[redacted] wrtn 29 Oct 52

24-185-371

(Unclassified) FLYOBRPT
SPECIAL INQUIRY

Topical Intelligence Division, Deputy Director for Estimates,
Directorate of Intelligence, DCS/O, ATTN: Maj Fournet

3 NOV 1952

1

Counter Intelligence Division
Directorate of Special Investigations, IG

Capt Brown/fjm/AFCSI-6
Code 192/X-140

1. Inclosed herewith for your information are two (2) OSI reports reflecting results of investigation completed concerning an unidentified aerial phenomena sighted near Pittsburg, Kansas, on 25 August 1952.

2. Any further data received concerning subject will be furnished your office.

2 Incls
1. Rpt (DO 13) dtd 7 Oct 52
2. Rpt (DO 5) dtd 23 Oct 52

GILMER L. SNIPES
Major, USAF
Actg Chief, Sabotage & Espionage Br.

AFCSI FILE COPY

AFCSI-6
Brown

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

When Incl. No. 1,2 is (are) withdrawn or not attached, the classification of Confidential on this correspondence will be cancelled in accordance with par 25e, AFR 205-1.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

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5 NOV 1952

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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
24-132	27 October 1952

REPORT MADE BY
C. L. GRAYBILL, S/A

REPORT MADE AT
DO #13, Offutt AFB, Nebr.

PERIOD
27 Oct 52

OFFICE OF ORIGIN
DO #13, Offutt AFB, Nebr.

STATUS
CLOSED

TITLE

UNIDENTIFIED AERIAL
PHENOMENON SIGHTED
PITTSBURG, KANSAS 24-185-371X
25 August 1952 24-185_5_21X

24-183-13-47?

Disclosure of the nature, sources, or even the existence of the information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of special investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

CHARACTER
SPECIAL INQUIRY

REFERENCE
Report of S/A G. E. SWINEHART, DO #5, file 5D-24-178, 23 Oct 52

SYNOPSIS

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

DETAILS:

AT OFFUTT AFB, OMAHA, NEBR.

With the submission of the report of Special Agent G. E. SWINEHART, 5th OSI District Office, file 5D-24-178, 23 October 1952, all logical investigative leads have been developed and reported.

- CLOSED -

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

DISTRIBUTION

CG, ATIC, W-P AFB
(Action cys)
Thru: DO #5 2
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File 2

ACTION COPY FORWARDED TO

Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-5

APPROVED

Leon F. Bugh
LEON F. BUGH
Lt. Colonel, USAF
District Commander

FILE STAMP

24-185-37/1X1
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SPECIAL BRANCH

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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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW

BY _____

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

REPORT OF INVESTIGATION

FILE NO. 24-152

DATE 7 October 1952

REPORT MADE BY
ELMER T. LIAN, S/A

REPORT MADE AT
DO #13, Offutt AFB, Nebr.

PERIOD
24 September 1952

OFFICE OF ORIGIN
DO #13, Offutt AFB, Nebr.

STATUS
PENDING

TITLE

~~UNIDENTIFIED AERIAL PHENOMENON SIGHTED PITTSBURG, KANSAS 25 August 1952~~ WR HR

CHARACTER
SPECIAL INQUIRY

REFERENCE
Ltr, DO #5, file 50-24-21, 16 Sep 52

SYNOPSIS

Investigation requested by the Chief, Technical Analysis Division, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio. Mr. WILLIAM SQUYRES, Route #1, Pittsburg, Kansas., stated that he saw an unidentified object in the air at 0535 hours, CST, on 25 August 1952, seven (7) miles northwest of Pittsburg, Kans. Object described as seventy-five (75) feet long, forty (40) feet wide, and fifteen (15) feet high. Shape described as two oblong (elliptical) platters placed face to face. Object hovered about ten (10) feet above ground for about one-half (½) minute and disappeared in about ten (10) seconds by moving straight up in the air. Object observed for approximately one-half (½) minute from a distance of four hundred (400) to one-hundred (100) yards. Soil and vegetation samples taken from ground below sighting forwarded to Technical Analysis Division, Wright-Patterson AFB, on or about 4 September 1952.

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

Disclosure of the nature, sources, or even the existence of the information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of special investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

DISTRIBUTION

DO #5 (action) 4
Hq OSI 2
File 2

ACTION COPY FORWARDED TO

Chief, Technical Analysis Div.
Air Technical Intelligence Center
Wright-Patterson AFB
Ohio

APPROVED

Leon F. Bugh, Lt Col
For and in the absence of
CHARLES P. MARTIN
Colonel, USAF
District Commander

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

XXXX

5D-24-21

16 September 1952

SUBJECT: Unidentified Aerial Phenomenon
Sighted Pittsburgh, Kansas
SPECIAL INQUIRY

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

1. The Chief, Technical Analysis Division, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, has requested that OSI conduct an investigation into the events surrounding the sighting of an unidentified aerial phenomenon by a Mr. WILLIAM SQUYRES of Radio Station KOAF in Pittsburgh, Kansas.

2. It is requested this investigation be conducted expeditiously and your Report of Investigation be forwarded to this office in sufficient copies for transmittal to ATIC.

Copy to:
Hq OSI

D. G. NORTH
Lt Colonel, USAF
District Commander

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

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DETAILS:

1. This investigation was requested by the Chief, Technical Analysis Division, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, by letter from the District Commander, 5th OSI Dist, file 5D-24-21, dated 16 Sep 52.

AT PITTSBURG, KANSAS

2. On 24 September 1952, Mr. WILLIAM V. SQUYRES, Route #1, Pittsburg, Kans., was interviewed at Radio Station KOAM, Pittsburg, Kans. SQUYRES stated that he lives with his wife and son on a small farm about ten (10) miles northwest of Pittsburg, Kans. He works for radio station KOAM as a Musician and plays in various types of musical aggregations. SQUYRES stated he had worked at the station most of the time for the past five (5) or six (6) years.

At approximately 0530 hours, CST, on 25 August 1952, SQUYRES left his farm driving a 1952 Jeep Station Wagon and started driving south on a rough gravel road, known as Yale Road. When he reached a point approximately one-fourth (¼) mile from US Highway 160, which runs east and west, he noted the unknown object off to the right side of the road at a horizontal angle of about 40 degrees and at a distance of about two hundred fifty (250) yards. He immediately started slowing down his car and continued to view the object through the right side of windshield. When he came to a point where object was visible through the right door glass and about 90 degrees to right of his vehicle he stopped and slid his body over to the right hand door of the vehicle, opened the door and stepped out on the road. At all times, he attempted to keep object in view. After he had stepped to side of road nearest the object, it began a rapid vertical ascent. SQUYRES estimated he viewed object for about one-half (½) minute. At this time, SQUYRES estimated he was about one hundred (100) yards from object. When object reached a height "about as high as an airplane flies" object then increased acceleration at a tremendous rate and rapidly disappeared from view, straight up through broken clouds. Clouds did not obscure view of disappearing object at any time. SQUYRES described the object as platter shaped; by this he said it looked like two (2) platters or bowls had been put together by reversing one platter and placing it over the first one. He estimated it was about seventy-five (75) feet long and forty (40) feet wide and about fifteen (15) feet through the mid-section, measuring vertically in center of object. Object was about ten (10) feet above ground when first seen by SQUYRES and remained in this position until it started its rapid ascent after he stepped to the side of the road. The object was hovering or moving slightly up and down and to the side, or rocking slightly as it hovered about ten (10) feet off the ground. SQUYRES then went on with a more detailed explanation of the object: It was of a dull aluminum color; smooth surface; one window in front section, with head and shoulders visible of one man sitting motionless facing forward edge of object, clear glass, light in forward section, medium blue continuous light. In the mid-section of object were several windows extending from top to near edge of object; mid-section of ship had a blue light which gradually changed to different shades. There was a large amount of activity and movement in the mid-section which could not be identified as being human as it did not have a regular pattern of movement such as mechanical objects would make in the blue light. There were no windows,

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doors, portholes, vents, seams, etc., visible to observer in rear section of object or under the object (viewed at time of ascent). Another identifiable feature was that along the outer edge of object, there were a series of propellers about six (6) inches to seven (7) inches in diameter, spaced closely together, these propellers were mounted on a bracket so they revolved in a horizontal plane along the edge of the object. These propellers were revolving at a high rate.

After stopping his car, SQUYRES turned off the ignition and when stepping out of his car, he heard a deep throbbing sound coming from object. As the object started its ascent it emitted a sound like a large covey of quail starting to fly at one time. There was no visible exhaust or odor detected by viewer. There was only one object seen. SQUYRES described the weather as being warm, and the sky dotted with clouds. He does not recall a wind at the time of sighting. SQUYRES said the sun was just rising as he was going to work that morning and it was light enough to see all objects in the area. Viewer cannot recall any airplanes, trains, or other vehicles in the area at time of sighting. He stated that to his knowledge, he was the only person to view the object. SQUYRES stated he wanted to go to the area over which the object had hovered; however, he did not as the terrain was rough (ditch, fence, tall weeds, etc.) and he has an artificial leg which prevents normal movement. SQUYRES said the grass was moving under the object when it was hovering.

SQUYRES has completed two (2) years of high school, is thirty-six (36) years old, does not wear glasses, denies recent illness or injuries, drinks only socially and claims to have been 100% sober at the time of sighting. He knew of no objects in the area which had a similar appearance, and he has never seen an object similar to it before. He could think of no one who would want to play a practical joke on him. Viewer was at a total loss in attempting to explain the viewed object as being a "vision", "optical illusion", or some other explainable phenomenon.

3. On 24 September 1952, 2d Lt ROHERT E. GREEN, Signal Corps, USAR, 504 West Forest Street, Pittsburg, Kans., was interviewed at station KOAM in Pittsburg. GREEN stated he was an assistant professor of mathematics at Kansas State Teachers College, Pittsburg, Kans., and an engineer at station KOAM. GREEN stated he had known SQUYRES about three (3) years and has never known SQUYRES to make any false statements. He has worked with SQUYRES at radio station KOAM. Lt GREEN stated that he took soil and vegetation samples about ten (10) hours after sighting time and he detected that some of the vegetation was lying down but not broken in area of sighting. He was unable to distinguish a definite perimeter which may have aided in establishing the size of the object. GREEN stated that he forwarded the samples of soil and vegetation direct to the Chief, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, by registered Air Express on or about 4 Sep 1952.

GREEN stated he had discussed the case with Dr. RONALD G. SMITH, head of Mathematics Department at Kansas State Teachers College and they were unable to arrive at a plausible solution to the sighting. GREEN stated that

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he had spoken to a psychiatrist with reference to "visions" or the viewing of objects which actually do not exist. This theory was discounted by GREEN when the psychiatrist advised him that normally "visions" exist for only brief moments and the persons seeing them usually cannot describe them in detail. GREEN stated that SQUYRES had been hesitant to talk about the object and was sure SQUYRES had not fabricated the story. GREEN said, "I am sure SQUYRES thinks he saw the object." He described SQUYRES as "tops" and far above the average entertainer or musician. He said many people had openly ridiculed SQUYRES. GREEN said he had spoken to SQUYRES on several occasions at length since the sighting and can determine nothing that would lead him to doubt SQUYRES' story.

4. On 24 September 1952, Mr. RALPH E. WADE, Radio Station Manager, KOAM, was interviewed in his office. WADE said he could think of no reason to doubt SQUYRES' story. WADE described SQUYRES as a "solid-type guy," whom he had known eight (8) years and he had never known SQUYRES to "tell any tales." He could think of no personal gain that SQUYRES may have expected or received from his story. WADE concluded by advising that SUBJECT does not drink excessively, does not use narcotics, and has had no recent injuries or sickness. To WADE's knowledge, SQUYRES has never made similar reports.

5. 1st Lt DONALD C. WIDENER, AO 693179, inactive U. S. Air Force Reserve, 703 West 1st St., Pittsburg, Kans., was interviewed by the writer on 24 Sep 1952. Lt WIDENER stated that he and Mr. MARCELLE STEWART drove out to the scene of the sighting with Mr. SQUYRES at about 1020 hours on the morning of the sighting. WIDENER stated that he walked directly to the area which Mr. SQUYRES described as being below the location at which the object was sighted, and noted that the weeds and grass in the area seemed to be "pushed down" and twisted. Interviewee also stated that he noted many small dead weeds that seemed to have been blown around in the area, and the broken weeds were found lying on top of some of the other growing weeds. WIDENER stated that to him, this would indicate that there had been a strong wind blowing in the area. In looking at the broken weeds, WIDENER detected that the weeds seemed to have a newly broken appearance which was substantiated by the fact that the inside of the broken weeds were still soft and had not dried out like a weed that had been broken for some period of time. WIDENER stated that he walked to various parts of the area and it seemed to him that there were less weeds pushed down in other parts of the field. WIDENER stated, however, that by walking from one end of the field to the other, and crossing through the area directly below the sighted object, a person would be unable to detect anything unusual about the area below the sighting unless one paid particular attention to this fact. WIDENER said that in his opinion, Mr. SQUYRES was a very reliable man whom he had known for a period of over four (4) years. Mr. WIDENER operates the Tri-State Supply Company which has an office on the fourth floor of the Commerce Building in Pittsburg next door to radio station KOAM. He stated that he has never associated socially with SQUYRES; however, he has had almost daily contact with him inasmuch as their offices are next door to each other.

6. On 24 September 1952, Mr. MARCELLE STEWART, Advertising Salesman for Radio Station KOAM, Pittsburg, Kans., was interviewed in the studios of KOAM. STEWART stated that he had visited the scene of the reported sighting along

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with Lt. WIDENER on the morning of the reported sighting. It was STEWART's opinion that the weeds and tall grass immediately under the spot where the object was seen by Mr. SQUYRES had been disturbed. STEWART stated that the weeds "were not mashed down"; however, they seemed to have been "pushed over." STEWART stated that he walked around to various parts of the field and in his opinion the tall grass and weeds were definitely more upright in other areas. STEWART said he had considered Mr. SQUYRES' story very carefully, and he had, from time to time, tried to break down Mr. SQUYRES' story; however, this had not been possible. STEWART could think of no reason why SQUYRES would report this incident for personal gain. STEWART stated that he had never believed any of the "flying saucer" stories in the past years; however, to date, he had found no reason to doubt the story of the sighting as related by Mr. SQUYRES. STEWART described Mr. SQUYRES as a dependable and trustworthy individual. STEWART concluded by advising that he could offer no explanation which would aid in clarifying Mr. SQUYRES' reported sighting.

7. On 24 September 1952, while the writer interviewed various persons at Radio Station KOAM, the names of three (3) persons were given to the writer, who had, in the past, also reported "flying saucers" in the vicinity of Pittsburg, Kans. These persons were Mrs. FRANK BOLDRINI, 1215 East 10th Street; Miss VERLENE RADFORD, 705 East 9th Street; and Mr. F. C. ABBOTT, 415 East Jefferson Street, Pittsburg, Kans. The writer interviewed these three (3) persons in regard to the flying saucers which they had reported during the past two (2) months to Radio Station KOAM. During the interviews with these persons, it was determined by the writer that none of them had seen any of the unidentified aerial objects at close range. Mrs. BOLDRINI described the object she had seen similar to a star. Miss RADFORD described her object similar to a white light on an airplane passing overhead. Mr. ABBOTT stated that he could not recall ever having seen or reported any flying objects in the vicinity of Pittsburg, Kans.

8. On 24 September 1952, Mr. ROY CAMP, Manager of the Municipal Airport, Pittsburg, Kans., was interviewed. Mr. CAMP stated that he knew of no mysterious objects which had appeared in the vicinity of Pittsburg, Kans., and he knew of no aircraft or other flying object in the vicinity of Pittsburg, Kans., in the early morning hours of 25 August 1952. Mr. CAMP stated that the nearest official weather station was located at Joplin, Missouri, a distance of twenty-four (24) air miles southeast of Pittsburg, Kans.

9. On 24 September 1952, Mr. R. G. FAY, Flight Service Specialist, CAA, Municipal Airport, Joplin, Missouri, was interviewed. Mr. FAY made available to the writer the U. S. Department of Commerce, Weather Bureau, Surface Weather Observations, Weather Station, Joplin, Missouri, for 24 August 1952. The weather reading taken at the above station at 0528 hours CST on 25 August 1952 was as follows: Sky condition - 10000 ft scattered; Visibility - 15 miles; Temperature - 61 degrees; Dew Point - 55 degrees; Wind - west southwest, seven (7) miles per hour; Altimeter - 30.11. No wind aloft report available at the Joplin station. Mr. FAY was queried relative to air activity in the vicinity of Pittsburg between 0500 and 0600 hours on 25 August 1952. Mr. FAY stated

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that he knew of no air activity in that vicinity at that time; however, he did not have records available to verify this statement.
AGENT'S NOTE: The Municipal Airport, Joplin, Missouri, is in DO #12 area, approximately sevan (7) miles outside the area of DO #13.

10. On 24 September 1952, Mr. PAUL McPHERSON, Investigator, Pittsburg, Police Department, Pittsburg, Kansas, was interviewed by the writer. McPHERSON stated that Police Department records at Pittsburg contained no information on Mr. SQUYRES. He said he personally knew Mr. SQUYRES and considered him to be a reliable person in the community. McPHERSON concluded by stating that Mr. FRANK SWOPE, Police Officer with the Pittsburg Police Department, Pittsburg, Kans., could perhaps give additional information relative to the report made by Mr. SQUYRES on 25 August 1952.

11. On 24 September 1952, Mr. FRANK SWOPE, Police Officer, Pittsburg Police Department, Pittsburg, Kansas, was interviewed by the writer. SWOPE stated that he was born and raised within two (2) miles of the location where Mr. SQUYRES had reported the sighting and that he had theorized that the reported sighting made by Mr. SQUYRES was, in reality, the passing of a train in the vicinity of the sighting. He stated that the Kansas City Southern Railroad tracks run a short distance to the west of the reported sighting. SWOPE went on to say that a train leaves Pittsburg around 0520 hours each morning and would pass the vicinity of the sighting at about 0530 hours. SWOPE stated that he thought some of the windows in the engine or coaches of the train were of a blue color and that if Mr. SQUYRES observed the passing train through the trees, this may give the impression of changing blue light.

12. On 24 September 1952, the writer interviewed Mr. W. R. SEIBRING, Division Train Dispatcher, Kansas City Southern Railroad Company, Pittsburg, Kans. Mr. SEIBRING made available to the writer a train dispatcher record dated 25 August 1952. A review of these records revealed one (1) Passenger Train #16, Diesel Powered, pulling eight (8) cars, left Pittsburg going north at 0500 hours on 25 August 1952. Mr. SEIBRING stated that train #16 passed the area of the reported sighting between 0506 and 0507 hours on the morning of 25 August 1952. SEIBRING concluded by advising that there were no other trains going either direction on the track within one hour of the time of reported sighting with the exception of the one train cited above.

13. On 24 September 1952, Mr. W. H. GORSE, Route #1, Pittsburg, Kans., was interviewed by the writer. Mr. GORSE stated that he had been a neighbor of Mr. SQUYRES' for approximately one (1) year and he considered SQUYRES a reliable and truthful person. Mr. GORSE lives approximately one (1) mile north of the reported sighting and when queried as to whether he saw any objects or heard any sounds on the morning of 25 August 1952, GORSE stated he had seen nothing and heard nothing. GORSE concluded by advising that he was sure there had been no flying saucers in the vicinity of Pittsburg, Kans.

14. On 24 September 1952, Mr. WILLIAM SQUYRES was reinterviewed by the writer, at the scene of the reported sighting. At this time, the writer and SQUYRES drove in a vehicle and covered the same route taken by Mr. SQUYRES

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on his way to work on the morning of 25 August 1952. While driving south on the country road towards highway 160, SQUYRES pointed out to the writer the exact spot where the object first came into view. This distance measured from the corner of the country road (Yale Road) intersecting U. S. Highway 160 was found to be one-fourth (¼) mile. The angle at which the object was first sighted was approximately forty degrees to the right of the vehicle. The writer and SQUYRES then proceeded in the vehicle and stopped at the spot on the road where SQUYRES stated he had stopped and viewed the object by standing on the right hand side of his car. At this point, the writer requested that SQUYRES sketch the unidentified aerial object to the best of his knowledge. SQUYRES' sketch is included with this report, designated Inclosure #1. The writer than proceeded to the area of the reported sighting and with SQUYRES' aid made a number of measurements in the field in an attempt to procure more exact measurements of the dimension of the unknown object. With the aid of Mr. SQUYRES, the writer then drew a sketch of the scene which is included with this report as Inclosure #3. At this time, a train passed over the Kansas City Southern tracks and neither Mr. SQUYRES nor the writer could see the train due to large trees.

AGENT'S NOTE: While walking over area of reported sighting, Agent noted that the grass in area immediately under reported sighting was more disturbed than in surrounding area. It was also noted that the area under reported sighting is the most open area in vicinity and, therefore, subject to more wind and weather than the grass and weeds in other areas. While standing on the road at the spot SQUYRES saw the object, at close range, the writer was unable to see any grain bins, houses, or other man-made features that could have been mistaken for the unidentified object.

The writer asked Mr. SQUYRES if he had profited monetarily or otherwise from the report of his sighting. SQUYRES stated that he had not, and that the sighting had in fact caused him a great deal of personal trouble. Writer asked SQUYRES if he would be available for additional information if desired by the U. S. Air Force, to which SQUYRES replied that he would be glad to cooperate with the U. S. government in any way possible. At the conclusion of the interview, the writer asked SQUYRES what his personal opinion was in regard to the object he had seen. SQUYRES said he was almost certain it was a new type plane developed by the U. S. government.

INCLOSURES:

DISTRICT OFFICE #5, WRIGHT-PATTERSON AFB, OHIO
HEADQUARTERS OSI, WASHINGTON, D. C.

(One copy of each inclosure, as listed below, is furnished with each copy of the report)

1. Photostatic copy of sketch of unknown object drawn by BILL SQUYRES.
2. Photostatic copy of drawing of unidentified aerial phenomenon sighted, prepared by writer and SQUYRES.
3. Photostatic copy of area sketch, by writer and SQUYRES.

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INCLOSURES (Cont'd)

4. Photostatic copy of cross section area sketch, drawn by writer and SQUYRES.
5. Photostatic copy of newspaper clipping from the Pittsburg Headlight.
6. Photostatic copy of newspaper clipping from the Pittsburg Headlight, dated 25 August 1952, page 1.

- PENDING -

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Declassification Authority: NND 923007

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24-132

UNDEVELOPED LEAD

FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AFB, OHIO

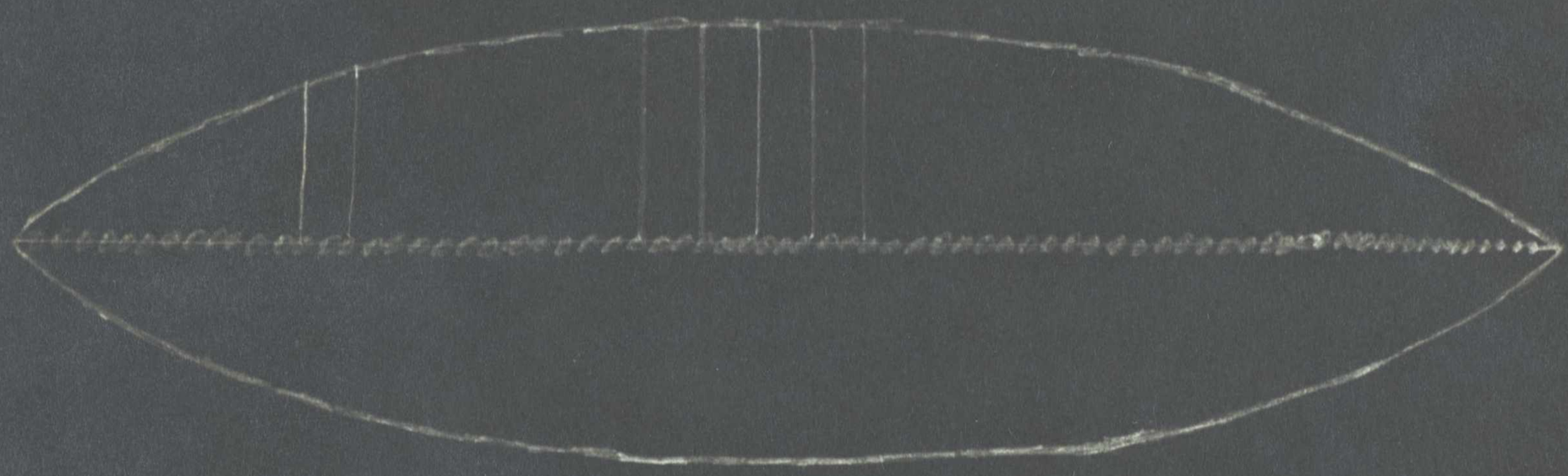
AT WRIGHT-PATTERSON AFB

Will interview Chief, Technical Analysis Division, Air Intelligence Center, Wright-Patterson AFB, Ohio, and procure such technical data as may be appropriate from the analysis made on the three vegetation and soil samples submitted to Wright-Patterson AFB, on or about 4 September 1952 from Lt ROBERT E. GREEN, 504 West Forest Street, Pittsburg, Kans.

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Declassification Authority: NND 923007

Lucile Gillett



Bill Spencer,
Jr.

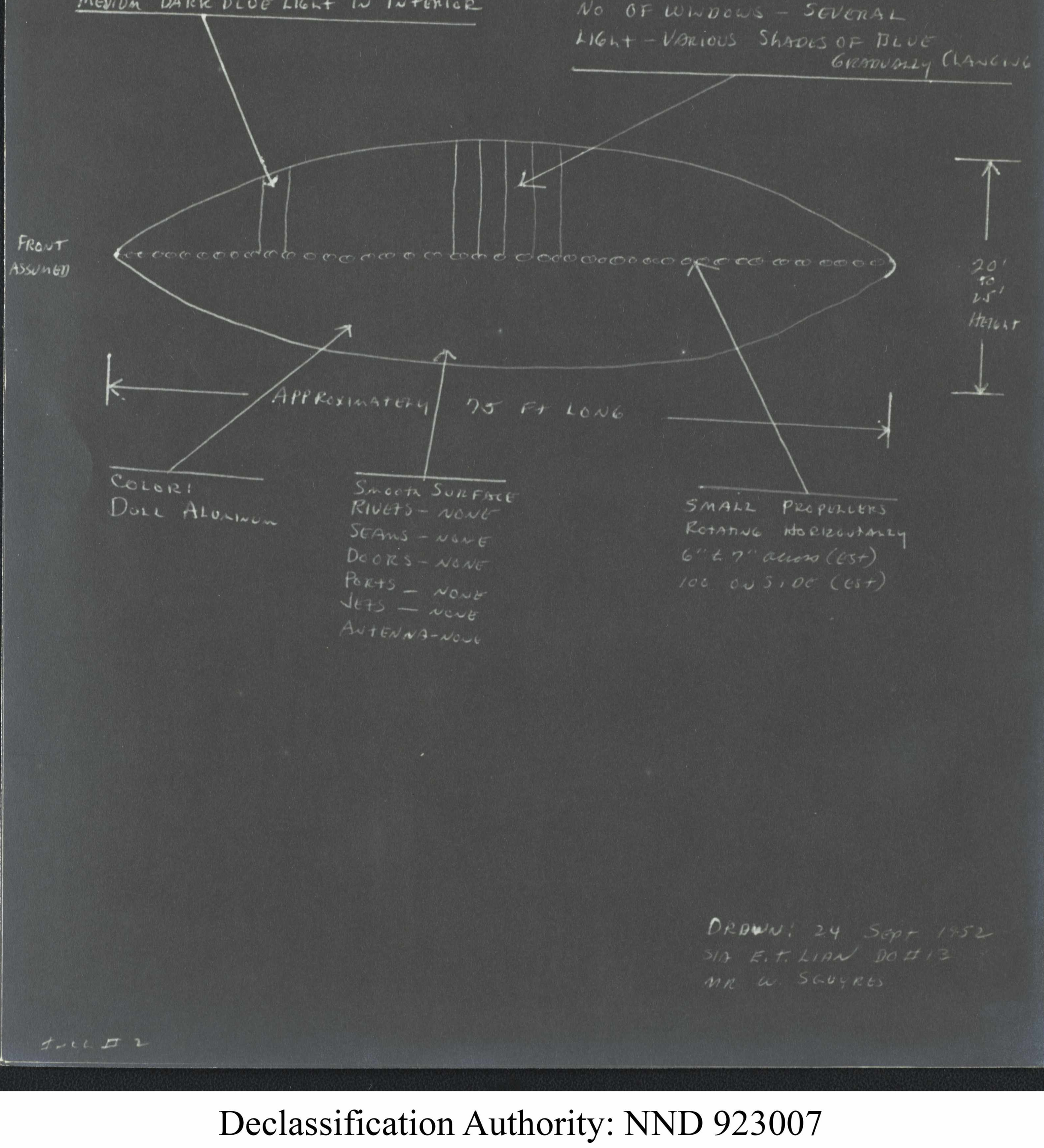
Declassification Authority: NND 923007

UNIDENTIFIED AERIAL PHENOMENON SIGHTED

25 AUGUST 1952

PITTSBURG, KANSAS

BY MR. WILLIAM SQUYRES, ROUTE #1, PITTSBURG, KAN.



DRAWN: 24 SEPT 1952
SIA E.T. LIAN DO #13
MR W SQUYRES

full 2

Declassification Authority: NND 923007

AREA SKETCH

UNIDENTIFIED AERIAL PHENOMENON SIGHTED

NORTH

← SOUTHERN PACIFIC RR TRACK 1 MILE WEST.

VEHICLE MOVING EST SPEED 25 MPH

A

OBJECT FIRST SIGHTED

STUMPS

TREE UPROOTED

200 YDS

CLEAR AREA

100 YDS

B X

STOPPED VEHICLE VIEWER STEPPED OUT

EAST

WEST

TREES 40-45'

LOW AREA

TREES 45'

ROUGH GRAVEL ROAD (YALE ROAD)

DISTANCE FROM FIRST SIGHTING 1000 YDS

CLEAR AREA

← FONTENAC, KANSAS 4 MILES
U.S. HIGHWAY 160

NOTES:

A. WEEDS ALONG ROAD APPROXIMATELY 4 FT HIGH.

B. VIEW OBSCURED ONLY MOMENTARILY IN DRIVING FROM AX TO BX.

C. NO HOUSES IN VIEW FROM AREA OBJECT SIGHTED

D. ROAD APPROXIMATELY 4 FT ABOVE LEVEL OF LAND IN SIGHTED AREA.

F. LOCATION OF SIGHTED OBJECT:
37°20' NORTH LATITUDE
90°24' WEST LONGITUDE

6. TIME: 0535 HOURS CENTRAL STANDARD TIME 25 AUGUST 1952

MR W. SAWYERS
S/A E.T. LIAN DOE 13

TWO

South

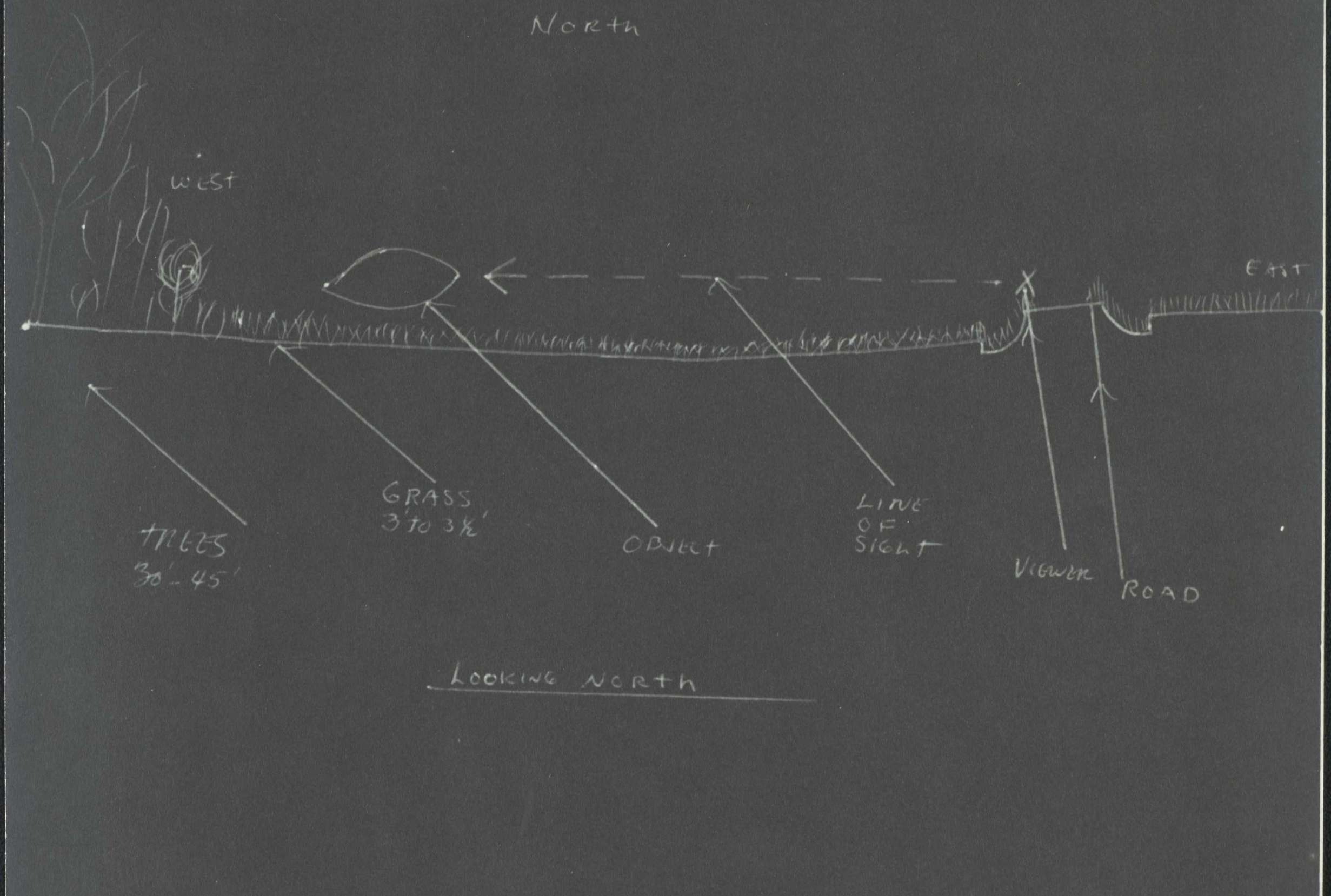
Declassification Authority: NND 923007

Cross Section Area Sketch

Unidentified Aerial Phenomenon

Sighted 0535 Hours CST, 25 Aug 1952

Pitts Burg, Kansas



MR W. SQUYRES
S/D E.T. LIAISON DOW 13

Declassification Authority: NND 923007

Flying Saucer Seen Hovering Near Ground Northeast of Frontenac, Radio Man Tells Police; Disappears In Sky

Pittsburg had its own flying saucer story today. It was reported by Bill Squyres, KOAM radio entertainer, who said he saw one of the mystery objects as he was coming into town to work early this morning.

The incident occurred, he said, on the Yale road about 200 yards north of highway US160 northeast of Frontenac. Squyres lives about a mile and a half north of the highway on the Yale road.

Squyres was driving along the road about dawn when he noticed the saucer hovering near the ground about 100 feet west of the road, he said. As Squyres stopped his car in wonderment at the vision, the saucer rose straight up to disappear in the sky. The backwasn from the object whipped the grass and weeds on the ground, according to the report.

Later in the morning officers visited the scene but could find no area where grass was beaten down, but all traces of the saucer's backwash may have been erased by the "rain" during the morning, they decided.

Squyres described the saucer as being as long as Broadway is wide downtown and about two-thirds as

(Continued on Page Twelve)

Flying Saucer

(Continued from Page One)

wide as it was long. It had the shape of two platters placed together he said.

He said he noticed considerable activity aboard the saucer through windows. There was a blue light inside, changing from a dark to a lighter hue, Squyres said. The saucer was ringed with propellors according to the report. It was suspended in air five or 10 feet above the ground.

When questioned as to the distance the object was from the road, Squyres said he was "pretty excited" by the sight and as a result it was difficult to determine distances but that he judged the distance as being about 100 feet.

Upon arriving in Pittsburg, Squyres reported the incident to police. The report came in at 6:43 o'clock, records show.

THE PITTSBURG HEADLIGHT
Pittsburg, Kansas
Monday, 25 Aug 1952
Page 1, (Cont'd on Page 12)

Incl A 5

Declassification Authority: NND 923007

The Weather

Aug. 25.

Precpitation for the 48 hours ending at noon today—Trace.

FORECAST.

KANSAS—Fair to partly cloudy Monday night and Tuesday with widely scattered showers or thundershowers; little change in temperature; low Monday night in 60s; high Tuesday 80s east to 90s west.

MISSOURI—Partly cloudy Monday night and Tuesday with scattered showers or thundershowers mostly in the north; little change in temperature.

OKLAHOMA — Generally fair Monday night and Tuesday except widely scattered afternoon and nighttime thundershowers mostly in Panhandle; little change in temperature; low Monday night near 70; high Tuesday near 90 east to 95-105 west.

TEMPERATURE RECORD.

Covering 49 Hours Up to 4 p. m. Today.

Saturday.			
4 p. m.	83	4 p. m.	86
5 p. m.	83	5 p. m.	85
6 p. m.	81	6 p. m.	82
7 p. m.	78	7 p. m.	78
8 p. m.	75	8 p. m.	75
9 p m.	74	9 p. m.	73
10 p. m.	72	10 p. m.	71
11 p. m.	71	11 p. m.	68
12 Midnight	69	12 Midnight	67
Sunday.		**Monday.**	
1 a. m.	68	1 a. m.	66
2 a. m.	67	2 a. m.	65
3 a. m.	66	3 a. m.	65
4 a. m.	65	4 a. m.	65
5 a. m.	64	5 a. m.	65
6 a. m.	68	6 a. m.	68
7 a. m.	72	7 a. m.	70
8 a. m.	76	8 a. m.	72
9 a. m.	80	9 a. m.	78
10 a. m.	83	10 a. m.	82
11 a. m.	84	11 a. m.	84
12 Noon	85	12 Noon	86
1 p. m.	86	1 p. m.	86
2 p. m.	88	3 p. m.	86
3 p. m.	87	4 p. m.	88
			87

Maximum 88; year ago 92.
Minimum 64; year ago 76.
Sunrise today 5:43; sunset 6:56.

THE PITTSBURG HEADLIGHT
Pittsburg, Kansas
Monday, 25 Aug 1952
Page 1.

INCL #6

Declassification Authority: NND 923007

SANTA MONICAN, CALIF.--NAVY CMDR. DAVE LOTT, FORMER DEPUTY COMMANDING OFFICER OF THE ARMED FORCES RADIO SERVICE IN HOLLYWOOD, LASHED OUT AT THE ARMED SERVICES AND THE FBI TODAY FOR "GROSS INJUSTICES."

ONE MINUTE AFTER HE RETURNED TO INACTIVE DUTY LAST MIDNIGHT, LOTT SENT TELEGRAMS LISTING HIS COMPLAINTS AGAINST THE SERVICES AND THE FBI TO PRESIDENT TRUMAN, AIR FORCE GEN. HOYT VANDENBERG, DEFENSE SECRETARY ROBERT LOVETT, FBI CHIEF J. EDGAR HOOVER AND SENS. WILLIAM F. KNOWLAND (R-CALIF.), RICHARD NIXON (R-CALIF.) AND ROBERT TAFT. (R-O).

HE FLAYED A "GAG RULE" WHICH, HE SAID, PROHIBITS MEMBERS OF THE SERVICES FROM ENGAGING IN POLITICAL DISCUSSIONS OR CRITICIZING THE ARMED FORCES.

THE AIR FORCE'S HANDLING OF THE FLYING SAUCER INVESTIGATION, LOTT SAID, WAS "ONE OF THE MOST INEPT, DISGRACEFUL AND DOWNRIGHT LUDICROUS DISPLAYS OF INEFFICIENCY EVER DISPLAYED IN A GOVERNMENTAL OPERATION."

LOTT CHARGED THAT THE FBI HAS "BEGUN TO ALLOW ITS ANTI-COMMUNIST ACTIVITIES TO ASSUME THE ASPECTS OF 'WITCH HUNTS.'"

N/R OSI files 1445 13 Aug 52 by Airman Fulton

AFOIN unable to identify (Comdr Boyd), are searching 75990 and will call.

24-185

Comdr Boyd called at 1530 - no record of Lott.

UNCLASSIFIED

24-185-310

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

CONFIDENTIAL
SECURITY INFORMATION
PRIORITY

PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: DO 18051 IG USAF, MAYWOOD, CALIF

TO : CSAF WASH DC FOR: DIR OSI

NR : 18D8-267 15 Aug 52

Urmsy Navy Comdr, Dave Lott, NFI former Deputy Commanding Officer, Armed Forces Radio Service, Hollywood. No record this dist of any personnel contacting Lott.

L/C Neville notified on 18 Aug that CI Div contemplated no further action. He concurred.

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

DUPLICATE CPY TO EXEC

ACTION COPY

Col. Barnard
Mg. Detwiler

24-185-3705

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 15 23 52 '52

SPECIAL OFFICE FOR OPERATIONS
GRS/ap

File COPY No.

17 SEP 1952

UNCLASSIFIED

ACTION: CSI

INFO : CDS, CIG

CAF IN: 96645 (15 Aug 52)

AFHQ FORM 19 JAN 51 0-309f
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

CONFIDENTIAL

☆ 16—63727-1 U. S. GOVERNMENT PRINTING OFFICE : 1951—O-927446

Declassification Authority: NND 923007

[redacted]

[redacted]

[redacted]



[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL - SECURITY INFORMATION

AFCSI/Lt Col Free/fj/wrtn 10 Sep 52 PM

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

15 SEP 1952

24-185

SUBJECT: (Unclassified) Reporting of Information on Unconventional A/C
SPECIAL INQUIRY

TO: District Commander
9th OSI District (IG)
Barksdale Air Force Base
Louisiana

1. Reference is made to letter your District, dated 27 ~~October~~ August 1952, in regard to the above subject. For your information an AFCSI letter is currently being prepared for publication in the immediate future which will supersede the reporting procedures outlined in AFCSI Letter 85, dated 23 October 1950.

2. It is not contemplated that extensive OSI inquiries into incidents of this nature will be required. Most requests for OSI investigation of sightings involving unidentified flying objects will originate with the Air Technical Intelligence Center(ATIC), Wright-Patterson Air Force Base, Ohio, the activity responsible for analyzing all information and material in connection with these reports. Some requests, however, will, as in the past, be received from Air Force base commanders. All such requests received by OSI should normally be limited to those incidents where a considerable degree of credence may be given to the source of the information. With regard to reporting procedures specified in Air Force Letter 200-5, OSI offices physically located on an Air Force Base are not considered to fall within the meaning of the term "installation". Accordingly, District Offices thusly located, upon initially receiving a report of an unidentified flying object should obtain all information available and immediately refer same to the installation commander in order that he may render the reports required in par 7, AFL 200-5. This should be confirmed in writing with a copy of the confirmatory letter directed to this Headquarters.

3. In the event it should become necessary, because of unusual circumstances, that a TWX or Spot Intelligence Report be submitted by OSI Districts in these cases, such reports should be directed to the Directorate of Special Investigations, Headquarters U. S. Air Force, rather than to the Directorate of Intelligence. Copies of these reports will be furnished Intelligence by this office. Other addressees for TWX's and written reports will be as shown in par 7e, AFL 200-5.

AFCSI FILE COPY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY AFCSI-6
KURT K. KUNZE, Capt, USAF
Lt Col Free
Mr Levy
DATE 8 DEC 1975

24-185-3681
364
5

UNCLASSIFIED

CONFIDENTIAL - SECURITY INFORMATION

16 SEP 1952

Declassification Authority: NND 923007

File: 24-185
Subject: (Uncl) Rpting of Info on Unconventional A/C

4. Distribution of reports concerning unidentified flying objects to the Commanding General, Air Material Command, ATTENTION: MCIS, as shown in AFCSI Letter No. 85 dated 23 October 1950, will be discontinued.

FOR THE DIRECTOR:

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

15 MANAGEMENT DIV

Declassification Authority: NND 923007

CONFIDENTIAL

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

IN REPLY REFER TO: 24-O

9th OSI District
Barksdale AFB, La.
27 August 1952

SUBJECT: (Unclassified)
REPORTING OF INFORMATION ON
UNCONVENTIONAL AIRCRAFT

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, Subject as above, and Air Force Letter No. 200-5, Subject: Unidentified Flying Objects Reporting (Short Title FLYOBRPT), dated 29 April 1952.

2. It is requested that this office be furnished information relative to OSI's responsibility in reporting information on unidentified flying objects.

3. As directed by AFCSI Letter No. 85, OSI has been requested to report incidents brought to their attention by local commands accompanied by requests for additional information and data for subsequent forwarding through OSI channels to higher headquarters for proper evaluation. It has been directed that information forwarded on this Subject be reported through the media of Spot Intelligence Reports. It is, however, noted that Air Force Letter No. 200-5 requires reports be submitted for analysis by installation commanders on AF Form 112, Air Intelligence Information Report. No reference is made in the above mentioned Air Force Letter relative to information being forwarded to the nearest local OSI office for transmission through OSI channels.

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

David L Roberts

DAVID L. ROBERTS
Lt Colonel, USAF
District Commander

UNCLASSIFIED UNCLASSIFIED

SECURITY INFORMATION CONFIDENTIAL

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 3 10 13 '52
SPECIAL ... UNS

Declassification Authority: NND 923007

CONFIDENTIAL

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

IN REPLY REFER TO: 24-0

9th OSI District
Barksdale AFB, La.
27 August 1952

SUBJECT: (Unclassified)
REPORTING OF INFORMATION ON
UNCONVENTIONAL AIRCRAFT

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

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

DAVID L. ROBERTS
Lt Colonel, USAF
District Commander

SEP 3 10 13 '52

UNCLASSIFIED
UNCLASSIFIED

SECURITY INFORMATION-CONFIDENTIAL

Declassification Authority: NND 923007

Declassification Authority: NND 923007

~~RESTRICTED - SECURITY INFORMATION~~

Wrtn. 23 Aug 52

24-185

(Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY

Collection Control Branch, Collection
Division, Dir. of Intelligence, DCS/O

25 AUG 1952

1

Counter Intelligence Div, Dir. of Special
Investigations, The Inspector General

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

1. Attached herewith as a matter of primary interest to your Directorate are various communications relative to the above subject which were referred to this office by the Assistant Chief of Staff, G-2, Department of the Army.

2. No acknowledgment has been made to the writers of these letters.

6 Incls.
1. Ltr fr Mrs. Katherine Loduca,
2. Ltr fr A. E. Morra
3. Ltr fr Mrs. Marie Walter
4. Ltr fr Annie Louise Givens
5. Ltr fr Vance L. Stewart
6. Ltr fr Anna Summers

LeROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.

AFCSI FILE COPY

OUT
25 AUG 1952
MANAGEMENT
DIV.
OS

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

AFCSI-6

Barnard

UNCLASSIFIED

24-185

THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS

9 SEP 1952

~~RESTRICTED - SECURITY INFORMATION~~

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Declassification Authority: NND 923007



Sample

Declassification Authority: NND 923007



Declassification Authority: NND 923007



Declassification Authority: NND 923007



Declassification Authority: NND 923007

4-112

DERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

Date *August 22, 1952*

The attached is referred to your office for such action as may be necessary.

The writer has been notified of this reference.

Remarks:

Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

Federal Bureau of Investigation

Declassification Authority: NND 923007

TRUE COPY

Jackson Minn
Aug 2, 1952

J. Edgar Hoover
Federal bureau of Investigation.
Washington, D. C.

Dear Mr Hoover:

I don't know if you analyze articles so will send you a sample of (something that looks like tinsel) because my uncle found it in a pasture in a round pile, underneath of it, it looks as tho the clover was burned. & there are 3 similar patches which are burned in a triangle form. Last Sunday Morning the Neighbors Wife got up to get a drink of water & happned to see a steady white Light circling their farm, but didn't pay any attention to it. Than Sunday morn. when my uncle went to get the cows, he saw this stuff shining in the Sun light. It couldn't of been dropped out of a plane as it was loose & not in a container & the nearest road is about a ½ mile from the pasture & now we are wondering what it is. So would like to have you analyze it & let me know.

Sincerely yours,
/s/ Wm Hoffmeyer

NR

Tinsel from Plane
Jackson Minn

(24-185?) B

24-185 364

AUG 25 4 17 52

SEP 8 1952

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

UNCLASSIFIED

Declassification Authority: NND 923007

OUT
27 AUG 1952
MANAGEMENT DIV
OSI

OUT
3 SEP 1952
CI DIV
OSI

OUT
CI DIV
OSI

Declassification Authority: NND 923007

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

WASHINGTON 25, D. C.

Date: August 20, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING SAUCERS

There is attached a communication which was enclosed with a letter dated July 29, 1952, from Mr. John Galloway, 17 Clifton Place, Brooklyn 5, New York, relative to the captioned matter.

Mr. Galloway's letter has been acknowledged and he has been informed that this communication has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

SECURITY INFORMATION - CONFIDENTIAL

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BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 22 10 51 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

[redacted] Clifton Place,
Brooklyn, 5 ,N,Y,
July 28th 1952,

To whom it may concern;(-

Refering to the recent reports on Flying Saucers in the press,. When these reports appeared in the press some years ago, I did not give them a second thought, as I decidedthat it was none of my business, and that it was an Aviation research Dept experimen -ting with some secret design airbourne machine. " Grummans " & an atomic station was a few miles away from whereI lived at Northport Long Island.

Now it seem that I was wrong, and I would like to report my observations on an incident that occurred some years ago at Green lawn on the Port Jefferson line Long Island.

I had just left the train at Greenlawn one summers evening about 7.00 P.M.and was on my way home along a Country road,I looked up into sky saying to myself what a lovely sky it was.

There appeared from the direction of Smithtown and travelli -ing in the direction of Huntingdon, ~~parrallx~~(paralel with the railway and ascending gradually), a flat disc like object.

It was travelling at the slow speed of a plane.

It was apparently airbourne by Rotation. Man made, mechanically controlled.it definitely was not an airplane or a cloud, and hundreds of people must have observed it as visibilit was perfect.

A high Angle fire field gun could have hit it,but was apparently too low for an Anti Aircraft gun.

It appeared to me to be just a flat blob Rotating and silent. If it had not been for an arm shapedspar,fixed to the body of the object, with the outward end rising and falling I could not have assumed the idea that the object was rotating. ~~ifxix~~ or rotation was the means of its mobility.

I must have watched this object for nearly two minutes. It came from extreme right and disappeared on my extreme left. I watched continually trying to decide on the shape of it body and how such a shapeless, could be airbourne, and why it seemed to be whirling.

The rotors were camouflaged by ribbons of a substance like stainless steel which fluttered and reflected light, as this oar like arm rose and fell. At night time these arms could be brilliantly lighted so that the reflection would be just as great as in daytime, and still giving a perfect system of camouflage.

My theory of the construction of the body of this thing is that its whole system is based on a clock, and the rotation is clockwise/.Therefore the body would be round and there would twelve rotors which whirl around the outside of the disc, and fixed in such a way as overcome the resistance of the air.

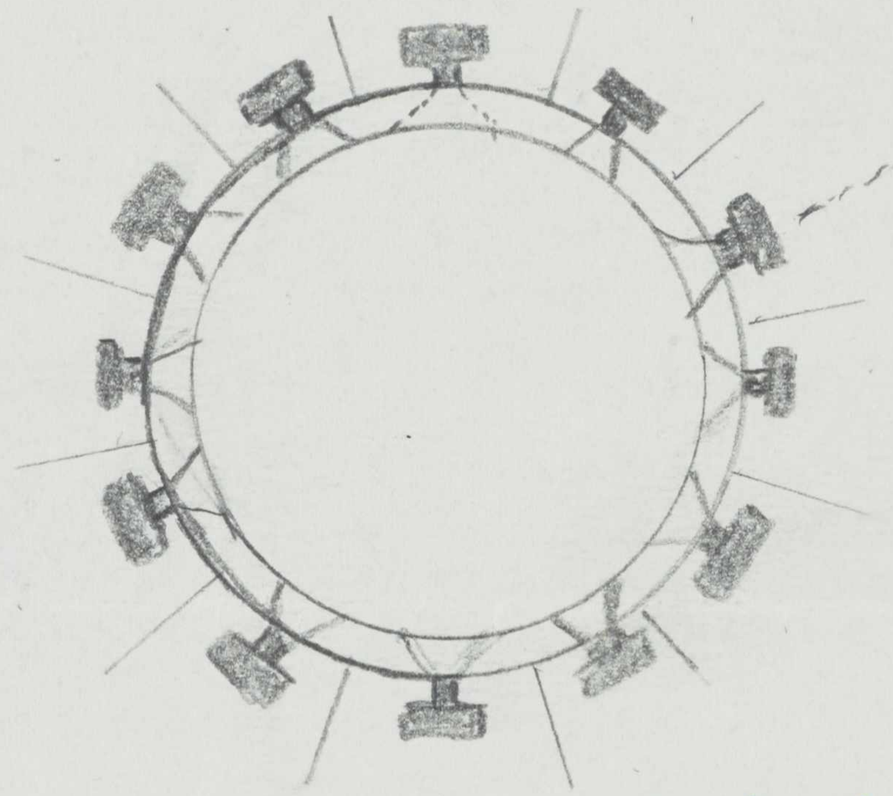
Attached to these Rotors are conneceted, loosely, these stainless steel reflecting ribbons,which the arms disturb,as they rise and fall .The arms being sychronised to avoid the Rotors as they whirl.

The disk itself could be in three sections joined together. The top and bottom disc would be the same circumference and depth,the middle disk would be of less circumference with more strength than the top and bottom disk, and it would have to take the strain of the Rotors.

John Galloway.

Declassification Authority: NND 923007

Here is my suggested design of the body in theory;-



ROTOR HEADS

arm Rising & falling

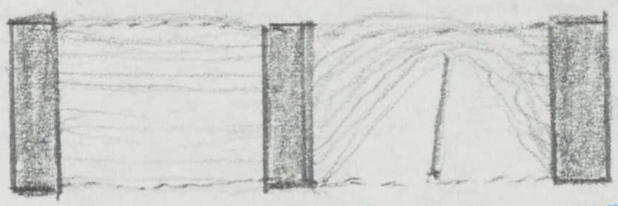
ROTORS:- HOLLOW with diaphragms set at angles.

Blisters on Top for Observation & defense



Shallow Gondolas on Bottom for observation.

Probable material Plastic.



Ribbons between Rotors
with arm Rising & falling

John Galloway.

It would take a heavy direct-hit to bring one of these discs down. It mocks out 9 of the 12 Rotors

Attack could only be made from above or below.

The side would be armoured and Syphoned Gun.

Declassification Authority: NND 923007

AF FORM 112—PART I
APPROVED 1 JUNE 1948

RESTRICTED SECURITY INFORMATION
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
Mexico	IR-199-52	483373

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Sighting of Unidentified Flying Objects, ACAPULCO, GUERRERO, 19 Jul 52

AREA REPORTED ON	FROM (Agency)
Mexico	Air Attaché, Mexico City, Mexico

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
23 July 1952	22 July 1952	C-3

PREPARED BY (Officer)	SOURCE
Colonel William K. Skaer, Air Attaché	Columnist, Novedades (Mexico City Daily Newspaper)

REFERENCES (*Control number, directive, previous report, etc., as applicable*)

SUMMARY: (*Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.*)

1. Report outlines experience of Miss Elvira VARGAS, columnist for Mexican daily newspaper Novedades, in seeing four unidentified flying objects over Acapulco, Guerrero, on the night of 19 July 1952. Objects appeared separately at intervals of approximately one to five minutes, moving very fast in different directions. Appearance of objects was as bright stars which blinked on and off at intervals of approximately one second.

2. Miss Vargas was accompanied by Mr. Antonio PRIETO, reporter for Mexico City daily El Popular, a Communist newspaper, who verified Miss Vargas' observations.

APPROVED:

WILLIAM K. SKAER
Colonel, USAF
Air Attaché

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

IR
1 incl

3 INCLS.
1. Diagram of Trajectories
2. Clipping from Novedades, 23 Jul 52
3. Clipping from El Popular, 24 Jul 52

FILED IN OIN-1B3

24-1857-361

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

DISTRIBUTION BY ORIGINATOR

ArmyA, NA & Embassy, Mexico City, Mexico (without incls); CG, CHIRC, Albrook AFB, CZ (w/incl #1 only); Chief, ATIC, Attn: ATIAA-2c, Wright-Patterson AFB, Ohio (w/incl #1 only)

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

RESTRICTED SECURITY INFORMATION
(CLASSIFICATION)

UNCLASSIFIED

16—55569-1 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

RESTRICTED SECURITY INFORMATION
(CLASSIFICATION)

(2)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
Air Attaché, Mexico City, Mexico	IR-199-52	

1. During the afternoon of 22 July 1952 Miss Elvira VARGAS, a columnist for the Mexico City daily newspaper Novedades, telephoned Mr. Barry BISHOP, Press Attaché of the U. S. Embassy in Mexico City, and told him that she wanted to talk to someone with regard to some unidentified flying objects that she had seen. Mr. Bishop notified the undersigned who, together with Lt. Colonel William J. HOVDE, visited Miss Vargas in her apartment.

2. Miss Vargas related the following experience to Lt. Colonel Hovde and the undersigned. On the night of 19 July 1952, she, accompanied by Antonio PRIETO, a reporter for the Mexico City daily newspaper El Popular, was walking along Caleta Beach at Acapulco, state of Guerrero, Mexico. Suddenly she observed overhead a very bright object with the size and general appearance of a bright star traveling at high velocity from north to south. The light from this object blinked on and off at intervals of approximately one second. Miss Vargas stated that she had the impression that it was rolling over and over and that one side of the object was strongly illuminated, the other side dark. After approximately 30 seconds the object disappeared over the southern horizon.

3. About one minute later a second object appeared on the northeast horizon. This object, also traveling at a high speed, moved across the sky, disappearing over the southwestern horizon. A third object appeared several minutes later, traveling northwest to southeast, and was followed by a fourth object about a minute later, traveling west to east. All of the objects were similar in appearance and behavior and were visible for about 30 seconds during their journeys from horizon to horizon.

4. Miss Vargas stated that it appeared that the paths of all of the objects had crossed at a common point several miles south of the location where she was standing. A chart of the trajectories of the objects in relation to prominent landmarks is forwarded as Inclosure No. 1. Miss Vargas remained up most of the night with no success to see if additional objects could be sighted.

5. The sightings were made between 2215 and 2230 local time, 19 July 1952 (0415Z-0430Z, 20 July 1952) at a location of 16° 51' N; 99° 54' W. The altitude of the objects was unknown although Miss Vargas stated that they appeared to be very high. At no time during their flight did the objects slow down or stop. No trail, exhaust, or sound was evident.

6. Miss Vargas further stated that on the following day in a conversation with a Mr. ARRIAGA, a young newspaperman who lives in Acapulco, he had stated that he had seen a flying saucer over Acapulco two weeks before at 0300 in the morning.

7. Miss Vargas appeared very sincere in relating the account of what she had seen. She stated that she had previously been very skeptical about accounts of flying saucers, but now she was convinced that there was much truth in previous reports. On returning to Mexico City she contacted the director of the observatories of Tacubaya and Tonantzintla and several government officials. She was told by the latter that the U. S. Government was making a study of strange flying objects, so she contacted the U.S. Embassy. At the same time she wrote an article which was published in the 23 July edition of Novedades (Inclosure No. 2).

8. Miss Vargas has a good reputation as a newspaper woman but she has been reportedly somewhat anti-American. At the time of her observation she was in the company of Mr. Antonio Prieto, a reporter for the daily El Popular. El Popular is a Communist newspaper. Mr. Prieto wrote an article in the 24 July edition of El Popular (Inclosure No. 3) confirming Miss Vargas' story. It may be noted, however, that in the last paragraph of his article Mr. Prieto states that the phenomenon might have been part of the "bellicose" plans of the United States aimed at causing a state of restlessness in Mexico or at obtaining data regarding the geography of Mexico.

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

RESTRICTED SECURITY INFORMATION
(CLASSIFICATION)

16—55570-1 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

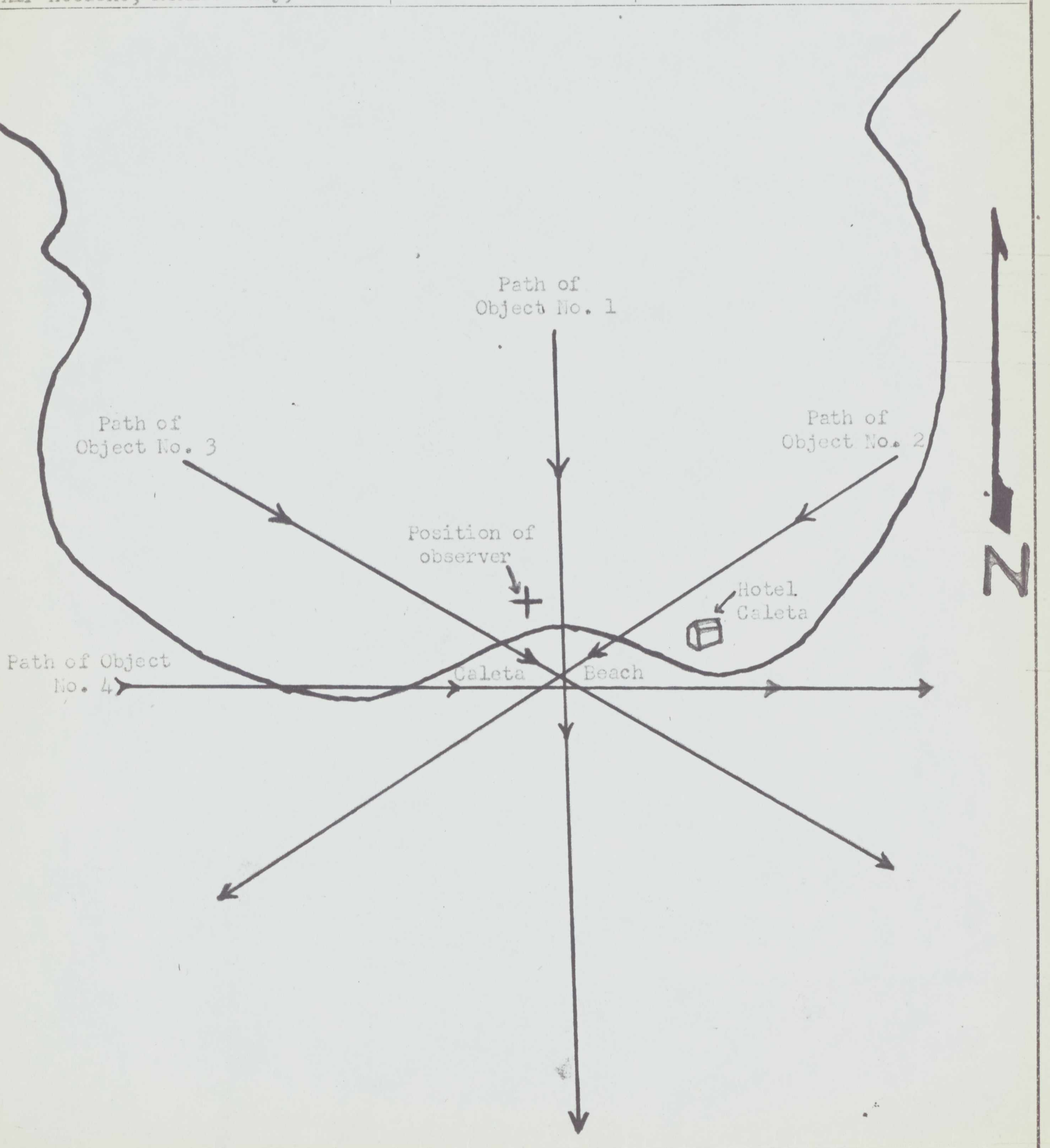
UNCLASSIFIED
(CLASSIFICATION)

(3)

AIR INTELLIGENCE INFORMATION REPORT

AF 483373

FROM (Agency)	REPORT NO.	INCLOSURE NO. 1
Air Attaché, Mexico City, Mexico	IR-199-52	PAGE 1 OF 1 PAGES



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

UNCLASSIFIED
(CLASSIFICATION)

16—55570-1 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE No. _____

Date: August 13, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS

There is attached a Photostat of a self explanatory letter dated August 5, 1952, at Pontiac, Michigan, received by this Bureau from Mr. W. H. Jennings, 3096 Hazelmary, Zone 17, Pontiac, Michigan, relating to the captioned matter.

Mr. Jennings' letter has been acknowledged and he has been informed that a copy of his letter has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 15 12 00 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

Pontiac, Mich
Aug 5' 52

F.B.I. Wash. D.C.

Gentlemen:- Dear Sirs.

I have a theory on the so called flying saucers.

I don't know where to write to express my opinion.

But yours is the best office in the land when it comes to investigations.

If and when I get ready to commit a crime I will expect to get caught but so be it.

If the flying saucers are real (then in my opinion they are) from another planet. I would be willing to let them.

they are the Brain child of General

(over)

Declassification Authority: NND 923007

Electrics of General Motors Research Laboratories.

I am not an Electrician all I know about Elect. is to grab a hold of one wire at a time on alternating current and let direct current strictly alone.

Its my opinion that these lines or what have you are aluminum tanks filled with Heilum gas surely a lot of pleasure. and permenent magnets (powerfull ones) built on the sides with the north polls outside.

when another metal object approaches them. they are repulsed at the same speed as the approaching object.

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When you look at it from that slant you can see why can never be caught no matter how fast the persuing plane goes why retreat at the same speed.

One good way to check that would be to have their plane to approach at the angles



The retreating object could not cross in front of any of the plans it would have to go straight ahead.

You try and get the north pole of a magnet and south pole to connect and you will see what I mean.

(over)

Declassification Authority: NND 923007

I've seen a steel bar hang in space at auto shows. it was merely two poles pushing against each other instead of pulling together.

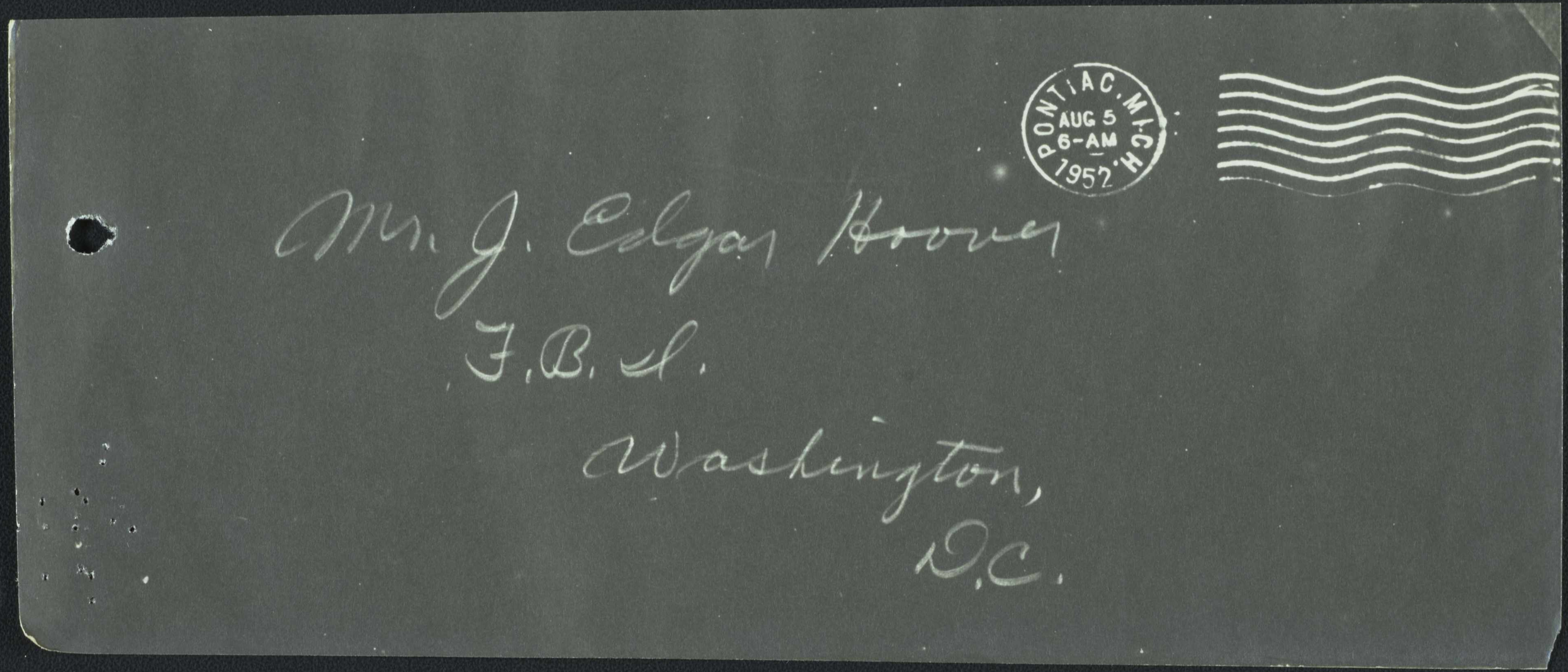
Or Push your watch or a piece of steel through a demagnetizer and you will see what I mean.

If a plane were equiped with a magnet of about two or 3 Gs and the north pole pointed at the nose of the plane or stuck out ahead of the propelly a foot or two I think those saucers would be caught.

Respectfully yours

W.H. Jennings
3096 Hazelmary Pontiac Mich
Code 17.

Declassification Authority: NND 923007



Declassification Authority: NND 923007

~~CONFIDENTIAL~~

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

XXXX

5D 24-21

19 August 1952

SUBJECT: ~~Unusual Celestial Phenomena~~
Willow Grove, Pa., 3 Aug 52
SPECIAL INQUIRY

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

24-183-359

1. Attached hereto for your information is copy of statement by GERALD H. SWARM, HM3, V6, USNR, 2472918, M. J. REIBEL, HM3, and JAMES J. KELLY, HM, together with photographs of the object.

2. Attention is invited to the fact that information contained herein has been derived from sources other than USAF. In accordance with paragraph 8b, AFR 205-1, dissemination of such information must not be made outside of USAF channels.

2 Incls
1. Statement
2. Photographs

D. G. NORTH
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI w/o abv incls

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

24-185-359X

AUG 22 08 57 52

SECURITY INFORMATION
UNCLASSIFIED

~~CONFIDENTIAL~~

26 AUG 1952

Declassification Authority: NND 923007

[redacted]

INFORMATION COPY
From 201 Desnet, Osh
Wright-Patterson Air Force Base
Ohio

OUT
26 AUG 1952
CI DIV
OSI

OUT
22 AUG 1952
MANAGEMENT
DIV
O S I

OUT
26 AUG 1952
CI DIV
OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF

DATE

INITIALS

[redacted]

[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

Hq. 3rd DISTRICT OSI (IG) USAF
P. O. Box # 709
Harrisburg, Pa.

RHR/hb
15 August 1952

3DO 24-0-42

SUBJECT: Unusual Celestial Phenomena
Willow Grove, Pa., 3 Aug 52
SPECIAL INQUIRY

TO: District Commander
5th District OSI (IG) USAF
Wright-Patterson AFB, Ohio

Disclosure of the nature, sources, or existence of information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigation, IG, or higher authority. Unauthorized disclosure of such information will be considered a violation of AFR 205-1.

1. The attached photographs and copies of the statement by the photographer and another U. S. Navy Enlisted Man, which were submitted to this office by the Philadelphia Office of Naval Intelligence, are submitted for your information and/or forwarding to Headquarters AMC.

2. No action has been taken in this matter by this office.

ROBERT H. RAY
Major, USAF
District Commander

2 Incls:
a/s (dup)

cc: Hq OSI w/2 Incls

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

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 18 12 17 '52

OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED
CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

[redacted]







[redacted]

Declassification Authority: NND 923007

C
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Y

U. S. NAVAL AIR STATION
WILLOW GROVE, PA.

STATEMENT OF GERALD H. SWARM, HM3, V6, USNR, 247 29 18

On August 3, 1952 at the U. S. Naval Air Station, Willow Grove, Pa., while standing duty at the dispensary as Mate of the Day, I, Gerald H. Swarm, HM3, V6, USNR, 264 41 27, saw an object in the sky at about 2055 E. S. T.

This object was located north-west of the station and appeared to be moving in a localized area just south of the big dipper. This object was about four (4) times as large as a star and looked amber in color. I watched this object for about 45 minutes and then stopped looking for about 10 minutes. When I looked back again it was gone. Again at about 2305 E.S.T., I looked out the north door of the dispensary and noticed a second object to the north-east of the station which appeared to be high over Lacey Park and was about the same size as the first object and was also amber in color and appeared to be soaring and moving slowly to the south-east. I watched this object for about 25 minutes, then called the NAS Operations and reported the same to the duty operations man in the flight clearance office. At this time I sent Kelly, HN, to the operations building to point out this object to the duty man. At this time the duty cameraman was awakened and began taking pictures of this object. The duty photoman took pictures until 0130 E.S.T. By this time

Declassification Authority: NND 923007

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HE had completed 3 time exposures.

At 0700 E.S.T. after being relieved of my watch, I reported this incicent to LCDR Falaman and he examined the negatives of these photos and advised that this report be made and submitted.

GERALD H. SWARM, HM3

I agree that the above statement is true

M. J. REIBEL, HM3

I agree that the above statement is true

JAMES J. KELLY, HN

Declassification Authority: NND 923007

C

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Y

PICTURES TAKEN BY	Richard J. Wade Jr., AFAN, V6, USNR, 333 08 51 U. S. Naval Air Station Willow Grove, Pa.
PICTURES TAKEN	Approximately 2330 EST, 3 August 1952 to 0130 EST, 4 August 1952
SKY CONDITIONS	Clear
TYPE CAMERA USED	Speed Graphic with a 15" Telephoto lens
APERATURE OPENING	F 5.6
TIME EXPOSURES	one five minute, one ten minute and one twenty minute exposure
WITNESSES	Melvin J. Reibel, HM3, V6, USNR, 235 28 88 James J. Kelly, HN, V6, USNR, 264 41 27 Gerald H. Swarm, HM3, V6, USNR, 247 29 18 Stanley C. Chmielewski, AA, V6, USNR, 434 91 86

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

FOR HQ OSI

TITLE: Unusual Celestial Phenomena
Willow Grove, Pa., 3 Aug 52

Character: SPECIAL INQUIRY

File: 3d District 24-0-42

Contents: This envelope contains pictures taken by Richard J. Wade, Jr., AFAN, V6, USNR, 333 08 51, U. S. Naval Air Station, Willow Grove, Pa., at approximately 2330 EST, 3 Aug 52 to 0130 EST, 4 Aug 52; one five minute, one ten minute and one twenty minute exposure.

Reference: 3d Dist OSI ltr, 15 Aug 52

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SECURITY INFORMATION

Declassification Authority: NND 923007

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SECURITY INFORMATION

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

320.2 – 1940

AAE

24-185-35 pt 3
Woodward, Robert

Declassification Authority: NND 923007

Wrtn. 27 Aug 52

[redacted] SECURITY INFORMATION

24-185

([redacted] - Security Information) Anonymous Communication Written in the German Language, Received by the "Cincinnati Enquirer" Pertaining to "Flying Saucers" - SPECIAL INQUIRY

Documents and Dissemination Branch, Collection Division, Dir. of Intelligence, DCS/O

28 AUG 1952 1

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/AFCSI-6
Code 192, X-140

Attached for your information is a copy of a translation of a letter written in the German language which was received by the "Cincinnati Enquirer." The postmark of the envelope in which the letter was forwarded indicated it was mailed on 31 July 1952 at Cincinnati, Ohio.

1 Incl
Cy of ltr of
translation

LeROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.

Free

Barnard

28 AUG 1952 OUT MANUSCRIPT ROOM

CLASSIFICATION CANCELLED [illegible] KUNZE, Capt, USAF

BY [illegible]

DATE 3 DEC 1975

AFCSI FILE COPY

"Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 8b, AFR 205-1, dissemination of the information contained herein must not be made outside of USAF channels."

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[redacted] SECURITY INFORMATION

24-185T 358

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

18 SEP 1952

Declassification Authority: NND 923007

SECURITY INFORMATION - CONFIDENTIAL

IN REPLY, PLEASE REFER TO

FILE No. _____

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

Date: August 13, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: ANONYMOUS COMMUNICATION WRITTEN IN THE GERMAN LANGUAGE, RECEIVED BY THE "CINCINNATI ENQUIRER" PERTAINING TO "FLYING SAUCERS" SECURITY MATTER - X

There is attached for your information and any action you desire to take in this matter a Photostat of a letter, written in German, received from an anonymous source, which was addressed to the "Cincinnati Enquirer." A Photostat of the envelope, in which the letter was forwarded, is attached and indicates it was mailed on July 31, 1952, at Cincinnati, Ohio.

For your further assistance in this matter a translation of the attached letter from the German is attached.

Attachment

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

UNCLASSIFIED

SECURITY INFORMATION - CONFIDENTIAL

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 15 12 00 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

Fliegende Untertasse.

Seit 1944- ausprobierte Waffe welche jetzt wohl schon serienmäßig hergestellt wird und in Zeit viel von sich reden macht ist eine V. Waffe, welche einen diskusähnlichen Körper hat, der im Durchmesser etwa 42-50 m Durchmesser hat, hat an Ausrüstung etwa 45-50 Automatische Feuerschüsse, die nach Zündung der Scheibe, um eine im Zentrum befindliche Flugglaskugel kreisen, in der befinden sich die Steuer und Kontrollgeräte für Fernsteuerung befinden. Umfang der Kugel ist nach genug Raum für noch explosive Atombomben. Diese Waffen befindet sich in Russischer Hand und kann einen Aktionsradius von 30-35000 km. aufweisen. V. Waffen Konstrukteur Dr. Richter Deutschland sagt es ist eine Apparate V. 7 daran er selbst gearbeitet hat.

Ich bin froher Dass die Wahrheit besser ist als eine Lüge unserem Volk bei Nichtwissenheit.

H. Sch.

Declassification Authority: NND 923007

THE

CINCINNATI

ENQUIRER

CINCINNATI, OHIO
JUL 31
9:30PM
1952

UNITED STATES POSTAGE

THOMAS JEFFERSON
1801-1809

3 CENTS

Declassification Authority: NND 923007

IN REPLY, PLEASE REFER TO

FILE No. _____

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

Date: August 13, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS

There is attached a copy of a self-explanatory letter dated July 31, 1952, received by this Bureau from Mr. Benedicto Romero, 1647 Park Avenue, New York City, relating to the captioned matter.

Mr. Romero's letter has been acknowledged and he has been informed that a copy of his letter has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SEC. LAW

BY _____

_____
DATE

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 15 12 00 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

C O P Y

New York City

July 31/52

Department of Investigations

Washington_ D.C.

Dear sirs:

Am sorry hearing and reading toi much noice about the mistery of the

"Flying Plates"

Also the newspapers said about of our goverment of U.S. is going to catch a picture of the Misteriously

"Flying Plates"

"Flying Plates"

by the radal detectors - I say imposible!!!!???

Ja!!! Ja!!! You please and excuse mei for my laughing.

If you would hear me when I wrote to you about sixth months before. Now you would not be in troubles with what hapens in the atmosphere_

Ja!!! Ja!!! Ja!!!

I say if you please and may excuse me again because I laugh of this

Mistery that put in troubles my goverment.

Just I was waiting for this to write to you again_ Now you are in the line because you don't know what hapen.

Declassification Authority: NND 923007

OUT
18 AUG 1952
MANAGEMENT
DIV
OSI

Declassification Authority: NND 923007

C O P Y

The letter that you "reffused" from Whashington to me; was sended again to the Organization of the United Nations at the New York State. So if you like to know about the "flying plates" look for that letter that should be there. And also about some other things I talk in the same letter.

Ja!!! Ja!!! Ja!!!

I have to lauph because I know that the peace comes very soon after I explain this mystery to my lovely goverment of the United States of America.

Nobody can explain the mystery of the "Flying Plates" in a sincerly truth before me. Just make a try with the scientific people; and after call for me.

Sincerly with all my soul.

Benedicto Romero
1647 Park ave_ N.Y.
City

Declassification Authority: NND 923007

Declassification Authority: NND 923007



CONFIDENTIAL

XXXX

5D-24-21-81

12 August 1952

SUBJECT: "Flying Saucers" at Wright-Patterson Air Force Base, Ohio

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

HQ OSI

1. The following information was obtained by a Special Agent of this District Office and is submitted for your information:

2. A/1C CLYDE E. WHEELER, AF-12288827, 6501st Support Squadron, Wright-Patterson Air Force Base, Ohio, was interviewed 31 July 1952, and advised that M Sgt LOYAL R. BUNCE, AF-6832919, 575th Field Maintenance Squadron, Box 19, Selfridge Air Force Base, Mt. Clemens, Michigan, told him approximately 10 June 1952, that he (BUNCE) knew about the flying saucers at Wright-Patterson Air Force Base. At this time (approximately 10 June 1952), BUNCE explained in detail that he knew the people at Wright-Patterson AFB had found some flying saucers and also some bodies inside the saucers. The saucers and bodies were taken to Wright-Patterson AFB, Ohio, date unknown. At Wright-Patterson AFB, BUNCE explained officials at the Radiation Laboratory dissassembled the flying saucers, which supposedly came from Venus and the bodies inside the saucers were taken to the Aero Medical Laboratory, Wright-Patterson Air Force Base, for further study. The discussion of saucers came about as a result of BUNCE's interest in a project that A/1C WHEELER was working on and also as a result of BUNCE's knowledge of WHEELER having been at Wright Air Development Center, Wright-Patterson AFB, Ohio, sometime in January 1952.

3. A mutual friend of BUNCE, identified as Mr. LORIN B. MEAD, Sugar Bush Road, North Baltimore, Michigan, verified this story to WHEELER as related above by BUNCE, concerning the flying saucers. MEAD advised WHEELER that a friend of his, who works at Wright-Patterson AFB, Ohio, at the present time, is ROBERT CREAMER, 1205 Kinsman, West Springfield, Ohio, and his friend had related this information to him (MEAD) concerning the flying saucers and bodies now at Wright-Patterson AFB.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1976
DATE

SECURITY INFORMATION

CONFIDENTIAL

UNCLASSIFIED

Declassification Authority: NND 923007

CONFIDENTIAL

5D-24-21-61
SUBJ: "Flying Saucers" et al

4. Prior to his (WHEELER's) transfer to Wright-Patterson AFB, Ohio (11 July 1952), BUNCE approached him and wrote out eleven (11) questions for him (WHEELER) to find the answers. A photostatic copy of the questions is attached to this correspondence as Inclosure #1. Also, BUNCE suggested to WHEELER that they correspond in code concerning this matter and WHEELER admits helping BUNCE write a code system, of which a photostatic copy was made and is attached to this letter as Inclosure #2.

5. According to WHEELER, a civilian employee at Wright Air Development Center, at the Radiation Laboratory, identified only as DAVIS, is a good friend of CREAMER and is supposed to have supplied the information to CREAMER concerning the flying saucers being disassembled at the Radiation Laboratory and the information concerning the bodies that were taken to the Aero Med Laboratory. On 13 July 1952, WHEELER typed a statement, a photostatic copy of which is attached to this letter as Inclosure #3.

6. Approximately 20 June 1952, WHEELER claims he wrote a complete report concerning the above captioned matter and gave this report to 2nd Lt GEORGE H. JANCZEWSKI, who is Intelligence Officer at Headquarters Squadron, 10th Air Force Selfridge Air Force Base, Michigan. At the time WHEELER gave the report to the Intelligence Officer, he was instructed by the Intelligence Officer to listen to BUNCE, MEAD, or anyone else, who had knowledge of flying saucers and report back to him (Intelligence Officer) any information he might obtain concerning this subject.

7. During the month of June, WHEELER claims he went to the Base Library (Selfridge AFB) and drew a book entitled "Behind the Flying Saucer," by FRANK SCULLY. This was first suggested by Sgt BUNCE, WHEELER claims, and after reading the book, he found it contained the same information as related to him by Sgt BUNCE concerning the flying saucers with this exception: In the book there was no mention made of the Flying Saucers being disassembled at Wright-Patterson AFB at the Radiation Laboratory and no mention made about the bodies inside the saucers being taken to Aero Med Laboratory, Wright-Patterson for further study.

8. A review of File No. 24-21 at Headquarters, 5th OSI District, reflected a photostatic copy of the statement to the Intelligence Office, Selfridge AFB, mentioned above, and also reflected a letter of transmittal from the Air Provost Marshal, Selfridge AFB, Michigan, wherein the Provost Marshal stated it is his belief A/1C WHEELER may be attempting to draw attention to himself to further his invention or a possible security leak may exist in the Flying Saucer Program. The letter of transmittal with inclosure (Special File of WHEELER) is attached hereto as Inclosure #4.

SECURITY INFORMATION
CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

5D-24-21-81
SUBJ: "Flying Saucers" et al

9. No further investigation of this matter is contemplated by this District Office unless specifically requested by your command.

4 Incls
1. Photo cy questions fr BUNCE to WHEELER
2. Photo cy code by BUNCE and WHEELER
3. Photo cy statement by WHEELER dtd 13 Jul 52
4. Photo cy ltr of trans dtd 10 Jul 52 w/incl (Special file of WHEELER)

JAMES H. GUNN
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI, w/incls

DIA ADVANCED
20 AUG 1952
24-185-355
SPECIAL

Declassification Authority: NND 923007

Declassification Authority: NND 923007

1. Yes or No Do they have any F.S. at first
2. ~~If yes~~ (How many have they got).
3. How are they arranged.
4. Do they still have any of the old
5. ~~A~~ or how many?
6. Do they still believe they come
from Venus?
7. Have they determined the true
reason for propulsion? as being magnetic
8. lines of force.
8. Has Kromer authenticated this information?
9. How fast can a saucer travel. per second
10. ~~How far does it take to (a) Mars (b) Venus (c) ... miles per hour.~~
10 Have they made any progress
on the Rods
11. Have we tried to make a FS yet.

Incl #1

Declassification Authority: NND 923007

(yes)
1. (a) I finally got a chance to go fishing
(no)
(b) I haven't got a chance to go fishing yet.

2. 3. Gloria caught (two) and I (didn't / did) catch any
catch a few perch.

(no)
4,5 (a) a fellow next to me didn't catch anything and he
had real expensive equipment.
(yes) (NUMBER)
(b) a group fishing near us had about (32) little fish
but I don't know what they were.

6. (a) Will Dick (yes) ~~I~~ I hope to have a chance to go
hunting this year
(b) I don't think I'll have a chance to go hunting
(no)
this year.

7. How is the (yes) traitor court? are you (no) still at the traitor
court?

8. Is Sgt Rush (yes) still there at the court
Is Sgt New (no) still at the traitor court.

9. (a) It cost me $1.86 (per second) stamps to pay for that letter
for gas this week

(b) a fellow back in Selfridge sent me a letter
this week and he said he bought a ½ Ford for $86.00 (MPH)

10. Wish you (yes) could get a transfer down here, Dick.
Tell Vera (no) Gloria & Dennis send their love.

11. I will have (yes) to close now, Dick.
Dick, I will have (no) to close now.

Incl #2

Declassification Authority: NND 923007

1-15th Month

M/SGT Loyal R. BUNCE
AF 683 2919
575th Field Maintenance Squadr
Box 19, Selfridge AFB,
Mt Clemens, Michigan

Declassification Authority: NND 923007

Assignment:

A/1c Clyde E. Wheeler
AF 21288827
6501st Support Squadron
Wright-Patterson AFB
Dayton, Ohio
13 Jul 52

Leave address:
C/o Thomson
P.O. Box 881
Brockton, Mass.

Report of the 8th of Jul 52.

On the night of 8 Jul 52, I, Clyde E. Wheeler, AF21288827, A/1c, USAF, did visit M/SGT Loyal Bunce, who resides at the Selfridge AFB Trailer Court, accompanied by Fred A. Breech, which is a business partner of mine. Mr. Breech and I arrived at approximately 1900 hrs.

My visit was to say goodbye to the Bunce family and that was the reason for bringing my friend along. Sgt/ Bunce was finishing his supper and was seated at the far end of the table and he asked me to sit next to him. He motioned to my friend to sit at the far end of the table. Mr. Breech engaged in conversation with Mr. Bunces wife about children when the Sgt. asked me if I had worked out a code to be used in communication back and forth. I told him that I had forgot about it to which he replied,"How could you forget about that." He asked his wife to bring him a pencil and a pad of paper. He then proceeded to make out his own questions which were about eleven in all. All this time he continued to talk to Mr. Breech about other things while making up the code questions. The Sgt. still did not let on to Mr. Breech as to what he was doing until Mr. Breech start-staring at the pad upon which the Sgt. was writing. The Sgt. noticed this and said," Of course you know what Clyde and I are doing.", to which Fred just smiled and went on to something else. The code was finally finished as I did help make out the answer sheet. I copied the question and answer sheet for Sgt. Bunce as he seemed to be a poor speller and writer. He said that I should be sure to date the good letter the first of the month or the fifteenth of the month and to use exactly the code answers to the questions. Mr. Breechaand the Sgt. talked over the last war and we left shortly after. The next day, 9 Jul 52, I started to clear the field and during clearing I talked to the Provost Marshall about the code and he advised me on the usual security measures and to make up this report. This is the end of my report. ClydeEWheeler, Af21288827.

I have in my possession the introduction letter to Robert Kramer and have listed his address: Robert Kramer (Creamer.)
1205 Kinsman
West Springfield, Ohio Tel. Wright Field 25187

I will report in as soon as I arrive at Wright for further instructions.

Assignment: Par 7 SO 125,dtd25Jun52
HqTenth AF,Selfridge AFB

Encl #3

Declassification Authority: NND 923007

CONFIDENTIAL

7-1562

HEADQUARTERS TENTH AIR FORCE
Office of the Air Provost Marshal
Selfridge Air Force Base, Michigan

AFXHP 333.5/1 10 July 1952

SUBJECT: Transfer of Special File (WHEELER, Clyde E)

TO: Commanding General
Wright-Patterson Air Force Base
ATTN: Air Provost Marshal
Dayton, Ohio

1. Special File is forwarded for your information and any action deemed necessary. (One (1) typewritten copy is being maintained in Intelligence files this headquarters.)

2. A/1C Clyde E. Wheeler, AF 21288827, transferred to 6501st Support Sq (WADC) (ARDC) (PP) your command, per par 7, special order 125, this headquarters, 25 June 1952, as amended par 29, special order 131, this headquarters.

3. Information contained herein was presented to Intelligence Office this headquarters by A/1C Wheeler 2 July 1952. Was further coordinated with undersigned and 25th District OSI 3 July 1952.

4. Upon review it is believed A/1C Wheeler may be attempting to draw attention to himself to further his invention or a possible security leak may exist in the Flying Saucer Program.

5. Subject airman has been instructed to report to Air Provost Marshal upon arrival at your station. No further action has been initiated by this headquarters since:

a. Subject airman is already on orders for transfer your organization.

b. If a security violation exists in the Flying Saucer Program, determination for same must be made at your installation.

George C. Kimball

GEORGE C. KIMBALL
Major, USAF
Air Provost Marshal

1 Incl:
Statement
WHEELER, Clyde (27 Jun 52)

SECURITY INFORMATION

Incl #4

CONFIDENTIAL

Declassification Authority: NND 923007

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27 June 1952

I, A/1C Clyde Wheeler, AF21288827 arrived at Selfridge AFB, Michigan on or about the Tenth day of October 1951, coming from my last station which was Louisiana Polytechnical Institute at Ruston, Louisiana. I reported for duty at Hq Sq, Tenth AF on the twentieth day of October.

Before coming to Selfridge, I had been working on a ejectable nose of a fighter plane which could possibly be revolved 360° on it's axis or could be ejected from the aircraft from the front or rear at tremendous speeds up and exceeding 60,000 mph, which would have to be proved in tests which I could not perform.

When I arrived at Selfridge Field I met Edward Zabkiewicz who lives at 11518 Nagel Street, Hamtramck, Michigan. I had met his son Fred Zabkiewicz at Tech School in Louisiana and Fred Zabkiewicz suggested that my wife and baby live at his home because of the room in the house. Therefore, on or about the 15th of October 1951, I moved to Hamtramck, Michigan.

Edward Zabkiewicz and I talked over my airplane idea and he liked it pretty much although I observed he had women quite a bit on the mind and he really didn't pay much attention to the airplane until I mentioned it. Edward works for Briggs Manufacturing Company in Detroit as a salvage inspector and did work part time as a bartender at a place on the corner of St Aubin and Caniff in Hamtramck called Joe's Place. Edward and I became partners as far as the airplane went and we decided that the best thing was to go to the Air Force and present it to them.

I worked in my section in A-2, Bldg 304 and found out through Mrs. Gwen Dallin that Captain John Fay (now Major) had a calculator which figured time lapsed dates and that he the Captain was waiting for acceptance on the calculator. He mentioned the fact he went to Wright Field with the

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CONFIDENTIAL

calculator and it was a hard job to get anyone to listen to you.

I explained my idea (1) to Major Fay and he thought it was pretty good. He said I should see Major Mowbray in DM. Finally, at a date I do not remember, I was called to explain this idea to Major Mowbray in Major Fay's presence. They both suggested making an appointment with Professor Authur B. Locke, an aeronautical engineer at the Wayne University. At a later date Brooks A. Roberts, then a Sgt who was later made a partner with Zabkiewicz and myself, filled the appointment with Professor Locke (check date in orderly room). Included in the meeting was a man (2) I do not know but would recognize. We asked about the ejectable cockpit and were told to forget the telescopic wings for a while and work on the cockpit.

I reported results to Major Fay and I suggested a try at Wright Field.

Next, my wife and I decided that we should move from Zabkiewicz's and get a place of our own because of summer so I went apartment hunting in Mt Clemens. Calling up various persons for an apartment finally had me calling a Mrs Fred Breech who had an add in the paper. That night (3) I met Mr Breech for the first time. He told me he worked at the Arsenal but would not say what he was doing not even to his wife nor me. I took that as good policy and never asked questions as I felt that it was none of my business. Fred explained security in itself and why even I as an airman regardless of what I do on the air base should keep the base there when I leave at night.

Next, after I got to know Fred well enough I did find out he was a machinest. I asked Fred what he thought about my airplane idea and he thought it was pretty good and suggested I go to Wright Field and see what the Air Force thought about it.

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I met (4) 1st Lt Arnold D. Naidich, AJA, Tenth AF, either on or before going to Wright Field, possibly afterwards. On or about 18 Jan 52, I took a three day leave, which after explaining my reason to Major Gillon, Sq Commander, Tenth AF, released me on a three day pass.

On a Friday o/a 18 Jan 52, I went to Operations with my model and got a hop in a T-11 aircraft to Patterson Field arriving approximately 11:15 after more than an hour of flight. I went looking for the patients office at Patterson and was told to go to Wright Field by shuttle bus in Area C (if I'm correct) to Bldg 12 (5). I found a Judge Advocates Office on the second floor and talked to 1st Lt (I do not recall name) who after hearing about my airplane took me to meet Captain Harold Sperber who arranged a meeting for me the following day, Saturday at 0930 hrs with the evaluation board.

The shuttle bus (6), I evidently missed and I approached a Captain who I asked how to get to Wright Field in a hurry because I had to meet a board. Seeing my partly covered model and suitcase, he asked no questions but took me into a squadron comm unit at the air terminal and got a staff car for which I signed the trip ticket on arrival at Wright outside of Capt Sperber's office building. Capt Sperber took me in his car to meet the civilian aeronautical board which consisted of about (6) six men and chairman. Captain Sperber presented my airplane with the following ideas:

1. Telescopic Wings, which were turned down.
2. Shorter rudder fin, no comment.
3. Revolving cockpit, not impossible but a little impracticable.
4. Ejectable cockpit, no comment whatsoever.

I was told to go back by Captain Sperber and don't give up the cockpit idea, which I did not do. Lt Naidich, was informed of my results which I

Declassification Authority: NND 923007

CONFIDENTIAL

admit were not very encouraging, as well as Major Fay, Capt Leo Geheb and Capt Monte Mason.

We then took Lt Naidich and Fred Breech into a partnership with Zabkiewicz, Roberts and myself.

A letter came from Capt Sperber and said the engineering staff was examining my idea's which surprised us in some ways. Then Lt Naidich sent a letter to Wright asking about the information requested in that first letter. They sent back five reason's or disadvantages and asked me to explain them and send all the information I had on this subject.

This request for information and figures sent me to the University of Michigan (7) where I consulted with a Professor Hall, machanical engineer and teacher, which lasted approximately three hours. (8)

Lt Naidich, Freed Breech and I met a Mr Jack Cuthbertson of Algonac, Michigan shortly after or before University of Michigan consultations. Mr. Cuthbertson is employed by Continental Aviation in Detroit, Michigan as a mechanical engineer. Mr Cuthbertson said he would do anything to help me but the project was to big for a few individuals to attempt. I believe the next thing I did was go to Major Gillon and ask him if he knew a way I could get any help on this. Major Gillon said at my suggestion that he would call Captain Spaur, Major General Harry Johnson's Aide and have him look at (Capt Spaur) and see what he thought about the design. Capt Spaur looked it over and said he would talk to the General about it. (Next day I went to ready hangar on this field and talked with pilots on duty, including Major Chandler about this airplane idea so that I would have complete opinions on this airplane idea so that I would have complete opinions on this subject when presented to General Johnson. Time: (9) Saturday evening)

Declassification Authority: NND 923007

CONFIDENTIAL

Weeks dragged by and Lt Naidich and I continually met Capt Spaur trying to find out when I was to meet the General. General Johnson was very busy with the Armed Forces Day Program and I was assured by Capt Spaur that I would see him at least when the program was over. (10) I finally got to see General Johnson and he was very much impressed as I saw it and he offered suggestions on improving the idea. He mentioned a Mr. Kindelburgher, Chief Executive of North American Aviation and told me I could write to him and see what he thought about the design.

I received Mr Kindelburgher's address a day later from Capt Spaur and then proceeded to draw up sketches for Mr Kindelburgher. Lt Naidich was going to draft up the letter to Mr Kindelburgher but decided I could do it as well about three weeks later. On his advice on what to write I sent the letter which was very brief with enclosed sketches. I wrote this letter in ink and have never received an answer which has surprised me because I thought I would get a quick reply.

I then decided to type another letter which I asked a girl to do in my section although I hated to bother Mr Kindelburgh as for he is probably a very busy man because of his position in the North American Company. I still have not sent the second letter because the answer to the first may come in anyday now.

Soon after moving to the Base Trailor Court the space across from me became vacant and a family moved in with five children. The father of the children is named M/Sgt "Dick" Buntz or Bunce. He is a friendly man and I never paid to much attention to him althoggh I once borrowed $10 off him for one day until my wife's allottment check came the next day. When I borrowed

Declassification Authority: NND 923007

CONFIDENTIAL

the $10 I really didn't know him except that he was a M/Sgt and I needed the money bad at the time because of a delay in the check.

I started to build a radi-controlled model and progress was halted because I lacked a power supply to the transmitter. My wife asked me why I had halted working on the plane and I told her why. She then told me she was talking to Mrs Buntz that day and she had told my wife that her husband worked ~~x~~ in the radio shop. So that same night I told him about the airplane and he was very much interested and that he would try to find a diagram of a power pack so he or I could build one. The very next day his wife called me over and said Dick had something for me. He came over to my trailer with a box and said I could use it (Power Supply) if I signed a statement of charges. I frowned on the idea and I asked him if we wouldn't get into trouble about it. He said he had explained the situation to his Lt or officer in charge who said it was ok because they had three of them and they had no use for them and a statement of charges was ok. I signed the charge slip as A/2C Clyde E. Wheeler, Hq Sq Section, Tenth AF. (12)

The next day I felt I should see Lt Naidich and tell him about the power pack. He said the idea was frowned upon but he thought it ok providing I took good care of it and got the statement back after using it, since it was for the model which we intended to show General Johnson upon completion. I still have in my possession at my trailor and I have used it numerous times.

Next thing the radio receiver or the transmitter would fade off frequency and I mentioned the fact to Capt Horn, my section head, who was very much interested in the ship. He said he would speak to Capt Concannon of the 36th Comm Sq, a personal friend of his. Capt Concannon told me to

SECRET INFORMATION

Declassification Authority: NND 923007

CONFIDENTIAL

bring the radio in and he would get me a permanent power supply and try to get the receiver and transmitter to work properly. Two weeks later, I inquired of M/Sgt Hale about the progress of my receiver and transmitter. He said Capt Concannon had taken it and it probably was at Radio Station "MARS". Capt Concannon was away when I did this inquiring so I asked Capt Horn's permission to go see about the radio and receiver at the Radio Station "MARS". A T/Sgt said there was a terrific backlog of crating to be done and he hadn't had a chance to work on it. So I, therefore, took the radios and thought I would ask M/Sgt Buntz about if he could help me. He said he knew a man by the name of Mr Mead in his radio repair section who had played with that type of receiver and transmitter and that he could possibly help me.

Sgt Buntz built an extra room onto his trailor and I helped him considerably in putting the roof and siding up. The room was made of all scrap lumber of old crates and he bought all the hardware and beaverboard, door and screening with siding from Sear's Roebuck which I know for a fact as I helped open the articles up as they were received by him. The wood was strictly scrap and no violations were committed in acquiring such as I know for fact.

During the time I helped him to build this extra room, we talked over airplanes of conventional types, such as Hiller's helicopter and such manuevers used in Piper Cub's and light planes. No saucers were mentioned and everything was on a non-technical level.

24 June 1952 I received notice that my request for transfer had come through and I would be clearing the field o/a 7 July with ten days delay enroute, reporting NLT 2400 hrs, 20 July 52.

Declassification Authority: NND 923007

CONFIDENTIAL

I told Sgt Buntz when I saw him that same day and that evening started the flying saucer deal.

Sgt Buntz told me about Frank Scully and his book "Behind the Flying Saucer", which I had read something about in the newspapers and in an article in "True Magazine". He explained that he knew there were flying saucers and that they had two of them at Wright Field with the sizes of 27' diameter and 99' diameter. He said that one craft had a broken porthole in it and that the reason the three passenger's were dead was because of a terrific heat field caused by friction had cracked the porthole and had killed all inside. At Wright Field, he claimed the Air Force had closed Project Saucer because it was a true fact and would be alarming to the American public and that the Air Force reopened the project under the name of Project Radiation and that the laboratory was situated on the top of a hill in Wright Field. I listened to him on this subject and when I said I doubted the story in some ways he told me it was fact because they had proof. I asked him what sort of proof could he have. He then said backing his statements that there was a man who came from this field by the name of Davis, who was transferred to Wright Field and was put on Project Radiation. He said that they (meaning Mr Mead and someone else I don't know and Sgt Buntz) thought Davis would no doubt be assigned to that project and they arranged for Davis to tell Kramer who works in Maintenance Electronics or a building of that name; so that Kramer could transmit back to this radio shop so Mr Mead and Sgt Buntz could know if there were really flying saucers and such.

8

Declassification Authority: NND 923007

CONFIDENTIAL

Then M Sgt Buntz told me about the radio they found in one ship. He said they got into only one ship of the two they have and that one was the one with the broken ~~portholes~~ porthole. They kept probing through the porthole until they hit something that opened the door of the ship. They found a radio or something similar of which set a signal off at a staggered interval of time somewhat over 15 minutes. They said it evidently set off a signal but which could not be picked up with out modern electronical devices. The case of the radio which was about 5" (inches) could not be pierced by diamond drills and was as light in weight as aluminum.

Then came some theories which he told me was such that the answer to this saucer was that a magnetic field was set up ahead of this craft by a turning, spinning disc in the center which created the magnetic field ahead.

I met Mr Mead yesterday and he confirmed Sgt Buntz's story and said a letter of introduction would be given me introducing me to Mr Kramer when I got there who would in turn introduce me to Davis.

I realized after meeting Mr Mead that a serious leak in security was present and if the saucer was real as they said it started to scare me at the thought I knew this. I didn't feel well yesterday afternnon as my mind was on saucers and this information I knew. I relaxed a little when I got home last night and realized the actual seriousness of my position. I decided I would see Mr Breech and being my best friend would give me some advice as to whether he thought it was a hoax or not.

After supper, I decided I would make up some questions pertaining to the saucer and see what Sgt Buntz would say. I figured my serial number

Declassification Authority: NND 923007

would be a good key and he said that was similar to the way they had received their information. Then the business was serious to me and when Mr Breech came over I introduced him to Sgt Buntz and we talked about Scully's book and the bible but not on the radio and other things such as Mead, Kramer, Davis.

We left Sgt Buntz and I told Fred the whole story who said to meet him tonight and we will compare Scully's Saucer story and for me to go the Intelligence Office Monday morning.

A/1C Clyde E. Wheeler
Hq Sq Section, Tenth AF
27 June 1952

Declassification Authority: NND 923007

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REFERENCE SHEET

1. Telescopic Wings combined with revolving cockpit and ejectable cockpit with stress on the wings during conversation.
2. Assumed to be mechanical engineer; engineer showed us a picture of airplane he was working on which change wing incidence to 90° to form some sort of helicopter.
3. I may be able to get correct date. I rented Fred's trailor and I lived at John's Trailor Court on Jefferson Avenue until I could get an assignment to the Base Trailor Court on which date I do not remember.
4. Check with (Capt) Arnold D. Naidich, Arnold Circle, Vandenburgh Villege.
5. I have put a question mark over questionable dates, etc. such as Bldg 12.
6. I stayed in the enlisted transit barracks at Patterson Field that Friday night.
7. Date can be verified. Also carried letter of introduction from Maj Gillon.
8. Signed Record of Invention forms which I now possess.
9. Have badge receipt in my files somewhere with date.
10. Sent drawings or sketches of new nose, letter asking about possible transfer, etc to Capt Sperber. (Some letters were sent which we have copies.)
11. Base Housing or Secretary Treasurer Trailor Court for date.
12. I sent request for transfer through squadron orderly room.

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IN REPLY, PLEASE REFER TO

FILE No. _____

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

Date: August 14, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

JEH

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS

There is attached a copy of a self-explanatory letter dated August 1, 1952, received by this Bureau from Mrs. Fred Haufe, 606 Walnut Avenue, Fairmont, West Virginia, relating to the captioned matter.

Mrs. Haufe's letter has been acknowledged and she has been informed that a copy of her letter has been furnished to your office for appropriate attention. No further action is contemplated in this matter by this Bureau.

Attachment

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 15 12 00 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

COPY

[illegible] Walnut Avenue
Fairmont, W. Va.
Phone 3765

August 1, 1952

Hon. J. Edgar Hoover
Dept. F. B. I.
Washington, D. C.

Dear Sir:

I have been hearing so much about the objects called Flying Saucers that I begin to speculate as to whether we are the only Nation or country to witness such a display.

Of course it could be that those odd objects are pest filled Radar controlled waiting to be puctured. We heve been so accused by another Nation that no doubt they have devised some diabolical plan to test on us.

I am not inclined to pass those over lightly, because I believe that those gadgets can be made and controlled to the extent of great numbers in groupings.

Also, I believe it is very unwise to make public the locations of sightings as many folk are prone to worry, and a state of mind like this is exactly what our enemy is seeking.

Any one wise enuf to perfect such would not only know their travel distance but also their location, therefore no talk or publications could benefit us in that.

I hope that someone has had the integrity and foresight to learn where if in any other country these 'things' have been seen.

Thanking you in advance for the courtesy of a reply, I remain

Respectfully yours,

/s/ Mrs. Fred Haufe

Declassification Authority: NND 923007

OUT
19 AUG 1952
CI DW
OSI

Declassification Authority: NND 923007

Wrtn. 3 Sept. 52

RESTRICTED SECURITY INFORMATION

24-185

(Unclassified) Letter from Mr. Edmond J. Kane to the FBI Advancing Opinion with Regard to Unidentified Aerial Objects - SPECIAL INQUIRY

Documents and Dissemination Branch, Collection Division, Directorate of Intelligence, DCS/O

4 SEP 1952

1

Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt.Col. Free/in/AFCSI-6
Code 192, X-140

Attached herewith is a copy of a letter received by the Federal Bureau of Investigation from Mr. Edmond J. Kane, Mauston, Wisconsin, in which Mr. Kane sets forth his theory concerning unidentified aerial objects.

1 Incl
Cy ltr fr Mr. Edmond
J. Kane to FBI, dtd 1 Aug 52

LUCIUS L. FREE
Lt.Colonel, U. S. Air Force
Chief, Sabotage and Espionage Br.

AFCSI FILE COPY

OUT 4 SEP 1952 MANAGEMENT DIV. DSI

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

AFCSI-6 Free

24 | 185 | 354 1/2

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

RESTRICTED - SECURITY INFORMATION

SEP 1952

UNCLASSIFIED

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TRUE COPY

Mauston, Wisconsin, 1 August 1952

Mr. J. Edgar Hoover, Director
FBI
Washington, D. C.

Dear Sir:

As a retired member of the St Paul Police Force and having had numerous pleasant contacts with Agent Clintonstein and Samy Hardy, I take the liberty of an opinion that came to me that the flying saucers scare seems possible that the released energy of exploded Atomic Bombs could be soaring around in the atmosphere. I know you can channel this thought to the proper authorities and certainly would appreciate your comments on this thought.

I am a Veteran of both World War #1 and #2 and also a member of the American Legion for 32 years. I am presently a member of The American Legion Post #81 of Mauston, Wisconsin which is known as the Burton-Koppang Post.

If this thought is instrumental in tracking down the source of this scare thereby releaving some of the tension to our American Country, it may be worth following up at this time.

Thanking you very much for your cooperation and consideration in this matter and will you please acknowledge and advise your comments.

Yours very truly,

/s/ Edmond J. Kane

Edmond J. Kane
Mauston, Wisconsin

CC: Personal file

62-24185-354
UNITED STATES AIR FORCE
INSPECTOR GENERAL
AUG 14 5 14 '52
SPECIAL DELIVERY
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SEP 1952

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CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-160

11 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unconventional Aircraft,
Westover AFB, Mass., 0045 hours,
5 August 1952

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

SYNOPSIS:

On 5 August 1952 a report was received at Headquarters, 1st District OSI (IG) USAF, Westover AFB, Mass., relative to a sighting of three (3) unidentified objects by three Airmen at Westover AFB, Mass. Details of interview with observers set forth. No activities or conditions developed that accounts for sighting. (OSI, C-4, Confidential)

DETAILS:

1. On 5 August 1952, a report was received at Headquarters, 1st District OSI (IG) USAF, Westover AFB, Mass., to the effect that three (3) unidentified object had appeared over Westover AFB, Mass., at approximately 0045 hours EDT, on 5 August 1952.

2. On 5 August 1952, A/2C WILLIAM L. HOFFMAN, JR., AF 13354351, S Sgt ODONVAL Y. CUNDIFF, AF 15228474, A/3C RICHARD T. ST. PIERRE, AF 11204056, all of the 15th Air Transport Squadron, Westover AFB, Mass., were interviewed by Special Agent JAMES J. HALPIN, JR., and offered the following information:

a. Description By HOFFMAN: Three bright white lights approximately the size of a discus with no aerodynamic features moving without sound or exhaust trail at a speed much faster than a jet plane, at an estimated altitude of six (6) to seven (7) hundred feet. By CUNDIFF:

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

CONFIDENTIAL SECURITY INFORMATION
UNCLASSIFIED

Declassification Authority: NND 923007

1D-OSI 24-160

Three objects approximately the size of a white Very flare moving without sound or exhaust trail at an approximate altitude of 5000 feet at a speed greater than any plane ever observed by him. CUNDIFF described the objects as being of an indefinite shape, with the second object being half the size of the first object, and the third object being half the size of the second object. By ST. PIERRE: Three white lights, the largest of which was about the size of an automobile headlight, traveling at a speed much faster than a jet plane, without sound or shape.

NOTE: HOFFMAN and CUNDIFF were in wide variance regarding the altitude of sighted object but each insisted that the estimate of the altitude was correct.

b. Formation: By HOFFMAN: Objects appeared to be moving in a triangular formation. Observer gave no estimate to the distance between objects, although he stated that they seemed to be almost within each other. The formation did not change during the maneuvers described in succeeding paragraphs. By CUNDIFF: Objects appeared to be moving in a formation directly behind each other. Observer could not estimate the actual distance between the lights. The formation did not change during the maneuvers described in succeeding paragraphs. By ST. PIERRE: This observer's description of the formation corresponds to that given by CUNDIFF.

c. Maneuvers: All three (3) observers stated that they first observed the lights to the north of the observation point and that the lights moved in a direct course from north to south over the north-south runway of Westover AFB, Mass. CUNDIFF stated he first observed the lights in a position approximately five (5) degrees above the horizon, and that they disappeared approximately 45 degrees above the horizon. ST. PIERRE stated that the formation seemed to be climbing toward the part which he had under observation.

d. Manner of Disappearance: All observers stated that the lights disappeared suddenly at the same time, apparently going behind a cloud bank in the southern skies.

e. Time Sighted: All observers stated that the approximate time of sighting was 0045 hours, 5 August 1952 and that the total time of observation was from two (2) to five (5) seconds.

f. Manner and Location of Observation: No optical or mechanical aids were employed. All observers were standing in the parking space assigned to the 1600th Air Transport Wing Headquarters, which is located approximately in the center of Westover AFB, Mass. HOFFMAN and ST PIERRE noticed the objects first and called CUNDIFF's attention to them.

Declassification Authority: NND 923007

1D-OSI 24-160

g. Identifying Information on Observers: A/2C WILLIAM L. HOFFMAN, JR., is 21 years of age, a graduate of West Philadelphia High School and Radio Mechanic School at Scott AFB, and enlisted in the USAF on 26 August 1950. HOFFMAN is assigned as a Form #5 Clerk in the 15th Air Transport Sq., Westover AFB, Mass., and has approximately thirty (30) hours flying time as a passenger and scanner. He has been familiar with aircraft in flight and on the ground for approximately two (2) years and attributes his ability to distinguish between conventional aircraft including jets, and other flying objects to good vision and training in aircraft identification received in the USAF. S Sgt ODONVAL Y. CUNDIFF, is 25 years of age, has six (6) years of service in the USAF and two (2) years with the U. S. Navy as an Anti-aircraft Gunner. He has been an airplane mechanic for six (6) years with the USAF and has worked on multi-type aircraft. CUNDIFF has sixty-five (65) hours of flying time as crew chief on a C-54 type aircraft and has been selected as an aviation cadet. CUNDIFF considered that his experience with the Air Force, gives him the ability to distinguish between conventional aircraft and other flying objects. A/3C RICHARD T. ST. PIERRE, is 20 years of age and has been a clerk-typist in the USAF for nine (9) months. He is a graduate of High School and the Clerk-typist course sponsored by the USAF at Missouri State Teachers College. He has no flying time and is familiar with aircraft types through observation and training in aircraft identification.

h. Weather Conditions: All observers described the sky as clear to the north, with scattered clouds in the southern portion of the sky. Weather conditions at 0025 EST, 5 August 1952, were reported by the Weather Service, Westover AFB, Mass., as follows: Ceiling 1500 to 2100 broken, visibility 8 miles, wind south at 10 knots.

i. Existing Conditions that might Account for Sighting: None; however, records were checked at the Operations Center, 60th Fighter-Interceptor Squadron, Westover AFB, Mass., and reflected that there was no jet activity over Westover AFB, Mass., at the time of alleged sighting. No other evidence connected with this sighting could be established.

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy for the Commander, Atlantic Division, MATS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (info)

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 12 15 37 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

United States Department of Justice
Federal Bureau of Investigation
Washington 25, D. C.

IN REPLY, PLEASE REFER TO
FILE No. 62-83894

CONFIDENTIAL

Date: August 8, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover - Director
Federal Bureau of Investigation

Subject: AERIAL OBJECTS;
"FLYING SAUCERS"
MISCELLANEOUS - INFORMATION CONCERNING

There are attached two copies of a letter dated August 1, 1952, from Florence Whitish, Post Office Box 526, Charleston, South Carolina, regarding "Flying Saucers."

Miss Whitish's communication has been acknowledged and she has been informed of this referral.

No investigation is contemplated with regard to this matter.

Attachment

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 12 12 47 '52
SPECIAL
INVESTIGATIONS

Declassification Authority: NND 923007

COPY

8-1-52
P. O. Box 526,
Charleston, S. C.

J. Edgar Hover:

Would like to express my oponion on the flying saucers, and guess it will be as good as some I've read.

I can't remember of hearing any thing about them until telivsion came into existence.

I wondered if the rays could be strong enough to give off a bright abject looking apparition.

No, special reason for sending you my idea just couldn't think of any one else to send it to.

Sincerely

Signed ------- Florence Whitish

COPY

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

HQ OSI

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

XXXX

5D 24-21

7 August 1952

SUBJECT: Unconventional Type Aircraft
Over Canadian Route No. 21
Approximately 8 miles north of
Forest, Ontario, Canada, 26 July 1952
SPECIAL INQUIRY

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATI

1. The following information was received from the 25th OSI District Office, Detroit, Michigan, by Spot Intelligence Report, dated 4 August 1952:

"Mr. and Mrs. J. DOUGLAS CARROLL, JR., 1109 E. Vernon Drive, Flint 3, Michigan, were on a weekend trip to Canada when they observed two strange objects in the sky at 0024 hours, EST, on 26 July 1952. Mr. CARROLL stated that he and his wife were in their automobile listening to the Democratic Convention when his wife said, 'Look.' Immediately he saw two objects in the sky.

"a. The CARROLLs' location at the time was on Canadian Route No. 21, approximately eight miles north of Forest, Ontario, Canada. They were staying at a motel in Ipperwash Park. Mr. CARROLL pinpointed his approximate location as 43 Degrees, 10 Minutes North, 82 Degrees West.

"b. The objects appeared to be two balls of light that traveled in a pattern of one trailing the other. They were of a whitish color and were of the intensity of a bright star or planet. The light lasted for approximately one and one-half minutes and was a steady light. Both lights remained visible for the entire period of time. At the time of the sighting, they were at an 80 degree elevation and disappeared at a 60 degree elevation. Mr. CARROLL stated that when he took a nickel from his pocket and held it at arm's length the nickel covered the area between the two objects. The objects stayed in the same relative position to each other during the entire period of visibility.

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

SECURITY INFORMATION
UNCLASSIFIED

Declassification Authority: NND 923007

CONFIDENTIAL

5D 24-21
SUBJECT: Unconventional Type Aircraft

7 Aug 1952

"c. The objects, when sighted, were west of the observers and were flying in a south or southeastern direction. Mr. CARROLL alleged they were headed for the Cleveland area instead of the Detroit area. Visibility was good as there were no clouds in the sky and there was no moon. There are no cities near, thus no reflected lights. While sitting in their automobile, the CARROLLs had been watching for falling stars. They had seen some during the evening, but said they had lasted for only a few seconds at a time and were of a different color than the unidentified objects.

"d. Mr. CARROLL stated that the unknown objects held their altitude, which was very high. He did not know what the means of propulsion was as there was no apparent sound connected with the flight. The speed of the unknown objects was estimated to be considerably faster than the 300-400 miles per hour of the average commercial airliner.

"The observer appeared to be sincere in reporting these unknown objects to the Air Force. During the World War II period, he had served on an aircraft carrier so was familiar with flight patterns of conventional aircraft at night. Presently, he is the Resident Director of the Social Science Research Project, Institute of Human Adjustment, University of Michigan, with office at 200 East Kearsley Street, Flint, Michigan.

2. The foregoing is furnished for your information and any action deemed appropriate. No further investigative action is contemplated, and the files of the Office of Special Investigations are considered closed in instant matter.

JAMES H. GUNN
Lt Colonel, USAF
District Commander

Copy to:
Hq OSI

24-185-350

CONFIDENTIAL

2

SECURITY INFORMATION

File Returned
14 AUG 1952

Declassification Authority: NND 923007

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.

RHR/hb
7 August 1952

3DO 24-0-40

SUBJECT: Analysis of Unconventional Aircraft
by MACKEY K. MALONE
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.

Disclosure of the nature, sources, or existence of [illegible] in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigation, IG, or higher authority. Unauthorized disclosure of such information will be considered a violation of AFR 205-1.

1. The following message was submitted to this office by Major JAMES A. MATTHEWS, Intelligence Officer, 4710th Defense Wing, New Castle County Airport, Wilmington, Delaware. The message was received by Lt Col JACK C. WEST of the 4710th Defense Wing on 30 July 1952 via Western Union.

"WU19 LONG NL PD=WILLSPOINT TEX 29= COL JACK C WEST-142ND FIGHTER INTERCEPTER SQDN NEWCASTLE DEL=

FOR SCIENTIFIC CLEW TO FLYING DISC FIND MY DOCUMENT FLYING DISC AND AEROMATICS ARE COMING STOLEN FROM THE US AIR FORCE IN WASHINGTON 1951. DISC CONTROLLED BY AUTOSTATS NOT MOTORS CV MOTORS USED FOR KICKOUT IN DEAD AREA NOT HOSTILE CIVILIZED. WE ARE VERY SAVAGE OUR AIRCRAFT. ROCKETS 24 HUNDRED THOUSAND YEARS OBSOLETE. DISC FAST AS LIGHTNING PASSENGER CAN MANUEVER SAME SPEED BECAUSE SENSITIVITY OF BODY SYNCHRONIZES PERFECT TO PULSATION ACTIVITY OF AUTOGENIC AND CONSOLIC FORCE IN BALANCE OF ESPERANTIC INDUCTION ADAPTED TO AUTOSTATIC CAPACITY MOST SIGHTINGS ARE AN AEROCATALYSIS NO LIGHTS ON DISC LIGHTING CAMOUFLAGE. HEATING. FREEZING OF DISC FURNISHED BY HYDRACUSSION HAVE INSTIGATORS FOR DEGENICTION AIRCRAFT CAN BE UNLOADED IN AIR BY EJECTIVE INSTRUMENT DEGENIZING CAN STOP AND HOLD ANY AIRCRAFT IN FLIGHT=

GENERAL SCIENCE MACKEY K MALONE"

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

CONFIDENTIAL
SECURITY INFORMATION

UNCLASSIFIED

Declassification Authority: NND 923007

CONFIDENTIAL

3DO 24-0-40
Subj: Analysis of Unconventional Aircraft by MACKEY K. MALONE - SPECIAL INQUIRY

7 August 1952

2. Lt Col WEST reports that he doesn't know why he was selected as the recipient of the message; that he is not acquainted with the sender.

3. Copies of instant letter are being furnished to the 5th District OSI for submission to the appropriate office at Headquarters Air Materiel Command, Wright-Patterson AFB, Ohio.

4. Further action in this matter is not contemplated by this office.

Robert H Ray
ROBERT H. RAY
Major, USAF
District Commander

cc: DO #5 (in trip)

CONFIDENTIAL

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 8 1545 '52

Declassification Authority: NND 923007

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

WU19 LONG NL PD= WILLSPOINT TEX 29= COL JACK C WEST=142ND FIGHTER INTERCEPTER SQDN NEWCASTLE DEL=

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THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Declassification Authority: NND 923007

CLASS OF SERVICE

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OF ESPERANTIC INDUCTION ADAPTED TO AUTOSTATIC CAPACITY MOST SIGHTINGS ARE AN AEROCATALYSIS NO LIGHTS ON DISC LIGHTING CAMOUFLAGE, HEATING, FREEZING OF DISC FURNISHED BY HYDRACUSSION HAVE INSTIGATORS FOR DEGENICTION AIRCRAFT CAN BE UNLOADED IN AIR BY EJECTIVE INSTRUMENT DEGENIZING CAN STOP AND HOLD ANY AIRCRAFT IN FLIGHT=

GENERAL SCIENCE MACKEY K MALONE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Declassification Authority: NND 923007

Lt Col Free/es/Code 192/x140
AFCSI-6 Wrtn: 10 Sep 52

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

15 SEP 1952

24-185

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft
SPECIAL INQUIRY

TO: District Commander
1st OSI District (IG)
Westover Air Force Base
Massachusetts

1. Reference is made to your letter, file #24-00-4, dated 4 August 1952, in regard to the above subject. For your information, an AFCSI Letter superseding the reporting procedures outlined in AFCSI Letter No No. 85, dated 23 October 1950, is being prepared and will be published within the immediate future.

2. With respect to the request contained in paragraph four (4) of your letter, the provisions of paragraph 7e, AFL 200-5 are considered applicable to OSI District Offices not physically located on Air Force Bases, since technically such offices may be deemed as falling within the meaning of the term "installation." However, when a District Office or Detachment is located on an Air Force installation, as in your case, receives a report of an unidentified object, complete data should be obtained from the person making the report or sighting and the information immediately referred to the installation commander in order that he may prepare the reports required in paragraph 7c and d, AFL 200-5. These reports should be confirmed in writing with a copy of the confirmatory letter designated for Headquarters, OSI.

3. All Spot Intelligence Reports or Reports of Investigation concerning these incidents should be directed to Headquarters, OSI with a copy to the Chief, Air Technical Intelligence Center, Wright Patterson Air Force Base. These reports should be submitted to this office in duplicate in order that a copy may be furnished the Director of Intelligence, Headquarters, USAF. Any TWX reports which might be necessary by OSI Districts concerning these incidents should be addressed to the Directorate of Special Investigations rather than the Directorate of Intelligence. The Director of Intelligence will be furnished copies of these messages as received by this office. Other addresses for TWX reports will be as shown in AFL 200-5. Distribution of reports concerning unidentified flying objects to the Commanding General, AMC, ATTN: MCIS, as shown in AFCSI Letter No. 85, dated 23 October 1950, is no longer required and will be discontinued.

348

AFCSI-6
Lt Col Free
Mr. Levy

24- | 185- | 348

D

AFCSI FILE COPY

Declassification Authority: NND 923007

4. Your practice of furnishing the Commander, Atlantic Division, MATS, copies of your reports concerning these incidents is entirely appropriate.

FOR THE DIRECTOR:

GILBERT R. LEVY
Chief, Counter Intelligence Div
Dir of Special Investigations
The Inspector General



Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

4 AUG 1952

1D-OSI 24-00-4

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft
SPECIAL INQUIRY

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

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950 and inclosure thereto, letter, Headquarters, USAF, dated 8 September 1950, Subject as above, file AFOIC-CC-1. Further reference is made to AFL 200-5, dated 29 April 1952.

2. It would appear that AFL 200-5 supersedes cited inclosure, inasmuch as the essential elements of information to be reported are identical in each letter, with only the distribution of required reports varying.

3. It is noted that AFL 200-5 imposes a specific obligation upon USAF commands concerning the reporting of information on Unconventional Aircraft. As a result, this District Office has been apprised by a representative of the Commander, Atlantic Division, MATS, of the Command's responsibilities and collateral interest in this matter. As an interim measure, it has been agreed to furnish the Commander, Atlantic Division, MATS, with an information copy of all Spot Intelligence Reports on this Subject as prepared by this District Office. The Commander, Atlantic Division, MATS, proposes to utilize OSI Spot Intelligence Reports as the basis for compliance with paragraph 7 d, AFL 200-5.

4. This District Office has been conforming to the distribution instructions as set forth in paragraph 5, AFCSI Letter No. 85. It is requested that information be forwarded this District Office concerning the applicability of paragraph 7 e, AFL 200-5 to OSI District Offices.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

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

CONFIDENTIAL - SECURITY INFORMATION
UNCLASSIFIED

Declassification Authority: NND 923007

24-185-

THE WASHINGTON DAILY NEWS
2 August 1952

SUBJECT: Unconventional Aircraft - General

Discs Visit Ohio, N. Y., Calif.

Shy Saucers Won't Show for TV Here

Air Force jet interceptors have chased "flying saucers" over New York, Ohio and California today but two TV stations which scanned Washington skies with cameras didn't see a thing.

"We the People," a WNBW program, sent 20 newsmen into the air aboard a DC-3 from National Airport at 8:30 p. m. last night to look for discs.

Twenty-five thousand dollars worth of special cameras, some with telescopic lenses, stood by on the ground. But no one saw a saucer.

DAYTON DISCS

Station WMAL-TV told viewers it had a camera on the roof of its Connecticut-av studios, and to "call if you see something interesting."

Sixty people did, but it turned out no one really had much, WMAL said.

Meanwhile, the Air Force—after pointing out that Washington's saucers were heat mirages—sent two jets into the dark sky over Wright-Patterson Base in Dayton, O., early yesterday to chase a mysterious light.

Dayton is the home of the Air Technical Intelligence Command's "Operation Bluebook"—set up to investigate flying saucer reports.

NO REFLECTION

Maj. James B. Smith and Lieut. Donald J. Hemer said the night was clear and moonless. The saucer was bright red.

It hovered above their planes for about 10 seconds and then seemed to "disappear at a high rate of speed," they said—but only after they had "maneuvered around it at several angles to make sure it wasn't a light reflection."

At that point the Air Force told them to quit talking for publication.

To deputy sheriffs in Lancaster, Calif.,—notified of two reddish-white lights by a fish and game warden—watched the objects draft from high in the sky to an altitude of about 1000 feet. Then one object moved away and the other hung and swung like a pendulum.

SAUCER STRIKE

At least three interceptor pilots from George Air Force Base took their planes up for a look, but they didn't say what they saw.

Flying discs stopped work over the Scintilla magneto plant at Sidney, N. Y., yesterday. Several hundred employes walked out on saucer strike to watch 60 to 75 "ping-pong balls" fly very high and fast in a northerly direction.

The same sort of objects were sighted earlier at Elmira, N. Y., about 75 miles southwest of Sidney.

And at Afton, 19 miles from Sidney, almost everyone had a stiff neck from staring for two hours at round objects that seemed to appear near the sun and move away from it.

Jets from Griffis Air Force Base at Rome, N. Y., went up but officials said the pilots didn't find anything.

24-185-347
UNITED STATES AIR FORCE
OFFICE OF THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
12 AUG 1952

Declassification Authority: NND 923007

OUT
5 AUG 1952
CI DIV
OSI

Declassification Authority: NND 923007

UNIDENTIFIED AERIAL PHENOMENA
Washington Daily News
31 July 52

AF to Check Saucer Attack

DAILY NEWS 31 JULY 52

The story of the "flying saucer" which "repeatedly attacked" an Air Force pilot's F-51 fighter plane over Augusta, Ga., a year ago is a new one on the Air Force, it said today.

It plans, however, to check with the pilot—First Lieut. George Kinman of Birmingham, who's flying jets in Germany now.

The story appeared yesterday in the Cleveland Press, a Scripps-Howard newspaper. It was written by Charles Tracy, aviation editor and former assistant operations officer for the 117th Tactical Reconnaissance Wing, who said he heard it from the pilot.

Mr. Tracy said the pilot told him a white disc twice the size of the F-51 made repeated head-on passes at the fighter for 5 or 10 minutes, then zoomed upward and disappeared.

The Air Technical Intelligence Command, which handles saucer reports, has never received any notice of the incident, the Air Force said.

24 | 185-346
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
24-185-
OFFICE OF SPECIAL INVESTIGATIONS
AUG 1952

Declassification Authority: NND 923007



CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL
1st District Office of Special Investigations
Westover Air Force Base, Massachusetts

1D-OSI 24-159

11 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S):
Sighting of Unconventional Aircraft,
Hingham, Mass., 2148 hours, 19 Jul 52

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

SYNOPSIS:

Mr. ROGER SPEAR, Wellesley, Mass., advised on 1 August 1952 that he had observed an unusual object in flight over Hingham, Mass., on the night of 19 July 1952. Object was star-like in appearance and of the same color. Object travelled in a southwesterly direction and was under observation for approximately six (6) minutes by SPEAR and one other witness. No physical evidence or photographs available. No interception action taken. (OSI, B-2, Confidential)

DETAILS:

1. On 1 August 1952, Mr. ROGER SPEAR, Spear & Staff, Inc., Babson Park, Mass., forwarded a letter to Detachment "B", 1st District OSI, 1 Court Street, Boston, Mass., indicating that on the night of 19 July 1952 he had observed an unusual object in the sky travelling over the township of Hingham, Mass. Examination of signed letter and interview of SPEAR on 5 August 1952, disclosed the following information relative to the sighting:

a. Description of Object: Star-like light of a magnitude between the stars of the Great Dipper and Polaris. White in color and emitting no sound, exhaust, or vapor trail. Object travelled in a straight course at an estimated speed of 180 to 250 miles per hour. Altitude is estimated at between 30,000 to 40,000 feet.

S

CONFIDENTIAL SECURITY INFORMATION

Declassification Authority: NND 923007

1D-OSI 24-159

b. Time of Sighting: Object was first observed at 2148 hours, 19 July 1952, and remained in view for approximately six (6) minutes.

c. Manner of Observation: The star-like object was first observed with the naked eye and further examined with a pair of Japanese binoculars with a strength of 7 power and a field of 50.

d. Location of Observer: At the time of sighting, observer was on board a 54 foot cabin cruiser, Samakand, which lay at anchor approximately 100 feet away from the Harbor Master's Buoy, located between Langley and Sailor Islands in Hingham Harbor, Hingham, Mass. The observer was sitting in the aft cockpit of the cruiser looking at the northern skies. The object was first sighted a little above and to the right of the easterly side of the Great Dipper and about one-third of the way up to Polaris. The light travelled across the sky in a southwesterly direction on a straight course and disappeared into the southwest approximately six (6) minutes later. The object is believed to have been approximately ten (10) miles to the East of the observer's position and at an altitude of between 30,000 to 40,000 feet.

e. Identifying Data on Observer: The observer, Mr. ROGER SPEAR, advised that there were five (5) persons on board the cruiser whose attention was called to this object. These included SPEAR, his wife and son and the cruiser owner, Mr. WILLIAM H. BRACKETT, of Newton, Mass., and his wife. It was disclosed through interview of Mr. SPEAR by Special Agent EDWARD A. BRAY on 5 August 1952, that neither he or other members of the party are engaged in or have been engaged in any occupation that would lend credence to their ability to estimate the speed and height of a moving object.

f. Weather Conditions: The cabin cruiser lay anchored in completely calm water at the time of sighting on a cool, clear evening with unlimited visibility.

g. There were no known activities, meteorological or otherwise, that might account for the sighting.

h. Investigation disclosed no physical evidence.

i. No other action was taken by the observer.

2. On the afternoon of 5 August 1952, Mr. WILLIAM H. BRACKETT, Sales Representative, Park Square Building, St. James St., Boston, Mass., was interviewed regarding his observation on the night of 19 July 1952. BRACKETT collaborated the statements made by SPEAR and could add no additional information of value to the inquiry.

Declassification Authority: NND 923007

1D-OSI 24-159

ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy for the Commander, Atlantic Division, MATS. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATIC-MATS (info)

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 12 15 37 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

SPEAR & STAFF
INCORPORATED
BABSON PARK
MASSACHUSETTS

1 August 1952

Unidentified aerial object sighted in vicinity of Hingham Harbor, Mass, by Roger E. Spear

U. S. Air Force
Special Investigations
Washington, D. C.

Gentlemen:

In regard to the so-called "flying saucer" problem, the following observation may be of interest, and could be important due to certain coincidences.

I was a guest on a private cabin cruiser anchored in Hingham Harbor, Mass. on Saturday night, July 19, 1952. Others aboard were the owner, his wife, my wife, and my son.

As I was sitting in the cockpit of the boat looking at the northern skies, in the area of the Great Dipper and Polaris, I saw a star-like light in motion. I first noticed it a little above and to the right of the easterly side of the Great Dipper about one-third of the way up to Polaris. It was of a magnitude between the stars of the Great Dipper and Polaris and was of the same color.

I immediately called the attention of all the other passengers to this phenomenon. The owner and I estimated, as best we could, that if it was a plane it must have been at an altitude of no less than 30,000 to 40,000 feet, and we also estimated that its line of flight, described below, was no less than 10 miles to the East of us.

The time of discovery was 9:48 P.M. The light traveled across the sky in a Southwesterly direction in virtually a straight line and finally disappeared into the Southwest 6 minutes later.

We all studied this through binoculars, but except to the extent that they enlarged and clarified it as they would any other star, the binoculars did not assist in the observation. At times some of us thought that the white star-like color became tinged with orange, but we could not be certain.

The owner of the boat and I then went into the pilot house and computed that, if our altitude and the distance East of us of the line of flight were approximately correct, the light might be traveling at an approximate speed of 180 to 250 miles an hour.

With all of the "flying saucer" reports that have been released, we

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did not recall any similar type of observation and put the phenomenon down to a very high-flying plane, because the flight was absolutely soundless; even in the very quiet spot we were in and cupping our ears, none of us could detect the slightest sound.

However, in the light of recent reports of observations witnessed over Washington, both by radar and visual observation, there were certain coincidences which I felt made it advisable for me to report this phenomenon. As you will see, these coincidences are (1) it was a star-like object, (2) it was apparently traveling at a speed in the vicinity of 200 miles an hour, (3) it was headed in a Southwesterly direction, and (4) if it continued on its course at that speed it would have been over Washington around midnight, about the time the lights were observed there.

If this observation is of any interest and you would like to have further details, I shall be glad to talk with anyone about it, or write you further.

Very truly yours,

Roger E. Spear

RES:N

cc: U. S. Air Force
Special Investigations
1 Court Street
Boston, Massachusetts

CI

24-185-345
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
5 AUG 1952
OFFICE OF SPECIAL INVESTIGATIONS
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L/C Free

UNIDENTIFIED AERIAL PHENOMENA
Washington Post
31 July 52

The "flying saucer" front in Washington was relatively quiet yesterday, although reports of saucers from other parts of the country still come in.

An unidentified object showed up on the radar at the air traffic control tower at the National Airport at 1 a. m. yesterday. A CAA spokesman said the object was regarded as routine, but a nearby plane was asked to check it. The plane found nothing.

Meanwhile, Maj. Gen. Roger Ramey, Air Force operations chief, identified little strips of tinfoil found near the Upper Marlboro race track as "chaff" or "windows," dropped by bombers about 8 a. m. Sunday during current Air Defense exercises. He said the tinfoil did not cause the "blips" on radar screens here Saturday night.

The report of saucers over Washington has stirred up similar reports from other cities. An orange disk over Baltimore, egg-shaped white objects over Salem, Mass., a yellow-green saucer near Enid, Okla., and an "oscillating star" all have been reported in the past two days.

Air Force to Examine Coast Guard Photo

DAYTON, Ohio, July 30 (AP).—The Air Force has a copy of a Coast Guard picture—taken in daylight—which shows four unidentified aerial objects, Capt. E. J. Ruppelt disclosed today.

He will make no estimate of the picture's value until he gets the negative, Ruppelt said. He did say the picture was of the type which easily could have been faked. He did not say it was.

The picture, he said, was taken through a screened window at 9:35 a. m. (EDT) July 16 at Salem, Mass.

An attempt now is under way to locate the negative to determine whether it was tampered with before the print was made, Ruppelt said.

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FLYING SAUCERS OVER DC ARE
Washington Post
28 July 1952

Military secrecy veils an investigation of the mysterious, glowing aerial objects that showed up on radar screens in the Washington area Saturday night for the second consecutive week.

A jet pilot sent up by the Air Defense Command to investigate the objects reported he was unable to overtake glowing lights moving near Andrews Air Base.

The CAA reported the objects traveled at "predominantly lower levels"—about 1700 feet.

July 19.

Air Force spokesmen said yesterday they could report only that an investigation was being made into the sighting of the objects on the radar screen in the CAA Air Route Traffic Control Center at Washington National Airport, and on two other radar screens. Methods of the investigation were classified as secret, a spokesman said.

"We have no evidence they are flying saucers; conversely we have no evidence they are not flying saucers. We don't know what they are," a spokesman added.

The same source reported an expert from the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Dayton, Ohio, was here last week investigating the objects sighted July 19.

The expert has been identified as Capt. E. J. Ruppelt. Reached by telephone at his home in Dayton yesterday, Ruppelt said he could make no comment on his activity in Washington.

Capt. Ruppelt confirmed that he was in Washington last week, but said he had not come here to investigate the mysterious objects. He recalled he did make an investigation after hearing of the objects, but could not say what he investigated. The captain said he had been informed of the latest sightings of the lights.

Another Air Force spokesman said here yesterday the Air Force is taking all steps necessary to evaluate the sightings.

"The intelligence people" this spokesman explained, "sent someone over to the control center at the time of the sightings, and did whatever necessary to make the proper evaluation."

Radar operators plotted the speed of Saturday night's "visitors" at from 38 to 90 miles an hour, but one jet pilot reported faster speeds for the light he saw.

The jet pilot reported he had no apparent "closing speed" when he attempted to reach the lights be saw near Andrews. This means the lights were moving at least as fast as his top speed—a maximum of 600 miles per hour.

One person who saw the lights when they first appeared in this area did not see them last night. He is E. W. Chambers, an engineer at Radio Station WRC, who spotted the lights while working early the morning of July 20 at the station's Hyattsville tower.

Chambers said he was sorry he had seen the lights because he had been skeptical about "flying saucers" before. Now, he said, he sort of "wonders" and worries about the whole thing.

Leon Davidson, 804 South Irving st., Arlington, a chemical engineer who has made an exhaustive study of flying saucers as a hobby, said yesterday reports of saucers in the East have been relatively rare.

Davidson has studied the official Air Force report on the saucers, including some of the secret portions never made pub-

Asked whether the radar equipment might have been misfunctioning, the spokesman said radar, like the compass, is not a perfect instrument and is subject to error. He thought, however, the investigation would be made by persons, acquainted with the problems of radar.

Two other radar screens in the area picked up the objects. An employe of the National Airport control tower said the radar scope there picked up very weak "blips" of the objects. The tower radar, however, is for short ranges and is not so powerful as that at the center. Radar at Andrews Air Force Base also registered the objects from about 8:30 p. m. until midnight. Andrews radar located them about seven miles south of the base.

A traffic control center spokesman said the nature of the signals on the radar screen ruled out any possibility they were from clouds or some other weather disturbance.

"The returns we received from the unidentified objects were similar and analagous to targets representing aircraft in flight," he said.

The objects, "flying saucers" or what have you, appeared on the radar scope at the airport center at 9:08 p. m. Varying from four to 12 in number, the objects were seen on the screen until 3 a. m., when they disappeared.

At 11:25 p. m., two F-94 jet fighters from the Air Defense Command squadron at Newcastle, Del., capable of attaining 600-mile-per-hour speeds, took off to investigate the objects.

Airline, civil and military pilots described the objects as looking like the lighted end of a cigaret or a cluster of orange and red lights.

One jet pilot observed four lights in the vicinity of Andrews Air Force Base, but was not able to overtake them, and they disappeared in about two minutes.

The same pilot observed a steady white light 10 miles east of Mount Vernon at 11:49 p. m. The light, about five miles from him, faded in a minute. The lights also were observed in the Beltsville, Md., vicinity. At 1:40 a. m., two other F-94 jet fighters took off and scanned the area until 2:20 a. m. but did not make any sighting.

Visible in Two Ways

Although unidentified objects have been picked up on radar before, the incidents of the last two Saturdays are believed to be the first time they have been spotted on radar—while visible to the human eye

Besides the pilots who last Saturday saw the lights, a woman living on Mississippi ave. se. told The Post she saw a "very bright light" streaking across the sky toward Andrews Base about 11:45 p. m. Then a second object, with a tail like a comet, whizzed by, and a few seconds later, a third passed in a different direction toward Suitland, she said.

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ATTN: GENERAL
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Lt. Col. Free/in/AFCSI-6
Code 192, X-140 10 Sep52

CONFIDENTIAL - SECURITY INFORMATION

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

29 SEP 1952

24-185

SUBJECT: (Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY

TO: District Commander
2nd OSI District (IG)
67 Broad Street
New York 4, N. Y.

1. Reference is made to letter, your District, file 24-O, dated 29 July 1952, in regard to the above subject. For your information an AFCSI Letter superseding the reporting procedures outlined in Letter No. 85, dated 23 October 1950, is being prepared and will be published within the near future.

2. With respect to the request contained in paragraph 6 of your letter, it is not contemplated that extensive inquiries by OSI into these incidents will be required. Most requests for OSI investigation pertaining to sightings of unidentified flying objects will originate with Air Technical Intelligence Center (ATIC), Wright-Patterson Air Force Base, since that activity has the responsibility for analyzing all information and material relative to these reports. OSI undoubtedly, however, will continue to receive some requests from USAF base commanders to conduct inquiries of this type. Requests that OSI participate in the collection of data concerning such reports should normally be limited to those incidents where a considerable degree of credence may be given the source of information.

3. Your District, which is located on other than an Air Force Base, is considered technically to fall within the meaning of the term installation. Accordingly, the reporting procedures as outlined in AFL 200-5 would be applicable in your case. In the absence of a specific request from ATIC or other competent authority or other unusual circumstances, investigation should be limited to that necessary in obtaining the information required in paragraph 7c, AFL 200-5. Reports submitted by electrical means should be addressed to the Directorate of Special Investigations, Headquarters USAF, instead of the Directorate of Intelligence as indicated in AFL 200-5. Copies of these messages will be furnished Intelligence by this office. Other recipients of TWX reports should be as shown in AFL 200-5. Written reports should be submitted by means of a Spot Intelligence Report or on AF HQ Form 0-208, as is applicable, and directed to

AFCSI FILE COPY

CLASSIFICATION CANCELLED OR CHANGED TO UNCLASSIFIED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian DATE 8 DEC 1975

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CONFIDENTIAL - SECURITY INFORMATION

Headquarters OSI, where a copy will be furnished the Directorate of Intelligence, Headquarters USAF. Other distribution of written reports should be as shown in AFL 200-5. With respect to your Detachment Offices located on Air Force bases, information concerning these incidents upon receipt should be immediately furnished the installation commander in order that he may comply with the provisions of AFL 200-5. The information furnished the commander should be confirmed in writing with a copy of the confirmatory letter designated for this office.

4. It is the policy of OSI to assist the Air Technical Center and local commanders in these matters in every way consistent with our other responsibilities. However, in connection with the request of the Commanding Officer, McGuire Air Force Base, it is suggested that you tactfully point out to him the requirement in paragraph 1, AFL 200-5, and that OSI does not normally submit reports under the procedure outlined therein.

FOR THE DIRECTOR:

JAMES H. BREWSTER, JR.
Colonel, U. S. Air Force
Executive, Special Investigations
The Inspector General

OSI
29 SEP 1952
OFFICE OF THE
DEPUTY DIRECTOR FOR
SECURITY

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Declassification Authority: NND 923007

SECURITY INFORMATION-CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-0

29 JUL 1952

SUBJECT: UNIDENTIFIED FLYING OBJECTS
SPECIAL INQUIRY

TO: Director of Special Investigations
Headquarters, United States Air Force
Washington 25, D.C.

1. Reference is made to AFCSI Letter No. 85, dated 23 October 1950, and to inclosure thereto from Headquarters, United States Air Force, dated 8 September 1950, subject, Reporting Of Information On Unconventional Aircraft. Reference is also made to Air Force Letter No. 200-5, dated 29 April 1952, copy of which was received in this office on 25 July 1952.

2. Air Force Letter No. 200-5, apparently superseding the inclosure to AFCSI Letter No. 85, refers to the reporting of all incidents of unidentified flying objects observed by Air Force personnel or received at any Air Force installation from a civilian source. The letter provides for the reporting of each incident, by electrical means, with a confirmation written report within three days.

3. This district receives a large number of reports of sightings by civilians of unidentified flying objects. With the publication of recent wire stories from Dayton, Ohio and from Washington, D.C., apparently quoting official Air Force sources, such reports have been received in increased numbers. It is noted that the majority of reports received by this office contain little or no information of a technical or detailed nature. In view of the volume of such reports received recently, this office has made no attempt to verify the reports or to interview the reporting civilians.

4. The OSI Detachment at McGuire Air Force Base, Trenton, New Jersey, recently received an inquiry from the Inspector General as to whether or not agents of that Detachment would interrogate Air Force pilots who have reported sighting unidentified flying objects while airborne. Air Force Letter No. 200-5, paragraph 1, refers to special reporting procedures for airborne sightings by Air Force personnel.

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

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Declassification Authority: NND 923007

5. Transmitted herewith, in sextuplicate, is a summary of reports of unidentified flying objects received by this office during the period 19 June 1952 to 24 July 1952. Copies are provided for transmittal to the Director of Intelligence, Headquarters, USAF, Washington 25, D.C., and to the Chief, Air Technical Intelligence Center, Attention: ATIAA-2c Wright-Patterson Air Force Base, Ohio, if deemed appropriate by your headquarters.

6. Additional information is requested of your headquarters concerning the OSI mission with regard to reporting unidentified flying objects, in view of Air Force Letter No. 200-5; the necessity or desirability of reporting by electrical means casual reports received as noted above; and the desirability of assigning agents to interview all persons reporting such information to this office.

7. Information furnished herewith comes within the purview of paragraph 4c, AFR 205-8, 20 January 1950.

Frank P. Dunnington
FRANK P. DUNNINGTON
Colonel, USAF
District Commander

1 Incl
(in sextuplicate)
As noted above.

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO: 24-0

SUBJECT: UNIDENTIFIED FLYING OBJECTS

MEMORANDUM

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF DEC ITV
BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE

1. The following is a summary of information concerning unidentified flying objects, which has come to the attention of this office during the period 19 June 1952 to 24 July 1952.

2. At 0030 hours, 20 June 1952, a Mr. KATZ of the "New York Times" advised this office by telephone that that paper had received calls from the following four (4) persons all reporting strange lights and objects in the sky about 2200 hours on 19 June 1952: SHELDON WEINER, telephone Evergreen 5-1003; ERIC SAUNDERS, 135 E. 27th Street, Brooklyn; ROBERT CAPOLA, age 15, 49 Murdock Street, Brooklyn; MORTIMER SHAUN, AD/2, Floyd Bennett Field, Brooklyn.

3. On 20 June 1952, MORTIMER SHAUN, Aviation Machinist 2d Class, Operations, Floyd Bennett Field, Brooklyn, N.Y., advised an agent of this office that he had been ordered by Commander JIPSON, Operations Officer, Navy Section, Floyd Bennett Field, not to discuss the matter with any other official of the military or press. This office was also unable to contact by telephone ROBERT CAPOLA (KAPOLA), 49 Murdock Street, Brooklyn.

4. On 20 June 1952, ERIC SAUNDERS, 1353 E. 27th Street, Brooklyn, advised that he sighted an object at 2150 hours, Daylight Eastern Saving Time, 19 June 1952, and that he observed it for approximately seven (7) or eight (8) minutes. He stated that the object appeared in the sky, looked like a large star, and was apparently round. It was a bluish white luminescence, one only, was no observable aerodynamic features, no trail or exhaust, no apparent propulsion system, no estimate of speed could be made, no sound was heard. The object made a circle in the southern sky, flew clockwise, and just faded from sight. The object was sighted from the ground, and no optical equipment was used. The object, appearing in the southern sky, was sighted from the street, in front of 1353 E. 27th Street, Brooklyn, and the witness made no estimate of distance, altitude, or speed. Witness is sixteen (16) years of age, attends James Madison High School, Brooklyn, has had no experience flying, or any other experience pertinent to aviation or meteorology. The witness

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described the weather as slightly hazy, in that few stars were visible, but no cloud formations, at time of sighting. The witness saw no other meteorological phenomena, and saw no aircraft at the time of sighting. He saw no objects fall from the observed object.

5. On 20 June 1952, SHELDON WEINER, age 17, 453 Williams Avenue, Brooklyn, telephone Evergreen 5-1003, was interviewed by telephone. WEINER reported that the object he observed was first sighted at 2145 hours, for approximately five (5) or six (6) minutes, and was again sighted at 2220 hours for approximately three (3) minutes. The object appeared to be a very large star, oval shape, bluish white in color, the color was steady, no trail or exhaust and no apparent propulsion system, no sound, and extimate of altitude or speed available. The object appeared in the northern sky, made a sweep in steady circular flight to the western sky, and faded from sight. It reappeared in the western sky briefly, and again faded from sight. The object was sighted from the roof of 441 Williams Avenue, Brooklyn, and no optical equipment was used. The witness described the weather as clear, with no clouds or other meterological disturbances. The witness saw various aircraft throughout the night, and many stars were visible. The witness declared that he had heard from friends that the object appeared a third time, and that two (2) similar objects were seen by NATHAN POSNER, 445 Williams Avenue, Brooklyn, and NORMAN RAGIN, 449 Williams Street, Brooklyn, and MELVIN HARRIS, 441 Williams Street, Brooklyn. The witness attends Thomas Jefferson High School, Brooklyn.

6. On 19 June 1952, at 2315 hours, the OSI Detachment at McGuire Air Force Base, Trenton, New Jersey, received a telephone call from Mr. RICHARD L. MANSFIELD, 41 Ridgely Street, Mount Holly, New Jersey, who stated that he had just observed what he believed to be a flying saucer. On 20 June 1952, Mr. MANSFIELD was interviewed at his home and stated that on the previous evening, at approximately 2250 hours, he had cited while sitting in his back yard, at the aforementioned address, a steady light which was brighter than a star. There was one (1) light and it was not overly large. It had a swirling motion and was not following a steady track. He did not notice any exhaust or trail because it was dark. There was no noise. The light covered the horizon in a period of less than twenty (20) seconds. There was no identification light. The object traveled from the north and then headed east toward McGuire Air Force Base. The object appeared over an altitude of approximately 5,000 feet passing almost directly over his head. The light was yellowish in color. Mr. MANSFIELD stated that he was a former ground crew member in the Air Force during World War II. In addition, he was a member of the Strategic Bombing Survey Morale Division which traveled through Germany after the close of hostilities. He further stated that he was stationed at the base where the first experimental jets were tested. In addition, jet aircraft from McGuire Air Force Base, are constantly flying over the area of Mount Holly, New Jersey. Mr. MANSFIELD claims that the object which he observed was definitely neither a jet aircraft or a falling star. According to Mr. MANSFIELD, at the time of observation, the skies were clear and it was not windy. Mr. MANSFIELD's former

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serial number is AF-11070661. Mrs. ELIZABETH MANSFIELD, wife of RICHARD L. MANSFIELD, stated that she was sitting with her husband in her back yard on the previous evening and that between the hours of 2200 and 2300, she observed what appeared to be a yellow light traveling across the sky. There was no shape to the light and she stated that she had never seen anything like it before. There were no identification lights or sound. The object came out of the north and swirled around to the east and traveled quite rapidly. Mrs. MANSFIELD estimates that she observed the object for a period of approximately one (1) minute. She further stated that the object appeared to be higher than a plane normally travels. She stated that at the time the observation was made, the skies were clear. Mrs. MANSFIELD further insists that the object was neither a falling star or a jet aircraft.

7. The OSI Detachment at McGuire Air Force Base was subsequently advised by the New Jersey State Police that an additional witness at Mount Holly had also reported sighting an unidentified flying object on the same date.

8. On 2 July 1952, at 2155 hours, Dr. LOUIS VORHAUS, Physician, telephoned this office to advise that he, together with his mother and father, PAULINE and DAVID VORHAUS, had sighted what they believed to be six (6) "flying saucers" from the terrace of their penthouse at 27 West 86th Street, New York City. At 2125 hours, VORHAUS sighted, directly over the terrace, an object looking like a star, but moving steadily northward. The object was bright, unblinking, with a reddish-white light. At 2128 hours approximately, another object, redder in color, and lower on the horizon, was sighted on the eastern horizon, moving steadily northwards and at approximately the same speed as the first. At approximately 2145 hours, another object, was sighted on the eastern horizon, also moving steadily southward, reddish color, same relative speed and height. Between 2145 and 2200 hours, another object was sighted on the western horizon moving southward, over the Palisades. This object had the same coloring and speed; however, this one would appear and disappear at what seemed to be two (2) to three (3) minute intervals. Another object was sighted on the western horizon, moving southward, same coloring and speed, but remained apparent all during the time sighted. At 2200 hours approximately, SUBJECT's father and mother sighted another object, of the same color and speed, moving southward on the western horizon. This object was not seen by Dr. VORHAUS, who was speaking on the telephone to this office, at the time it was seen by his parents. VORHAUS advised that all sightings were distinguished by their same relative speed, same reddish, with the exception of the first one, sighted at 2128 hours approximately, which was whiter than the others, and the fact that the lights were unblinking. VORHAUS pointed out that this latter point was what attracted their attention to the objects, as at first they believed them to be airplanes. He was emphatic that the objects could not have been shooting stars, stating that they moved much slower and had no tails, as shooting stars usually have. VORHAUS' mother is a psychologist, and his father is a lawyer. They reside at 27 West 86th Street.

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9. This office received a letter dated 7 July 1952, from PAUL L. FIELD, 5 Stratford Road, Port Washington, New York. This letter inclosed the following statement of a sighting which occurred on 5 July 1952:

"On Saturday evening, July 5, 1952, two of us, Bob Finlay and myself, had started to sail down from Westport, Conn. to Stamford, Conn. in his 23-foot sailboat. About 6:30 the wind died and we found ourselves drifting slowly with the tide down the coastline.

By 9 o'clock the last light of the sun was just dying away and a full moon had risen across the Sound over Long Island. The night was very calm and still; not a breath of air rippled the surface of the smooth, black water. As far as we could ascertain, there wasn't another boat on the Sound, for we could see for great distances in the moonlight.

At approximately 9:10 P.M., we had drifted to a point about two miles off the Connecticut shore between Norwalk and Darien. Directly across the Sound, at a point we thought to be Lloyd's Neck, we could see a strong white light on shore. This light, presumably from a lighthouse, was directly under the full moon, at that time about one-third of the way up to its zenith.

We were both looking in this direction, when suddenly about halfway in between the light on shore and the moon there appeared another, stronger light in the sky. It was a brilliant white in color, and seemed to sparkle and glow. As we watched it appeared to come closer and grow slightly larger in size. Although it was very hard to judge, we estimated that the object was about 10 to 15,000 feet high, and perhaps fifteen miles away.

As we watched, the brilliant white light went out and in its place was left two small points of white light. All at once these two points of light started streaking away toward the end of the Sound at a fantastic rate of speed, climbing rapidly all the time. In a matter of 30 or 40 seconds it had disappeared from sight at great height about twenty-five miles away.

After observing this phenomena, both of us agreed that its characteristics were like nothing we had ever seen or heard about before. Its tremendous initial brilliance and great speed, both which were apparent at long distance, preluded the possibility that it was a known type of aircraft, and there was no exhaust or flame as might come from a rocket."

10. This office received a letter dated 17 July 1952, from J. STUART TORREY, 154 Ravine Avenue, Yonkers, New York, addressed to the Commanding General, First Air Force, on stationery of the magazine "Park East", 220 East 42nd Street, New York, reporting the sighting of a strange flying object

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at Beacon, New York on 13 July 1952. The letter stated in part as follows:

"I was seeing some friends off at the New York Central RR station at about 11:30 AM. As the train came in from the north I happened to note an object over the tracks I would guess about a mile or so distant. At first I thought it was a sausage shaped balloon. It hovered motionless at around 500 to 1,000 feet altitude. It then began to move a little and then went directly upward like an elevator at a very rapid rate of speed. I knew at once that I was looking at a solid object and that it moved like nothing I had ever seen before. I blinked my eyes and looked again. The object, which appeared about the size of a fighter plane, was still rising. It gradually melted into the atmosphere becoming a mere blur, then finally disappeared altogether. It could have been disc chaped if I was looking at its side view, or it might have been sausage shaped. As far as I could see, it gave off no flame or smoke of any kind."

11. On 19 July 1952, a Mrs. PAICE, 815 72nd Street, Brooklyn, telephoned this office to report that she saw a foreign flying object in the sky at approximately 2400 hours, 18 July 1952. The object was described as appearing to be a star twinkling in space, but different somehow. After a short period of time it disappeared into space. It was also seen by Mrs. PAICE's mother and neighbors. Mrs. PAICE suggested that civilian defense authorities be advised as to whom people could contact in case of seeing any foreign objects in the sky, since she had difficulty in finding the appropriate agency to notify.

12. On 19 July 1952, the "New York World Telegram and Sun" reported that two (2) residents of Staten Island, Mrs. JOSEPHINE HETZEL, 40, a housewife, of 17 West Street, West Brighton, and her neighbor, FRANK GONDAR, 29, a toymaker, of 15 West Street, were sitting in their respective yards around 2230 hours, on 18 July 1952, when they observed a "V-formation flight of five mystery disks", speeding from the direction of Perth Amboy toward Manhattan.

13. On 24 July 1952, the "New York World Telegram and Sun" reported that Mrs. DANIEL ETHRIDGE, 164-06 33rd Avenue, Flushing, New York, reported she saw a glowing orange object circling over Flushing shortly after midnight. It was traveling at a high altitude and faster than the ordinary airplane, she said. Later, two (2) jet planes were seen in the same area.

14. On 23 July 1952, the "New York Journal American" quoted a Major JOHN BARRON, Public Information Officer, Mitchel Air Force Base, to the effect that more than thirty (30) persons had called to report seeing strange objects in the sky over Nassau County since 18 July 1952. The paper also stated that a spokesman at McGuire Air Force Base advised that a number of reports had been received, and that since 19 July 1952, a considerable number of Staten Island residents had reported seeing unexplainable objects overhead, including one reported "hanging and spinning" on the night of 22 July 1952. The paper stated that Mrs. MIRIAM BROWN, 32, of 130 DuBois Avenue, West Brighton, said she watched a bright yellow object with red lights on its edges moving up and down

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and in circles from 2315 hours, 22 July 1952, until 0130 hours, 23 July 1952. In Brooklyn, LOUIS PAPELL, 135 Ocean Avenue, said he and his wife both saw a bright yellowish object in the sky between midnight and 0100 hours, 23 July 1952. HOWARD A. SCOTT, a Civil Aeronautics Authority operations specialist, said he sighted two (2) objects about the same time over Watertown, N.Y.

15. At 2225 hours, 19 July 1952, Mr. ROBERT SPENCE, 142 West 85th Street, New York, called this office to advise that he saw a strange object in the sky at about 2150 hours, 19 July 1952. This object was floating in a circular motion from the west and toward the East. It was observed for about one (1) minute by Mr . SPENCE and his wife outside their apartment. The object had no blinking lights like an airplane, and differed from a star. It was white and pink around the edges, and its altitude seemed constant.

16. At 0030 hours, 20 July 1952, Mr. ROBERT COLWELL, 204 Addison Place, Paramus, New Jersey, reported to this office by telephone that he saw a strange object in the sky at 2355 hours, 19 July 1952. The object appeared to come from north northwest at a constant speed and was much brighter than any star ever seen. It was about four (4) times the diameter of any star, was of an orange color, and no sound was heard. This object took about two (2) minutes to cross the sky, and disappeared thirty (30) degrees south of due east. The object was also observed by Mrs. COLWELL, and by Mrs. and Mr. PAVENICH.

17. At 1000 hours, 21 July 1952, Mr. F.A. BICKELL, 242 Mulberry Place, Ridgewood, New York, New York Office telephone Plaza 7-1200, a salesman of aviation gasoline to airlines, telephoned this office to report that at 2115 hours, 20 July 1952, while in his yard with neighbors, he observed to the south southwest a very rapidly blinking light. He stated that the object's line of flight was not consistant with that of an aircraft, but was darting, erratic, like an insect, and spiral. The light was flying straight when first observed, but went straight up and disappeared. The light was observed for less than a minute. No object of the body, other than the light, was observed. The object was approximately four (4) miles away. No sound was heard. The ceiling was around 20,000 feet, broken, and stars could be observed. The object was observed for less than a minute.

18. On 20 June 1952, a report was received from Navy sources that a group of high school children at Jamaica Estates, Long Island, had reported that at 1115 hours they saw an object at approximately 10,000 feet traveling in an easterly direction. The object appeared to be round and shiny, and seemed to be wobbling somewhat.

19. On 24 July 1952, the "New York Times", in a story datelined Boston, 23 July 1952, stated that a number of reports of "silver disks and other unusual objects" had been reported in New England and as far south as Trenton, New Jersey.

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FLYING SAUCER PERIL DISCOUNTED BY AF
Washington Post
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Air Force jet interceptor planes are on the alert to take off in chase of any further "flying saucer" manifestations, a spokesman said yesterday, despite the continued belief they are some sort of physical phenomenon.

Units of the Air Defense Command have no new or special orders to intercept "saucers," the spokesman said, but they will pursue any unexplained "glowing lights" or radar "blips" as part of their mission to protect the United States against any threat from the skies.

Officials conceded there was a delay in putting jet fighters over Washington Saturday night, after radar observers reported "unidentified objects" in the air near the Nation's Capital, but they deny any lack of alertness on the part of the Air Defense Command.

Didn't See Previous 'Blips'

A week earlier, Air Defense officials decided against sending up interceptors to investigate similar reports from CAA radar operators at the Washington National Airport. Then, Air Force radar observers at Andrews Air Base were unable to confirm the CAA "sightings."

Last Saturday, however, Andrews operators also saw unidentifiable "blips" on their radar scopes. But the two different "sightings" failed to place the objects in the same place at the same time.

Many top-ranking Pentagon officials were inclined to discount these latest "saucer sightings." A high Navy officer suggested they were a "revisitation of the ghosts of Nansie Shoto."

He referred to the rash of spots which appeared on radar screens on many ships lying off Nansie Shoto in 1945 during the Battle for Okinawa, causing repeated "alerts" and calls to "general quarters." Never fully explained, they were believed generally to have been caused by sea gulls or "electronic noise" from the many radar sets operating in the area.

Disowned by Navy

"Certainly, these latest manifestations have no connection with anything the Navy is doing," said the Navy official, who asked that his name not be used. "Perhaps it's due to the heavy use of TV during the conventions."

An Air Force official suggested the spots on the Washington area radars might have been caused by "windows" dropped by high-flying B-36 bombers in air defense exercises which have been under way for the past two weeks in the northern part of the United States. "Windows" are strips of tinfoil let loose by attack bombers to cause spots on radar screens and confuse intercepting fighters.

festations we would know about it. There are none.

"Furthermore, if the Army, Navy, Atomic Energy Commission, or other Government agency had anything under way along this line, I am sure we would know about it, because of the necessity of advance coordination in anything affecting the air defense of the United States, which is our responsibility.

"What may they be? We don't know, but we can say this:

"The Air Force is fairly well convinced there is nothing in the phenomen to indicate that it is a menace to the country. Second, while we cannot discount entirely that they are visitations from a foreign country or another planet, we lean more to the view that they are physical phenomena which we don't know enough about to identify.

Holding Nothing Back

"One thing I would like to do is to dispel the belief of some that we are holding something back. We are not."

A spokesman for the Naval Observatory said observers there had seen nothing in the skies Saturday night except the jet fighters sent up to investigate the "unexplained objects" seen on the radar scopes. The Observatory had some experiments under way last week involving a helicopter and balloons, but the CAA was informed of these and none were held on Saturday, it was said.

The Rev. Francis Heyden, S.J., astronomer at Georgetown University, told The Washington Post he had been watching through the telescope every clear night recently and had seen nothing except the Naval Observatory experiments. He declared many of the "low-hanging colored lights" reported of late undoubtedly were stars seen through the layer of hot air which has hung over the city recently.

Sylvanus Jones, 25, of 2101 I st. ne., a research clerk in the State Department's passport division, last night reported seeing a small light which flared up, "floated around in space" and eventually disappeared. He was positive it was not a twinkling star or an airplane, he said.

The CAA radar failed to pick up any strange blips up to midnight, and registered no blips at all at 10:30 p. m., when the Joneses saw the light.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
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