AFISIIC/Capt Pulido/md/60060/21 Feb 67
rewritten: Maj Reese/mm/65644/23 Feb 67

AFISIIC 23 February 1967

UFO Reporting (Your Ltr, 7 Feb 1967)

OSI Dist 13

1. Files of this Directorate contain only a limited amount of information regarding the specific matter referred to in your letter. This information has been furnished to the Secretary of the Air Force, Office of Information (SAF-OI), and Foreign Technology Division (FTD), the agencies responsible for processing all information concerning UFO's.

2. In addition, SAF-OI has the responsibility for the release of information concerning UFO's. In this regard, the article mentioned by the requester was a release made by SAF-OI, the office to which Colonel Freeman is assigned. It is therefore suggested that any requests for information and guidance regarding UFO's should be directed to the local USAF OI, SAF-OI or the FTD, Wright-Patterson AFB, Ohio in accordance with AFR 80-17.

JOHN J. STAHL, JR.
Chief, Special Activities Branch
Directorate of Special Investigations (IG)

AFISIIC
Capt Pulido

Maj Reese

Mr Welch has seen

Read cy - Capt Pulido

Coord cy - AFISIIC file

24-185-13-60

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

UNCLASSIFIED

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
OSI DISTRICT 13 (HQ USAF)
OFFUTT AFB, NEBRASKA 68113

REPLY TO ATTN OF: 13D CI 3

7 FEB 1967

SUBJECT: UFO Reporting

TO: AFISII

1. Files of this office contain no information such as is indicated in and requested by the attached correspondence from SAC (IGSP), dated 3 Feb 67.

2. Request any information that may be furnished the requester concerning this matter. Additionally, you may wish to suggest guidelines for this district's guidance to the requester, so that any advice furnished will be in consonance with any that may be furnished to other major air command headquarters.

GEORGE W. McCORKLE, Colonel, USAF
Commander

1 Attachment:
Ltr, SAC (IGSP),
3 Feb 67, Subj:
UFO Reporting
(w/atch)

UNCLASSIFIED

Peace . . . . is our Profession

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA, 68113

REPLY TO ATTN OF: IGSP

3 FEB 1967

SUBJECT: UFO Reporting

TO: OSI Dist 13
Offutt AFB Nebr 68113

1. Reference attached article which appeared in the Omaha World Herald on Friday, 27 Jan 67.

2. The implication that someone has been impersonating Air Force officers and attempting to silence those reporting UFO's could cause considerable confusion. The public image of the Air Force is weakened by apparent efforts at concealment and at the same time denying the American origin of the unidentified objects. The purpose behind these deceptive tactics and the persons responsible for them need to be identified to restore public confidence in Air Force procedures for reporting and investigation of UFO's. Air Force personnel should be told what procedures to follow when contacted by someone bearing "impressive credentials" attempting to officially silence UFO reports.

3. Request any information available concerning this matter be furnished this office and guidance on appropriate action to take if the situation is repeated.

FOR THE COMMANDER IN CHIEF

JAMES R. McBRAYER, JR., Colonel, USAF
Chief, Security/Law Enforcement Division (IG)

1 Atch
Article

UNCLASSIFIED

Peace . . . . is our Prof

Declassification Authority: NND 923007

UFO 'Agents' Are Mystery

Pentagon Official: None in Air Force

North American Newspaper Alliance:

New York — Mysterious men dressed in Air Force uniforms or bearing impressive credentials from Government agencies have been "silencing" unidentified flying object witnesses, according to Col. George P. Freeman, Pentagon spokesman.

"We have checked a number of these cases," Colonel Freeman said, "and these men are not connected with the Air Force in any way."

Colonel Freeman cited one recent case in which the police officers and other witnesses at the UFO sightings in Wanaque, N. J., were allegedly collected together by a man wearing an Air Force uniform. They were told that they "hadn't seen anything" and that they shouldn't discuss the incident.

"We checked with the local Air Force base," Colonel Freeman declared, "and discovered that no one connected with the Air Force had visited Wanaque on the date in question."

Similar mystery men, according to other sources, have turned up and confronted UFO witnesses in California, Washington, Texas, Connecticut, and on Long Island, N. Y.

Hoffa Declares

'FB... ...ry

Boy Th... By

Derrick ... North Thi... student at ... surprised t... ing his hor... hour Wedn... told Thurs...

The youn... greeted at t... man who po...

"Don't te... this or we'll ... you," he wa...

The boy ... Mrs. Kathe... who said al... dollars wort... ords were r...

Delay... For ...

—

LBJ Buc... Is Fou...

By H...

Completion... Missouri Ri... channel coul... year because ... President John... quest, it was ...

Only a wee... terests had ho... would be finis... ber, 1968, the...

Then this ... President's b... four million ... project for t... year. This is ... than the A... cou...

Declassification Authority: NND 923007

[redacted]

MT/EES/dr
14 November 1949

24-48

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975
UNCLASSIFIED

1. Attached for your information are two copies of the Report of Investigation of Special Agent WILLIAM R. COSTING, of this office, dated 10 November 1949, on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

1 Incl:
Rpt of S/A COSTING
dtd 10 Nov 49 (in dup)

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of Dir Hqs Digest, by [illegible], Maj USAF
Date 28 JUL 1966

UNCLASSIFIED

File

FOR OFFICIAL USE ONLY

240-185-13 - 57
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
15 Nov 49

Dm

[redacted]

Declassification Authority: NND 923007

[redacted]

MT/EES/dr
14 November 1949

24-48

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. Attached for your information are two copies of the Report of Investigation of Special Agent WILLIAM R. OOSTING, of this office, dated 10 November 1949, on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

1 Incl:
Rpt of S/A OOSTING
dtd 10 Nov 49 (in dup)

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of Dep Sp Asst Sec'y, May USAF by James E. Talley, May USAF Date 28 JUL 1966

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

24 48 5

UNCLASSIFIED

FOR OFFICIAL USE ONLY

15 Nov 49

DMC

[redacted]

Declassification Authority: NND 923007

[redacted]

United States Air Force
The Inspector General
Office of Special Investigations
REPORT OF INVESTIGATION

File No.
24-48

10 November 1949

Report Made by
WILLIAM R. OOSTING

Report Made at
DO #13, Offutt AFB

Period
11 October 1949

Office of Origin
DO #13, Offutt AFB

Status
CLOSED

Title
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

Character
Special Inquiry - Unconventional Aircraft

Reference
None, this is an initial report

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SAFETY INV
BY _____
DATE _____

Synopsis

Investigation initiated by District Commander, DO #13. On 14 September 1949, Mr. BERT CHAPMAN observed a shiny object in the northeast about twenty miles away. The object was about 25 feet overall and consisted of an eight foot disk supported by an eight foot wing-like structure on opposite sides which apparently provided populsion. The object moved directly overhead maintaining a straight course at an altitude of 8,000 to 10,000 feet and a speed of 400-500 MPH. Object was sighted in conjunction with a four-engine bomber which was later identified as flying on a different course at a much lower altitude. The object was in view 60 to 90 seconds and finally disappeared behind a line of hills in the southwest. The weather was clear with thin scattered clouds at 20,000 feet with a visibility of 25 miles.

Classification cancelled (or changed to ....FOR OFFICIAL USE ONLY.....), by authority of Dir Sp Inves....., by [illegible] Maj USAF, Date 28 JUL 1966

CLASSIFICATION CANCELLED
BY AUTHORITY OF [redacted]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

Distribution
CG, AMC, ATTN: MCIAXO-3 (Action Cy) (3 Inc)
CG, SAC (Inf Cy) (3 Inc)
Hq OSI (3 Inc)
File (3 Inc)

Action Copy Forwarded To
2 CG, AMC, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIAXO-3
2
2

File Stamp
24 48 4
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
15 NOV 949
OFFICE OF SPECIAL INVESTIGATIONS

Approved
for Earl E. Sparks Capt USAF
MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

UNCLASSIFIED

FOR OFFICIAL USE ONLY

[redacted]

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

Declassification Authority: NND 923007

24-48

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a newspaper clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 15 September 1949, and advisement of Radio Station WOW News Department, Omaha, Nebraska, on 15 September 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding phenomena sighted are set forth in attached Inclosures #1, #2, and #3.

INCLOSURES:

1. Map of area showing position of observer, terrain and path of object.
2. Detailed sketch of object.
3. Check Sheet, "Unconventional Aircraft - Special Inquiry)

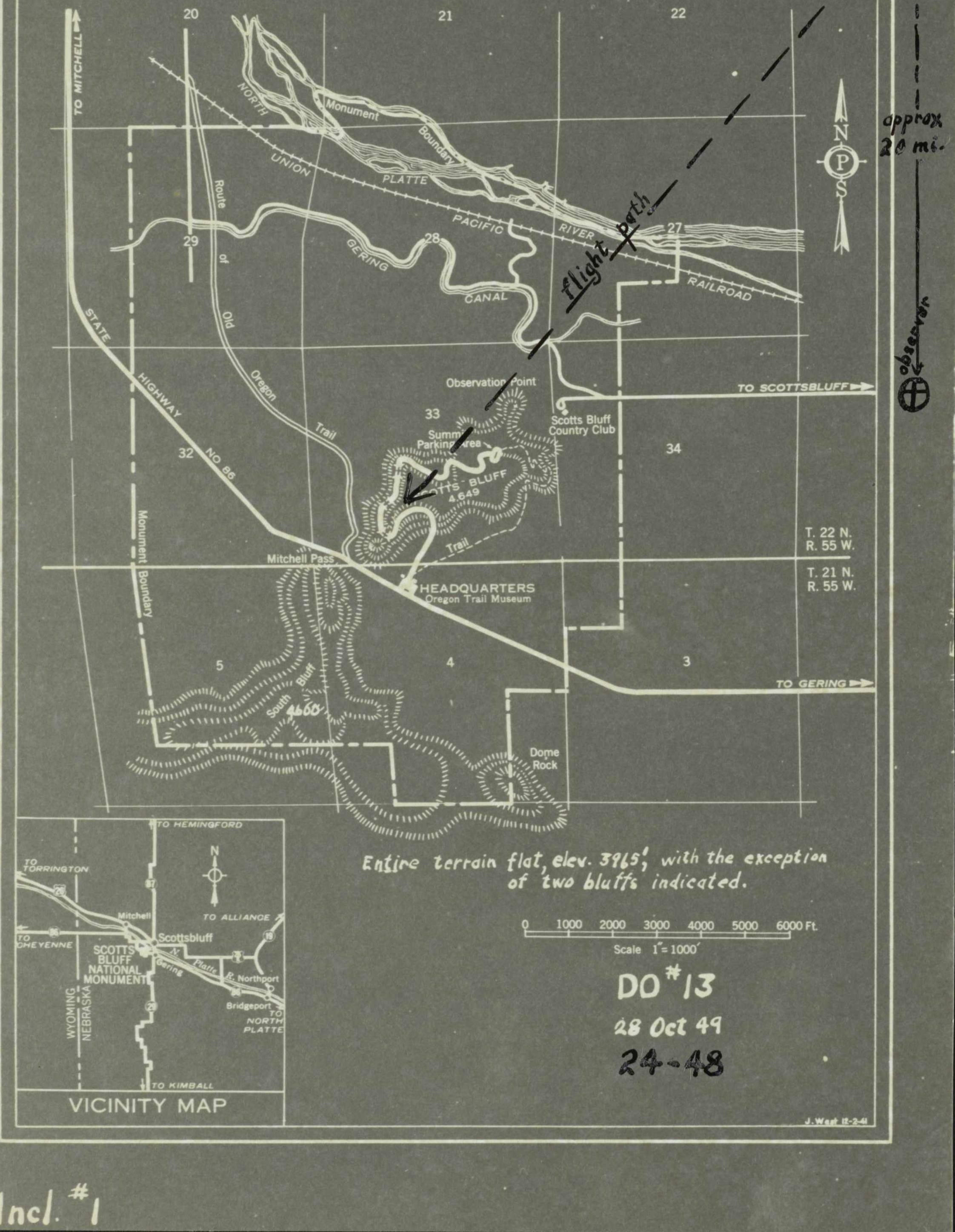
-CLOSED-

[redacted]

Declassification Authority: NND 923007

SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA



VICINITY MAP

Entire terrain flat, elev. 3965', with the exception of two bluffs indicated.

DO # 13

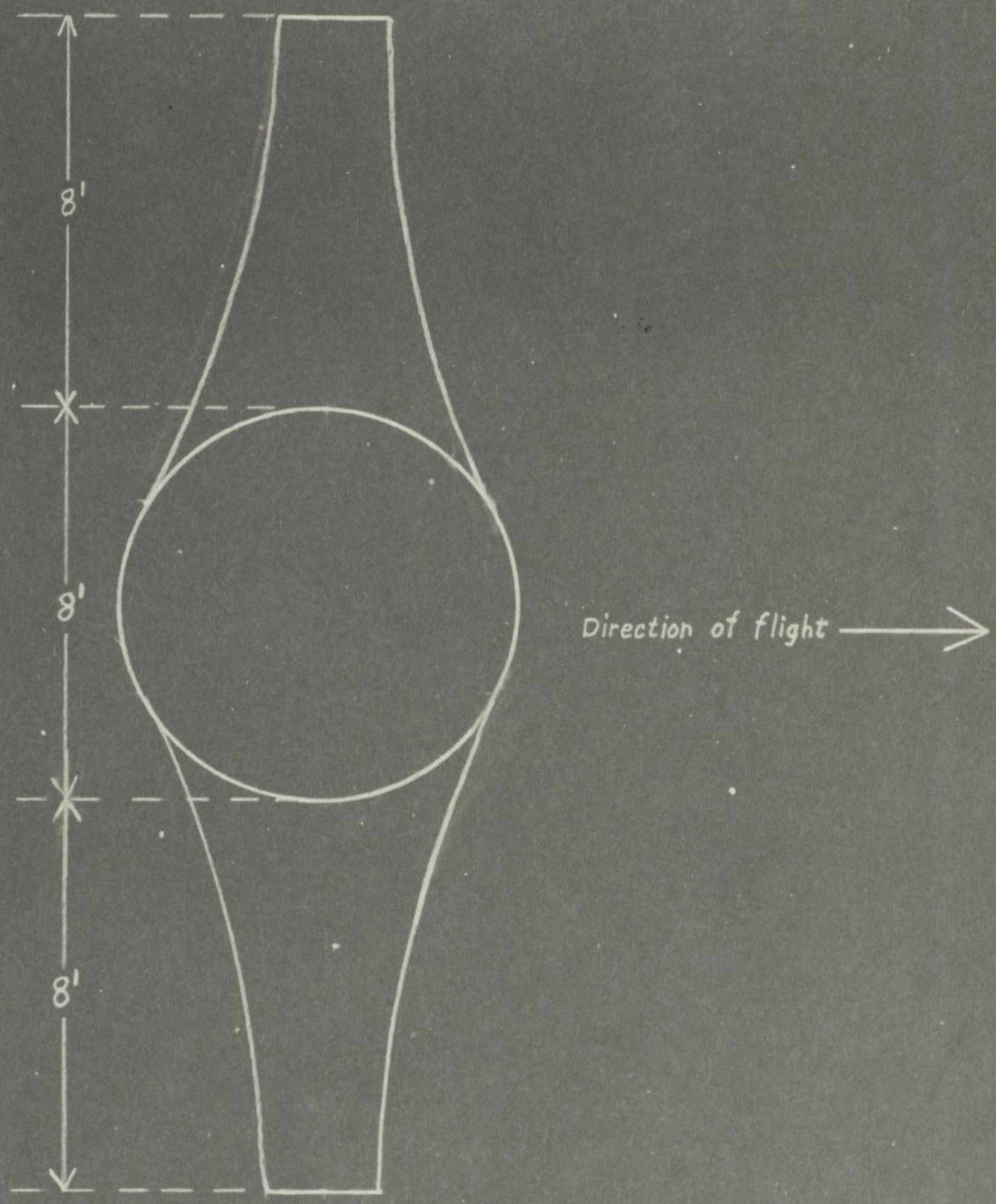
28 Oct 49

24-48

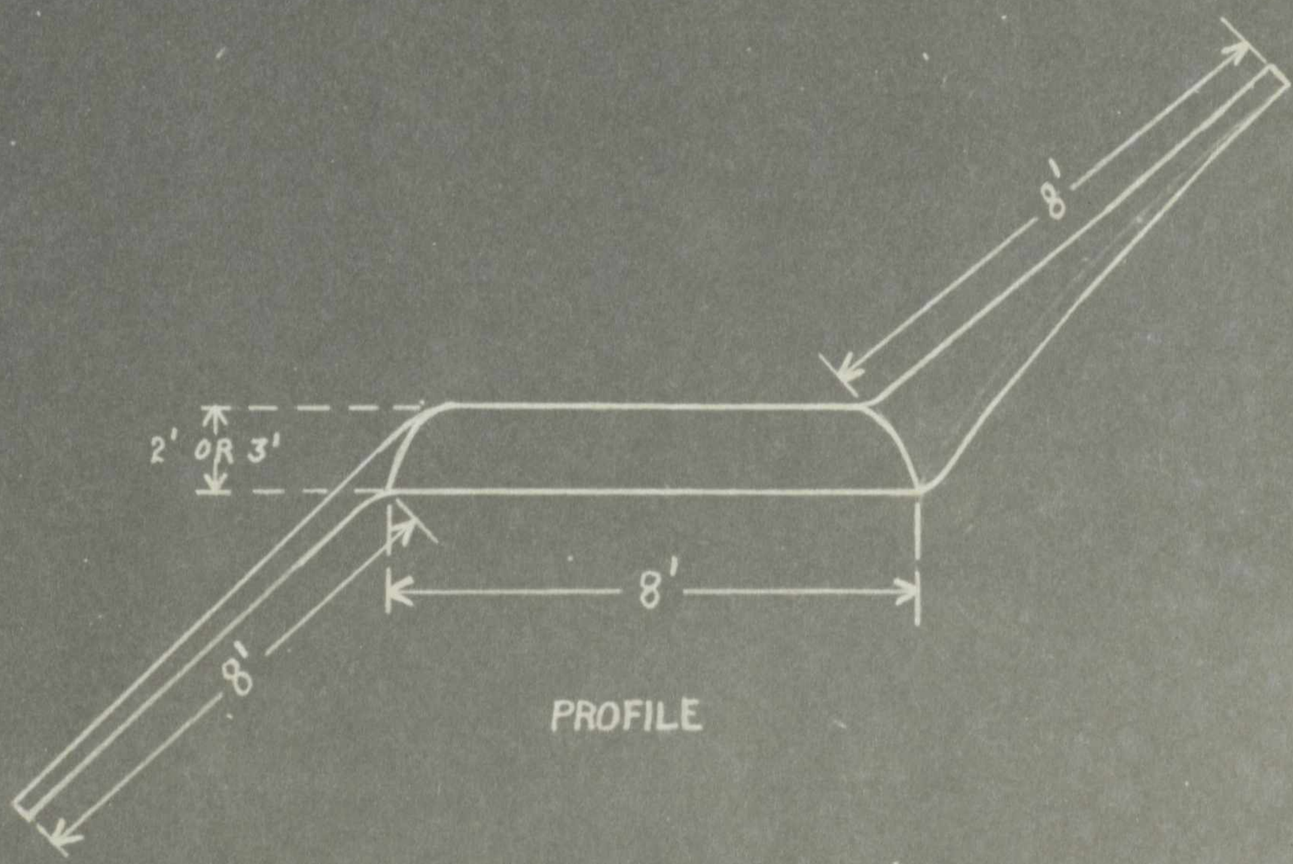
J. West 12-2-41

Incl. #1

Declassification Authority: NND 923007



OVERHEAD VIEW



PROFILE

DO # 13
24-48
28 Oct 49

Incl # 2

Declassification Authority: NND 923007

[redacted]

24-48

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 14 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1630 hours

3. Where sighted (observer's position):

a. Ground Standing in backyard of residence on edge of Scottsbluff, Nebraska.
b. Air N/A

c. Sea N/A

4. Number of objects. Formation type (if any), sketch if possible One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska, 14 September 1949.

6. Distance of object from observer:

a. Laterally or Horizontally First sighted coming out of a cloud on horizon in northeast approximately 20 miles away.

b. Angle of elevation from horizon Object proceeded due southwest and disappeared behind hills.
C. Altitude Estimated 8,000 - 10,000 feet

7. Time in sight 60 - 90 seconds.

8. Appearance of object:

a. Color Aluminum with high reflective qualities

b. Shape (Sketch if possible) See Inclosure #2

c. Apparent construction (of what material or substance) Aluminum

d. Size Approximately 25' diameter with each wing and center portion comprising equal parts.

9. Direction of flight: Northeast to southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Assumed level flight - center section stable with wings alternately oscillating at 30° to 45° angle. As wing would oscillate, the saucer section would appear to dip slightly toward the ground on opposite side of moving wing.

FOR OFFICIAL USE ONLY

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of Dep Sp Instrs
by [redacted]
Date 28 JUL 1966

Incl #3

Declassification Authority: NND 923007

[redacted] [redacted]

24-48
CHECK SHEET - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted.

a. Color of smoke _____

b. Length and width _____

c. Odor (if any) _____

d. Rate of evaporation _____

e. Does trail vary with sound? (spurts) _____

12. Effect on clouds:

a. Opened path thru clouds Only one sizeable cloud in sky in northeast - object appeared to fly out of it.

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights: None Noted

a. Reflected or attached _____

b. Luminous _____

c. Blinked on and off in relation to speed _____

14. Support:

a. Wings See sketch (Inclosure #2) approximately 8" in length

b. Aerodynamic list of fuselage _____

c. Vertical jet _____

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion:

a. Propeller or jet N/A

b. Rotor N/A

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect) Oscillation of wings appeared to provide propulsion

d. Visible exhaust or jet openings None Noted

[redacted] 2

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:
    a. Fine
    b. Stabilizers (horizontal or vertical) None Noted

17. Air ducts: None noted

    a. Slots N/A
    b. Duct openings N/A

18. Speed - M.P.H. Estimated 400-500 M.P.H.

19. Sound: None Noted
    a. Continuous whine or buzz N/A
    b. Roar, whistle, whoosh N/A
    c. Intermittent N/A

20. Manner of disappearance:

    a. Explode N/A
    b. Faded from view N/A
    c. Disappeared behind obstacle Object was in view of observer until it disappeared behind a line of high hills.

Relative to the Observer

1. Name of observer BURT A. CHAPMAN

2. Address 1313 Tenth Avenue, Scottsbluff, Nebraska

3. Occupation Retired General Contractor

4. Place of Business Residence

5. Pertinent hobbies

6. Ability to determine Slightly better than average. Had worked at Scottsbluff AFB for number of years and appears to be familiar with and interested in various types of aircraft. Demonstrated proficiency at aircraft identification.

7. Reliability of observer Regarded in community as honest and intelligent and of highest character and integrity.

8. Notes relative to observer on:
    a. Sightings in general

    b. How attention was drawn to object(s) Heard 4 engined bomber in north-east and while looking for it, noticed object come out of cloud, followed by the bomber at a much lower altitude.

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: None
   a. Addresses
   b. Occupation
   c. Reliability

10. Comments of interrogator regarding the intelligence and character of person interrogated Appeared to be of average intelligence and character and better than average integrity and ability to determine

Relative to Radar Sightings

1. Re radars operating on ground: None

   a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

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

N/A

   b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions 1500 hours - 1700 hours, visibility 25 miles, thin scattered clouds at 20,000 feet; surface wind ENE 4, Temperature 70°F, dew point, 38° F.

2. Winds aloft report Not available, however CAA Weather Station made an estimate that winds aloft that day were normal westerly prevailing winds.

[redacted]

Declassification Authority: NND 923007

[redacted]

24-48
Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other. A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

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

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

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

   a. Object. (Inclosure #2)

   b. Surrounding terrain where observed. (Inclosure #1)*

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

   d. Maneuvers. (N/A)

   e. Formation if more than one object. N/A

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible. N/A

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such.) None.

(*7b, cont) All surrounding terrain is low rolling country with an exception of one group of hills 4 miles southwest of Scotts-bluff, which rises abruptly approximately 600 feet above average level of ground.

WILLIAM R. OOSTING
Special Agent, OSI

(See AFCSI Letter No. 85, 12 Aug49)

[redacted]

Declassification Authority: NND 923007

124-48
OOSTING

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 14 SEP 49

2. Time of sighting (zonal by 24 hr. clock) 1630 HRS

3. Where sighted (observer's position):

a. Ground STANDING IN BACKYARD OF RESIDENCE ON

b. Air N/A EDGE OF ~~TOWN~~ SCOTTSBLUFF, NEB.

c. Sea N/A

4. Number of objects. Formation type (if any), sketch if possible

ONE

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) NO

CELESTIAL PHENOMENA OR PLANETS WERE OBSERVED IN THE AREA OF SCOTTSBLUFF, NEB 14 SEP 49

6. Distance of object from observer:

a. Laterally or Horizontally FIRST SIGHTED COMING OUT OF A CLOUD ON HORIZON IN NORTHEAST. OBJECT PROCEEDED DUE SOUTHWEST AND DISAPPEARED BEHIND HILLS

b. Angle of elevation from horizon

c. Altitude ESTIMATED 8,000 - 10,000 FEET

7. Time in sight 60 - 90 SECONDS

8. Appearance of object:

a. Color ALUMINUM WITH HIGH REFLECTIVE QUALITIES

b. Shape (Sketch if possible) SEE INCLOSURE # 2

c. Apparent construction (Of what material or substance) ALUMINUM

d. Size APPROX. 25' DIAMETER WITH EACH WING AND CENTER PORTION COMPRISING EQUAL PARTS

9. Direction of flight NORTHEAST TO SOUTHWEST.

10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) ASSUMED LEVEL

FLIGHT - CENTER SECTION STABLE WITH WINGS ALTERNATELY OSCILLATING AT ~~[illegible]~~ 30° - 45° ANGLE. AS WING WOULD OSCILLATE THE SAUCER SECTION WOULD APPEAR TO DIP SLIGHTLY TOWARD THE GROUND ON OPPOSITE SIDE OF MOVING WING.

Approximately 20 miles away.

Incl # 3

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

11. Evidence of exhaust: NONE NOTED

a. Color of smoke _____

b. Length and width _____

c. Odor (if any) _____

d. Rate of evaporation _____

e. Does trail vary with sound? (spurts) _____

12. Effect on clouds:

a. Opened path thru clouds ONLY ONE SIZEABLE CLOUD IN SKY IN NORTHEAST - OBJECT APPEARED TO FLY OUT OF IT.

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights: NONE NOTED

a. Reflected or attached _____

b. Luminous _____

c. Blinked on and off in relation to speed _____

14. Support:

a. Wings SEE SKETCH (Incl 2) - APPROX. 8' IN LENGTH

b. Aerodynamic list of fuselage _____

c. Vertical jet N/A

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion:

a. Propeller or jet NONE NOTED

b. Rotor N/A

c. Aerodynamic vanes (flapping or oscillating) OSCILLATION OF WINGS (Katz Mayer effect) APPEARED TO PROVIDE PROPULSION

d. Visible exhaust or jet openings NONE NOTED

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

~~OBJECT APPEARED TO MAINTAIN STRAIGHT~~

a. Fine ~~COURSE AND MORE OR LESS LEVEL FLIGHT.~~ None

b. Stabilizers (horizontal or vertical) NONE NOTED

17. Air ducts: NONE NOTED

a. Slots N/A

b. Duct openings N/A

18. Speed - M.P.H. ESTIMATED 400-500 MPH

19. Sound: NONE NOTED

a. Continuous whine or buzz N/A

b. Roar, whistle, whoosh N/A

c. Intermittent N/A

20. Manner of disappearance:

a. Explode N/A

b. Faded from view N/A

c. Disappeared behind obstacle OBJECT WAS IN VIEW OF OBSERVER UNTIL IT DISAPPEARED BEHIND A LINE OF HIGH HILLS

Relative to the Observer:

1. Name of observer BURT A. CHAPMAN

2. Address 1313 TENTH AVE. SCOTTSBLUFF, NEB

3. Occupation GENERAL RETIRED CONTRACTOR

4. Place of business RESIDENCE

5. Pertinent hobbies

6. Ability to determine SLIGHTLY BETTER THAN AVERAGE. HAD WORKED AT SCOTTSBLUFF AFB FOR NUMER OF YEARS**

7. Reliability of observer REGARDED IN COMMUNITY AS HONEST AND INTELLIGENT AND OF HIGHEST CHARACTER AND INTEGRITY

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) HEARD 4 ENGINED BOMBER IN NORTH. EAST AND WHILE LOOKING FOR IT, NOTICED OBJECT COME OUT OF CLOUD. ~~F~~FOLLOWED BY THE BOMBER AT A MUCH LOWER ALTITUDE

** CONT'D OVER

Declassification Authority: NND 923007

~~**~~ AND APPEARS TO BE FAMILIAR WITH AND INTERESTED IN VARIOUS TYPES OF AIRCRAFT. DEMONSTRATED PROFICIENCY AT AIRCRAFT IDENTIFICATION

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: NONE

a. Addresses _____

b. Occupation _____

c. Reliability _____

10. Comments of interrogator regarding the intelligence and character of person interrogated. APPEARED TO BE OF AVERAGE INTELLIGENCE AND CHARACTER AND BETTER THAN AVERAGE INTEGRITY AND ABILITY TO DETERMINE Relative to Radar Sightings

1. Re radars operating on ground: NONE

a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

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

N/A

b. Give estimates of size, speed, manoeuvers, etc. N/A

General 1500 HRS - 1700 HRS VISIBILITY 25 MILES, THIN SCATTERED CLOUDS AT 20,000 FT. SURFACE WIND ENE 4, TEMPERATURE 70°F DEW POINT 38°F

1. Teletype sequences of local weather conditions _____

2. Winds aloft report NOT AVAILABLE HOWEVER CAA WEATHER STATION MADE AN ESTIMATE THAT WINDS ALOFT THAT DAY WERE NORMAL WESTERLY PREVAILING WINDS.

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) NO LOCAL FLIGHT SCHEDULES WERE OPERATING IN THAT AREA.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other A CHECK WITH RAPID CITY AFB FAILED TO REVEAL EVIDENCE OF RELEASE OF TESTING DEVICES OR WEATHER BALLOONS.

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

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

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

   a. Object. INCL #

   b. Surrounding terrain where observed. INCL # 1

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

   d. Maneuvers. N/A

   e. Formation if more than one object. N/A

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible. N/A

10. Was any radio antenna to be observed, i.e., (any projections or extentions that might presumably be construed as such). NONE

1b. All surrounding terrain is low rolling country with an exception of one group of hills 4 miles Southwest of Scottsbluff which rise abruptly & approximately 600 feet above average level of ground.

William R. Austenz
Special Agent, OSI

(See AFCSI Letter No. 85, 12Aug49)

Declassification Authority: NND 923007

SCOTTSBLUFF DAILY STAR-HERALD
15 Sept 1949

Flying Saucer Sighted Soaring ~~Above~~ City at Great Altitude

A twisting, saucer-like object was observed in flight high over Scottsbluff Wednesday afternoon by Bert Chapman, retired building contractor.

The drone of a four-engine bomber first attracted Chapman's notice while he was watering the lawn at his home, 1313 Tenth avenue, about 4:30 p. m. While attempting to locate the plane, he noticed the aluminum-colored disk, twisting violently in flight. His first impression was that it was an airplane in distress. Seconds later the bomber appeared, heading in a slightly different direction and flying at a much lower altitude.

Information as to the starting point and destination of the bomber was unobtainable. A CAA official said Wednesday night that his station was not in contact with any large planes in the afternoon. He added that often large planes fly over here from Rapid City, S. D., enroute to bases in Colorado and Kansas.

Chapman said he followed the flight of the disk not longer than a minute and a half from its appearance in the northeast until it disappeared in the southwest. He estimated that the object was at an altitude of 8,000 feet and traveling 400 to 500 miles an hour.

The observer said that the object was so shiny that it made his eyes smart to watch it. It did not appear to be perfectly round. There seemed to be a dome in the center with offset wings. While the disk gyrated violently, it held a straight course, he said.

There was no imagination connected with his observance, the former contractor declared. He said he studied the object closely and that it appeared to be about 20 to 25 feet in diameter from his viewpoint. Chapman also related that twice during his life he has observed meteors in flight. He told of seeing one of these as a young man in Missouri and that the meteor later was excavated from its landing place in Kansas. He believes that the disk he saw Wednesday traveled faster than the meteors.

When Chapman first noticed the so-called flying saucer Wednesday he called to a girl in a neighboring yard. She was unable to locate the disk before it disappeared but did observe the bomber that was flying toward the south. No other person reported seeing the object.

Chapman admitted that before Wednesday he had "never believed this flying saucer stuff—thought it was the bunk." After seeing the disk, he hazarded a guess that the saucers are involved in governmental experiments.

24 48 3

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
7 NOV 1949
OFFICE OF SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

Declassification Authority: NND 923007

[redacted]

HEADQUARTERS DETACHMENT
FBB/mb
6 October 1949

SUBJECT: Request for Reassignment of Suspense Dates

TO: District Commander
15th OSI District (IG) USAF
Offutt Air Force Base
Omaha, Nebraska

It is requested that the suspense dates on the following cases be extended as indicated:

CASE NO.	SUSPENSE DATE	NEW SUSPENSE DATE
40-296	1 Oct 49	10 Oct 49
40-303	29 Sep 49	15 Oct 49
40-458	24 Sep 49	10 Oct 49
24-48	30 Sep 49	10 Oct 49
6-15	3 Oct 49	13 Oct 49

FRED B. BOWN
Captain, USAF
Detachment Commander

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of DoD Sp Rpts, by Kenneth Wolfe, May 1960
Date 28 JUL 1966

24 48

[redacted]

Declassification Authority: NND 923007

COPY
WH3

BOX

SCOTTSBLUFF? NEB. SEPT 15--(UP)--THOSE FLYING SAUCERS ARE BACK AGAIN. AT LEAST THAT'S WHAT A RETIRED CONTRACTOR LIVING HERE REPORTED YESTERDAY BERT A. CHAPMAN SAID ONE CAME OUT OF THE NORTHEAST AND IN 90 SECONDS HAD DISAPPEARED FROM SIGHT IN THE SOUTHWEST. HE SAID IT LOOKED TO HIM LIKE IT WAS "ABOUT 8,000 FEET UP" AND GOING " I GUESS ABOUT 400 MILES AN HOUR". HE DESCRIBED THE OBJECT AS "SPOTTED?" SOUNDLESS, RECTANGULAR ("LONGER THAN IT WAS WIDE") AND ABOUT 25 FEET LONG. HE SAID HE NOTICED IT WHEN HE LOOKED UP "TO WATCH AN AIRPLANE."

R740A

APR3

SCOTTSBLUFF? NEBRASKA -- WELL? THOSE FLYING SAUCERS ARE BACK IN THE MIDWEST AGAIN. A RETIRED SCOTTSBLUFF? NEB. BUILDING CONTRACTOR WHO BELIEVED "THIS FLYING SAUCER STUFF WAS THE BUNK" HAD A DIFFERENT STORY TO TELL TODAY. BERT CHAPMAN IS NOT ONLY DESCRIBING WHAT HE SAW YESTERDAY? BUT THINKS THE SO CALLED SAUCERS ARE GOVERNMENT EXPERIMENTS. CHAPMAN TELLS THE STORY: HIS ATTENTION WAS FOCUSED ON THE SAUCER WHEN HE HEARD THE ROAR OF A FOUR MOTORED BOMBER WHILE AT WORK IN HIS YARD AT 4:30 PM. HE NOTICED THE DISK AND SECONDS LATER THE BOMBER APPEARED. HE SAID THE TWISTING ALUMINUM COLORED DISK SPED ACROSS THE SKY IN A SOUTHWESTERLY DIRECTION WHILE THE PLANE WAS TRAVELING SOUTH. CHAPMAN ESTIMATED THE SAUCER LIKE OBJECT WAS FLYING AT 8 THOUSAND FEET AND BETWEEN 400 TO 500 MILES AN HOUR. HE SAID HE OBSERVED IT FOR NEARLY A MINUTE AND ONE HALF BEFORE IT DISAPPEARED FROM SIGHT. HE OBSERVED THAT THE OBJECT DID NOT SEEM TO BE PERFECTLY ROUND AND THERE APPEARED TO BE A DOME IN THE CENTER WITH OFFSET WINGS. AND THAT'S THE LATEST ON THOSE MYSTERIOUS FLYING SAUCERS.

HK536ACS 15

24 | 48 | 1

UNITED STATES AIR FORCE
INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

RADIO STATION WOW NEWS DEPARTMENT -- 15 SEPTEMBER 1948

SAUCER CONDENSATION_AP & UP_REEVES S/A

BERT A. CHAPMAN, RETIRED CONTRACTOR, SCOTTSBLUFF, NEBRASKA, REPORTED SEEING A FLYING SAUCER ON/~~T~~S/ 14 SEPTEMBER 1949. ~~HE~~ HE DESCRIBED THE TWISTING DISK AS ALUMINUM COLORED, SPOTTED, SOUNDLESS, RECTANGULAR, ABOUT 25 FEET IN LENGTH, WITH AN APPARENT DOME IN THE CENTER, AND WITH OFFSET WINGS. THE SAUCER SAME FROM THE NORTHEAST AT APPROXIMATELY 8 THOUSAND FEET AND CONTINUED IN VIEW FOR SOME 90 SECONDS, MAINTAINING A SOUTHWESTERLY COURSE AT 400-500 MPH. ONLY SECONDS AFTER THE DISK APPEARED, CHAPMAN OBSERVED IN THE NORTH A FOUR-ENGINED BOMBER WHICH CONTINUED ON A COURSE DUE SOUTH. TIME REPORTED WAS 1630 CST.

Declassification Authority: NND 923007

[redacted]

MT/EES/dr
15 November 1949

24-56

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

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

1. Attached for your information are two (2) copies of Report of Investigation of Special Agent WILLIAM R. OOSTING, of this office, dated 15 November 1949 on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

1 Incl:
Rpt of S/A
OOSTING dtd 15 Nov 49
(in duplicate)

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

245/85-13-57

Classification cancelled or changed to ..... FOR OFFICIAL USE ONLY ....., by authority of ..... OFFICE OF SPECIAL INVESTIGATIONS ....., by ..... Date... 29 Jun 66 .....

24 56 4

UNITED STATES AIR FORCE
INSPECTOR GENERAL
NOV 16 1949
OFFICE OF SPECIAL INVESTIGATIONS

Dm

File

UNCLASSIFIED

[redacted]

Declassification Authority: NND 923007

[redacted]

MT/EES/dr
15 November 1949

24-56

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

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

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

1. Attached for your information are two (2) copies of Report of Investigation of Special Agent WILLIAM R. OOSTING, of this office, dated 15 November 1949 on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

1 Incl:
Rpt of S/A OOSTING
dtd 15 Nov 49 (in dup)

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of DDI Sp Instr, by [illegible], Date 29 Jun 66

24 56 3

UNITED STATES AIR FORCE
HQ AIR MATERIEL COMMAND
NOV 16 1949
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

[redacted]

Declassification Authority: NND 923007

United States Air Force The Inspector General Office of Special Investigations REPORT OF INVESTIGATION	File No. 24-56 15 November 1949
Title SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT Scottsbluff, Nebraska	Report Made by WILLIAM R. OOSTING Report Made at DO #13, Offutt AFB Period 13, 14 October 1949 Office of Origin DO #13, Offutt AFB Status CLOSED

Character
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

Reference
None, this is an initial report

UNCLASSIFIED

Synopsis

Investigation initiated by District Commander, 13th OSI District. On 15 September 1949, Mr. CARL MACKRILL and two witnesses saw an unidentified object moving over Scottsbluff Monument, approximately six miles away. Object appeared to be spinning and wavering slightly from side to side, emitting a bright light, which was apparently the sun shining off the sides of the object. The object appeared to have about the same average dimensions as an automobile tire and wheel, was at an altitude of approximately 2500 feet, was in sight about two minutes, and finally disappeared from view over the Monument. The weather was clear with a visibility of 50 miles.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of DoD Spec Instrs, by C.D. Nolan, Date 29 June 66

Distribution	Action Copy Forwarded To	File Stamp
CG, AMC, ATTN: MCIAXO-3 (Action Cy) (3 Inc) 2 CG, SAC (Inf Cy)(3 Inc) 2 Hq OSI (3 Inc) 2 File (3 Inc) 2	CG, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIAXO-3	UNITED STATES AIR FORCE THE INSPECTOR GENERAL NOV 16 1949 OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

Approved
Earl E Sparks for
MATTHEW THOMPSON Capt USAF
Lt Colonel, USAF
District Commander

24 56 7
DNC

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

[redacted] FOR OFFICIAL USE ONLY

Declassification Authority: NND 923007

24-5G

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a news clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 19 September 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding the phenomena observed are included in attached Inclosures #1, #2, and #3.

3 INCLOSURES:

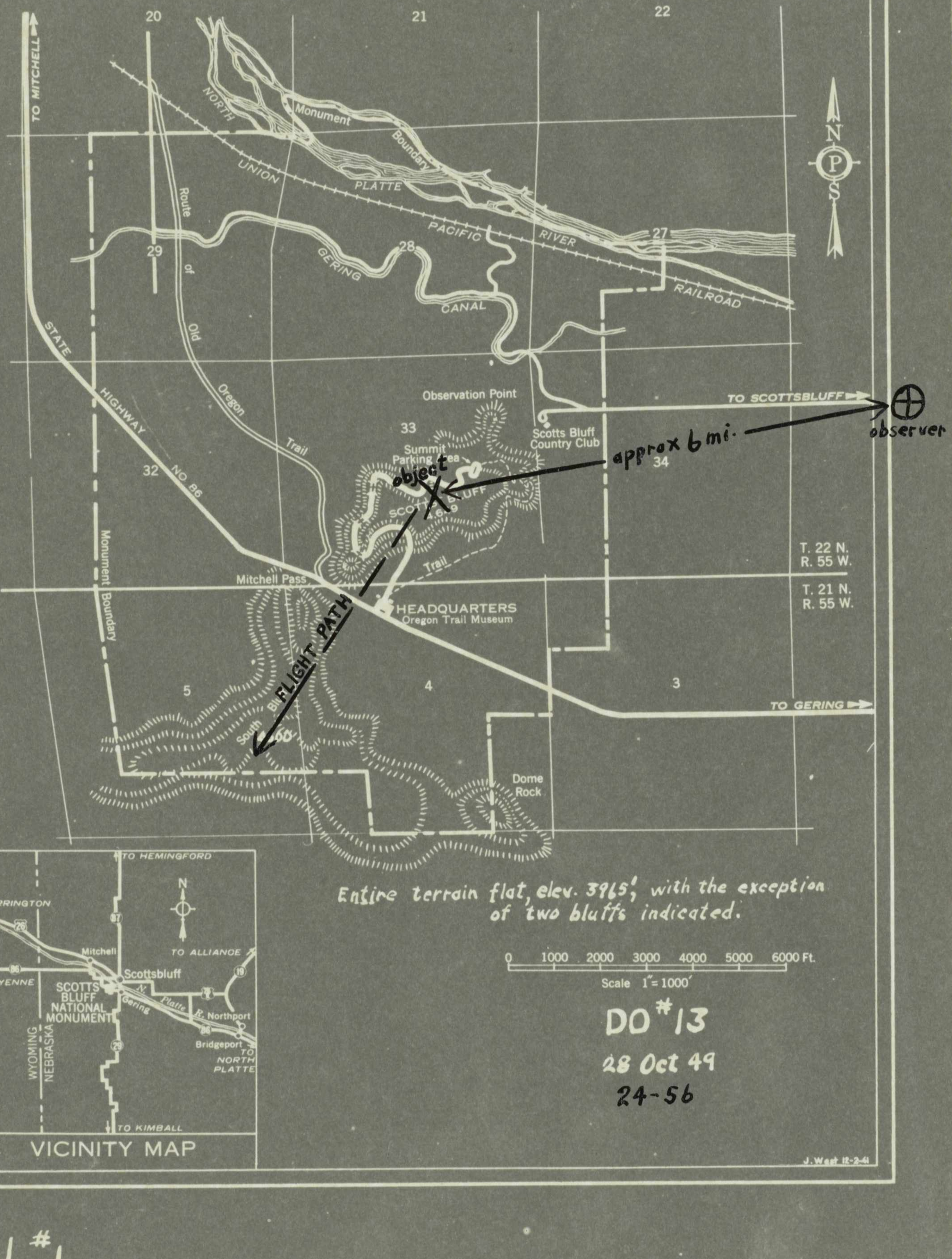
(1) Map of area showing position of observer, terrain and path of object.
(2) Sketch of object.
(3) Check Sheet, "Unconventional Aircraft - Special Inquiry."

CLOSED

Declassification Authority: NND 923007

SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA



VICINITY MAP

Entire terrain flat, elev. 3965', with the exception of two bluffs indicated.

DO #13

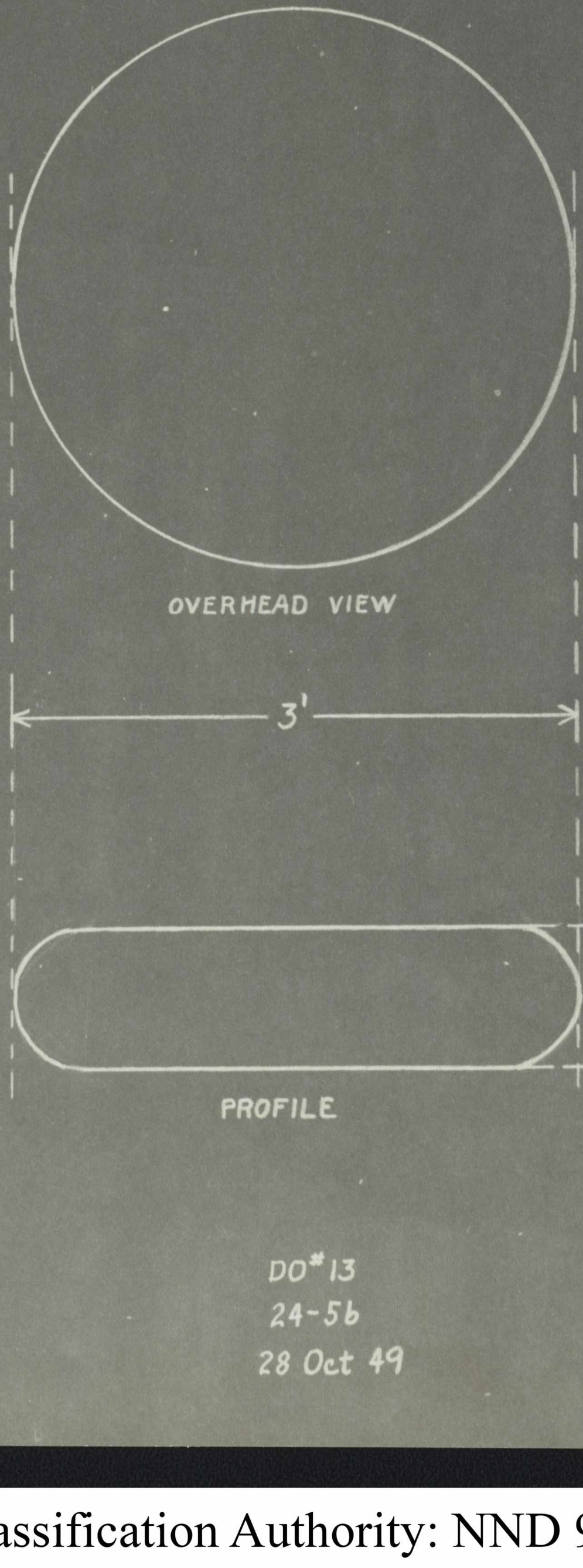
28 Oct 49

24-56

J. West 12-2-41

Incl. #1

Declassification Authority: NND 923007



DO# 13
24-5b
28 Oct 49

Incl # 2

Declassification Authority: NND 923007

24-56

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 15 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1530 hours

3. Where sighted (observer's position): Was driving west on U. S. Highway 26, two miles east of Scottsbluff.

a. Ground

b. Air N/A

c. Sea N/A

4. Number of objects. Formation time (if any), sketch if possible One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska on 15 September 1949.

6. Distance of object from observer:

a. Laterally or Horizontally Appeared six miles due west

b. Angle of elevation from horizon approximately 25°.

Appeared to be ½ mile above Scottsbluff Monument

c. Altitude six miles away.

7. Time in sight Two minutes

8. Appearance of object:

a. Color Silver

b. Shape (Sketch if possible) Appeared flat and perfectly round. See Inclosure #2.

c. Apparent construction (Of what material or substance)

Unknown observer indicated that object appeared to be about

d. Size same dimensions as average automobile tire and wheel.

9. Direction of flight From Monument to southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc) Engaged in horizontal flight - appeared to be spinning and dipping slightly from side to side.

Incl #3

Declassification Authority: NND 923007

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted

a. Color of smoke N/A

b. Length and width N/A

c. Odor (if any) N/A

d. Rate of evaporation N/A

e. Does trail vary with sound? (spurts) N/A

12. Effect on clouds: No clouds in sky

a. Opened path thru clouds N/A

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

15. Lights: None noted

a. Reflected or attached N/A

b. Luminous N/A

c. Blinked on and off in relation to speed N/A

14. Support:

a. Wings None noted

b. Aerodynamic list of fuselage N/A

c. Vertical jet None noted

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion: Unknown

a. Propeller or jet None noted

b. Rotor Unknown

c. Aerodynamic vanes (flapping or oscillating) none noted
(Katz Mayer effect)

d. Visible exhaust or jet openings None noted

[redacted]

Declassification Authority: NND 923007

24-56
Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fine Object appeared to maintain straight course

b. Stabilizers (horizontal or vertical) None noted

17. Air ducts: None noted

a. Slots N/A
b. Duct openings N/A

18. Speed - M.P.H. Observer could make no estimate as object was in front of him and going away from him

19. Sound: None noted

a. Continuous whine or buzz N/A
b. Roar, whistle, whoosh N/A
c. Intermittent N/A

20. Manner of disappearance:

a. Explode
b. Faded from view
c. Disappeared behind obstacle Disappeared behind line of high hills.

Relative to the Observer

1. Name of observer CARL MACKRILL

2. Address 1155 "L" Street, Gering, Nebraska

3. Occupation Carpenter

4. Place of business 1155 "L" Street, Gering, Nebraska

5. Pertinent hobbies None

6. Ability to determine Average

7. Reliability of observer Subsequent investigation revealed it to be excellent.

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) While driving towards Scottsbluff, noted bright light flashing over Scottsbluff Monument. Closer observation revealed object which looked to be about the size of an automobile wheel and which was dipping slightly from side to side as it traveled through the sky. The sun reflected off the side of the object as it dipped. Object seemed to have approximate reflective power of a large glass mirror or piece of chromium.

Declassification Authority: NND 923007

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: DON MACKRILL

a. Addresses 1135 "N" Street, Gering, Nebraska

b. Occupation Carpenter

c. Reliability Revealed to be excellent

10. Comments of interrogator regarding the intelligence and character of person interrogated. Of average intelligence and character but believed to be of excellent integrity.

Relative to Radar Sightings:

1. Re radars operating on ground: None

a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

a. Where there any radar inductions or extra noise on radio circuits? N/A

b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions 1300 - 1700 hours. Clear, visibility 50 miles; temperature, 79°F, dew point 38°F.

2. Winds aloft report None Available

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border No local flight schedules were operation in that area.

Declassification Authority: NND 923007

[redacted]

24-56
Check Sheet - Unconventional Aircraft (Cont)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

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

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

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

a. Object

b. Surrounding terrain where observed. All surrounding terrain is flat rolling country with exception of Scottsbluff Monument four miles SW of Scottsbluff, which rises abruptly to about 600 feet above average level of ground.

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

d. Maneuvers.

e. Formation, if more than one object.

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible.

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

WILLIAM R OSTING
Special Agent, OSI

(See AFCSI Letter No. 85, 12 Aug 49)

[redacted]

Declassification Authority: NND 923007

COMPLAINT FORM

I. ADMINISTRATIVE DATA

SOURCE OF INFORMATION	DATE	TIME
H. J. Wisner	11 October 1949	1400 hrs
ORGANIZATION	**PLACE**	
	Scottsbluff, Neb	
RESIDENCE ADDRESS AND TELEPHONE NO.	**HOW RECEIVED**	
	Verbal	
	TITLE	
BUSINESS ADDRESS AND TELEPHONE NO.	Special Inquiry	
Daily Star-Herald Scottsbluff, Neb	**CHARACTER**	
	Aerial Phenomena	

II. SUMMARY OF INFORMATION

See attached clipping which appeared in 18 September 1949 edition of the Daily Star-Herald, Scottsbluff, Nebraska

—o—

Two Report Seeing A Flying Saucer

Don Mackrill and his father Carl Mackrill, 1135 Nevada street, Gering, report that they saw a "flying saucer." Thursday afternoon at about 3:45 o'clock. It appeared to be about 1,500 feet above the Scotts Bluff National monument, they said. The Mackrills were coming into town from east of the sugar factory when they were attracted by the object.

—o—

William R. Oosting

WILLIAM R. OOSTING
SIGNATURE OF SPECIAL AGENT

III. OPEN NEW FILE
~~OTHER ACTION~~ 24-56

24-56

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

SIGNATURE OF DISTRICT COMMANDER

AFHQ FORM 0-333
12 MAY 49

☆ U. S. GOVERNMENT PRINTING OFFICE: 1949—O—838035

Declassification Authority: NND 923007

COMPLAINT FORM

I. ADMINISTRATIVE DATA

SOURCE OF INFORMATION	DATE	TIME
ORGANIZATION	PLACE	
RESIDENCE ADDRESS AND TELEPHONE NO.	HOW RECEIVED	
	TITLE	
BUSINESS ADDRESS AND TELEPHONE NO.		
	CHARACTER	

II. SUMMARY OF INFORMATION

SIGNATURE OF SPECIAL AGENT

III. OPEN NEW FILE
OTHER ACTION

SIGNATURE OF DISTRICT COMMANDER

AFHQ FORM 0-333
12 MAY 49

U.S. GOVERNMENT PRINTING OFFICE: 1949—O—838035

Declassification Authority: NND 923007

[redacted]

MT/EES/dr
10 November 1949

24-57

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

UNCLASSIFIED

1. Attached for your information are two copies of Report of Investigation of Special Agent WILLIAM R. OOSTING, this district, dated 10 November 1949, on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

1 Incl:
Rpt of S/A OOSTING
dtd 10 Nov 49 (in dup)

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
KURT K. KUNZE, Capt, USAF
BY Historian
DATE 4 DEC 1975

Classification cancelled (or changed to FOR OFFICIAL USE ONLY), by authority of Dir Pers Wash, by Gen K. Colan
Date 29 June 66

24 CD 185-13-5
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

File

UNCLASSIFIED

FOR OFFICIAL USE ONLY

[redacted]

Declassification Authority: NND 923007

24-57

MT/EES/dr
10 November 1949

SUBJECT: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

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

UNCLASSIFIED

1. Attached for your information are two copies of Report of Investigation of Special Agent WILLIAM R. OOSTING, this district, dated 10 November 1949, on above subject.

2. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of this information to unauthorized persons.

1 Incl:
Rpt of S/A OOSTING
dtd 10 Nov 49 (in dup)

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

Classification cancelled (or changed to .....FOR OFFICIAL USE ONLY.....), by authority of Dir of Intelligence, by Alex R. Colan, Date 29 June 66

24-57-3

14 Nov 49

DMC

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY

BY KURT K. KUNZE, Capt, USAF
Historian

DATE 4 DEC 1975

FOR OFFICIAL USE ONLY

Declassification Authority: NND 923007

CONFIDENTIAL

United States Air Force The Inspector General Office of Special Investigations REPORT OF INVESTIGATION	File No. 24-57 10 November 1949
Title SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT. Scottsbluff, Nebraska	Report Made by WILLIAM R. OOSTING
	Report Made at DO #13, Offutt AFB
	Period 11, 12, 17 October 1949
	Office of Origin DO #13, Offutt AFB
	Status CLOSED

Character
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

Reference
None, this is an initial report

Synopsis

UNCLASSIFIED

Investigation initiated by District Commander, 13th OSI District. On 26 July 1949, Dr. H. G. LAUBACH and one witness saw an unidentified spinning object approximately four miles away at an altitude of 5,000 to 7,000 feet maintaining a straight course towards the southwest. Object was traveling at an estimated 400 - 500 MPH. The object emitted a bright light which closer inspection revealed to be the sun shining off the upper surfaces of the object which looked like an upside down saucer about 25 feet in diameter and three or four feet thick. The object was in view about three minutes and finally disappeared behind a line of hills. The weather was clear with light scattered clouds at 10,000 - 15,000 feet in the southwest, with a visibility of 40 miles.

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

Classification cancelled (or changed to ...FOR OFFICIAL USE ONLY.....) by authority of ...Air Force Ltr.....
by ...Chas K Colaw.....
Date ...29 June 66.....

Distribution
CG, AMC, Attn: MCIAXO-3 (Action Cy) (3 Inc)
Hq OSI (3 Inc)
CG, SAC (Inf cy) (3 Inc)
File (3 Inc)

Action Copy Forwarded To
2 CG, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIAXO-3

Approved
for Earl E Sparks
MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

File Stamp
24 57

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
14 NOV 1949
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

FOR OFFICIAL USE ONLY

Declassification Authority: NND 923007

[redacted]AL

24-57

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a newspaper clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 27 July 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding the phenomena observed are included as Inclosures #1, #2 and #3.

3 Inclosures:
(1) Map of area showing position of observer, terrain and path of object.
(2) Sketch of object
(3) Check Sheet, "Unconventional Aircraft - Special Inquiry."

CLOSED

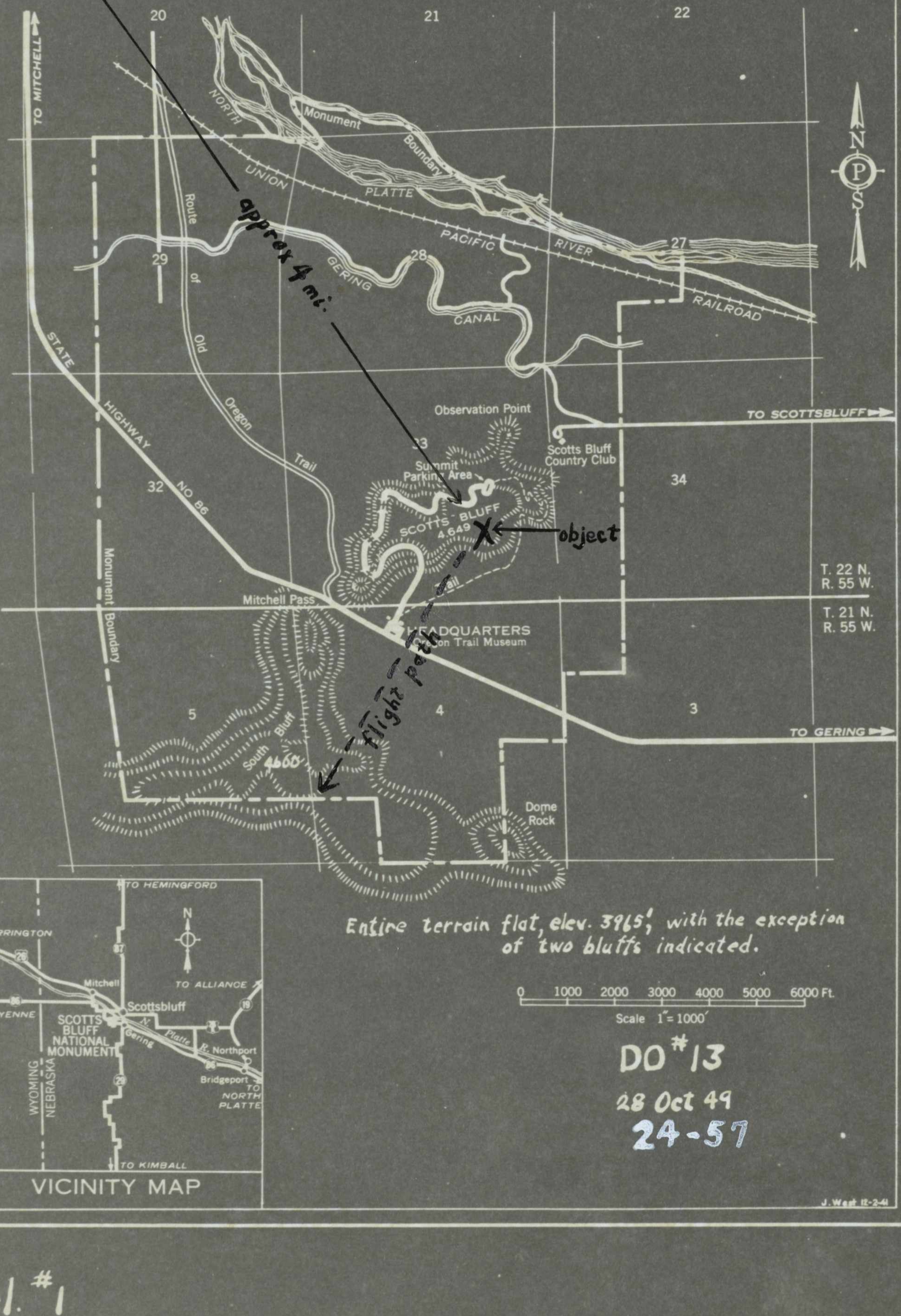
[redacted]

Declassification Authority: NND 923007

observer

SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA



VICINITY MAP

Entire terrain flat, elev. 3965'; with the exception of two bluffs indicated.

DO #13

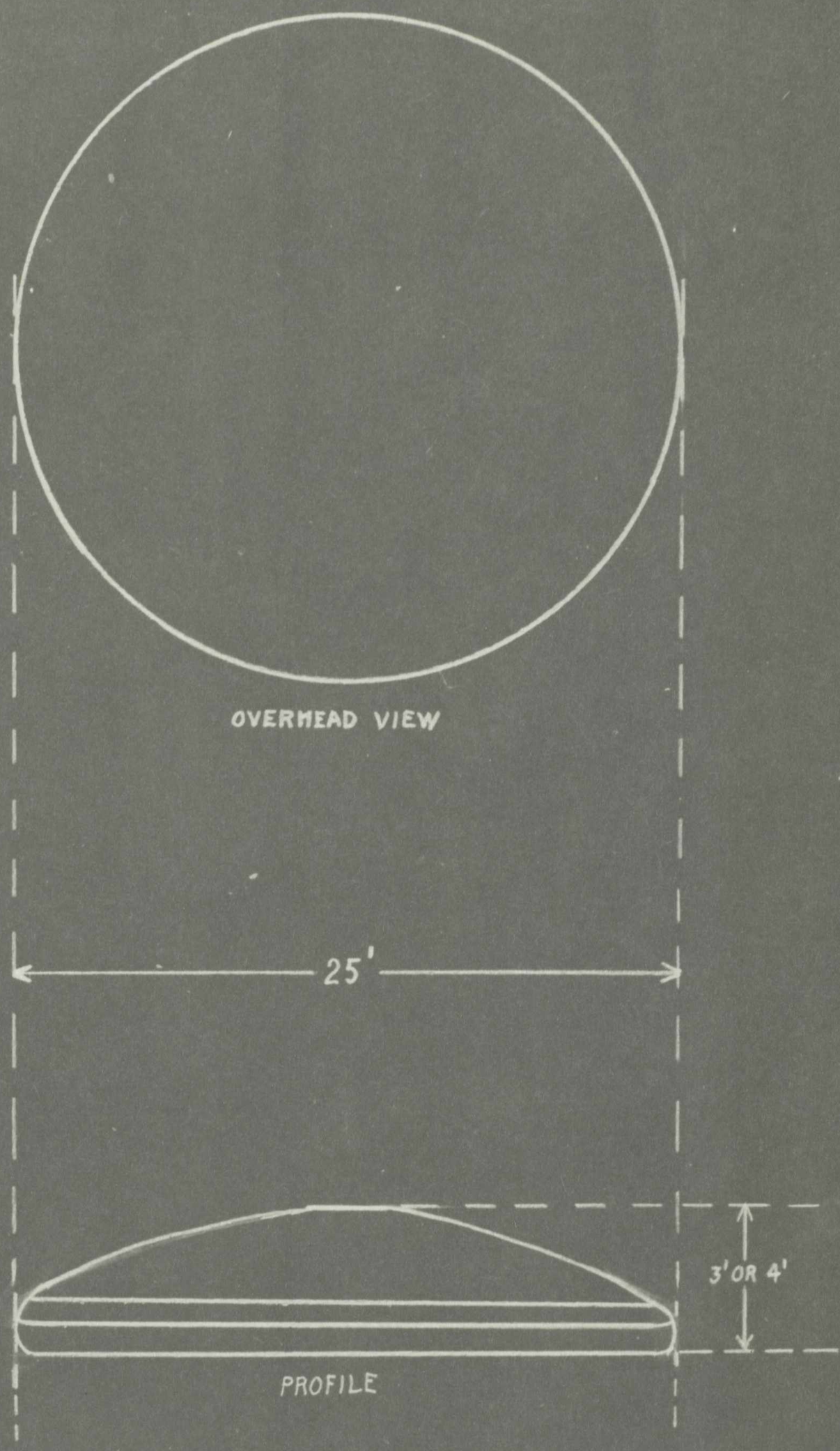
28 Oct 49

24-57

J. Wagt 12-2-41

Incl. #1

Declassification Authority: NND 923007



DO # 13
24-57
28 Oct 49

Incl # 2

Declassification Authority: NND 923007

24-57

[redacted]

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 26 July 1949

2. Time of sighting (zonal by 24 hr. clock) 1510 hours

3. Where sighted (observer's position):

(a). Ground Driving south on edge of Mitchell, Nebraska

(b). Air N/A

(c). Sea N/A

4. Number of objects. Formation type (if any), sketch if possible

One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No

celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska on 26 July 1949

6. Distance of object from observer:

a. Laterally or Horizontally Appeared approximately 4 miles in the south

b. Angle of elevation from horizon 30°

c. Altitude 5,000 to 7,000 feet

7. Time in sight 3 minutes

8. Appearance of object:

a. Color Metallic silver with high reflective qualities

b. Shape (Sketch if possible) Looked like upside down saucer (See Inc #2)

c. Apparent construction (of what material or substance) Aluminum

d. Size 25' diameter

9. Direction of flight Toward southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) Appeared to maintain level flight with exception of slight dipping motion from side to side. Appeared to be whirling.

Inc #3

[redacted]

Declassification Authority: NND 923007

CHECK SHEET - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted

a. Color smoke N/A

b. Length and width N/A

c. Odor (if any) N/A

d. Rate of evaporation N/A

e. Does trail vary with sound? (spurts) N/A

12. Effect on clouds: No clouds in sky

a. Opened path thru clouds N/A

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights: None noted

a. Reflected or attached N/A

b. Luminous N/A

c. Blinked on and off in relation to speed N/A

14. Support: None noted

a. Wings N/A

b. Aerodynamic list of fuselage N/A

c. Vertical jet N/A

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible N/A

15. Propulsion:

a. Propeller or jet None Noted

b. Rotor Whirling motion of object gave impression of rotor

c. Aerodynamic vanes (flapping or oscillating) None noted
(Katz Mayer effect)

d. Visible exhaust or jet openings None Noted

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fine Object appeared to maintain straight course and more or less level flight.

b. Stabilizers (horizontal or vertical) None noted

17. Air ducts:

a. Slots None noted

b. Duct openings None noted

18. Speed - M.P.H. 400 - 500 MPH

19. Sound:

a. Continuous whine or buzz N/A

b. Roar, whistle, whoosh N/A

c. Intermittent N/A

20. Manner of disappearance:

a. Explode N/A

b. Faded from view N/A

c. Disappeared behind obstacle disappeared from view behind a line of high hills.

Relative to the Observer

1. Name of observer Dr. H. G. LAUBACH

2. Address Mitchell, Nebraska

3. Occupation Physician and surgeon

4. Place of business Mitchell, Nebraska

5. Pertinent hobbies None

6. Ability to determine Average

7. Reliability of observer Excellent

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) Was driving south on outer edge of town. Attention was drawn by a bright light flashing in his eyes. Closer examination revealed object which appeared to be whirling and dipping slightly

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

from side to side. Closer examination revealed light to be reflection of sun from upper surfaces of disk which appeared to be very shiny.

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: Christine Martinez

a. Addresses Mitchell, Nebraska

b. Occupation Student, age 10

c. Reliability Unknown

10. Comments of interrogator regarding the intelligence and character of person interrogated: Observer appeared to be of better than average intelligence, character and integrity.

Relative to Radar Sightings

1. Re radars operating on ground: None

a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

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

N/A

b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions temperature 86° F 1300-1700 hours, visibility 40 miles, light scattered clouds in southwest at 10,000 to 15,000 feet, surface wind NE 6 MPH.

2. Winds aloft report No report available

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations, or any other A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

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

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

7. Obtain photographs (or original negatives) where availalbe. If not, secure sketches of:

a. Object

b. Surrounding terrain where observed. All surrounding terrain is low rolling ground with exception of one small group of hills rising abruptly 600 feet above ground South of Mitchell.

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

d. Maneuvers.

f. Formation if more than one object.

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible.

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such.) None Noted

WILLIAM R. OOSTING
Special Agent, OSI

(See AFCSI Letter No. 35, 12Aug49)

Declassification Authority: NND 923007

COMPLAINT FORM

I. ADMINISTRATIVE DATA

SOURCE OF INFORMATION: H. J. Wisner	DATE: 11 October 1949	TIME: 1400 hrs
ORGANIZATION:	PLACE: Scottsbluff, Nebraska	
RESIDENCE ADDRESS AND TELEPHONE NO.:	HOW RECEIVED: Verbal	
	TITLE: Special Inquiry	
BUSINESS ADDRESS AND TELEPHONE NO.: Daily Star-Herald, Scottsbluff, Nebraska	CHARACTER: Aerial Phenomena	

II. SUMMARY OF INFORMATION

See attached clipping which appeared in 27 July 1949 edition of the Daily Star-Herald, Scottsbluff, Nebraska.

'Flying Saucer' Seen in Valley

Mitchell Doctor Reports Seeing Sky Rider.

Mitchell, July 26.—A "flying saucer" sailed over this community Tuesday afternoon at 3:10 o'clock, moving in a southwesterly direction at high speed, Dr. H. G. LauBach, physician and surgeon here for many years, said.

Dr. LauBach was driving south in Mitchell, two blocks east of Main street, when a brilliant flash of light, similar to that made by the sun's reflection in a mirror, struck him in the eyes. He looked upward and saw a large circular figure sailing in the sky, its appearance like that of an upside-down saucer. The doctor said it whirled as it moved, occasionally tipping sideways. There were intermittent flashes of reflected light.

Dr. LauBach halted his car, called out to Christine Martinez.

William R. Oosting
WILLIAM R. OOSTING
SIGNATURE OF SPECIAL AGENT

III. OPEN NEW FILE
~~OTHER ACTION~~ 24-57

24-57 1

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

SIGNATURE OF DISTRICT COMMANDER

AFHQ FORM 0-333
12 MAY 49

☆ U. S. GOVERNMENT PRINTING OFFICE: 1949—O-838035

Declassification Authority: NND 923007

COMPLAINT FORM

I. ADMINISTRATIVE DATA

SOURCE OF INFORMATION	DATE	TIME
ORGANIZATION	PLACE	
RESIDENCE ADDRESS AND TELEPHONE NO.	HOW RECEIVED	
	TITLE	
BUSINESS ADDRESS AND TELEPHONE NO.		
	CHARACTER	

II. SUMMARY OF INFORMATION

SIGNATURE OF SPECIAL AGENT

III. OPEN NEW FILE
OTHER ACTION

SIGNATURE OF DISTRICT COMMANDER

AFHQ FORM 0-333
12 MAY 49

GOVERNMENT PRINTING OFFICE: 1949—O-838035

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

CONFIDENTIAL

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
BY _____
4 DEC 1975
24-0
DATE

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

CI/tt
28 August 1952

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Object - 2300, 27 July 52 - TOPEKA, KANSAS
24-185-13-39

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

UNCLASSIFIED

1. SYNOPSIS: Mrs. PAULA A. KENDAL, Topeka, Kansas, reported that at 2300 hours, 27 July 1952, she saw a tear-shaped object which appeared about ten (10) times the size of a large star with brilliant white light. The object was also observed by others in the area.

2. DETAILS: On 29 July 1952, Mrs. PAULA KENDAL, 1820 Atwood, Apt #74, Topeka, Kansas, stated upon interview that from 2300 hours, 27 July to 0300 hours, 28 July 1952, she observed a tear-shaped object about ten (10) times the size of a large star with a very brilliant white light maneuvering from north, north east to due east. The object rose from behind a clump of trees east of the court yard and rose steadily to high in the sky due east of the yard. The final observations revealed the object to be about 45° above the horizon and about seven (7) miles due east within the gravitational pull of the earth. The object made no noise and rose slowly with jerky motions and seemed to hover after each movement. No evidence of conventional aerodynamic structure was observed.

The following persons were interviewed and related substantially the same information as above concerning the object:

Mr. and Mrs. HARRISON A. FINUF, 1820 Atwood, Apt #73, Topeka, Kansas.
Mrs. JEAN APPS, 1816 Atwood, Apt #60, Topeka, Kansas.
Mrs. MYRTH L. FINUF, 3844 Seward Avenue, Topeka, Kansas.

UNCLASSIFIED

Mrs. KENDAL stated that she reported the object at 0130 hours, 28 July 1952, to Base Operations, Forbes AFB, Kansas. S/Sgt H. E. WERNEN, 90th Operations Squadron, tower operator on duty, stated that upon close scrutiny of the area he was able to observe only a large star due east which would answer the description given to him concerning the object.

CONFIDENTIAL
SECURITY INFORMATION
CONFIDENTIAL

Declassification Authority: NND 923007

[redacted] SECURITY INFORMATION

CONFIDENTIAL

24-0 28 August 1952
SUBJECT: Unidentified Flying Object

Forbes AFB and Topeka Municipal Airport weather stations reported the weather clear, warm and humid, and no meteorological balloons released in the area..

Mr. R. S. ALEXANDER, Washburn University, was interviewed and stated that no celestial phenomenon had occurred on the night of the 27th which could explain the sighting. ALEXANDER stated he was of the opinion that the planet Jupiter had been observed by the interviewees, as Jupiter appears dilated at this time of the year because of unstable atmospheric conditions. The planet rises in the north east at 2230 hours and sets in the south east around 0330 hours.

Mrs. KENDAL further stated that she and the other observers retired for the night and did not witness the disappearance of the object.

3. ACTION: In the absence of specific request by competent authority, no further action is contemplated by this office.

Chas Martin
CHARLES P. MARTIN
Colonel, USAF
District Commander

VOID

"Classification cancelled (changed to FOR OFFICIAL USE ONLY)
by authority of J. B. HINDES CWO CS-4
(Officer authorized to change)
by NICHOLAS HAFKO Special Agent OSI CS-4B
(Name and grade of officer making the change)
Nicholas Hafko
including his signature)
25 NOV 1960
(date)

DEC 1 1960

file in 24-185-13-39

2 CONFIDENTIAL

[redacted] SECURITY INFORMATION

24-185-13-54

USAF IG OFFICE OF INVESTIGATIONS

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DE RJEDBR 555

FM 13TH OSI DISTRICT IG USAF OFFUTT AFB NEBR

TO RJEPHQ/COFS USAF WASH D C

INFO RJEDWP/5TH OSI DISTRICT IG USAF WRIGHT PATTERSON AFB OHIO
AC - PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO CATEGORY B ENCRYPTION
BT PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATE TIME GROUP PRIOR
TO DECLASSIFICATION-NO UNCLASSIFIED REFERENCE IF THE DTG IS QUOTED
/C O N F I D E N T I A L/13 OSI 366. PASS TO DIRECTOR, SPECIAL

INVESTIGATIONS. SUBJECT: SIGHTING OF UNKNOWN OBJECT NEAR

KEARNEY, NEBRASKA. THIS IS TO CONFIRM TELEPHONE CONVERSATION

BETWEEN COL KENNETH W. KING AND MR. GILBERT LEVY AT APPROX

2230 HRS (CST), 5 NOV 57. AT APPROX 2100 HRS (CST), 5 NOV 57,

MR. A. L. MEYER, ASST SAC OMAHA FIELD OFFICE, FBI, TELEPHONCICALLY

ADVISED THAT HE HAD RECEIVED THE FOLLOWING INFORMATION FROM

THE FBI RESIDENT AGENT AT GRAND ISLAND, NEBRASKA: A MR. R. O.

SCHMIDT, A SALESMAN REPRESENTING A COMPANY KNOWN AS VALU-PAC,

INC., OF BRAWLEY, CALIF, WAS INSPECTING A FIELD OF MILO AT

l/c Monitz
~~sent~~ I orally advised
maj. Bown, duty officer, who
made record call. He was
instructed to advise, CIN, Command Post.
SAL.

UNCLASSIFIED

DEC 11 1957

CAF IN: 69028 (7 Nov 57)

Page 1 of 4 pages

24-185-13-51X

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

NOV 7 08 56 '57

OFFICE OF
SPECIAL INVESTIGATIONS

Capt Copas CIN IAI referred to the
message on 7/11/57 Bown
13 Nov

AFHQ 22 FORM JUN 56 0-309a
PREVIOUS EDITIONS OF THIS FORM MAY BE USED. REPLACES AFHQ FORM 0-309F, 19 JAN 51, WHICH IS OBSOLETE.

CONFIDENTIAL

Declassification Authority: NND 923007

PA GE TWO RJEDBR 555

APPROX 1600 HRS, 5 NOV, NEAR KEARNEY, NEBR. SCHMIDT WAS DRIVING A VEHICLE ALONG A ROAD IN THIS AREA DN NEAR THE PLATTE RIVER, WHEN HE SAW A FLASH OF LIGHT WHICH APPEARED TO BE DESCENDING TOWARD THE EARTH. AS THIS FLASH OF LIGHT DESCENDED, HE MADE OUT THE OBJECT AS A BALLON, WHICH ACCORDING TO HIM, WAS APPROXIMATELY 100 FEET LONG, 30 FEET WIDE AND IT RESTED ON FOUR TRIPOD TYPE LEGS. SCHMIDT ALSO STATED THAT AS HIS CAR APPROACHED, THE MOTOR INEXPLICABLY DIED. AS HE STOOD WATCHING, A DOOR IN THE BALLOON OPENED AND TWO MEN DESCENDED. THE MEN APPROACHED HIM AND ONE OF THEM FLAHSED A RAY OF LIGHT IN HIS EYES WHICH TEMPORARILY PARALYZED HIM. THESE MEN THEN SHUT OFF THE LIGHT, SEARCHED HIM, AND UPON FINDING NO WEAPONS, ASKED HIM, IN ENGLISH, IF HE WOULD LIKE TO INSPECT THE INTERIOR OF THE BALLOO, THE STATED THAT HE ACCOMPANIED THE TWO (2) MEN AND ENTERED THE BALLOON. FOUR OTHER INDIVIDUALS WERE IN THE BALLOON - TWO MEN AND TWO WOMEN, WHO BEGAN EXPLAINING THE INSTRUMENTS IN THE BALLOON TO SCHMIDT IN HIGH GERMAN WHICH SCHMIDT STATED THAT HE UNDERSTOOD. SCHMIDT ALSO STATED THAT, ALTHOUGH THE BALLOON WAS OPAQUE FROM THE OUTSIDE, FROM THE INSIDE IT WAS TRANSPARENT AND HE STATED THAT HE

AFHQ 22 FORM JUN 56 0-309a
PREVIOUS EDITIONS OF THIS FORM MAY BE USED. REPLACES AFHQ FORM 0-309F, 19 JAN 51, WHICH IS OBSOLETE.

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

COULD SEE ALL OVER THE COUNTRYSIDE. AFTER ABOUT 20 MINUTES, SCHMIDT STATED THAT ONE OF THE MEN ADVISED THAT THEY WOULD HAVE TO LEAVE AND REQUESTED SCHMIDT TO LEAVE. SCHMIDT STATED THAT HE LEFT, THE DOOR ON THE BALLOON CLOSED AND IT AROSE ABOUT 100-200 FEET IN THE AIR, WHEREUPON IT DISAPPEARED. SCHMIDT FURTHER STATED THAT THE BALLOON APPEARED TO BE SILVER COATED. SCHMIDT IMMEDIATELY RETURNED TO KEARNEY, NEBRASKA WHERE HE TELEPHONED THE CHIEF OF POLICE OF THAT CITY, A MR. TURSTON NELSON, TO WHOM HE TOLD HIS STORY. NELSON, AS A CHECK ON SCHMIDT'S RELIABILITY, TELEPHONED THE CHIEF OF POLICE AT BAKERSFIELD, CALIFORNIA, SCHMIDT'S HOME TOWN, AND WAS ADVISED BY THAT INDIVIDUAL THAT SCHMIDT WAS A SOLID CITIZEN AND COULD BE CONSIDERED RELIABLE. NELSON THEN REQUESTED THAT SCHMIDT SHOW HIM THE AREA WHERE THE BALLOON LANDED, AND UPON ARRIVING AT THE FIELD, NELSON STATED THAT HE COULD SEE WHERE THE LEGS OF SOME OBJECT HAD RESTED AND THAT THERE APPEARED TO BE SOME AREAS WHERE OIL HAD APPRANTELY SPILLED. NELSON TOOK SAMPLES OF THE OIL FOR LBAROATORY TESTING. UPON RETURNING TO KEARNEY, NELSON TELEPHONICALLY ADVISED THE FBI RESIDENT AGENT AT GRAND ISLAND, NEBR. AT APPROX 2245 HRS

AFHQ 22 FORM JUN 56 0-309a
PREVIOUS EDITIONS OF THIS FORM MAY BE USED. REPLACES AFHQ FORM 0-309F, 19 JAN 51, WHICH IS OBSOLETE.

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

LAGE FOUR RJEDBR 555

(CST) THE INTELLIGENCE DUTY OFFICER, HQS, SAC, WAS ADVISED OF THE ABOVE INFORMATION. ON 6 NOV 57 MR. MEYER ADVISED THAT THE FBI WAS NOT INVESTIGATING; THAT A LETTER SETTING FORTH THE ABOVE INFO WOULD BE MADE AVAILABLE TO THIS OFFICE AND THAT SCHMIDT BEING INTERROGATED BY OFFICERS, AIR DEFENSE COMMAND. UPON RECEIPT OF FBI LETTER YOUR OFFICE WILL BE FURNISHED COPIES. UNCONFIRMED INFORMATION RECIVED AT THIS OFFICE ALLEGES SUBJECT WANTED FOR CHECK PASSING.

BT

[redacted]BR

X

ACTION: CIN

INFO : CDS, CSI, OOP

CAF IN: 69028 (7 Nov 57)

JB/ej

AFHQ 22 FORM JUN 56 0-309a
PREVIOUS EDITIONS OF THIS FORM MAY BE USED. REPLACES AFHQ FORM 0-309F, 19 JAN 51, WHICH IS OBSOLETE.

CONFIDENTIAL

Declassification Authority: NND 923007

Captain Brown/es/AFCSI-6
Code 192/x 140/30 Oct 52

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

3 NOV 1952

UNCLASSIFIED

24-185-13-48

SUBJECT: (Unclassified) Unidentified Flying Object, Davenport, Iowa
8 October 1952
SPECIAL INQUIRY

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

1. Reference is made to your letter, dated 21 October 1952, file #24-0, concerning the above subject.

2. For your information, no requirement exists for reporting information concerning Unidentified Flying Objects received through news media. However, it is suggested that newspaper clippings pertaining to these incidents be retained in your files for possible future reference.

3. In view of the above information, the inclosure to the above referenced letter is returned herewith for disposition.

FOR THE DIRECTOR:

1 Incl
Clipping re subject

GILMER L. SNIPES
Major, USAF
Actg Chief, Sabotage and Espionage Br
Counter Intelligence Division
Dir of Special Investigations
The Inspector General

OCI 3 NOV 1952 MANAGEMENT DIV OSI

UNCLASSIFIED

AFCSI-6

Capt Brown

24-185-13-48
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
NOV 4

AFCSI FILE COPY

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

24-0

CI/mdj
21 October 1952

SUBJECT: Unidentified Flying Object, Davenport, Iowa
8 October 1952

SPECIAL INQUIRY

UNCLASSIFIED

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. Inclosed for your information is a press release which appeared in the Morning Democrat, Davenport, Iowa, with reference to subject incident reportedly observed by Miss FLORA ORMSBY, 414 1/3 West Second Street, Davenport, Iowa.

2. Files of this office contain no record concerning FLORA ORMSBY. "Quad-City" is reliably identified as a popular term used in reference to the area comprised by the cities of Davenport and Bettendorf, Iowa, and Moline (including East Moline) and Rock Island, Illinois.

Chas Martin
CHARLES P. MARTIN
Colonel, USAF
District Commander

1 Incl:
Newspaper clipping
re subject.

W/d to ret to DO #13
Capt Brown
CI Div
10-10-52

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC IN.
BY KURT K. KUNZE, Capt, USAF
~~Historian~~
4 DEC 1975
DATE

Declassification Authority: NND 923007

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Oct 27 09 43 '52
SPECIAL INSTRUCTIONS

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

24-0

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

CI/mdj
25 August 1952

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Object

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Section

1. SYNOPSIS: Mr. RALPH S. BLYTHE, 2518 North Central Avenue, Topeka, Kans., reported sighting an unidentified light at approximately 0100 hours, 28 July 1952, which light was approximately 25 miles east of Topeka at a 45° elevation above the horizon.

2. DETAILS: On 30 July 1952, Mr. RALPH S. BLYTHE stated to the writer that at 0100 hours, 28 July 1952, upon answering an inquiry concerning vacancy in his tourist court, his attention was drawn to a large brilliant light due east of the court hovering in position for one hour.

The object gave off a very brilliant and steady white light, with a slight green tint on the lower right side. The size appeared to be that of a baseball held at arms length revealing a circular pattern. No other distinguishing characteristics of aircraft were noted and Mr. BLYTHE stated he retired after observing the object for one hour.

Weather and Tower facilities at Topeka Municipal and Forbes AFB were checked with negative results pertaining to aircraft and weather balloons in the area.

Mr. R. S. ALEXANDER, Department of Astronomy, Washburn University, Topeka, Kans., was contacted and advised that no celestial phenomenon other than unstable atmospheric conditions causing the planet Jupiter to appear much larger than normal to the naked eye, could account for the sighting of such an object. Mr. AIEXANDER stated further that Jupiter at this time of the year rises in the east around 2300 hours and sets in the southeast around 0400.

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

24-0 25 August 1952
SUBJ: Unidentified Flying Object

Mr. BLYTHE is around 60 years of age and has flown commercially on business trips in the past. BLYTHE is owner of the A-1 motor court at 2518 N. Central Avenue, Topeka, Kans. BLYTHE advised that Mr. and Mrs. BOB FOUGHT, 1308 Pea Street, Sacramento, Calif., had also seen the object, and their observation had not been brought to the attention of the press.

3. ACTION: In absence of specific request by competent authority, no further action is contemplated by this office.

Chas Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

(S)

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 29 15 15 '52

SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

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

240 CI/mdj
25 August 1952

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Object Reportedly Sighted in Vicinity of Forbes AFB, Kansas

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Section

1. SYNOPSIS: On 30 July 1952, Mrs. ANNA M. TABOR, RR #2, Silver Lake, Kansas, reported sighting an alleged unconventional aircraft. Object was about 18 miles from observer, hovering to the west of Forbes AFB, Kans., from 2400 hours to 0100 hours. Observer viewed object through a pair of 16 x 50mm binoculars.

2. DETAILS: On 4 August, Mrs. ANNA TABOR was interviewed at the Hill Packing Company, Topeka, Kans., and stated that on the evening of 30 July 1952, from 2400 hours to 0100 hours, she observed in flight a weird object about 18 miles southeast of her home, which is 10 miles due west of Gage Park on Kansas Highway #10. The object first appeared as a flat triangular shaped object with crooked pink and green lines within a brilliant white field, and later appeared as a flat triangular shape with a flat circular object attached, with what appeared to be a rope. Over all the two objects appeared about half the size of a full moon. The entire object changed from white to pink to green completing a cycle in one second. At last observation the object had changed to two flat triangular shaped objects still alternating colors. Objects appeared to be constructed of some light weight, very strong metal. The object was around 45° elevation from the horizon and made short jerky movement to right and left and also up and down. No other characteristics of conventional aerodynamical design or construction were observed. Attention was drawn to the object by its own action and without binoculars it appeared as a large white light which resembled a star. Observer retired at 0100, 31 July, for the night.

UNCLASSIFIED

S

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

24-0

25 August 1952

SUBJ: Unidentified Flying Object Reportedly Sighted in Vicinity of Forbes AFB

NOTE: During the interview, the observer appeared somewhat irrational and stated that upon first seeing the object she believed it to be the Lord Jesus Christ returning to earth as the Bible predicted, but on second thought, decided He (the Lord) would not be spying on earth so it must have been interplanetary travelers.

Topeka Municipal Airport and Forbes AFB Weather Station reported CAVU weather condition and no Meteorological Balloons released on the night of 30 July 1952.

Mr. R. S. ALEXANDER, Washburn University, stated upon interview that no known celestial phenomena were present on the night of 30 July 1952 which could account for the sighting.

Mrs. ANNA M. TABOR has previously been employed at the 832d Specialized Depot, Topeka, Kans., and has seen a great number of aircraft at Forbes AFB both in the air and on the ground. Observer was approximately 28 years old and had been employed at the 832d AFSD as an Air Police woman during World War II and later as a shipping clerk, and is presently employed as a stenographer at the Hill Packing Company, Topeka, Kans.

3. ACTION: In absence of specific request by competent authority, no active investigation of this incident is presently contemplated by this District Office.

Chas P Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

S

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 29 12 00 '52
SPECIAL ASSIGNMENTS

Declassification Authority: NND 923007

CONFIDENTIAL SECURITY INFORMATION

Capt Brown/fjm/wi 30 Oct 52

UNCLASSIFIED

OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

10 NOV 1952

24-185-13

SUBJECT: (Unclassified) Reporting of Information on Unconventional Aircraft and Unidentified Flying Objects
SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

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

1. Reference is made to your letter, file 24-00, dated 13 August 1952, in regard to the above subject. For your information, an AFCSI Letter, superseding reporting procedures of AFCSI Letter No. 85, dated 23 October 1950, is being prepared and will be distributed in the immediate future.

2. With respect to paragraphs 2 and 3 of your letter, the proposed AFCSI Letter referred to above states:

"Those District and Detachment Offices physically located on an Air Force Base will immediately report all details pertaining to the sighting to the installation commander, or his designated representative, in order that the commander may render the reports required in par 7, AFL 200-5. Reports by OSI to installation commanders in such instances will be confirmed in writing, setting forth details of the information initially furnished. A copy of the confirmatory letter will be designated for this office."

Further reports will not be necessary except where further investigation is subsequently requested by the Air Technical Intelligence Center, the installation commander, or this office.

3. By agreement with the Directorate of Intelligence, Headquarters USAF, AF Form 112 (Air Intelligence Report) will not be utilized by OSI in reporting incidents of unidentified flying objects. Instead, a Spot Intelligence Report, or AFHQ Form 0-208 will be used.

4. Reports reflecting the results of requested OSI investigations will be forwarded to this office for transmittal to the Directorate of Intelligence. An information copy will be forwarded directly to the Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson Air Force Base, Ohio, the Air Force activity which has been designated responsible for conducting analyses of all information and material received. Copies of these reports will no longer be designated for the Air Materiel Command.

AFCSI FILE COPY

45

24-185-13-45X

132

UNCLASSIFIED
10 NOV 1952

AFCSI-6

AFCSI-C

Brown
Snipes

Fry
King

CONFIDENTIAL SECURITY INFORMATION

Declassification Authority: NND 923007

CONFIDENTIAL SECURITY INFORMATION

UNCLASSIFIED

10 NOV 1952

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]

BY KURT K. KUNZE, Capt. USAF
Historian

DATE 4 DEC 1979

AFCSI FILE COPY

Declassification Authority: NND 923007

5. In regard to paragraphs 4 and 5 of your letter, no requirement exists for reporting information concerning unidentified flying objects received through news media. However, it is suggested that newspaper clippings pertaining to these incidents be retained in your files for possible future reference and in event of investigation being requested by the ATIC or this office.

FOR THE DIRECTOR:

JAMES H. BREWSTER, JR.
Colonel, USAF
Executive, Special Investigations
The Inspector General

10 NOV 1952

Declassification Authority: NND 923007

CONFIDENTIAL SECURITY INFORMATION

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

CI/mdj
13 August 1952

24-00

SUBJECT: Reporting of Information on Unconventional Aircraft and Unidentified Flying Objects

SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible] INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 14 DEC 1975

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. Reference is made to AFCSI Letter No. 85, subject: "Reporting of Information on Unconventional Aircraft," file 24-185, dated 23 October 1950; to AFCSI Letter No. 106, subject: "Spot Intelligence Reports," dated 18 October 1949; and to Air Force Letter No. 200-5, subject: "Unidentified Flying Objects Reporting," dated 29 April 1952.

2. Paragraph 5, AFCSI Letter No. 85, directs that information forwarded to Headquarters OSI re unconventional aircraft be reported through the media of Spot Intelligence Reports, with information copies furnished direct to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. When requests for investigations originate from, or the information is of interest to a particular base, provision is made for copies of communications containing results of investigation to be designated for that base. Cited paragraph 5 further directs that Air Force Form 112 will not be utilized for OSI reporting purposes.

3. Paragraph 7d, Air Force Letter No. 200-5, directs that reports re unidentified flying objects will be submitted on Air Force Form 112, "Air Intelligence Information Report." Paragraph 5, cited AF Letter 200-5, stipulates that installation commanders are responsible for insuring that reports are initiated re unidentified flying objects and that the Air Technical Intelligence Center (ATIC), Wright-Patterson Air Force Base, Ohio, has been designated the Air Force activity responsible for conducting analysis of all information and material received concerning such objects.

UNCLASSIFIED

[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

24-00

13 August 1952

SUBJ: Reporting of Information on Unconventional Aircraft and Unidentified Flying Objects

4. Periodically, press clippings re "flying saucers" are received by this office. Neither AFCSI Letter 85 nor AF Letter 200-5 appear to indicate whether material of this type is desired by Air Technical Intelligence Center or Headquarters OSI.

5. In view of the recent increase in alleged sightings of unidentified flying objects, a statement of policy regarding such matters is requested from your Headquarters in order that this District Office may properly submit appropriate reports to interested installation commanders, Air Technical Intelligence Center, and Headquarters OSI. It is also requested that this office be advised whether press clippings re "flying saucers" should be submitted to Headquarters OSI.

Chas P. Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

cc: Plans & Policies Division
ATTN: Col Matthew Thompson

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007



UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 18 12 12 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY RT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

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

24-0

CI/cei
31 July 1952

SUBJECT: Unidentified Flying Object Reportedly Sighted over Omaha, Nebr., 26 July 1952.

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Div.

1. SYNOPSIS: Three (3) individuals reported the sighting of an unidentified flying object at approximately 2130-2140 hours, 26 July 1952, at Omaha, Nebraska.

2. DETAILS: Mrs. ETHEL DAUTREMONT, 2219½ Lothrop St., Omaha, Nebr., (employee of Offutt AFB, Nebr.) reported to this office that on 26 July 1952, at approximately 2130 hours, she sighted a round, disc-like object, about one foot in diameter, with a yellow-orange glow, traveling in a circular pattern, at varied speeds, in the sky. Mrs. DAUTREMONT advised that she was able to distinguish the object from a spotlight traversing the sky in a similar pattern, inasmuch as the spotlight emitted a white-silver light, while the unknown object emitted a yellow-orange light. Mrs. DAUTREMONT added that the object remained in sight for about ten minutes, at which time it traveled in a southeasterly direction and disappeared. Mrs. DAUTREMONT said that her husband had also witnessed the object.

Mr. DAUTREMONT furnished substantially the same information as his wife, except that he added that he believed a dark object had also been in the area where the glow was observed. Mr. DAUTREMONT opined that the dark object may have been used to divert attention from the light.

Mr. J. GORDON ROBERTS, president of Roberts Dairy, Omaha, Nebr., also reported to this office that he had sighted a round, disc-shaped object, with a yellow glow, travel in a circular pattern in the sky and disappear in a southeasterly direction at approximately 2140 hours, 26 July 1952. However, Mr. ROBERTS later reported that at a later observation he had seen a spotlight in the sky with rays from the ground. Mr. ROBERTS opined that the unidentified object may have been the spotlight, but that the rays had not been visible at his first sighting.

S

UNCLASSIFIED
RESTRICTED
SECURITY INFORMATION

Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

3. ACTION: It was determined that weather report for Omaha, Nebr., 26 July 1952, indicated scattered clouds at 25,000 feet. It was also determined that a carnival, Omaha, Nebr., 26 July 1952, utilized spotlights for the purpose of advertising. No further action contemplated in the absence of a specific request from competent authority.

Chas P Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

cc: CG, SAC
CG, AMC, ATTN: ATIC (dup)

RESTRICTED
SECURITY INFORMATION

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 4 0 21 '52

SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

CI/md.j
30 July 1952

24-0

SUBJECT: Newspaper Clippings Re Sighting of Flying Saucers

SPECIAL INQUIRY

CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. [redacted], Capt, USAF
Historian
DATE 4 DEC 1975

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Section

Attached for your information are clippings from various newspapers in the DO #13 area, reflecting reported sightings of unidentified flying objects during recent weeks.

CHARLES P. MARTIN
Colonel, USAF
District Commander

8 Incls:
1. "Reports 'Odd' Plane; Lauded for Alertness"
2. "3 Iowans Report 'Flying Saucers'"
3. "Report Flying Disk Observed Near Leon"
4. "Flying Saucer Reported in Wichita Area"
5. "El Dorado"
6. "Cigar Shaped 'Saucer' Seen in Sky Here"
7. "Flying Saucers? Minoters Report 'Strange Objects'"
8. "Morningsider Says He Saw Flying Saucer"

UNCLASSIFIED

RESTRICTED
[redacted]

Declassification Authority: NND 923007

CLASSIFICATION
BY AUTHORITY OF
BY
DATE
1 4 DEC 92

AUG 4 10 29 '52

Declassification Authority: NND 923007

REPORTS 'ODD' PLANE; LAUDED FOR ALERTNESS

Reports 'Odd' Plane; Lauded For Alertness

Roy C. Lawson, 1300 Broad st., reported to the air force's Des Moines filter center that he saw an "air-borne object flying north-east that left a single stream of light in the sky" at 9:20 p. m. Monday.

The filter center, by placing a call to the Iowa radar network station, found the answer:

The "object was an army B-36 plane on a training flight.

Jet engines carried on the plane for optional use account for the streak of light, said Capt. Robert W. Jensen, commanding officer of the filter center.

Captain Jensen commended Lawson for his alertness. He asked citizens who see strange planes to call the filter center.

The Des Moines Tribune
Des Moines, Iowa
Tuesday, 24 June 1952

Evaluation: C-3

Incl #1

Declassification Authority: NND 923007

Declassification Authority: NND 923007

3 IOWANS REPORT 'FLYING SAUCERS'

3 Iowans Report 'Flying Saucers'

(The Register's Iowa News Service.)

IOWA CITY, IA.—Three residents of Windham, 12 miles southwest of here, reported Saturday they saw three bright round objects Friday evening that resembled "flying saucers."

The residents, who wished to remain anonymous, said the objects were traveling east in a "V" formation and were visible for about 15 minutes. Each left a vapor trail, they said, and made a noise "like a blowtorch."

The Des Moines Tribune
Des Moines, Iowa
Saturday, 5 July 1952

Evaluation: C-3

Inct # 2

Declassification Authority: NND 923007

Declassification Authority: NND 923007

REPORT FLYING DISK OBSERVED NEAR LEON

Report Flying Disk Observed Near Leon

(The Tribune's Iowa News Service.)

LEON, IA.—Harry Strissell of Springfield, Mo., viewed what he believed was a flying saucer at 7:09 p. m. July 4 at the Roe Poush farm, seven miles southwest of Leon.

He says the object was round as a baseball, white with a silver cast and sailed across the sky at a terrific speed. He asserts there was no smoke trail before or after the object passed across the sky. He was a holiday week end guest of Mr. and Mrs. Ellsworth Lillie of Leon and was en route to Minnesota on a vacation.

The Des Moines Tribune
Des Moines, Iowa
Monday, 7 July 1952

Evaluation: C-3

Incl #3

Declassification Authority: NND 923007

Declassification Authority: NND 923007

FLYING SAUCER REPORTED IN WICHITA AREA

Flying Saucer Reported in Wichita Area

WICHITA.—(UP)—A new "flying saucer" incident was reported Saturday by employees of the Beech Aircraft plant here.

Phil McKnight, the company's public relations representative, said about 100 employees reported seeing a cylindrical object which appeared alternately to hover in the sky and move at "terrific" speed.

All said it was silver in color and made no noise audible from the ground. Some believed it appeared to linger over the area occupied by Wichita's three aircraft plants.

The object was sighted about 10 a. m. Friday.

The Topeka Daily Capital
Topeka, Kansas
Sunday, 13 July 1952

Evaluation: C-6

Incl #4

Declassification Authority: NND 923007

Declassification Authority: NND 923007

EL DORADO

EL DORADO.—Five El Doradoans reported having seen one of the silver discs shooting high across the sky at 4:30 p. m. Thursday afternoon. According to Rendell Eastham, the group watched the speeding object for fully 15 minutes as it raced northward and disappeared. "It appeared to be 10 or 12 inches in diameter but could have been much larger because it must have been flying at several thousand feet," said Eastham. "We estimated it's speed at much greater than that of a jet plane. And it left no vapor trail."

The Topeka Daily Capital
Topeka, Kansas
Sunday, 13 July 1952

Evaluation: C-6

Incl #5

Declassification Authority: NND 923007

Declassification Authority: NND 923007

CIGAR SHAPED 'SAUCER' SEEN IN SKY HERE

Cigar Shaped 'Saucer' Seen In Sky Here

A new kind of flying saucer was reported Monday morning by Bill Atkisson, 15, Carol Van Wormer, 15 and Headen Claycomb, 15, from the 200 block North Battin.

Bill Atkisson reported that the flying saucer, or whatever it was they saw, was cigar-shaped, looking almost like a dirigible. "But we don't believe it was a dirigible" he said.

He said that they were just walking along when the noticed the object through a break in the clouds, which were rather low at the time.

"It just seemed to be floating along" he said, "but it was travelling real fast. We do not think it was an optical illusion. It was kinda silver colored. There was no smoke. We saw it for about 10 seconds about 10:30 a. m. We all saw it."

Wichita Eagle
Wichita, Kansas
Monday, 14 July 1952

Evaluation: C-3

Incl #6

Declassification Authority: NND 923007

Declassification Authority: NND 923007

FLYING SAUCERS? MINOTERS REPORT 'STRANGE OBJECTS'

Flying Saucers? Minoters Report 'Strange Objects'

Flying saucers over Minot?

Nobody here is using that phrase, but several persons have seen what they term "strange objects" in the night skies.

Officers of the radar station south of town have received reports from at least four persons but have not picked up anything on the screen.

Two Minot men said today they noticed the "objects" Friday night in the vicinity of the Outdoor theater north of town.

Robert Himmler said the first object he saw resembled a "roman candle with a trailing edge." Later, it was joined by six or seven similar objects flashing thru the sky in a "v" formation, Himmler said.

Harley Pfau also noted the objects while attending the drive-in theater.

Pfau counted six objects, all giving off a "green glow." Pfau estimated the objects to have been three-quarters of a mile high. They were traveling south at a fast clip, he said.

He could not estimate size of the objects, but said the light he saw was as "powerful as the airport beacon."

Pfau discounted the idea the objects could have been birds in flight, "Not at that time of night," he said.

Minot Daily News
Minot, North Dakota
Saturday, 19 July 1952

Evaluation: C-6

Incl #7

Declassification Authority: NND 923007

Declassification Authority: NND 923007

MORNINGSIDER SAYS HE SAW FLYING SAUCER

Morningsider Says He Saw Flying Saucer

It looks as if the "flying saucers"—whatever they are—might be getting ready to play a return engagement in the skies over Sioux City.

Late Tuesday night, a Morningside resident reported seeing one of the intriguing discs make its way across the sky.

This latest reported phenomeonon — possibly an advance agent of some sort — is the first reported seen here in many months. And not since March of 1950 have there been several reports of the "saucers" overhead.

Gene Hays, 3607 Peters avenue, said he and a friend saw an object of uncertain character on origin in the sky about 10:35 o'clock Tuesday night. They were in the yard watching "heat lightning" etch patterns on the clouds when the disc made its appearance.

Hays said the circular object came out of the northwest, paused very briefly directly over his house, and then continued to the southeast.

He described the disc as being "somewhat purple in color, dark in the center and glowing around the edges." He said it did not appear to be whirling, but seemed only to glide across the sky "at a pretty good clip."

Hays said he first thought the object was a falling star, but changed his opinion when the object paused—"for less than a second" — and then took up its journey across the sky.

The observer said the object appeared on the scene from a different direction than that of the lightning, so he did not relate the two.

Back in March of 1950, several Sioux Cityans reported seeing "whirling discs" over the city. On one particular day—March 30—10 persons in different parts of the city reported seeing a disc fitting the "flying saucer" description.

In July of 1947, a rash of "saucer" reports were received from residents here, and for about two weeks there were reports each day of the phenomena. Several of the reports then received were from Morningsiders.

Sioux City Journal
Sioux City, Iowa
Wednesday, 23 July 1952

Evaluation: F-6

Encl #8

Declassification Authority: NND 923007

Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

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

24-0

CI/jbw
29 July 1952

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Object, Described as "Flying Saucer", Reportedly Sighted Near Kansas City, Missouri, 24 June 1952

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. SYNOPSIS: RAE HYLAND, employee at Bendix Aviation Corporation, Kansas City, Missouri, recently reported to Kansas City Field Office, Federal Bureau of Investigation, that she saw an object described as "a flying saucer" at approximately 2100-2115 hours, 24 June 1952, near Kansas City, Missouri.

2. DETAILS: On 21 July 1952, this District Office received a letter from the Kansas City Field Office, Federal Bureau of Investigation, Kansas City, Missouri, to the effect that the Atomic Energy Commission representative at Bendix Aviation Corporation, Kansas City, Missouri, advised FBI that a Bendix employee, RAE HYLAND, indicated she saw an object described as "a flying saucer" at approximately 2100-2115 hours, 24 June 1952, near Highway 71 and Hillcrest, on the outskirts of Kansas City, Missouri. FBI advised this District Office that no investigation is being conducted by that agency regarding this matter. File of this District Office contain no information regarding RAE HYLAND.

3. ACTION: In the absence of a specific request by competent authority, no active investigation of this incident is presently contemplated by this District Office.

UNCLASSIFIED

Chas P Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

S

cc: CG, AMC, ATTN: ATIC (dup)

RESTRICTED
SECURITY INFORMATION

Declassification Authority: NND 923007

UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFOIN-0

29 July 1952

SHOT INTELLIGENCE REPORT

SUBJECT: Unidentified Object, Described as "Flying Saucer", Reportedly Sighted Near Kansas City, Missouri, 21 June 1952

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. SYNOPSIS: Mr. [redacted], employee at Bendix Aviation Corporation, Kansas City, Missouri, recently reported to Kansas City Field Office, Federal Bureau of Investigation, that he saw an object described as a flying saucer at approximately 2100-2115 hours, 21 June 1952, near Kansas City, Missouri.

2. DETAILS: On 21 July 1952, this District Office received a letter from the Kansas City Field Office, Federal Bureau of Investigation, Kansas City, Missouri, to the effect that the Atomic Energy Commission representative at Bendix Aviation Corporation, Kansas City, Missouri, advised FBI that a Bendix employee, Mr. [redacted], indicated he saw an object described as a "flying saucer" at approximately 2100-2115 hours, 21 June 1952, near Highway 71 and Hillcrest, on the outskirts of Kansas City, Missouri. FBI advised this District Office that no investigation is being conducted by that agency regarding this matter. File of this District Office contain no information regarding Mr. [redacted].

3. CONCLUSION: In the absence of a specific request by competent authority, no further investigation of this incident is presently contemplated by this District Office.

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 1 12 59 '52

SPECIAL

CHARLES P. [redacted]
Colonel, USAF
District Commander

Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975
24-0

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

CI/jbw
29 July 1952

SPOT INTELLIGENCE REPORT

SUBJECT: "Flying Discs" Reportedly Sighted Near Peru, Nebraska, in December 1951 (Reported to Omaha FBI, 24 July 1952) by WARREN BARRY

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. SYNOPSIS: On 26 July 1952, this office was advised by the Omaha Field Office, Federal Bureau of Investigation, that, on 24 July 1952, Mr. WARREN BARRY, Lincoln, Nebraska, reported to FBI that in December 1951, at approximately 0300 hours, he observed both in flight and on the ground near Peru, Nebraska, an unidentified flying object. BARRY reportedly stated that he was alone at the time and that his delay in reporting the incident had been due to his belief that his report might be treated lightly.

2. DETAILS: On 26 July 1952, this office received information as follows from the Omaha Field Office, Federal Bureau of Investigation:

a. "On July 24, 1952, Mr. WARREN BARRY, 325 Witherbee Blvd., Lincoln, Nebraska, reported to an agent of this office that in December of 1951, while he was returning to Lincoln, Nebraska, from the state of Indiana at approximately 3:00 a.m. he noticed a blue light in the sky to the northwest which shot across the road and disappeared to the southeast. Mr. BARRY stated that he missed the turn-off to Lincoln, Nebraska, on Highway 73 and south of Nebraska City, Nebraska, and he had turned around and headed south to Auburn, Nebraska.

b. "Mr. BARRY advised that approximately five minutes later at a location northwest of Peru, Nebraska, he saw an orange glow in the sky. He said that as he approached the glow it became very large and very bright orange. Mr. BARRY stated that he saw a kettle-shaped object sitting on the ground approximately ten or fifteen yards from the edge of the road. He said he stopped his car beside the object and observed

S

UNCLASSIFIED

RESTRICTED
SECURITY INFORMATION

Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

24-0 29 July 1952

SUBJ: "Flying Discs" Reportedly Sighted Near Peru, Nebraska, Dec 51

it approximately ten or twenty seconds. Mr. BARRY gave the following description of the object: 25-30 feet in diameter, appeared to be made of cast-iron due to its black color, shaped like a large kettle drum in an upright position; and about one foot from the top was a row of port-holes approximately ten inches in diameter. He said this was where the orange glow was coming from. He stated that a short distance down from these port-holes was another row of port-holes about the same size. He said that from the south end of the object from these port-holes a blue-ish type of flame was projected. He advised that there was no sign of activity or life in or around the object, and, further, there was neither an antenna nor projections from the object, and there was no sound heard.

c. "Mr. BARRY advised he was the only one in his car, and there were no other cars in sight on the highway.

d. "Mr. BARRY stated he had not previously reported this instance (sic) to anyone because, at the time, there was a great flying saucer scare throughout the country, and those to whom he might report the incident might treat it lightly. He stated that the incident has been prying (sic) on his mind and he finally decided to report it to the FBI.

e. "There is no record contained in the files of this office relative to WARREN BARRY, and the above information is being forwarded to your office for whatever action you deem necessary."

3. Files of this District Office contain no information regarding WARREN BARRY, 325 Witherbee Blvd., Lincoln, Nebraska.

4. ACTION: In the absence of a specific request by competent authority, no active investigation of this incident is presently contemplated by this District Office regarding above recounted matter.

Chas Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

cc: CG, SAC, ATTN: D/Intell (Info)
CG, AMC, ATTN: ATIC (Dup)

RESTRICTED
SECURITY INFORMATION

Declassification Authority: NND 923007

AUG 1 12 59 '52

SPECIAL

Declassification Authority: NND 923007

SMDØKØBRUO

A-92

YMXØ17

JEDKF ØØ9

PP JEDEN JEDWP JEPHQ 333

DE JEDKF Ø2

RESTRICTED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

Jul 11 04 44 z52

INCOMING CLASSIFIED MESSAGE

RESTRICTED
SECURITY INFORMATION

FM CG CADF KSC MO

UNCLASSIFIED

TO JEPHQ/DIR OF INTEL HQ USAF WASHDC

JEDWP/AIR TECH INTEL CENTER WRIGHT PATTERSON AFB OHIO

JEDEN/CG ADC ENT AFB COLO

G. K.

Yellow
Dark/ball in sky trailing fire drifting counter-clockwise in general vicinity of Parkville, Kansas
9 July 52, seen by Mrs Virgil Webb

/R E S T R I C T E D/ INT 9878. FLYOBRPT. THE FOLLOWING REPT FROM MRS. VIRGIL WEBB CMA PARKSVILLE CMA MO. CMA LOCATED APPROXIMATELY 15 MILES NORTHWEST OF KANSAS CITY CMA MO. AT APPRX 2ØØØ HOURS CMA 9 JULY 52 OBSERVED DARK BALL IN SKY WITH TRAILING FIRE TAIL CMA ORANGE IN COLOR. OBJECT SEEMED TO BE DRIFTING COUNTER-CLOCKWISE IN GEN VICINITY OF PARKVILLE CMA MO. OBSERVED FOR APPRX 3Ø MIN CMA AND JUST PRIOR TO DISAPPEARANCE CMA OBSERVED SEVERAL FLASHES IN DARK BALL OR HEAD OF OBJECT. OBSERVERS RELIABILITY UNKNOWN. ALTITUDE OF OBSERVATION UNKNOWN. POSITION OF OBSERVATION UNKNOWN. WRITTEN REPORT WILL FOLLOW.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY KURT K. KUNZE, Capt, USAF
Historian 4 DEC 1975
DATE

DUPLICATE COPY

TO EXEC

24-185

24-185-13-40

ACTION : OIN

INFO : SEC DEF, ARMY, NAVY, CIA, JCS, NSA, OSD

CAF IN : 84399 (11 Jul 52)

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 11 10 11 '52

OD/hhh

SPECIAL

28 JUL

UNCLASSIFIED

RESTRICTED

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

16—63734-1 ☆ U.S GOVERNMENT PRINTING OFFICE : 1951—O—927440

Declassification Authority: NND 923007

UNCLASSIFIED

OUT
17 JUL 1952
CI DIV
OSI

Declassification Authority: NND 923007

CONFIDENTIAL

AFCSI/Lt Col Free/fjm/wrtn 21 July 1952

24-185

(Unclassified) Unidentified Flying Object Reportedly Sighted, Topeka, Kansas, 1850 hOurs, 27 June 1952 - SPECIAL INQUIRY

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

22 JUL 1952 1

Counter Intelligence Division
Directorate of Special Investigations, IG

Lt Col Free/fjm/AFCSI-6
Code 192/X-140

1. Forwarded herewith for your information is a report from the 13th OSI District, Offutt Air Force Base, dated 14 July 1952, relative to the above subject.

2. Your office will be advised of any further developments.

1 Incl
Rpt file 24-0 dtd 14 July 52

GILBERT R. LEVY
Chief

LUCIUS L. FREE
Lt. Colonel, U. S. Air Force
Chief (Actg), Sabotage & Espionage Branch

AFCSI FILE COPY

OUT 22 JUL 1952 MANAGEMENT DIV

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

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

24-185-13-39

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

25 JUL 1952

Y903 3JT3 I203A

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

When Insl, No. ___-1a (are) withdrawn
or mod. attached, the classification of
Confidential on this correspondence
will be canceled in accordance with
AFR 205-1.

UNCLASSIFIED

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

CI/cei
14 July 1952

24-0

SUBJECT: Unidentified Flying Object Reportedly Sighted, Topeka, Kansas, 1850 hours, 27 June 1952.

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. In accordance with Par. 3, AFCSI Letter No. 85, dated 23 Oct 1950, and in view of the fact that subject incident will undoubtedly be reported to Hq USAF by the Commanding Officer, Forbes AFB, Kansas, under the provisions of AFL 200-5, 29 Apr 1952, submitted herewith is letter report concerning the sighting of an unidentified flying object in the general vicinity of Topeka, Kansas.

2. Your Headquarters will be apprised of any additional developments in this matter, concerning which no further action is presently contemplated by this office.

Lt. Col.,
for CHARLES P. MARTIN
Colonel, USAF
District Commander

1 Incl:
Ltr Rpt re Subj
Incident (quad)

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

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

Jul 17 10 23 AM '52

OFFICE OF
SPECIAL [illegible]

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

24-O 14 July 1952

SUBJECT: Unidentified Flying Object Reportedly Sighted, Topeka, Kansas, 1850 hours, 27 June 1952.

DETAILS:

1. On 1 July 1952, 2nd Lt. KERWIN F. KELLY, AO 2221936, 380th Bombardment Squadron, Forbes AFB, Kansas, furnished Special Agent Alfred F. Savage the following information concerning subject incident:

a. At 1850 hours, 27 June 1952, KELLY and his wife were taking a walk near their home in Topeka, Kansas. When they reached the corner of 21st and High Streets, their attention was drawn to a bright red light, hovering in the air directly south of their location.

b. KELLY estimated that the object was approximately ten (10) miles away and at an angle of fifteen (15) degrees elevation above the horizon. He believed its size to be about two-hundred (200) ft in diameter.

c. The object was observed for five (5) minutes, and, during this time, it changed shape from circular to oval in a pulsating manner at an estimated rate of thirty (30) pulses perminute. It exhibited no movement other than the pulsating action and disappeared instantly "much like turning off an electric light." There was no smoke or vapor of any kind.

2. There were no known celestial phenomena which would account for the sighting, and weather conditions were clear, with visibility of fifteen (15) miles.

3. Lt. KELLY is 22 years of age and has between 500 and 600 hours of flying time as a pilot.

Lt. Col.,
for CHARLES P. MARTIN
Colonel, USAF
District Commander

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

Incl #1

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

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

24-0

CI/jbw
12 June 1952

SUBJECT: Aerial Phenomenon Reportedly Sighted,
South Omaha, Nebr., 2304 hours, 9 June 1952

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. Reference is made to letter report, this District Office, dated 7 June 1952, file as above, subject: "Aerial Phenomenon Reportedly Sighted, Offutt AFB, Nebr., 2300 hours, 5 June 1952."

2. Submitted herewith is report concerning the sighting of an additional aerial phenomenon in the general vicinity in which the phenomenon discussed in referenced report was observed. In accordance with the provisions of paragraph 3, AFCSI Letter No. 85, dated 23 October 1950, information set forth in attached inclosure is submitted as a letter report in lieu of spot intelligence report.

3. Inasmuch as subject incident is being reported to Hq USAF by Directorate of Intelligence, Hq SAC (in accordance with provisions of AFL 200-5, dated 29 April 1952), attached summary is being forwarded for your information. Your office will be apprised of any additional developments in this matter, concerning which no further action is presently contemplated.

Chas P Martin

CHARLES P. MARTIN
Colonel, USAF
District Commander

1 Incl:
Ltr Rpt re SUBJ Incident (in quad)

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

JUN 18 15 13 52

SPECIAL

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

24-O

12 June 1952

SUBJECT: Aerial Phenomenon Reportedly Sighted, South Omaha, Nebr., 2304 hours, 9 June 1952

DETAILS:

1. On 11 June 1952, T/Sgt WILLIAM CATLETT, AF-17155500, Hq & Hq Sq, Strategic Air Command, furnished this agent the following information concerning subject incident:

a. At 2304 hours, 9 June 1952, CATLETT, accompanied by his wife, Mrs. PHYLLIS JOAN CATLETT, observed a glowing red light hovering in the sky to the south of their residence, 1709 Madison Ave., South Omaha, Nebr. Mrs. CATLETT first observed the light then called her husband.

b. CATLETT estimated the length of time the object was in view was from four (4) to five (5) minutes. Initially, CATLETT thought the object was a clearance light on a plane but, after observing it, noted that instant light was too bright for a clearance light.

c. According to CATLETT, the light seemed suspended in the air for approximately three (3) minutes, after which it fell slowly downward out of sight.

d. CATLETT compared the size of instant light to that of "an over-sized star" and described it as being of "disc shape". He noticed no evidence of propulsion or exhaust from the object, which appeared to him to fall with a slow motion.

e. The object was observed in a south/southwest direction from the CATLETT residence. CATLETT advised that there were a number of T-11 type aircraft in flight in the area, and he believed the object could easily have been observed from these planes.

f. As CATLETT recalled, the weather on the night of 9 June 1952 had been very clear, bright, and warm, with stars prevalent.

2. CATLETT expressed the opinion that the phenomenon he and his wife observed was not the result of natural causes such as the falling of a meteor or star.

AGENT'S NOTE: Attention is invited to a similar phenomenon reportedly witnessed by 2d Lt WILLIAM R. SOPER, AO-1848687, Hq SAC, at Offutt AFB, Nebr., 5 June 1952, a letter report of which was furnished to Hq OSI under date of 7 June 1952.

Robert E. Brendecke

ROBERT E. BRENDECKE
Special Agent OSI (IG)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY

BY _____

_____
DATE

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

CI/jbw
7 June 1952

24-O

SUBJECT: Aerial Phenomenon Reportedly Sighted,
Offutt AFB, Nebr., 2300 hours, 5 June 1952

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.
ATTN: Chief, Counter Intelligence Division

1. In accordance with the provisions of paragraph 3, AFCSI Letter No. 85, dated 23 October 1950, information set forth in attached inclosure is submitted as a letter report in lieu of spot intelligence report.

2. Inasmuch as subject incident is being reported to Hq USAF by Directorate of Intelligence, Hq SAC (in accordance with provisions of AFL 200-5, dated 29 April 1952), attached summary is being forwarded for your information. Your office will be apprised of any additional developments this matter, concerning which no further action is presently contemplated.

CHARLES P. MARTIN
Colonel, USAF
District Commander

1 Incl:
Ltr Rpt re SUBJ
Incident (in quad)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

UNCLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

JUN 10 1359 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

CONFIDENTIAL
SECURITY INFORMATION

24-0 7 June 1952

SUBJECT: Aerial Phenomenon Reportedly Sighted,
Offutt AFB, Nebr., 2300 hours, 5 June 1952

DETAILS:

1. On 6 and 7 June 1952, 2d Lt WILLIAM R. SOPER, AO-1848687, Hq SAC, furnished this Agent information as follows concerning Subject incident:

a. At 2300 hours, 5 June 1952, SOPER, together with his wife, Mrs. NADENNE V. SOPER, and Miss VALERIA WENNINGHOFF, 1615 Pinkney Street, Omaha, Nebr., approached (by automobile) U. S. highway #75 from Airview, a housing area at Fort Crook, Nebr., near Offutt AFB. SOPER looked to the south to check for approaching automobiles before pulling onto the highway. While accomplishing this visual check, SOPER noticed a bright red light hovering at approximately 1,000 feet elevation one-quarter of a mile south/southwest of Twin Gables Tavern, which is located on U. S. highway #75 opposite the Main Gate, Offutt AFB.

b. According to SOPER, instant light, unusually bright and approximately the size of a 12-quart water bucket, hovered in one spot -- veering neither right nor left, up nor down -- for approximately four to four and one-half minutes, after which time the light started moving in a southerly direction at a very high rate of speed and disappeared in approximately two to three seconds, trailing a short tail.

c. This matter was immediately reported by SOPER to Lt Col ARTHUR E. SOBALL, Staff Duty Officer, Hq SAC. SOBALL advises no additional reports received concerning Subject phenomenon.

AGENT'S NOTE: 2d Lt WILLIAM R. SOPER, AO-1848687, presently assigned Document Security Branch (Top Secret), Hq SAC, was formerly a Special Agent, 13th District OSI.

James B. Watts
JAMES B. WATTS
Special Agent, OSI

UNCLASSIFIED

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

UNCLASSIFIED

Encl 1

CONFIDENTIAL
SECURITY INFORMATION

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

CSI
C1

CONFIDENTIAL
PRIORITY

UNCLASSIFIED PARAPHRASE NOT REQUIRED, NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: DIST COMM 5TH OSI DIST WPAFB OHIO

TO : DIST COMMDR 13TH OSI DIST (IG) OFFUTT AFB NEBR

INFO: DIR OF SPEC INVESTIGATIONS HQS USAF WASH DC

NR : AT-820 30 January 1951

Cite 13 OSI 27 and AFCSI letter No.85. Intelligence Department, AMC, Requests expedited action in forwarding formal report. Forward to DO Nr 5 for further transmission to AMC authorities.

Don this is an unconventional aircraft
Lutz

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

INFO: CSI, CIG

MAR 7 1951

CAP IN: 94434

(31 Jan 51)

RCW/hnk

DUPLICATE CPY
TO EXECUTIVE

CONFIDENTIAL

24-185-13-37

JAN 31

UNCLASSIFIED

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

File Retain

AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

MT/PEC/mdj
6 February 1951

24-0

Mrs. N. E. Hartman
Byron Road, R.D. #2
Elba, New York

Dear Madam:

Your letter of 25 January 1951, addressed to Offutt Air Force Base, has been referred to this office.

It is our desire to thank you for your interest in reporting your observation. The information contained in your letter has been reported to the proper authorities.

Very truly yours,

MATTHEW THOMPSON
Colonel, USAF
District Commander

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

UNCLASSIFIED

Incl #1, 2

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

AIRMAIL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

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

24-0

MT/PEC/mdj
6 February 1951

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
(Batavia, New York)

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

1. SYNOPSIS: Mrs. N. E. HARTMAN, Byron Road, R.D. #2, Elba, New York, wrote a letter dated 23 January 1951, directed to Offutt Air Force Base, stating that on or about 12 January 1951, she and her 6 year old son had seen from a window of their home a fast moving object with a bright white light.

2. DETAILS: A letter has been received from Mrs. N. E. HARTMAN, Byron Road, R.D. #2, Elba, New York, directed to Offutt Air Force Base, which reads as follows:

Dear Sir,

Since I read the piece in the Buffalo Evening News about the Mystery Plane, I have been thinking more about it. I think it was around the 12th Jan, my 6 yr. old son looked out the window an seen that bright white light. He said, to me, mother whats that light. I said, oh its a star. He said, no, its moving fast. Then I looked. I watched it clear out of sight over Batavia by then. The American and Capital Airlines go over here all the time, but you can see there colored lights blinking. This had just that one bright white light.
We live between Rochester an Batavia, around South Byron.
I don't want this in the paper, maybe I was seeing things an thought know more about it until I read it in the paper. Now I wonder.

(S)

UNCLASSIFIED

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

~~CONFIDENTIAL~~

470

Declassification Authority: NND 923007

CONFIDENTIAL

BASIC: Ltr to Hq OSI, 6 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT (Batavia, New York)".

Maybe some day you will find out what kind of a plane it is an where it has been.

Yours truly
Mrs. Margaret Hartman

P.S. If Batavia, N.Y. had of had a large airport, I would have called there the night I seen that light. I should have called Buffalo.

3. Attached as Inclosure No. 1 is copy of letter from this office to Mrs. N. E. HARTMAN, dated 6 February 1951.

1 Incl:
Cy ltr to Mrs. HARTMAN,
6 Feb 51

MATTHEW THOMPSON
Colonel, USAF
District Commander

cc (in dupl): CG, AMC, Wright-Patterson AFB,
Dayton, Ohio.
ATTN: MCIS

CONFIDENTIAL

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

FEB 9 14 28 '51

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

CONFIDENTIAL

Wrtn 28 Jul 50

24-185/13

(Unclassified) UNCONVENTIONAL AIRCRAFT, Ft. Peck Reservoir, Montana
Lt. JAMES E. ANDERSON (Witness)- SPECIAL INQUIRY

Documents & Dissemination Br, Directorate of
Intelligence, DCS/O

31 JUL 1950

1

Counter Intelligence Div, Office of Special
Investigations, The Inspector General

Lt Col Nold/bjm/53623
AFCSI

Attached for your information is a Spot Intelligence Report concerning captioned subject, dated 25 July 1950.

1 Incl
SIR re abv subj fr DO #13
dtd 25 Jul 50

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

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

UNCLASSIFIED

AFCSI FILE COPY

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

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

OUT 31 JUL 1950 MANAGEMENT DIV. OSI AFCSI

UNCLASSIFIED

Arnold R Levy

CONFIDENTIAL

24-185-13 35 X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
M

1

7 AUG 3 1950

Declassification Authority: NND 923007

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

Dear Sir:

Reference is made to your letter dated [illegible] relative to the above-captioned individual.

Inasmuch as the information in your letter is not sufficient to identify the individual in the files of this Bureau, it is suggested that you furnish additional identifying data, such as date and place of birth, full name, and any other pertinent information.

Sincerely yours,

J. Edgar Hoover

J. Edgar Hoover
Director

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE Director, USAF
Historian
BY _____
DATE

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE AIR MAIL
WASHINGTON

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

24-0

MT/EES/dmb
25 July 1950

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Ft. Peck Reservoir, Montana
Lt. JAMES E. ANDERSON (Witness)

SPECIAL INQUIRY

UNCLASSIFIED

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

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

1. SYNOPSIS: On 13 July 1950, 1st Lt. JAMES E. ANDERSON, AO-2074162, 717th Strategic Reconnaissance Squadron, while on a routine photographic mission, observed four (4) groups of unconventional aircraft flying approximately 5,000 feet lower than ANDERSON's aircraft, during a thirteen minute period in the vicinity of Fort Peck Reservoir, Montana. First and second groups consisted of five (5) unconventional aircraft. Co-pilot, engineer, and right scanner were witnesses to observations.

2. DETAILS:
Date of Sighting: 13 July 1950.
Time of Sighting: 1151 to 1204 hours (MST)
Where Sighted: In the air, approximately 5,000 feet below observer; over and in the vicinity of Fort Peck Reservoir, Montana.
First Sighting: Five objects in casual gathering.
Second Sighting: Five objects in casual gathering.
Third Sighting: One object
Fourth Sighting: One object
Celestial Phenomena: Not applicable. Object sighted in normal daylight.

S

UNCLASSIFIED

CONFIDENTIAL

Declassification Authority: NND 923007

24-O
Subj: UNCONVENTIONAL AIRCRAFT, Ft. Peck Reservoir, Montana, Lt. JAMES E. ANDERSON (Witness) 25 July 1950

Distance From Observer:
Laterally or horizontally: 5,000 feet below observer.
Angle of elevation from horizon: 70 degrees below horizon.
Altitude: 1,000 feet (observer flying at 10,000 feet indicated and 6,500 feet actual. Object estimated as 1,000 feet actual or 5,500 feet indicated)
Time in Sight: 13 minutes intermittantly.
Appearance of Objects:
Color: Metallic silver
Shape: Round
Apparent Construction: Unknown. Appeared to be metal.
Size: From 15 to 20 feet in diameter.
Direction of Flight: Southeast, then to northwest.
Tactics or Maneuvers: Smooth horizontal flight. Changes of direction occurred when screened from view by observers' aircraft.
Evidence of Exhaust: None.
Effect on Clouds: Not applicable.
Lights: None observed.
Support: None observed.
Propulsion: No method observed.
Control and Stability: True and stable flight.
Air Ducts: Not observed.
Speed: 450 miles per hour as clocked over known distance, ie, observed and timed while crossing a river. Distance measured by map and speed calibrated upon that.
Sound: Not known.
Maneuver of Disappearance: Disappeared while flying under observer. By the time observer changed direction to continue observation, objects no longer visible. This happened each time.
Each separate sighting was made as aircraft was on a photographic target run, necessitating change of direction to continue observation. Pilot does not know why he did not attempt to follow objects. No effort was made to photograph objects and radar was not being operated in aircraft.
Relative to the Observer:
1st Lt. JAMES E. ANDERSON, AO-2074162
717th Strategic Reconnaissance Squadron
Pilot
Rapid City Air Force Base, Weaver, South Dakota
No pertinent hobbies

Declassification Authority: NND 923007

[redacted]

24-0
Subj: UNCONVENTIONAL AIRCRAFT, Ft. Peck Reservoir, Montana, Lt. JAMES E. ANDERSON (Witness) 25 July 1950

Normal ability to determine
Reliability of observer not questioned
Attention drawn while observing ground area on a photographic run. No fatigue noticeable inasmuch as only 2 hours and 40 minutes of flying time had expired at time of sighting
Witnesses:
1st Lt. BERNARD J. FULLER, CO-Pilot
M/Sgt EUBY BARNES, Engineer
S/Sgt EARL J. LARSON, Right Scanner
All assigned to 717th Strategic Reconnaissance Squadron, Rapid City Air Force Base

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Colonel, USAF
District Commander

[redacted]

24-185-13-35
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 27 8 39 AM '50
OFFICE OF SPECIAL INVESTIGATIONS
AUG 3 1950

3 1 cy to Watenmy

Declassification Authority: NND 923007

Declassification Authority: NND 923007

CONFIDENTIAL

Wrtn 20 Jul 50

24-185/13

(Unclassified) UNCONVENTIONAL AIRCRAFT, Witnesses - Dr. Harold VOTH, Dr. George KLEIN, and Dr. Paul BERGMAN - SPECIAL INQUIRY

Documents & Dissemination Br, Directorate of Intelligence, DCS/O

21 JUL 1950

1

Counter Intelligence Div, Office of Special Investigations, The Inspector General

Maj Nold/bjm/53623
AFCSI

Attached for your information is a Spot Intelligence Report concerning captioned Subject, dated 17 July 1950.

1 Incl
SIR re abv subj fr 13th
DO, Dtd 17 Jul 50

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

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

UNCLASSIFIED

AFCSI FILE COPY

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

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

21 JUL 1950 OUT MANAGEMENT DIV. OSI

UNCLASSIFIED

CONFIDENTIAL

AFCSI

1

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

24-185-13-34X
14

JUL 25 1950

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

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

MT/EES/dmb
17 July 1950

24-0

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Dr. HAROLD VOTH (Witness)
Dr. GEORGE KLEIN (Witness)
Dr. PAUL BERGMAN (Witness)

SPECIAL INQUIRY

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

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

1. SYNOPSIS: On 6 July 1950, three physicians in Topeka, Kansas, reported the sighting of unconventional aircraft in the vicinity of Topeka.

2. DETAILS: On 7 July 1950, Dr. HAROLD VOTH, Winter V. A. Hospital, and Drs. GEORGE KLEIN and PAUL BERGMAN, Menninger Clinic, all of Topeka, Kansas, reported to the Topeka Daily Capital newspaper that they had observed a round, shiny object flying over Topeka during the afternoon of 6 July 1950. According to the physicians' report, the object was "very high in the sky" and "the size of a nickel or quarter." Dr. VOTH stated that it was not a bird or an airplane "because it moved too fast." Dr. KLEIN, who was a member of a radar unit during World War II, stated that the object "sure looked like a disc or saucer." Dr. KLEIN further described the object as "white and very round" and estimated its altitude at ten to twelve thousand feet. Dr. KLEIN stated that he did not believe the object was a balloon, and that it was visible for five to ten minutes before it disappeared. Dr. BERGMAN made no definite comments concerning the object.

The airport weather station, Topeka, Kansas, advised that they had released no weather balloons on 6 July 1950. They further advised that four (4) balloons approximately twelve feet in diameter are released

S

UNCLASSIFIED
~~CONFIDENTIAL~~

Declassification Authority: NND 923007

[redacted]

24-0
Subj: UNCONVENTIONAL AIRCRAFT, Dr. HAROLD VOTH (Witness), Dr. GEORGE KLEIN (Witness), Dr. PAUL BERGMAN (Witness) 17 July 1950

daily at Fort Leavenworth, Kansas, but that winds on 6 July 1950 were unfavorable for drifting the balloons toward Topeka. The object reportedly disappeared in southwesterly direction at approximately 2110 hours, 6 July 1950.

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigations, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Colonel, USAF
District Commander

[redacted]

UNITED STATES AIR FORCE
OFFICE OF SPECIAL INVESTIGATIONS
JUL 18 4 01 PM '50

34-185-13-34
M

[redacted]

JUL 25 1950

(HOLD)

Declassification Authority: NND 923007

Declassification Authority: NND 923007

~~CONFIDENTIAL~~ AFCSI/Maj Nold/bjm/53623
Wrtn 18 Jul 50

24-185

(Unclassified) UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950 west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness)

Documents & Dissemination Branch
Directorate of Intelligence, DCS/O

UNCLASSIFIED 19 JUL 1950

1

Counter Intelligence Div, Office of Special Investigations, The Inspector General

Maj Nold/bjm/53623
AFCSI

1. Reference is made to R&R this Directorate concerning captioned subject, dated 13 July 1950.

2. Attached is a copy of an additional report regarding this matter. This report is a summary of events which have transpired since the submission of Spot Intelligence Report, dated 5 July 1950, and is forwarded for your informational purposes.

1 Incl
Rpt re abv subj dtd 11
Jul 50 fr DO #13

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

AFCSI FILE COPY

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

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

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

19 JUL 1950 MANAGEMENT DIV. O S I AFCSI

Arnold
MRLevy

UNCLASSIFIED

~~CONFIDENTIAL~~

JUL 24 1950

24-185-13-33 X
USAF IG
OFFICE OF M
SPECIAL INVESTIGATIONS

1

Declassification Authority: NND 923007

UNCLASSIFIED

AFCIN FILE COPY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY
DATE DEC 1975

USAF
OFFICE OF
SPECIAL INVESTIGATIONS

UNCLASSIFIED

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

24-0

MT/EES/dmb
11 July 1950

SUBJECT: UNCONVENTIONAL AIRCRAFT
Sighted 29 June 1950, west of Kingman, Kansas
Rev. ROSS VERMILLION (Witness)

SPECIAL INQUIRY

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

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

1. Reference is made to Spot Intelligence Report, this Headquarters, subject and file as above, dated 5 July 1950.

2. The following is a summary of events which have transpired since the submission of referenced report:

On 5 July 1950, Special Agent EARL H. PRICE, Wichita, Kansas, was contacted by Special Agent CECIL FRANKLIN, Federal Bureau of Investigation, Wichita, Kansas, relative to any knowledge the Agent possessed regarding one RICHARD S. BRANNIN. BRANNIN is allegedly a technical representative of Sperry Gyroscope, Division of Sperry Company, Greatneck, Long Island, New York, and presently on duty with Boeing Airplane Company, Wichita, Kansas, as a technical representative of Sperry Gyroscope. Special Agent FRANKLIN advised that after attempts of Rev. ROSS VERMILLION to contact Special Agent PRICE on 2 and 3 July 1950, VERMILLION had contacted him, FRANKLIN. The following information was received by Special Agent FRANKLIN from VERMILLION:

On Sunday, 2 July 1950, Rev. VERMILLION was contacted by a person who identified himself as RICHARD S. BRANNIN, technical representative of Sperry Gyroscope, and at the time offered VERMILLION five hundred thousand dollars ($500,000.00) if he, VERMILLION, could describe the

UNCLASSIFIED

Declassification Authority: NND 923007

24-0 (1)
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 11 July 1950

flying disc he had observed to the extent that an engineer could design said disc. In addition to the money offered, BRANNIN made further detailed inquiries of VERMILLION regarding what he had observed of the disc. VERMILLION and his wife were both very suspicious of BRANNIN's actions and method of approach, even though he produced identification which seemed authentic to VERMILLION. A check with the USAF Plant Representative's Office, Boeing Airplane Company, Wichita, Kansas, and the Plant Security Office, Boeing Airplane Company, revealed that a picture pass was issued to RICHARD S. BRANNIN on 25 May 1950 as a technical representative of Sperry Gyroscope. VERMILLION identified the photo of BRANNIN and the individual known as BRANNIN who had contacted him and advised that they were one and the same. However, at present neither the USAF Plant Representative's Office nor the Boeing Security Section can positively identify RICHARD S. BRANNIN as a bona fide representative of Sperry Gyroscope. At present, the investigation of RICHARD S. BRANNIN and his connections with Sperry Gyroscope is being conducted by Special Agent CECIL FRANKLIN, Federal Bureau of Investigation.

3. The foregoing is furnished as a matter of information, and as additional data is made available to this office, same will be forwarded. Attached is copy of a sketch previously furnished the local newspapers by VERMILLION and pertaining to the alleged flying disc which he witnessed.

1 Incl
↑Sketch of Flying Disc
FORWARDED AFOIN
N

MATTHEW THOMPSON
Colonel, USAF
District Commander

SECRET
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 14 11 44 AM '50
OFFICE OF
SPECIAL INVESTIGATION
JUL 24 1950
24-185-13-33
(HOLD)

Declassification Authority: NND 923007

OUT
17 1950
MANAGEMENT DIV.
O S I

IN
17 JUL 1950
CI DIV
OSI

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

AFCSI/Maj Nold/dr-53623
17 Jul 50

24-185-13

(Unclassified) UNCONVENTIONAL AIRCRAFT, Richland, Kansas
EUGENE SCHUMAKER (Witness) - SPECIAL INQUIRY

Documents & Dissemination Branch, Directorate of Intelligence, DCS/O

17 JUL 1950

1

Counter Intelligence Div, Office of Special Investigations, The Inspector General

Maj Nold/dr-53623
AFCSI

Attached for your information is a copy of Spot Intelligence Report concerning captioned subject, dated 12 July 1950.

1 Incl.
cc Spot Intel Rpt,
DO #13, 12 Jul 50
subj as abv

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

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

CLASSIFICATION CANCELLED ~~CONFIDENTIAL~~
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV.
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

OUT
17 JUL 1950
MANAGEMENT DIV.
OSI
AFCSI

UNCLASSIFIED

24-185-13F 32 X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
M

~~CONFIDENTIAL~~
1

JUL 25 1950

AFCSI FILE COPY

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

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

MT/EES/dmb
12 July 1950

24-0

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Richland, Kansas
EUGENE SCHUMAKER (Witness)

SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
KURT K. KUNZE, Capt, USAF
BY Historian 4 DEC 1975
DATE

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

1. SYNOPSIS: Mrs. EUGENE SCHUMAKER, 840 Frazier, Topeka, Kansas, stated to news reporters on 8 July 1950 that her husband and three (3) other men sighted an unidentified object in the air near Richland, Kansas, at approximately 0745 hours, 7 July 1950. The object was described as a "flying saucer." (Source: Topeka State Journal, Topeka, Kansas, 8 July 1950)

2. DETAILS: A "flying saucer" was reportedly sighted approximately one and one half (1½) miles west of Richland, Kansas, by four (4) employees of the Tucker Electric Company, Topeka, Kansas, at approximately 0745 hours, 7 July 1950. Mrs. EUGENE SCHUMAKER, 840 Frazier, Topeka, Kansas, wife of one of the men, stated to newsmen that her husband and the three (3) other men, members of an REA line crew were on their way to work near Richland, Kansas, when the "saucer" was sighted. According to Mrs. SCHUMAKER, the men left the automobile in which they were traveling to watch the object. Mrs. SCHUMAKER stated her husband described the object as resembling a "shiny football at first - then when it kept moving it turned and looked just like a plain platter." Mrs. SCHUMAKER stated her husband and the other men followed the object in their automobile "for some time." Mrs. SCHUMAKER stated "He (her husband) said it was definitely not an airplane because it was too slow and too small. He said it was so

UNCLASSIFIED

Declassification Authority: NND 923007

CLASSIFICATION CANCELLED
BY AUTHORITY OF
BY
DATE

14 JUL 1950
CENL INVEST. DIV.
OSI

Declassification Authority: NND 923007

[redacted]

24-0
Subj: UNCONVENTIONAL AIRCRAFT, Richland, Kansas, EUGENE SCHUMAKER (Witness) - Spot Intelligence Report 12 July 1950

shiny they could hardly stand to look at it." Mrs. SCHUMAKER stated further that her husband told her that he could not tell the height of the object above the ground, other than that it was "lots lower than the clouds." Her husband stated, according to Mrs. SCHUMAKER, that the object bore no markings.

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Colonel, USAF
District Commander

[redacted]

Declassification Authority: NND 923007

Declassification Authority: NND 923007

[redacted]

Wrtn 12 Jul 50

24-185

(Unclassified) UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) - SPECIAL INQUIRY

Documents & Dissemination Br, Collection Div,
Deputy Chief of Staff, Operations - Attn: AFOIN

18 JUL 1950 1

Counter Intelligence Div, Office of Special
Investigations, The Inspector General

Maj Nold/bjm/53623
AFCSI

Attached for your information is copy of Spot Intelligence Report, subject as above, dated 5 July 1950.

1 Incl
Cy SIR fr DO #13,
ref abv

DAVID B.BORDEN, JR.
Lt. Colonel, USAF
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

AFCSI FILE COPY

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

AFCSI Paul M. Nold

13 JUL 1950
MANAGEMENT
DIV.
OSI

UNCLASSIFIED

[redacted]

1

24-185-13-31 X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
M
JUL 3 1 1951

Declassification Authority: NND 923007

[redacted]

13 JUL 1950

Disclosure of the nature, source, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL ...
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

AFOSI FORM 123 / EIRE COPY

UNCLASSIFIED

[redacted]

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
JUL 13 1951

13 JUL 1950
MAIL & RECORDS BRANCH
OFFICE OF SPECIAL INVESTIGATIONS
U.S. AIR FORCE

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

INSPECTOR GENERAL USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
Offutt Air Force Base, Omaha, Nebraska
MT/EES/dmb
5 July 1950

24-0

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Sighted 29 June 1950, west of Kingman, Kansas
Rev. ROSS VERMILLION (Witness)

SPECIAL INQUIRY

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

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

1. SYNOPSIS: The Rev. ROSS VERMILLION, his wife, and DWAYNE MULNIX sighted an object hovering over U.S. 54, nine (9) miles west of Kingman, Kansas, about midnight, Thursday, 29 June 1950. The object, about 250 feet in diameter, had a rotary movement on its outer ring, was about 10 feet thick, and had a small canopy raised about 2 feet on top. The object was about 300 feet away when sighted and required about six seconds to disappear from sight. Two deputy sheriffs believe they witnessed the object. VERMILLION former USAF Pilot.

2. DETAILS: The following article appeared in the Wichita Beacon newspaper 30 June 1950:

"An ordained minister who was first pilot on a B-17 bomber which was shot down over Berlin in 1945, swore on a Holy Bible Friday that he actually saw what is commonly termed a 'flying saucer' Thursday night.

"He is the Rev. ROSS VERMILLION, 26, pastor for the last two years of the Christian Church at Cheney, Kansas, and chaplain of the Masonic and Odd Fellows lodges in that city.

S

UNCLASSIFIED

[redacted]

Declassification Authority: NND 923007

[redacted]

[redacted]

CLASSIFICATION CAN
BY AUTHORITY
DATE

[redacted]

IN
7 JUL 1950
GEN. INVEST.
DIV.
OSI

Declassification Authority: NND 923007

[redacted]

24-O
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 5 July 1950

"His statements are backed up by his wife, BETTY, whom he married before he entered the armed forces in 1942. Their two children, CONNIE LEE, four, and 21-month-old KATHY ANN, were asleep when the parents said they saw a weird object hovering on the sky nine miles west of Kingman.

"The Rev. Mr. VERMILLION said the strange craft also was observed by DWAYNE MULNIX, a druggist from Meade, Kansas, and his two daughters.

"'I was trained in the air corps to watch for objects in the sky,' the Rev. Mr. VERMILLION stated, 'and I still do. We had been to Kiowa and were returning home when I noticed a bright red light near Cunningham. Then I saw a white light and figured it was a heavy bomber heading for Wichita.

"'As we drove near the ship I detected a rotary movement on its outer ring. The object was about 250 feet in diameter, about 10 feet thick and had a small canopy raised about two feet on the top.

"'I slowed down and awakened my wife. When a car passed me I waved at the driver and cried 'flying saucer!'

"At the bridge over the Ninnescah River I stopped, and the driver of the other car--Mr. MULNIX--joined us. He told us that one of his daughters had seen the object near Greensburg and that he told her she was crazy when she said she had seen a flying saucer. He added that she remarked to him that he might think otherwise if they encountered someone else who saw the ship.

"At first I thought we might be observing a helicopter. I looked closely for retracting gear but saw none. The ship was hovering over two tractors which were in operation on a small plot of ground.

"The canopy part of the object was made, I am sure, of Alcoa because I have seen a lot of that type of metal. The moon was shining brightly and the craft was plainly discernible.

"After we had watched it for several minutes we decided that we would get in our cars and try to drive as close to it as possible. I turned out the lights on my car but Mr. MULNIX had his on.

"But as we approached the ship someone on it must have seen us, because it shot up at a 45-degree angle and disappeared. As it went up the lights dimmed out.'

[redacted]

Declassification Authority: NND 923007

[redacted]

24-O
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 5 July 1950

"The Rev. Mr. VERMILLION said he saw testing of F-86 Shooting Stars and that he has seen B-47 jets in operation but that he never before had witnessed acceleration like that of the unusual object.

"I saw a lot of weird things while I was in prison camp in Germany," the pastor related, 'but nothing as weird as that ship. I couldn't help but think what pictures it might get by use of infra-red film over the Boeing plant.

"I am convinced that it is not radio-controlled. I think the pilot saw us. Why the ship was hovering is a mystery. The pilot may have been checking a camera or, since the plane was seen near Greensburg, he may have been checking traffic on US-54 Highway.'

"The minister drew two sketches of the 'saucer' Friday, one as he actually saw it and one as he imagined it would appear to someone looking at it from above.

"A former resident of Cunningham, the Rev. Mr. VERMILLION was graduated from high school at Santa Ana, Calif., and then entered the air corps. He was with the 95th Bomber Group, 334th Bomb Squadron of the Eighth Air Force.

"He was shot down over Berlin, March 17, 1945, and liberated a month later. He held the rank of second lieutenant. Since World War II he has been a full-time minister for the Christian church.

"The 'saucer' made no noise, the Rev. Mr. VERMILLION said, and there was no flame when it took off. He estimated the diameter as equivalent to the length of the fuselage of a B-29.

"'I will tell you frankly,' he continued, 'I never believed in flying saucers until I saw this one. Mr. MULNIX telephoned me this morning and said apparently no one believes him but I will swear on a stack of Bibles that we saw it.'

"To carry out his declaration, the minister placed his hand on a large Holy Bible in the living room of his home.

"'Six of us saw it and we all know what we saw,' he concluded.

"The minister said the 'saucer' was between 300 and 500 feet above ground. He estimated that he regarded it from a few minutes before midnight until 10 or 15 minutes after midnight.

[redacted]

Declassification Authority: NND 923007

[redacted]

24-O
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 5 July 1950

"The Rev. Mr. VERMILLION said that when he first saw the 'saucer' he planned to turn a spotlight on his automobile upward toward it but that his wife said she was afraid and asked him not to do so."

The following article appeared in the Wichita Eagle newspaper 30 June 1950:

"Rev. ROSS VERMILLION of Cheney said Friday morning that he hoped, 'there won't be too much of a fuss made over us seeing that flying disc.

"'I'd hate to have my congregation shaking their heads about me,' he said.

"Rev. VERMILLION, pastor of the Cheney Christian church, saw the mysterious flying object hovering over U.S. 54 nine miles west of Kingman at about midnight Thursday.

"He reported the incident to The Wichita Eagle and since then life at his house has been 'just one telephone call after another.'

"'First it was the Associated Press, then another newspaper, then the air force, and I don't know who all,' said Mrs. VERMILLION. 'I'm afraid the children will begin to wonder what it's all about. We haven't told them just what happened yet.'

"'Right now, before anyone starts spreading screwey stories about us,' the minister continued, 'I want to say that we didn't see anything alive on that thing.

"'There were absolutely no little green men with egg on their whiskers or any other assorted do-bobbies.

"'I was a pilot during the war, and I've been a minister here in Cheney for two years. I have no desire to be pointed out as a nut or to have my children pointed out as little nuts.

"'But the fact is that we saw this thing--I won't call it a flying saucer because it wasn't shaped like one--this 'disc' in the sky.

"'We have people to back us up--the man from Meade who met us on the road. It was only up about 300 feet and there were no clouds with a full moon. We had about as clear a view of it as anyone could hope to have.

[redacted]

Declassification Authority: NND 923007

[redacted]

24-0
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 5 July 1950

"'I was going to shine my car's spotlight on it...'

"'But I stopped him,' put in Mrs. VERMILLION. 'I didn't want that dingus taking out after us. Chances are we'd have gone up in a puff of smoke or something.'

"'So I just watched,' her husband continued. 'It was about as big around as a B-29 is long. And it was a perfect circle. The edge was toward us when we first saw it. It had exactly the shape of a discus like they throw in the Olympics, except for a sort of pilot's canopy on top.

"'There wasn't anyone or anything under that canopy.

"'When we drove closer we had a bottom view. The outer rim was rotating--we could tell that--and the inside was stationary.

"'After the man from Meade and his family came up, we started back to where we'd been. I turned off my lights, so as not to scare whoever was flying it. The other guy didn't though, and when that gadget saw both of us coming--it took about six seconds to get clean out of sight.

"'That's all there was.'

"'I was scared,' said Mrs. VERMILLION.

"'So was I,' agreed her husband. 'If it had a gun I didn't see it, but it wouldn't have needed one. I'd have died of fright the first move it made after me.'

"With regard to the possible effect of the 'disc' on his work as a minister, Rev. VERMILLION said he 'wasn't sure.'

"'Probably won't have much effect, I hope,' he said.

"'I had thought of including it in my sermon Sunday, but I don't think I will, now. People are funny about things like that. I'd hate to have a member of my congregation sit on my head while someone called the laughing-academy.'

"Have many Wichitans actually seen flying saucers but refused to mention the fact for fear of being laughed at?

"VERN SCOTT and CHARLIE COOPER, deputies of Sheriff BOB GRAY, think this may be the case.

[redacted]

Declassification Authority: NND 923007

[redacted]

24-O
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 5 July 1950

"Several nights ago, the two deputies were making their routine patrol near Furley, early in the morning. They saw a red glow in the night sky, of mysterious origin.

"'I thought it was a meteor,' said SCOTT, 'until I realized that meteorites don't fall up.'

"The pair thought then that the red streak of fire was caused by a jet plane and that they couldn't hear the roar of the jet because their automobile engine was running. They turned off the motor--and all was silent. The red streak then went up at a 45 degree angle and went out of sight.

"SCOTT and COOPER didn't mention their experience because they were afraid of having fun poked at them. Then in the Friday Morning Eagle, a story was reported in which Rev. ROSS VERMILLION of Cheney told of seeing a flying saucer.

"When a man of the cloth had the courage to risk the belittlement of his fellows so, decided the deputies, did they. They told the story."

During the course of an interview between an OSI Agent and VERMILLION on 1 July 1950, it was determined that VERMILLION and his wife were quite positive of seeing a flying disc.

In addition to the information obtained from the clippings, VERMILLION observed that the object was not shaped like a saucer but more like a disc, or two saucers stuck together with a small protrusion or canopy about 10-15 feet in diameter on top. The rotor or outer spinning portion of the object was observed to be rotating counter-clockwise as viewed from the underside of the disc. It was estimated that the spinning portion of the disc was approximately 10-15 ft. from outer edge to inner edge; no vanes, blades etc. were detected. Disc had a white light on top, a red light on the north side and a green light on the south side as viewed from the west side of the disc. Disc was estimated to be 200-250 ft. in diameter and approximately 15 ft. thick at center.

It was learned that the article printed by the Wichita Eagle regarding inquiries from the Air Force was in error. VERMILLION stated that he had not been contacted by the Air Force.

VERMILLION stated that since seeing the disc he has contacted the two farmers on the tractors over which the disc was hovering and neither of them saw the object.

[redacted]

Declassification Authority: NND 923007

[redacted]

24-0
Subj: UNCONVENTIONAL AIRCRAFT, Sighted 29 June 1950, west of Kingman, Kansas, Rev. ROSS VERMILLION (Witness) 5 July 1950

VERMILLION stated that the passerby, DWAYNE MUINIX, who with his wife and two daughters observed the disc, is presently residing in the Lennox Hotel, St. Louis, Missouri.

3, ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Colonel, USAF
District Commander

[redacted]

7

24-18513-31

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 7 11 25 AM '50

SECURITY
OFFICE OF SPECIAL INVESTIGATIONS
JUL 24 1950

(WOLD)

Declassification Authority: NND 923007

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

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

MT/EES/dmb
24 April 1950

SPOT INTELLIGENCE REPORT

UNCLASSIFIED

SUBJECT: UNCONVENTIONAL AIRCRAFT
Mrs. LAWRENCE D. THEILEM (Witness)
Mr. FRANCIS PARKER (Witness)

SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

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

1. SYNOPSIS: Two civilians reported seeing unconventional aircraft on 5 April 1950 in the vicinity of Lead and Deadwood, South Dakota. One of these observers was interviewed on 18 April 1950.

2. DETAILS: On 18 April 1950, while developing leads regarding personnel investigations, Special Agent FLORETH was informed that a Mrs. LAWRENCE D. THEILEM, 127 Roosevelt Street, Lead, South Dakota; and a Mr. FRANCIS PARKER, Attorney, Deadwood, South Dakota, had reported sighting unconventional aircraft on 5 April 1950. PARKER was not immediately available for interview, but Special Agent FLORETH managed to conduct a preliminary interview with THEILEM on 18 April 1950. THEILEM stated that on 5 April 1950, at approximately 1215 hours (MST) she saw a dull white, disc shaped object, like a "flying saucer," traveling in a straight line in a northwesterly direction. She stated further that from where she was standing in her backyard at the above address, the object appeared to be about three (3) or four (4) miles distant in a northeast direction at an angle of sight of about 45 degrees. THEILEM said the object reminded her of two saucers placed rim to rim, and had the apparent size of such an object if it were only a few feet from her. She said it moved swiftly at constant speed, was in sight about 10 or 15 seconds and then disappeared behind some nearby trees. It had no lights, emitted no sound, left no smoke or vapor trail, was not marked, and was not equipped with any visible control surfaces, and did not have a metallic appearing surface.

S

UNCLASSIFIED

[redacted]

Declassification Authority: NND 923007

[redacted]

SPOT INTELLIGENCE REPORT

Subj: UNCONVENTIONAL AIRCRAFT, Mrs. LAWRENCE D. THEILEM (Witness), Mr. FRANCIS PARKER (Witness) 24 April 1950

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

[redacted]

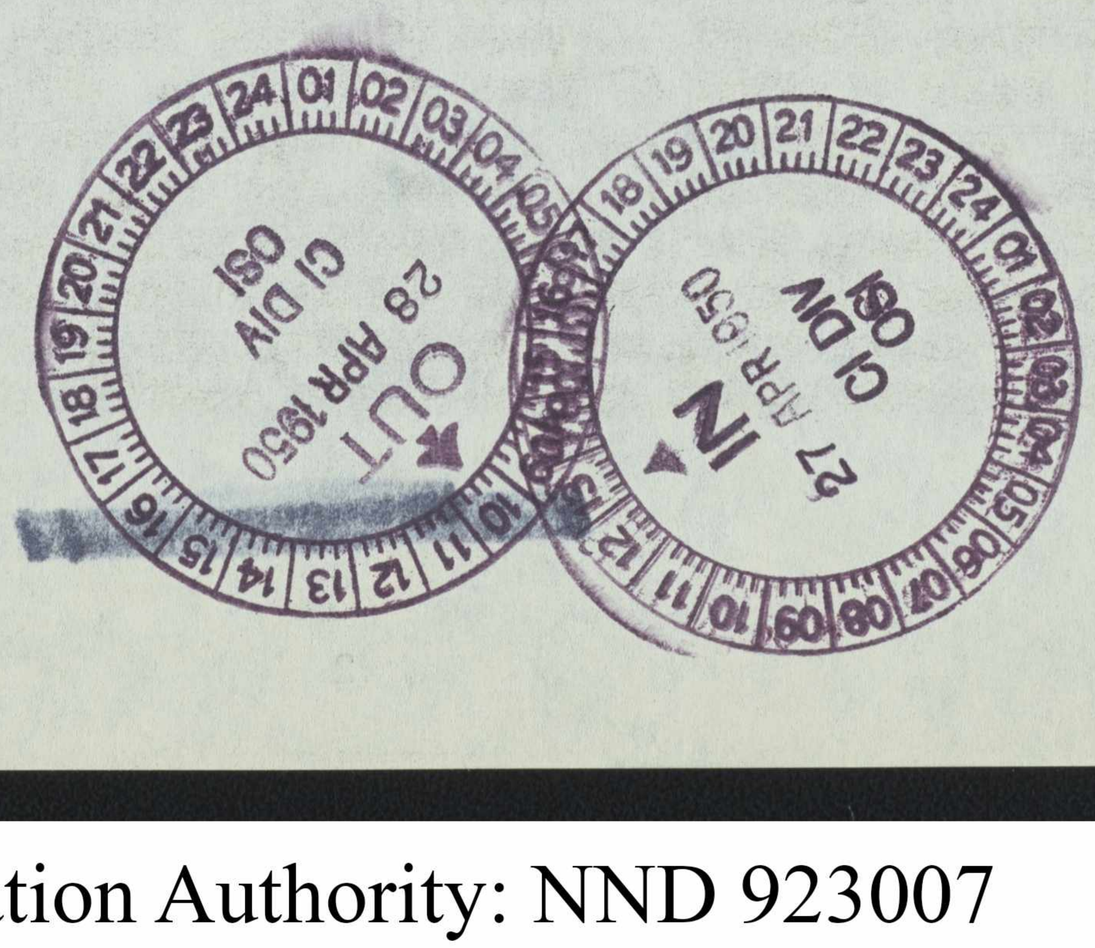
94-185-1330

UNITED STATES AIR FORCE
INSPECTOR GENERAL
APR 27 11 30 AM '50
OFFICE OF
SPECIAL INVESTIGATIONS

SECURITY

MAY 2 1950

Declassification Authority: NND 923007



Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

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

MT/EES/dmb
24 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Mr. ROY J. DEIG (Witness)
Rapid City, South Dakota

SPECIAL INQUIRY

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

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

1. SYNOPSIS: Radio station KOTA, Rapid City, South Dakota, announced on 4 April 1950 that Mr. ROY J. DEIG had observed a flying disc just outside of Rapid City, South Dakota, on 21 March 1950.

2. DETAILS: On 4 April 1950, at approximately 2145 hours (MST), radio station KOTA, Rapid City, South Dakota, announced during its news broadcast that Mr. ROY J. DEIG, Construction Superintendent for the MacDonald Engineering Company, had observed a flying disc at approximately 1130 hours (MST) on 21 March 1950, just outside of Rapid City, South Dakota. On 5 April 1950, DEIG was interviewed by the writer and stated that he had not mentioned the matter sooner for fear of ridicule from fellow employees and friends. He further advised that on 21 March 1950, while he was working in his temporary construction office at the South Dakota Cement Plant, Rapid City, South Dakota, one of the employees, WALTER BENTON, came running in and said, "Hey, come look at the flying saucer." DEIG stated that he immediately went outside and saw what appeared to be a metal disc traveling north at about 8,000 feet and about 2 miles distant in a direction of N N W of him. He stated that he watched the object for about 2 minutes, during which time it made a circle about a mile in diameter, traveling in a clockwise direction, and then shot straight up and disappeared in some clouds. Other witnesses at the time were WALTER BENTON, now at Manly, Iowa; and FRANK MAC ELHANEY, now at Little Ferry, New Jersey.

S

UNCLASSIFIED

[redacted]

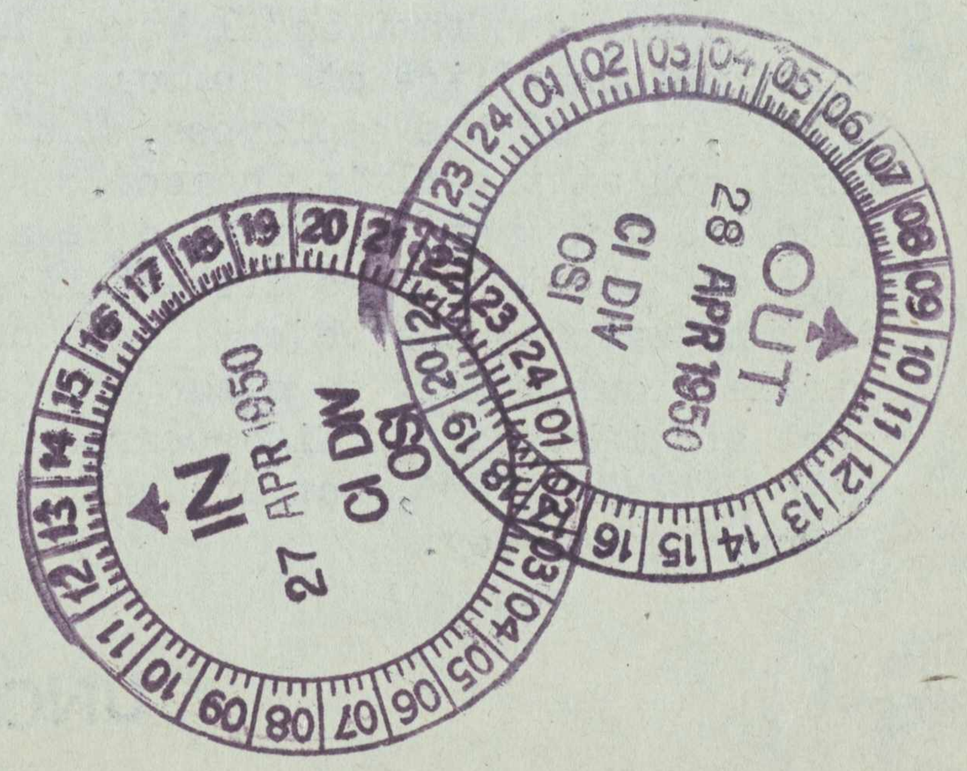
SECURITY
24-185-13-29
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAY 1950

File Quinnett

Declassification Authority: NND 923007

[redacted]

[redacted]



[redacted]

Declassification Authority: NND 923007

[redacted]

SPOT INTELLIGENCE REPORT

Subj: UNCONVENTIONAL AIRCRAFT, Mr. ROY J. DEIG (Witness), Rapid City, South Dakota 24 April 1950

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

[redacted]

Declassification Authority: NND 923007

[redacted]

AFCSI-6
Maj. Detwiler/amb/71776
7 Feb 51

24-185

(Unclassified) Unconventional Aircraft, Sioux City, Iowa
SPECIAL INQUIRY

Directorate of Intelligence
ATTN: Lt. Col. Willis

8 FEB 1951

1

Counter Intelligence Division, Directorate of Special Investigations, The Inspector General

Maj. Detwiler/amb/71776
AFCSI-6

Herewith for your information and any action deemed necessary is copy of Spot Intelligence Report, 13th District, dated 1 February 1951, subject as above.

1 Incl:
Cy of Spot Intel Rpt
dtd 1 Feb 51 w/9 incls.

GILBERT R. LEVY
ActgChief, Counter Intel Div
Dir. of Special Investigations
The Inspector General

When Incl No. ___1___ is (~~are~~) withdrawn or not attached, the classification of [redacted] on this correspondence will be cancelled in accordance with par 25 e, AFR 205-1.

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

Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority.

OUT
8 FEB 1951
MANAGEMENT DIV.
AFCSI-6

FEB 20 1951

[redacted]

UNCLASSIFIED

27-185-13-28
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI FILE COPY

Declassification Authority: NND 923007

8 FEB 1951

UNCLASSIFIED

Declassification Authority: NND 923007

AIR MAIL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

INSPECTOR GENERAL USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
Offutt Air Force Base, Omaha, Nebraska
MT/PEC/mb
1 February 1951

24-0

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Sioux City, Iowa

SPECIAL INQUIRY

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

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

1. SYNOPSIS: Reference is made to TWX 13 OSI 27, dated 21 January 1951, concerning unconventional aircraft sighted over Municipal Airport, Sioux City, Iowa, 20 January 1951, by Controller and Assistant Controller of the airport control tower, who advised pilot of Mid-Continent Airline Flight #9 which was taking off at the time. Object observed by pilot and co-pilot of Flight #9 under conditions of bright moonlight and excellent visibility for a period of approximately fourteen (14) minutes, appeared to be size of B-29 or larger, without rudder or stabilizer with wing well forward with a straight leading edge, and having no visible means of propulsion.

2. DETAILS:

AT SIOUX CITY, IOWA

a. This inquiry made upon instructions received from Colonel MATTHEW THOMPSON, District Commander, 13th OSI District (IG), USAF, Offutt Air Force Base, Omaha, Nebraska, who was a passenger on Mid-Continent Airline Flight #9, departing Sioux City Municipal Airport, Sioux City, Iowa, 2027 hours, 20 January 1951.

b. On 20 January 1951, Special Agent WILLIAM P. SIX was contacted by JOHN M. WILLIAMS, Controller, CAA Control Tower, Sioux City Municipal Airport, Sioux City, Iowa, at 2040 hours. Mr. WILLIAMS advised that he was following the instructions he received from Captain VINTHER of Mid-Continent Airline Flight #9 that departed from the Municipal Airport, Sioux City, Iowa, at 2027 hours, and advised that he had something to report.

S

UNCLASSIFIED

447

Declassification Authority: NND 923007

BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

c. On 20 January 1951, at 2055 hours, Mr. JOHN M. WILLIAMS, Controller, and Mr. MILLARD H. KEENAN, Assistant Controller, CAA Tower, Sioux City Municipal Airport, Sioux City, Iowa, were interviewed and they both stated substantially as follows:

At approximately 2020 hours, this date, they observed a very bright light west of the field on an approximate heading of 280 degrees to 285 degrees from the control tower, and at an estimated altitude of 2000 to 3000 feet, at a distance of 2½ to 3½ miles, almost over the four radio towers at Dakota City, Nebraska. This light was very bright and stayed at a very high intensity for approximately 1 to 2 minutes. Mr. WILLIAMS attempted to view the light through field glasses, but could not distinguish any shape or form associated with the light. Mid-Continent Airlines Flight #9 was preparing to take off, and the Captain of the ship was advised of the light, also requested to keep a lookout for it as the tower did not know what it was. Mid-Continent Flight #9 started down the runway (NW - 310 degrees), and the object moved from a hovering position, just mentioned, to a position SW of the field, and at an altitude of about 8000 to 9000 feet, this transition taking approximately 30 seconds. Mid-Continent flight #9 leaving the runway at 2027 hours (CTS), and commenced a climbing turn to the left. While in this attitude the Captain of Flight #9 reported that he could see a very bright star. The control tower advised that the object had moved from its original sighting position to a position SW of the field, and about 9000 feet, above the position of the Mid-Continent Plane Flight #9. The Captain reported that he had the object in view, and that it appeared to be a very large military aircraft, requesting if the tower had knowledge of any in the area, also if there were any jets in the area. The tower advised the Captain that there were none that they had been advised of. Flight #9 continued in a turning attitude and climbing. When approximately south of the field, the Captain of Flight #9 reported that the object was flying a loose formation with his ship. At this position the tower lost sight of the object due to an emergency landing operation with a Cessna Airplane, type 140, approximate time was 2033 hours (CTS). At 2031 hours the Captain of Flight #9 advised the tower that he was approaching the field from the SE on a NW heading, and that the object was now on his tail. The tower saw the object, and Flight #9 continued on across the field, the object remaining in a position East of the field at an estimated altitude of 2000 feet to 3000 feet, 1 to 2 miles away. Flight #9 started a right turn just prior to reaching

Declassification Authority: NND 923007

BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

the river (Missouri) and came to a heading of almost East, then turning to the left, and when almost out of the turn (to an approximate heading of SW) the object departed from its hovering position, East of the field, and at a high rate of speed. It passed directly under Flight #9, at approximately one-half ($\frac{1}{2}$) of the altitude of Flight #9, heading NW and passed out of view at approximately 2034 hours (CTS). Further sightings of unidentified objects not made. At approximately 2036 hours an airplane of the Beechcraft type arrived at the station and landed, closing flight plan from Minneapolis. Mr. KEENAN handled this operation, and stated that he had knowledge of the Beechcraft and the object, and could locate them in different positions in this area at the same simultaneous moment as the Beechcraft was in the landing pattern while the object was passing out of sight to the NW.

d. Weather observation report for the Sioux City Municipal Airport, Sioux City, Iowa, was obtained from the Weather Bureau Station at the Municipal Airport, Sioux City, Iowa, at approximately 2100 hours (CTS): Clear, 15 miles visibility, temperature plus 7 degrees, dew point minus 4, wind northwest 7 miles per hour, altimeter setting 30.53. Observation made at 2030 hours (CTS). Winds aloft, observation made at 2055 hours, 20 January 1951, is as follows:

Altitude	Direction	Velocity
2000	350	14
3000	340	17
4000	330	19
5000	330	19
6000	330	20
7000	320	21
8000	320	22
9000	310	23

(Note: Altitudes listed above are corrected to sea level)

e. Mid-Continent Airline Flight #9, departure time recorded as 2031 hours (CTS), with a take-off time of 2027 hours. Pilot and Co-pilot were WINTHER and BACHMEIER, respectively. Hostess recorded as Miss P. THOMPSON, all based at Kansas City, Missouri. Passengers on the flight were: Boarded at Watertown, South Dakota, Mr. JUDD LANGENFEIL, Castlewood, South Dakota; and Mr. H. J. SWAN, Lincoln, Nebraska. The following persons boarded at Huron, South Dakota: Mr. L. H. CORNELL, 158 11th Street SE, Huron, South Dakota; THOMPSON and SPARKS, Omaha, Nebraska. Names of other passengers not available at this time.

Declassification Authority: NND 923007

BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

f. Airplane, Cessna type 140, N-1810V, arriving Municipal Airport, Sioux City, Iowa, at 2033 hours (CTS), piloted by Mr. ROBERT E. JONES, 4601 Polk Street NE, Minneapolis 21, Minnesota.

g. Airplane, Beechcraft type Bonanza, N-3137V, arriving Municipal Airport, Sioux City, Iowa, at 2036 hours (CTS), piloted by Mr. C. A. ORUM, 1325 Glenarm Street, Denver, Colorado.

h. In a telephone conversation with Colonel MATTHEW THOMPSON, District Commander, 13th OSI District (IG), USAF, Offutt Air Force Base, Omaha, Nebraska, advised Special Agent SIX, on 20 January 1951, at approximately 2300 hours, that he and Special Agent SPARKS, were passengers on the Mid-Continent Airline Flight #9 that departed Sioux City at 2030 hours. The Colonel further stated that he did not see the object, and so far as he knows no one else on Flight #9 saw it except the pilot and co-pilot, and Special Agent SPARKS, who advised that he saw lights which he believed at the time to be those of another plane.

i. On 20 January 1951, Special Agent SIX accompanied Mr. T. JAY ALBERTSON, Chief Controller, CAA Tower, Sioux City Municipal Airport, Sioux City, Iowa, to the Operations Room of the 174th Fighter Squadron, Iowa Air National Guard, Sioux City Municipal Airport, where he transmitted a report in accordance with CAA directives in regard to this incident. The title of this regulation is as follows: JANAP - 146(A), RESTRICTED, COMMUNICATION INSTRUCTIONS for REPORTING VITAL INTELLIGENCE SIGHTING from AIRCRAFT. (CIRVIS). This regulation ordered by the Joint Chiefs of Staff, Joint Commissions Electronic Committee, Washington 25, D. C., published or dated September 1950. Report was transmitted to the CG, CONAC, Mitchell AFB, SEC DEF Washington, and the nearest Military District. This report transmitted to Denver Flight Service by "Long-Line" for transmission to the aforementioned departments.

AT KANSAS CITY, MISSOURI

j. On 21 January 1951, Mr. LAWRENCE W. VINTHER and Mr. JAMES F. BACHMEIER, pilots of the Mid-Continent plane which had observed the object in the sky were interviewed at the Kansas City Municipal Airport.

k. Mr. LAWRENCE W. VINTHER, 6028 Buena Vista, Mission, Kansas, pilot of the plane, advised that the object was first sighted on takeoff at the Sioux City Airport after their attention had been directed to the object by the control tower. The time was approximately 2026 hours, 20 January 1951. At first there was only a light, described as between red and orange, visible at a distance estimated to be four miles and at an altitude of approximately 8000 feet from the ground. The light was in

Declassification Authority: NND 923007

BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

a southwesterly direction at an angle of 45 degrees from the horizon. As their airplane left the ground, and in coordination with the tower operator, they circled to their left or in a west to south direction and the object circled with them at a distance estimated at four miles and with an estimated speed of a jet, keeping abreast or ahead of their plane at a wider arc. Their plane at the time was traveling approximately 120 miles per hour. As their plane continued circling toward an easterly direction, the object blinked lights which appeared like normal running lights on a plane but the blinking appeared as if it were manually controlled. When the object reached a point due east of their plane, which was then headed east, there appeared a single bright light similar to a landing light which was visable only a short time, and as their plane began circling toward the north the object suddenly made a sharp 90 degree turn and descended at them, crossing in front and above their plane, and took up a position on their left approximately 200 feet away, traveling in the same direction and at the same speed. The object remained in this position approximately two or three seconds and then disappeared below their plane and was not seen again. Mr. VINTHER stated that the tower advised that the object was following just below them, but they could not maneuver their plane so as to observe the object again, and shortly thereafter continued their scheduled flight to Omaha, Nebraska. The total time of observation of the object was estimated to be about four minutes.

l. When the object made its descent on their plane and took its position on their left, Mr. VINTHER stated it appeared to be as large as a B-29 to one and one-half the size of a B-29. The fuselage appeared to be cigar shaped and the wing was long and slender, mounted well forward on the fuselage, and the edge was straight across and gave the appearance of a cigar that had been flattened. The wing was described as mounted from mid to high on the fuselage, and there were no engine nacelles visable. The wing had the appearance of a glider wing. No lights were visible when the object was along side their ship, and no forms or objects could be seen in the object. Mr. VINTHER stated he did not observe any rudder or stabilizers on the rear of the object's fuselage.

m. All during the observation of the object the weather conditions were described as a clear moonlight night.

n. Mr. VINTHER stated he observed no evidence of any exhaust; could not determine the object's means of propulsion; heard no noise other than the engines of their own plane; and received no interference on their radio at any time while talking with the tower even when the object was in their immediate vicinity.

o. Mr. VINTHER stated the object appeared to always be under perfect control and moved at will, varying in speed from high speed down to the climbing speed of their plane which was 120 MPH. The object did not flutter or oscillate, and it maintained a stable position at all

Declassification Authority: NND 923007

BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

time observed. The object appeared able to maneuver with great ease and could turn, slow down and speed up in a manner never observed in any type of conventional aircraft before observed by Mr. VINTHER.

p. Mr. JAMES F. BACHMEIER, 2908 Parkwood, Kansas City, Kansas, Co-Pilot of the plane, stated in substance the same as Mr. VINTHER regarding his observation of the object.

q. Mr. BACHMEIER further stated that the amazing thing to him was when the object went from a position judged to be 2 miles ahead and 4000 feet above their plane, to a position almost along side them, and then come directly at them at a terrific speed and take up a position next to them and on their left.

r. During the time their plane was making its circle after takeoff, and the object was to their right at a distance estimated at 2 or 3 miles away and a height of 8000 feet, it was estimated to be traveling at a speed of 500 MPH.

s. On 22 January 1951, Mr. VINTHER made a signed statement, a True Copy of which is attached as Inclosure No. 1.

t. On 22 January 1951, Mr. BACHMEIER made a signed statement, a True Copy of which is attached as Inclosure No. 2.

u. Attached as Inclosure No. 3 is True Copy of joint statement signed on 22 January 1951, by JOHN M. WILLIAMS, Air Traffic Controller, and MILLARD H. KEENAN, Assistant Air Traffic Controller, Municipal Airport, Sioux City, Iowa.

v. Also attached as Inclosures #4 through #9 are photostatic copies of sketches and newspaper clippings regarding the incident.

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject: "Unconventional Aircraft", dated 8 February 1950.

24-185-13-28

24-185-13-28X2

9 Incls:
#1 - True cy signed statement of LAWRENCE W. VINTHER, 22 Jan 51.
#2 - True cy signed statement of JAMES F. BACHMEIR, 22 Jan 51.
#3 - True cy signed statement of JOHN M. WILLIAMS and MILLARD H. KEENAN, 22 Jan 51.

MATTHEW THOMPSON
Colonel, USAF
District Commander

COUNTER INTELL.

FEB 6 9 04 51

FEB 20 1951

SPECIAL INVESTIGATIONS

File Destroyed

000586

6

Declassification Authority: NND 923007

FEB 8 1951 CIA
FEB 6 1951 OUT

Declassification Authority: NND 923007

BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

Inclosures continued:

#4 - Photostatic cy of sketch of object.
#5 - Photostatic cy of sketch prepared by BACHMEIR showing flight of object.
#6 - Photostatic cy of sketch showing flight of object in relation to map of area.
#7 - Photostatic cy of item from Sioux City Journal, 22 Jan 51.
#8 - Photostatic cy of item from Sioux City Journal-Tribune, 22 Jan 51.
#9 - Photostatic cy of item from Kansas City Star, 22 Jan 51.

cc (in dupl): Intel Dept, AMC
THRU: DO #5

Declassification Authority: NND 923007

Kansas City, Missouri
22 January 1951

On 20 January 1951, at 2026 hours, I was piloting a Mid Continent DC-3 aircraft and was taking off in a north west direction at the Sioux City, Iowa Airport assisted by James F. Bachmeier, Co-Pilot, when our attention was called by the control tower operator, to an object in the sky to the west of the field. The object at first appeared to be between a red or an orange light and I would estimate that it was approximately 4 miles away at an altitude of approximately 8,000 feet, at a 45 degree angle.

As our plane left the ground, and at the request of the control tower operator, we started our climb and circled in a counter clock wise direction. Our speed during the climb was approximately 120 miles per hour. The object was moving in a wider arc around us going in the same direction. When the object reached a point southeast of our plane, it blinked some lights which appeared like normal running lights on a plane but the blinking appeared as if it were manually controled. When the object reached a point due east of the direction that our plane was headed, there appeared a single bright light similar to a landing light which was visible only a short time and as our plane began circling toward the north, the object suddenly made a sharp 90 degree turn and desended toward our plane at a terrific speed, crossing over and in front of our plane. The next thing I knew, the object was on our left, traveling in the same direction, about 200 feet from our left wing and at the same speed. The object remained in this position approximately two or three seconds and then disappeared below our plane and was not seen again. The tower advised that the object was following just below our plane but we could not maneuver our plane so as to observe it again, and continued on our scheduled flight to Omaha.

The object appeared to be as large as a B-29 to one and one half times the size of a B-29. The fuselage appeared to be cigar shaped and the wing was long and slender, mounted well forward on the fuselage and the edge was straight across. The wing was mounted from mid to high on the fuselage and looked like a glider wing. There were no nacelles visible. I did not observe any rudders or stabilizers on the object. I observed no evidence of any exhause; could not determine its means of propulsion; heard no noise other than our own planes engines; and received no interference on our radio.

The object appeared to always be under perfect control, and moved at will, varying in speed from very high speed down to the climbing speed of our plane.

/s/ Lawrence W. Vinther
LAWRENCE W. VINTHER

William Durrett
S/A OSI

A TRUE COPY:
Earl E. Sparks
EARL E. SPARKS
Captain, USAF

Incl #1

Declassification Authority: NND 923007

JAMES F. BACHMEIR
Page 1 of 4 pages.

2908 Parkwood Bvld
Kansas City, Kans
22 Jan 1951

Captain Vinther, Pat Thompson and myself, James F. Bachmeier, were the crew departing Kansas City on Mid Continent Flight 76 at 0750 January 20. We terminated the flight at Minneapolis at about 1230 after making stops at Des Moines, Waterloo, and Rochester. We arrived an hour late due to head winds. Other than that the flight was normal.

We departed Minneapolis on schedule at 1635, after a four hour rest during which time I visited my mother and some friends of the family in St Paul. Enroute on Flt 9 we made scheduled stops at ~~Wather~~ Watertown, Huron, Sioux Falls and Sioux City, operating close to scheduled time.

When taxing out at Sioux City, the tower operator advised us of an object he had sighted west of the field and asked us to investigate. We took off

and immediately spotted the object west of the field at an estimated altitude of 8000' and about three miles distant. The object's path of flight was in an arc from a position west of the field through south and to a position east of the field. We took off northwest and made a turn inside the object to the left until he was directly ahead of us on an easterly heading at an estimated altitude of 8000' and about two miles ahead of us. At this point we were 4000' climbing at an indicated airspeed of 120 MPH.

Just before getting him in a position directly ahead of us we noticed three blinking lights (red, green, white) that blinked about 6 times and appeared to have been operated manually. Then as the object was directly ahead of us we noticed a white, bright light

similar in intensity to one of our landing lights. This light lasted only a couple of seconds, but seemed to be coming from where I would judge to be the side of the fusalage; although at the distance he was from us that would be hard to ascertain.

Up until this point I would judge the speed of the object to be somewhere between 400 and 500 MPH.

Now at this point when the object was ahead of us about two miles and about 4000' above, it seemed to make a 90° turn to the right and then come directly at us at a terrific speed, which I wouldn't try to estimate, and suddenly take up a position about 200' to the left of us and stay with us at our speed for a few seconds. It seemed to have a cigar shaped fusalage about the length of a B29 and a straight wing almost as long mounted slightly

forward of the center of the plane. There seemed to be no tail members nor any evidence of engines or propellers. The plane dropped below and behind us until I lost sight of it. We informed the ~~twer~~ tower operator and wer'e told he was directly below us but we were never able to see it again. After manouvering

Encl #2

Declassification Authority: NND 923007

around in an attemot to see it again, we took up our course for Omaha and continued our scheduled flight.

/s/ James F. Bachmeier

A TRUE COPY:

Earl E. Sparks

EARL E. SPARKS
Captain, USAF

Pg 2
Incl #2

Declassification Authority: NND 923007

I, John M. Willams, Airport Traffic Controller and Millard H. Keenan, Assistant Airport Traffic Controller were on duty at the Sioux City Airport Traffic Control Tower at Sioux City Municipal Airport, Sergeant Bluff, Iowa from 1600C to 2400C January 20, 1951 and observed the following:

At approximately 2020C a bright light was observed from the control tower. When first noticed the light appeared to be approximately 2,000 feet above the surface on a bearing of approximately 285° from the tower and about 2½ to 3 miles away. This light appeared to be stationery and of extreme brilliance for a period of one to two minutes, then gradually began to fade. At this time Mid-Continent Airlines Flight Nine was given taxi instructions for takeoff and was then advised of the light the tower had in sight. The pilot was unable to locate the light which had faded to a dull glow and was climbing rapidly in a southerly direction. At approximately eight or nine thousand feet and a distance of about four miles the light appeared to become stationery again southwest of the airport. Mid-Continent Airlines Flight Nine took off northwest at 2027C and made a left turn. The tower then advised as to the light's position. Within a few seconds the Mid-Continent Pilot sighted the object. The pilot then turned to a southerly heading and advised the tower the object appeared to be a very large military aircraft. The pilot asked if there were any jet aircraft in the vicinity. The tower then replied there were not any known jet aircraft in the vicinity of the airport. At this time N1810V, a Cessna Model 140 called the tower and advised he was low on fuel and was making an emergency landing at Sioux City. The Cessna was immediately given landing instructions and landed at 2032C. Also, at approximately the same time N 3137V, a Beechcraft Bonanza called for landing instructions and landed at 2036C. At approximately 2030C Mid-Continent Airlines Flight Nine advised the object was flying a loose formation with him. Mid-Continent Airlines Flight Nine was at an approximate altitude of 2500 feet on a northeast heading about one mile southeast of the airport. The pilot asked if the tower had the object in sight. The object could not be observed from the tower. Mid-Continent Airlines Flight Nine then took up a northwest heading circling directly over the tower, advising at the same time the object was directly on their tail. At approximately 2031C the object was observed apparently following Mid-Continent Airlines Flight Nine just before Flight Nine passed over the tower. The pilot then took up a northeast heading and asked for the position of the object. The tower advised the object was in sight about a mile and a half due east of the tower at an estimated altitude of 2,000 to 3,000 feet above the ground apparently in a stationery position. The object then began to move at a high rate of speed in a northwesterly direction. The pilot of Flight Nine again ask the position of the object and the direction it was traveling. The tower advised that the object was approximately half way between Mid-Continent Airline Flight Nine's altitude and the ground and was moving very rapidly in a northwesterly direction. Mid-Continent Airline Flight Nine then proceeded on course to Omaha, Nebraska at approximately 2034C. The object was last sighted from the tower at 2034C headed in a northwesterly direction.

The foregoing statement is true and correct to the best of our knowledge.

Date January 22, 1951

/s/ John M. Williams
John M. Williams

/s/ Millard H. Keenan
Millard H. Keenan

A TRUE COPY:

Earl E. Sparks
EARL E. SPARKS
Captain, USAF

Incl #3

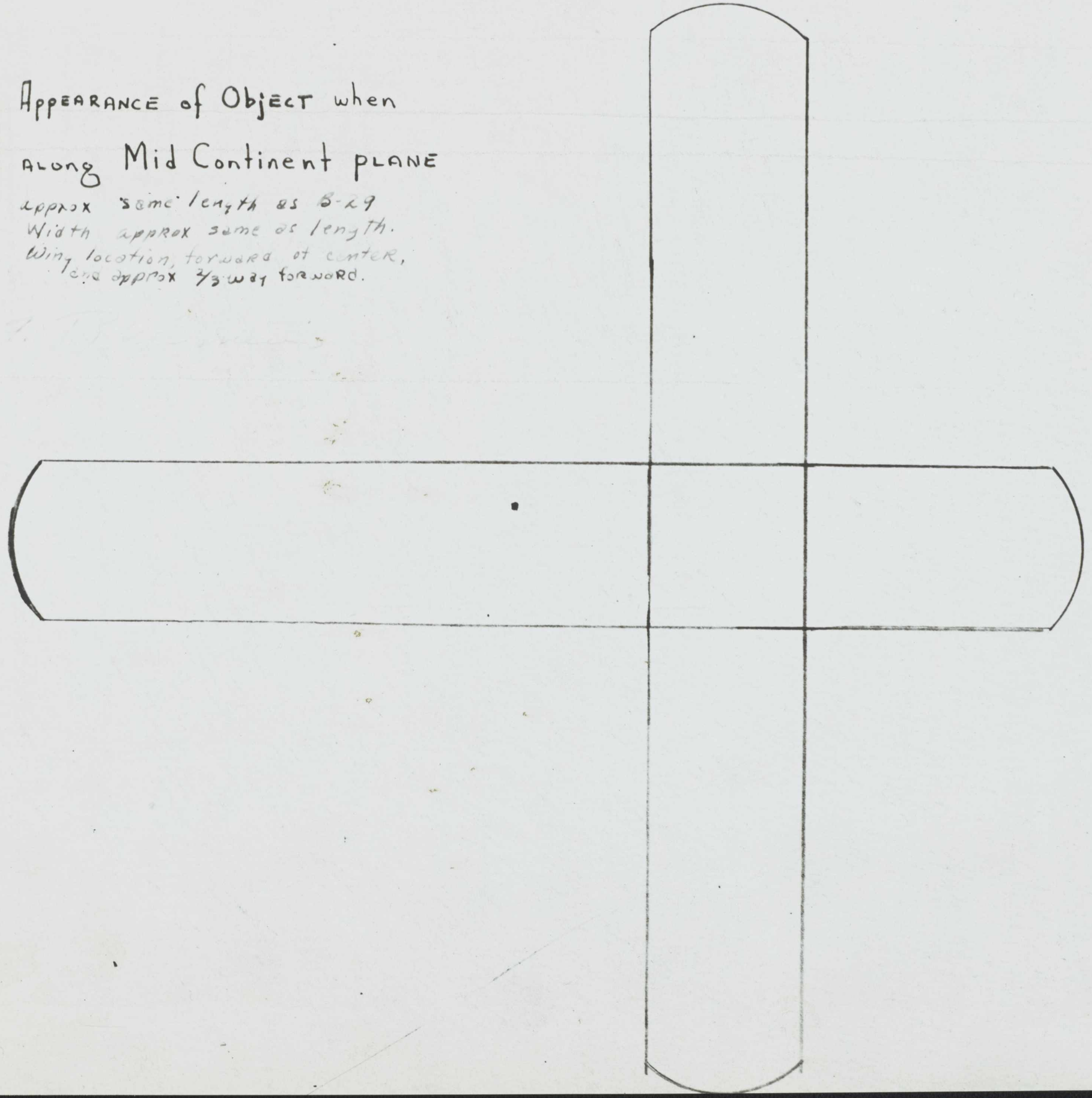
Declassification Authority: NND 923007

Prob #4

APPEARANCE of OBJECT when

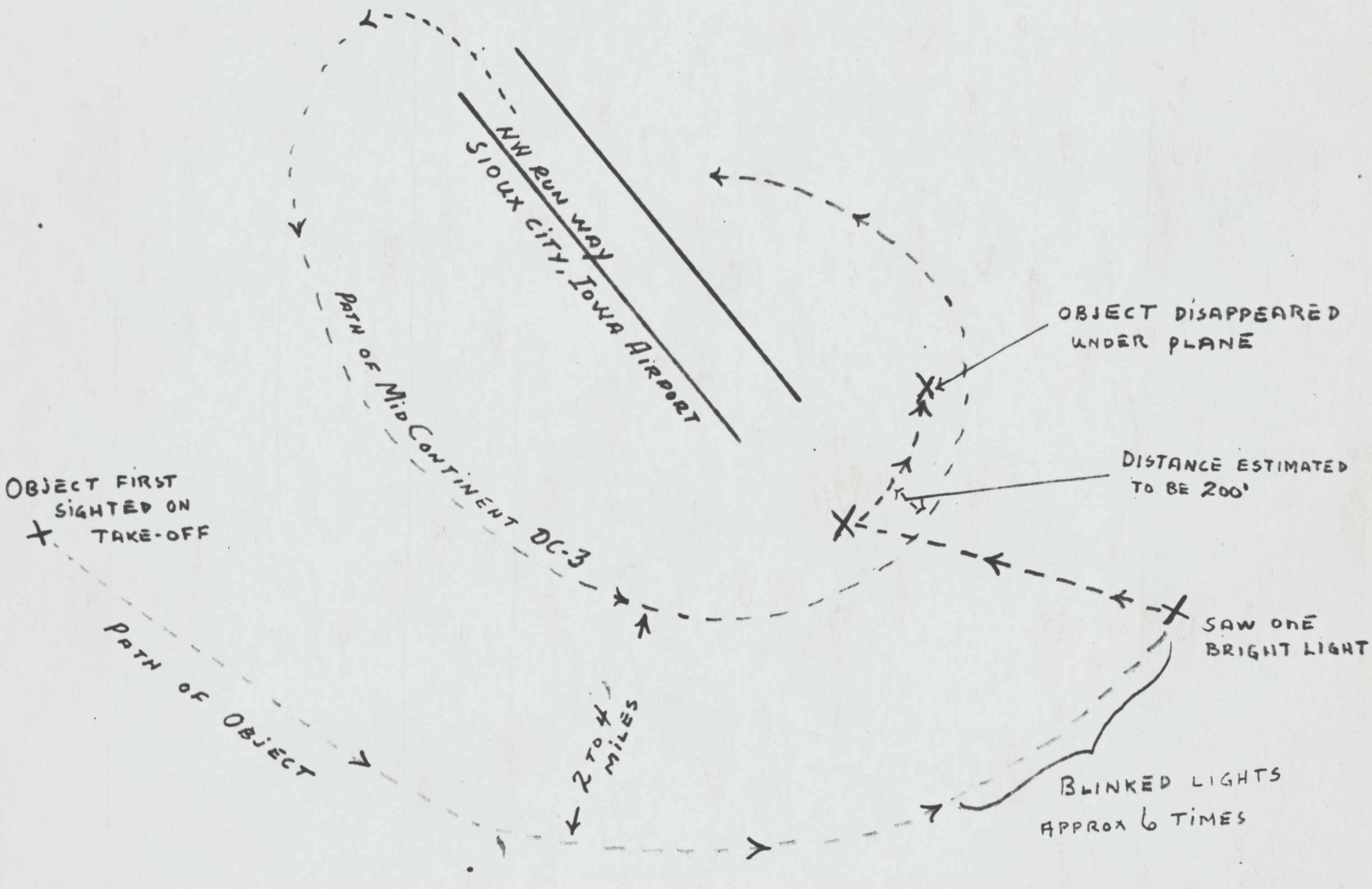
ALONG Mid Continent PLANE

approx same length as B-29
Width approx same as length.
Wing location, forward of center,
one approx 1/3 way forward.



Declassification Authority: NND 923007

N



James F. Bellmeade

Encl #5

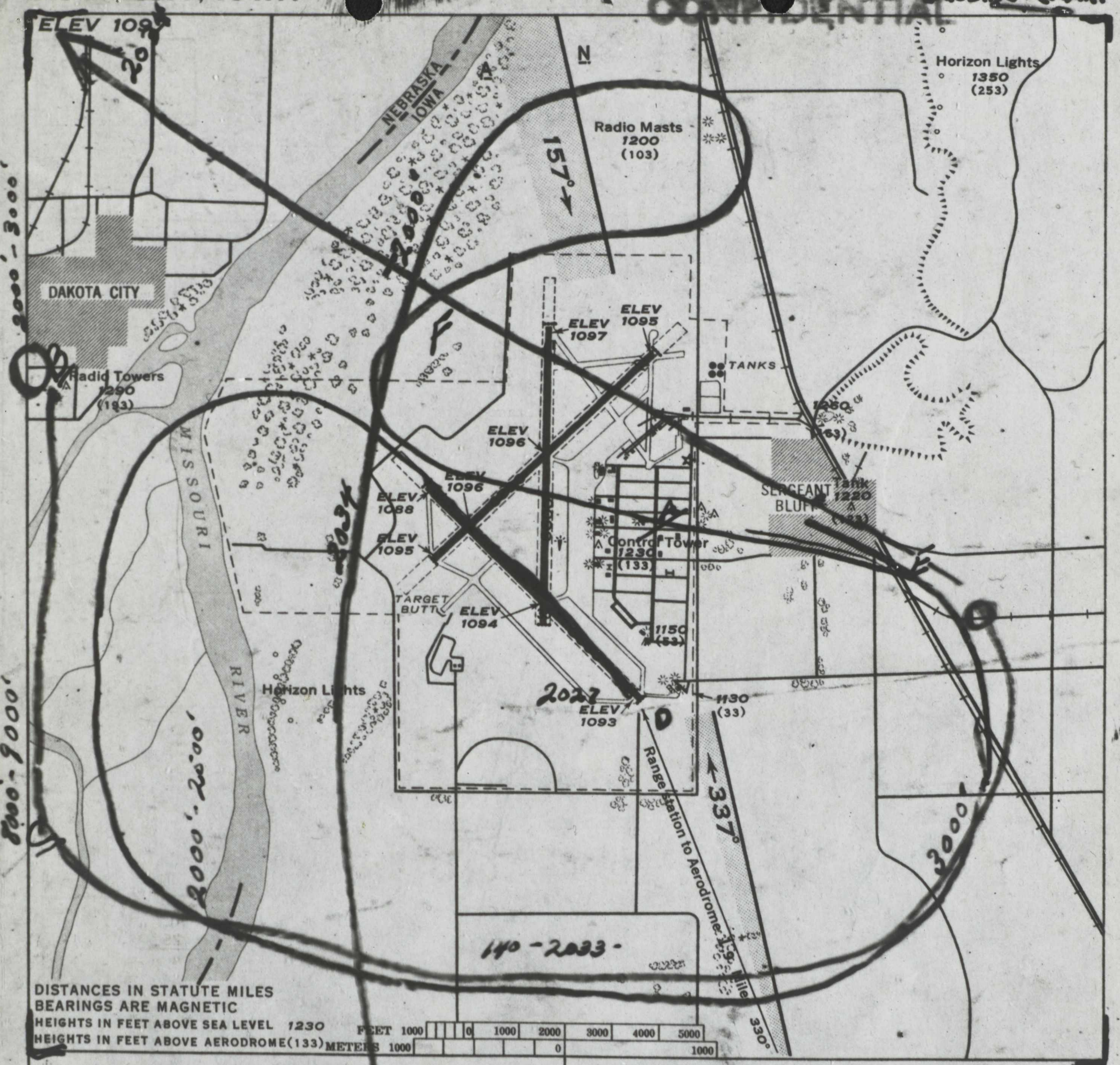
Declassification Authority: NND 923007

SIOUX CITY AIRPORT

SIOUX CITY, IOWA

CONFIDENTIAL

LANDING CHART



AERODROME POSITION: Lat. 42°24'N., Long. 96°23'W.

RADIO: SBMRLZ range (VHF voice), tower and VHF tower.

LIGHTING: Rotating light; horizon, obstruction, threshold and runway lights.

Times - 10%

A - Control Tower
B - Position of #1 Sighting
C - " " #2 "
D - " " 140 Landing
E - Mobil position #3 Sighting
F - Position - Object ground under #9
G - Flt. #9 —
H - Path - object. —

CONFIDENTIAL

AL-395 3 AUG. 1949

Incl #6

Declassification Authority: NND 923007

The Sioux City Journal

Entered as Second Class Matter Postoffice, Sioux City, Iowa.

SIOUX CITY, IOWA, MONDAY, JANUARY 22, 1951. — 2 SECTIONS—28 PAGES • • •

CARRIER { Daily & Sun. 35c / Mail 1 Yr. in D. Only 25c / D. Only 10c / Nrb., S. Minn. / S.

DELIVERY { Daily & Sun. / Daily Only / Sun. Only

PER WEEK

Sight Strange Aircraft Over Sioux City; It Does Tricks New to Pilots

CONFIDENTIAL

Airline Flier Describes Amazing Performance by Huge Ship

Kansas City. — (AP) — A veteran airline pilot Sunday night told of seeing a strange aircraft Saturday night that did something "you just can't do with airplanes today."

Larry W. Vinther of Kansas City, Mid-Continent airline pilot who has been flying 17 years and has been with Mid-Continent seven years, said the incident occurred over Sioux City.

He described the strange plane as about "one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29s."

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because "you just can't turn an airplane around that fast at that speed."

The strange plane flew alongside about four seconds then eased off below the DC-3 "and we lost him," the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the airbase at Offutt field there and learned there were no airforce jet planes scheduled in that area.

Attempts to learn further details concerning the strange aircraft reported over Sioux City were unavailing here Sunday night. A Mid-Continent airlines official said that as far as he knew no one at the municipal airport at Sergeant Bluff had seen the aircraft.

Other sources, however, declined comment.

CONFIDENTIAL

Declassification Authority: NND 923007

Incl #7

Declassification Authority: NND 923007

SIOUX CITY JOURNAL-TRIBUNE

ntered as Second Class Matter Postoffice, Sioux City, Iowa

SIOUX CITY, IOWA, MONDAY, JANUARY 22, 1951—2 SECTIONS—34 PAGES • • •

CARRIER DELIVERY PER WEEK: Daily & Sun. 35c / Daily Only 25c / Sun. Only 10c

Mail 1-Yr. in Neb., Minn., Iowa, S. D.: Sun. Only $5.20 / Daily $9 / Daily & Sun. $14

Le Yr Da

CONFIDENTIAL

Startling Performance of Strange Plane Over City Related by Fliers

Airline Pilot, Air Guard Captain Tell of Amazing Speed

Reports grew Monday of an amazing performance by a strange aircraft over Sioux City.

Larry D. Vinther of Kansas City, a veteran airline pilot, told of seeing a plane over the city Saturday night that did something "you just can't do with airplanes of today." His account told of how the plane passed him once in the opposite direction, then in an unbelievable short time passed him again going in the same direction.

Monday Capt. Richard Baugh of the 174th fighter squadron of the air national guard, disclosed he had a similar experience a month or so ago.

Capt. Baugh, like Vinther, was impressed by the bright light on the tail of the fuselage of the strange plane and its speed.

"It had more speed than anything I ever saw before," Capt. Baugh said Monday at Vermillion, S. D., where he is a senior in journalism at the University of South Dakota. His home is here at 2300 Douglas street.

Chase Fails

Capt. Baugh, who at the time was up in a TC-3, said that he attempted to chase the mysterious plane, but it circled and outclimbed him. He lost it as it disappeared to the northwest.

Capt. Baugh said that the night of his experience was so dark that he could not describe the plane other than its bright light and speed.

Keith Armold, Sioux manager

See PLANE on Page 5

back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuseage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because "you just can't turn an airplane around that fast at that speed."

The strange plane flew alongside about four seconds then eased off below the DC-3 "and we lost him," the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the airbase at Offutt field there and learned there were no airforce jet planes scheduled in that area.

Plane

Continued from Page One

of Mid-Continent airlines, Vinther's employer, said that he had been unable to learn any more details. However, he said that James Yanney, 1100 S. Glass street, had notified him of seeing a plane with particularly bright lights at the same time as Vinther.

Gives Description

Vinther has been flying 17 years, seven with Mid-Continent.

The Associated Press said that Vinther described the plane as about 'one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29's."

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept

CONFIDENTIAL

Incl #8

Declassification Authority: NND 923007

KANSAS CITY STAR 22 JANUARY 1951

A Strange Aircraft Is Seen Over Sioux City by Kansas City Pilot

Feats Which Cannot Be Performed by the Airplanes of Today Were Executed by the Mysterious Ship, Larry Vinther Says.

A VETERAN air line pilot last night told of seeing a strange aircraft Saturday night that did something "you just can't do with airplanes of today."

Larry W. Vinther, 6028 Buena Vista, Johnson County, Mid-Continent Airline pilot who has been flying seventeen years and has been with Mid-Continent seven years, said the incident occurred over Sioux City, Ia.

He described the strange plane as about one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29's.

No Exhaust Glow.

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his co-pilot, James F. Bachmeier, 2908 Parkwood boulevard, Kansas City, Kansas, and one of the eleven passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky.

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Other Craft Traveling Fast.

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because you just can't turn an airplane around that fast at that speed.

The strange plane flew alongside about four seconds then eased off below the DC-3 and we lost him, the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the air base at Offutt field there and learned there were no air force jet planes scheduled in that area.

Amelia

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

[redacted] PARAPHRASE NOT REQUIRED NOTIFY
PRIORITY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: HQ 13TH DISTRICT OSI OFFUTT AFB OMAHA NEBR

TO : DIRECTOR OF SPECIAL INVESTIGATIONS HEADQUARTERS USAF
WASH DC

INFO: COMMANDING GENERAL AIR MATERIEL COMMAND WRIGHT PATTERSON
AFB DAYTON OHIO

NR : [redacted]

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL
BY KURT K. KUNZE, Capt, USAF
Historian
21 January DATE 1951
4 DEC 1975
UNCLASSIFIED

Spot report details unconventional air craft reported by control tower, Sioux City Municipal Air Port, Iowa, at 2020 hours CST 20 January 1951. John M. William, Tower Controller, and Millard H. Deenan, Assistant Tower Controller, reported first sighting at above time at varying altitudes estimated at from 2000 to 3000 feet. Observation was visual and with field glasses. Maneuvers varied from hovering position at about 2000 feet to rapid acceleration to altitude of about 3000 feet, them rapid descent to fly loose formation with 9, Mid-Continent Airlines, which had just taken off from airport. Object remained in vicinity approximately 14 minutes and disappeared flying course Northwest directly underneath commerical plane. Shape and size could not be noted by control tower personnel but appearance was that of large military airplane. Weather conditions were clear. Williams and Keenan considered reliable witnesses. Report of incident made by J. Albertson, Chief Tower Controller, Sioux City, to Denver flight service for transmission to CONAC, Mitchel AFB, Secretary of Defense, Washington, and Commanding General, nearest military district. Lawrence W. Vinther, pilot, and James F. Bachmeier, Co-pilot, Flight 9, state time object observed by them as 2026 hours CST in bright moonlight. Vinther noted light between red and orange in color at estimated distance of 4 miles at about 3000 feet altitude. In coordination with tower operator, Vinther circled to left in westerly direction and object also circled, maintaining distance and keeping abreast or ahead of airplane in wide arc. Airplane continued circling to South and then East and, as it approached easterly bearing, object blinked lights similar to running lights but blinking appeared to be manually controlled.

Returned

ACTION COPY

CAF IN: [redacted] (22 Jan 51)

[redacted]

UNCLASSIFIED COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted] Page 2

[redacted] (Cont'd) 21 January 1951

As object reached a point due east of airplane. A bright light similar to landing light was visible for a short time. Airplane continued circling to north and object made sudden short turn of 90 degrees and descended toward airplane at high speed, crossing in front and above airplane. Object then took position approximately 200 feet off left side of airplane and slightly aft as in a loose formation. Object remained in this position for 2 to 3 seconds then disappeared below airplane and was not seen again. Object described by Vinther at the time it assumed position as from equal to 1 and ½ times the size of B-29 airplane. Fuselage appeared cigar shaped and wing was long and slender, well forward and straight across, looking like a flattened cigar. Wing was from middle to high on fuselage. No engins nacelles visible and wing appeared as a glider wing. No light were noted on object at this time and no forms of other object could be noted. No rudders or stabilizers were seen on object which appeared always under perfect control, moving at will at speeds varying from high rate to climbing speed of airplane, 120 miles per hour. Object did not flutter or oscillate and maintained stable position at all times observed and was able to maneuver with great ease, reportedly turning, slowing down, speeding up, in a manner never before observed by Vinther, ex-Navy pilot. Both Vinther and Bachmeier considered reliable witnesses. District Commander, 13th District OSI, and S/A Sparks, same district, were passengers on Flight 9, Mid-Continent Airlines, at this time. S/A Sparks, shortly after take-off from Sioux City, noted what he believed were running lights of another airplane to rear left of Flight 9. Nothing unusal noted by District Commander or other passengers. Data required by ASCSI Letter No. 85 being obtained and will be forwarded earliest.

DUPLICATE CPY TO EXECUTIVE

ACTION: CSI

INFO : CIG

CAF IN: 92073 (22 Jan 51) [redacted]

[redacted]

24 185 13/
24-185-13-28X
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
RC 1/22 JDM/opv
JAN 22 17 32 '51
FEB 7 [redacted]
SPECIAL [redacted]
OFFICE OF [redacted]
COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

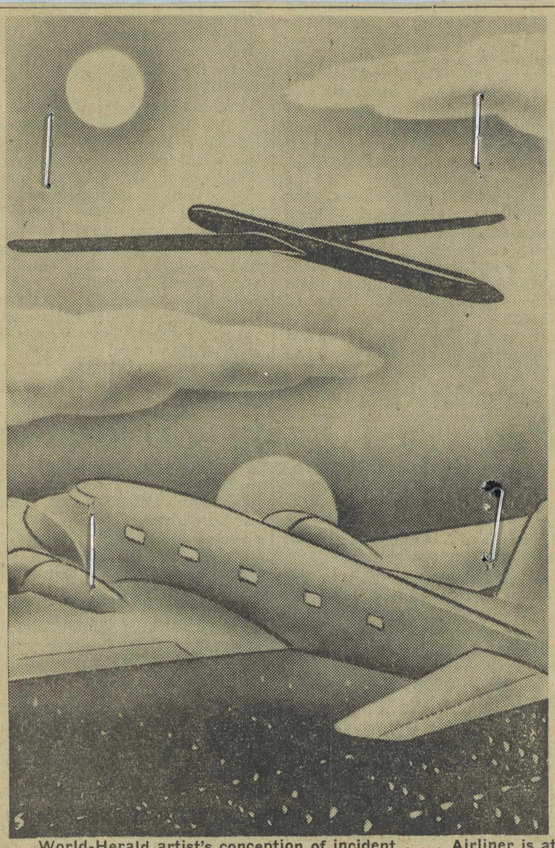
U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

Declassification Authority: NND 923007

WORLD HERALD
OMAHA, NEBRASKA

22 January 1951

MYSTERY CRAFT STUMPS TWO OBSERVERS BY SPEED, TACTICS



World-Herald artist's conception of incident . . . Airliner is at bottom. What pilots say they saw is sketched at the top.

Mystery Craft Stumps Two Observers by Speed, Tactics

By Paul Williams

An official investigation apparently was being made Monday of the "very interesting" but unidentifiable aircraft that two experienced airline pilots said they saw in the sky over Sioux City, Ia., Municipal Airport Saturday evening.

Larry W. Vinther, captain, and James F. Bachmeier, co-pilot of Mid-Continent Airlines Flight 9, told The World-Herald in separate telephone interviews that the craft showed "amazing speed and maneuverability that of any to them.

ce, is the story

ney taxied out to take from the Sioux City field, the Civil Aeronautics Administration control tower operator called their attention to something in the sky northeast of the field, asked them to investigate it.

They first saw the craft as they left the ground, at 8:26 p. m. They took off to the north, began a climbing turn to the left. The other craft was describing a circle in the same direction, "two to four miles" outside them, and about seven thousand feet above.

In bright moonlight, the pilots—especially Mr. Bachmeier—saw the unusual machine throughout a circuit of the field. It traveled about four times as far as they did in the same period of time. Its speed then was about five hundred miles an hour—"within the capability of a fast jet."

The pilots saw red and green lights—similar to conventional airplane navigation lights—flashing followed by a bright white light which lasted a second or so.

Then the mystery craft "seemed to turn right about 90 degrees, and then flew right at us."

It passed in front of the airliner, dropped back to a position off the left wing, perhaps two hundred feet away, where it remained about 20 seconds. It appeared to have a fuselage similar to a B-29, about one hundred feet long, but with no turrets, gunners' "blister" windows or other protuberances. There was a narrow wing about the same length as the fuselage. No engine nacelles were visible.

Neither pilot saw any rudder or horizontal stabilizer.

"It looked like something you wouldn't think would fly," Mr. Bachmeier said.

Both pilots said they could not estimate the craft's speed in coming toward the airliner.

"It was amazing," Mr. Bachmeier said. Both said the maneuver would have been impossible in a conventional plane.

The craft dropped under them and disappeared then, and they were unable to find it again.

Arriving at Kansas City Sunday morning after a layover in Omaha, the pilots were interviewed by an investigator from the Air Force Office of Special Investigation.

Mr. Vinther, 32, has logged eight thousand hours in the air. He flew with the Air Transport Command before joining Mid-Continent seven years ago. Mr. Bachmeier, 30, has logged six thousand hours with the Navy, Trans-World Airlines and Mid-Continent.

John Williams, operator in charge of the Sioux City tower at the time of the incident, refused to talk to a reporter. Arnie Leathers, Mr. Williams's superior in Kansas City first agreed to give Mr. Williams authority to talk, then called back to say: "Frankly, it has been made the subject of an official report, and as such it is restricted."

Col. Matthew Thompson, who is in the OSI at Offutt Air Force Base, was aboard the Mid-Continent plane. He said he was asleep at the time, "and OSI cannot make any comment."

The Offutt Base operations office said it had no reports of unusual craft in the vicinity.

Sioux City, Ia.
17 Jan 51
Mystery A/C

24-185-13-28X
SPECIAL
24-185-13/
FEB 7
File Materials

Declassification Authority: NND 923007

nance officer in Berlin went before a court martail Monday charged with making a 100-thousand-dollar profit through illegal use of more than 500 thousand dollars in Army funds.

Maj. Harold D. Banning, 39, faces 24 counts in charges alleging that he used United States money in his custody to buy and sell German marks.

New Approaches

London (AP)—A mental telepathist and a water diviner have joined the quest for the missing Stone of Scone.

The baffled sleuths of Scotland

Soviet Union u… …fe has
the Order of t…
other Soviet ho…
managed a Mor…
tory.

Envoy Leaves

Saigon, Indochina (AP)—Do…
R. Heath, United States Minis…
to the Indochinese States, l…
Monday for Washington to repo…
on the civil war in this countr…
and to join negotiations with …
French mission headed by Frenc…
Premier Rene Pleven.

The top-level French-America…
talks in Washington open nex…
Monday.



. . . JUST ONE MO…

SCOT…

CLEAN…

SPEC…

ANY WOMAN'S…

Declassification Authority: NND 923007

WORLD HERALD
OMAHA, NEBRASKA

22 January 1951

MYSTERY CRAFT STUMPS TWO OBSERVERS BY SPEED, TACTICS



Sioux City, Ia.
7 Jan 51
Mystery A/C

New Approaches

London (AP)—A mental telepathist and a water diviner have joined the quest for the missing Stone of Scone.

The baffled sleuths of Scotland

Court Martial

Heidelberg, Germany —(AP)The former United States Army finance officer in Berlin went before a court martial Monday charged with making a 100-thousand-dollar profit through illegal use of more than 500 thousand dollars in Army funds.

Maj. Harold D. Banning, 39, faces 24 counts in charges alleging that he used United States money in his custody to buy and sell German marks.

Envoy Leaves

Saigon, Indochina (AP)—Do... R. Heath, United States Minis... to the Indochinese States, ... Monday for Washington to repo... on the civil war in this countr... and to join negotiations with ... French mission headed by Frenc... Premier Rene Pleven.

The top-level French-America... talks in Washington open nex... Monday.

By Paul ...

An official in... other Soviet ho... the Order of ... Soviet Union ... Moravian highlands, ... tailor and factory ... ernment-owned textile industry.

Mr. Malek, born in the Czech... rector of Czechoslovakia's Gov...

24-185-13-28X

SPECI...

24-185-13

FEB 7

File Interview

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

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

MT/EES/dmb
5 April 1950

24-O

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft, Sioux City, Iowa, Municipal Airport
Sighted 30 March 1950

SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

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

1. SYNOPSIS: On 30 March 1950, several persons of Sioux City, Iowa, were reported to have seen and observed unidentified objects in the air, south and west of the city. Inquiry of personnel at the Weather Bureau and the Air National Guard, Municipal Airport, Sioux City, Iowa, revealed that seven (7) persons at the airport and three (3) persons in Sioux City proper are alleged to have seen round, brilliant objects in the air on 30 March 1950. Reports of the objects having been seen at approximately 0800, 0930, and 1300 were received at the National Guard Control Tower.

Preliminary investigation revealed that positive identification of the objects sighted could not be made by spectators; however, one person stated that it appeared to be a spot, like the reflection of a mirror against the sky. Another expressed the belief that it was entirely possible that the object he saw was a natural phenomenon caused by the reflection of the sun's rays against a shallow layer of moist air, which predominated in that area on that date.

2. DETAILS: Preliminary investigation and inquiry was made at the Municipal Airport, Sioux City, Iowa, relative to the sighting of unidentified objects, allegedly seen in the vicinity of the airport, seven miles south and west of Sioux City, Iowa, and the following disclosed:

S

UNCLASSIFIED

[redacted]

5642D

Declassification Authority: NND 923007

[redacted]

24-O
Subj: Unconventional Aircraft, Sioux City, Iowa, Sighted 30 March 1950
SPECIAL INQUIRY 5 April 1950

Lt. Col. Charles G. TESCHNER, Liaison Officer, Municipal Airport, Sioux City, Iowa, advised that six (6) persons assigned to the Air National Guard Unit, Sioux City, Iowa, reported that they had seen a bright object moving in a northwesterly direction on 30 March 1950, at approximately 1300 hours. Shortly afterward, stated TESCHNER, he went up on a routine training flight, and did not see anything unusual. No official report was made of the incident and no official search was made for the alleged sighted object.

Sgt. Alphonse VERZANI (NG), Operation Specialist and Control Tower Operator, Air National Guard, Sioux City, Iowa, advised that sightings of unusual objects, reportedly sighted at approximately 0800, 0930, and 1300 hours, 30 March 1950, were reported to him during the day. VERZANI stated he reported his findings to reporters of the Sioux City Journal-Tribune, Sioux City, Iowa.

According to VERZANI, the first calls he received were from a Dr. Fred A. BOHMKER, Veterinarian; Sam BAKER, Tankage Worker; and Harlan HYDE, Stock Yards Worker, all of Sioux City, Iowa. BOHMKER reported he was watching geese in flight to the south-west of Sioux City when he sighted a stationery object with a metallic sheen, having the appearance of a straight edge. He reported that he viewed the object with binoculars from 0935 to about 0945, and that it moved south and west toward Jackson, Nebraska. BOHMKER reported that he called the attention of HYDE and BAKER, who also viewed the object. BAKER described the object as slow in speed, 3 to 4 inches across, moving to the south and west, resembling the blunt edge of a ruler, and did not leave any vapor trails. BAKER also remarked that he could not see the object through the binoculars. HYDE described the object as round, and not shaped like a straight edge, traveling south-east and then north-west at a high altitude. All three agreed that they viewed the object for more than 10 minutes, and that it was of a brilliant hue. VERZANI related that later in the day Mr. Leo JESKE, Weather Observer at the Municipal Airport, reported that about 0800 on 30 March 1950 he had seen an object of undetermined size which had no speed or motion, that it was white, and at an altitude of about ten (10) to twenty (20) thousand feet. VERZANI further advised that members of the Air National Guard Unit reported at about 1300, six (6) men reportedly had observed a round, bright object following an airplane north and west over the airport.

Mr. Leo JESKE, Meteorological Aide, Municipal Airport, Sioux City, Iowa, stated in an interview that at 0846, 30 March 1950, he was standing about 400 feet south-east of the Control Tower at the Municipal Airport and noticed a bright, off-colored white object, round in shape, 10,000 to 12000 feet high, and 3 to 5 feet in diameter (assuming that it was at the

[redacted]

Declassification Authority: NND 923007

24-0
Subj: Unconventional Aircraft, Sioux City, Iowa, Sighted 30 March 1950
SPECIAL INQUIRY 5 April 1950

altitude given), no visible movement, and watched it for about one (1) minute. JESKE went on to say that it is his usual habit, being a weather observer, to look at the sky often, and that when he first saw the object he assumed that it was a weather balloon, but discounted that theory as the last one released had been at 0302 that morning and was black in color. JESKE stated that the object did not disappear but still remained there after he viewed it for about one minute. JESKE stated that after checking the weather conditions for that day, that it is possible that the object he saw was a "Parhelion," or image of the sun, sometimes referred to as "mock sun," which can be either colored or white. JESKE explained that "mock suns" are brought about by the reflection of the sun on a shallow layer of moist air which has not reached saturation point or turned to clouds. This condition was prevalent on 30 March, according to JESKE. Source concluded that it is entirely possible for the sun's rays to reflect from another surface, such as an airplane, and cause the same effect above the airplane if the person viewing it were on the ground.

M/Sgt Leroy A. WAGNER, 1st Sgt, NG-39572665, Municipal Airport, Sioux City, Iowa, stated that at about 1310, 30 March 1950, he was standing at the north-west corner of Bldg. 616, Municipal Airport, Sioux City, Iowa, and noticed what appeared at first to be a parachute, to the rear and above a T-6 NG airplane, which was flying west over the airport. According to WAGNER, he called the attention of several others to the object and they viewed the object for about four (4) minutes. The other persons who saw the object were Kennard JOHNSON, Ivan HARLOW, Robert JANKE, Richard KJOS, and Charles REDDING. WAGNER described the object as round, resembling the reflection of a round mirror on a flat surface, about one-eighth (1/8) the size of the fuselage of a T-6 airplane, brilliant white in color, traveling at the rate of about 90 mph (same as the speed of the aircraft). WAGNER went on to say that the object followed behind and above the aircraft for about four minutes, then, when the plane made a left bank, the object made a quick right turn and disappeared from sight at a terrific rate of speed. WAGNER concluded by saying that he would have thought the object was a reflection of light, but discounted that theory because there were no clouds or other substances in the air for anything to reflect from.

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

24-185-73-28

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

APR 4 41 PM '50

OFFICE OF SPECIAL INVESTIGATIONS

File

SECURITY INFORMATION

6185 APR 18 1950

Declassification Authority: NND 923007

IN
7 APR 1950
OI DIV
OSI

OUT
7 APR 1950
MANAGEMENT
DIV.
OSI

OUT
17 APR 1950
CI DIV
OSI

Declassification Authority: NND 923007

[redacted]

dmb

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

REPORT OF INVESTIGATION

FILE NO.	DATE
24-51	31 March 1950

REPORT MADE BY: LAWRENCE A. APPLEBEE

REPORT MADE AT: DO #13

PERIOD: 31 March 1950

OFFICE OF ORIGIN: DO #13

STATUS: CLOSED

TITLE

UNCONVENTIONAL AIRCRAFT
(FLYING SAUCERS FROM VENUS COME TO EARTH)

CHARACTER

SPECIAL INQUIRY

REFERENCE

NUC Report, same title, DO #17, dated 6 March 1950

SYNOPSIS

UNCLASSIFIED

All logical leads have been developed and reported. This investigation will be considered CLOSED in the files of the 13th District, Office of Special Investigations.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [redacted]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION

CG, AMC (Action) 2
ATTN: MCIAXO-3
CG, SAC (Info) 2
Hq OSI 2
DO #17 (Info) 1
File 2

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

ACTION COPY FORWARDED TO

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

APPROVED

MATTHEW THOMPSON
Lt Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

24-115-B-27
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
APR 4 9 22 AM '50
OFFICE OF SPECIAL INVESTIGATIONS
APR 10 1950

AFHQ FORM 0-208
8 FEB 49

REPLACES AFCSI FORM 4, 23 JULY 48, WHICH MAY BE USED [redacted]

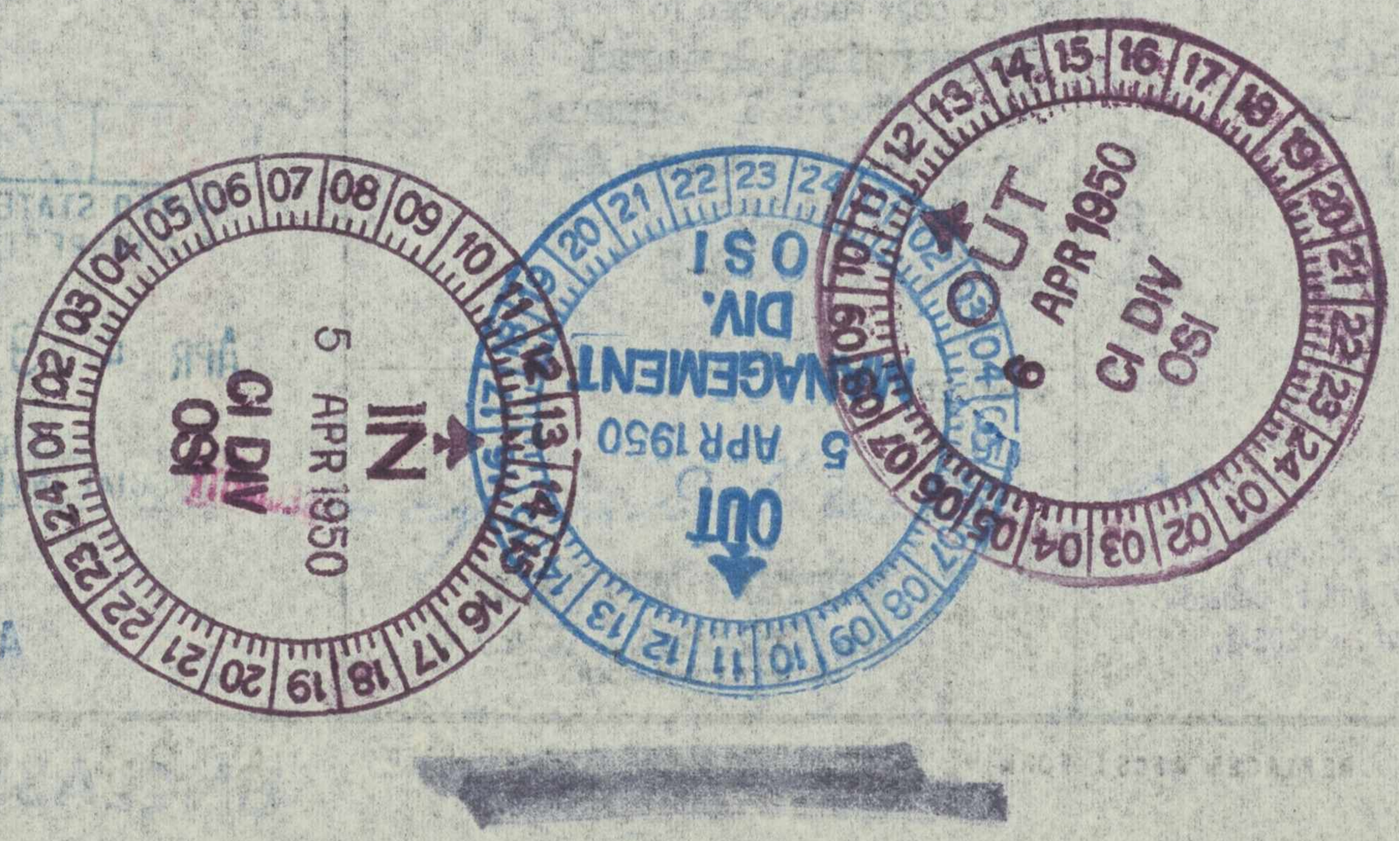
UNCLASSIFIED 50 10389

Declassification Authority: NND 923007

[redacted]

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975



[redacted]

Declassification Authority: NND 923007

[redacted]

2/-51

DETAILS:

AT OFFUTT AIR FORCE BASE

It is believed that with the submission of NUC Report, District Office #17, same title, dated 6 March 1950, all logical leads have been developed and reported. This Investigation will be considered CLOSED in the files of District Office #13, Office of Special Investigations.

- CLOSED -

[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL

Wrtn 31 Mar 50

24-185

(Unclassified) UNIDENTIFIED OBJECT DROPPED FROM SKY (Nebraska Ordnance Plant, Meade, Nebraska) - SPECIAL INQUIRY

Directorate of Intelligence, DCS/O,
Collection Branch

3 APR 1950

1

Office of Special Investigations, IG

Maj Nold/lse/71776
AFCSI

Attached for your information is copy of letter from OSI District Office No. 13 transmitting attached Summary of Information received in that office from Fifth Army Intelligence, dated 16 March 1950, concerning captioned subject.

1 Incl
Cy ltr fr OSI DO#13, subj
as abv, dtd 23 Mar 50,
w/1 Incl - Sum of Info

attached

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
OSI, IG, USAF

RICHARD G. [illegible]
Major, USAF
[illegible]

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

UNCLASSIFIED

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

94-45-13-26

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

APR 6 1950

CONFIDENTIAL

OUT
3 APR 1950
MANAGEMENT DIV.
AFCSI

Nold
Maj
Rtg Chief for GR Levy

AF-SI-FILES

Declassification Authority: NND 923007

[redacted]

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
KURT K. KUHLE, Capt, USAF
BY ——— Historian
6 DEC 1945
DATE

UNCLASSIFIED

When Incl No. 1 is (are) withdrawn
or not attached, the classification of
[redacted] on the correspondence
will be changed in accordance with
par 2b c, AFR 205-1.

USAF
Operations
SPECIAL INSTRUCTIONS
APR 6 1950

[redacted]

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

MT/EES/dmb
23 March 1950

24-0

SUBJECT: UNIDENTIFIED OBJECT DROPPED FROM SKY
(Nebraska Ordnance Plant, Meade, Nebraska)

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

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

1. Forwarded for your information and any action deemed appropriate are the attached copies of a report received in this office from the Omaha Field Office, Fifth Army Intelligence.

2. Unless so directed by your Headquarters, this office plans no further action relative to this incident.

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

1 Incl
Rpt "Unidentified Object," IFO, 5th Army, dtd 16 Mar 50 (in dup)

UNCLASSIFIED

24-185-B-24
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAR 27 3 59 PM '50
OFFICE OF SPECIAL INVESTIGATIONS
SECURITY
APR 4 1950
5322

Declassification Authority: NND 923007

Declassification Authority: NND 923007

CONFIDENTIAL

SUMMARY OF INFORMATION

DATE: 16 March 1950

PREPARING OFFICE: Fifth Army Regional Office, 1101 Federal Building, Omaha 2, Nebraska

SUBJECT: Unidentified Object Dropped From Sky

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY
DATE

SUMMARY OF INFORMATION

On 6 March 1950, an Agent of the Fifth Army Regional Office, Omaha, Nebraska, interviewed Mr. L. D. Holmburg, executive assistant of the Nebraska Ordnance Plant, and Mr. D. N. Whittmore, Safety and Security Director of the Nebraska Ordnance Plant, which is located near Meade, Nebraska. The interviews were secured for the purpose of learning details surrounding an unidentified object which dropped from the sky on a farm about four miles from the ordnance plant on the afternoon of 21 January 1950. The following information was secured:

Whittmore stated that sometime during the period 12 to 18 February 1950 the Fire Marshal of the Nebraska Ordnance Plant came to him and stated that he had received information to the effect that an unidentified object had fallen from the sky on a farm near the plant. The Fire Marshal added that the object was hot when it hit the earth and he reported it because the object, had it fallen in one of the magazines in which ammunition is stored, could have endangered the plant. The Fire Marshal identified the farm on which the object fell as belonging to Mr. Grover Widman. Whittmore then telephoned the farm and a hired-hand, Mr. Lamont Hansen, brought the object to the ordnance plant. The object was weighed on a conventional scale (pounds and ounces) and it was determined the object weight approximately one pound, two ounces. The object has the appearance of a solid mass of lead, the widest diameter being approximately 2½ inches and the narrowest being approximately 1½ inches. Officials at the plant attempted only cursory examination and the theory was ventured that the object may have been the leaded weight used to weight the end of radio antennas which hang in the slip-stream of flying aircraft so equipped. Identification is by no means certain nor could any satisfactory explanation be given for the small round-headed brass screw contained in a fold of the object. Officials at the Nebraska Ordnance Plant stated that Captain Bartow, Commanding Officer of the plant, intended to take the object to the Field Director of Ammunition Plants at Joliet, Illinois, in the near future for further examination, during the course of his regular tours there. The object was given no special care to prevent mutilation or disfigurement and it has apparently been handled by many individuals since arriving at the Nebraska Ordnance Plant. Interviews were later arranged with Mr. Lamont Hansen and Mr. Grover Widman, during the course of which the following was revealed:

On 21 January 1950, the Widman family left the farm to visit a sale. Remaining on the farm was the hired-hand, Lamont Hansen and his wife, who share a small house near that of the owner of the farm. Hansen stated that he had finished his lunch, waited several minutes, and then walked toward the cattle feed lot with the intention of feeding the cattle. Informant added that he crawled through the fence on the east-end of the feed lot and headed toward the cattle at the far end of the lot. As he reached the approximate center of the lot, he stated that he heard an odd, swishing sound, and then saw an object as it struck the ground about ten feet in front of his position. The object bounced about four times, according to his statements, in an uphill, northwesterly direction, coming to a halt about eight or ten feet from the initial point of impact. Informant stated that a light snow, of

Declassification Authority: NND 923007

CONFIDENTIAL

SUMMARY OF INFORMATION

DATE: 16 March 1950

PREPARING OFFICE: Fifth Army Regional Office, 1101 Federal Building, Omaha 2, Nebraska

SUBJECT: Unidentified Object Dropped From Sky

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

SUMMARY OF INFORMATION

about one or two inches covered the ground and the object left only a slight depression in the frozen earth at the initial point of contact with the ground. Informant stated that he unthinkingly, automatically moved to the object and picked it up in his bare hand, in which he received superficial burns, due to the heat of the object. Hansen advised that he immediately dropped the object in the same position and the heat from it melted the snow in an approximate radius of two inches around the object. After a period of ten minutes, Informant again picked up the object and carried it to his home where he showed it to his wife. Neither could identify it nor could they state from whence the object came. Hansen stated that he looked at the sky while the object was cooling on the ground but he heard no aircraft. Neither he nor his wife heard any explosion in the vicinity. Informant added that when Mr. Widman returned later in the day Hansen gave the object to him and both puzzled over its identity. A brother-in-law of Mrs. Widman arrived the following day and took the object to Lincoln, Nebraska, where he consulted the police in an attempt to reveal its identity. The police could offer no explanation to the events which had transpired nor could they identify the object. Mrs. Widman believes her brother-in-law took the object to the University of Nebraska the same day for examination but information reveals that this would have occurred on Sunday and no information would have been forthcoming regarding the character of the object. It is to be assumed that the object has, as yet, received no complete analysis. The brother-in-law returned the object about five days later and shortly thereafter, a telephone call was received from the Nebraska Ordnance Plant, four miles distant, requesting that the object be turned over to them for examination. This was accomplished during the month of February 1950, and the Nebraska Ordnance Plant has been retaining the object since that time. Hansen stated that a small, round-headed brass machine bolt of approximately 3/16 inches in diameter and approximately ½ inch in length was found to be imbedded in a "fold" of the object. Hansen said that no "nut" was attached to the bolt nor was the bolt screwed into the material around it, but the bolt was, instead, occupying a length-wise position, held in place only by the metal which covered it. Hansen presented these observations regarding the atmospheric conditions on the day the object was found: light snow covered the ground to a depth of approximately one or two inches, clear sky, no clouds, bright sun, full visibility. The temperature was believed to be approximately twenty degrees at the time.

Mr. Widman stated that he fully trusted Hansen, who has been employed on the farm for about eight months. Widman considers Hansen's story to be true and correct and he stated that in the past, Hansen has never been known to purposely concoct a falsehood. Hansen is twenty-seven years of age and he served in the See-Bees for approximately fourteen months during World War II. Hansen has been a resident of Nebraska all his life.

Neighboring farmers to the Widman farm were interviewed and none could recall having heard an aircraft on the date in question, nor did any apparently hear any explosion or unusual sounds.

Declassification Authority: NND 923007

CONFIDENTIAL

SUMMARY OF INFORMATION

DATE: 16 March 1950

PREPARING OFFICE

Fifth Army Regional Office, 1101 Federal Building, Omaha 2, Nebraska

SUBJECT

Unidentified Object Dropped From Sky

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

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

SUMMARY OF INFORMATION

Six photographs offered as exhibits include three pictures of the object as it appeared while at the Meade, Nebraska, Nebraska Ordnance Plant, and three pictures of the scene of the occurrance of the incident. On the backs of the photographs will be found sufficient data to explain each photograph.

(F-3)

On 9 March 1950, the unidentified object was procured from Captain Bartow of the Nebraska Ordnance Plant at Mead, Nebraska, and given to the immediate custody of the Fifth Army Regional Office in Omaha, Nebraska. At later dates, the object was offered for examination to numerous officers, men, and civilian aircraft executives and experts both at the Strategic Air Command Headquarters at Offutt Air Force Base, Omaha, Nebraska, and at the Omaha Municipal Airport in Omaha, Nebraska. None of these experts could identify the object as being a part of an aircraft, of either military or civilian construction. It has been established that the object is not a "fish" which is the term used to identify the weight attached to the antennas of some aircraft. Consultation with officials of the United States Weather Bureau in Omaha, Nebraska, revealed that weather conditions at Meade, Nebraska, on 21 January were substantially as stated by Informant Hansen. The object will be held in the Fifth Army Regional Office in Omaha, Nebraska, until 31 March 1950, at which time it will be returned to Captain Bartow unless otherwise requested by Bartow or higher Headquarters.

(C-3)

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
18 MAR 1950
OFFICE OF SPECIAL INVESTIGATIONS

DISTRIBUTION 1 - Lt. Col. Matthew Thompson, 13th Dist., O.S.I., Offutt Air Force Base
1 - AFoIS, G-2, Fifth Army, Chicago, Illinois

WD AGO FORM 1 JUN 47 568

U. S. GOVERNMENT PRINTING OFFICE 16—53396-1

CONFIDENTIAL

2368M.

Declassification Authority: NND 923007

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. (24-8) - 19

DATE 6 March 50

REPORT MADE BY S/A LINDELL W. POLITTE

REPORT MADE AT 17th DO, Kirtland AFB

PERIOD 24, 27 Feb, 1-3 March 1950

OFFICE OF ORIGIN 15th DO, Offutt AFB

STATUS RUC

TITLE

UNCONVENTIONAL AIRCRAFT
(FLYING SAUCERS FROM VENUS
COME TO EARTH)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A FREDERICK K. UNGERER, 14th DO, dtd 23 Jan 50, File 24-47

SYNOPSIS

Efforts to locate Dr. ~~X~~EBAUER (~~X~~AIEBRAUR) fnu met with negative results.

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

UNCLASSIFIED

DISTRIBUTION

CG, AMC, ATTN: MCIAXO-3 (Action Cy)	2
13th DO	2
Hq, OSI	2
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Material Command
Wright-Patterson AFB
Dayton, Ohio
MCIAXO-3

APPROVED

Doyle Rees

DOYLE REES
Lt Col., USAF
District Commander.

FILE STAMP

24-1/825-13-25

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAR 27 8 42 AM '50

OFFICE OF SPECIAL INVESTIGATIONS

5892

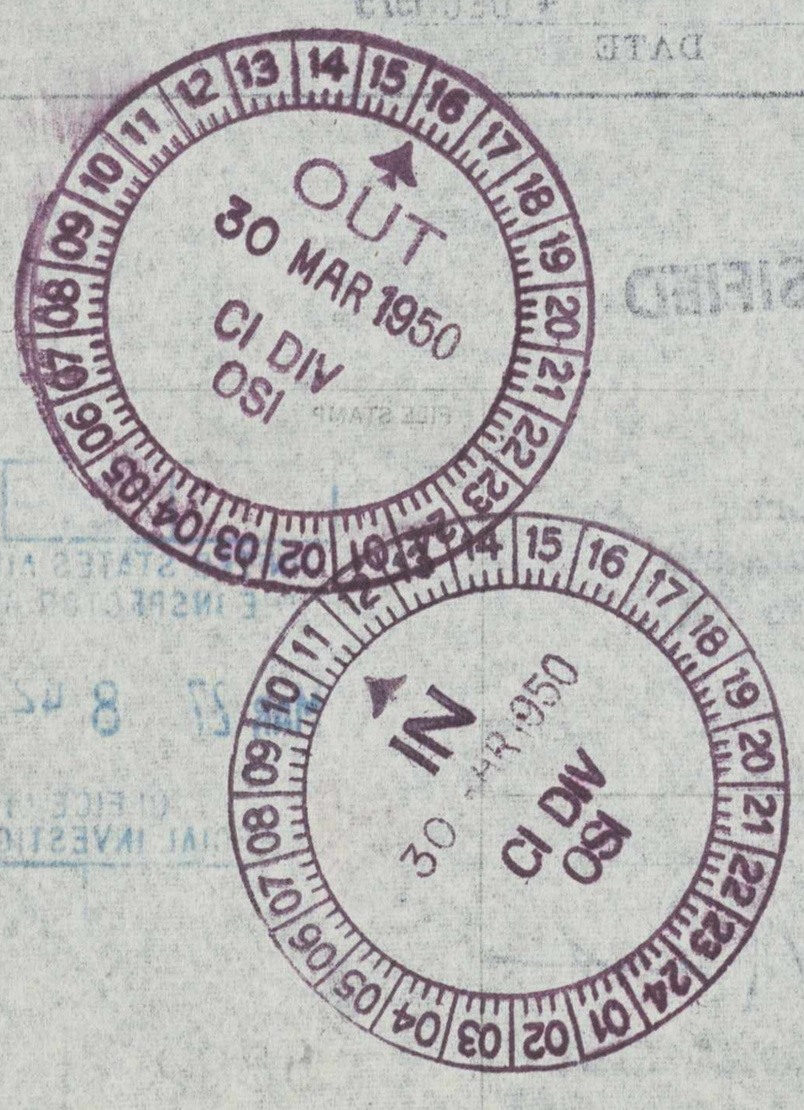
APR 3 1950

(HOLD)

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

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

Declassification Authority: NND 923007



Declassification Authority: NND 923007

[redacted]

DETAILS:

AT PHOENIX, ARIZONA

1. The following persons were interviewed and could furnish no identifying data, nor did they know of a scientist Dr. GEBAUER (phonetic spelling):

Dr. GRADY GAMMAGE, President, Arizona State College
Dr. H. D. RICHARDSON, Dean, Arizona State College
Mr. GILBERT MILLS, Head of Physics Department, Phoenix College
Dr. GEORGE M. BATEMAN, Head of Science Department, Arizona State College
Mr. HARMAN E. KEYES, Chemical and Metallurgical Engineer, Phoenix, Arizona.

2. The following directories and/or records of utilities were reviewed and no record of Dr. GEBAUER was revealed:

Telephone directories, Phoenix, Chandler, Tempe, Mesa, Scottsdale, Glendale, Litchfield Park and Buckeye, Arizona.
City directories for above listed areas
Register for State Board of Engineers
All public utilities, Phoenix, Arizona.

3. Mr. HARMAN E. KEYES, Chemical and Metallurgical Engineer and Commanding Officer, 6508 Organized Reserve, Research and Development Branch, U. S. Army, 508 E. Culver Street, Phoenix, Arizona, stated he has contacted every known experimental laboratory in the State of Arizona in connection with Reserach and Development work for the Army, and has contacted every available Scientist doing experimental or research work that could be found in the State, and that he had encountered no individual named GEBAUER or any name similar to that. KEYES further stated that he has spent considerable time in locating all persons capable of doing research work that are within the State of Arizona and he does not believe that any person named GEBAUER is in this state.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

[redacted]

Declassification Authority: NND 923007

(2) 13 JAN '50

UNCLASSIFIED

HQ 13TH OSI DISTRICT (IG), OFFUTT AFB, OMAHA, NEBR

DIRECTOR OF SPECIAL INVESTIGATIONS
HEADQUARTERS USAF
WASH, DC

PRIORITY
X

DISTRICT COMMANDER
14TH OSI DISTRICT (IG)
LOWRY AFB, DENVER, COLO.

DISTRICT COMMANDER
17TH OSI DISTRICT (IG)
KIRTLAND AFB, NEW MEXICO

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

OSI 8. Spot Report Details -- Following information furnished from newspaper article appearing in Wyandotte Echo, Kansas City, Kans 6 January 1950: Flying saucers from Venus came to earth by accident says RUDY FICK. Two weeks ago RUDY FICK, well known Kansas City auto dealer stopped in Denver returning from Ogden, Utah. While there he called on the Manager of the Ford Agency. Their conversation was interrupted by some engineers arriving for a meeting. One of these arrivals, a man named COULTER, revealed some startling information. According to the story told by COULTER, he "crashed the gate" at a radar station near the New Mexico and Arizona borders. While there he saw two of the highly secret "flying saucers". One was badly damaged, the other almost perfectly intact. They consisted of two parts, a cockpit or cabin about six feet diameter and a ring

MATTHEW THOMPSON, LT COLONEL, USAF
DISTRICT COMMANDER

27 | 185-13 | 24
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OSI 2222 Cy 3 of 3

UNCLASSIFIED
MAR 21 1950

Declassification Authority: NND 923007

eighteen feet across and about two feet thick surrounded the cabin. The cabin was constructed of a metal resembling aluminium, but the actual make of the metal has defied analysis. COULTER had a portion of this metal in his possession and gave it to the Ford man to send to the Dearborne Plant to analyze it. Each of the two ships seen had a crew of two. In the damaged ship the bodies were charred; the other ship's occupants were in a perfect state of preservation although dead. They were uniform height of three feet, uniformly blond, beardless and their teeth were completely free of fillings or cavities. They were dressed in a blue material, unknown on earth, the threads in the cloth seemed to be a sort of wire. They did not wear undergarments, but had their bodies taped. There was a quantity of food in the ship which was in tablet form. This man, COULTER, showed the group, including FICK, a clock or automatic calendar taken from one of the craft consisting of two pieces of metal together of some unusual type of metal. On the face of one or two pieces of this metal appeared an indentation which rotated around the disk completing a cycle each twenty-eight days. According to the information given COULTER there are around fifty of these craft that have been found in the United States in a period of two years. Forty of these are in the U.S. Research Bureau in Los Angeles. Mr. FICK assumption as to the reason behind the apparent lack of security is that the government desired the information to be spread from unofficial sources until people are more or less familiar with the facts. He feels that the security department of the military fear that the sudden shock of a surprise announcement of the fact that interplanitary travel is possible might cause mass hysteria. Editor of the Kansas City Star

Declassification Authority: NND 923007

stated that while they were aware of this story they did not dare put it in the paper because it is too fantastic. Reputation of FICK is that he is well known locally and has number of friends at the Kansas City Star. COULTER not otherwise identified, but can be readily located through Ford Agency in Denver, Colo. Action Taken: Information copies to DO 14 and DO 17 for action. DO 13 will interview FICK and make additional inquiries at Kansas City Star. SIGNED THOMPSON

[redacted]

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

24-185-13 10 March 1950

MEMORANDUM FOR: General Carroll

SUBJECT: (Unclassified) "Flying Saucer," Midget Pilot Reported Landing in Mexico
SPECIAL INQUIRY

1. Times-Herald, Washington, D. C., of 10 March 1950 carries an AP dispatch concerning above subject which is attached hereto.

2. Statement is made in this article that crash occurred three months ago which roughly coincides with the period that similar accounts were appearing in several mid-western newspapers. The previous accounts were generally traced to statements made by a Radio Announcer in Denver, Colorado. Interview of that source by DO #14 served to discredit most of the statements made inasmuch as the announcer retracted some of his previous assertions and refused to provide any credible confirmation for the others.

1 Incl.
Newspaper article
fr Times-Herald,
10 Mar 50, re abv
subject

GILBERT R. LEVY
Actg. Chief, Counter Intelligence Div
OSI, IG, USAF

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

UNCLASSIFIED

13 March '50
Mr Lennartson advised of this info also major Stay of OSD.

~~CONFIDENTIAL~~

24-185-13 F 23
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
MAR 2 1950
(HOLD)

Declassification Authority: NND 923007

'Flying Saucer,' Midget Pilot Reported Landing in Mexico

LOS ANGELES, March 9 (AP). An expert on chemicals and explosives told reporters today he had seen the wreckage of an ultra-streamlined flying saucer on a Mexico City mountainside, and that top U. S. military officials have viewed it.

But there was no confirmation of the account, related by Ray L. Dimmick, sales manager of the Apache Powder Co., and the Air Force in Washington said it had heard nothing about it.

Saw Strip of Metal

Dimmick later told newsmen he actually saw only a strip of metal which he was told came from the space ship.

The remainder of his information, Dimmick said, came from two business men in Mexico City, one an American, the other a Chilean-Mexican. Dimmick, declining to name them, said he would furnish that information "if requested by the proper authorities."

Part of his information, he said, was that a man 23 inches tall, the pilot of the plane, died in the crash and that his body had been embalmed for scientific study.

"It was an exquisite piece of machinery," Dimmick told the first interviewer. He then described it in detail, saying it was 46 feet in diameter, built of a metal resembling aluminum but much harder, and was powered by two motors.

He said he was taken to the scene of the crash by associates and that the wreckage was roped off. The crash occurred three months ago, he said.

Dimmick said later that the piece of metal he actually saw was about 6 feet long, 8 inches wide and three-quarters of an inch thick.

Others Sighted

Reminded that the Air Force announced last December it was dropping its investigation of flying saucers because of preponderance of evidence that they do not exist, Dimmick said:

"I'm big enough to take the consequences of what I've said and stand my ground."

He said he has reports that similar objects landed in various parts of North America in the last year, "but governments have clamped veils of secrecy about their investigations."

"Why," he said, "I received a telephone call from Mexico this morning that another saucer was seen over Mazatlan."

In Van Nuys, Calif., last night, composer Eddie Coffman said he, actor Reed Hadley and Mrs. Hadley saw a ship through a foggy sky, which appeared to be about 400 feet in the air and traveling at extreme speed.

Through a telescope, he said, it appeared to be about 50 feet in diameter.

In Dayton, Ohio, the control tower operator at Wright-Patterson Air Force base said two jet planes and an Air National Guard plane pursued an object in the sky near there yesterday, which he called "a bare pin point of light, with the brilliance of a star at twilight." Astronomer J. A. Hynek said it may have been an "astronomical object."

Never Heard of Saucer, U. S. Officials Contend

Col. Joseph Anderson, assistant U. S. military attache at the Mexico City embassy, said of Dimmick's story: "This is beyond me." He added:

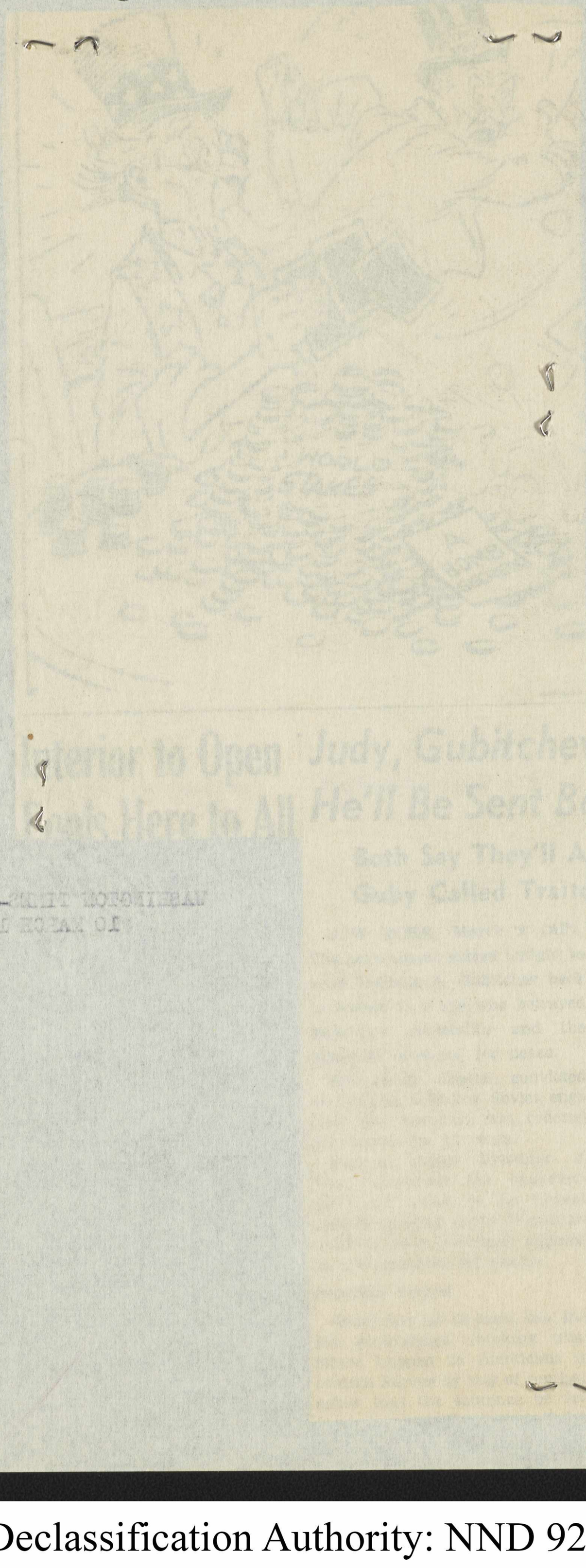
"I have not heard of any such thing, nor seen it, and were it true I feel positive I would have been informed by the Mexican defense ministry, since we are in closest touch with them."

In Washington, Air Force Headquarters insisted it had heard nothing about the Mexico City flying saucer.

WASHINGTON TIMES-HERALD
10 MARCH 1950

Incl. 1

Declassification Authority: NND 923007



Declassification Authority: NND 923007

~~CONFIDENTIAL~~

Wrtn 16 Mar 50

24-185

(Unclassified) UNCONVENTIONAL AIRCRAFT, Gering, Nebraska,
E. L. EKBERG, Civilian (Witness) - SPECIAL INQUIRY

Directorate of Intelligence, DCS/O,
Collection Branch

17 MAR 1950

1

Office of Special Investigations, IG

Maj Nold/lse/71776
AFCSI

Attached for your information is copy of OSI report dated 13 March 1950, concerning captioned subject.

1 Incl
Cy OSI Spot Intell Rpt
fr DO#13 re abv subj
dtd 13 Mar 50

attached

GILBERT R. LEVY
Actg Chief, Counter Intelligence Div
OSI, IG, USAF

UNCLASSIFIED

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

OUT
17 MAR 1950
MANAGEMENT
DIV.
OSI

UNCLASSIFIED

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

24 | 185-13, 22
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI P. M. Nold
A. B. Borden, Lt Col
J. R. Levy

~~CONFIDENTIAL~~

MAR 21 1950

AFOSI-FILES

Declassification Authority: NND 923007

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

MT/EES/dmb
13 March 1950

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT
Gering, Nebraska
E. L. EKBERG, Civilian (Witness)

SPECIAL INQUIRY

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian 4 DEC 1975
DATE

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

UNCLASSIFIED

1. SYNOPSIS: An unidentified object, described as an intensely brilliant light, was observed over Gering, Nebraska. The object appeared 20'-25' in diameter, dangled like a pendulum, and weaved back and forth. The object was further described flat and wide; later triangular, hour-glass shaped.

2. DETAILS: The following article appeared in the Omaha World Herald newspaper 6 March 1950:

"FLYING MOON SEEN AT GERING
Score Saw Bright Light in Morning

"Gering, Neb.--First there were flying saucers. Now there is the case of the flying moon.

"An intensely brilliant moving light was observed in the sky near here early Sunday morning, according to nearly a score of Gering residents.

"E. L. Ekberg, Gering police officer, apparently was the first to spot the object. He reported seeing a brilliant light, 20 to 25 feet in diameter, about a half a mile west of here early Sunday. It was last seen by him shortly after 7 a.m., he said.

S

cc to Mr. Waterman

see Ltr to Dir of Intell dtd 17 Mar 50

[redacted]

UNCLASSIFIED

5331 Wa

Declassification Authority: NND 923007

IN
15 MAR 1950
CI DIV
CSI

Declassification Authority: NND 923007

[redacted]

SPOT INTELLIGENCE REPORT

Subj: UNCONVENTIONAL AIRCRAFT, Gering, Nebraska, E. K. EKBERG, Civilian (Witness) SPECIAL INQUIRY 13 March 1950

"It appeared to be about one hundred feet in the air and traveling very fast," Mr. Ekberg said. "It was so bright that I had to look away from it," he added.

"The police officer said the object glowed with a steady, very white light.

"There was no appearance of burning, no smoke, nor any orange flame," he said.

"Mr. Ekberg watched the light for some time, then went in search of witnesses. Before long, 15 to 20 persons were viewing the spectacle from the main street of Gering and the object was traveling southeast.

"It was just like a big light that changed shape," Mr. Ekberg stated. He said at first it appeared to be flat and wide, later triangular, hour-glass shaped and round. "When I first saw it, it lighted up the countryside," the officer said.

"State Safety Patrolman Dale Justice of Gering reported that he and Trooper Victor Hansen of Scottsbluff saw the object. He said they attempted to follow the light and traveled about seven miles before giving up the chase.

"The light appeared to be suspended, dangling like a pendulum, weaving back and forth," Mr. Justice said. "It was very brilliant white light," the patrolman said."

3. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 85, subject, "Unconventional Aircraft," dated 8 February 1950.

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

24-185-B-22

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAR 15 11 47 AM '50

OFFICE OF
SPECIAL INVESTIGATIONS

5458 (NOLD)

[redacted]

2

MAR 21 1950 SECURITY

Declassification Authority: NND 923007

dmb

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-51	17 February 1950

REPORT MADE BY
LAWRENCE A. APPLEBEE

REPORT MADE AT
DO #13

PERIOD
17 February 1950

OFFICE OF ORIGIN
DO #13

STATUS
PENDING

TITLE
UNCONVENTIONAL AIRCRAFT
(FLYING SAUCERS FROM VENUS COME TO EARTH)

Aerial Phenomena

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
RUC Rpt of Investigation, DO #18, dated 1 Feb 1950, File 24-42

SYNOPSIS

All logical leads within the geographical boundaries of the 13th OSI District have been developed. Leads are currently outstanding to District Office #17, Kirtland Air Force Base, Albuquerque, New Mexico, from District Offices #13 and #18.

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION

CG, AMC, ATTN: MCIAXO-3 (Action)	2
Hq OSI	2
DO #17 (Info)	2
CG, SAC (Info)	2
Det "A", Kansas City	1
File	2

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

ACTION COPY FORWARDED TO
CG, Air Materiel Command,
Wright-Patterson AFB,
Dayton, Ohio, ATTN:
MCIAXO-3

APPROVED
UNCLASSIFIED

Matthew J Thompson

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander.

FILE STAMP
24-185-13-21
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
FEB 21 3 07 PM '50
OFFICE OF SPECIAL INVESTIGATIONS
FEB 2 8 1950

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

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

Declassification Authority: NND 923007

Declassification Authority: NND 923007

UNCLASSIFIED

IN 23 FEB 1950 CI DIV OSI

OUT 23 FEB 1950 MANAGEMENT DIV. OSI

OUT 28 FEB 1950 CI DIV OSI

DATE
BY Historian
KARL K. KNAUF, Capt, USAF
BY AUTHORITY OF
CLASSIFICATION CANCELLED

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

TITLE: UNCONVENTIONAL AIRCRAFT (FLYING SAUCERS NOW AFAIR COME TO EARTH)

CASE NO. SA-45

REPORT MADE BY: LAWRENCE A. MAYFIELD

REPORT MADE AT: DO #13

PERIOD: 17 February 1950

STATUS: PENDING

OFFICE OF ORIGIN: DO #13

SYNOPSIS: Report of Investigation: DO #13, dated 1 Feb 1950, File SA-45

Alamogordo, New Mexico, Atom District Offices #13 and #18.
contacting to District Office #13, Kirtland AFF Force Base,
All local leads within the geographical boundaries of the
12th OSI District have been developed. Leads are currently

24-51

DETAILS:

AT OFFUTT AIR FORCE BASE, OMAHA, NEBRASKA

District Office #13 is in receipt of RUC Reports of Investigation from District Offices #14 and #18 in reply to Undeveloped Leads set forth in PENDING Report, this District, dated 20 January 1950. Distribution of the aforementioned RUC Reports has been made to interested agencies. There are outstanding leads to District Office #17, Kirtland Air Force Base, Albuquerque, New Mexico, from District Offices #13 and #18. No additional information has been developed within the geographical boundaries of District Office #13 during the period of this Report and subject to submission of the aforementioned PENDING Report.

- PENDING -

Declassification Authority: NND 923007

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
WASHINGTON 25, D. C.

UNCLASSIFIED

15 February 1950

MEMORANDUM FOR: Major Richard G. Cox

SUBJECT: Unconventional Aircraft (Flying Saucers from Venus Come to Earth)
SPECIAL INQUIRY

1. On 14 February 1950 the bartender at the "Covered Wagon", a restaurant and bar located at 14th Street and Rhode Island Avenue, N.W., Washington, D. C., supplied the following information regarding "Unconventional Aircraft":

a. One Mr. Don Davis, a frequent visitor to the Covered Wagon, gave an account of a so-called "Flying Disc." Davis stated in substance that recently a "Flying Disc" had developed trouble while flying over Utah and was forced to land. Davis further indicated that the inhabitants were small pigmy type individuals, wearing clothes of peculiar texture, styled similar to that which existed during the 18th century. Davis further proclaimed that the aircraft contained two or three metals unknown to scientists on earth, and that the metal was of such construction that it needed no lubricants. Further explaining the pigmy individuals, Davis stated that Army officials were keeping them alive in a pressurized room in Utah. Also Davis indicated the Army was keeping the incident quiet for a few months, but that Donald Keyhoe, author of a recent article in "True Magazine," was aware of the incident and would publish the information in the July issue of "True Magazine."

2. According to the bartender Davis is a lawyer and works for the Department of Labor. Davis claims to be friendly with Keyhoe, whose residence is in Alexandria, Virginia. No other pertinent information is available concerning Davis.

Read S. Van Fosson
REA S. VAN FOSSON
Special Agent, USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
KURT K. KUNZE, Capt, USAF
BY Historian
DATE 4 DEC 1975

UNCLASSIFIED

CONFIDENTIAL

24-185-13 -18
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
FEB 20 1950

Declassification Authority: NND 923007

dmb

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-69

DATE 27 January 1950

REPORT MADE BY
LAWRENCE A. APPLEBEE

REPORT MADE AT
DO #13

PERIOD
25 January 1950

OFFICE OF ORIGIN
DO #13

STATUS
CLOSED

TITLE

UNCONVENTIONAL AIRCRAFT
KANSAS CITY, MISSOURI
JAMES F. GRAY

CHARACTER
SPECIAL INQUIRY (UNCONVENTIONAL AIRCRAFT)

REFERENCE
Report of S/A APPLEBEE, DO #13, 19 Jan 50, same file and subject

SYNOPSIS

Inquiries at Olathe Naval Air Base, Kansas, revealed no information concerning unconventional aircraft on 6 January 1950. No balloons or flares released that date. Weather was clear; visibility twelve miles.

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION
CG, AMC, ATTN:
MCIAXO-3 (Action Cpy) 2
HQ OSI 2
CG, SAC (Info) 2
CO, Fairfax AFB 2
File 2

ACTION COPY FORWARDED TO
CG, Air Materiel Command,
Wright-Patterson AFB,
Dayton, Ohio

APPROVED
UNCLASSIFIED

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander.

FILE STAMP
24-185-13-12
FEB 1 - 3 13 PM '50
4220
FEB 13 1950

XZ-357-1

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

FILE NO

DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

CHARACTER

REFERENCE

SYNOPSIS

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]

BY

DATE 4 DEC 1975

FILE STAMP

IN
7 FEB 1950
CI DIV
OSI

ACTION COPY FORWARDED TO

OUT
6 FEB 1950
MANAGEMENT DIV.
OSI

OUT
7 FEB 1950
CI DIV
OSI

FEB 13 1950

Declassification Authority: NND 923007

24-69

DETAILS:

AT OLATHE, KANSAS

On 25 January 1950, Lt. (JG) W. C. KINCANNON, Weather Officer at the Olathe Naval Air Base, Kansas, advised that no reports concerning any unconventional aircraft have been received at the Base. He further stated that the weather on 6 January 1950 was clear with visibility at 12 miles, and that no weather balloons of any type had been released on that date, nor had any flares of any type been released.

It is believed all logical leads in this matter have been developed and it is considered closed in the files of this Office.

- CLOSED -

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-47

DATE 23 January 1950

REPORT MADE BY FREDERICK K. UNGEMER, S/A db

TITLE UNCONVENTIONAL AIRCRAFT
(FLYING SAUCERS from VENUS
COME to EARTH)

REPORT MADE AT DO #14, Lowry AFB

PERIOD 17,18,19,20,23 January 1950

OFFICE OF ORIGIN DO #13, Offutt AFB

STATUS RUC

CHARACTER SPECIAL INQUIRY

REFERENCE TWX, DO #13, dtd 140200Z; Ltr. DO #13, 16 January 1950 (File #24-51); Rpt. S/A APPLEBEE, 20 January 1950 (File #24-51), DO #13; and TWX, DO #17, 2103152.

SYNOPSIS

Interviews with JACK M. MURPHY, L. J. VAN HORN, and MORLEY B. DAVIES reveal that information concerning flying saucers has been related by GEORGE KOEHLER of Denver. Some details of KOEHLER's story have been discounted through investigation of MURPHY and VAN HORN. MURPHY, VAN HORN, and DAVIES will execute signed statements if deemed necessary. KOEHLER produced to MURPHY, VAN HORN, DAVIES, RUDY RICK, and a few others, parts which he claimed were taken, by him, from a flying saucer. During interview with KOEHLER, he denied having seen any flying saucers and denied having any parts from them. He professed to believe that interplanetary travel existed and that flying saucers were landing in the United States. KOEHLER stated that his information came from scientists in Phoenix, Arizona, but declined to reveal their identity on the ground that it was confidential.

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION
CG, ANC, ATTN:
NCIAXO-3 (action cy) 2
DO #13 3
DO #17 2
Hq. OSI 2
File 1

ACTION COPY FORWARDED TO
COMMANDING GENERAL
AIR MATERIAL COMMAND
WRIGHT-PATTERSON AFB
Dayton, Ohio
NCIAXO-3

APPROVED
UNCLASSIFIED
R. J. Seibert
Major, USAF
District Commander.

FILE STAMP
24-185-13-16
W T
JAN 30 10 01 AM '50
File
4001
FEB 3 1950

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

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

Declassification Authority: NND 923007

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

FILE NO | DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

CHARACTER

REFERENCE

SYNOPSIS

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
CHIEF, INTEL Dept, USAF
BY [illegible]
DATE DEC 1975

DISTRIBUTION | ACTION COPY FORWARDED TO

IN 31 JAN 1950 CI DIV OSI

MANAGEMENT DIV. OSI 30 JAN 1950 OUT

OUT 2 FEB 1950 CI DIV OSI

UNCLASSIFIED

AFHQ FORM 0-208 Replaces ATOSI Form 4, 29 Jul 48, which [illegible] 10—8771A—1 U. S. GOVERNMENT PRINTING OFFICE 18 JAN 49

[redacted]

Declassification Authority: NND 923007

[redacted]

DETAILS: (Cont'd)

AT DENVER, COLORADO

1. This is a joint investigation of Special Agent FREDERICK F. HANSEN and the writer.

2. Mr. JACK M. MURPHY, Region Manager, Ford Motor Company, and Mr. L. J. VAN HORN were interviewed 17 January 1950. The following information was revealed. MORLEY B. DAVIES, Field Representative, J. Walter Thompson Company, has been bringing stories concerning flying saucers to MURPHY since early October 1949. These stories originated with GEORGE KOEHLER, (previously reported as COULTER), an advertising salesman for Station KMYR in Denver, Colorado. KOEHLER's stories describe the construction of flying saucers and the occupants. Just prior to Christmas DAVIES told MURPHY that KOEHLER had some parts, from a flying saucer, in his possession. MURPHY requested that he (DAVIES) attempt to arrange an interview with KOEHLER. KOEHLER and DAVIES came to the Ford Motor Company office where MURPHY, VAN HORN, a Mr. RUDY FICK, and several Ford Motor Company employees were present. KOEHLER brought with him two (2) gears; several metal discs, similar to "knock out" plugs from electrical fixtures; and a gadget described as a radio. KOEHLER calimed to have had the radio playing at one time and it played a type of music similar to Chinese. During the time of the visit at the Ford Motor Company the radio remained silent. While examining the gears with a magnifying glass, VAN HORN discovered the arabic numeral "6" and a small arrow. MURPHY called in one of his shop engineers who examined the gears and pronounced them "just gears". MURPHY described the small metal discs as a soft aluminum like metal which scratched easily. KOEHLER claimed that a friend of his at the Winter-Weiss Company (automobile equipment) was unable to analyze the type of metal. MURPHY immediately contacted Mr. ADOLPH WINTER of the Winter-Weiss Company and had him check the truth of the Statement. Mr. WINTER called back in twenty-five (25) minutes and stated positively that none of his employees had conducted an analysis of metal for KOEHLER nor did any of them know KOEHLER. At this time Mr. MURPHY offered to have the metals analyzed by the Ford Motor Company technicians in Dearborn, Michigan, but KOEHLER declined the offer. KOEHLER claimed to have entered an installation near Phoenix, Arizona and had actually seen two (2) flying saucers. They were mounted on a tripod type landing gear. The entire craft could be lifted by two persons. One craft was damaged and the occupants had been burned. The other craft was intact and the occupants were in a perfect state of preservation. They were three (3) feet tall, blond hair, beardless, and had perfect teeth. These occupants were garbed in a blue uniform of cloth made from wire fabric. KOEHLER mentioned that the craft had a supply of food in tablet form and water weighing twice that of the water on earth. KOEHLER mentioned a Dr. GEBAUER (spelling unknown) who is supposedly a scientist in Phoenix, Arizona. According to KOEHLER, Dr. GEBAUER told him that the flying saucers originated in Venus and that there were fifty (50) in existance in the United States. KOEHLER also told of fifteen (15) flying saucer occupants parachuting to earth near Phoenix and that they became inviable when pursued. It is the

[redacted]

Declassification Authority: NND 923007

[redacted]

DETAILS: (Cont'd)

firm opinion of Mr. MURPHY and Mr. VAN HORN that KOEHLER does not have a "full string of fish", and that he is "probably off his rocker". Since the meeting with KOEHLER Mr. MURPHY has been contacted by a Washington newscaster and the editor of the Amarillo Globe (Texas), regarding the flying saucers, but told them that he would rather not be connected with any such fantastic tale. MURPHY and VAN HORN stated that they would execute a signed statement if deemed necessary.

3. Mr. GEORGE KOEHLER, radio advertising salesman, Station KMYR, Denver, Colorado, was interviewed 19 January 1950. He affirmed the meeting at the Ford Motor Company with MURPHY, VAN HORN, FICK, DAVIES, and several others. He admitted devulging to these persons information concerning flying saucers, but denied very profoundly having had any metals or gadgets. He also denied mentioning any names regarding his source of information. KOEHLER stated that he had no parts of flying saucers in his possession at present. He denied having ever seen any flying saucers or their occupants. He stated that the source of his information was confidential in nature and that he was duty-bound not to reveal such source. KOEHLER stated that if he had been contacted by OSI Agents a month ago, he would have given any information that he might have had. He claimed to have been contacted by his source and told to forget everything he knew, concerning the flying saucers. KOEHLER claimed to have been approached by at least three magazines and offered as high as $5,000.00 for his flying saucer story. He was also approached by a representative of the Kansas City Star. He declined to reveal any information. KOEHLER stated that he fully believes that flying saucers do exist and that interplanetary travel is being accomplished.

4. Mr. MORLEY B. DAVIES, Field representative, J. Walter Thompson Company, Denver, Colorado branch, was interviewed 23 January 1950. Mr. DAVIES stated that KOEHLER had been telling him stories concerning the flying saucers since early in October 1949. He described one as being 116 feet across and capable of carrying 16 occupants. He stated that they had come from Venus and had made the trip in forty-one (41) minutes. He stated the speed of these saucers was around 100,000 miles per second. KOEHLER stated that his source of information was a Dr. GEBAUER of Phoenix, Arizona and four other scientists. KOEHLER told DAVIES that he had met these scientists through his wife, who was either related to one of them, or a friend of some of them. They had accepted a dinner invitation from KOEHLER when on route to Phoenix, Arizona from the Wyoming Oil Fields where they had conducted experiments. KOEHLER claims to have kept in contact with these scientists and gathered quite a bit of information concerning flying saucers. He told DAVIES that the flying saucers were landing near Albuquerque, New Mexico, due to the attraction of the radar installation nearby. He presumed that the radar activity had an effect on these saucers since they were powered by a magnetism drawn from the atmosphere. After landing near Albuquerque these saucers, according to KOEHLER, have been transported to an installation near Phoenix,

[redacted]

Declassification Authority: NND 923007

[redacted]

DETAILS: (Cont'd)

Arizona. This installation is controlled by the aforementioned scientists. KOEHLER claims to have visited the installation on one occasion and in order to enter was instructed to disrobe and don a one piece coverall suit. When passing through a door, an alarm rang and it was determined that the alarm was set off by a silver plate in KOEHLER's head and his dental fillings. KOEHLER told DAVIES that he was permitted to go inside the installation where he saw two small two place saucers. The occupants of one saucer were burned, but the occupants of the other were in a perfect state of preservation. The uniforms of all the occupants were indestructible and of material foreign to earth. They wore shoes of a substance similar in thickness and texture, to human skin. These shoes were also indestructible and showed no signs of wear. KOEHLER described the craft as having a triped landing gear with ball and socket wheels. They were light enough in weight for two persons to raise them from the ground. KOEHLER told DAVIES that he and another man had lifted one craft and caused the balls in two of the legs to spin. When the ball in the third leg was caused to spin the craft suddenly tore itself loose from the men and fell to the ground. KOEHLER told DAVIES this motion was so sudden it wrenched his back. The interior of the craft, according to KOEHLER, contained a series of buttons used a s controls. A small radio was present, which KOEHLER claims is the one which he displayed at the Ford Motor Company, in Denver. He further claims to have obtained from the craft a time device, consisting of two metal discs which rotate upon one another. He told DAVIES that the discs made a complete revolution every twenty-eight (28) days. KOEHLER told DAVIES that he brought the radio, the time device, a few gears, and bits of metal back to Denver with him. He stated that the scientists had told him that the large 16 place saucer had been taken to Texas by Air Force representatives, one of whom was a three star General. According to KOEHLER, the scientists were displeased and informed the General that he would get no more of the saucers. During the meeting at the Ford Motor Company in Denver, KOEHLER told the group that one of the saucer occupants had been removed and placed in the Rosenwald Institution, Chicago, Illinois, for public display. He stated that the room had been wired in order to record the Public's reaction to the display. Mr. VAN HORN called a friend of his, connected with the Rosenwald Institution, and received the information that the entire story was false. Mr. DAVIES advised that KOEHLER has been relating facts and figures regarding flying saucers to him since early October 1949 and the last reference made by KOEHLER was that he had been contacted telephonically by an official of the Federal Bureau of Investigation, in Washington, warning him to refrain from any further reference to flying saucers. Mr. DAVIES stated that KOEHLER is considered to be of excellent character, a non-drinker, and not known to be addicted to the use of narcotics. He further stated that he believed none of KOEHLER's story to be true and has no explanation for KOEHLER's action. DAVIES stated that he would execute a signed statement if deemed necessary.

[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL

DETAILS: (Cont'd)

5. Reference is made to report of Special Agent APPLEBEE, 20 January 1950, file 24-51, and TWX, DO #17, 2103152. Investigation conducted by this office failed to reveal the exact location of the radar installation which KOEHLER allegedly visited. Investigation failed to reveal that KOEHLER claimed visiting any radar installation but that such an installation was mentioned as the landing place of the flying saucers. This installation reported to be near Albuquerque. The installation which KOEHLER claims to have visited is not a radar installation, but a place near Phoenix where scientific research is conducted by the aforementioned scientists.

RUC

CONFIDENTIAL

Declassification Authority: NND 923007

[redacted]

UNDEVELOPED LEAD

DISTRICT OFFICE #17, KIRTLAND AIR FORCE BASE, NEW MEXICO

AT PHOENIX, ARIZONA

Will attempt to identify, locate and interview a scientist, Dr. GEBAUER, possibly JAEBAUR (exact spelling unknown), located in Phoenix or vicinity.

[redacted]

Declassification Authority: NND 923007

CI

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted]

PRIORITY

THIS MESSAGE REQUIRES PARAPHRASE. SEE PARAGRAPHS 55c(4) and 55g(2), AFR 205-1.

FROM: 13 OSI DIST OFFUTT AFB, OMAHA NEBRASKA, SGD THOMPSON

TO : CSAF, WASHINGTON 25, D.C.
DIST COMDR 14TH OSI DIST LOWRY AFB, COLORADO
DIST COMDR 17TH OSI DIST KIRTLAND AFB ALBUQUERQUE, NEW MEXICO

NR : OSI 11. 17 January 1950.

Ref TWX this office dtd 13 Jan and spot int rpt dtd 16 Jan subj "Flying Saucers From Venus Come To Earth." You are advised class of both TWX and spot rpt down-graded to confidential.

18 JAN 1950
no copy necessary.

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

NOTE: Reference TWX is CAF-IN-7130, 17 Jan 50 (CSI).

24-185-13-15

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

JAN 19 9 25 AM '50

UNCLASSIFIED

ACTION: CSI.

INFO : ODS, OIN, OPO, OOP, OPY, CAG-30.

[redacted] (18 Jan 50) [redacted] RCW/jgl.

OFFICE OF SPECIAL INVESTIGATIONS

[redacted] JAN 26 1950

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

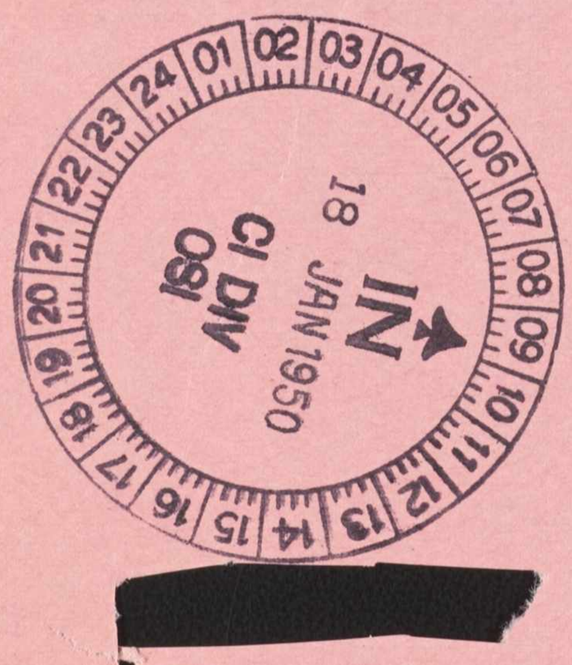
AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

CI DIVISION, OSI 83

Declassification Authority: NND 923007

ORIGINAL



Declassification Authority: NND 923007

Kilroy HA-942

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

[redacted]

THIS MESSAGE REQUIRES PARAPHRASE. SEE PARAGRAPHS 55c(4) and 55g(2) AFR 205-1.

FROM: HQ 13TH OSI DST OFFUTT AFB, OMAHA, NEBRASKA

TO : DIR OF SPECIAL INVESTIGATIONS HQ USAF, WASH., D.C.

INFO: DIST CMDR 14 OSI DIST LOWRY AFB, COLO (ZEN)
DIST CMDR 17 OSI DIST KIRTLAND AFB, NEW MEXICO (ZEN)

NR : OSI 8 16 January 1950

(THIS IS REHAS OSI 8 DTD 14 JAN 50. CATEGORY BAKER MESSAGE).

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

Flying saucers from Venus came to earth by accident says Rudy Fick. 2 weeks ago Rudy Fick, well known Kansas City auto dealer stopped in Denver returning from Ogden, Utah. While there he called on manager of Ford Agency, their conversation was interrupted by some engineers arriving for a meeting. 1 of these arrivals, a man named Coulter, revealed some startling info. According to story told by Coulter, he "Crashed the Gate" at a radar sta near new Mexico and Arizona borders. While there he saw 2 of the highly secret "Flying Saucers". Contents are spot report details ---info contained herein furnished from newspaper article appearing in Wyandotte Echo. Kansas City, Kansas 6 Jan 1950. 1 of flying saucers was badly damaged, other almost perfectly intact. They consisted of 2 parts, a cockpit or cabin about 6 feet diameter and a ring 18 feet across and 2 feet thick surrounded cabin. Cabin was constructed of a metal resembling aluminum, but actual make of metal has defied analysis. Coulter had a portion of this metal in his possession and gave it to the ford man to send to the Dearborne plant to analyze it. This man, Coulter , showed the group, including Fick, a clock or automatic calendar taken from 1 of the craft consisting of 2 pieces of metal together of some unusual type of metal, on the face of 1 or 2 pieces of this metal appeared an indentation which rotated around the disk completing a cycle each 28 days. According to the info given Coulter there are around 50 of these craft that have been found in the United States in a period of 2 years. 40 of these are in the 7 US Research Bureau in Los Angeles. Each ship seen had a crew of 2, in the damaged ship the bodies were charred, the other ships occupants were in a perfect state of preservation although dead.

Classification canceled or changed to CONFIDENTIAL
By authority of Chief of Staff, USAF
By: RJC Date: 24 JAN 1950

UNCLASSIFIED
(16 Jan 50)

[redacted]

ACTION COPY

24-V85 73-15
Page 8 USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

COPY No. 3

S

AFHQ FORM 15 APR 49 0-309 B

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

CI DIVISION, OSI 82

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

CLASSIFICATION CANCELLED
BY AUTHORITY OF DUC/S&C
DATE NOTE DATED
BY

OUT
24 JAN 1950
CI DIV
OSI

ISO
CI DIV
OSI
17 JAN 1950
IN

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted] Page # 2

They were uniform height of 3 feet, uniformly blond, beardless and their teeth were completely free of fillings or cavities. They were dressed in a sort of wire and were wearing no under garments but had their bodies taped. There was a quantity of food in ship which was in tablet form. Mr. Fick assumption as to the reason behind the apparent lack of security is that the Govt desired the info to be spread from unofficial sources until people are more or less familiar with the facts. He feels that the security Dept of the Military fear that the sudden shock of a surprise announcement of the fact that interplanitary travel is possible might cause mass hysteria. Reputation of Fick is that he is well known locally and has a number of friends at the Kansas City Star. DO 13 will interview Fick and make additional inquiries at Kansas City Star. Coulter not otherwise identified, but can be readily located through ford agency in Denver. Action taken: Info copies to DO 14 and DO 17 for action. Editor of the Kansas City Star stated that while they were aware of this story they did not dare put in paper because it is too fantastic.

ACTION: DIRECTOR, SPECIAL INVESTIGATIONS

INFO : DCS/O DIRECTOR OF INTELLIGENCE
DCS/O DIRECTOR OF PLANS & OPERATIONS
DCS/O POLICY DIVISION
CHIEF OF STAFF'S LOG, USAF

[redacted] (16 Jan 50) [redacted] CVC/lws

~~SECRET~~ RC 28/16th

file

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

CONFIDENTIAL

PRIORITY

UNCLASSIFIED

FROM: 13 OSI DIST OFFUTT AFB, OMAHA NEBRASKA, SGD THOMPSON

TO : CSAF, WASHINGTON 25, D.C.
DIST COMDR 14TH OSI DIST LOWRY AFB, COLORADO
DIST COMDR 17TH OSI DIST KIRTLAND AFB ALBUQUERQUE,
NEW MEXICO

NR : OSI 11. 17 January 1950

This refers to TWX from 13th OSI District, Offutt AFB, Omaha, Nebraska, dated 13 January and spot intelligence report dated 16 January, subject: "Flying Saucers From Venus Come To Earth." For your information both TWX and spot report are down-graded to Confidential.

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

NOTE: Reference TWX is [redacted] 17 Jan 50 (OSI).

ACTION: OSI.

INFO : ODS, OIN, OPO, OOP, OPY, CAG-30.

[redacted] (18 Jan 50) DTG: [redacted] RCW/jgl.

CONFIDENTIAL [redacted]: 25/18.

UNCLASSIFIED

24-185-13 14
USAF IG T
OFFICE OF SPECIAL INVESTIGATIONS

JAN 26 1950

CONFIDENTIAL

Declassification Authority: NND 923007

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY Historian KENT K. KUNZE, Capt, USAF
DATE 4 DEC 1975

OSI CI DIV
26 JAN1950
OUT

USAF
OFFICE
LIAISON OPERATIONS

JAN 28 1950

UNCLASSIFIED

Declassification Authority: NND 923007

[redacted] CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

[redacted]

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
Historian
BY _____ 4 DEC 1975
DATE

FROM: HQ 13TH OSI DST OFFUTT AFB, OMAHA, NEBRASKA

TO : DIR OF SPECIAL INVESTIGATIONS ~~HQ~~ USAF, WASH., D.C.

INFO: DIST COMDR 14 OSI DIST LOWRY AFB, COLO (ZEN)
DIST COMDR 17 OSI DIST KIRTLAND AFB, NEW MEXICO (ZEN)

UNCLASSIFIED

NR : OSI 8 16 January 1950

(THIS IS REHAS OSI 8 DTD 14 JAN 50. CATEGORY BAKER MESSAGE).

Rudy Fick says Flying saucers from Venus came to earth by accident. Rudy Fick, well known Kansas City auto dealer stopped in Denver 2 weeks ago while returning from Ogden, Utah. At that time he called on the manager of Ford Agency. Their conversation was interrupted by some engineers arriving for a meeting; one of whom was a man named Coulter. Coulter revealed some startling information. He (Coulter) stated he "Crashed the Gate" at a radar station near new Mexico and Arizona borders, and while there he saw 2 of the highly secret "Flying Saucers." Spot report details---the information contained herein was furnished from article which appeared in the Wyandotte Echo newspaper, Kansas City, Kansas, 6 January 1950. Of the two Flying saucers one was badly damaged and the other almost perfectly intact. They consisted of 2 parts, a cockpit or cabin about 6 feet in diameter. A ring 18 feet across and 2 feet thick surrounded the cabin. The cabin was constructed of metal resembling aluminum, but the actual make of the metal has defied analysis. Coulter had a piece of the metal in his possession and gave it to the Ford man to send to the Dearborne plant for analysis. This man (Coulter) showed the group, including Fick, a clock or automatic calendar which was taken from one of the Flying Saucers. This clock or automatic calendar consisted of 2 pieces of metal together with some unusual type of metal. On the face of 1 or 2 pieces of this metal there appeared an indentation which rotated around the disk completing a cycle each 28 days. According to the information given Coulter around 50 of these flying saucers have been found in the United States in a period of 2 years. Of these, 40 are in the 7 US Research Bureau in Los Angeles. Each of the craft had a crew of 2. The bodies in the damaged ship were charred, but the other ship's occupants were in a perfect state of preservation, although dead.

[redacted] (16 Jan 50)

UNCLASSIFIED
Classification ~~canceled or~~ changed to [redacted]
By authority of Chief of Staff, USAF
By: RJC Maj
Date: 24 JAN 1950

[redacted] SECRET
[redacted] CONFIDENTIAL

Declassification Authority: NND 923007

[redacted] CONFIDENTIAL

CLASSIFICATION CANCELLED
BY AUTHORITY OF JCS DIRECTIVE
KURT K. KUNZE, Capt, USAF
BY _____ Historian
DATE 4 DEC 1979

[redacted]

UNCLASSIFIED
Classification canceled or changed to
CONFIDENTIAL
By authority of Chief of Staff, USAF
By: _____
Date: 24 JAN 1980

[redacted] CONFIDENTIAL

Declassification Authority: NND 923007

All were uniform height of 3 feet; blond, beardless and their teeth were completely free of fillings or cavities. They wore no under garments, but had their bodies taped and were dressed in a sort of wire. A quantity of food in tablet form was found in ship. Mr. Fick assumed that the reason behind the apparent lack of security was that the Government wanted the information spread from unofficial sources until people are more or less familiar with the facts. Mr. Fick feels that the security department of the military fear that the sudden shock of a surprise announcement that interplanitary travel is possible might cause mass hysteria. Fick is well known locally and has a number of friends at the Kansas City Star. OSI District 13 will interview Fick and will make additional inquiries at the Kansas City Star. Coulter not otherwise identified, but can be reached through Ford agency in Denver. Action: Information copies furnished OSI Districts 14 and 17 for action. The editor of the Kansas City Star stated that while they were aware of this story they did not dare publish it in the paper because it is too fantastic.

ACTION: DIRECTOR, SPECIAL INVESTIGATIONS

INFO : DCS/O DIRECTOR OF INTELLIGENCE
DCS/O DIRECTOR OF PLANS & OPERATIONS
DCS/O POLICY DIVISION
CHIEF OF STAFF'S LOG, USAF

[redacted] (16 Jan 50) [redacted] CVO/lws

RC 28/16th

SECRET
[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL

(Es) 16 Jan 50

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

CLASSIFICATION CANCELLED TO CONFIDENTIAL
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

A I R M A I L

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

MT/EES/dmb
16 January 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Flying Saucers from Venus Come to Earth

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

UNCLASSIFIED

1. SYNOPSIS: Article in Wyandotte Echo, Kansas City, Kansas, 6 January 1950, states Kansas City auto dealer, RUDY FICK, while in Denver, met an engineer named COULTER, who claimed to have seen two "flying saucers" which had crashed at a radar station near the New Mexico and Arizona border. These craft, each carrying a crew of two, were constructed of some unknown metal, and were stocked with food in tablet form. COULTER said about fifty (50) of these craft had been found in the United States in a two year period--forty (40) of them being presently in the United States Research Bureau in Los Angeles. COULTER stated it was assumed the craft had come from the planet Venus. Evaluation - unknown.

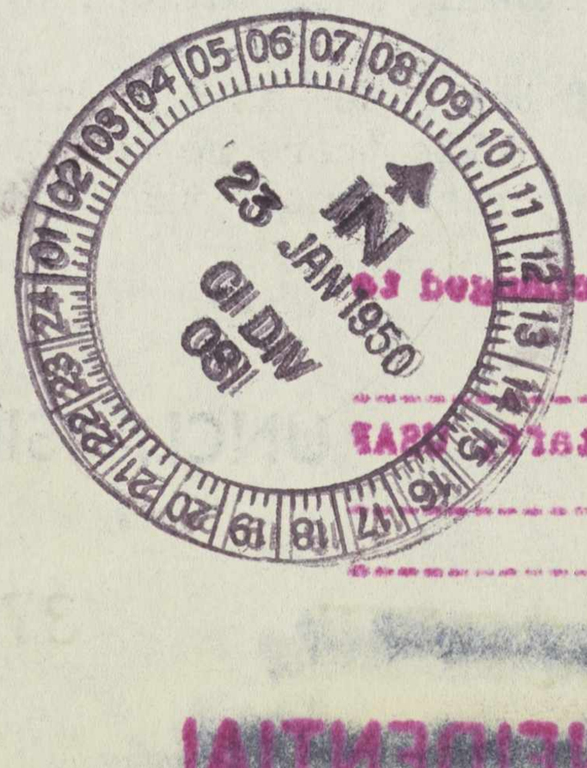
2. DETAILS: A newspaper article appearing in the Wyandotte Echo, Kansas City, Kansas, 6 January 1950, stated that two weeks ago RUDY FICK, well known Kansas City auto dealer, stopped in Denver where he called on the manager of the Ford Agency. Their conversation was interrupted by some engineers arriving for a meeting. One of these arrivals, a man named COULTER, revealed the following information:

He, COULTER, "crashed the gate" at a radar station near the New Mexico and Arizona border. While there he saw two of the highly secret flying saucers which had crashed near that site. One was badly

Classification canceled or changed to [redacted]
By authority of Chief of Staff, USAF
By: RJL May
Date: 24 JAN 1950
UNCLASSIFIED
24 1185-13 43
UNITED STATES AIR FORCE OFFICE OF SPECIAL INVESTIGATION
JAN 26 3 09 PM '50
3763
OFFICE OF SPECIAL INVESTIGATION
JAN 26 1950
[redacted]
CONFIDENTIAL
Rt 44940

Declassification Authority: NND 923007

CONFIDENTIAL



CONFIDENTIAL

Declassification Authority: NND 923007

[redacted] CONFIDENTIAL

Subj: Flying Saucers from Venus Come to Earth 16 January 1950

damaged, the other almost perfectly intact. These craft consisted of two parts: the cockpit or cabin, approximately six (6) ft. in diameter; and a ring, 18 ft. across, and about 2 ft. thick, surrounding the cabin. These craft were constructed of a metal resembling aluminum but the actual components of the metal could not be defined. COULTER had a small piece of this metal in his possession and gave it to the Ford man to send to the Ford Dearborn Plant for analysis. Each of the two craft had a crew of two. In the damaged ship the bodies were charred. The occupants of the other ship were in a perfect state of preservation, although dead. They were almost identical with human beings, were of a uniform height of 3 ft, uniformly blonde, beardless, and their teeth were completely free of fillings or cavities. The bodies were dressed in a blue material, the threads in the cloth seemingly a sort of wire. They did not wear under-garments but the bodies were taped. There was a quantity of food in the ship in tablet form and water found in the craft had a weight double that of water here on earth. COULTER showed the group, including FICK, a clock or automatic calendar taken from one of the craft, consisting of two pieces of metal. On the face of one piece of this metal appeared an indentation which rotated around the disk, completing a cycle each twenty-eight (28) days. According to information given COULTER, there have been fifty (50) of these craft found in the United States in a two year period. Forty (40) of these are in the United States Research Bureau in Los Angeles. It was assumed the craft came from the planet Venus because that is the only planet having an atmosphere in any way similar to ours, and also Venus seems to have magnetic properties which would make it the logical home base for these space ships. Mr. FICK assumed the reason behind the apparent lack of security is that the Government desired this information to be spread from unofficial sources until people are more or less familiar with the facts. He feels that the security department of the military fears that the sudden shock of a surprise announcement that inter-planatory travel is possible might cause mass hysteria. Editor of the Kansas City Star, Kansas City, Missouri, stated that while his newspaper was aware of this story, they did not dare put it into their paper because it was too fantastic. Reputation of FICK is that he is well known locally and has a number of friends on the Kansas City Star. COULTER was not otherwise identified but apparently can be readily located through the Ford Agency in Denver, Colorado.

3. ACTION: Initial "Spot Report" transmitted to Headquarters, OSI, and to DO #14 and #17 by TWX on 13 January 1950. DO #13 will interfiew FICK and make additional inquiries in Kansas City. Copies of this report are being sent to DO #14 for locating and interviewing COULTER, and to DO #17 for inquiry as to the radar station on the New Mexico and Arizona border, the possible site of craft from the planet Venus.

Earl E Sparks
for MATTHEW THOMPSON Capt USAF
Lt Colonel, USAF
District Commander

Copies furnished:
DO #14
DO #17
[redacted]

Declassification Authority: NND 923007

hdg

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-68

DATE 18 January 1950

REPORT MADE BY
CASS W. RIDDLE

REPORT MADE AT
DO #13, Offutt AFB

PERIOD
6 January 1950

OFFICE OF ORIGIN
DO #13, Offutt AFB

STATUS
CLOSED

TITLE

UNCONVENTIONAL AIRCRAFT
Howard, Kansas

Aerial Phenomena 13th Dist

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None - this is an initial report

SYNOPSIS

UNCLASSIFIED

Investigation was initiated by the District Commander, 13th OSI District, upon receipt of a request from the Inspector General, Headquarters SAC, to make inquiry into the incident. On 6 January 1950, Captain ROBERT E. ZIMMERMAN, Captain FREDERICK E. HOWARD, and 1st Lt HAROLD G. SIMPSON, while enroute by air from Carswell AFB, Texas to Offutt AFB, Omaha, Nebraska, saw an unidentified object near Howard, Kansas. The object, 30 to 60 feet in length, shaped like a football and bright silver in color, was proceeding in straight level flight at approximately 2,000 feet, with an estimated speed of 300 to 500 miles per hour. The object was in sight for less than two minutes and then faded from view. The weather was reported as CAVU.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPEC IN.
KURT R. KUNZE, Capt, USAF
BY Historian

4 DEC 1975
DATE

DISTRIBUTION

CG, AMC, Attn: MCIAXO-3 (Action CY)(w/1 Incl) 2
Hq OSI (w/1 Incl) 2
CG, SAC (Info)(1 Incl) 2
File (w/1 Incl) 2

ACTION COPY FORWARDED TO

CG, Air Material Command, Wright-Patterson AFB, Dayton, Ohio, Attn: MCIAXO-3

APPROVED

UNCLASSIFIED

for Earl E Sparks
MATTHEW THOMPSON Capt USAF
Lt Colonel, USAF
District Commander.

FILE STAMP

24-185-13-12

UNITED STATES AIR FORCE
OFFICE OF THE INSPECTOR GENERAL
JAN 23 3 07 PM '50
OFFICE OF SPECIAL INVESTIGATION
3874

JAN 26 1950

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE	FILE NO. / DATE
	REPORT MADE BY
	REPORT MADE AT
	PERIOD
	OFFICE OF ORIGIN
	STATUS
CHARACTER	
REFERENCE	

SYNOPSIS

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF CHIEF, USAF
BY

DATE

IN 25 JAN 1950 CI DIV OSI

OUT 25 JAN 1950 MANAGEMENT DIV. OSI

OUT 26 JAN 1950 CI DIV OSI

JAN 2 1952

Declassification Authority: NND 923007

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of request from the Inspector General, Headquarters SAC.

AT OMAHA, NEBRASKA

2. Pertinent details regarding the phenomena observed are included as Inclosure #1.

INCLOSURES:

Check Sheet - "Unconventional Aircraft - Special Inquiry"

- CLOSED -

Declassification Authority: NND 923007

[redacted]

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 6 January 1950

2. Time of sighting (zonal by 24 hr. clock) 1410 (CST)

3. Where sighted (observer's position):

a. Ground

b. Air 7 Miles west of Howard, Kansas, in C-47 aircraft, at 5500 Feet

c. ~~Sea~~ 37° 28" N (latitude) 96° 27" W (Longitude)

4. Number of objects. Formation type (if any), sketch if possible

One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information)

N/A

6. Distance of object from observers:

a. Laterally or Horizontally ZIMMERMAN and SIMPSON stated it was 2 miles away; HOWARD thought it was from

b. Angle of elevation from horizon 5 to 10 miles away.

c. Altitude Approximately 2,000 feet

7. Time in sight Less than two (2) minutes

8. Appearance of object: All three observers claimed it to be a very bright silver; HOWARD added that object had a red nose.

a. Color

b. Shape (Sketch if possible) Elongated oval - like a football

c. Apparent construction (Of what material or substance) Unknown

d. Size HOWARD judged it to be 30 to 40 feet long. ZIMMERMAN and SIMPSON judged it to be 50 to 60 feet long.

9. Direction of flight 90 to 100 compass degrees

10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.)

Straight, even flight

Incl #1

[redacted]

Declassification Authority: NND 923007

[redacted]

Check Sheet - Unconventional Aircraft (Cont.)

11. Evidence of exhaust:

a. Color of smoke N/A

b. Length and width N/A

c. Odor (if any) N/A

d. Rate of evaporation N/A

e. Does trail vary with sound? (spurts) N/A

12. Effect on clouds:

a. Opened path thru clouds No clouds - CAVU

b. Formed cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights:

a. Reflected or attached Entire object reflected light, as would an aluminum aircraft.

b. Luminous

c. Blinked on and off in relation to speed

14. Supports:

a. Wings None

b. Aerodynamic lift of fuselage None

c. Vertical jet None

d. Rotating cylinder or cone None

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion:

a. Propeller or jet None visible

b. Rotor None visible

c. Acrodynamic vanes (flapping or oscillating) None
(Katz Mayer effect)

d. Visible exhaust or jet openings None visible

[redacted]

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability: None apparent

a. Fins _____

b. Stabilizers (horizontal or vertical) _____

17. Air ducts: None apparent

a. Slots _____

b. Duct openings _____

18. Speed - M.P.H. SIMPSON judged speed to be 300 miles per hour
ZIMMERMAN and HOWARD judged speed to be 500 miles per hour

19. Sound: None

a. Continuous whine or buzz _____

b. Roar, whistle, whoosh _____

c. Intermittent _____

20. Manner of disappearance:

a. Explode _____

b. Faded from view _____

c. Disappeared behind obstacle _____

Relative to the Observer

1. Name of observer Captain ROBERT E. ZIMMERMAN, 14914A; Captain FREDERICK E. HOWARD, AO-515894; 1st Lt HAROLD G. SIMPSON, AO-764479
2. Address All assigned to Hq 8th AF, Carswell AFB, Texas
3. Occupation _____
4. Place of business _____
5. Pertinent hobbies _____
6. Ability to determine ZIMMERMAN and HOWARD are experienced pilots with three years combat service.
7. Reliability of observer All three men claimed to be alert and not fatigued.
8. Notes relative to observer (s):

a. Sightings in general _____

b. How attention was drawn to object(s) _____

[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne ~~Had been airborne less than two~~ hours.

9. Witnesses:

a. Addresses N/A

b. Occupation N/A

c. Reliability N/A

10. Comments of interrogator regarding the intelligence and character of person interrogated. _____

Relative to Radar Sightings

1. Re radars operating on ground:

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

N/A

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

N/A

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

N/A

2. If airborne when object sighted:

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

N/A

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

N/A

General

1. Teletype sequences of local weather conditions _____

2. Winds aloft report _____

CONFIDENTIAL

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

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

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

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

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

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

   a. Object.

   b. Surrounding terrain where observed.

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

   d. Maneuvers.

   e. Formation if more than one object.

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible.

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

None noted

CASS W. RIDDLE
Special Agent, OSI

Declassification Authority: NND 923007

[redacted]

dmb

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-69

DATE 19 January 1950

REPORT MADE BY
LAWRENCE A. APPLEGEE

REPORT MADE AT
DO #13

PERIOD
9, 12 January 1950

OFFICE OF ORIGIN
DO #13

STATUS
PENDING

TITLE

UNCONVENTIONAL AIRCRAFT
KANSAS CITY, MISSOURI
JAMES F. GRAY (WITNESS)

CHARACTER

SPECIAL INQUIRY (UNCONVENTIONAL AIRCRAFT)

REFERENCE

None; this is an Initial Report

SYNOPSIS

Investigation was initiated by the District Commander, 13th OSI District.

Mr. JAMES F. GRAY, Kansas City, Missouri, reported sighting unconventional aircraft at 1926 hours, 6 January 1950, in the vicinity of Kansas City, Missouri. The airborne craft was described as being round in shape, although "no definite lines pertaining to shape were visible." The object was a brilliant white and a bright red flash was observed from the center of the object from time to time and at other times from the outer edge of the object. The red flash was not constant but would be seen alternately throughout the twenty (20) minutes that the object was in view. Speed could not be estimated. The object appeared to hover in one position for a period of ten (10) minutes. No motion was visible at this time but the color flickered and the red flashes continued. GRAY declared that the object he observed was not comparable to any airplane, dirigible, or balloon of any type.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC ...
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION

CG, AMC, ATTN:
MCIAXC-5 (Action Cpy w/2 Incls) 2
HQ OSI w/2 Incls 2
CG, SAC (Info) w/2 Incls 2
CO, Fairfax AFB, w/2 Incls 2
Det "A", Kansas City, Mo, w/2 Incls 1
File, w/2 Incls 2

ACTION COPY FORWARDED TO

CG, Air Materiel Command,
Wright-Patterson AFB,
Dayton, Ohio

APPROVED

UNCLASSIFIED

Earl E. Spaulding Capt USAF
for
MATTHEW THOMPSON
Lt Colonel, USAF
District Commander.

FILE STAMP

24-18-13-11

3848 JAN 26 1950

File

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

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

Declassification Authority: NND 923007

[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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

CHARACTER

REFERENCE

SYNOPSIS

CLASSIFICATION
BY AUTHORITY
BY
DATE

DISTRIBUTION

ACTION COPY FORWARDED TO

FILE STA

APPROVED

Director, Commander

AFHQ FORM 0-208 Replaces AFOSI Form 4, 15 JAN 49

OUT 26 JAN 1950 CI DIV OSI

IN 24 JAN 1950 81 DIV 881

OUT 24 JAN 1950 MANAGEMENT DIV. OSI

[redacted]

Declassification Authority: NND 923007

24-69

DETAILS:

1. Investigation was initiated by the District Commander, 15th OSI District, upon receipt of information that Mr. JAMES F. GRAY, 6200 Hadley Street, (Raytown) Kansas City, Missouri, had sighted an unconventional aircraft on 6 January 1950.

AT KANSAS CITY, MISSOURI

2. On 9 January 1950 M/Sgt MACARTHUR of the Provost Marshal's office, Fairfax AFB, Kansas, telephonically advised this office that a "Flying Saucer" had been sighted on 7 January 1950, at about 1930 hours, by a JAMES F. GRAY.

Investigation revealed that the JAMES F. GRAY, sighting the unconventional aircraft, resided at 6200 Hadley St., (Raytown), Kansas City, Missouri, and that he was employed at the Bendix Aircraft Corporation, 95th and Troost Street, Kansas City, Missouri.

3. On 12 January 1950 Mr. JAMES F. GRAY was interviewed at the Bendix Plant. Mr. GRAY stated that on 6 January 1950, he and an employee of his, ROBERT VAN DENYVERE, 5912 Raytown Road, Kansas City, Missouri, punched the time clock at the Bendix Plant at 1926 hours and left the building by the main entrance, located at the south side of the plant. GRAY went on to say that as they emerged from the building and walked toward the parking lot across the street, they noticed a bright object in the sky to the southwest of their position. At first glance it appeared to be a star but closer observation convinced them that what they viewed was an airborne craft of some type. GRAY described the object as being round in shape, although "no definite lines pertaining to shape were visible." He said that it was brilliant white and that a bright red flash was observed from the center of the object from time to time and at other times from the outer edge of the object. This red flash was not constant but would be seen alternately throughout the twenty-five minutes that the object was in view. GRAY estimated that the object was, at one time, 30 miles away and 3,000 to 4,000 feet high and approximately 6 to 8 inches in diameter. Its speed could not be estimated and it appeared to hover in one position for a period of ten minutes. No motion was visible at this time but the color flickered and the red flashes continued. This was observed from a point 15 miles south and west of their original sighting point where the two men had traveled to obtain a better view. From this point, according to GRAY, the beacon at the O'Hathe Naval AB could be seen and the object then appeared to be over but beyond the Air Base. The two returned to their original sighting point, keeping the object in view during half of the trip back. Upon reaching the original sighting point the object was not visible. They then proceeded to a high point southeast of the Bendix Plant but did not see the object again. GRAY declared that the

Declassification Authority: NND 923007

object he observed was not comparable to any airplane, dirigible or balloon of any type. GRAY executed a signed statement embodying the foregoing details and which is attached as Enclosure #1.

NOTE: GRAY was born at Green Bay, Wisconsin, on 9 August 1924.

GRAY appeared to be sincere and did not seem to be over exaggerate in relating the details concerning the object he had seen. He appeared to be a person of good character, intelligent and well mannered. GRAY was a Naval Mechanic for 3 1/2 years, served 11 months overseas in the Pacific and was discharged on 26 November 1945. His hobbies are electroplating and flying.

4. ROBERT VAN DEVYVERE concurred in GRAY's statements and added that the object they had sighted appeared to swirl or rotate at a terrific speed. He stated that there had been no sideway motion but that it had, except for the period of hovering, moved continuously away from them. He estimated that its altitude at first sighting was 9,000 to 10,000 feet but, that it gradually descended to about 5,000 to 4,000 feet. VAN DEVYVERE went on to say that he thought when he had first sighted the object that it had been "greenish" in color but that he next decided it was a light orange-almost white color. He said that a "red ring" encircled the object and that at regular intervals it appeared to expand and diffuse the entire object with a reddish glow. According to VAN DEVYVERE the support of the object appeared to be its terrific speed but he could give no estimate of this speed. He stated that there was no apparent sound from the object and that upon disappearing it seemed to fade from view. Its size appeared to be that of a softball and the object reminded VAN DEVYVERE of the Planet Saturn. According to both observers the night was clear, there were no clouds in the sky, and the moon was rising at the time. Both men informed the writer that they had heard of a man who had been driving in the vicinity of Kansas City the same day and who had become involved in an accident while observing a "Flying Saucer." They thought this story had appeared in the Kansas City Star.

NOTE: VAN DEVYVERE was born on 10 January 1921 at Raytown, Missouri. His hobbies are photography and first aid. He appeared to be a sensible, intelligent person and did not appear to over exaggerate.

Mr. CHARLES C. McGRAY, Office Administrator for the Bendix Aviation Corporation, and Mr. W. HEALEY of the Security Office of the Bendix Plant were interviewed regarding the reliability of GRAY and VAN DEVYVERE. Both stated that these men were completely reliable and dependable, good character and sound judgment.

5. Additional details relative to the unconventional aircraft sighted by GRAY are contained in form, subject, "Unconventional Aircraft - Special Inquiry," which is attached as Enclosure #2.

[redacted]

Declassification Authority: NND 923007

24-39

6. In regard to comment by Mr. ROBERT VAN DENYVERE relative to the sighting of the unidentified unconventional aircraft by another individual, the following news item appearing in the Kansas City Star, 6 January 1950, is submitted:

"DOUBT OVER CRASH CAUSE
Driver Tells Police a Flying Saucer Blinds Him

"A flying saucer was reportedly seen in Kansas City, Kansas, early today, but police are skeptical about it.

"Manual ZUNIGA, 55 years old, 1324 Mercier street, reported the phenomenon. He was driving east on Kansas Avenue, he told police, when "this flying saucer or a ball of fire or something like that" flashed across First Street in front of his car, northbound, blinding him. He lost control of his car and crashed into a truck parked at the curb, damaging both vehicles.

"He suffered cuts on his head and face and was treated at the police emergency hospital and arrested for reckless driving and driving while intoxicated. The truck was owned by Thomas E. RABLE of Edwardsville, Ks."

2 Encls
1. GRAY's statement
2. Form - Unconventional
A/O - Special Inquiry

- PENDING -

Declassification Authority: NND 923007

[redacted]

24-69

UNDEVELOPED LEAD

DETACHMENT "A", KANSAS CITY, MISSOURI

AT KANSAS CITY, MISSOURI

Will conduct such additional investigation as deemed necessary.

[redacted]

Declassification Authority: NND 923007

[redacted]

January 12, 1950

I make this statement to LAWRENCE A. APPLEBEE, whom I know to be a Special Agent of the Office of Special Investigations, United States Air Force.

On January 6, 1950 at 7:30 P.M., an employee of mine and myself left our place of work. As we walked toward our car we noticed a very bright object in the sky southwest of our position facing south. At first glance it seemed like a star but on second notice we were positive it was an airborne obstacle of some type either guided by man or of some other source. This object was a very brilliant white and flickered somewhat like a star. It was round in shape although no definite lines pertaining to shape were visible. We also noticed a bright red flash at times in the center of the object and at other times on the outer edge. As an example, using a mirror to reflect light, you would see a bright flash as it passes in front of your eyes. This red on the object was not constant but would be seen alternately through our full twenty-five minutes of sighting.

As to the shape or size of the object it would be hard to say definitely. The brilliant glow was round and nothing else could be seen because of the glare. The size would be dependent on height and distance. Estimating its distance at 30 miles and height 5000 to 4000 feet, it was six to eight inches in diameter. Speed could not be estimated. It seemed to hover for periods of about ten minutes at a time, gradually decreasing in altitude, then at the last, maintaining an altitude of about 3000 to 4000 feet continued west, southwest. At first sighting estimated altitude was 8000 to 10,000 feet.

After sighting the object from the parking lot in front of our plant we drove about ten or fifteen miles west and south to a high point. We kept it in sight up to this time and then watched it for about ten minutes. During this last ten minutes it seemed to hover. No motion was visible, only the color flickering, and the red flashes continuing. Then it started moving west, southwest. At this time we drove back over our same route and kept it in sight half the way back; then it disappeared. We continued to our original sighting point and noticed nothing comparable to this object. We continued past our original point of sighting to another high point and the object was not visible. The object also was not comparable to an airplane, dirigible or balloon of any type. As to the length of time of sighting it was approximately twenty five to thirty minutes.

Signed:
JAMES F. GRAY
Witnessed by:
ROBERT V. VAN DE VYVERE

I concur that all the above statements made by James F. Gray are true.

ROBERT V. VAN DE VYVERE

[redacted]

Incl. 1

Declassification Authority: NND 923007

[redacted]

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 6 January 1960

2. Time of sighting (zonal by 24 hr. clock) Approximately 1960 hours

3. Where sighted (observer's position):

   a. Ground Front of Bendix Plant, 95 & Troost, Kansas City, Mo.

   b. Air

   c. Sea

4. Number of objects. Formation type (if any), sketch if possible

   One cylindrical shape-glowing-red Sketch-see attached page 6

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information)

6. Distance of object from observer:

   a. Laterally [redacted] Approximately 50 miles southwest

   b. Angle of elevation from horizon 30°

   c. Altitude First sighting 8000-10000 ft-decreased to 5000-6000

7. Time in sight Approximately 25 minutes

8. Appearance of object:

   a. Color Brilliant white

   b. Shape (Sketch if possible) cylindrical-see attached sketch

   c. Apparent construction (Of what material or substance) Unknown

   d. Size From sighting point appeared to be 6" to 8" in diameter

9. Direction of flight Southwest

10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) Apparently hovering. Vertical descent. May have been fluttering

[redacted]

Incl. 2

Declassification Authority: NND 923007

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

11. Evidence of exhaust:

a. Color of smoke None

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound? (spurts)

12. Effect on clouds:

a. Opened path thru clouds No clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Showed thru cloud

13. Lights:

a. Reflected See statement attached - page #

b. Luminous

c. Blinked on and off in relation to speed

14. Supports:

a. Wings Unknown

b. Aerodynamic list of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

15. Propulsion:

a. Propeller Unknown

b. Rotor

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

d. Visible exhaust or jet openings

[redacted]

Declassification Authority: NND 923007

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fine X

b. Stabilizers (horizontal or vertical) _____

17. Air ducts: Unknown

a. Slots _____

b. Duct openings _____

18. Speed - M.P.H. See statement attached - page #

19. Sound: None

a. Continuous whine or buzz _____

b. Roar, whistle, whoosh _____

c. Intermittent _____

20. Manner of disappearance:

a. Explode _____

b. Faded from view X

c. Disappeared behind obstacle _____

Relative to the Observer

1. Name of observer _____

2. Address _____

3. Occupation Supervisor of Office Services

4. Place of business Bendix Aviation Corp., Kansas City, Mo. Div.

5. Pertinent hobbies Electro-plating and flying

6. Ability to determine _____

7. Reliability of observer _____

8. Notes relative to observer on:

a. Sightings in general _____

b. How attention was drawn to object(s) brightness of object

[redacted]

-3-

Declassification Authority: NND 923007

[redacted] CONFIDENTIAL

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne

Not Applicable

9. Witnesses:

a. Addresses

b. Occupation ROBERT VAN DE VENTER, 5912 Raytown Rd., Kansas City, Mo.

c. Reliability Bendix-Zenith Aviation Corp., Kansas City, Mo.

10. Comments of interrogator regarding the intelligence and character of person interrogated.

Relative to Radar Sightings

1. Re radars operating on ground:

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

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

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

2. If airborne when object sighted:

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

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

General

1. Teletype sequences of local weather conditions

2. Winds aloft report

4

[redacted] CONFIDENTIAL

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

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

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

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils No contact with earth

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

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

   a. Object.

   b. Surrounding terrain where observed.

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

   d. Manouvers.

   e. Formation if more than one object.

8. Secure signed statement, if possible

9. Obtain fragments or physical evidence where possible.

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

/s/ LAWRENCE A. APPLEMAN

Special Agent, OSI

Declassification Authority: NND 923007

dmb

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-51

DATE 20 January 1950

REPORT MADE BY LAWRENCE A. APPLEBEE

REPORT MADE AT DO #13

PERIOD 13, 14 January 1950

OFFICE OF ORIGIN DO #13

STATUS PENDING

UNCLASSIFIED

TITLE

UNCONVENTIONAL AIRCRAFT
(FLYING SAUCERS FROM VENUS COME TO EARTH)

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE TWX, HQ OSI; DO #14 and 17, 15 January 1950.
Spot Intelligence Report - HQ OSI, DO #14 and 17, 16 January 1950

SYNOPSIS

Article in Wyandotte Echo, Kansas City, Kansas, 6 January 1950, stated Kansas City auto dealer, RUDY TUCK, while in Denver, met an engineer named COULTER, who claimed to have seen two "Flying Saucers" which had crashed at a radar station near the New Mexico and Arizona border. These craft, each carrying a crew of two, were constructed of some unknown metal and were stocked with food in tablet form. COULTER also claimed to have removed from one of the craft a radio receiving and transmitting set, which, at 1115 hours daily, received a message in an unknown language. COULTER said that about fifty (50) of these craft had been found in the United States in a two year period, forty (40) of them being presently at the United States Research Bureau in Los Angeles. COULTER stated it was assumed the craft had come from the planet Venus.

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

DISTRIBUTION

CG, AMC, ATTN:
MCIAXC-5 (Action Cpy w/2 Incls) 2
HQ OSI, w/2 Incls 2
DO #14, w/1 Incl 2
DO #17, w/1 Incl 2
DO #18, w/1 Incl 2
CG, SAC (Info Cpy) w/1 Incl 2
Det "A", Kansas City, Mo, w/1 Incl 1
File 2

Unauthorized disclosure of information contained in this report will be considered to be a violation of AFR 205-5.

ACTION COPY FORWARDED TO

CG, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, ATTN: MCIAXC-5

APPROVED

Earl E. Sparks Capt USAF
for MATTHEW THOMPSON
Lt Colonel, USAF
District Commander.

FILE STAMP

24-180-13-10

UNCLASSIFIED

3831 JAN 26 1950

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

FILE NO

DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

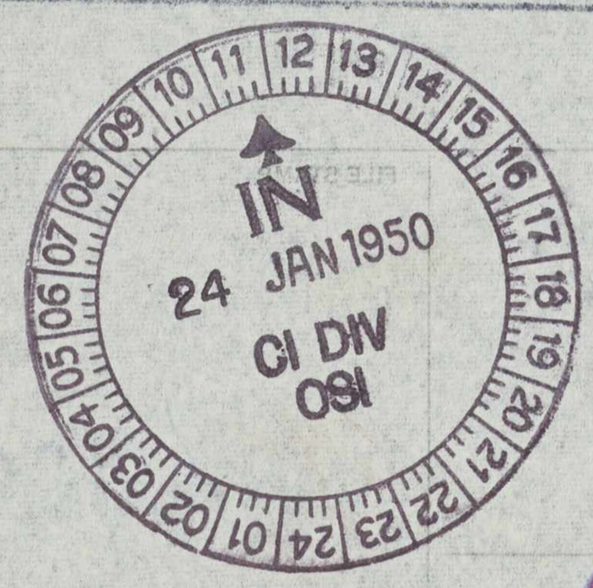
UNCLASSIFIED

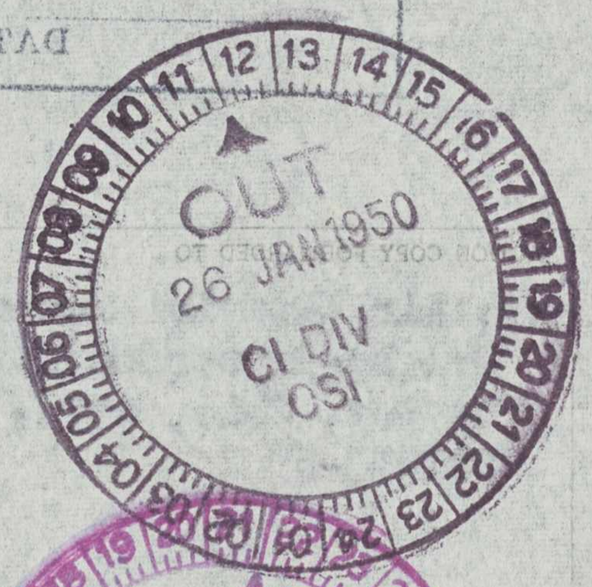
CHARACTER

REFERENCE

SYNOPSIS

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







UNCLASSIFIED

AFHQ FORM
15 JAN 49

O-208

Declassification Authority: NND 923007

24-51

DETAILS:

1. This investigation was initiated at the direction of the District Commander, based on information contained in the Wyandotte Echo, dated 6 January 1950.

2. On 14 January 1950, Mr. RUDY FICK, 1920 McGee Street, Kansas City, Missouri, was interviewed regarding the story appearing in the Wyandotte Echo, 6 January 1950, a weekly newspaper published in Kansas City, Kansas, at 715 Minnesota Avenue, concerning flying saucers and which quoted Mr. FICK. (See Enclosure #1)

Concerning this article, FICK said the information contained in the article was correct in its entirety and was as he received it from Mr. COULTER, otherwise unidentified, at Denver, Colorado, about two weeks prior to the article appearing in the Echo. Mr. FICK went on to say that he gave the information to a man named POSTLEWAIT, otherwise unidentified and unknown to FICK, over the telephone. According to FICK he had no idea that the information would be published. According to FICK, Mr. JACK MURPHY, an engineer at the Ford Plant, Denver, Colorado, knows COULTER and his address, as does the representative of the J. Walter Thompson Advertising Company in Denver. At the time FICK talked to COULTER in Denver, COULTER had showed him a piece of metal and tiny receiving and transmitting set which he stated he had secured from one of the two "flying saucers" which had crashed near the Arizona-New Mexico border. The metal, FICK stated, was light weight and similar to aluminum. COULTER informed FICK that he had taken the radio set to a radio station with which he is connected in Denver, and that tests there revealed that at 1115 hours each day a broadcast was picked up on the radio. The broadcast was in some strange language, and according to COULTER, sounded like "a Chinaman talking Japanese." FICK further stated that JACK MURPHY was going to take the metal to the Ford Plant for analysis and that he did not hear what the results of this analysis were. FICK could add nothing further to the article appearing in the Wyandotte County Echo. (See copy of this article attached as Inclosure #1.)

1 Incl
Cpy of article in Wyandotte
Echo, Kansas City, Kansas,
6 Jan 1950

- PENDING -

Declassification Authority: NND 923007

24-51

UNDEVELOPED LEADS

DISTRICT OFFICE #13, OFFUTT AFB, NEBRASKA

AT KANSAS CITY, KANSAS

Will continue such investigation as is deemed necessary.

DISTRICT OFFICE #14, LOWRY AFB, DENVER, COLORADO

AT DENVER, COLORADO

Will identify and interview Mr. COULTER for verification of the facts as set forth by FICK. Will notify DO #17 by TWX as to the location of the "radar station near the New Mexico-Arizona border," if location can be established.

DISTRICT OFFICE #17, KIRTLAND AFB, NEW MEXICO

Will attempt to locate "radar station near the New Mexico-Arizona border," where COULTER claimed to have seen "flying saucers," and conduct such inquiry as is deemed necessary.

DISTRICT OFFICE #18, MAYWOOD, CALIFORNIA

AT LOS ANGELES, CALIFORNIA

Will attempt to ascertain if the United States Research Bureau in Los Angeles has any information concerning COULTER'S statement they have possession of forty of these "flying saucers."

[redacted]

Declassification Authority: NND 923007

THE WYANDOTTE ECHO
Kansas City, Kansas
January 6, 1950

1.

"Flying Saucers" From Venus, Came to Earth By Accident, Says Rudy Fick, Ford Dealer

The secret of the "Flying Saucers" is a secret no longer. Two weeks ago, Rudy Fick, well known Kansas City auto dealer, stopped over in Denver returning from Ogden, Utah. While there, he called on the manager and the assistant manager of the Ford agency there. Their conversation was interrupted by a call from two engineers, arranging an immediate meeting. One of these engineers, a man named Coulter, revealed some startling information.

Sees Saucers

According to the story told by Coulter, he "crashed the gate" at a radar station near the New Mexico and Arizona border after two weeks of arranging. Here he saw two of the highly secret "flying saucers." One of these was badly damaged, while the other was almost perfectly intact. These objects were space ships of an unusual design. They consisted of two parts, a cockpit or cabin about six feet in diameter, and a ring 18 feet across and about two feet thick surrounded this cabin. In flight, the ring revolved at a high rate of speed, while the cabin remained stationary like the center of a gyroscope. The ship has a bearing type tripod landing gear. The cabin was constructed of a metal resembling aluminum, but the actual make-up of the metal has defied analysis. Coulter had a portion of this metal in his possession, and gave it to one of the Ford men with instructions to send it to the Dearborn Ford plant laboratory to see if they could either melt it or analyze it.

4.

3.

in a period of about two years, and forty of these are in the United States Research Bureau in Los Angeles.

Coulter said that the best assumption as to the source of the ships was the planet Venus, for it is the only planet that has an atmosphere in any way similiar to ours, and it seems to have magnetic properties that would make it the logical home base of these space ships.

Planned "Leak"

Mr. Fick's assumption as to the reason behind the apparent lack of security is that the government desires the information to be spread from unofficial sources, until people are more or less familiar with the facts. He feels that the security departments of the military fear that the sudden shock of a surprise announcement of the fact that interplanetary travel was possible might cause mass hysteria. No cause for alarm seems necessary, however, for, from all indications, the Venusian visitors are quite peaceful, and even unwilling, visitors to our planet.

2.

Crews Dead

Each of the two ships seen by Coulter were occupied by a crew of two. In the badly damaged ship, these bodies were charred so badly that little could be learned from them. The occupants of the other ship, while dead when they were found, were not burned or disfigured, and, when Coulter saw them, were in a perfect state of preservation. Medical reports, according to Coulter, showed that these men were almost identical with earth-dwelling humans, except for a few minor differences. They were of a uniform height of three feet, were uniformly blond, beardless and their teeth were completely free of fillings or cavities.

4.

Strange Cloth and Food

They were dressed in uniform clothing made from blue material unknown on earth, the threads in the clothing seeming to be a sort of wire. The jackets had six buttons, and the trousers were tight-fitting. Their shoes were of a slip-on type. They did not wear undergarments, but had their bodies taped. Coulter said that it was a matter of speculation whether this was the customary garb of these people, or whether these were "space suits" or flying suits.

In each ship was a quantity of food in tablet form. One type of the food was in the form of small white tablets, about half the size of Alka-Seltzer tablets. Another type was a small brown cube, which, when immersed in water, swelled to a volume of about a gallon. Water contained in the ships had a weight twice as great as water on earth.

The ships seemed to be magnetically controlled and powered, as they had no power plant in the ship itself. No armament or exploratory equipment was found in them, and, since they seem to invariably crash near radar installations, it is surmised that they are attracted by radar, or possibly radar waves interfere with their control systems.

Lunar Clock

In addition to the piece of metal, Coulter showed the group including Fick, a clock or automatic calendar taken from one of the crafts. It consisted of two pieces of metal sandwiching some unusual type of material. On the face of one of these pieces of metal appeared an indentation, which, rotating around the disc, completed a cycle each 28 days, a lunar month.

Fifty Are Found

According to the information given Coulter, there are around fifty of these craft that have been found in the United States

Encl. 1

Declassification Authority: NND 923007

[redacted] dr

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-58	30 November 1949

REPORT MADE BY: WILLIAM R. OOSTING

REPORT MADE AT: DO #13, Offutt AFB

PERIOD: 18 Oct; 15, 16, 17 Nov 1949

OFFICE OF ORIGIN: DO #13, Offutt AFB

STATUS: CLOSED

TITLE

UNCONVENTIONAL AIRCRAFT
Sighted in Sky Near Lexington, Nebraska

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None, this is an initial report

UNCLASSIFIED

SYNOPSIS

Investigation initiated by District Commander, 13th OSI District. On 26 September 1949, LESTER WOLFE and five others were threshing wheat in an open field and noticed three objects flying in formation from the southwest. Objects had a dazzling brilliance although sun was setting below and behind them, maintained an altitude of approximately one mile, flew a straight and level course until they approached a position approximately opposite observers, 80 degrees in the sky to the northwest, at which time they executed a 90 degree turn away from the earth, climbed straight up and disappeared from view. Two of the objects left a trail of sparks while in straight and level flight. Mr. DON BALLHEIM and four others noted objects from Lexington, Nebraska, a position approximately eight miles away. All observers believed objects attained a high rate of speed and believed them to be of bulkier appearance than conventional aircraft.

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

DISTRIBUTION

CG, AMC, Attn: MCIAXO-3
(Action Cy) (3 Incl) 2
Hq OSI (3 Incl) 2
CG, SAC (Info Cy)(3 Incl) 2
File (3 Incl) 2

ACTION COPY FORWARDED TO

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

APPROVED

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander.

FILE STAMP

24-V8-13-9
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DEC ? 4 06 PM '49
OFFICE OF
SPECIAL INVESTIGATIONS
2423

UNCLASSIFIED

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

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE	FILE NO. 64-59
	DATE 30 Nov 1949
	REPORT MADE BY
	REPORT MADE AT
	PERIOD
	OFFICE OF ORIGIN
	STATUS

CHARACTER

REFERENCE

SYNOPSIS

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR

BY KURT K. KUNZE, Capt, USAF
INITIATED

4 DEC 1975

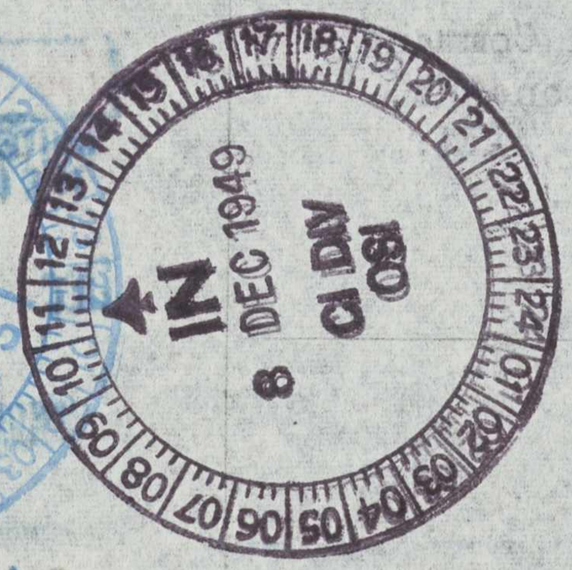
DATE

DISTRIBUTION

ACTION COPY FORWARDED TO

FILE STAMP





APPROVED

Deputy Commander

AFHQ FORM 15 JAN 49 0-208 Replaces AFOSI Form 4

U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

24-58

DETAILS:

1. This investigation initiated by District Commander, 13th OSI District, Offutt Air Force Base, upon receipt of a newspaper clipping from the Eustis Weekly, Eustis, Nebraska, dated 30 September 1949.

NEAR LEXINGTON, NEBRASKA

2. For details of interview of observer and witnesses, see Inclosure #1.

3. For details of formation and maneuvers of objects, see paragraph 4, page 1 and paragraph 8, page 3, Inclosure #1.

4. For sketch of objects, see Inclosure #2.

5. For map of area showing location of observers, path of object and general terrain, see Inclosure #3.

3 INCLOSURES:

(1). Check Sheet, Unconventional Aircraft - Special Inquiry
(2). Sketch of objects
(3). Map of area showing location of observers, path of object and general terrain.

-CLOSED-

Declassification Authority: NND 923007

24-58

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 26 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1830 - 1900

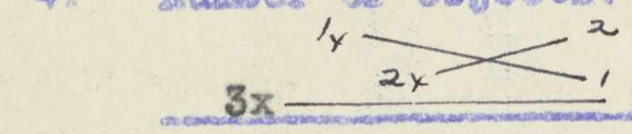
3. Where sighted (observer's position): Six men were threshing grain in an open field

a. Ground Behind farmhouse (Five other persons were on edge of Lexington, Nebraska, 8 miles away

b. Air Not applicable

c. Sea Not applicable

4. Number of objects. Formation type (if any), sketch if possible Three #1 and #2 changed formation as indicated just prior to turning away from earth



5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information)

Daytime - no phenomena reported

6. Distance of object from observer:

a. Laterally or Horizontally 50° - 55°

b. Angle of elevation from horizon

c. Altitude unknown - estimated over one mile

7. Time in sight 2 - 3 minutes

8. Appearance of object:

a. Color silver

b. Shape (Sketch if possible) See Inclosure #2

c. Apparent construction (Of what material or substance) metal & luminous material

d. Size Inaccurate estimate as altitude & distance from observer unknown. Appeared 5' wide and 12' long

9. Direction of flight SW to NE

10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) Appeared to maintain level flight until flight attained position NW and 80° angle from observers and then flight executed 90° turn away from ground, climbed straight up and disappeared from view.

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

11. Evidence of exhaust: Two of three objects left trail of apparently fiery sparks while in level flight. Trail disappeared when objects started climbing

a. Color of smoke No apparent trail immediately behind ships. About 1 length behind ships, sparks became apparent; at 2 lengths trail widened to twice width of

b. Length and width Six times length of ship object; at 10 lengths, disappeared.

c. Odor (if any) None

d. Rate of evaporation Within five seconds

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

12. Effect on clouds: No clouds in sky

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected on cloud

d. Showed thru cloud

13. Lights:

a. Reflected or attached Apparently attached, could not have been reflection.

b. Luminous A dazzling brightness was noted from body of objects & particularly from nose of them although sun was settling behind them.

c. Blinked on and off in relation to speed Steady light

14. Supports:

a. Wings Objects' bodies sloped to each side to give impression of a type of wing

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

15. Propulsion:

a. Propellor or jet Apparently jet - no prop noticed

b. Rotor

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

d. Visible exhaust or jet openings No opening noticed but trail of sparks left impression of opening in rear of object.

Declassification Authority: NND 923007

16. Control and stability:

Maintained straight and level flight. Made well-executed turn and climbed straight up.

a. Fins

b. Stabilizers (horizontal or vertical) No vertical fins noted

17. Air Scoops:

a. Slots None noted

b. Duct openings None noted

18. Speed - M.P.H. No estimate. Observers stated object appeared to be drifting towards them, suddenly picked up speed, executed turn and disappeared from view in 30 to 40 seconds.

19. Sound:

a. Continuous whine or buzz None

b. Roar, whistle, whoosh None

c. Intermittent None

20. Manner of disappearance:

a. Explode Not applicable

b. Faded from view Objects climbed straight up at 90° angle to earth, disappeared in 30 - 40 seconds.

c. Disappeared behind obstacle Not applicable

Relative to the Observer

1. Name of observer LESTER WOLFE

2. Address Bertrand, Nebraska

3. Occupation Farmer

4. Place of business Farm, Bertrand, Nebraska

5. Pertinent Ability

6. Ability to determine Average

7. Reliability of observer Investigation revealed observer to have unquestionable integrity.

8. Notes relative to observer or:

a. Sightings in general

b. How attention was drawn to object(s) Men were threshing grain in open field. WOLFE first noted (over)

Declassification Authority: NND 923007

objects coming from southwest and called his helpers' attention to the airplanes. As objects came closer, it was noted that they were not of conventional airplane design. DEAN WOLFE, a recent graduate of a two year course of aeronautical designing, stated he first thought objects were F-80 aircraft, but as objects moved, realized that the objects had performance of an F-80 but did not have the design. D. WOLFE executed a free hand drawing of what he believed the object would look like, although he had a 45° view of the front, rather than 90° view. D. WOLFE said objects appeared to be drifting towards them over a low line of hills, seemed to pick up speed, at which time two of the objects left a trail of sparks. As objects approached them, the lead and No. 2 object criss-crossed positions with No. 3 maintaining its position in the formation. At position opposite observers towards NW and at 80° angle from earth, objects executed 90° turn away from earth and climbed straight up, disappearing from view. A dazzling brightness was noted from objects and was believed to be a reflection until it was realized that the sun was almost on the horizon and the objects were going away from the sun. The great intensity of light was noted around the center of the objects.

Mr. and Mrs. DON BALLHEIM, Lexington, Nebraska, and Mr. and Mrs. ELMER BALLHEIM and their daughter, JANET BALLHEIM, Eustis, Nebraska, were at the Ballheim residence in Lexington. They were standing in the front yard and noticed two objects southeast of Lexington. Objects appeared to be traveling very fast at approximately one mile altitude. They could not sketch objects but indicated they appeared to be bulkier than conventional aircraft.

Objects maintained straight and level flight until they turned away from earth and went straight up, disappearing from view. While in level flight, two of the objects appeared to leave a trail of sparks. None of the aforementioned BALLHEIM's are acquainted with the six people previously mentioned.

Objects seemed to have a dazzling brilliance although sun was setting behind and below objects.

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne Not applicable

9. Witnesses: DEAN WOLFE, Bertrand, Nebraska; DERALD WOLFE, Bertrand, Nebraska; GUS HALL, Bertrand, Nebraska; GEORGE BLEVINS, Bertrand, Neb.; GORDON BLEVINS, Bertrand, Neb.

a. Addresses CONNIE BOWERS, Bertrand, Nebraska

b. Occupation Farmers

c. Reliability All revealed to be of better than average integrity

10. Comments of interrogator regarding the intelligence and character of person interrogated. Average intelligence & excellent character

Relative to Radar Sightings

1. Re radars operating on ground:

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

Not applicable

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

Not applicable

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

Not applicable

2. If airborne when object sighted:

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

Not applicable

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

Not applicable

General

1. Teletype sequences of local weather conditions Clear, thin scattered clouds at 25,000 feet in east; temperature 74°, visibility over 30 miles
2. Winds aloft report none available

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No commercial - no evidence of military F-80 in area from Offutt AFB, Omaha, or Air National Guard at Lincoln, Nebraska

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other No evidence of testing devices or weather balloons in vicinity.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils Not applicable

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. Not applicable

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

a. Object. See Inclosure #2

b. Surrounding terrain where observed. Flat level terrain with exception of line of 65 foot hills. (See Inclosure #3)

c. Place where it contacted earth (if this happened). Not applicable

d. Maneuvers. See paragraph 4, page 1; paragraph 8, page 3

e. Formation if more than one object. See paragraph 4, page 1; paragraph 8, page 3

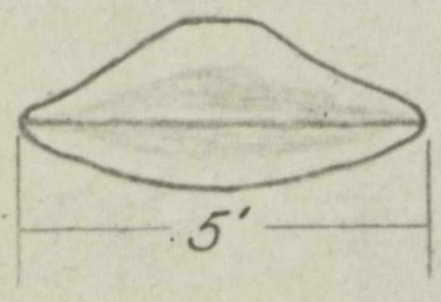
8. Secure signed statement, if possible. Not applicable

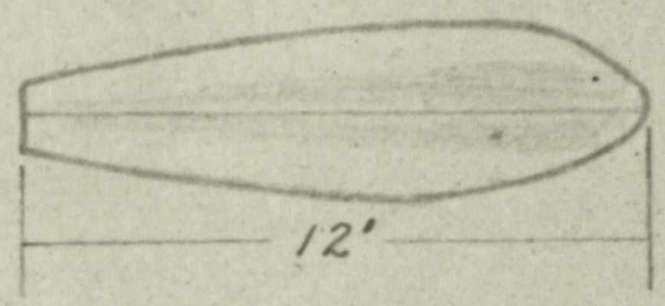
9. Obtain fragments or physical evidence where possible. Not applicable

10. Was any radio antenna to be observed, i.e., (any projections or extentions that might presumably be construed as such). Not applicable

WILLIAM R. OOSTING
Special Agent, OSI

Declassification Authority: NND 923007





The objects were approaching observer at 35° to 45° angle but the above frontal view (left) and side view (right) are his impression of size and shape of objects.

Dark line indicates greatest intensity of reflected light from object and shaded areas, decreasing intensity.

DO 13 CASE NO 24-58

INCLOSURE #2

Declassification Authority: NND 923007

(1) Lester Wolfe Farm

(2) George Blevins Farm

(3) Don Ballheim Residence

DO 13 CASE No. 24-58

● Position of Objects when first sighted

--- Path of Objects.

X Position where Objects made turn in Sky

General Terrain - Flat and level with exception of indicated row of hills.

INCLOSURE #3

1" = 1 MILE

Declassification Authority: NND 923007

[redacted] dr

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-64	28 November 1949

REPORT MADE BY: HAROLD G. HODGES

REPORT MADE AT: DO #13, Offutt AFB

PERIOD: 28 October, 1 November 1949

OFFICE OF ORIGIN: DO #13, Offutt AFB

STATUS: CLOSED

TITLE

Sighting of Flying Disc on 12 October 1949 near Downs, Kansas, by Mr. GEORGE RICHARD VERHAGE and Mr. EDWIN LATHAM.

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None, this is an initial report

SYNOPSIS

Investigation requested by District Commander, 13th OSI District, predicated upon newspaper clipping captioned "Flying Discs Are Claimed Sighted in Downs Vicinity." Mr. GEORGE RICHARD VERHAGE stated that on 12 October 1949, he saw an object which he believed to be a flying disc. VERHAGE said that in the vicinity of this object was a B-29. VERHAGE said the disc maneuvered to avoid a collision course with the B-29. Mr. EDWIN LATHAM also observed the disc and described it in substance the same as VERHAGE. Weather sequences were obtained from Smoky Hill AFB Weather Station and Russell, Kansas, Weather Station. Two Reserve Officers said VERHAGE is an active Reserve Officer, quiet, and a loyal American. Base Operations at Smoky Hill AFB disclosed that no aircraft from Smoky Hill AFB were in the vicinity of the sighting of the disc.

UNCLASSIFIED

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

DISTRIBUTION

CG, AMC, Attn: MCIAXO-3
(Action Cy) (5 Inc) 2
Hq OSI (5 Inc) 2
CG, SAC (Info Cy)(5 Inc) 2
File (5 Inc) 2

Ltr #1

ACTION COPY FORWARDED TO

CG, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, Attn: MCIAXO-3

APPROVED

UNCLASSIFIED

MATTHEW THOMPSON
Lt Colonel, USAF
District Commander.

FILE STAMP

24-105-13-8
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DEC 2 4 25 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
2424
DEC 19 194-
File

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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

CHARACTER

REFERENCE

SYNOPSIS

UNCLASSIFIED

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

DISTRIBUTION

ACTION COPY FORWARDED TO

FILE STAMP

APPROVED

AFNG FORM 15 JAN 49 0-208 Replaces AFCIN 3 and

Declassification Authority: NND 923007

[redacted]

24-64

DETAILS:

1. Investigation initiated by Lt Colonel MATTHEW THOMPSON, District Commander, 13th District OSI, predicated upon information obtained from a newspaper clipping captioned "Flying Discs Are Claimed Sighted in Downs Vicinity," which was obtained from the Salina, Kansas, Journal of 24 October 1949, by the writer. Copies of this clipping are appended to this report as Inclosure #1.

AT DOWNS, KANSAS

2. Mr. GEORGE RICHARD VERHAGE and Mr. EDWARD LATHAM were interviewed by the writer at the home of Mr. VERHAGE near Downs, Kansas, regarding their sighting of an unconventional type aircraft and the results are set forth in attached check sheet, designated as Inclosure #5.

AT SALINA, KANSAS

3. Lt Colonel ORVAL J. ABEL, O-322786, Officer in Charge, Salina, Kansas, Area Ground Force Reserve, and Captain HERBERT M. CHITTENDEN, O-340826, Assistant Officer in Charge, Salina, Kansas, Area Ground Force Reserve, were interviewed and stated they had known VERHAGE for one year and one and one-half years respectively, and had found him to be very active in Organized Reserve work, quiet, reliable, of high morals, well-thought of in his community and a loyal American. Both stated VERHAGE was presently assigned to an active unit of the Organized Reserve as a 1st Lieutenant, and that he is very good at aircraft recognition tests.

4. Records of Base Operations, Smoky Hill AFB, Salina, Kansas, disclosed none of the aircraft stationed at this base, nor any transit aircraft departing from this base on 12 October 1949, were headed for a west or northwestern point of designation.

5 INCLOSURES:

(1) Copy of clipping from Salina, Kansas, Journal, 24 October 1949
(2) Sketch of Flying Disc as it first appeared to Mr. VERHAGE
(3) Sketch of Flying Disc in its final appearance to Mr. VERHAGE
(4) Sketch of maneuvers of Flying Disc as observed by Mr. VERHAGE
(5) Check Sheet - "Unconventional Aircraft - Special Inquiry"

-CLOSED-

[redacted]

Declassification Authority: NND 923007

CLIPPING TAKEN FROM SALINA, KANSAS, JOURNAL
DATED 24 OCTOBER 1949

FLYING DISCS ARE CLAIMED SIGHTED
IN DOWNS VICINITY

DOWNS - Two Downs men, George Verhage and Red Latham, have joined the ranks of those who claim to have seen flying discs.

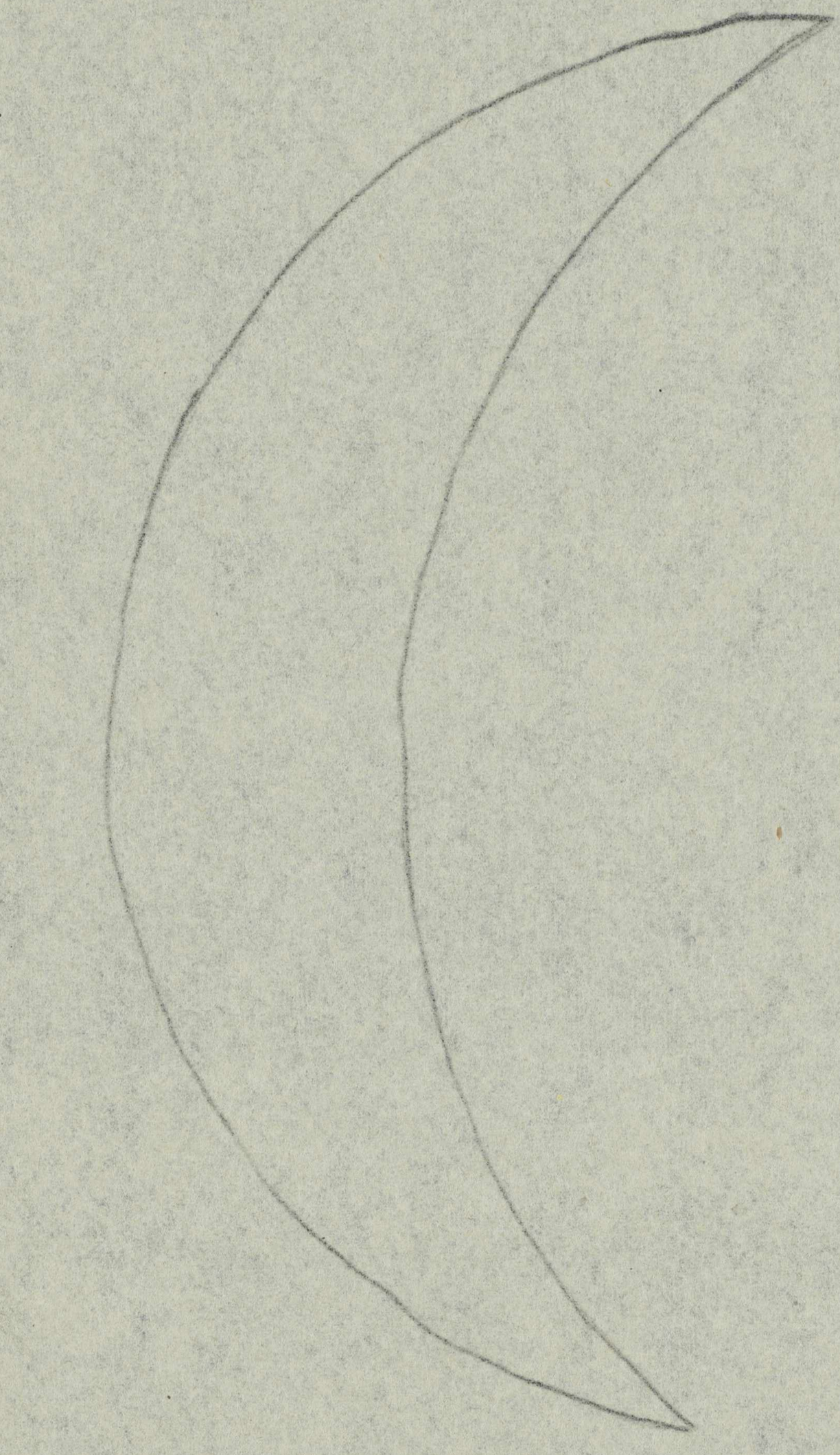
The men were working in a field at the Verhage farm when they heard a B-29 pass overhead. The big bomber was heading almost due west at a height Verhage and Latham estimate at 6000 to 7000 feet.

They say that as they watched the plane a huge bright disc suddenly appeared, sailing from southwest to northwest and directly in the path of the plane but about 500 feet below it.

Verhage and Latham say the speed of the shining disc was terrific. They think it was 15 to 20 feet in circumference and resembled, as much as anything else, a huge piece of bright aluminum.

Inclosure #1

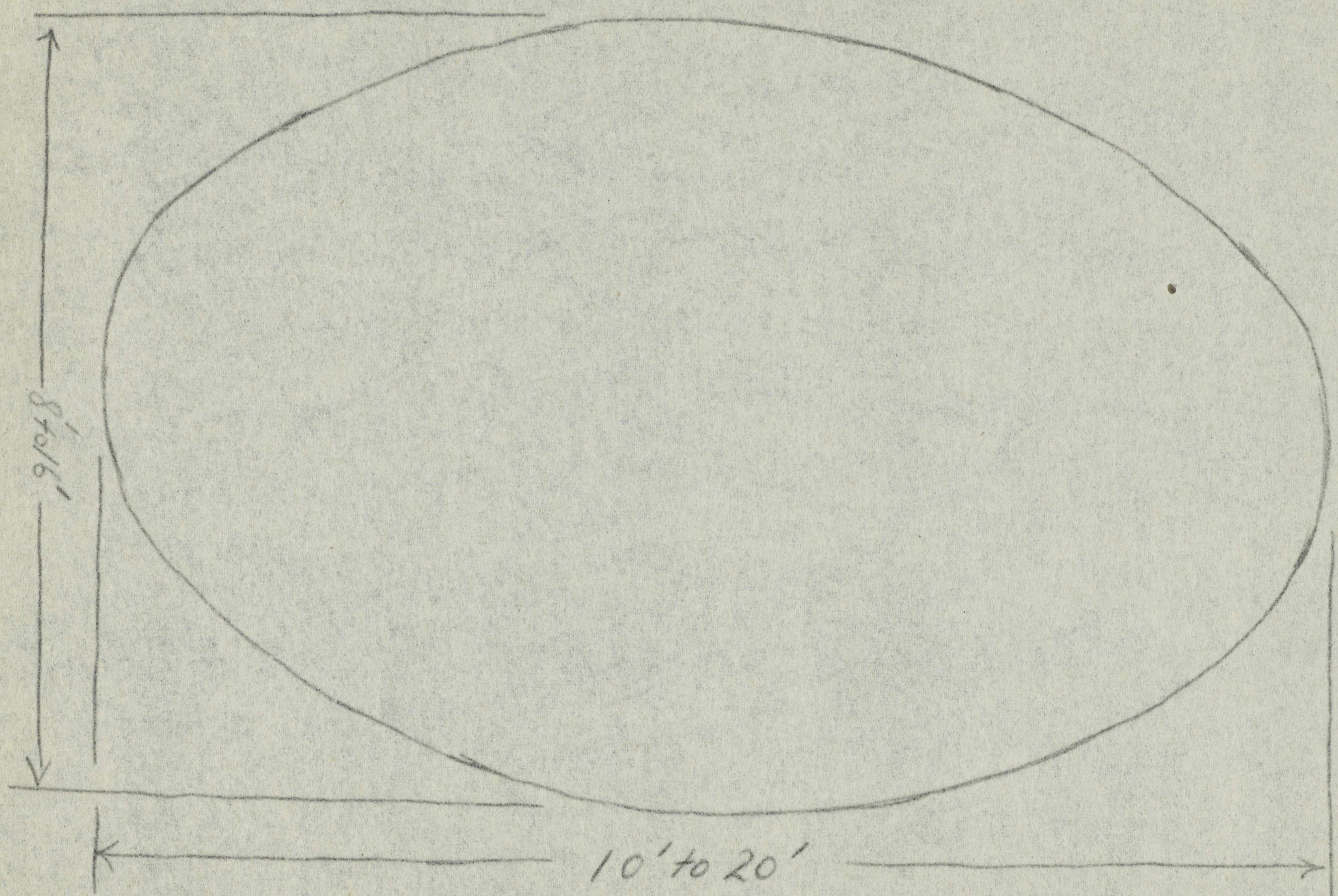
Declassification Authority: NND 923007



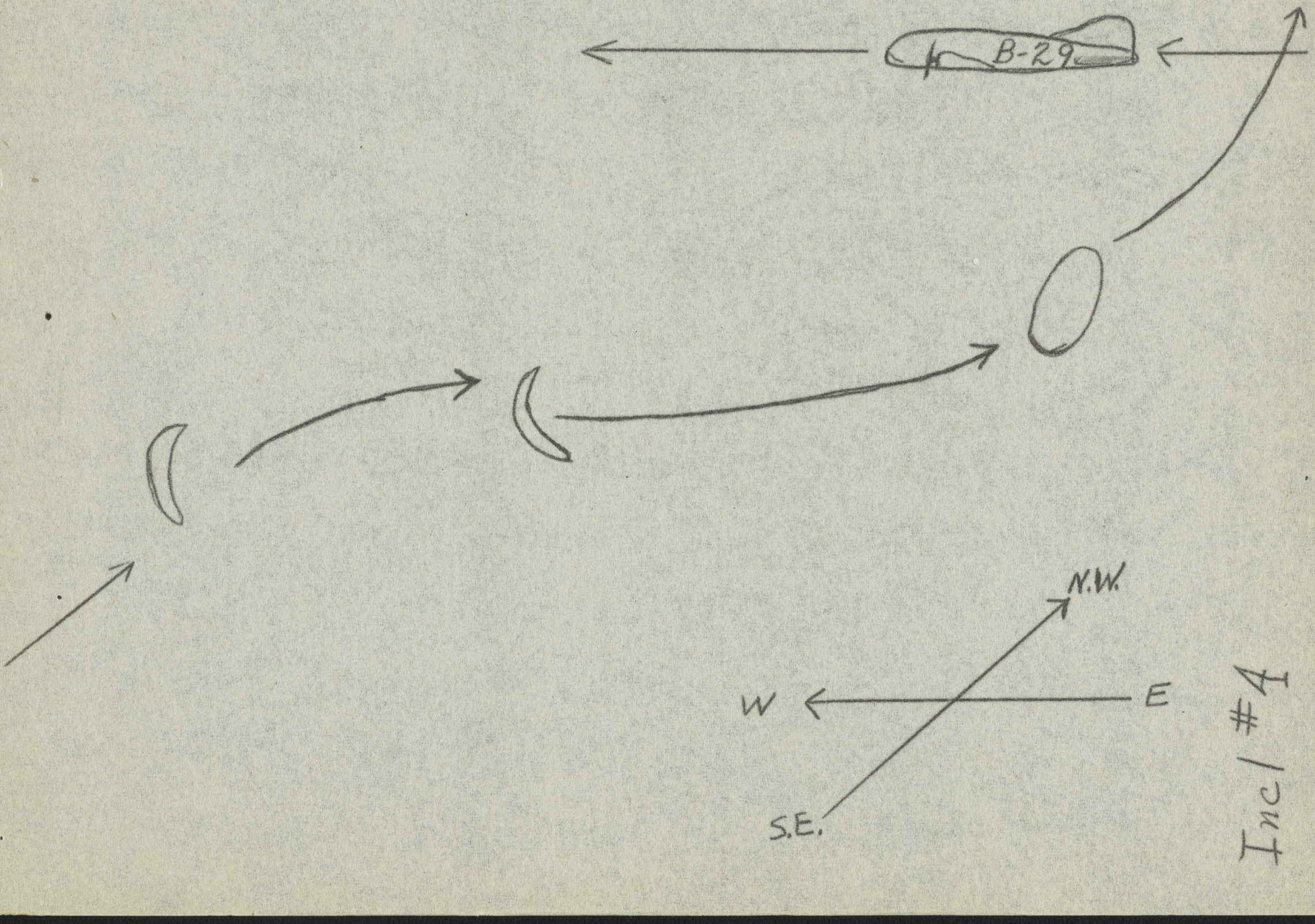
INCL. #2

Declassification Authority: NND 923007

INCL. # 3



Declassification Authority: NND 923007



Incl #4

Declassification Authority: NND 923007

24-64

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 12 October 1949

2. Time of sighting (zonal by 24 hr. clock) 1445 Hours CST

3. Where sigated (observer's position):

a. Ground Southwest quarter, Section #25, Township 6-11 Near Downs, Kansas

b. Air

c. Sea

4. Number of objects. Formation type (if any), sketch if possible

1 each unconventional aircraft and one each B-29 Aircraft

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information)

None

6. Distance of object from observer:

a. Laterally or Horizontally ½ mile

b. Angle of elevation from horizon Approximately 60°

c. Altitude Approximately 6000 to 7000 feet

7. Time in sight 20 to 30 seconds

8. Appearance of object:

a. Color shiny aluminum color

b. Shape (Sketch if possible) crescent shape

c. Apparent construction (Of what material or substance) metal

d. Size 10 to 20 feet in height, 8 to 16 feet in width

9. Direction of flight from southeast to northwest

10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) (over - see back of this page)

Incl #5

Declassification Authority: NND 923007

10. Tactics or Maneuvers: Disc at first appeared on edge (Inclosure #2) Traveling on collision course with B-29, but had then banked out flat, to prevent collision as it seemed, and had appeared as in Inclosure #3. Disc had passed under and to rear of B-29, which was traveling from east to west.

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont.)

11. Evidence of exhaust:

a. Color of smoke no exhaust smoke noticed

b. Length and width None

c. Odor (if any) None

d. Rate of evaporation None

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

12. Effect on clouds:

a. Opened path thru clouds No clouds in path of disc

b. Formed cloud or mists

c. Reflected on cloud

d. Showed thru cloud

13. Lights:

a. Reflected or attached None noticed

b. Luminous

c. Blinked on and off in relation to speed

14. Supports:

a. Wings None visible

b. Aerodynamic list of fuselage None visible

c. Vertical jet None visible

d. Rotating cylinder or cone None visible

e. Aerostatic lift (balloon or dirigible) None visible

15. Propulsion:

a. Propellor or jet None visible

b. Rotor None visible

c. Aerodynamic vanes (flapping or oscillating) None visible
(Katz Mayer effect)

d. Visible exhaust or jet openings None visible

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fins Very good - no fins visible

b. Stabilizers (horizontal or vertical) None visible

17. Air ducts:

a. Slots None visible

b. Duct openings None visible

18. Speed - M.P.H. 500 to 600 miles per hour

19. Sound:

a. Continuous whine or buzz Only sound was of B-29

b. Roar, whistle, whoosh

c. Intermittent

20. Manner of disappearance:

a. Explode

b. Faded from view Due to distance

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer: Mr. GEORGE RICHARD VERHAGE

2. Address Box 517, Downs, Kansas

3. Occupation Farmer

4. Place of business Verhage Farm near Downs, Kansas

5. Pertinent hobbies Hunting, radio work, miniature railroading

6. Ability to determine see back of this page

7. Reliability of observer Believed to be very reliable

8. Notes relative to observer on:

a. Sightings in general See back of this page

b. How attention was drawn to object(s) By sound of B-29

Declassification Authority: NND 923007

Relative to the Observer

6. Ability to Determine: Mr. VERHAGE has had considerable experience with Aircraft Identification; estimation of aircraft speeds, estimation of altitude and estimations of distance and is believed by the writer good at determining speed, altitude and distance.

8a. Sightings in General: Mr. VERHAGE, while on active duty as an officer in the Coast Artillery Corps and with the Field Artillery, has acted as Tower Control Officer for Anti-aircraft range practice and has had considerable experience in sighting aircraft and targets.

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne Not applicable

9. Witnesses: Mr. EDWIN LATHAM (aka "RED")

a. Addresses Downs, Kansas

b. Occupation Farm hand

c. Reliability Believed truthful but inexperienced regarding aircraft, sightings and altitudes

10. Comments of interrogator regarding the intelligence and character of person interrogated. VERHAGE seemed to have above-average intelligence and appeared quiet, reliable and to have the best interests of the U. S. at heart

Relative to Radar Sightings

1. Re radars operating on ground:

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

Not applicable

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

Not applicable

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

Not applicable

2. If airborne when object sighted:

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

Not applicable

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

Not applicable

General

1. Teletype sequences of local weather conditions See back of page

2. Winds aloft report See back of page

Declassification Authority: NND 923007

General

1. Teletype sequences of local weather conditions:

Smoky Hill AFB Weather Station for 12 October 1949
Clear, 15 miles visibility; sea level pressure, 1019.0 millabars; temperature, 70 degrees, dew point, 44 degrees; winds calm, altimeter settling, 30.10 inches of mercury.

Russell, Kansas, Weather Observing Station for 12 October 1949
Clear, 15/ visibility; temperature, 72 degrees; dew point, 41 degrees; wind from west south west at 8 miles.

2. Winds Aloft Report
Smoky Hill AFB Weather Station for 12 October 1949
Taken at 1500 hours CST on 12 October 1949
Ground level, 140° at 10 knots; 2000', 140° at 14 knots; 3000', 140° at 12 knots; 4000', 200° at eight knots; 5000', calm; 6000', calm; 7000', calm; 8000', calm; 9000', 290° at 12 knots; 10000', 340° at 12 knots; 12000', 340° at 14 knots; 14000', 330° at 10 knots.

No winds aloft report taken at Russell, Kansas

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

5. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No aircraft from Smoky Hill AFB were in vicinity of sighting on 12 October 1949

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other No such organizations in vicinity of sighting

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils Not applicable

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. Not applicable

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

   a. Object. Inclosures #2 and #3

   b. Surrounding terrain where observed. Flat field

   c. Place where it contacted earth (if this happened). Not applicable

   d. Maneuvers. See Inclosure #4

   e. Formation if more than one object. Not applicable

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible. Not applicable

10. Was any radio antenna to be observed, i.e., (any projections or extentions that might presumably be construed as such).
    None visible

HAROLD E. HODGES

Special Agent, OSI

Declassification Authority: NND 923007

[redacted] Wrtn 23 Nov 49

24-185

(Unclassified) Aerial Phenomena

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

25 NOV 1949 1
Maj Kellerman/lse/73351
AFCSI

Office of Special Investigations, IG

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

4 Incls
1. R/I DO#13, 10 Nov 49, file 24-48
2. R/I DO#13, 10 Nov 49, file 24-57
3. R/I DO#13, 15 Nov 49, file 24-56
4. R/I DO#8, 16 Nov 49, file 24-46

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

Note: filed AFCSI files.

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF [illegible]
BY _____ UNCLASSIFIED
_____
DATE

24-185-13-6
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OUT 23 NOV 1949 MANAGEMENT DIV. OSI AFCSI

UNCLASSIFIED

[redacted]

NOV 29 1949

AFCI-FILE

Declassification Authority: NND 923007

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
UNCLASSIFIED
BY
DATE

USAF IC
OFFICE OF
SPECIAL INVESTIGATIONS

OUT
23 NOV 1949
CI DIV
OSI

UNCLASSIFIED

Declassification Authority: NND 923007

[redacted]

United States Air Force
The Inspector General
Office of Special Investigations
REPORT OF INVESTIGATION

File No.
24-56
15 November 1949

Report Made by
WILLIAM R. OOSTING

Report Made at
DO #13, Offutt AFB

Period
13, 14 October 1949

Office of Origin
DO #13, Offutt AFB

Status
CLOSED

Title

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT
Scottsbluff, Nebraska

Character
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

Reference
None, this is an initial report

UNCLASSIFIED

Synopsis

Investigation initiated by District Commander, 13th OSI District. On 15 September 1949, Mr. CARL MACKRILL and two witnesses saw an unidentified object moving over Scottsbluff Monument, approximately six miles away. Object appeared to be spinning and wavering slightly from side to side, emitting a bright light, which was apparently the sun shining off the sides of the object. The object appeared to have about the same average dimensions as an automobile tire and wheel, was at an altitude of approximately 2500 feet, was in sight about two minutes, and finally disappeared from view over the Monument. The weather was clear with a visibility of 50 miles.

UNCLASSIFIED

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

Distribution
CG, AMC, ATTN: MCIAXO-3 2
(Action Cy) (3 Inc)
CG, SAC (Inf Cy)(3 Inc) 2
Hq OSI (3 Inc) 2
File (3 Inc) 2

Action Copy Forwarded To
CG, Air Materiel Command,
Wright-Patterson AFB,
Dayton, Ohio.
ATTN: MCIAXO-3

Approved
for MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

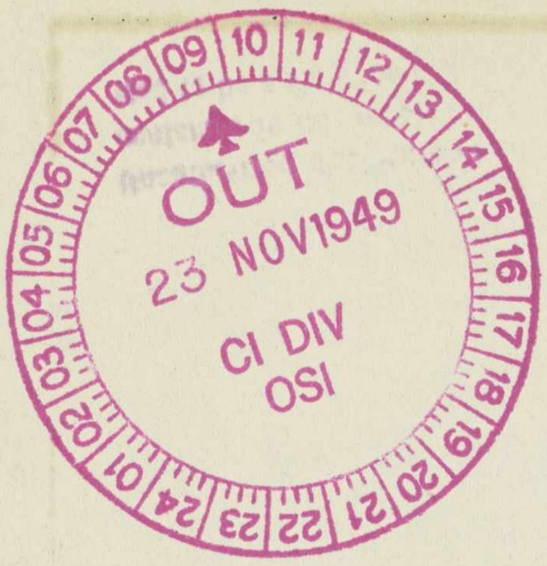
File Stamp
24-185-13-5
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 18 3 51 PM '49
OFFICE OF
SPECIAL INVESTIGATION
NOV 23 1949

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

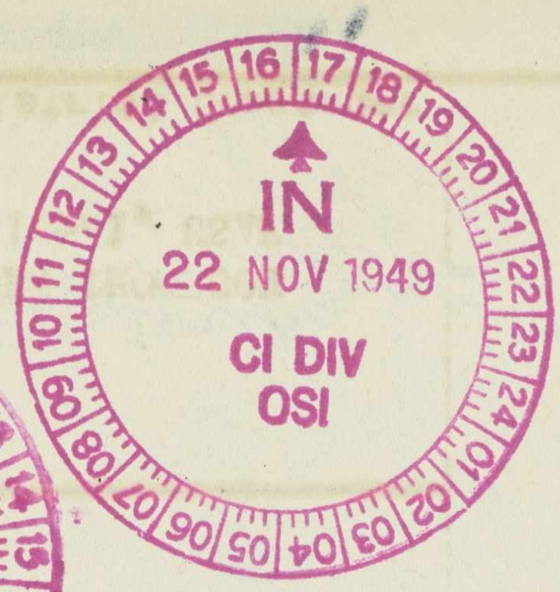
[redacted]

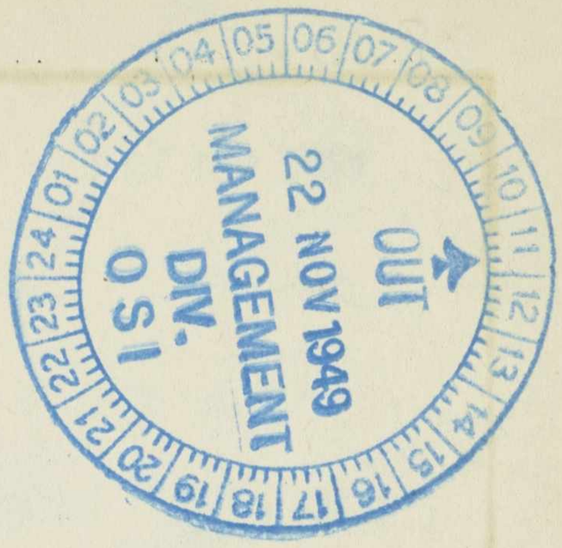
1968

Declassification Authority: NND 923007









Declassification Authority: NND 923007

24-5C

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a news clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 19 September 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding the phenomena observed are included in attached Inclosures #1, #2, and #3.

3 INCLOSURES:

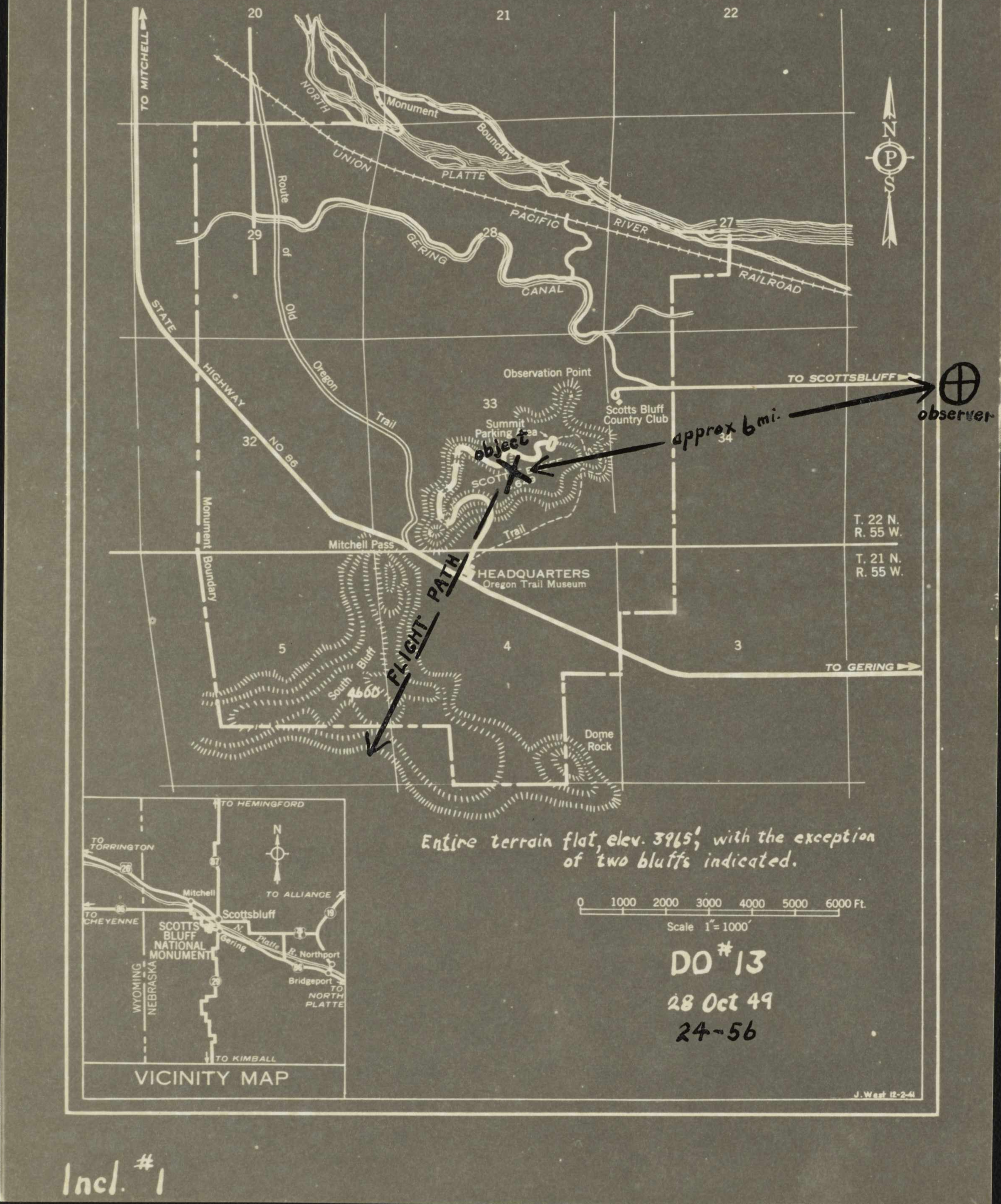
(1) Map of area showing position of observer, terrain and path of object.
(2) Sketch of object.
(3) Check Sheet, "Unconventional Aircraft - Special Inquiry."

CLOSED

Declassification Authority: NND 923007

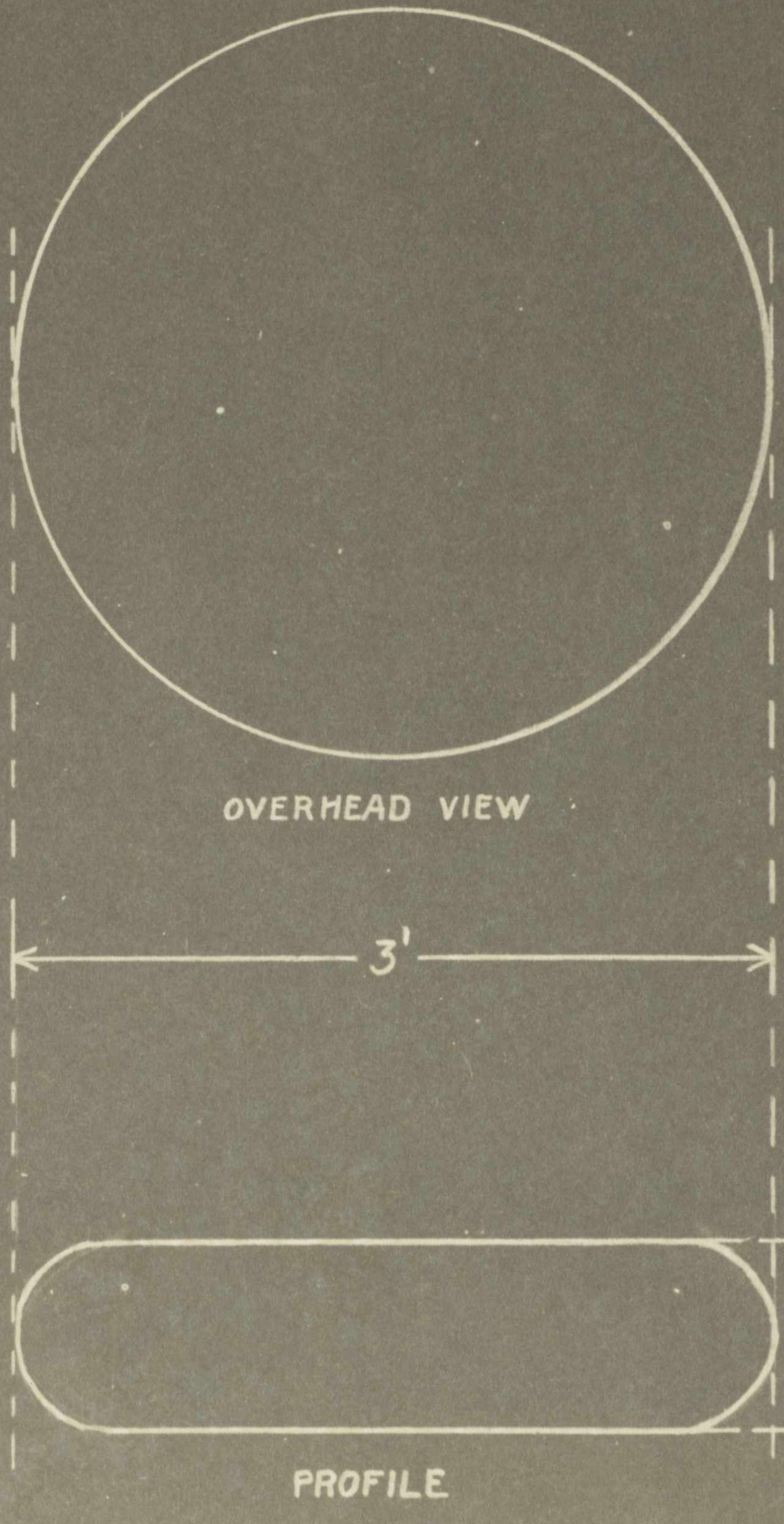
SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA



Incl. #1

Declassification Authority: NND 923007



DO# 13
24-5b
28 Oct 49

Incl #2

Declassification Authority: NND 923007

24-56

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 15 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1530 hours

3. Where sighted (observer's position): Was driving west on U. S. Highway 26, two miles east of Scottsbluff.

a. Ground

b. Air N/A

c. Sea N/A

4. Number of objects. Formation time (if any), sketch if possible One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska on 15 September 1949.

6. Distance of object from observer:

a. Laterally or Horizontally Appeared six miles due west

b. Angle of elevation fr horizon approximately 25°.

Appeared to be ½ mile above Scottsbluff Monument

c. Altitude six miles away.

7. Time in sight Two minutes

8. Appearance of object:

a. Color Silver

b. Shape (Sketch if possible) Appeared flat and perfectly round. See Inclosure #2.

c. Apparent construction (Of what material or substance)

Unknown observer indicated that object appeared to be about

d. Size same dimensions as average automobile tire and wheel.

9. Direction of flight From Monument to southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc) Engaged in horizontal flight - appeared to be spinning and dipping slightly from side to side.

Incl #3

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted

a. Color of smoke N/A

b. Length and width N/A

c. Odor (if any) N/A

d. Rate of evaporation N/A

e. Does trail vary with sound? (spurts) N/A

12. Effect on clouds: No clouds in sky

a. Opened path thru clouds N/A

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

15. Lights: None noted

a. Reflected or attached N/A

b. Luminous N/A

c. Blinked on and off in relation to speed N/A

14. Support:

a. Wings None noted

b. Aerodynamic list of fuselage N/A

c. Vertical jet None noted

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion: Unknown

a. Propeller or jet None noted

b. Rotor Unknown

c. Aerodynamic vanes (flapping or oscillating) none noted (Katz Mayer effect)

d. Visible exhaust or jet openings None noted

Declassification Authority: NND 923007

[redacted]

24-56
Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fine Object appeared to maintain straight course

b. Stabilizers (horizontal or vertical) None noted

17. Air ducts; None noted

a. Slots N/A
b. Duct openings N/A

18. Speed - M.P.H. Observer could make no estimate as object was in front of him and going away from him

19. Sound: None noted

a. Continuous whine or buzz N/A
b. Roar, whistle, whoosh N/A
c. Intermittent N/A

20. Manner of disappearance:

a. Explode
b. Faded from view
c. Disappeared behind obstacle Disappeared behind line of high hills.

Relative to the Observer:

1. Name of observer CARL MACKRILL

2. Address 1155 "L" Street, Gering, Nebraska

3. Occupation Carpenter

4. Place of business 1155 "L" Street, Gering, Nebraska

5. Pertinent hobbies None

6. Ability to determine Average

7. Reliability of observer Subsequent investigation revealed it to be excellent.

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) While driving towards Scottsbluff, noted bright light flashing over Scottsbluff Monument. Closer observation revealed object which looked to be about the size of an automobile wheel and which was dipping slightly from side to side as it traveled through the sky. The sun reflected off the side of the object as it dipped. Object seemed to have approximate reflective power of a large glass mirror or piece of chromium.

7

[redacted]

Declassification Authority: NND 923007

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: DON MACKRILL

a. Addresses 1135 "N" Street, Gering, Nebraska

b. Occupation Carpenter

c. Reliability Revealed to be excellent

10. Comments of interrogator regarding the intelligence and character of person interrogated. Of average intelligence and character but believed to be of excellent integrity.

Relative to Radar Sightings:

1. Re radars operating on ground: None

a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

a. Where there any radar inductions or extra noise on radio circuits? N/A

b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions 1300 - 1700 hours, Clear, visibility 50 miles; temperature, 79°F, dew point 38°F.

2. Winds aloft report None Available

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border No local flight schedules were operation in that area.

Declassification Authority: NND 923007

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

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

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

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

a. Object

b. Surrounding terrain where observed. All surrounding terrain is flat rolling country with exception of Scottsbluff Monument four miles SW of Scottsbluff, which rises abruptly to about 600 feet above average level of ground.

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

d. Maneuvers.

e. **Formation,** if more than one object.

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible.

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

WILLIAM R. OOSTING
Special Agent, OSI

(See AFCSI Letter No. 85, 12 Aug 49)

Declassification Authority: NND 923007

[redacted]

United States Air Force The Inspector General Office of Special Investigations REPORT OF INVESTIGATION	File No. 24-48 10 November 1949
Title SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT Scottsbluff, Nebraska	Report Made by WILLIAM R. OOSTING Report Made at DO #13, Offutt AFB Period 11 October 1949 Office of Origin DO #13, Offutt AFB Status CLOSED

Character

Special Inquiry - Unconventional Aircraft

UNCLASSIFIED

Reference

None, this is an initial report

Synopsis

Investigation initiated by District Commander, DO #13. On 14 September 1949, Mr. BERT CHAPMAN observed a shiny object in the northeast about twenty miles away. The object was about 25 feet overall and consisted of an eight foot disk supported by an eight foot wing-like structure on opposite sides which apparently provided populsion. The object moved directly overhead maintaining a straight course at an altitude of 8,000 to 10,000 feet and a speed of 400-500 MPH. Object was sighted in conjunction with a four-engine bomber which was later identified as flying on a different course at a much lower altitude. The object was in view 60 to 90 seconds and finally disappeared behind a line of hills in the southwest. The weather was clear with thin scattered clouds at 20,000 feet with a visibility of 25 miles.

UNCLASSIFIED

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC I..
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975

Distribution	Action Copy Forwarded To	File Stamp
CG, AMC, ATTN: MCIAXO-3 (Action Cy) (3 Inc)	2 CG, AMC, Wright-Patterson AFB, ~~Dayton, Ohio,~~	24-185-13-4
CG, SAC (Inf Cy) (3 Inc)	2 ATTN: MCIAXO-3	UNITED STATES AIR FORCE THE INSPECTOR GENERAL
Hq OSI (3 Inc)	2	NOV 18 12 35 PM '49
File (3 Inc)	2	OFFICE OF SPECIAL INVESTIGATIONS

Approved
for Earl E. Searle Capt USAF
MATTHEW THOMPSON
Lt Colonel, USAF

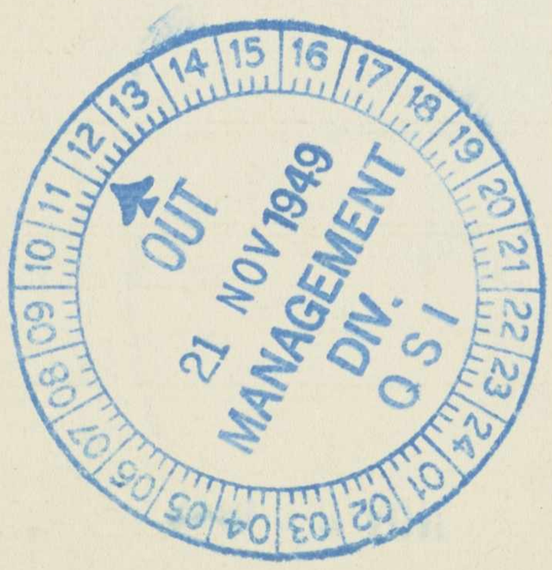
District Commander

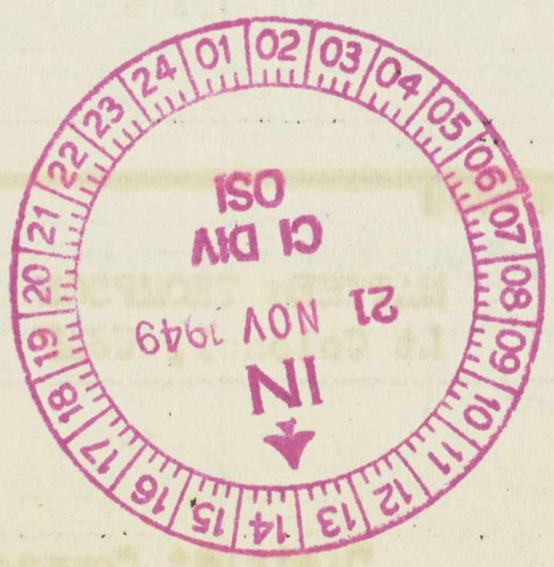
NOV 21 1949

1887

[redacted]

Declassification Authority: NND 923007







Declassification Authority: NND 923007

[redacted]

24-48

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a newspaper clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 15 September 1949, and advisement of Radio Station WOW News Department, Omaha, Nebraska, on 15 September 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding phenomena sighted are set forth in attached Inclosures #1, #2, and #3.

INCLOSURES:

1. Map of area showing position of observer, terrain and path of object.
2. Detailed sketch of object.
3. Check Sheet, "Unconventional Aircraft - Special Inquiry)

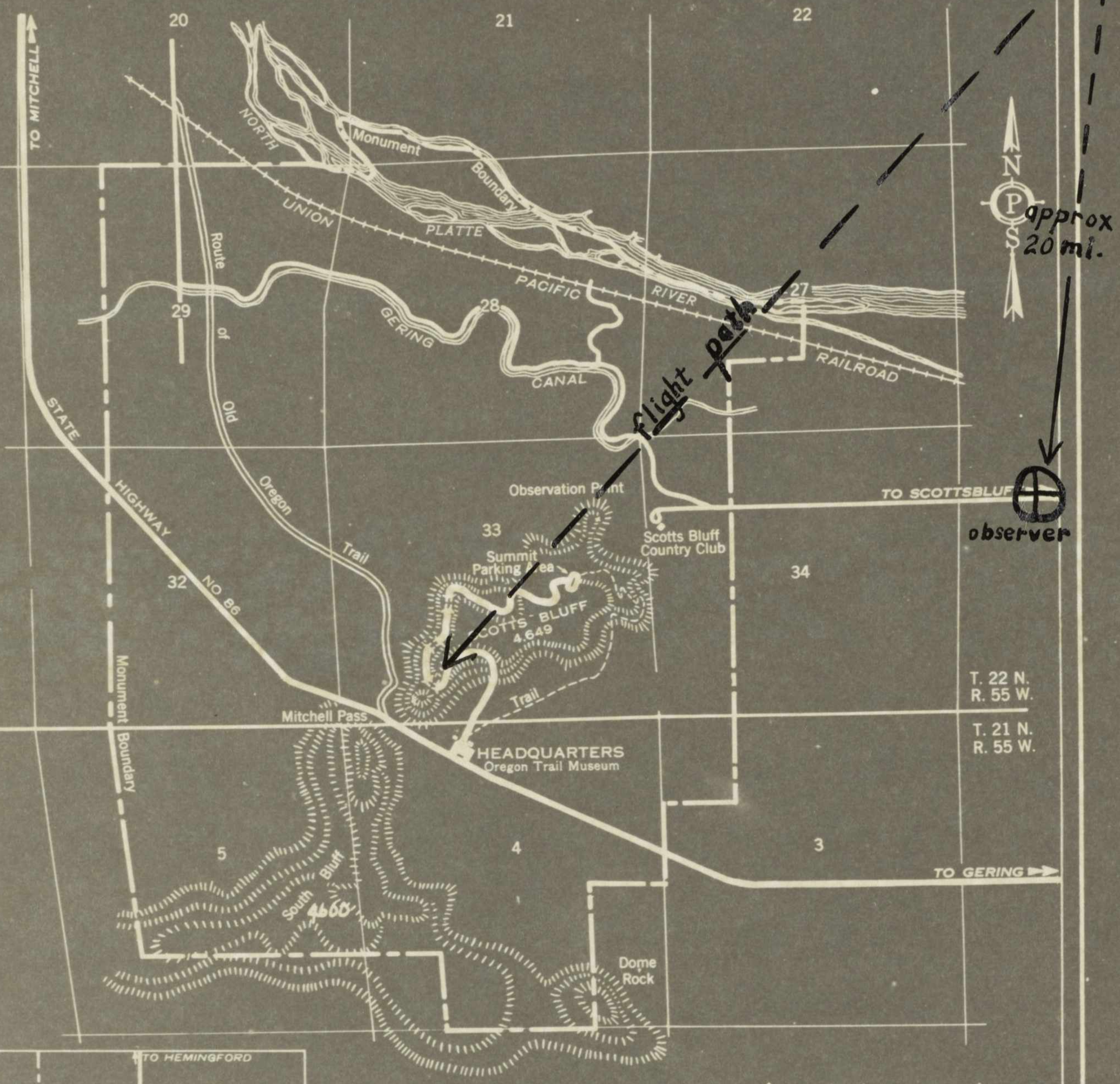
-CLOSED-

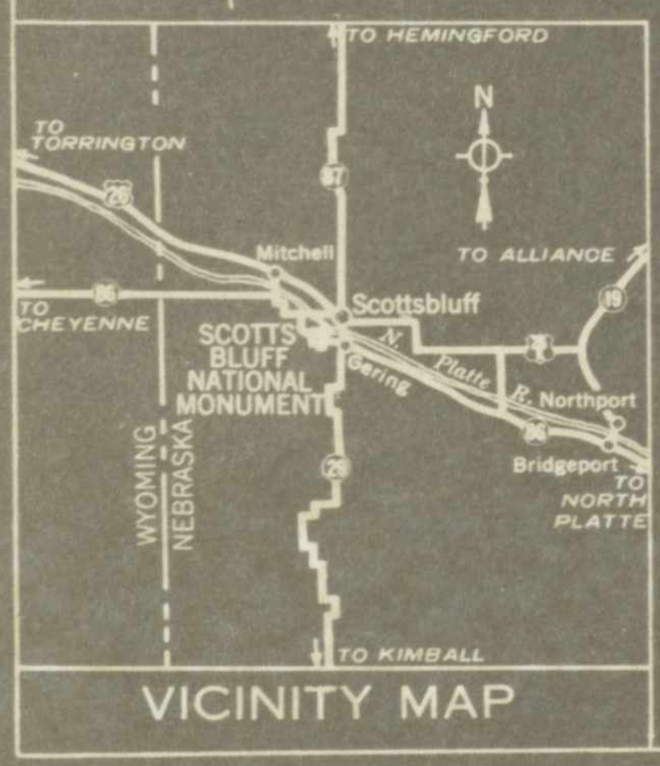
[redacted]

Declassification Authority: NND 923007

SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA





VICINITY MAP

Entire terrain flat, elev. 3965', with the exception of two bluffs indicated.

0 1000 2000 3000 4000 5000 6000 Ft.

Scale 1" = 1000'

DO # 13

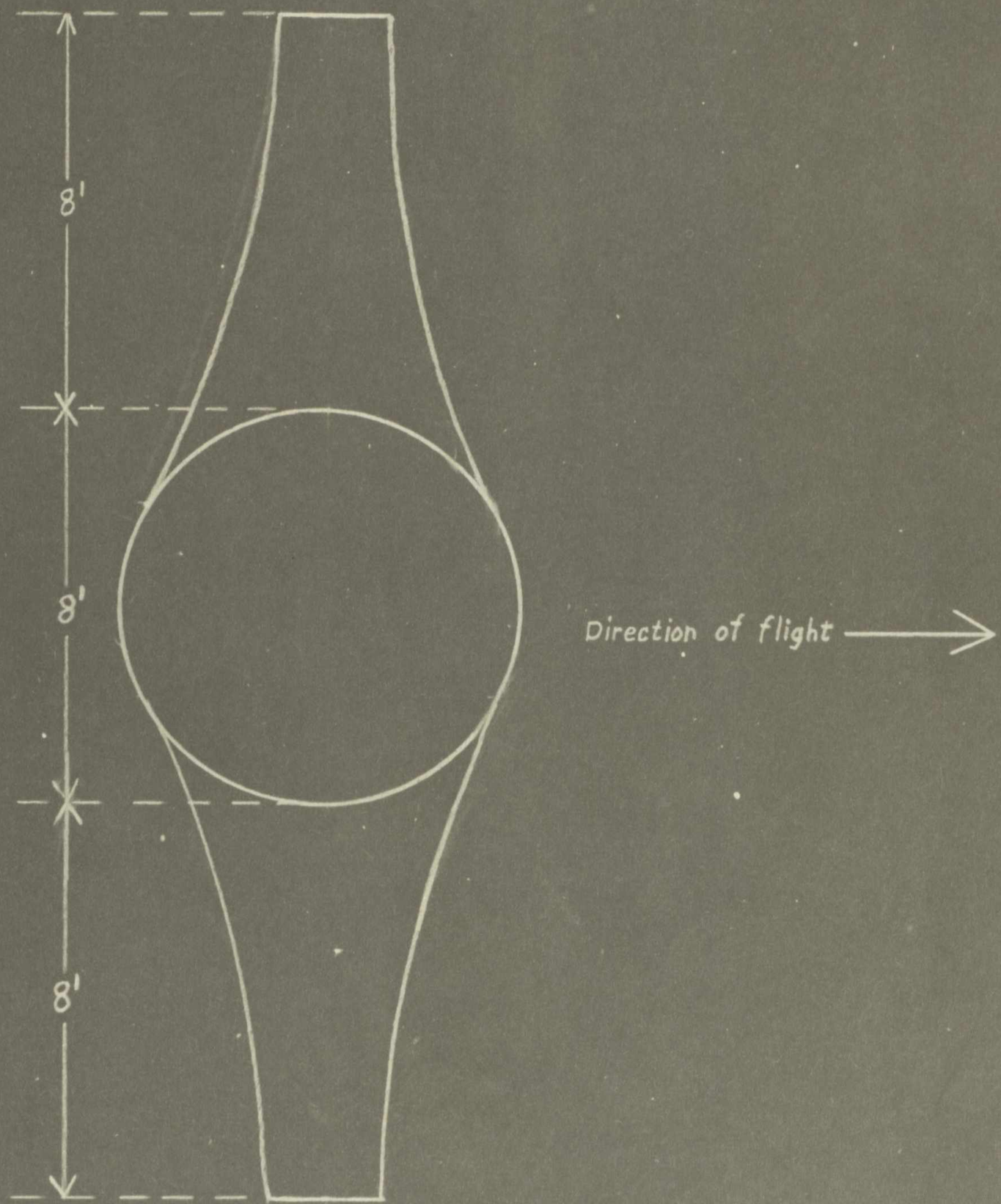
28 Oct 49

24-48

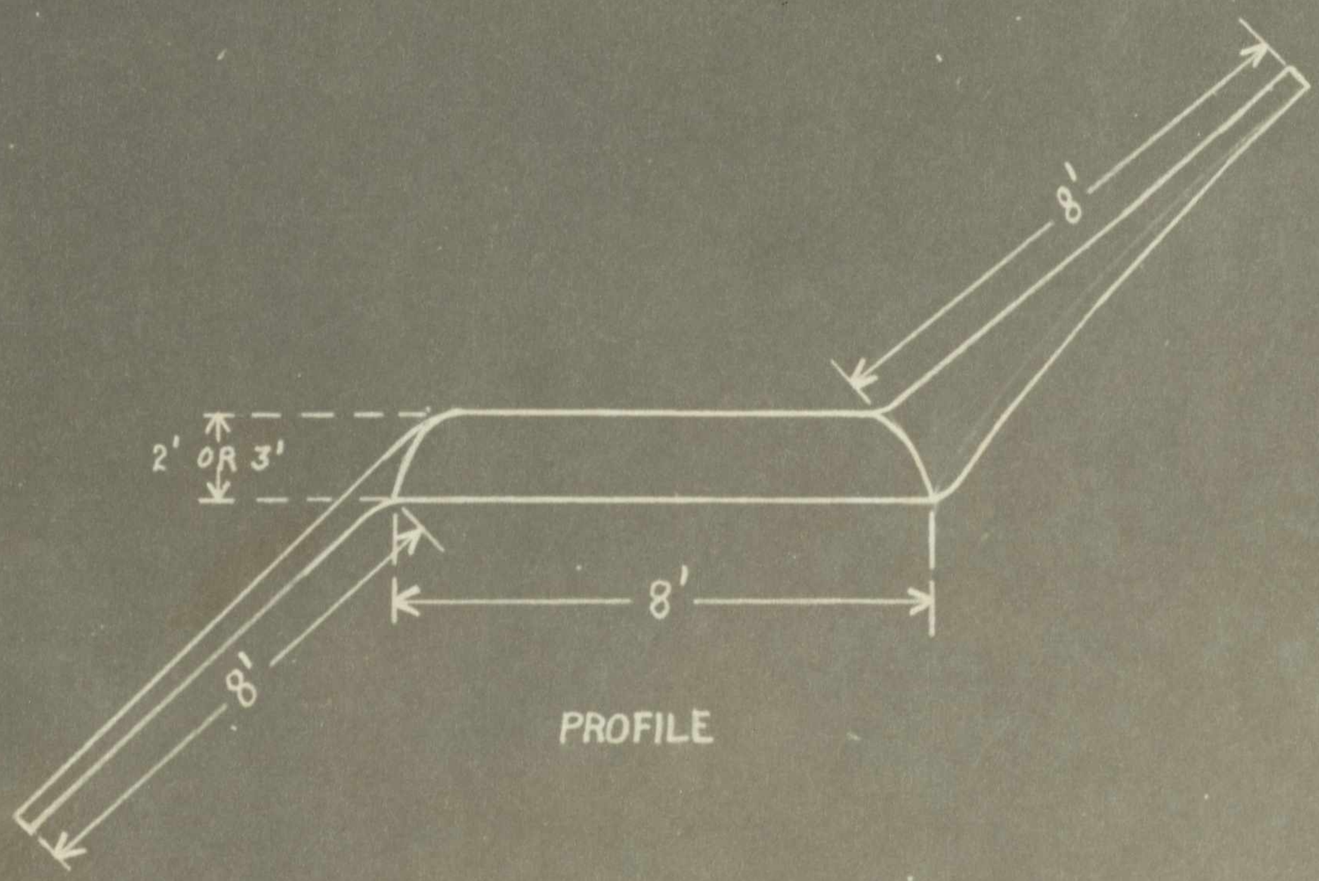
J. West 12-2-41

Incl. #1

Declassification Authority: NND 923007



OVERHEAD VIEW



PROFILE

DO # 13
24-48
28 Oct 49

Incl #2

Declassification Authority: NND 923007

24-48

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 14 September 1949

2. Time of sighting (zonal by 24 hr. clock) 1630 hours

3. Where sighted (observer's position):

   a. Ground Standing in backyard of residence on edge of Scottsbluff, Nebraska.
   b. Air N/A
   c. Sea N/A

4. Number of objects. Formation type (if any), sketch if possible One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska, 14 September 1949.

6. Distance of object from observer:

   a. Laterally or Horizontally First sighted coming out of a cloud on horizon in northeast approximately 20 miles away.

   b. Angle of elevation from horizon Object proceeded due southwest and disappeared behind hills.
   C. Altitude Estimated 8,000 - 10,000 feet

7. Time in sight 60 - 90 seconds.

8. Appearance of object:

   a. Color Aluminum with high reflective qualities

   b. Shape (Sketch if possible) See Inclosure #2

   c. Apparent construction (of what material or substance) Aluminum

   d. Size Approximately 25' diameter with each wing and center portion comprising equal parts.

9. Direction of flight: Northeast to southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Assumed level flight - center section stable with wings alternately oscillating at 30° to 45° angle. As wing would oscillate, the saucer section would appear to dip slightly toward the ground on opposite side of moving wing.

Inc #3

Declassification Authority: NND 923007

24-48
CHECK SHEET - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted.

a. Color of smoke _____

b. Length and width _____

c. Odor (if any) _____

d. Rate of evaporation _____

e. Does trail vary with sound? (spurts) _____

12. Effect on clouds:

a. Opened path thru clouds Only one sizeable cloud in sky in northeast - object appeared to fly out of it.

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights: None Noted

a. Reflected or attached _____

b. Luminous _____

c. Blinked on and off in relation to speed _____

14. Support:

a. Wings See sketch (Inclosure #2) approximately 8" in length

b. Aerodynamic list of fuselage _____

c. Vertical jet _____

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible) N/A

15. Propulsion:

a. Propeller or jet N/A

b. Rotor N/A

c. Aerodynamic vanes (flapping or oscillating) Oscillation of wings appeared to provide propulsion
(Katz Mayer effect)

d. Visible exhaust or jet openings None Noted

[redacted] 2

Declassification Authority: NND 923007

24-48
Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:
    a. Fine
    b. Stabilizers (horizontal or vertical) None Noted

17. Air ducts: None noted

    a. Slots N/A
    b. Duct openings N/A

18. Speed - M.P.H. Estimated 400-500 M.P.H.

19. Sound: None Noted
    a. Continuous whine or buzz N/A
    b. Roar, whistle, whoosh N/A
    c. Intermittent N/A

20. Manner of disappearance:

    a. Explode N/A
    b. Faded from view N/A
    c. Disappeared behind obstacle Object was in view of observer until it disappeared behind a line of high hills.

Relative to the Observer

1. Name of observer BURT A. CHAPMAN

2. Address 1313 Tenth Avenue, Scottsbluff, Nebraska

3. Occupation Retired General Contractor

4. Place of Business Residence

5. Pertinent hobbies

6. Ability to determine Slightly better than average. Had worked at Scottsbluff AFB for number of years and appears to be familiar with and interested in various types of aircraft. Demonstrated proficiency at aircraft identification.

7. Reliability of observer Regarded in community as honest and intelligent and of highest character and integrity.

8. Notes relative to observer on:
    a. Sightings in general

    b. How attention was drawn to object(s) Heard 4 engined bomber in north-east and while looking for it, noticed object come out of cloud, followed by the bomber at a much lower altitude.

Declassification Authority: NND 923007

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: None
   a. Addresses
   b. Occupation
   c. Reliability

10. Comments of interrogator regarding the intelligence and character of person interrogated Appeared to be of average intelligence and character and better than average integrity and ability to determine

Relative to Radar Sightings

1. Re radars operating on ground: None

   a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

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

   b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions 1500 hours - 1700 hours, visibility 25 miles, thin scattered clouds at 20,000 feet; surface wind ENE 4, Temperature 70°F, dew point, 38° F.

2. Winds aloft report Not available, however CAA Weather Station made an estimate that winds aloft that day were normal westerly prevailing winds.

Declassification Authority: NND 923007

[redacted]

24-48
Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other. A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

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

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

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

   a. Object. (Inclosure #2)

   b. Surrounding terrain where observed. (Inclosure #1)*

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

   d. Maneuvers. (N/A)

   e. Formation if more than one object. N/A

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible. N/A

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such.) None.

(*7b, cont) All surrounding terrain is low rolling country with an exception of one group of hills 4 miles southwest of Scotts-bluff, which rises abruptly approximately 600 feet above average level of ground.

WILLIAM R. OOSTING
Special Agent, OSI

(See AFCSI Letter No. 85, 12 Aug49)

[redacted]

Declassification Authority: NND 923007

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

INSPECTOR GENERAL USAF
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
Offutt Air Force Base, Omaha, Nebraska
MT/EES/dr
14 November 1949

24-38

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

SPECIAL INQUIRY

UNCLASSIFIED

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

1. Reference is made to letter, DO #5, subject as above, dated 6 October 1949, copy of which was furnished your Headquarters by that office.

2. In view of comments contained in afore-referenced letter, it is believed all logical leads in this case have been developed and reported. No further action is contemplated by this office, unless so directed by your headquarters.

UNCLASSIFIED

for Earl E. Sparks Capt U.S.A.F.
MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

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

24-185-13-3
14
UNITED STATES AIR FORCE
INSPECTOR GENERAL
NOV 7 10 14 AM '49
OFFICE OF SPECIAL INVESTIGATION
NOV 21 1949

[redacted]

1865

Declassification Authority: NND 923007

ISO
MANAGEMENT DIV.
OSI
18 NOV 1949
OUT

IN
CI DIV
OSI
18 NOV 1949

OUT
CI DIV
OSI
18 NOV 1949

Declassification Authority: NND 923007

United States Air [redacted]ce
The Inspector General
Office of Special Investigations
REPORT OF INVESTIGATION

File No.
24-57 10 November 1949

Report Made by
WILLIAM R. OOSTING

Report Made at
DO #13, Offutt AFB

Period
11, 12, 17 October 1949

Office of Origin
DO #13, Offutt AFB

Status
CLOSED

Title

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT..

Scottsbluff, Nebraska

Character

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

UNCLASSIFIED

Reference

None, this is an initial report

Synopsis

Investigation initiated by District Commander, 13th OSI District. On 26 July 1949, Dr. H. G. LAUBACH and one witness saw an unidentified spinning object approximately four miles away at an altitude of 5,000 to 7,000 feet maintaining a straight course towards the southwest. Object was traveling at an estimated 400 - 500 MPH. The object emitted a bri[redacted]t light which closer inspection revealed to be the sun shining off the upper surfaces of the object which looked like an upside down saucer about 25 feet in diameter and three or four feet thick. The object was in view about three minutes and finally disappeared behind a line of hills. The weather was clear with light scattered clouds at 10,000 - 15,000 feet in the southwest, with a visibility of 40 miles.

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPE[redacted]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

Distribution
CG, AMC, Attn: MCIAXO-3 2
(Action Cy) (3 Inc)
Hq OSI (3 Inc) 2
CG, SAC (Inf cy) (3 Inc) 2
File (3 Inc) 2

Action Copy Forwarded To
CG, Air Material Command,
Wright-Patterson AFB,
Dayton, Ohio. ATTN:
MCIAXO-3

Approved
Earl E. Sparks
for MATTHEW THOMPSON Capt USAF
Lt Colonel, USAF

District Commander
[redacted]

File Stamp
24-185-13-2
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 17 9 35 AM '49
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

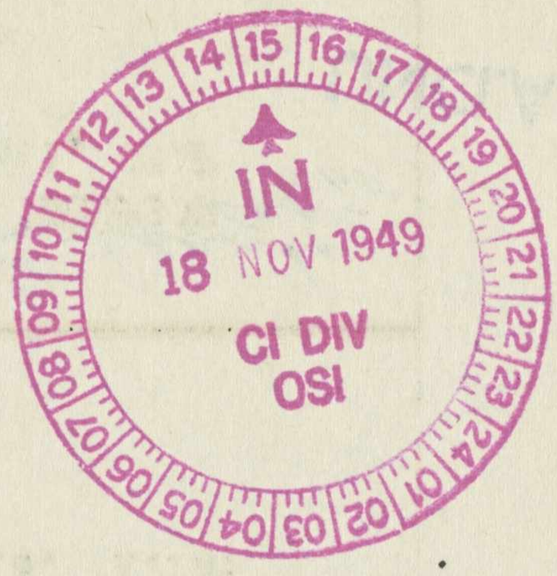
NOV 21 1949

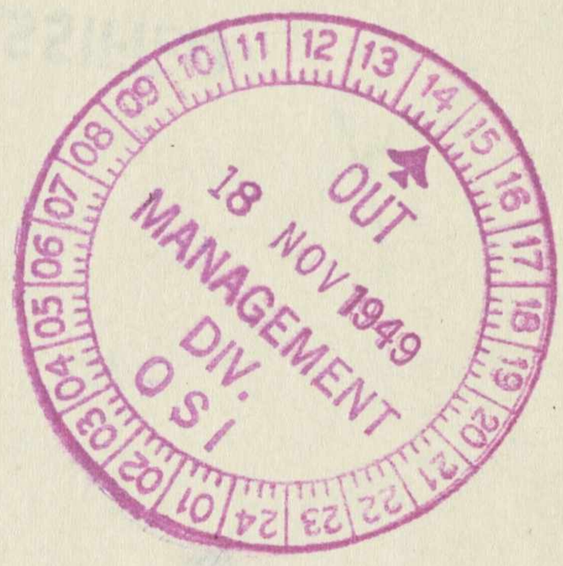
1866

Declassification Authority: NND 923007

Declassification Authority: NND 923007







CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF ESS
BY
Lt Colonel USAF
NATHEM THOMPSON

Lt Colonel USAF
NATHEM THOMPSON

[redacted] CONFIDENTIAL

24-57

DETAILS:

1. Investigation initiated by District Commander, DO #13, upon receipt of a newspaper clipping from the Scottsbluff Daily Star-Herald, Scottsbluff, Nebraska, dated 27 July 1949.

AT SCOTTSBLUFF, NEBRASKA

2. Pertinent details regarding the phenomena observed are included as Inclosures #1, #2 and #3.

3 Inclosures:
(1) Map of area showing position of observer, terrain and path of object.
(2) Sketch of object
(3) Check Sheet, "Unconventional Aircraft - Special Inquiry."

CLOSED

[redacted]

Declassification Authority: NND 923007

SCOTTS BLUFF NATIONAL MONUMENT

NEBRASKA

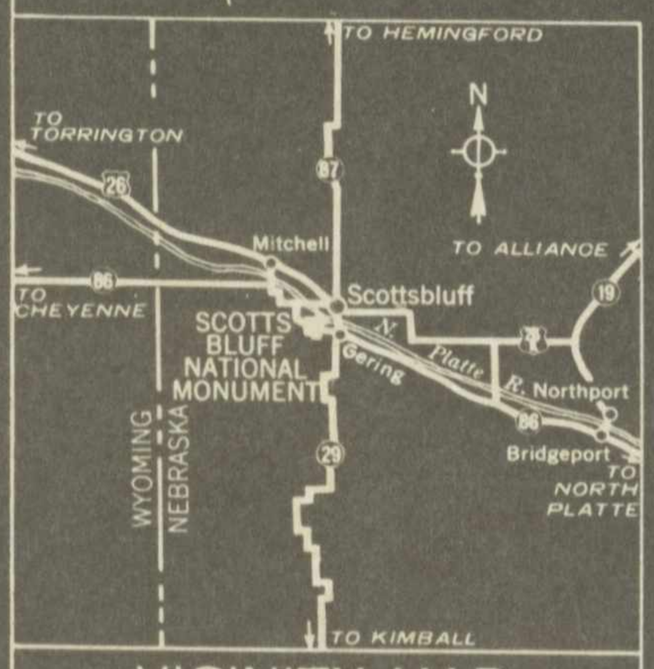
Observer

approx 4 mi

object

flight path





Entire terrain flat, elev. 3965'; with the exception of two bluffs indicated.

0 1000 2000 3000 4000 5000 6000 Ft.

Scale 1"= 1000'

DO # 13

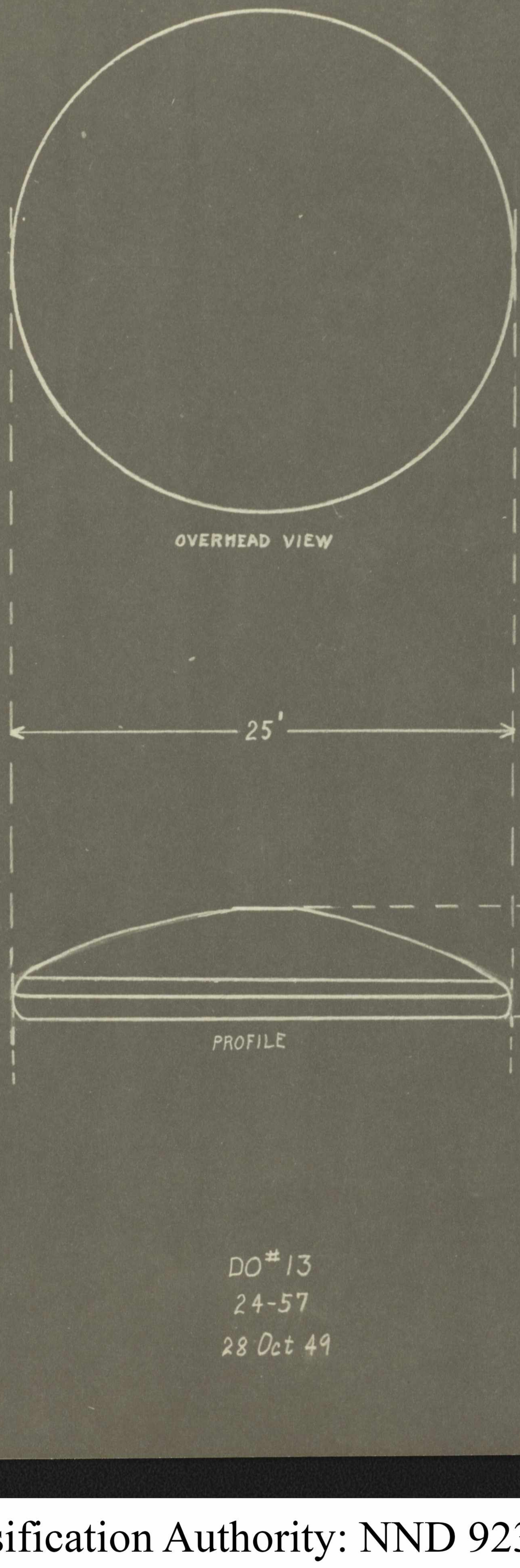
28 Oct 49

24-57

J. West 12-2-41

Incl. #1

Declassification Authority: NND 923007



DO # 13
24-57
28 Oct 49

Incl # 2

Declassification Authority: NND 923007

24-57

[redacted]

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 26 July 1949

2. Time of sighting (zonal by 24 hr. clock) 1510 hours

3. Where sighted (observer's position):

(a). Ground Driving south on edge of Mitchell, Nebraska

(b). Air N/A

(c). Sea N/A

4. Number of objects. Formation type (if any), sketch if possible

One

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) No

celestial phenomena or planets were observed in the area of Scottsbluff, Nebraska on 26 July 1949

6. Distance of object from observer:

a. Laterally or Horizontally Appeared approximately 4 miles in the south

b. Angle of elevation from horizon 30°

c. Altitude 5,000 to 7,000 feet

7. Time in sight 3 minutes

8. Appearance of object:

a. Color Metallic silver with high reflective qualities

b. Shape (Sketch if possible) Looked like upside down saucer (See Inc #2)

c. Apparent construction (of what material or substance) Aluminum

d. Size 25' diameter

9. Direction of flight Toward southwest

10. Tactics or maneuvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) Appeared to maintain level flight with exception of slight dipping motion from side to side. Appeared to be whirling.

Inc #3

[redacted]

CONFIDENTIAL

Declassification Authority: NND 923007

CHECK SHEET - Unconventional Aircraft (Cont)

11. Evidence of exhaust: None noted

a. Color smoke N/A

b. Length and width N/A

c. Odor (if any) N/A

d. Rate of evaporation N/A

e. Does trail vary with sound? (spurts) N/A

12. Effect on clouds: No clouds in sky

a. Opened path thru clouds N/A

b. Forced cloud or mists N/A

c. Reflected on cloud N/A

d. Showed thru cloud N/A

13. Lights: None noted

a. Reflected or attached N/A

b. Luminous N/A

c. Blinked on and off in relation to speed N/A

14. Support: None noted

a. Wings N/A

b. Aerodynamic list of fuselage N/A

c. Vertical jet N/A

d. Rotating cylinder or cone N/A

e. Aerostatic lift (balloon or dirigible N/A

15. Propulsion:

a. Propeller or jet None Noted

b. Rotor Whirling motion of object gave impression of rotor

c. Aerodynamic vanes (flapping or oscillating) None noted
(Katz Mayer effect)

d. Visible exhaust or jet openings None Noted

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability:

a. Fine Object appeared to maintain straight course and more or less level flight.

b. Stabilizers (horizontal or vertical) None noted

17. Air ducts:

a. Slots None noted

b. Duct openings None noted

18. Speed - M.P.H. 400 - 500 MPH

19. Sound:

a. Continuous whine or buzz N/A

b. Roar, whistle, whoosh N/A

c. Intermittent N/A

20. Manner of disappearance:

a. Explode N/A

b. Faded from view N/A

c. Disappeared behind obstacle disappeared from view behind a line of high hills.

Relative to the Observer

1. Name of observer Dr. H. G. LAUBACH

2. Address Mitchell, Nebraska

3. Occupation Physician and surgeon

4. Place of business Mitchell, Nebraska

5. Pertinent hobbies None

6. Ability to determine Average

7. Reliability of observer Excellent

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) Was driving south on outer edge of town. Attention was drawn by a bright light flashing in his eyes. Closer examination revealed object which appeared to be whirling and dipping slightly

Declassification Authority: NND 923007

from side to side. Closer examination revealed light to be reflection of sun from upper surfaces of disk which appeared to be very shiny.

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne N/A

9. Witnesses: Christine Martinez

a. Addresses Mitchell, Nebraska

b. Occupation Student, age 10

c. Reliability Unknown

10. Comments of interrogator regarding the intelligence and character of person interrogated: Observer appeared to be of better than average intelligence, character and integrity.

Relative to Radar Sightings

1. Re radars operating on ground: None

a. Observations of range, speed, altitude and size of target N/A

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

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

2. If airborne when object sighted: N/A

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

N/A

b. Give estimates of size, speed, maneuvers, etc. N/A

General

1. Teletype sequences of local weather conditions temperature 86° F 1300-1700 hours, visibility 40 miles, light scattered clouds in southwest at 10,000 to 15,000 feet, surface wind NE 6 MPH.

2. Winds aloft report No report available

Declassification Authority: NND 923007

Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations, or any other A check with Rapid City AFB failed to reveal evidence of release of testing devices or weather balloons.

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

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

7. Obtain photographs (or original negatives) where availalbe. If not, secure sketches of:

a. Object

b. Surrounding terrain where observed. All surrounding terrain is low rolling ground with exception of one small group of hills rising abruptly 600 feet above ground South of Mitchell.

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

d. Maneuvers.

f. Formation if more than one object.

8. Secure signed statement, if possible.

9. Obtain fragments or physical evidence where possible.

10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such.) None Noted

WILLIAM R. OOSTING
Special Agent, OSI

(See AFCSI Letter No. 35, 12Aug49)

Declassification Authority: NND 923007

[redacted] tt

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-185	13 Oct 49

REPORT MADE BY: STANLEY R. BOWMAN, S/A

REPORT MADE AT: DO #13, Offutt AFB

PERIOD: 5, 7 October 1949

OFFICE OF ORIGIN: DO #13, Offutt AFB

STATUS: CLOSED

TITLE

SIGHTING OF FLYING SAUCER ON 29 SEPTEMBER 1949 AT HUMBOLDT, NEBRASKA, BY MR. JESSE C. NEMECHEK, Jr.

Offutt AFB
Aerial Phenomena

CHARACTER

SPECIAL INQUIRY, UNCONVENTIONAL AIRCRAFT

REFERENCE

None, this is initial report.

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF DEFENSE INFO
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

SYNOPSIS

UNCLASSIFIED

On 29 September 1949 at about 0605, Mr. JESSE C. NEMECHEK, Jr., Humboldt, Nebraska, saw an unidentified object, size, height, speed, composition and propulsion unknown. It was oval shaped and apparently composed of luminous rings of some translucent material, moving southward in the sky near Humboldt, Nebraska. NEMECHEK first observed the phenomena when it was directly overhead and continued the observation until it faded from view. Object was first observed at 0605 and faded from view at 0620. Mrs. DONNA NEMECHEK, wife of JESSE, verified sighting of object. Prevailing ground wind at the time was from south to north.

UNCLASSIFIED

DISTRIBUTION

CG, AMC, Wright-Patterson AFB, Dayton, Ohio (5 incls)	2
HQ OSI (1 incl)	2
CO, Offutt AFB (1 Incl)	2
File (5 incls)	2

ACTION COPY FORWARDED TO

CG, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MC1AXO-3.

APPROVED

Earl E Sparks
EARL E. SPARKS
Captain, USAF
Acting *District Commander.*

FILE STAMP

B
24-185-13-1
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OCT 24 11 27 AM '49
OFFICE OF SPECIAL INVESTIGATIONS
001
1061
NOV 21 1949

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.

DATE

TITLE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

CHARACTER

REFERENCE

SYNOPSIS

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR (OSI REG 205-1) NIV
BY ROBERT K. KUNTZ, Capt, USAF
Historian
DATE 6 DEC 1995

UNCLASSIFIED

DISTRIBUTION

ACTION COPY FORWARDED TO

FILE STAMP

OUT
25 OCT 1949
MANAGEMENT DIV.
OSI

IN
25 OCT 1949
SECURITY DIV.
OSI

AFHQ FORM 0-208 Replaces AFHQ Form 4, 5 Sep 47, which may be used.

10—87241-1 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

24-185

DETAILS:

1. This inquiry was based on a radio broadcast alleging that Mr. JESSE C. NEMECHEK, Jr., of Humboldt, Nebraska, had sighted an object thought to be a "flying saucer" at 0605 hours, 29 September 1949.

AT HUMBOLDT, NEBRASKA

2. Attached hereto as Inclosure 1 is check sheet of information obtained.

INCLOSURES

FOR CG, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB

1. Observation Check Sheet.
2. Sketch of witness's location during sighting.
3. Sketch of object.
4. Sketch of position of object in relation to observer.
5. Statement of JESSE C. NEMECHEK, Jr.

FOR HQ, OSI

1. Observation Check Sheet.

FOR CO, OFFUTT AFB

1. Observation Check Sheet.

- CLOSED -

Declassification Authority: NND 923007

24-185

[redacted]

CHECK SHEET

UNCONVENTIONAL AIRCRAFT - SPECIAL INQUIRY

1. Date of sighting 29 September 1949

2. Time of sighting (zonal by 24 hr. clock) 0605 CST

3. Where sighted (observer's position):

   a. Ground Observer was standing in a field.

   b. Air Not applicable

   c. Sea Not applicable

4. Number of objects. Formation type (if any), sketch if possible One.

5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information)
No celestial phenomena or planets were observed in the area of Humboldt, Nebraska, 29 Sep 49.

6. Distance of object from observer:

   a. Laterally or Horizontally Object was almost directly over observer's head.

   b. Angle of elevation from horizon Object proceeded due south and disappeared from view when at an angle of approximately 45°.

   c. Altitude Could not be determined.

7. Time in sight 15 minutes. From 0605 to 0620 CST.

8. Appearance of object:

   a. Color Luminous white.

   b. Shape (Sketch if possible) See Inclosure 3.

   c. Apparent construction (Of what material or substance) see below

   d. Size Observer could not accurately estimate size. When first seen, he thought it to be about 40 acres in area.

9. Direction of flight South.

10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) Object traveled in a straight line and did not deviate from this line.

8 c. Composed of luminous rings with the center being solid. The outer rings and the solid center seemed to glow more brightly than the irregular rings making up the space between the center and outer ring. Spaces between the rings appeared to be the same color as the sky background, or else there was a space between the center of the object and the rings thru which the sky was visible.

Incl 1

[redacted]

Declassification Authority: NND 923007

24-185 [redacted]AL

Check Sheet - Unconventional Aircraft (Cont)

11. Evidence of exhaust: There was no evidence of exhaust.

a. Color of smoke Not applicable

b. Length and width " "

c. Odor (if any) " "

d. Rate of evaporation " "

e. Does trail vary with sound? (spurts) Not applicable

12. Effect on clouds:

a. Opened path thru clouds There were no clouds in the sky.

b. Formed cloud or mists Not applicable

c. Reflected on cloud " "

d. Showed thru cloud " "

13. Lights: No lights were observed on object other than its continuous luminous appearance described in 8 a.

a. Reflected or attached Not applicable

b. Luminous " "

c. Blinked on and off in relation to speed Not applicable

14. Support: No evidence of support was visible.

a. Wings Not applicable

b. Aerodynamic list of fuselage Not applicable

c. Vertical jet Not applicable

d. Rotating cylinder or cone Not applicable

e. Aerostatic lift (balloon or dirigible) Not applicable

15. Propulsion: No means of propulsion was observed.

a. Propeller or jet Not applicable

b. Rotor Not applicable

c. Aerodynamic vanes (flapping or oscillating) (Katz Mayer effect) Not applicable

d. Visible exhaust or jet openings No evidence of exhaust.

[redacted]

Declassification Authority: NND 923007

24-185

Check Sheet - Unconventional Aircraft (Cont)

16. Control and stability: No control surfaces or stabilizers were visible on the object.

a. Fins Not applicable

b. Stabilizers (horizontal or vertical) None.

17. Air ducts: None.

a. Slots Not applicable

b. Duct openings " "

18. Speed - M.P.H. Observer could make no estimate as to speed.

19. Sound: Object created no sound.

a. Continuous whine or buzz Not applicable

b. Roar, whistle, whoosh " "

c. Intermittent " "

20. Manner of disappearance: Object faded from view.

a. Explode Not applicable

b. Faded from view Yes.

c. Disappeared behind obstacle Not applicable

Relative to the Observer

1. Name of observer JESSE C. NEMECHEK, Jr.

2. Address Humboldt, Nebraska

3. Occupation Farmer

4. Place of business Farm, 4 miles southwest of Humboldt, Nebraska

5. Pertinent hobbies Amateur radio operator.

6. Ability to determine Observer appeared to be intelligent and imbued with good common sense.

7. Reliability of observer NEMECHEK is regarded as honest, intelligent, hard-working; has no criminal record and enjoys a splendid reputation in the community.

8. Notes relative to observer on: Observer stated that he retired about 2000 28 Sep 49, slept normally and was feeling normal on the morning of 29 Sep. He had

a. Sightings in general not and does not use any habit-forming drugs, alcohol or tobacco. He had not experienced any undue emotional or physical (Cont. below)

b. How attention was drawn to object(s) Attention was first drawn to object when observer was making his usual morning weather observation.

8 a. strain or experienced [redacted] week preceding 29 September.

Declassification Authority: NND 923007

[redacted]

24-185

Check Sheet - Unconventional Aircraft (Cont)

c. Degree of fatigue and duration of flight at time of sighting in cases where observer is airborne Not applicable

9. Witnesses: Mrs. DONNA NEMECHEK Mr. ERNEST BLECHA

a. Addresses Humboldt, Nebraska Humboldt, Nebraska

b. Occupation Housewife Farmer

c. Reliability More than average intelligence; character beyond reproach. Could not be contacted for interrogation.

10. Comments of interrogator regarding the intelligence and character of person interrogated. BOTH NEMECHEK and his wife seemed to be people of more than average intelligence and of character beyond reproach. Both appeared to be mature, responsible and hard-working; regarded as honest and reliable. JESSE NEMECHEK was born 24 Nov 1924. This incident is his first observation of celestial phenomena.

Relative to Radar Sightings Not applicable.

1. Ho radars operating on ground:

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

Not applicable

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

Not applicable

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

Not applicable

2. If airborne when object sighted:

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

Not applicable

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

Not applicable

General The nearest weather reporting station, located at Offutt AFB, approx. 60 miles from Humboldt, Nebraska, reported the weather and the morning of 29 Sep 49,

1. Teletype sequences of local weather conditions as a clear sky with sunrise at 0618 CST with a surface wind of 10 miles per hour at 340°.

2. Winds aloft report (On the 0900 weather report from Offutt AFB for 29 Sep 49)-- 18 knots, 315°, 10,000'; 25 knots, 360°, 20,000'; 30 knots, 350°, 25,000'; 35 knots, 360°, 30,000'.

[redacted]

Declassification Authority: NND 923007

[redacted]

Check Sheet - Unconventional Aircraft (Cont)

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border) No local flight schedules were operating in that area.

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other No evidence of release of testing devices sent aloft in the area of observation.

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils Not applicable

6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. Not applicable

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

   a. Object. See Inclosure 3.

   b. Surrounding terrain where observed. See Inclosure 2.

   c. Place where it contacted earth (if this happened). Not applicable

   d. Maneuvers. Not applicable

   e. Formation if more than one object. Not applicable (only one object)

8. Secure signed statement, if possible. See Inclosure 5.

9. Obtain fragments or physical evidence where possible. Not applicable

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

No projections or extensions that might presumably be construed as radio antenna were observed.

(See AFCSI Letter No. 85, 12Aug49)

Special Agent, OSI

[redacted]

Declassification Authority: NND 923007

24-185

Humboldt, Nebr
Oct 5, 1949

On the morning of 29, September at 0605 I saw this object in the sky almost directly above me --- going south. It seemed disk shaped. It took almost 40 minutes to get across the skie If I could have timed it from start until it went out of site--It was high as it seemed to disappear before It went below the horizon. It seemed to be a glowing color similar to a Flourecent blub-- It seemed the center was brighter and the outside and several rings stood out.

/s/ Jesse Nemechek Jr.

A TRUE COPY

Samuel H. Jackson
SAMUEL H. JACKSON
Captain, USAF
Operations Officer

Encl 5

Declassification Authority: NND 923007