandercook Lake, 3.8 miles from corner of Francis and E. Michigan Sts., Jackson, Michigan. BETTY DRINKWINE, age 13, stated that she was with a group of friends at her home, and on looking out the front door at around 2100 hours EST she saw an object burning in the road in front of her home. The object glowed without flame for about three minutes. BETTY then ran out to the road, and picked up the remains of the object on a cardboard. On questioning, BETTY stated that she had not seen the object fall from the sky, and when she first saw it it was burning in the road.

5. Mrs. LeROY DRINKWINE apparently was enjoying the sensation created by her daughter's story and attempted to get her to say that she had seen the object fall as had been reported previously. BETTY would not do this.

6. BETTY then showed this writer the hole burned in the road. The spot was about twenty-five feet from the front door of the DRINK-WINE's home. The burned area was about four inches at the widest spot. There was no visible sign of impact, such as surface cracking. The area was burned regularly to a depth of approximately 1/4 inch in the tar covered road. The burned area was photographed by this writer with a C3 camera, F 11, speed 100, small flash at a distance of 5 3/4 feet. Print is attached hereto as Inclosure #1.

7. This writer noted during the interview that many heavy trucks passed the DRINKWINE's home. Both Mrs. DRINKWINE and BETTY stated that they had never seen any of the trucks use a flare there, and BETTY did not recall any vehicles being on scene while flare was burning.

8. Sample of residue was obtained which is attached hereto as Inclosure #2.

9. Jackson Citizen Patriot, 27 July 1949, p. 5, Col. 4, carried an article which stated that the Clark Equipment Co. Laboratory had made tests of the material, concluding that it was probably residue from an emergency flare. This article is attached hereto as Inclosure #3.

INCLOSURES

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND:

1. Photo of burned area.

2. Residue from unknown burning material.

3. Article from Jackson Citizen Patriot, 27 July 1949.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

Wrtn 26 Aug 49

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24-185

AERIAL PHENOMENA (Unclassified)

29 AUG 1949

Directorate of Intelligence, DCS/O,
Air Intelligence Rqmts Div, Documents & Dissemination Br.

Office of Special Investigations, IG

1
Maj Kellerman/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

2 Incls
1. Rpt fr DO #5 dtd 15 Aug 49 file no 5D 24-21X
2. Rpt fr DO #16 dtd 15 Aug 49 file no 24-20

Not nec for file

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General

OUT
AUG 1949
MANAGEMENT DIV. OSI

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OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Kellerman, Maj McHurst WMT				

SEP 15 1949

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-38

DATE 6 Sept 49

REPORT MADE BY WILLIAM E. HENDRIX, S/A dl

REPORT MADE AT DO #14, LOWRY AF BASE

PERIOD 29 August 1949

OFFICE OF ORIGIN DO #14, LOWRY AF BASE

STATUS CLOSED

TITLE

SIGHTING OF UNCONVENTIONAL AIRCRAFT
AT DENVER, COLORADO on 20 AUGUST 49
BY MR. THEODORE QUENTIN MAHONEY

CHARACTER

SPECIAL INQUIRY - INCONVENTIONAL AIRCRAFT

REFERENCE

None - This is an initial report

SYNOPSIS

Information received from Air Intelligence Report, No. LAFB 000.9.3 Lowry AF Base, dated 26 August 1949 reflects that on 20 August 49 Mr. THEODORE QUENTIN MAHONEY reported having seen an object in the vicinity of southwest Denver, which he thought might be a "flying disc". Observation was made by MAHONEY at 2801 W. Dartmouth Street, Denver, at 1630 MT on 20 August 49. Object was reported heading 260 degrees west, altitude 40,000 ft., speed 1700 M.P.H. and was shaped similar to a flying wing with heat waves emanating from the trailing edge, giving the appearance of being oval in shape. Object was estimated to be about the size of a B-26 and was the color of aluminum. Object's angle of elevation was approximately 85 degrees and was in view for approximately twenty (20) seconds.

No witnesses to this observation were located other than MAHONEY.

No investigation was conducted by District Office 14 concerning this matter.

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AUTHORITY OF THE ARMY-AIR FORCES
KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1955

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DAYTON, OHIO
ATTN: MCIAXO-3

APPROVED

WILLIAM J. SEIBERT
Major, USAF
District Commander.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 13 2 03 PM '49

OFFICE OF
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OCT 3 1949 30 SEP 1949

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

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OUT
30 SEP 1949
SECURITY DIV.
OSI

IN
15 SEP 1949
SECURITY DIV.
OSI

Declassification Authority: NND 923007

DETAILS:

AT DENVER, COLORADO

1. Information appearing in this report does not reflect investigation conducted by DO #14, OSI, Lowry AF Base, but is taken verbatim from an Air Intelligence Information Report, No. LAFB, 000.9-3, Hq 3415th Tech Trng Wing, Lowry AF Base, Denver, Colorado, dated 26 August 1949. This report indicates that the investigation was conducted by E. T. MURTHA, Captain, USAF, Wing Intelligence Officer and covers period from 20-26 August 1949.

2. The report is as follows:

"1. Date of sighting: Saturday, 20 August 1949
2. Time of sighting: 2330Z
3. Where sighted (observer's position), 2801 W. Dartmouth Street, Denver, Colo.

a. Ground
(1) City, town: Denver, Colorado
(2) Distance and direction from city or town, road, intersection, etc.: Heading West, 260 degrees
(3) From building (story), yard, etc.: Yard.
(4) Map coordinates (if feasible) showing latitude and longitude: Not determined.

b. Air: Not applicable.

c. Sea: Not applicable.

4. Number of objects: One. appeared oval because of fumes.
5. Observable celestial phenomena or planets that may account for the sighting: Bright sunny day.
6. Distance of object from observer.

a. Laterally - approximately 10 miles.
b. Angle of elevation from horizon: 85 degrees
c. Altitude: 40,000 feet

7. Time in sight: 20 seconds.

8. Appearance of object:

a. Color: Aluminum
b. Shape:
c. Apparent construction: Possibly aluminum
d. Size: 85 feet across
(1) Estimated size: 85 feet across
(2) Size as it appeared from observer's view: Size of B-26

9. Direction of flight: West - 260 degrees

10. Tactics or maneuvers: Straight line of flight, horizontal

Declassification Authority: NND 923007

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DETAILS (cont'd)

11. Evidence of exhaust.

a. Color of smoke: Undetermined.
b. Length and width: heat vapor-fuzzy.
c. Odor (if any): None.
d. Rate of evaporation: Immediately
e. Does trail vary with sound?: Not applicable

12. Effect on clouds: Not applicable - clear.
13. Lights: None
14. Support: Wings. Object appeared to have a swept back flying wing. The trailing edge of the wing emitted a fuzzy heat wave which gave the object an oval shaped appearance.
15. Propulsion: Probably jet propelled.
16. Control and stability: Not observed.
17. Air ducts: Not observed.
18. Speed - M.P.H.: 1700
19. Sound: Distance too great for sound to be heard.
20. Manner of disappearance: Faded from view

Relative to the Observer

1. Name of observer: Theodore Quentin Mahoney
2. Address: 2801 W. Dartmouth Street, Denver, Colorado
3. Occupation: Civilian Armament Instructor, Dept Armament Training, Lowry AFB, Denver, Colorado
4. Place of business:

a. Name of employer: Lowry Air Force Base

5. Pertinent hobbies: Archaeology - chess.

a. Is observer amateur astronomer, pilot, engineer, etc.: 54 months USAF former Armament Officer, teaching as civilian in Armament School for 17 months.

6. Ability to determine:

a. Color.
b. Speed of moving objects.
c. Size at distance.

)Witness is a former Armament
)Officer, thoroughly familiar
)with conventional type of
)American aircraft and is presently
)instructing armament at Lowry AFB.
)It is felt that this witness is
)amply qualified to determing
)information requested in a.b. &c.

7. Reliability of observer: Fellow workers report Mr. Mahoney, is conscientious and reliable.

8. Notes relative of observer on:
a. Sightings in general: Not applicable.
b. How attention was drawn to object: Motion

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Declassification Authority: NND 923007

DETAILS (cont'd)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne: Not applicable.

9. Witnesses: None

10. Comments of interrogator regarding the intelligence and character of person interrogated: Witness was the quiet, sober type and appeared to be sincere. This Intelligence Officer, after considering the witness' background and experience and apparent sincerity, believes there is a possibility of truth in his statements.

Relative to Radar Sightings

1. Radar equipment of the Denver Bomb Plot was not in operation on 20 August 1949. Radar observation with APQ/13 were made at 1500 and 1700. Nothing unusual was reported.

General

1. Teletype sequences of local weather conditions: (For Lowry AFB and U.S. Weather Station, Stapleton Field, Denver, Colorado, attached to report of Lowry AFB Weather Officer.

2. Winds aloft report:

a. Activities of Det 19-3L, 19th Weather Squadron attached to Lowry AFB, is as follows:

(1) Surface observations (teletype sequences) indicate scattered cumulus type clouds at 7000 to 8000 feet and an occasional thunderstorm were prevalent in the Denver area. Visibility was excellent with no obstructions. (Copy of weather report attached).
(2) Upper Air Observation consisting of radio set SCR-658 tracking transmitter attached to a balloon was conducted from 1415 to 1442 when run was terminated due to fading signal. Set was operated on 403 megacycles with some interference. Cause of interference was undetermined. Copy upper wind report (RAWIN) attached.
(3) Radar observations with APQ/13 were made at 1500 and 1700. Each report lasted approximately 20 minutes and nothing unusual was reported.

b. Activities of U. S. Weather Bureau weather station at Stapleton Field, Denver, Colorado:

(1) Surface observations (teletype sequences) indicate scattered cumulus clouds in the general area with visibility unlimited. Copy of reports attached.
(2) Upper air observation consisted of tracking of a weather balloon through optical means(theodolite) from 1400 to 1433. Run was terminated when balloon burst. (A white balloon was used.) Copy of report (PIBAL) attached.

Declassification Authority: NND 923007

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DETAILS (cont'd)

c. Activities of Air National Guard at Buckley Field, Colorado: None

d. Activities of Naval Weather Section at Buckley Field, Colorado:

(1) Surface observations indicate scattered cumulus clouds in the area with excellent visibility.

e. Analysis of weather at 1630M is: Scattered cumulus type clouds bases variable 8000 to 10000 feet, visibility 30 miles or more, winds aloft 15000 feet 300 degrees 18 knots becoming 330 degrees 33 knots.

3. Local flight schedules: See flight schedules of Lowry Air Force Base and Stapleton Airport, attached.

4. Possible releases of testing devices, etc.: Negative

5. 6., 7., 8., 9., & 10: Negative."

3. Copies of the attachments mentioned in the above report have been made and are being attached to this report as inclosures.

CLOSED

INCLOSURES

FOR CG, AMC, WRIGHT-PATTERSON AFB, DAYTON, OHIO

1. Two (2) cys ltr, 1910th AACS Sq, Lowry AF Base, 25 Aug 49
2. Two (2) cys ltr, 3415th Tech Trng Wg, Lowry AF Base, 25 Aug 49
3. Two (2) cys ltr, Det A 39030 Radar Bomb Scoring Sq, Lowry AF Base, 25 Aug 49
4. Two (2) cys ltr, Det 19-3L, Base Weather Sta, Lowry AF Base, 25 Aug 49

FOR HEADQUARTERS, OSI, WASHINGTON, D. C.

(Same as indicated above)

FOR COMMANDING GENERAL, LOWRY AF BASE, COLORADO

(Same as indicated above)

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Declassification Authority: NND 923007

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COPY

AIRWAYS AND AIR COMMUNICATIONS SERVICE
HEADQUARTERS 1910th AACS SQUADRON
Lowry Air Force Base, Colorado

25 August 49

SUBJECT: Unusual Radio Disturbances

TO: Wing Intelligence Officer
3415th Technical Training Wing
Lowry Air Force Base, Colorado

1. A thorough check has been made of all Radio and other logs maintained by this organization for August 20, 1949 and subject logs do not disclose any unusual disturbances or happenings on that date.

2. Questioning of personnel on duty at our facilities on August 20, 1949 also resulted in negative report.

/t/ TAYLOR S. SHREVE
Major, USAF
Commanding

~~CONFIDENTIAL~~

Declassification Authority: NND 923007

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C O P Y

BASE WEATHER STATION
Detachment 19-3L
Lowry Air Force Base
Denver, Colorado

LRY 333.1

25 August 1949

SUBJECT: Investigation of Meterological Activities in Vicinity of Denver, Colorado, on Evening of 20 August 1949

TO: Commanding General
Lowry Air Force Base
Denver, Colorado
ATTN: Wing Intelligence Officer

1. An investigation of all upper air and radar activities of weather agencies at or adjacent to Lowry Air Force Base, Denver, Colorado, was conducted by the undersigned on this date. Results by organization follow:

a. Activities of Det 19-3L, 19th Weather Squadron:

(1) Surface observations (teletype sequences) indicate scattered cumulus type clouds at 7000 to 8000 feet and an occasional thunderstorms were prevalent in the Denver area. Visibility was excellent with no obstructions. (copy of weather report attached).

(2) Upper Air Observation consisting of radio set SCR 658 tracking transmitter attached to a balloon was conducted from 1415 to 1442 when run was terminated due to fading signal. Set was operated on 403 megacycles with some interference. Cause of interference was undetermined. Copy upper wind report (RAWIN) attached.

(3) Radar observations with APQ/13 were made at 1500 and 1700. Each report lasted approximately 20 minutes and nothing unusual was reported.

b. Activities of U.S. Weather Bureau weather station at Stapleton Field, Denver, Colorado:

(1) Surface observations (teletype sequences) indicate scattered cumulus clouds in the general area with visibility unlimited. Copy of reports attached.

(2) Upper air observation consisted of tracking of a weather balloon through optical means(theodolite) from 1400 to 1433. Run was terminated when balloon burst. (A white balloon was used.) Copy of report (PIBAL) attached.

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Declassification Authority: NND 923007

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LRY 333.1
SUBJECT: Investigation of Meteorological Activities in Vicinity of Denver, Colorado, on Evening of 20 August 1949

(c) Activities of Air National Guard at Buckley Field, Colorado: None

(d) Activities of Naval Weather Section at Buckley Field, Colorado:

(1) Surface observations indicate scattered cumulus clouds in the area with excellent visibility.

(e) Activities of other units: None determined.

2. Analysis of weather at 1630 M is: Scattered cumulus type clouds bases variable 8000 to 10000 feet, visibility of 30 miles or more, winds aloft 15000 feet 300 degrees 18 knots becoming 330 degrees 33 knots.

3. Survey of astronomical phenonema reveals no outstanding or prominent celestial phenomena.

/t/ LYNN H. PRIBBLE
Major, USAF
Station Weather Officer

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LOWRY AIR FORCE BASE, DENVER, COLORADO, 20 AUGUST 1949

1527M LRY 70030 156/86/35-4/019 ///9/
1623M LRY 80030 156/86/34-4/019 ///9/
1724 M LRY 080030 159/85/35 10/018 140° 605 2406 86 25048 ///9/

1400M RAWIN
LRY21 RAWIN 09005 60304 3406 80308 2007 03208 23215 43116 63019
83019 03019 23224 43228 63338 83244 03333 23228 43238

STAPLETON AIRFIELD, DENVER, COLORADO, 20 AUGUST 1949

1530M DEN 100°50 129/85/40 6/015/ CG DIST N THRU NE
1630OM DEN -°100°50 125/86/40 6/015/ 160-° CB DIST E

PB 32 201600E 00405 60405 0304 80204 3404 03205 23110 43013 63016
83016 03214 53439 03247 53050

BUCKLEY NAVEL AIR STATION, DENVER, COLORADO, 20 AUGUST 1949

1530M BUY 80°15+ 140/82/41 5/016
1630M BUY 80°15+ 140/82/41 6/016
1730M BUY 80°15+ 140/82/41 10/016

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Declassification Authority: NND 923007

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C O P Y

DET A 39030 RADAR BOMB SCORING SQUADRON
Lowry Air Force Base, Denver, Colorado

25 August 1949

SUBJECT: Radar Activity

TO: Wing Intelligence Officer
Lowry Air Force Base
Denver, Colorado

1. Reference telephone conversation between Capt Murtha and the undersigned on 25 August 1949, the following report of radar activity at Denver Bomb Plot on Saturday, 20 August 1949, is submitted:

a. Radar equipment of the Denver Bomb Plot was not in operation on 20 August 1949.

b. No Rawin balloons were released on 20 August 1949.

/t/ JOHN A. SCHLUPP
Capt, USAF
Commanding

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Declassification Authority: NND 923007

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COPY

OFFICE OF THE BASE OPERATIONS OFFICER
3415th Technical Training Wing
and
Lowry Air Force Base
Denver, Colorado

NY/vph

25 August 1949

SUBJECT: Report of Aircraft

TO: Commanding General
Lowry Air Force Base
Denver, Colorado
ATTN: Wing Intelligence Officer

1. The following report of aircraft other than those based at Lowry Air Force Base which were flying in the vicinity of Denver between the hours of 1500 MST and 1730 MST (exact time not determined) 20 August 1949 was obtained from Mr. Ted Holmes, CAA Controller at Stapleton Airport:

United 617	Continental 66	Cessna 79V	Western 81
105	26	3727V	
101	43	22A	
629	23	53293	
618	266	914	
607	226	71V	
		27V	
		21V	
Beach 33A	Air Force 208	Navion 92K	Slick 933
365		07K	
Stinson 917C	Lockheed 501	Piper 079	

2. The following is a report of pilots flying scheduled flights in the vicinity of Denver between the hours of 1500 MST and 1730 MST 20 August 1949 in aircraft based at Lowry Air Force Base:

Cunniff, D. D.	1st Lt	T-6-3942	Student
Merz, G. C.	Major	T-6-3942	Reserve
Christensen, K. L.	1st Lt	T-6-2263	Permanent Party
Van Allen, E. L.	Lt Col	T-6-2263	Reserve
Whitaker, N.	Colonel	C-47-6314	University Student
Hammon, C. C.	Captain	C-47-6314	Student
Wilcox, F. H.	Captain	C-47-6223	University Student
Hanlen, J. W.	Captain	C-47-6223	University Student

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C O P Y

B/L Office of the Base Operations Officer, 3415th Tech Trng Wg & Lowry AFB-
25 Aug 49. Subj: Report of Aircraft

Gilchrist, W. T.	Captain	C-47-9956	University Student
Godfrey, E. O.	Captain	C-47-9956	University Student
Crosland, R. T.	Captain	C-47-2073	University Student
Mickish, W. J.	Captain	C-47-2073	University Student

/s/ WILLIAM A. PARRISH
Captain, USAF
Asst Base Operations Officer

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

RFS/gam

THE INSPECTOR GENERAL USAF
12TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
SCOTT AIR FORCE BASE, ILLINOIS

24-53

7 September 1949

SUBJECT: UNIDENTIFIED AERIAL PHENOMENON
Lake-of-the-Woods, Ontario, Canada

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

1. Reference is made to the attached Report of Special Agent ELBERT W. FARRIS, dated 6 September 1949, at OSI District Office No. 12, located at Scott AFB, Illinois.

2. The following information identified the Confidential Informant referred to therein:

CI-1 For the purpose of this report only is identified "Colonel HAROLD E. SCHNEIDER," 19028A, Surgeon, Tenth Air Force, Benjamin Harrison AFB, Indiana. His identity in the Report has been withheld at Colonel SCHNEIDER'S request.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF DEFENSE INFO
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

James C. Richardson
JAMES C. RICHARDSON
Lieutenant Colonel, USAF
District Commander

24-185-222X

Classification cancelled (or changed to FOR OFFICIAL USE ONLY),
By authority of: AFR 11-30
By: N B Hess Capt
(Name) (Grade)
Date: 22 AUG 1961

SEP 9 1961

24-185-222
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 13 2 32 PM '49

OFFICE OF SPECIAL INVESTIGATIONS

NORMAN B. HESS
Capt, USAF, AFISI-8

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Declassification Authority: NND 923007

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23 Jul 48

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

File No. 24-53

Date 6 September 1949

Report made by
ELBERT W FARRIS

Report made at
DO # 12, SCOTT AFB, ILLINOIS

Period
15, 17 18 August 1949

Office of origin
DO #13

Status
R U C

Title
UNIDENTIFIED AERIAL PHENOMENON
Lake of the Woods, Ontario, Canada

Character
SPECIAL INQUIRY

Reference
DO #13 report dtd 25 July 1949, file 24-38.

Synopsis

Dr. and Mrs. RICHARD K PARRISH, 607 Jefferson Street, Decatur, Indiana, were interviewed on 15 August 1949, and stated that they had seen an unidentified aerial object which they thought to be a flying saucer. The sighting took place 1 July 1949 on Highway 70 about fifty to seventy-five (50-75) miles north of Ft. Francis Ontario, Canada. The object was described as silvery gray in color, flying in a westerly direction and was in sight for about five (5) seconds. No vapor trails or protruding objects were noted. No sound heard. Dr. PARRISH expounded the theory that the so called flying saucers may have some connection with the current polio epidemic prevalent throughout the United States. His basis for this reasoing was the assertion that of all his polio patients, he could not be certain that they did in reality, have polio. All however, evidenced symptoms of Uranium poisoning. Tabulation of flying saucer sightings from the available sources of the Indianapolis Star and the Indianapolis News, reveals that the majority of sightings took place in July and August for the years 1947, 1948 and 1949. A responsible medical authority, confidential informant, CI-1, advised that the theory is "interesting" and worthy of further research.

Per Lt. Col. Taylor
see Lt. Col. Hamilton

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BY AUTHORITY OF
KURT K. KUNZE, Capt, USAF
Historian
DATE 8 DEC 1975

Distribution
CG,AMC, Wright-Patterson AFB
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DO #13 (w-/1 Incl) 2
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Hq, OSI (w/1 Incl) 2
File 2

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ATTN: Dir of Tech Intel
(THRU: DO #5)

Approved
James C. Richardson
JAMES C. RICHARDSON
Lt. Colonel, USAF
DISTRICT COMMANDER

File Stamp
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28 SEP 1949

S1684T—*2—Scott AFB, Ill.—9 Aug 49—10M

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Declassification Authority: NND 923007

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[redacted]

IN
15 SEP 949
SECURITY
DIV.
OSI

SEP 30 1949

Title

REPORT OF INVESTIGATION

OFFICE OF SPECIAL INVESTIGATIONS

THE INSPECTOR GENERAL

HEADQUARTERS UNITED STATES AIR FORCE

File No.	Date
Report made at	Period
Report made by	Office of origin
Status	

Subject

Synopsis

Reference

Character

Distribution

Action Copy to be Stamped

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DETAILS:

1. This investigation is the result of a report made by Special Agent CLARENCE A. TRUMBLE, DO #13, Offutt AFB, dated 13 July 1949.

AT DECATUR, INDIANA

2. On 15 August 1949, RICHARD K. PARRISH, M. D., 607 Jefferson Street, Decatur, Indiana, was interviewed and stated that on 1 July 1949, while on a fishing trip in Ontario, Canada, he observed an object in the sky which appeared to be a so-called "flying saucer." The unidentified aerial object was sighted by Dr. and Mrs. PARRISH while driving north on Highway #70, at a point about fifty to seventy (50-70) miles north of Ft. Francis, Canada, and near the east side of Lake of the woods, Canada. Nothing in particular attracted his attention to the object. It was seen while driving along the Highway; he glanced up and observed a silvery gray oblong object flying in a westerly direction. Time in sight was about five seconds. The object pursued a straight path of flight with an erratic motion comparable to that of an oblong object being thrown through the air. The aerial anomoly appeared to be faster than an airplane. It did not hover, and was at an altitude of about forty degrees (40°) above the horizon whihc PARRISH likened to an Ercoupe (small aircraft) at two thousand feet. PARRISH observed no fins, no vapor trail and heard no sound. After passing across his line of vision, the object was lost from view behind the trees. The day was bright and sunny, and PARRISH emphasized that he had definitely observed an object in the air unlike any other known to him. Mrs. PARRISH corroborated her husband's statements, and was unable to add any additional information.

3. Upon his return to Indiana, PARRISH was immediately confronted with many polio cases, which have reached the epidemic stage in Indiana. He was forced to study more on the subject of Polio, and states that a a result of his study, he is not certain that any of the patients he has diagnosed as having Polio, do, in reality, have Polio. All of his patients however, show symptoms of Uranium poisoning. PARRISH advanced the theory that there may be some connection between the Polio epidemic and the flying saucers, either by atomic radiation from the so-called saucer, or by release of a polio virus which a foreign Government may have isolated. PARRISH acknowledged that this theory may be far fetched, but felt that it would be worth looking into.

4. PARRISH produced membership cards which show him to be a member of the Masons, Scottish Rite, Knights of Pythias, Loyal Order of Moose and the Eagles. He served as a Naval Officer for fourteen months (14) and also held a commission in the United States Public Health Service. PARRISH, whose age is between thirty five and forty years (35-40) is a graduate of the Indiana University School of Medicine, Bloomingtom, Indiana, and he is an associate member of the Association of Military Surgeons. He is a physician and Surgeon. Hobbies are hunting and fishing.

5. The following listed persons who were interviewed on 15 August 1949, advised that Dr. RICHARD K. PARRISH is a reliable, and responsible individual. He

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enjoys an excellent reputation in the Community, and it was believed that the veracity and integrity of Dr. PARRISH are unassailable.

JAMES BORDER Chief of Police, Decatur, Indiana
LEO W. KIRSCH Postmaster, Decatur, Indiana

6. Records of the Police Department, Decatur, Indiana, reviewed on 15 August 1949, reflect no information regarding SUBJECT.

AT INDIANAPOLIS, INDIANA

7. on 17 August 1949, the writer accomplished a tabulation of flying saucer sightings from available sources of the Indianapolis News and the Indianapolis Star, Daily papers, which are listed as follows:

FLYING SAUCERS APPEARANCE BY DATES

1947	
4 July	Portland, Oregon
5 July	South Bend, Indiana
	Augusta, Maine (Northernly Direction)
6 July	Spokane, Washington
	Boise, Idaho
	Twin Falls, Idaho
	Prince Edward Island, Canada
	Richmond, Indiana
7 July	Bozeman, Montana
	Southwest Ontario, Canada
	Maryland
8 July	Raleigh, North Carolina
	Ashville, North Carolina
	Greensboro, North Carolina
	Sydney, Australia
11 July	Indianapolis, Indiana
22 July	Franklin, Indiana
24 July	Northern Georgia
	Montgomery, Alabama
12 November	Oregon (20 miles offshore)
1948	
21 May	Indianapolis, Indiana
27 July	Montgomery, Alabama
28 July	Brisbane, Australia
2 August	Indianapolis, Indiana
3 August	Indianapolis, Indiana
30 August	Indianapolis, Indiana
2 October	Fargo, North Dakota

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1949

29 April	Michigan City, Indiana
24 June	Pacific Northwest
1 July	Lake of the Woods, Canada
26 July	Boise, Idaho

8. Indices of the Indianapolis Office, Federal Bureau of Investigation, reviewed by the writer 18 August 1949, reflect no information regarding Dr. PARRISH.

AT BENJAMIN HARRISON AFB, INDIANA

9. A reliable medical authority at Benjamin Harrison AFB, Indiana, was contacted by the writer in an effort to determine whether the possibility of uranium poisoning, as expounded by Dr. PARRISH elsewhere in this report, had any basis in fact. The authority, who preferred to remain anonymous, is hereinafter known as Confidential Informant CI-1. Informant CI-1 advised the writer that the Polio period extends from April to October, with the peak months of the disease being reached in July and August. CI-1 further stated that the theory advanced by Dr. PARRISH was "interesting" and at least worth further research. Informant CI-1 was doubtful if the answer to the question of uranium poisoning could be readily answered, as he was of the opinion that the possibility and its connection with the Polio epidemic prevalent throughout the United States, had never been explored. It was suggested that the Aerial Medical Laboratory Research Department, Wright-Patterson AFB, Dayton, Ohio, might be able to supply the answer, and that the following statistical inquiries may be pertinent:

(a) Does uranium element produce any physiological reaction in human beings corresponding to symptoms applicable to many of the so-called Polio clinical and sub-clinical conditions?

(b) Are top-graphical Areas where so-called Flying Disc are predominately seen (or known uranium deposits) pin points of endemic Areas of clinical symptoms resembling Polio?

AT INDIANA UNIVERSITY SCHOOL OF MEDICINE, INDIANAPOLIS, IND

10. R. N. HARGER, MD, Chief Texicologist, Indiana University School of Medicine, Indianapolis, Indiana, was interviewed on 25 August 1949. Dr. HARGER stated that in his opinion the possibility of uranium poisoning as advanced by Dr. PARRISH was negible. However, HARGER stated that the matter should be breached to the Atomic Energy Commission, inasmuch as he felt that the AEC to be the only Agency in the United States Capable of answering this question once and for all. PARRISH is personally known to Dr. HARGER. He recalled him as a student who was graduated from Indiana University School of Medicine in 1941, and who was described as imaginative, and "not the best student Indiana University ever turned out; a good boy."

"NOTE: Dr. HARGER is considered an authority on poison.
He is the inventor of the Drunk-o-meter."

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ENCLOSURES

FOR DO #5, WRIGHT-PATTERSON AFB

Guide to Investigation, Unidentified Aerial Objects.

FOR DO #13, OFFUTT AFB, OMAHA, NEB

GUIDE to Investigation, Unidentified Aerial Objects.

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UNDEVELOPED LEADS

FOR DO #5, WRIGHT-PATTERSON AFB,

AT DAYTON, OHIO

1. Will confer with the proper authorities at Aerial Medical Laboratory Research Department, Wright-Patterson AFB, Dayton, Ohio to determine if the theory of Uranium poisoning as expounded by DR. PARRISH has any basis in fact.

2. If Aerial Medical Laboratory is unable to supply an answer to this question of Uranium poisoning, and its connection with the socalled flying saucers, and the current Polio epidemic, steps will be taken to initiate inquiry in this direction to prove or disprove the theory.

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 Incident No._____

20. Manuevers (turns, climbs, dives, etc. - sketch of flight path): Straight path of flight with erratic motion. That of an oblong disc being thrown through air.

21. Manner of disappearance: Behind trees

22. Effect on clouds: Unknown

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Bright, dry, sun shining thought it was cloud formation at first. Definitely sun object.

Name and address of observer:

Dr. & Mrs. RICHARD K. PARRISH
607 Jefferson Street, Decatur, Indiana

Occupation and Hobbies:

Medical Doctor; Physician and Surgeon - Hunting, Fishing.

Subject considered to possess the highest veracity and integrity, per Chief of Police, Decatur, Indiana and the Postmaster, Decatur, Indiana, see paragraph five (5).

Police Department, and FBI records reflected no information regarding Subject.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No._____

1. Date of Observation 1 July 1949 Date of Interview 15 AUG 1949.

2. Exact Time of observation 1430 hours, Central Daylight Saving Time

3. Place of observation: 50-75 miles north of Ft. Francis, Canada on Highway 70, near east side of Lake-of-th-Woods, Ontario, Canada, around White Fish Bay.

4. Position of observer: In car driving North

5. What attracted attention to object: Just glanced up; noticed object.

6. What number of objects and sketch of formation or grouping: One object

7. Apparent size (compare to known object, i.e., sun,moon, thumb or fist at arms length): Likened to an Ercoupe

8. Color of Object: Silvery gray

9. Shape: Oblong

10. Altitude: About 40° degrees above the horizon

11. Direction from observer: North

12. Distance from observer: Unable to tell, someplace this side of Kenora, Ont

13. Direction of flight of object: West

14. Time in sight: Approximately five (5) seconds.

15. Velocity(timeto cover given angular distance.) 5 (five) seconds, appeared faster than aircraft n t hovering

16. Sound and Odor: None

17. Trail: None

18. Luminosity:(visible by reflection, incandescence, other -degree of brilliance): Naturally luminous, moderate.

19. Projections: (fins, wings, rods, antennae, canopies, etc.): None

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Declassification Authority: NND 923007

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

FILE NO. 24-64

DATE 31 August 1949

REPORT MADE BY ROBERT E. [illegible], SA

REPORT MADE AT DO #10, Kelly Air Force Base, Texas

PERIOD 23,26 August 1949

OFFICE OF ORIGIN HQ, OSI

STATUS CLOSED

TITLE

Sighting of Aerial Phenomena on 20 August 1949 at Llano, Texas, by Mr. FLOYD S. CROWNOVER

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None, this is an initial report.

SYNOPSIS

Investigation predicated upon information from Air Provost Marshal, Randolph Air Force Base, Texas and instructions from District Commander, District Office #10, Kelly Air Force Base, Texas, in accordance with AFCSI Letter No. 85. On 22 August 1949, Mr. FLOYD S. CROWNOVER telephoned Randolph Air Force Base that he had seen a "Flying Saucer" between 0300 and 0530 hours, Central Standard Time, on 20 August 1949. Mr. CROWNOVER, contacted at Llano, Texas, stated he had seen an object fifteen (15) feet high and three (3) or four (4) feet wide, containing eleven (11) quarter moons, six (6) inches in diameter. Object first sighted rising over edge of mountain, one and two-tenths (1.2) miles NNE of observer's house. Object was copper colored and gave off sufficient light to cast shadows. Object rose straight up to height of 250 feet in fifteen (15) minutes, stayed at this height and moved South 1500 feet in two (2) hours. There were no clouds. Object made no sound. Observer had no information on method of support, propulsion, air ducts, exhaust or manner of disappearance. Only other witness was Mrs. CROWNOVER, who stated she saw object, but thought it was moon. Mr. CROWNOVER, rancher, 54, is apparently sound in health except for cataract over left eye. Observer appeared somewhat eccentric due to claims that Milky Way, Big and Little Dipper are currently out of position, and that his ranch contains extensive deposits of uranium, diamond dust, graphite and iron. Mr. CROWNOVER read article on flying saucers in newspaper day before reporting incident.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
KURT K. KUNZE, Capt, USAF
CLOSED BY Historian
DATE 1 3 DEC 1975

DISTRIBUTION

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HQ, OSI	2
FBI (info)	1
G-2, Fourth Army (info)	1
File	2

ACTION COPY FORWARDED TO

Commanding General
AMC
Wright-Patterson AFB
Dayton, Ohio
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APPROVED

R. R. LUMSDEN
Lt Colonel, USAF
DISTRICT COMMANDER

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SEP 30 1949
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23 JULY 1948

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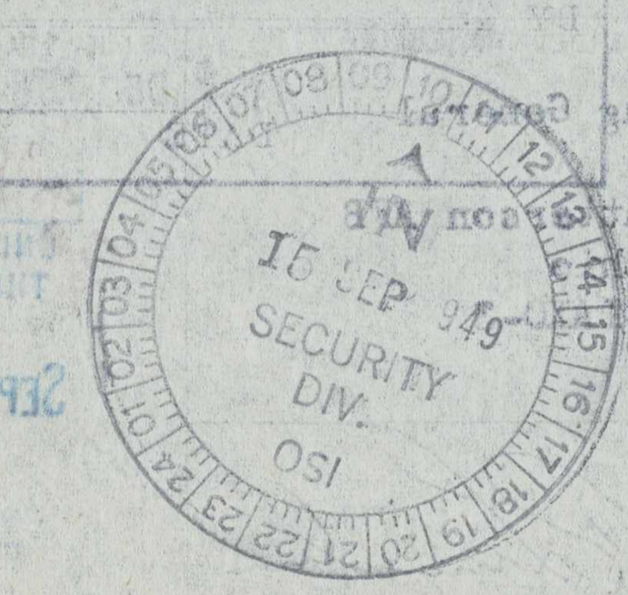


Declassification Authority: NND 923007

TAILS:

1. This investigation is predicated upon information received from the Air Provost Marshal's Office, Randolph Air Force Base, Texas, and instructions from the District Commander, District Office #10, Kelly Air Force Base, Texas, in compliance with AFCSI Letter No. 85, 12 August 1949.

2. At approximately 1030 hours, 22 August 1949, a telephone call was received by the Air Provost Marshal's Office, Randolph Air Force Base, Texas, from Mr. Floyd S. CROWNOVER to the effect that on the morning of 20 August 1949, at about 0300 hours, Central Standard Time, he, Mr. CROWNOVER, age fifty-four (54), a rancher living on Click Route, Llano, Texas, had seen an unidentified aerial object about fifteen (15) feet high and three (3) or four (4) feet wide, rising from behind a mountain, one and two-tenths (1.2) miles from his home. The object was copper colored and appeared to contain eleven (11) quarter moons, points up. The object slowly rose up to a height of about 250 feet in fifteen (15) minutes time, and then moved South for a distance of 1500 feet, staying at a height of 250 feet above the ground. This horizontal movement was very slow and took about two (2) hours. The observer did not see the object disappear, as he went into the house for breakfast at 0530 hours.

AT LLANO, TEXAS

3. Mr. FLOYD S. CROWNOVER gave the following specific details covering this sighting:

(1) Date of sighting

20 August 1949

(2) Time of sighting

0300 hours to 0530 hours, Central Standard Time.

(3) Where sighted (observer's position):

Observer first sighted object while he was standing in the back door (on north side) of his house. During the time the object was in sight, the observer moved around in his yard, outside the house, on the north and east sides of his house.

The object, when first seen, was just rising over the edge of the mountain, one and two-tenths (1.2) miles NNE of observer's house.

(4) Number of objects. Formation type (if any), sketch if possible.

There was one (1) object which appeared to contain approximately eleven (11) smaller objects which were shaped like quarter moons. (For sketch see 8b)

(5) Observable celestial phenomena or planets that may account for the sighting.

None known.

(6) Distance of object from observer.

(a) Laterally or horizontally

Declassification Authority: NND 923007

DETAILS: (Contd)

One and two-tenths (1.2) miles.

(b) Angle of elevation from horizon.

About ten (10) to fifteen (15) degrees.

(c) Altitude.

250 feet above ground.

(7) Time in sight.

Two and one-half (2½) hours.

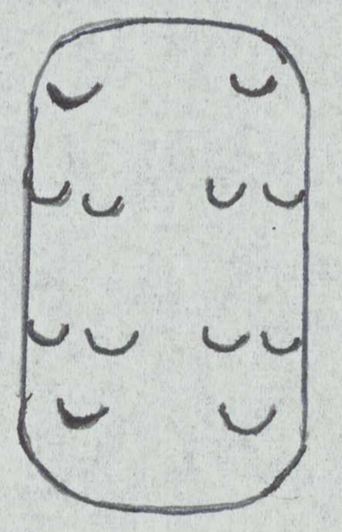
(8) Appearance of object

(a) Color

Copper colored, like setting sun. Looked like bright red fire.

(b) Shape

Semi-rectangular, with corners rounded to resemble partial oval. This object resembled a large box kite with two (2) quarter moons on top and two (2) quarter moons on bottom. There were about seven (7) or eight (8) quarter moons between top and bottom. It appeared as if there were two (2) quarter moons side by side on each side of what should have been a center shaft, but the observer could see nothing in this area. Each quarter moon was about six (6) inches across, but they did not appear to be connected in any way.



(c) Apparent construction.

Observer had no information of material substances of apparent construction of objects.

(d) Object approximately fifteen (15) feet high and three (3) or four (4) feet wide.

(9) Direction of flight.

Object rose straight up to an altitude of about 250 feet, and then moved in a straight line South for a distance of approximately 1500 feet.

Declassification Authority: NND 923007

DETAILS: (Contd)

AGENT's NOTE: Due to the fact that there is an inclined slope in the mountain at this point, the object must have continued to rise slowly in order to maintain its relative position of 250 feet above the ground.

(10) Tactics of maneuvers.

There were no observed tactics for maneuvers. Object moved in a straight line in ascent and in a horizontal movement.

(11) Evidence of exhaust.

There was no observed evidence of exhaust or sound.

(12) Effect on clouds.

This was a clear night and there were no clouds.

(13) Lights

(a) Reflected or attached.

(b) Luminous

The object causing a brilliant light, red as if from a fire. The object was so bright that it hurt the observer's eyes to look at the object for any length of time. It gave sufficient light to cast shadows of objects against the buildings.

(14) Support

The observer could not see any visible means of support.

(15) Propulsion

No method of propulsion was seen.

(16) Control and stability.

There were no visible stabilizers, although all movements were in a relatively straight line.

(17) Air ducts.

No evidence of air ducts or slots.

(18) Speed - M.P.H.

Vertical speed was slow, covering 250 feet in approximately fifteen (15) minutes. Horizontal speed was even slower, covering approximately 1500 feet in two (2) hours.

(19) Sound

No sound was heard from this object.

Declassification Authority: NND 923007

DETAILS: (Contd)

(20) Manner of disappearances

The observer did not see the object disappear. It was still in sight approximately 250 feet above the mountain when the observer want into the house at approximately 0530 hours.

4. The following information is furnished relative to the observer:

(1) Name of observer

FLOYD S. CROWNOVER

(2) Address

Click Route, Llano, Texas

(3) Occupation

Rancher

(4) Place of business

Click Route, Llano, Texas

(5) Pertinent hobbies.

Geology and astronomy.

(6) Ability to determine.

This observer was in a position to see the object as set forth above. Mr. CROWNOVER has a cataract over his left eye and has been under treatment of Dr. JAMES GILL, 324 Medical Arts Building, San Antonio, Texas, for some time. Mr. CROWNOVER stated that the vision of his right eye is normal.

(7) Reliability of observer.

1st Lt JOHN H. BUVENS, Air Provost Marshal's Office, Randolph Air Force Base, Texas, contacted Miss BASCILLA, 23 August 1949, who is employed in the Office of the Fourth Army Chief of Staff, Fort Sam Houston, Texas, and she stated that Mr. CROWNOVER is subject to spells of illness occasionally, although she is reasonably sure that he is not mentally affected by these spells. She stated further that he is trustworthy and reliable as far as intentions, but knows nothing of any effects of his imagination. Miss BASCILLA further stated that Mr. CROWNOVER had a cataract affecting his eyes, but she did not know whether it affected one or both eyes. Miss BASCILLA also stated that she is very well acquainted with both Mr. and Mrs. CROWNOVER.

(8) Notes relative to observer on:

(a) Sightings in general

This is the only aerial phenomena sighted by Mr. CROWNOVER.

Declassification Authority: NND 923007

DETAILS: (Contd)

Mr. CROWNOVER called to the attention of this agent that during the period, 16 August 1949 to 25 August 1949, his radio had been subject to unusually strong static and interferences. This was noted from 100 KC through 170 KC. Mr. CROWNOVER also stated that he had "noticed the Milky Way too far North and running too much East and West", and "that the Big Dipper and Little Dipper were out of place being in the Northwest in the afternoons, shifting to due East in the early mornings". Mr. CROWNOVER has no compass, and all directions are based on the local belief that his house faces due South.

(b) Mr. CROWNOVER stated that he had been awakened on the morning of 20 August 1949 at approximately 0240 hours, Central Standard Time, by the sound of his son coming home from a date. Not being able to go back to sleep, Mr. CROWNOVER got up and started out of the house to smoke. While he was standing in the back door of his house, which is on the north side, he saw what appeared to be a large moon rising NNE of the house. Mr. CROWNOVER knew that this was not possible, since it was the dark of the moon. In order to get a better view of this object, Mr. CROWNOVER went outside of his house and moved around in his yard to a position where he could see the object through openings in the trees.

(9) Witnesses

Mr. CROWNOVER went inside and got his wife up at approximately 0315 hours; however, Mrs. CROWNOVER looked at the object and stated that it was only the moon, and she was not interested in observing the moon at that hour of the morning at her age. Mr. CROWNOVER stated that he had checked with various neighbors in the vicinity and none of them had seen this object. When interviewed, Mrs. CROWNOVER confirmed her statement.

(10) Comments of interrogator regarding the intelligence and character of person interrogated.

This agent believes that MR. CROWNOVER is a reasonably intelligent and honest person; however, it is believed that he becomes carried away on certain subjects and, therefore, tends to either exaggerate or imagine that ordinary items are something strange and unusual. This belief on the part of the agent is based upon the following unusual allegations made by Mr. CROWNOVER:

(1) That the Milky Way and Big and Little Dippers are out of place.

(2) That there is located on Mr. CROWNOVER's ranch, deposits which contain uranium, diamond specks, pure graphite and iron. Mr. CROWNOVER gave this agent rock samples supposedly containing all of these mineral products.

(3) There has been unusual static interferences between 100KC

Declassification Authority: NND 923007

DETAILS: - (Contd)

and 170 KC, especially around 120 KC, where the sound is like a drill or an electric motor.

(4) Mr. CROWNOVER did not report this aerial phenomena until after he had read an article in the Austin American Newspaper for Saturday, 20 August 1949, entitled "USAF Discovers Two Forerunners of Flying Saucers".

5. Relative to Radar Sightings

Not applicable.

6. General

(1) Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other.

There are no Air Base Units in the vicinity of this sighting from which information of this nature may be obtained.

(2) Sketches of the object and surroundings, signed statement of FLOYD S. CROWNOVER and newspaper articles from the Austin American on "Flying Saucers" are on file at District Office #10, Kelly Air Force Base, Texas.

CLOSED

Declassification Authority: NND 923007

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Auth. CS, USAF
SEP 2 1949

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8	DATE 30 August 1949
REPORT MADE BY	MELVIN E. NEEF
REPORT MADE AT	DO # 17, Kirtland AFB
PERIOD	23, 25 August 1949
OFFICE OF ORIGIN	DO # 17, Kirtland AFB
STATUS	PENDING

TITLE

UNKNOWN SUBJECT

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of MELVIN E. NEEF, DO # 17, dated 19 Aug 1949

SYNOPSIS

Additional reports of anomalous flying objects (flying discs and fireballs) are reported as occurring on 14, 20 and 21 August 1949. Details are reported on forms specified.

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BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

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OF SPEC INVES effective on 18 March 65
by Sydell Bryer

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APPROVED

Doyle Rees

DOYLE REES
Lt Col, USAF
District Commander.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE OF SPECIAL INVESTIGATIONS

OCT 3 1949

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

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

FILE NO.

DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

CHARACTER

REFERENCE

SYNOPSIS

CLASSIFICATION CANCELLED
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15 JAN 49

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Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. 2

1. Date of Observation -- 14 August 1949. Date of Interview -- 16 Aug 49.
2. Exact Time of Observation -- 2135 MST.
3. Place of Observation -- 33° 10' North, 105° 18' West.
4. Position of observer -- Riding in car, moving slow.
5. What attracted attention to object -- Light.
6. Number of objects -- One.
7. Apparent size -- Larger than Venus, but not as bright.
8. Color of object -- Redish Orange.
9. Shape -- Round.
10. Altitude -- Appeared at 25°; disappeared at 12°.
11. Direction from observer -- 87° 53' NE, appeared; 84° 15' disappeared.
12. Distance from observer -- In vicinity of White Tail, New Mexico.
13. Direction of flight of object -- 10 to 15 degrees off vertical.
14. Time in sight -- 2 seconds.
15. Speed -- Not estimated.
16. Sound and odor -- None.
17. Trail -- dissipating and disappeared before the object.
18. Luminosity -- Dull glow, less bright than Venus.
19. Projections -- None.
20. Maneuvers -- Straight Path.
21. Manner of disappearance -- Diminished in size slightly before it disappeared.
22. Effect on clouds -- No clouds.
23. Additional information concerning object -- None.
24. Weather conditions and light at time of sighting -- Very dark and clear.

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Declassification Authority: NND 923007

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Name and address of observer:

CHARLES S. BAGLEY,
1314 Ohio Ave
Alamogordo, New Mexico

Occupation and Hobbies:

Geodetic Surveyor
Astronomy

Comments of Interrogator relative to intelligence and character of observer:

Mr BAGLEY is an extremely intelligent person and is in charge of Geodetic Surveys at Holloman Air Force Base, Alamogordo, New Mexico.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

No.

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Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION
UNIDENTIFIED AERIAL OBJECTS

Incident No. 6

1. Date of Observation 20 August 1949 Date of Interview 25 August 1949

2. Exact time of observation (local) 2130 hours (exact).

3. Place of Observation: Douglas, Arizona
(Map Coordinates) 31° 30" N latitude, 109° 30" W longitude.

4. Position of observer: Sighted from front porch, 839 & 841 "F" Ave. Douglas, Arizona

5. What attracted attention to object: Looking into space

6. Number of objects and sketch of formation or grouping: One

7. Apparent size: Probably about the size of a conventional single engine airplane.

8. Color of Object: Not observed due to darkness.

9. Shape: Round to oblong - like inverted saucer, appeared to have depth.

10. Altitude: 8,000 to 10,000 feet if size of object was that of conventional airplane.

11. Direction from observer: 285° when first sighted - disappeared at azimuth of approximately 200°.

12. Distance from observer: Approximately 3 miles horizontally.

13. Direction of flight of object: North to due South.

14. Time in Sight: 6 to 10 seconds.

15. Speed: 6 to 10 seconds.

16. Sound and odor: None was heard or seen.

17. Trail: No trial whatsoever.

18. Luminosity: Appeared to have approximate brilliance of a kerosene lamp.

19. Projections: No projections could be observed.

20. Maneuvers: No maneuvers. Object did not wobble, turn, bank or dive. Absolute flat trajectory.

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Declassification Authority: NND 923007

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Guide to Investigation Incident No. 6

21. Manner of disappearance: Apparently just disappeared in distance or maybe into clouds in Mexico.

22. Effect on clouds: None.

23. Additional information concerning object: Appeared to have dim lights around perimeter and was either rotating counter-clockwise or the lights were flashing off and on in such a manner to give the illusion of rotation.

24. Weather conditions and light at time of sighting: Absolutely clear, stars out, completely dark.

Name and address of observers:

Mr. J. L. HAMILTON, 841 "F" Ave, Douglas, Arizona
Mr. LEROY H. FISCHER, 839 "F" Ave, Douglas, Arizona

Occupation and hobbies:

HAMILTON - Acid Plant Foreman, Phelps Dodge Corp. Retired, 65 years old, hobbies mainly hunting.
FISCHER - Truck driver, Purity Ice Cream Co, Douglas, Arizona, has no hobbies.

Comments of Interrogator relative to intelligence and character of observers:

Neighbors, Police Department and employer gave two observers high recommendations as to intelligence, character and sobriety. Interrogator is of opinion that information obtained is excellent as to sincerity and accuracy.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Neither observer wore glasses at time of sighting and both observers were out of doors when observations were made.

NOTE: Calculations made by writer from angles of elevation and horizontal angles from observer (all estimated by observers) would place the speed of the object at between 3,500 to 4,500 miles per hour. See attached Inclosure.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. 5

1. Date of Observation 21 Aug 49 Date of Interview 23 Aug 49.

2. Exact time of observation (local) 2115 - 2150 hours.

3. Place of Observation: Approximately over center of Nogales, Arizona.
(Map Coordinates) See Attached sketch, Inclosure #1.

4. Position of observer: Sitting on front porch of home of Mrs. Tapia, 216 Crawford St, Nogales, Arizona, also from center of street.

5. What attracted attention to object: One person of party of eight noticed odd lights.

6. Number of objects and sketch of formation or grouping: Seven or more - No definite formation - singly and on one occasion, two.

7. Apparent size: Approximate size of volley ball.

8. Color of object: Dull orange with concentration towards center fading away into white light aurora.

9. Shape: Wafer - like, see attached sketch by observer, Inclosure #2.

10. Altitude: 45° when observed at low level - 90° at high level.

11. Direction from observer: North North East.

12. Distance from observer: Within five miles.

13. Direction of flight of objects: Eliptical and horizontal to earths surface, erratic upward trajectory and then return to original eliptical flight.

14. Time in sight: At least ten seconds.

15. Speed: Ten times speed of jet plane.

16. Sound and odor: None apparent.

17. Trail: No trail apparent.

18. Luminosity: Brilliant.

19. Projections: None

20. Maneuvers: See attached sketch, Inclosure #3.

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Declassification Authority: NND 923007

21. Manner of disappearance: Shooting off into space.

22. Effect on clouds: None

23. Additional information concerning object: Object appeared elongated when in flight seemingly as if constructed of viscuos liquid.

24. Weather conditions and light at time of sighting: Hazy, dark night.

25. Name and address of observer: RUFFO ESPINOSA, 209 Potrero Ave, Nogales, Arizona.

26. Occupation and hobbies: Attorney at Law. Portrait Painting.

27. Comments of Interrogator: Interviews conducted at Nogales Police Department, with the city Judge, Nogales, Arizona, the Santa Cruz County Sheriff's Office and the local FBI disclosed no derogatory information regarding observer. Observer of above average intelligence.

28. Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material? Observer normally wears glasses but did not have them on. Stated he did not need them for far away objects. There was no obstruction to view.

Declassification Authority: NND 923007

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The following additional persons were interviewed in relation to the alleged aerial phenomenon. These persons were in the company of Mr. ESPINOSA at the time he made his observation.

Mrs. AMELIA ESPINOSA, wife of observer was interviewed at her home and concurred in the observations of her husband and further stated that the phenomenon impressed her as being similar to fireworks.

Mrs. ESTELLA TAPIA was interviewed at her home 216 Crawford St, Nogales, Arizona and agreed with the observations of Mr. ESPINOSA with the exception of the direction of flight, which she stated in most cases was U shaped and not circular.

Miss [redacted] was interviewed at her home, 216 Crawford St, Nogales, Arizona and agreed with the observations of Mr. ESPINOSA with the following exceptions. She stated that the color of the objects were blue-white and that the direction of flight was straight across the sky with one object stopped and hovering overhead for approximately ten minutes.

Mrs. MARGARETA B. RAMIREZ was interviewed at her home, 160 Sonoita St, Nogales, Arizona. Mrs. RAMIREZ also agreed with the observations of Mr. ESPINOSA with the following exception. She stated that the objects were not all the same shape and that the direction of flight was U shaped in all instances.

Mr. WILLIAM J. LOFTUS, Undersheriff, Santa Cruz County, residing at 210 Ellis St., Nogales, Arizona was interviewed in relation to this alleged aerial phenomenon. Sheriff LOFTUS volunteered the following information. That he had been standing in the front yard of his home which is slightly north, northeast of the TAFIA residence, at 2100 hours 21 August 1949 when he had observed a flashing white light describing a circular path in the sky. LOFTUS stated that the size of this light at its apex was approximately 12 to 15 feet in diameter, color of which was a dull white. The angle of elevation was between 25 and 30 degrees and the direction from which he observed this light eminating was north, northeast. Mr. LOFTUS stated that he further observed that this light at apex of a cone of light which he presumed eminated from the Nogales Airport. He further stated that this light reflected upon a telephone pole located in the vicinity of his home at approximately a height of 27 feet when passing his home. That the direction of flight of this light was from South to North (clockwise). Sheriff LOFTUS observed this light for approximately one-half hour and stated that they were from 40 to 45 seconds between intervals of each appearance. He stated that the light was moving approximately twice as fast as an airplane in flight.

Mr. LEONARD BATES of the International Airport, Nogales was interviewed in relation to lighting facilities at the airport. He stated that beacon lights had been turned on the evening of 21 August 1949 between the hours of 2115 and 2135. He further stated that this beacon moves in a clockwise manner, which would appear from town to be moving from South to North.

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Declassification Authority: NND 923007

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Newspaper clippings in relation to this incident in the Nogales Herald, Monday, August 22, 1949 and the Arizona Daily Star, Tuesday, August 23, 1949 are attached hereto as Inclosure #4.

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Declassification Authority: NND 923007

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INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Dayton, Ohio

5D-OSI/ORR/blk

5D 24-21Q

7 September 1949

SUBJECT: PROJECT "GRUDGE"
Incident, Watertown, New York
11 May 1949
SPECIAL INQUIRY

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

1. Reference is made to Routing & Record Sheet, your office, dated 24 May 1949, requesting investigation of undentified aerial phenomenon in Watertown, New York on 11 May 1949, and to Report of Special Agent GORDON R. DALEY, District Office No. 22, Griffiss Air Force Base, New York, dated 29 July 1949.

2. Transmitted herewith are two (2) copies of Report by Special Agent DANIEL G. COWEN, District Office No. 11, Tinker Air Force Base, Oklahoma, dated 9 August 1949, and Report of Special Agent LOUIS H. COLEMAN, District Office No. 9, Barksdale Air Force Base, Louisiana, dated 30 August 1949.

3. As your office has available qualified personnel to interpret Winds Aloft Computation Sheets, it is requested any interpretation or comparison with longitude and latitude degrees, as set forth in interviews with eye witnesses in Report by Special Agent HARRY A. STINNETT, District Office No. 22, dated 29 July 1949, be made by your office.

4. With the submission of this report, all logical leads have been developed and no further investigative action will be taken by this office, unless requested to do so.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian
DATE DEC 1975

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 9 3 04 PM '49

JEROME M. BRAUN
Acting District Commander

OFFICE OF SPECIAL INVESTIGATIONS

2 Incls (in dup)
R/I, DO #9, dtd 30 Aug 49 w/incls.
R/I, DO #11, dtd 9 Aug 49

Carbon copy to:
Hq. OSI

Incls. not included

24-185-218

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Declassification Authority: NND 923007

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-21

DATE 30 August 1949

REPORT MADE BY
LOUIS H. COLEMAN

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
23 August 1949

OFFICE OF ORIGIN
DO #5, Wright-Patterson AFB, Ohio

STATUS
RUC

TITLE

PROJECT "GRUDGE"
Incident, Watertown, N.Y.
11 May 1949
Aerial Phenomena

CHARACTER
SPECIAL INQUIRY

REFERENCE
Report of S/A DANIEL E. COWEN, DO #11, File 24-17, dtd 9 August 1949

SYNOPSIS

Copies of the SC Form Number 425, Winds Aloft Computation Sheet, for the release of Rawinsonde balloons at 2200 hours, 10 May 1949; 0200, 1000, 1600, and 2200 hours 11 May 1949, at Griffis Air Force Base, Rome, New York, were obtained from the Air Weather Service Data Control Unit, New Orleans Port of Embarkation, New Orleans, Louisiana, and are attached hereto marked "Exhibit A".

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

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BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
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Edward R. Ford.
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Major, USAF
District Commander.

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24-185-217

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

SEP 8 11 18 AM '49

OFFICE OF SPECIAL INVESTIGATIONS

FILE

UNCLASSIFIED

19 SEP 1949

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

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Declassification Authority: NND 923007

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BY

BY TELEPHONE OF
OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL
UNITED STATES AIR FORCE

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DETAILS:

1. This investigation conducted upon receipt of RUC Report of Investigation from District Office No. 11, Tinker Air Force Base, Oklahoma, dated 9 August 1949, File 24-17, with undeveloped lead for District Office No. 9 at New Orleans, Louisiana, to examine records of the Data Control Unit, Air Weather Service, New Orleans Port of Embarkation, to determine the flight course of four (4) Rawinsonde balloons which were released from Griffis Air Force Base, Rome, New York, on 11 May 1949, one (1) each at 0400, 1000, 1600, and 2200 hours, Eastern Standard Time.

AT NEW ORLEANS, LOUISIANA:

2. On 23 August 1949, Mr. JOHN R. DE HART, Chief, Data Control Unit, Air Weather Service, New Orleans Port of Embarkation, was contacted and furnished photostatic copies of the SC Form, Number 425, Winds Aloft Computation Sheet, covering the release of Rawinsonde balloons at Griffis Air Force Base, Rome, New York, at 2200 hours on 10 May 1949, and 0200, 1000, 1600, and 2200 hours, 11 May 1949. The original of these sheets necessarily remain on file at the Air Weather Service, New Orleans Port of Embarkation. Mr. DE HART further advised that his office could plot the course of the balloons from the data given on the computation sheets, however, he also explained that it was not proper for his office to interpret such data and that any Air Weather Service Officer could be consulted and interpretation obtained to show the flight course of the balloons in question.

INCLOSURES:

FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AIR FORCE BASE, OHIO:

One (1) each photostatic copy of SC Form, Number 425, Winds Aloft Computation Sheet, on ASC Sheets 496, 497, 498, 499, and 500 marked "Exhibit A".

FOR HEADQUARTERS OSI, WASHINGTON, D. C.:

One (1) each of the above listed inclosures.

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

CONFIDENTIAL

Declassification Authority: NND 923007

UNDEVELOPED LEADS:

DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AIR FORCE BASE, OHIO:

Will obtain an interpretation of data shown on Winds Aloft Computation Sheets as considered necessary to the successful conclusion of this investigation.

Declassification Authority: NND 923007

...425
...r 1944

Starting Date and Time	Year	Month	Day	Time
...th Mer.	1949	May	11	1000
G. C. T.	1949	May	11	1500

U. S. ARMY WEA...ER SERVICE 14717

WBAN—20

WINDS ALOFT COMPUTATION SHEET

(LAND STATION FORM)

UNCLASSIFIED (Security Classification)

GRIFFISS AFB ROME NY (Station)

73° 24' W (Latitude)

75° 25' N (Longitude)

Ascension No. 498

Method of observation RAWIN (RAE)

Elevation of observation point above MSL 477 (feet) 146 (meters)

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other ~~(feet)~~ (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
0				SURFACE WIND at time of release				90	04
1	66.9	260.0		60	1,170	720	350	70	04
2	64.3	248.9		250	2,310	1,380	700	70	07
3	64.4	250.7		525	3,450	2,040	1050	70	08
4	62.6	254.0		725	4,560	2,670	1400	70	12
5	56.4	249.1		1250	5,670	3,300	1750	60	13
6	55.8	246.7		1460	6,750	3,900	2100	40	10
7	54.7	238.5		1780	7,830	4,500	2500	20	10
8	51.9	232.9		1900	8,910	5,100	2800	10	07
9	60.3	226.6		1810	9,960	5,700	3200	340	10
10	63.6	215.6		1890	11,010	6,300	3550	320	19
11	70.5	190.0		1410	12,030	6,900	3900	280	26
12	70.7	164.0		1560	13,020	7,500	4300	270	26
13	67.7	144.0		2100	14,010	8,100	4650	280	34
14	61.2	124.0		2880	15,000	8,700	5000	270	35
15	57.7	117.2		3720	15,960	9,300	5400	270	26
16	54.6	111.1		4180	16,920	9,900	5750	270	26
17	50.2	106.8		5020	17,880	10,500	6140	260	40
18	45.9	100.9		6340	18,840	11,100	6500	260	45
19	43.4	97.0		7460	19,800	11,700	6900	260	42
20	40.3	94.2		8620	20,760	12,300	7250	260	42
21	38.2	92.2		9800	21,720	12,900	7650	260	52
22	34.8	87.6		11450	22,680	13,500	8000	250	60
23	33.0	84.3		12900	23,640	14,100	8400	240	63
24	30.5	82.5		14950	24,600	14,700	8750	250	65
25	28.8	80.8		16600	25,560	15,300	9150	250	68
26	26.6	78.9		18900	26,520	15,900	9500	260	63
27	24.3	76.4		22000	27,480	16,500	9900	250	79
28	23.1	75.0		23500	28,440	17,100	10300	250	99
29	21.3	73.3		27000	29,400	17,700	10600	260	115
30	20.4	71.4		30200	30,360	18,300	11050	250	110
31	18.5	69.1		34000	31,320	18,900	11450	250	115
32	17.8	69.7		37000	32,280	19,500	11900	250	117
33					33,240	20,100			
34					34,200	20,700			
35					35,160	21,300			
36					36,120	21,900			
37					37,110	22,500			
38					38,100	23,100			
39					39,060	23,700			
40					40,050	24,300			
41					41,040	24,900			
42					42,030	25,500			
43					42,990	26,100			
44					43,980	26,700			
45					44,970	27,300			

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
46					45,930	27,900			
47					46,920	28,500			
48					47,910	29,100			
49					48,870	29,700			
50					49,860	30,300			
51					50,850	30,900			
52					51,840	31,500			
53					52,800	32,100			
54					53,790	32,700			
55					54,780	33,300			
56					55,740	33,900			
57					56,730	34,500			
58					57,720	35,100			
59					58,680	35,700			
60					59,670	36,300			
61					60,660	36,900			
62					61,620	37,500			
63					62,610	38,100			
64					63,600	38,700			
65					64,590	39,300			
66					65,550	39,900			
67					66,540	40,500			
68					67,530	41,100			
69					68,490	41,700			
70					69,480	42,300			
71					70,470	42,900			
72					71,430	43,500			
73					72,420	44,100			
74					73,410	44,700			
75					74,400	45,300			
76					75,360	45,900			
77					76,350	46,500			
78					77,340	47,100			
79					78,300	47,700			
80					79,290	48,300			
81					80,280	48,900			
82					81,240	49,500			
83					82,230	50,100			
84					83,220	50,700			
85					84,210	51,300			
86					85,170	51,900			
87					86,160	52,500			
88					87,150	53,100			
89					88,110	53,700			
90					89,100	54,300			

Observer CIESLUK Recorder CIESLUK Termination due to FADING SIGNAL

Clouds	Amount	Type	Direction
High	3	H9	0
Middle			
Low			

Weight of balloon 1099 grams
Weight of lantern 1250 grams
Weight of target or transmitter 14 grams
Free lift ..... 1400 grams
Total weight 1600 grams

Ascensional rate 1086
Color of balloon pure gum
Type of balloon WL-39/HM
Type of target or transmitter TG/41BMT-2
Type of ground set SCR658

NOTES RAWIN ✓
Hydrogen filled
TRADS
Modulator ##

RAWIN

CODED DATA	III	GG	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv
	RHE	15	0	09	03	08	03	2	07	04	07	06	4	07	08	07	10	6	07	10	03	09	8	02	09	01	06
			0	35	09			2	28	24			4	28	29	27	25	6	27	24	26	40	6	26	36	26	47	6	25	54	8	25	56
			0	26	55	5	25	85	0	26	97	5	25	99	0			5			0			5			0			5			

III

H=Standard level indicator dd=Direction in tens of degrees vv=Velocity in miles per hour (knots)

Declassification Authority: NND 923007

SC Form No. 425
1 November 1944

Starting Date and Time				
	Year	Month	Day	Time
___th Mer.				
G. C. T.				

14717

U. S. ARMY WEATHER SERVICE

WBAN—20

WINDS ALOFT COMPUTATION SHEET

(LAND STATION FORM)

Unclassified (Security Classification)

Fritzsche AAF (Station)

Rome NY (Latitude)

43°14'N (Longitude)

75°02'W

Ascension No. 20

Method of observation Rawin (PDR)

Elevation of observation point above MSL 477 (feet) 146 (meters)

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
0				SURFACE WIND at time of release				000	000
1				520	1,170	720	400	010	18
2				1080	2,310	1,380	750	040	18
3				1600	3,450	2,040	1120	040	28
4				2170	4,560	2,670	1480	360	20
5				2680	5,670	3,300	1850	340	11
6				3240	6,750	3,900	2250	330	14
7				3740	7,830	4,500	2660	310	16
8				4250	8,910	5,100	3060	300	14
9				4750	9,960	5,700	3450	300	16
10				5250	11,010	6,300	3820	300	27
11				5940	12,030	6,900	4200	300	36
12				6400	13,020	7,500	4600	300	35
13				6320	14,010	8,100	5000	300	32
14				7180	15,000	8,700	5400	300	40
15				8410	15,960	9,300	5800	300	48
16				9600	16,920	9,900	6150	300	47
17				11000	17,880	10,500	6550	300	48
18				12150	18,840	11,100	6900	300	50
19				13150	19,800	11,700	7300	300	40
20				14650	20,760	12,300	7800	300	40
21				15800	21,720	12,900	8150	280	50
22				17500	22,680	13,500	8600	270	60
23				18650	23,640	14,100	9100	270	60
24				20600	24,600	14,700	9400	270	70
25				22400	25,560	15,300	9800	260	80
26				23400	26,520	15,900	10200	260	100
27				28200	27,480	16,500	10650	260	115
28				30600	28,440	17,100	11060	260	125
29				32400	29,400	17,700	11450	240	130
30					30,360	18,300			
31					31,320	18,900			
32					32,280	19,500			
33					33,240	20,100			
34					34,200	20,700			
35					35,160	21,300			
36					36,120	21,900			
37					37,110	22,500			
38					38,100	23,100			
39					39,060	23,700			
40					40,050	24,300			
41					41,040	24,900			
42					42,030	25,500			
43					42,990	26,100			
44					43,980	26,700			
45					44,970	27,300			

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
46					45,930	27,900			
47					46,920	28,500			
48					47,910	29,100			
49					48,870	29,700			
50					49,860	30,300			
51					50,850	30,900			
52					51,840	31,500			
53					52,800	32,100			
54					53,790	32,700			
55					54,780	33,300			
56					55,740	33,900			
57					56,730	34,500			
58					57,720	35,100			
59					58,680	35,700			
60					59,670	36,300			
61					60,660	36,900			
62					61,620	37,500			
63					62,610	38,100			
64					63,600	38,700			
65					64,590	39,300			
66					65,550	39,900			
67					66,540	40,500			
68					67,530	41,100			
69					68,490	41,700			
70					69,480	42,300			
71					70,470	42,900			
72					71,430	43,500			
73					72,420	44,100			
74					73,410	44,700			
75					74,400	45,300			
76					75,360	45,900			
77					76,350	46,500			
78					77,340	47,100			
79					78,300	47,700			
80					79,290	48,300			
81					80,280	48,900			
82					81,240	49,500			
83					82,230	50,100			
84					83,220	50,700			
85					84,210	51,300			
86					85,170	51,900			
87					86,160	52,500			
88					87,150	53,100			
89					88,110	53,700			
90					89,100	54,300			

Observer SGT PRATT Recorder SGT PRATT Termination due to Balloon Burst

Clouds	Amount	Type	Direction
High			
Middle			
Low	3	15 Raw'n	

Weight of balloon 350 grams
Weight of lantern — grams
Weight of target or transmitter 1050 grams
Free lift 1600 grams
Total weight 3200 grams

Ascensional rate 1144
Color of balloon Red Gum
Type of balloon MK 13-7
Type of target or transmitter T-69
Type of ground set SCR-658

NOTES Rawin D
Hydrogen Used

CODED DATA	III	GG
	RME	03

H	dd	vv
0	00	00
2	03	16
4	03	23
6	34	10
8	31	13

dd	vv
00	00
04	20
35	16
33	12
30	12

H	dd	vv
0	30	13
2	30	26
4	30	30
6	30	30
8	30	42
0	30	43
2	30	37
4	30	36
6	27	50
8	27	56
0	26	71

H	dd	vv
2	26	97
5	25	11
0		
5		
0		
5		
0		
5		
0		
5		
0		
5		

I

H=Standard level indicator dd=Direction in tens of degrees vv=Velocity in miles per hour (knots)

Declassification Authority: NND 923007

SC Form No. 425
1 November 1944

14717

U. S. ARMY WEATHER SERVICE

WBAN—20

WINDS ALOFT COMPUTATION SHEET

(LAND STATION FORM)

Unclassified
(Security Classification)

Chelsea AGB, Mass
(Station)

42° 24' N
(Latitude)

71° 02' W
(Longitude)

Starting Date and Time	Year	Month	Day	Time
22 th Mer.	43	May	11	0200
G. C. T.	43	May	11	0700

Ascension No. 497 Method of observation Pibal Elevation of observation point above MSL 477 (feet) 146 (meters)

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other ~~(feet)~~ (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
0				SURFACE WIND at time of release					Calm
1	42.1	228.4		500	1,170	720	450	050	20
2	38.0	228.4		1150	2,310	1,380	910	030	20
3	39.0	234.0		1620	3,450	2,040	1350	060	11
4	44.1	233.0		1810	4,560	2,670	1750	020	09
5	46.0	224.5		2130	5,670	3,300	2200	360	09
6	51.1	219.3		2140	6,750	3,900	2600	290	06
7	55.5	216.5		2130	7,830	4,500	3100	330	12
8	61.2	200.0		1720	8,910	5,100	3550	270	22
9	62.0	190.0		1600	9,960	5,700	3950	300	24
10	59.3	197.2		1590	11,010	6,300	4400	300	26
11	57.2	194.2		3070	12,030	6,900	4850	300	23
12	56.2	187.0		1650	13,020	7,500	5300	300	31
13	55.4	178.1		1920	14,010	8,100	5750	250	37
14	53.3	170.0		1620	15,000	8,700	6200	250	33
15	52.0	166.7		5580	15,960	9,300	6650	200	47
16	46.0	162.0		6460	16,920	9,900	7100	250	48
17	42.6	157.6		8220	17,880	10,500	7550	250	54
18	40.0	93.5		26550	18,840	11,100	8100	250	53
19	37.7	90.0		11100	19,800	11,700	8600	250	55
20	35.1	88.1		13050	20,760	12,300	9200	250	65
21	32.0	85.0		12600	21,720	12,900	9750	250	65
22					22,680	13,500			
23					23,640	14,100			
24					24,600	14,700			
25					25,560	15,300			
26					26,520	15,900			
27					27,480	16,500			
28					28,440	17,100			
29					29,400	17,700			
30					30,360	18,300			
31					31,320	18,900			
32					32,280	19,500			
33					33,240	20,100			
34					34,200	20,700			
35					35,160	21,300			
36					36,120	21,900			
37					37,110	22,500			
38					38,100	23,100			
39					39,060	23,700			
40					40,050	24,300			
41					41,040	24,900			
42					42,030	25,500			
43					42,990	26,100			
44					43,980	26,700			
45					44,970	27,300			

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
46					45,930	27,900			
47					46,920	28,500			
48					47,910	29,100			
49					48,870	29,700			
50					49,860	30,300			
51					50,850	30,900			
52					51,840	31,500			
53					52,800	32,100			
54					53,790	32,700			
55					54,780	33,300			
56					55,740	33,900			
57					56,730	34,500			
58					57,720	35,100			
59					58,680	35,700			
60					59,670	36,300			
61					60,660	36,900			
62					61,620	37,500			
63					62,610	38,100			
64					63,600	38,700			
65					64,590	39,300			
66					65,550	39,900			
67					66,540	40,500			
68					67,530	41,100			
69					68,490	41,700			
70					69,480	42,300			
71					70,470	42,900			
72					71,430	43,500			
73					72,420	44,100			
74					73,410	44,700			
75					74,400	45,300			
76					75,360	45,900			
77					76,350	46,500			
78					77,340	47,100			
79					78,300	47,700			
80					79,290	48,300			
81					80,280	48,900			
82					81,240	49,500			
83					82,230	50,100			
84					83,220	50,700			
85					84,210	51,300			
86					85,170	51,900			
87					86,160	52,500			
88					87,150	53,100			
89					88,110	53,700			
90					89,100	54,300			

Observer Sgt. Cook Recorder Cpl. Cook Termination due to Fading Signal

Clouds	Amount	Type	Direction
High			
Middle	Clear		
Low			

Weight of balloon 350 grams
Weight of lantern ____ grams
Weight of target or transmitter 1256 grams
Free lift 1400 grams
Total weight 1600 grams

Ascensional rate 1380 ft/m
Color of balloon White
Type of balloon ML 131
Type of target or transmitter T9/AN/AT-2
Type of ground set SCR 658

NOTES Hydrogen Filled

CODED DATA	III	GG	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv
	RME	09	0	00	00	00	00	2	05	17	05	17	4	06	16	06	09	6	02	08	35	08	8	30	07	27	06
			0	29	11			2	30	21	30	23	4	28	23	5	25	35	0	26	35	5	27	41	0	25	48	5	25	48	0	25	56	5	25	71
			H. 0	dd	vv	H 5	dd	vv	H 0	dd	vv	H 5	dd	vv	H 0	dd	vv	H 5	dd	vv	H 0	dd	vv	H 5	dd	vv	H 0	dd	vv	H 5	dd	vv	H 0	dd	vv	H 5	dd	vv

II

H=Standard level indicator dd=Direction in tens of degrees vv=Velocity in miles per hour (knots)

Declassification Authority: NND 923007

SC Form No. 425
1 November 1944

14717

U. S. ARMY WEATHER SERVICE

WBAN—20

WINDS ALOFT COMPUTATION SHEET

(LAND STATION FORM)

Unclassified
(Security Classification)
Griffiss A.F.B.
Rome N.Y.
(Station)
43° 14' N
(Latitude)
75° 25' W
(Longitude)

Starting Date and Time	Year	Month	Day	Time
75th Mer.	49	MAY	11	1600
G. C. T.	49	MAY	11	2100

Ascension No. 499 Method of observation RAWIN (RDF) Elevation of observation point above MSL 477 (feet) 146 (meters)

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other ~~(feet)~~ (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
0				SURFACE WIND at time of release				290	08
1	58.4	32.3		250	1,170	720	400	210	07
2	64.2	29.9		400	2,310	1,380	820	200	05
3	66.1	25.5		540	3,450	2,040	1230	190	05
4	68.2	20.1		660	4,560	2,670	1650	130	06
5	72.0	359.1		680	5,670	3,300	2100	130	06
6	70.8	349.0		870	6,750	3,900	2500	230	05
7	71.4	342.8		980	7,830	4,500	2950	270	05
8	74.2	06.4		930	8,910	5,100	3280	280	13
9	74.7	29.2		1030	9,960	5,700	3800	280	11
10	75.5	43.5		11100	11,010	6,300	4200	270	14
11	72.0	62.1		1500	12,030	6,900	4620	270	20
12	68.0	65.3		2050	13,020	7,500	5070	270	25
13	62.4	74.0		2870	14,010	8,100	(49)	280	25
14	59.7	77.4		3450	15,000	8,700	5700	280	24
15	56.5	81.0		4180	15,960	9,300	6320	290	27
16	53.4	83.7		5000	16,920	9,900	6750	280	30
17	50.9	86.5		5820	17,880	10,500	7170	280	40
18	46.6	89.1		7230	18,840	11,100	7650	270	39
19	45.0	90.2		8150	19,800	11,700	8150	260	37
20	42.9	90.0		9320	20,760	12,300	8640	250	67
21	37.9	88.4		11750	21,720	12,900	9150	250	85
22	34.3	84.5		14130	22,680	13,500	9650	250	88
23	31.9	80.5		16300	23,640	14,100	10140	240	68
24	30.9	78.4		18100	24,600	14,700	10630	230	80
25	28.4	73.3		20580	25,560	15,300	11120	230	92
26	27.2	70.3		22600	26,520	15,900	11620	230	75
27	26.2	69.0		24560	27,480	16,500	12150	240	72
28	25.4	68.1		26750	28,440	17,100	12650	240	85
29	24.3	67.4		29250	29,400	17,700	13200	240	90
30	23.4	66.9		31600	30,360	18,300	13710	250	100
31	22.1	66.8		35100	31,320	18,900	14250	250	118
32	20.9	67.1		38000	32,280	19,500	14800	250	130
33	19.7	67.0		42750	33,240	20,100	15300	250	105
34	19.5	67.0		44800	34,200	20,700	15870	250	110
35					35,160	21,300			
36					36,120	21,900			
37					37,110	22,500			
38					38,100	23,100			
39					39,060	23,700			
40					40,050	24,300			
41					41,040	24,900			
42					42,030	25,500			
43					42,990	26,100			
44					43,980	26,700			
45					44,970	27,300			

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
46					45,930	27,900			
47					46,920	28,500			
48					47,910	29,100			
49					48,870	29,700			
50					49,860	30,300			
51					50,850	30,900			
52					51,840	31,500			
53					52,800	32,100			
54					53,790	32,700			
55					54,780	33,300			
56					55,740	33,900			
57					56,730	34,500			
58					57,720	35,100			
59					58,680	35,700			
60					59,670	36,300			
61					60,660	36,900			
62					61,620	37,500			
63					62,610	38,100			
64					63,600	38,700			
65					64,590	39,300			
66					65,550	39,900			
67					66,540	40,500			
68					67,530	41,100			
69					68,490	41,700			
70					69,480	42,300			
71					70,470	42,900			
72					71,430	43,500			
73					72,420	44,100			
74					73,410	44,700			
75					74,400	45,300			
76					75,360	45,900			
77					76,350	46,500			
78					77,340	47,100			
79					78,300	47,700			
80					79,290	48,300			
81					80,280	48,900			
82					81,240	49,500			
83					82,230	50,100			
84					83,220	50,700			
85					84,210	51,300			
86					85,170	51,900			
87					86,160	52,500			
88					87,150	53,100			
89					88,110	53,700			
90					89,100	54,300			

Observer CPL BAKER PFC. Recorder CPL BAKER PFC. Termination due to FADING Signal

Clouds	Amount	Type	Direction
High	1	HI	
Middle			
Low			

Weight of balloon 350 grams
Weight of lantern ~~105~~ grams
Weight of target or transmitter 1050 grams
Free lift ..... 1400 grams
Total weight 3000 grams

Ascensional rate 1284 FT/MIN
Color of balloon WHITE
Type of balloon ML-131-A
Type of target or transmitter T-69
Type of ground set SCR-658

NOTES Hydrogen Used
Rawin D
Transm 40990
Modulator 29218

CODED DATA	III	GG	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv
	RMF	21	0	29	07	24	09	2	22	06	20	04	4	19	04	15	05	6	13	06	13	05	8	24	04	26	04
			0	28	09	~~dd~~	~~vv~~	2	28	10	~~dd~~	~~vv~~	4	27	17	6	27	22	8	28	21	0	27	24	2	28	35	4	27	32	6	25	52	8	25	23
			0	25	26	2	24	80	4	24	76	6	25	63	8	25	68	0	26	76	2	28	94	5			0			5			0			5		

IV

H=Standard level indicator dd=Direction in tens of degrees vv=Velocity in miles per hour (knots)

Declassification Authority: NND 923007

SC Form No. 42
1 November 1944

14717

UNCLASSIFIED
(Security Classification)

U. S. ARMY WEATHER SERVICE

WBAN—20

WINDS ALOFT COMPUTATION SHEET

(LAND STATION FORM)

GAC (155 AF 3)
ROME N.Y.
(Station)
43° 14' N
(Latitude)
75° 25' W
(Longitude)

Starting Date and Time	Year	Month	Day	Time
75th Mer.	43	MAY	11	2200
G. C. T.	43	MAY	12	0300

Ascension No. 500 Method of observation RAWIN (RDF) Elevation of observation point above MSL 477 (feet) 146 (meters)

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
0				SURFACE WIND at time of release				00	00
1	45.2	314.1		350	1,170	720	350	140	15
2	44.1	317.8		830	2,310	1,380	800	150	14
3	46.8	326.5		1170	3,450	2,040	1250	160	12
4	48.8	329.2		1460	4,560	2,670	1650	200	11
5	52.1	346.5		1630	5,670	3,300	2100	230	16
6	52.5	355.1		1920	6,750	3,900	2500	240	13
7	56.0	08.4		2000	7,830	4,500	2950	260	12
8	57.6	16.1		2150	8,910	5,100	3400	260	11
9	58.6	23.4		2310	9,960	5,700	3800	250	12
10	57.7	27.5		2660	11,010	6,300	4200	240	14
11	58.0	32.8		2910	12,030	6,900	4650	260	16
12	57.5	40.5		3250	13,020	7,500	5100	260	20
13	56.6	46.7		3770	14,010	8,100	5500	260	19
14	54.6	49.8		4180	15,000	8,700	5900	250	20
15	53.1	52.5		4760	15,960	9,300	6350	260	25
16	51.0	57.5		5500	16,920	9,900	6800	250	23
17	50.1	57.7		6020	17,880	10,500	7200	240	21
18	48.8	54.4		6700	18,840	11,100	7650	230	23
19					19,800	11,700			
20					20,760	12,300			
21					21,720	12,900			
22					22,680	13,500			
23					23,640	14,100			
24					24,600	14,700			
25					25,560	15,300			
26					26,520	15,900			
27					27,480	16,500			
28					28,440	17,100			
29					29,400	17,700			
30					30,360	18,300			
31					31,320	18,900			
32					32,280	19,500			
33					33,240	20,100			
34					34,200	20,700			
35					35,160	21,300			
36					36,120	21,900			
37					37,110	22,500			
38					38,100	23,100			
39					39,060	23,700			
40					40,050	24,300			
41					41,040	24,900			
42					42,030	25,500			
43					42,990	26,100			
44					43,980	26,700			
45					44,970	27,300			

Minute	Elevation angle °	Horizontal angle °	Slant range RAWIN (yards)	Distance from observation point (yards)	Altitude: 100 gram balloon (feet)	Altitude: 30 gram balloon (feet)	Altitude: Other (feet) (yards)	Wind dir. (360°=N 090°=E, etc.) °	Wind velocity m. p. h.
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47					46,920	28,500			
48					47,910	29,100			
49					48,870	29,700			
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55					54,780	33,300			
56					55,740	33,900			
57					56,730	34,500			
58					57,720	35,100			
59					58,680	35,700			
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61					60,660	36,900			
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70					69,480	42,300			
71					70,470	43,900			
72					71,430	43,500			
73					72,420	44,100			
74					73,410	44,700			
75					74,400	45,300			
76					75,360	45,900			
77					76,350	46,500			
78					77,340	47,100			
79					78,300	47,700			
80					79,290	48,300			
81					80,280	48,900			
82					81,240	49,500			
83					82,230	50,100			
84					83,220	50,700			
85					84,210	51,300			
86					85,170	51,900			
87					86,160	52,500			
88					87,150	53,100			
89					88,110	53,700			
90					89,100	54,300			

Observer CPL. BAKER C. PA. Recorder CPL. BAKER C. PA. Termination due to FADING SIGNAL

Clouds	Amount	Type	Direction
High	1-	1	U
Middle			
Low			

Weight of balloon 350 grams
Weight of lantern — grams
Weight of target or transmitter 1050 grams
Free lift 1400 grams
Total weight 2800 grams

Ascensional rate 1260'/M
Color of balloon WHITE
Type of balloon MR-13-9
Type of target or transmitter T-17
Type of ground set SCR-658

NOTES RAWIN Hydrogen used

RAWIN

CODED DATA	III	GG	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv	H	dd	vv	dd	vv
	1RME	03	0	00	00	00	00	2	14	13	15	12	4	16	10	19	10	6	21	12	23	13	8	24	11	26	10
	H	dd	vv		dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv
	0	26	10	2	25	11	4	26	14	6	26	17	8	25	19	0	26	22	2	24	18	4			6			8			0			5		
	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv	H	dd	vv
	0			5			0			5			0			5			0			5			0			5		

H=Standard level indicator dd=Direction in tens of degrees vv=Velocity in miles per hour (knots)

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-185-7

DATE 31 August 1949

REPORT MADE BY
JOHN P. BRYNILDSEN

REPORT MADE AT
DO #15, Great Falls AFB, Montana

PERIOD
9, 10, 11 August 1949

OFFICE OF ORIGIN
DO #15, Great Falls AFB, Montana

STATUS
CLOSED

TITLE

SIGHT OF FLYING DISCS ON 9 AUGUST 1949 AT HEBGEN LAKE WEST YELLOWSTONE, MONTANA, BY MR. ROBERT EMERSON

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None; this is an initial report.

SYNOPSIS

On 9 August 1949, this District Office was telephonically advised by the Federal Bureau of Investigation (Butte Office) of the purported sighting at 0930 A. M., that date, of eight (8) alleged "flying discs" in the Hebgen Lake, West Yellowstone, Montana, area. Mr. DAVID E. WERNER, proprietor, Hebgen Lake Lodge, the informant, was contacted telephonically and the essentials as previously outlined by the Federal Bureau of Investigation was confirmed by this office. Further information was forthcoming that two of the "flying discs" had crashed in the immediate surrounding area. On August 10, 11, 12, 1949, investigation revealed that only one (1) individual actually saw the "flying discs", a Mr. ROBERT EMERSON, employed as a "guide" by Mr. WERNER. A prolonged search was instituted for the two discs that crashed in the immediate area with negative results. Interrogation of the only witness revealed him to be indefinite as to the physical characteristics of "objects" sighted. Witness further declined to make any signed sworn statement regarding the sighting of the discs. Inquiries revealed Mr. ROBERT EMERSON to have a good reputation in all respects in the surrounding community. However, discussion with Mr. EMERSON indicated to this AGENT that witness had a decided tendency to exaggerate. Mr. EMERSON was informed by this AGENT that if he found either of the two "objects" which crashed, he was to immediately contact the 15th OSI District (IG) USAF, Great Falls AFB, Montana.

CLASSIFICATION CANCELLED
BY AUTHORITY OF KURT K. KUNZE, Capt, USAF
Historian
BY 3 DEC 1975 DATE

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APPROVED

JOHN P. BRYNILDSEN
Captain, USAF

District Commander.

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24-185 7 16

SEP 2 2 09 PM '49

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15-609

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

CHARACTER

REFERENCE

SYNOPSIS

DATE

FILE NO.

REPORT MADE BY

RECORD MADE AT

PERIOD

PLACE OF ORIGIN

STATUS

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DETAILS:

1. On 9 August 1949, this office received a telephone call from a reliable federal agency concerning information pertaining to the alleged sighting of unconventional aircraft. This office conducted an interview of the individual, Mr. ROBERT EMERSON, who was alleged to have observed the object and made a search of the area where two (2) of the alleged discs are presumed to have fallen.

AT GREAT FALLS AIR FORCE BASE, GREAT FALLS, MONTANA

2. On 9 August 1949, this AGENT received a telephone call from Mr. LANGEN, Assistant Supervisor, Federal Bureau of Investigation District Office, Butte, Montana, to the effect that a Mr. DAVID WERNER, proprietor of Hebgen Lake Lodge, West Yellowstone, Montana, had advised the Butte Office, FBI, that an employee of his, and a number of guests at the Lodge had, on the morning of 9 August 1949, sighted a flight of flying discs, two of which had landed in the immediate surrounding area. Seven of them were reputed to have come across the Lake area at about 0930 hours, two of these falling in the immediate area, one in a wooded area on the opposite shore of the Lake and one in the Lake itself. Approximately one-half hour later another "flying disc" was observed to have flown across the Hebgen Lake area.

3. On 9 August 1949, this AGENT contacted Mr. DAVID WERNER, proprietor, Hebgen Lake Lodge, West Yellowstone, Montana, by telephone. Mr. WERNER confirmed his telephone conversation with the Butte Office, FBI, and repeated essentially the same story that he had previously given to that agency. Mr. WERNER further stated that one of the eyewitnesses, a guide employed by Mr. DAVID WERNER, knew the approximate location of both of the "discs" that had fallen and would be held available to take any agents we might send to the objects. Mr. WERNER stated that he believed that the eyewitness, a guide, knew to within a few hundred feet the specific location of the "discs". This AGENT questioned Mr. WERNER closely, attempting to eliminate all possibilities such as jet aircraft, radio-sonde devices, pilot balloons, rawind devices, etc., with negative results. Mr. WERNER further asserted that there were a number of people in the area who had observed this identical phenomenon.

AT HEBGEN LAKE, WEST YELLOWSTONE, MONTANA

4. On 10 August 1949, this AGENT interviewed Mr. BOB EMERSON, a guide employed by the Hebgen Lake Lodge, relative to purported sightings made of a total of seven (7) flying discs at 0930 hours, 9 August 1949, and one (1) similar object seen at about 1000 hours. Mr. EMERSON stated that two (2) of the objects had crashed in the surrounding area. Mr. EMERSON stated that

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the objects were the approximate size and shape of an automobile tire, and at the time of sighting were not flying in formation. Mr. EMERSON stated that they were definitely not balloons, having the appearance of being constructed of metal and were grayish white. At the time of the sighing, Mr. EMERSON was standing on a boat siding at the edge of Hebgen Lake, the objects came across a ridge on the eastern shore of Hebgen Lake, just barely skimming the top of the ridge, (This ridge is approximately 1500 feet higher than the surrounding terrain) and were proceeding rapidly in a southwesterly direction. Two of the objects in the first flight crashed, the one which crashed in the lake threw up a large geyser of water, and the one which crashed in the woods on the opposite shore (a distance of two miles from the point at which EMERSON was standing) raised a large cloud of dust as it hit into the woods. No fire, explosion or smoke of any kind accompanied the crashes. The remaining five objects disappeared rapidly from view across the ridges which are two miles from the western shore of Hebgen Lake. Mr. EMERSON could not estimate the speed of the objects, however, he stated that none of the objects were visible to him for more than five to ten seconds, and the objects that crashed were visible for about two (2) seconds. From maps of the general area this would place the speeds of the objects at approximately fourteen hundred miles per hour. Mr. EMERSON stated that at the time of the appearance of the first seven objects, there was no one in his immediate vicinity who actually saw them. When the next one appeared, one-half hour later, he attempted to call the attention of his assistant to them; however, it had disappeared before the Assistant could view it. Mr. EMERSON further stated that he had not intended to make an official report of the sightings, but that when he told his employer, Mr. DAVID WERNER, Mr. WERNER took it upon himself to call the Federal Bureau of Investigation relative to the matter.

5. An attempt was made by this AGENT to contact other witnesses of the same phenomena as reported by Mr. ROBERT EMERSON. In this respect all employees and guests of the Hebgen Lake Lodge were interviewed with negative results. It was learned that there was possibly one additional witness, a camper who had camped on the shore of the lake overnight and had since moved on. In addition to the employees and guests of the Lodge, attempts were made to find witnesses among residents in the immediate area, residents in the town of West Yellowstone (17 miles away) and from the U. S. Ranger Station, West Yellowstone, Montana. No witnesses were able to be obtained.

AGENT'S NOTE: There seemed to exist an apparent attempt by a number of individuals to convince this AGENT that the "guide" was absolutely reliable, trustworthy and beyond question, that if he said this incident occurred, it did. The statement was made by the proprietor, Mr. DAVID WERNER that if anything was found, the Lodge might become a "Mecca" for tourists, and it was this AGENT'S impression that whether anything was found or not, Mr. WERNER would have welcomed the attendant publicity. Frequent conversations with the guide, Mr. ROBERT EMERSON, clearly indicated that he had a decided tendency to exaggerate, and that his conversation was often made up of grossly exaggerated stories.

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6. On 11 August and 12 August 1949, this AGENT and Special Agent ROBERT P. SPALDING searched the wooded area in which one of the discs was reputed to have crashed. Nothing even remotely resembling the object described was found. There was no evidence in the wooded area that any object had crashed through the trees, nor was there any indication of any earth displacement. The wooded area was carefully scanned for swath patches that an object travelling at high speed would necessarily make. Also the area was searched for indications of charred or scorched areas. On 13 August 1949, this AGENT and Special Agent ROBERT P. SPALDING dragged Hebgen Lake in the vicinity indicated by Mr. ROBERT EMERSON, with negative results.

7. The following information is in answer to requirements set forth in Part II, Air Intelligence Requirement, Memorandum No. 4, dated 15 February 1949.

1. August 9, 1949
2. 0930 hours, Mountain Standard Time
3. 44 degrees 49 minutes North Latitude
   111 degrees 15 minutes West Longitude
4. Eight "flying discs", seven in the first flight and one reported one-half hour later. Only observer reported no definite formation.
5. Local facilities and organizations which follow celestial phenomena reported that no celestial phenomena were observed in the West Yellowstone, Montana, area on 9 August 1949.
6. Objects in relation to observer passed directly overhead at an altitude of approximately 1500 feet above the ground. Six of the objects continued flight in a southwesterly direction at the same altitude. Two of the objects were observed by the informant to crash in the immediate area; however, no fire, explosion or smoke of any kind resulted from the crash.
7. It is believed that the six (6) objects which were in flight were in sight a total of ten seconds, however, the two which crashed were not in sight more than two seconds according to informant.
8. A. Object was a grayish metallic color.
   B. The shape of all objects would most nearly correspond to the shape and size of an automobile tire. Informant stated that some of them had a blackish spot in the middle.
   C. The objects were apparently constructed of metal.
   D. The size of the objects from the observer's view was the approximate size of an automobile tire.
9. The objects were flying in a southwesterly direction.
10. The flights were reported to be in a horizontal plane and objects appeared to be moving at an even flow.
11. There was no evidence of exhaust, neither was there any odor and objects left no contrails.
12. Objects while observed by informant did not pass through clouds.
13. No lights were observed to be attached to object.
14. In questioning informant, he stated that he could not observe any means of support the objects would have such as wings, vertical jet, rotating cylinder or cone, aerostatic lift or aerodynamic list of fuselage.

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15. No evidences of outward propulsion were evidenced by objects.
16. Object definitely had no fins, stabilizers or elevators.
17. Objects had no slots or duct openings.
18. Objects had a speed of about 1500 miles per hour. Informant was not able to accurately estimate this speed. Speed rating was obtained by finding the time the objects took to pass between known points.
19. Objects according to informant, sounded like a siren and the sound was continuous.
20. Six of the objects faded from view according to informant. Two of the objects crashed in the surrounding area. The possibility of fragments or other physical evidence was taken into consideration and a three day search was instituted, grappling hooks being employed for the object that was supposed to have crashed into the water.

RELATIVE TO THE OBSERVER

1. Robert Emerson
2. Hebgen Lake Lodge, West Yellowstone, Montana
3. Tourist Guide
4. Hebgen Lake Lodge, West Yellowstone, Montana
   a. Mr. EMERSON is employed by Mr. DAVID WERNER, proprietor of the Hebgen Lake Lodge and has been employed as a "guide" for approximately two months as of 9 August 1949. Mr. EMERSON's duties entail that he also be in charge of the boat landing and dock area.
5. Observer's hobbies are his business, namely, hunting and fishing. Observer has had limited experience, little formal education and is virtually without qualification as pertains to aeronautical matters.
6. The observer should be a good judge as to the determination of color, size and speed of objects, however, after conversing with observer for a period of three days, it was felt that he is extremely prone to exaggerate, particularly as to the speed and number of things.
7. The employees of the Lodge seemed to agree that Mr. EMERSON was a very reliable individual, regarding him as a sort of "jewel" in the rough. They believed that because of his experience as a guide that he would be exceptionally well qualified to judge speed, color, size, and to be possessed of a quick and discerning eye. They stated that he knew nothing of "flying discs", never having read about them at all. (This statement was open to doubt, inasmuch as an article about "flying discs" was in the boathouse where informant worked). It was agreed by all that the "guide" would be able to take us directly to the objects. This he failed to do in almost three days of searching. A check with Deputy Sheriff Workman, West Yellowstone, indicated that Mr. EMERSON had an excellent reputation, was considered an excellent guide and had a fair reputation for being truthful.

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Mr. DAVID WERNER, employer of Mr. EMERSON, stated that he would unqualifiedly believe anything that the latter stated as being the truth. Mr. WORKMAN and Mr. WERNER have both known Mr. EMERSON for a period of at least five years.

8. Informant states that his attention was brought to the object by the sound thereof; that it had a high, continuous sound analogous to a siren.

9. There were no other witnesses obtainable other than the observer. The observer reported that there had been a camper in the area who observed the same incident at the same and time and place. He had not obtained the camper's name and the camper had since moved on. No information could be obtained from the records of the Hebgen Lake Lodge relative to the name of the camper. The West Yellowstone area has a great number of similar tourists during this time of the year.

GENERAL

1. West Yellowstone Airport does not have a teletype recording device. Weather was reported on 9 August as being (a) visibility unlimited; (b) ceiling unlimited; (c) scattered clouds 1/10 at about 12,000 feet; (altitude of airport is 6200 feet). Surface wind 70/03 MPH. No precipitation on that date was evidenced. Temperature at 0930 hours was 62 degrees F.

2. Winds Aloft report, Butte, Montana, taken at 0800 A. M. 9 August 1949, indicate that winds were extremely moderate, from an easterly and southeasterly direction, veering about to southwesterly at about 40 knots at extreme altitude.

Surface (6000)	70 /03	14,000	220/24
8000	160/10	16,000	220/22
10,000	230/20	18,000	240/30
12,000	240/25	20,000	230/31
		25,000	220/29
		30,000	220/48
		35,000	210/54
		40,000	210/66

3. All flight schedules were checked. No military, commercial or private aircraft were flying in the West Yellowstone or Hebgen Lake area at the time of reported sightings.

4. Only testing devices released in Montana are pilot balloons, one each being released daily at 0600 A. M. by Gore Field, Great Falls, Montana, and Butte Municipal Airport, Butte, Montana.

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5. Area could not be found where object allegedly contacted earth.

6. Negative.

7. Negative

8. Signed statement not possible to secure; only eyewitness declined to submit statement.

9. Negative

10. No radio antenna were to be observed.

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HP
051

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-37

DATE 19 Aug 49

REPORT MADE BY EDWARD L. FORREST /rs

REPORT MADE AT DO #20, McChord AFB

PERIOD 18 Aug 49

OFFICE OF ORIGIN DO #16, Hill AFB

STATUS RUC

TITLE

SPECIAL INQUIRY

(Unidentified Aerial Objects
Sighted near Mt Home, Idaho)

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A FREDERICK M. TAYLOR, DO #16, dtd 28 July 49, file 24-19

SYNOPSIS

Flight Service Center, McChord AFB, Washington, received call on 24 July 49 from Flight Service, Boise, Idaho, re aircraft in vicinity of Mt Home, Idaho. Check of records revealed no military aircraft in vicinity of Mt Home on 24 July 49.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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APPROVED

R. D. MELCHER
Major, USAF
Acting
District Commander.

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UNITED STATES AIR FORCE
OFFICE OF SPECIAL INVESTIGATIONS
SEP 7 2 25 PM '49
SEP 14 1949
UNCLASSIFIED

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

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
REPORT MADE BY	
REPORT MADE AT	
PERIOD	
OFFICE OF ORIGIN	
STATUS	

TITLE:

CHARACTER

REFERENCE

SYNOPSIS

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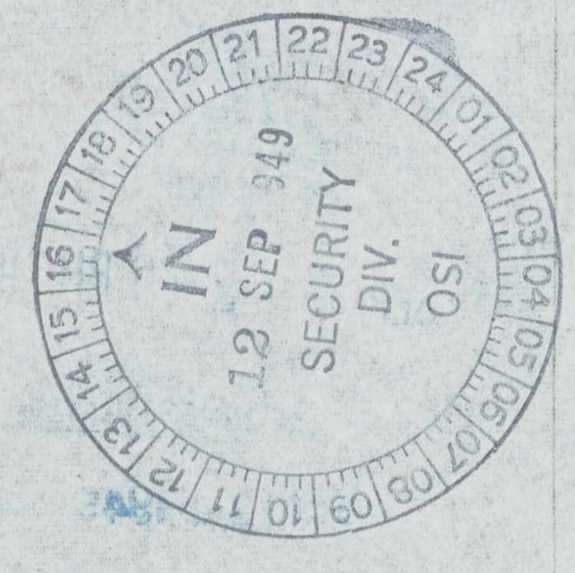

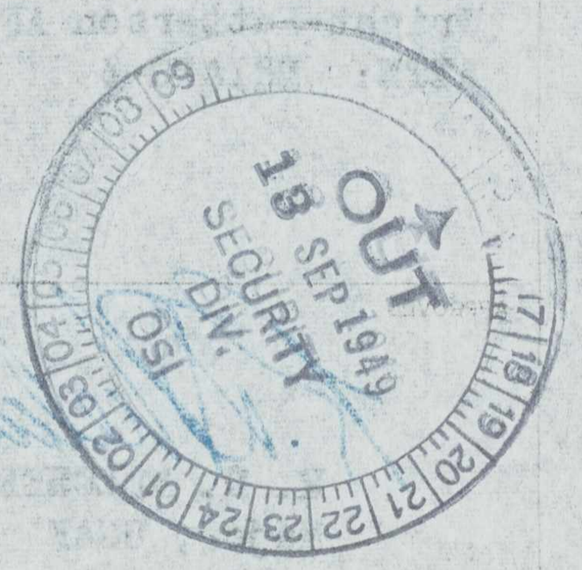

AIRMD FORM
15 JAN 49

O-208

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Case file #24-37
DO #20

DETAILS:

AT McCHORD AFB, WASHINGTON:

1. Flight Service Center, McChord AFB, Washington, verified the fact that they had received a call on 24 July 49 from Flight Service, Boise, Idaho, regarding aircraft in the vicinity of Mt. Home, Idaho. At that time their records were checked and revealed that no military aircraft was in the vicinity of Mt. Home on 24 July 49.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

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