MULTIPURPOSE INTERNAL OSI FORM

(Complete only applicable items)

FILE NR. 24C-168		SUBJECT	TRANSMITTAL DATE 12 APR 1965
TO	DO NR(S)		SUSPENSE DATE
	DET NR(S)		
	DIRECTORATE		TRACER ACTION TAKEN
	STAFF SYMBOL AFISISA		
FROM	DO NR. 81		OFFICE OF ORIGIN
	DET NR.		
	DIRECTORATE		
	STAFF SYMBOL		FILE NR.

NOME

REFERENCE

DIRECTORATE FILE UNKNOWN

ITEMS CHECKED ARE APPLICABLE TO ABOVE SUBJECT

	YOUR DISTRICT IS DESIGNATED OFFICE OF ORIGIN.
	ATTACHED REQUIRES INVESTIGATION IN YOUR AREA.
	FORWARD RESULTS DIRECTLY TO OFFICE OF ORIGIN.
	NO FURTHER INVESTIGATION CONTEMPLATED.
	OUR FILES REFLECT PRIOR INVESTIGATION BY _____, DTD. _____, FILE _____ *(By copy of this form* _____ *is requested to furnish* _____ *copies of prior investigation/letter summary, if applicable, to* _____.)
	REPORT OF PRIOR INVESTIGATION/SUMMARY ATTACHED.
	INVESTIGATION CONTINUING AND YOU WILL BE FURNISHED FURTHER REPORTS.
	DISCONTINUE INVESTIGATION. FORWARD RESULTS OF ANY INVESTIGATION ACCOMPLISHED.
	DISCREPANCIES BETWEEN LEAD REQUEST AND DEVELOPED INFORMATION ARE SET FORTH.
	REPORT OF COMMAND ACTION HAS NOT BEEN RECEIVED.
	REQUEST STATUS OF THIS MATTER AND/OR DATE REPORT MAY BE EXPECTED. *(Requester, forward 2 copies of this form.) (Recipient, use one received copy for answer with proper signature in remarks section unless OSI directives state reply not required.)*
	REFER COPY OF ATTACHED TO INTERESTED COMMANDER IN YOUR AREA FOR INFORMATION AND/OR ACTION.
X	ATTACHED IS FORWARDED FOR INFORMATION AND/OR ACTION.
	UPON REMOVAL OF ATTACHMENT(S) _____, THE CLASSIFICATION ON THIS CORRESPONDENCE WILL BE ☐ RETAINED, ☐ DOWNGRADED TO _____ ☐ CANCELED, ☐ MARKED "FOR OFFICIAL USE ONLY." *(If classification is retained, with or without attachments, indicate reason for security classification and grouping per AFR 205-1 and 2.)*

OTHER REMARKS

COPIES TO	ATTACHMENTS	FILE STAMP AND/OR OTHER
	1. ROI, HQ OSI AAC, Mærks Det., file 49(4)-8, dtd 24 Jul 50	

NAME, GRADE, TITLE, SIGNATURE

Henry L Taylor III

HENRY L TAYLOR III
1st Lt., USAF
Chief, Administrative Division

OSI FORM SEP 1962 96 PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCKS ARE EXHAUSTED. 16—77215-1 U.S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. ~~SI~~ - 49(4) - 8

DATE 24 JUL 1950

REPORT MADE BY
JOSEPH A. LISKA

REPORT MADE AT
Hq OSI AAC, Marks Det., APO 732

PERIOD
19, 20 July 1950

OFFICE OF ORIGIN
Hq OSI AAC

STATUS
PENDING

TITLE

UNCONVENTIONAL AIRCRAFT NIR

(Sighting of round silver object at 1540 hours, Bering Sea Time, 18 July 1950, at Nome, Alaska, by ANDREW EBEN MONILLUK.) NIR

CHARACTER

Special Inquiry - Unconventional Aircraft

REFERENCE

None; this is an initial report

SYNOPSIS

Investigation was requested by the Air Provost Marshal, Marks Air Force Base, Alaska.

A round silver object, at great height, was sighted by ANDREW EBEN MONILLUK at 1540 hours, Bering Sea Time, 18 July 1950, in Nome, Alaska. Object, viewed for nearly 30 minutes, first approached from the West, altered course to the South, then altered course and disappeared in Southwest. MONILLUK and one MARGARET HELLING observed object at time of its disappearance at about 1607 hours.

An F-82 pilot and the Aircraft Control and Warning Detachment reported no unidentified objects.

Data regarding radiosonde equipment carried aloft by weather balloon at 1530 hours, 18 July 1950, indicates balloon to be in position of unidentified object at time of sighting.

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

DISTRIBUTION

HQ OSI AAC	7
DO#2 (Info)	2
File	1

1 ay destroyed 19 Dec 65
S/A R L Boocock

ACTION COPY FORWARDED TO

File

APPROVED
Edwin A. Hartley
EDWIN A. HARTLEY
LT. COL. USAF
DIRECTOR
District Commander

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FILE STAMP 23 SEP 1965

24-185-81-3

2Y USAFE
OFFICE OF SPECIAL INVESTIGATIONS
SPECIAL INVESTIGATIONS
B
PT 12 mos SV

ROBERT N. DENNIS
CAPTAIN, USAF

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

DETAILS:

1. Investigation was requested by the Air Provost Marshal, Marks Air Force Base, APO 732, on 19 July 1950 upon receipt of information that persons in Nome, Alaska had seen an unidentified object in the air during the afternoon of 18 July 1950.

AT NOME, ALASKA

2. ANDREW EBEN MONILLUK, unemployed Eskimo, advised that he was watching an F-82 aircraft in aerobatics west of Nome when he noted a bright silver object, at great height, approaching slowly from the West. The object was above a high layer of scattered clouds. The F-82 aircraft was between this high cloud formation and a lower group of scattered clouds. MONILLUK first sighted the object shortly before the 1540 hours (BST) indicated by a clock in the Polar Curio Shop, Nome. MONILLUK indicated the object stopped near the sun at about the 5 o'clock position where it remained for a time longer than ten minutes, moved South until it was at the 7 o'clock position of the sun, remained there for about 5 seconds; then, at about 1607 hours, it streaked very rapidly into the Southwest in the approximate direction of St. Lawrence Island. The object disappeared from view beyond a layer of high clouds.

MONILLUK judged the object to be about 20 miles distant at its closest approach, though he could not be certain because the object was very small in appearance. He estimated the F-82 aircraft to be about 6 or 8 miles away when he was watching it.

MONILLUK said the object appeared round, was silver in color with the brilliancy of lightning. It did not change shape, nor did it emit a visible trail of any kind or an audible sound.

NOTE: The writer, upon inquiry, was informed that MONILLUK, though generally considered an alcoholic, has become conscious of religion and has not taken any intoxicants for about two weeks. He gave his account rationally without any indication of exaggeration.

3. Mrs MARGARET HELLING, proprietor of the Big Hut Cafe, said that about 1500 hours, 18 July 1950, she went outside to look at an object in the sky which MONILLUK, known as ANDY EBEN, was observing. HELLING looked for 3 or 4 minutes, sighted a bright, round silver object located to the right of the sun at about 5 o'clock position. It moved slowly South until it was to the left of the sun at 7 o'clock position where it remained momentarily and then very rapidly, as a "shooting star", followed a downward course which would be about 45 degrees to a horizontal line, and disappeared in a haze over the Bering Sea. While observed, the object remained constantly round and consistently a brilliant silver, left no visible trail, and made no audible noise.

NOTE: Change of course by an airborne object from South to Southwest might appear from the ground as id the object continued South in a descending course. HELLING, however, maintains the latter from her observation.

4. Mrs. PAUL MANDEVILLE, housewife, advised that on 18 July 1950 at about 1600 hours (BST), or shortly thereafter, she noted people looking toward the sun. After looking, she saw an object, slightly below and to the left of the sun, travelling slowly with a general movement to the left and yet moving

Declassification Authority: NND 923007

(par 4 cont'd)

rapidly to different nearby positions. MANDEVILLE said the object was shiny and glowed with a slight red tinge. SHE described the shape as being eliptical, long axis horizontal. No trail of any type was left by the object. MANDEVILLE observed the object for less than a half minute. SHE stated the object appeared very small and therefore appeared to be very far off.

NOTE: Mrs. MANDEVILLE appears reliable, is a former school teacher, and presently wife of PAUL MANDEVILLE owner of the Modern Cleaner in Nome.

5. HARRY STRICKIAND, cab driver, stated he observed the object seen by the persons mentioned above between 1300 and 1400 hours, 18 July 1950. STRICKIAND advised that he looked on 3 or 4 occasions, observing it for periods of from one to one and a half minutes during an approximate interval of 10 minutes. It was located just below and slightly to the right of the sun, was a constantly bright silver or white, and was eliptical in shape with long axis horizontal. STRICKIAND further stated the object appeared to be spinning slowly.

AT MARKS AIR FORCE BASE, ALASKA

6. First Lieutenant BENJAMIN A. KEITH, AO-2092148, Detachment Commander, and S/Sgt FLOYD P. TURNER, AF-19319650, Radar Operations Chief, Detachment A-1, 632nd Aircraft Control and Warning Squadron, advised that no unidentified targets were observed on 18 July 1950.

7. First Lieutenant ZACHARY T. FORESTER, JR., AO-672589, Detachment Commander, 449th Fighter All Weather Squadron, advised that he was testing the only F-82 aircraft, No. 46386, in the air at the time of the observed incident. The aircraft was in the air from 1507 hours to 1637 hours (BST). FORESTER said he kept scanning the skies while performing aerobatics about 8 miles west of the base. He further stated that since the flight was for test purposes, the radar unit of the aircraft was not in operation. At about 1520 hours Marks Tower advised that a weather balloon would be released at 1530 hours. FORESTER said there were a few scattered clouds at about 6000 feet and a few above 13000 feet.

8. Mr. A. E. CRAFT, Supervising Weather Observer, Weather Bureau, advised that radiosonde equipment was carried aloft by a white balloon released at 1530 hours, 18 July 1950. At the time three tenths of the sky was covered with stratocumulus clouds at 6000 feet. There were a few thin cirrus clouds at about 20,000 feet. The day was excellent for visible observation of the balloon which rises about 1000 feet per minute. A study of the data chart for the operation disclosed that the azimuth angles and elevation angles of the balloon during the period persons in Nome made their observations would locate the balloon in the spot where the object was seen. CRAFT advised that the balloon on such a clear day under proper sun could be seen at the very high altitudes inasmuch as the balloon expands as it rises and that light would be reflected from inside portions of the balloon as well as from the outside surface.

PENDING

Declassification Authority: NND 923007

[redacted]

UNDEVELOPED LEADS

HQ OSI AAC, MARKS DETACHMENT

AT ST. LAWRENCE ISIAND

1. Will conduct inquiries to determine whether any unidentified targets were observed by radar observers or by inhabitants of the island.

[redacted]

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-25

DATE 29 June 1950

REPORT MADE BY ROBERT A. STAR

REPORT MADE AT DO #2, Ladd Air Force Base

PERIOD 15 June 1950

OFFICE OF ORIGIN DO #2, Ladd Air Force Base

STATUS CLOSED

TITLE

Unusual Sighting (Unusual Sound) on 30 May 1950, in the Vicinity of Circle Hot Springs, Alaska

CHARACTER

SPECIAL INQUIRY

REFERENCE Rpt of S/A William W. Dennis, DO #2, Ladd AFB, dtd 14 Jun 50, File 24-25; and rpt of S/A Joseph A. Hahn, DO #1, Elmendorf AFB, dtd 21 Jun 50, File 24-32.

SYNOPSIS

S/A WILLIAM W. DENNIS, OSI, District #2, Ladd Air Force Base, reported that he and 1st Lt. ARNOLD R. SCHULZ, AO 744 638, Asst. Communications Officer, 375th Reconnaissance Squadron (VLR), Eielson AFB, Alaska had heard an unusual sound, similar to that made by high-speed aircraft, on four (4) occasions between 0000 and 0300 hours 30 May 1950 in the vicinity of Circle Hot Springs.

Investigation revealed that no Ladd AFB aircraft were operating in this area at the time of the reported incident. The 58lst Aircraft Control and Warning Squadron have no report of a disturbance at that time.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF DEFENSE RESEARCH & ENGINEERING (TSCM)
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

1 JUN 1964

25MAY 1964

24-185-81-2
24-185-2-46
24-185-517
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

DISTRIBUTION

Hq. OSI, AAC 7
File 2

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Hq. OSI, AAC

File

APPROVED

DWIGHT J. SCOVEL
Major, USAF
District Commander.

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

UNCLASSIFIED

Declassification Authority: NND 923007

DETAILS:

1. Investigation was initiated by the District Commander, District #8, OSI, Alaskan Air Command, on 18 June 1980 and is predicated on a report by S/A WILLIAM S. DENNIS that he and 1st Lt. ARNOLD R. SCHULZE, AO 744 685, Asst. Communications Officer, 373th Reconnaissance Squadron (VLR), Nielson AFS, Alaska, had heard an unusual sound, similar to that made by high-speed aircraft, on four (4) occasions between 0000 and 0300 30 May 1980 in the vicinity of Circle Hot Springs, Alaska.

AT LADD AIR FORCE BASE, FAIRBANKS, ALASKA

2. Records of Base Operations, Ladd AFB, were examined on 18 June 1980. These records indicate no flight activity of Ladd aircraft in the vicinity of Circle Hot Springs, Alaska, between 0000 and 0300 hours, 30 May 1980.

3. Flight operation reports for aircraft of the 449th Fighter Squadron (AC), Ladd AFB, were examined on 18 June 1980. These records indicate no flight activity of 449th Fighter Squadron aircraft in the vicinity of Circle Hot Springs between 0000 and 0300 hours 30 May 1980.

4. The 623rd Aircraft Control and Warning Squadron, Ladd AFB, was contacted on 18 June 1980 for information relative to operation of aircraft or other objects in the vicinity of Circle Hot Springs between 0000 and 0300 hours 30 May 1980. Records indicated no activity of aircraft during that time and there was no report of any unidentified disturbances.

CLOSED

24-185-81-2
24-185-7-46
24-185

Declassification Authority: NND 923007

HEADQUARTERS 57TH FIGHTER WING (JET)
Office of the Inspector General
OFFICE OF SPECIAL INVESTIGATIONS
District No. 2, Elmendorf AFB, Ft. Rich, Als
APO 942, U. S. Army

REPORT OF INVESTIGATION

File No.	Date
24-32	21 June 1950

Report Made By:
Joseph A. Liska

Report Made At:
DO #1, Elmendorf AFB

Period:
20 June 1950

Office of Origin:
DO #2, Ladd AFB, Alaska

Status:
RUC

TITLE

Unusual Sighting (Unusual Sound)
on 30 May 1950, in the vicinity
of Circle Hot Springs, Alaska

Character

Special Inquiry

Reference

Rpt of S/A William W. Dennis, DO #2, Ladd AFB, dtd 14 June 1950, File 24-25

Synopsis

Records at Base Operations and entries on Aircraft Flight Report-Operations, Form 1-A, for jet aircraft based at Elmendorf AF Base, Alaska, indicate no operation of jet aircraft in the vicinity of Circle Hot Springs, Alaska, between 0000 and 0200 hours, 30 May 1950.

Distributor	
Hq OSI AAC	7
DO #2, Ladd AFB	2
File	1

Action Copy Forwarded To
Hq OSI AAC

Approved

J. H. MEYER
Capt. USAF
District Commander:

File Stamp

24 171 2

Declassification Authority: NND 923007

DETAILS:

AT ELMENDORF AFB, ALASKA:

1. Records at Base Operations, Hanger #1, indicate no flight activity of Elmendorf AF Base jet aircraft in the vicinity of Circle Hot Springs, Alaska, between 0000 and 0200 hours, 30 May 1950.

2. Aircraft Flight Report-Operations, Form 1-A, for aircraft of the 64th, 65th and 66th Fighter Squadrons, 57th Fighter-Interceptor Group (Jet), Hanger #2, indicate no flights in vicinity of Circle Hot Springs between 0000 and 0200 hours, 30 May 1950. The 1-A forms indicate that two (2) F-80 aircraft departed Elmendorf AF Base on 30 May 1950 at 1120 and 1125 hours respectively, and arrived at Ladd AF Base one (1) hour after takeoff. Neither of these aircraft were flown at Ladd AF Base prior to returning to Elmendorf AF Base on 1 June 1950.

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-35

DATE 14 June 1950

REPORT MADE BY WILLIAM H. DIRKIS

REPORT MADE AT DO #2, Nielson Air Force Base

PERIOD 30 May 1950

OFFICE OF ORIGIN DO #2, Ladd Air Force Base

STATUS PENDING

TITLE

Unusual Sighting (Unusual Sound) on 30 May 1950, in the Vicinity of Circle Hot Springs, Alaska

CHARACTER

SPECIAL INQUIRY - Unusual Sighting (Unusual Sound)

REFERENCE

None, this is an initial report.

SYNOPSIS

On 30 May 1950, in the vicinity of Circle Hot Springs, Alaska, on four (4) occasions between the hours of 0000 and 0300, the writer and 1st Lt. ARNOLD H. SCHULZ, AO 744 638 heard a sound overhead, which approximated that type sound caused by jet aircraft or a high speed projectile passing through the atmosphere at a great height.

DISTRIBUTION

Hq, OSI, AAC 7
DO #1, Elmendorf AFB 2
File 2

ACTION COPY FORWARDED TO

Hq, OSI, AAC

APPROVED

DWIGHT J. SCOTT
Major, USAF
District Commander.

FILE STAMP

24 1

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

DETAILS:

1. This report was initiated at the request of the District Commander, District #8, CSI, Alaskan Air Command, as a result of information related to him by the writer to the effect that on 30 May 1960, in the vicinity of Circle Hot Springs, Alaska, an unusual sound was heard by the writer and 1st Lt. ARNOLD R. SCHULZ, AO 744 638, Assistant Communications Officer, 672th Reconnaissance Squadron (VLR), Moleen Air Force Base, Alaska.

AT CIRCLE HOT SPRINGS, ALASKA

2. On 30 May 1960, on four (4) occasions between the hours of 0000 and 0800, the writer and 1st Lt. ARNOLD R. SCHULZ heard a sound overhead which is described as follows: In the opinion of Lt. SCHULZ, the sound approximated that made by a high speed projectile passing through the atmosphere at a terrific speed, and at a great height. In the opinion of the writer, the sound approximated that made by a jet type aircraft traveling at a great height and speed. Both Lt. SCHULZ and the writer agree that the sound, heard on four (4) occasions, lasted from three (3) to five (5) seconds and originated above an overcast which was estimated to be between eight thousand (8000) and ten thousand (10000) feet. The following conditions were observed on 30 May 1960, between the hours of 0000 and 0800.

a. Geographical location:	Sixty five degrees (65°) fifty one minutes (51') North - one hundred forty four degrees (144°) ten minutes (10') West.
b. Sky:	Overcast, between eight thousand (8000) and ten thousand (10000) feet.
c. Temperature:	Between forty five (45°) and fifty five (55°) degrees above zero.

PAGE TWO

Declassification Authority: NND 923007

UNDERLINED LEADS:

DENVER (R, CSI, AAC, LADD AIR FORCE BASE, FAIRBANKS, ALASKA

Will determine whether any jet, or other type, aircraft from Ladd Air Force Base were in the vicinity of Circle Hot Springs, Alaska, 65° 51' North - 144° 20' West, between the hours of 0000 and 0200, 30 May 1950.

DENVER (R, CSI, AAC, ELMENDORF AFB, FORT RICHARDSON, ALASKA

Will determine whether any jet, or other type, aircraft from Elmendorf Air Force Base were in the vicinity of Circle Hot Springs, Alaska, 65° 51' North - 144° 20' West, between the hours of 0000 and 0200, 30 May 1950.

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

HEADQUARTERS UNITED STATES AIR FORCE
81ST DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL, USAF
APO 942, Seattle, Washington

REPLY TO
ATTN OF: 81D 24-0

21 AUG 1962

49-176-22
(25 pgs tot)

SUBJECT: Unidentified Flying Objects, Reference AFR 200-2, 22 Jul 62, "Moon Dust", Reference Hq USAF Msg 54322, 23 Dec 57

TO: Dir OSI (AFISI-6)

49-176-1, 2
24-185-1-55
24-185-11-21

1. Reference paragraph 904, OSI Bulletin 51.

2. The Commander, 5010th Air Base Wing, Eielson AFB, Alaska, was orally briefed at 2100 hours, 15 August 1962, on the attached subject matter. The briefing was confirmed by letter.

3. When attachment is removed, the classification or designation on this correspondence will be cancelled and marked ~~FOR OFFICIAL USE ONLY~~.

STANLEY V. SZAPIEL
Colonel, USAF
Commander

1 Atch
Ltr, subj as above,
16 Aug 62

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

OUT
21 SEP 1962
CI DIV

21 SEP 1962

THE INSPECTOR GENERAL
UNITED STATES AIR FORCE

24-185-81-1

23 AUG 62 1300

OFFICE OF
SPECIAL INVESTIGATIONS

Bureau
7/4/62

UNCLASSIFIED

~~CONFIDENTIAL~~

Declassification Authority: NND 923007

CONFIDENTIAL

24-0 16 August 1962

Unidentified Flying Objects, Reference AFR 200-2, 22 Jul 62;
"Moon Dust", Reference Hq USAF Msg 54322, 23 Dec 57

Colonel William W. Jones
Commander
5010th Air Base Wing
APO 937, Seattle, Washington

1. Reference is made to our telephone conversation, 2100 hours, 15 August 1962.

2. On 14 August 1962, at 2200 hours, this office received a call from Mr. Walt Gates, Army CIC, EL2-5453, who stated that a Mr. Robert W. Brooks, Fairbanks, GL6-6551, telephoned he had observed an object sometime between 2230 and 2300 on 10 August which he thought might be the booster to a Russian satellite.

3. On 15 August I interviewed Mr. Robert W. Brooks, date of birth - 1 December 1919, 317 Slater Drive, Island Homes, Fairbanks, Alaska. Mr. Brooks said he was an engineer for the City of Fairbanks, but lacked 30 hours towards his engineering degree from the University of Alaska. He advised that in 1955 he worked at Bethel, Bering Sea, for six months as an aviation weather observer, and during his life he has seen numerous meteors, but he has never seen an object such as the one he saw 10 August, which he stated was definitely not a meteor. Mr. Brooks' home phone is GL6-6551 and his office phone is GL6-5256.

4. Brooks said when he first sighted the round object it was the size of a penny held in the hand at about arm's length and when last sighted, it was the size of a silver dollar. The object was white with a red and blue exhaust. The exhaust was similar to a 4th of July skyrocket when first sighted. Next, he saw 3 or 4 white and blue streaked objects, one-fourth the size of the main object, which appeared to drop from the main object and quickly burn out. When last seen, the main object was all white. He said the complete incident took place in four seconds. It was a continuous sighting and he heard no sound. The object drew his attention because it was extremely bright and appeared very close.

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It seemed to be dropping from the sky and heading toward him when it disappeared. Sighting from arm's length, the distance traveled was six to ten inches.

5. He saw the object sometime between 0830-0900 Zulu time, 11 August (2230 - 2300 local time, 10 August) and it was between twilight and night. The temperature was 65 degrees, clear visibility with a few scattered clouds. Brooks said he was located at 148:31 E, 64:02 N or 50 miles southwest of Fairbanks when he made his ground visual sighting. When first sighted, the object was at a 30 degree angle above the horizon, azimuth 255 degrees and was last sighted 29 degrees 50 minutes, azimuth 253 degrees.

6. He roughly estimated the object may have been 500 or 1000 miles away, however, he could determine the distance by taking a sextant to the location since he knows exactly where he was when he saw the object.

7. Brooks said Al Jensen, who is employed at the Carrington Company, 112 North Turner, Fairbanks, GL2-2181, saw the object for a longer period of time on the same night Brooks saw it.

8. Brooks drew the attached drawings.

JONATHAN P. LAVERICK
Special Agent
Commander, OSI Det 8101

1 Atch
a/s

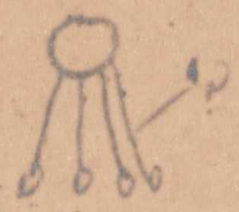
CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

Continuous 4 second Sighting

0. FIRST SEEN

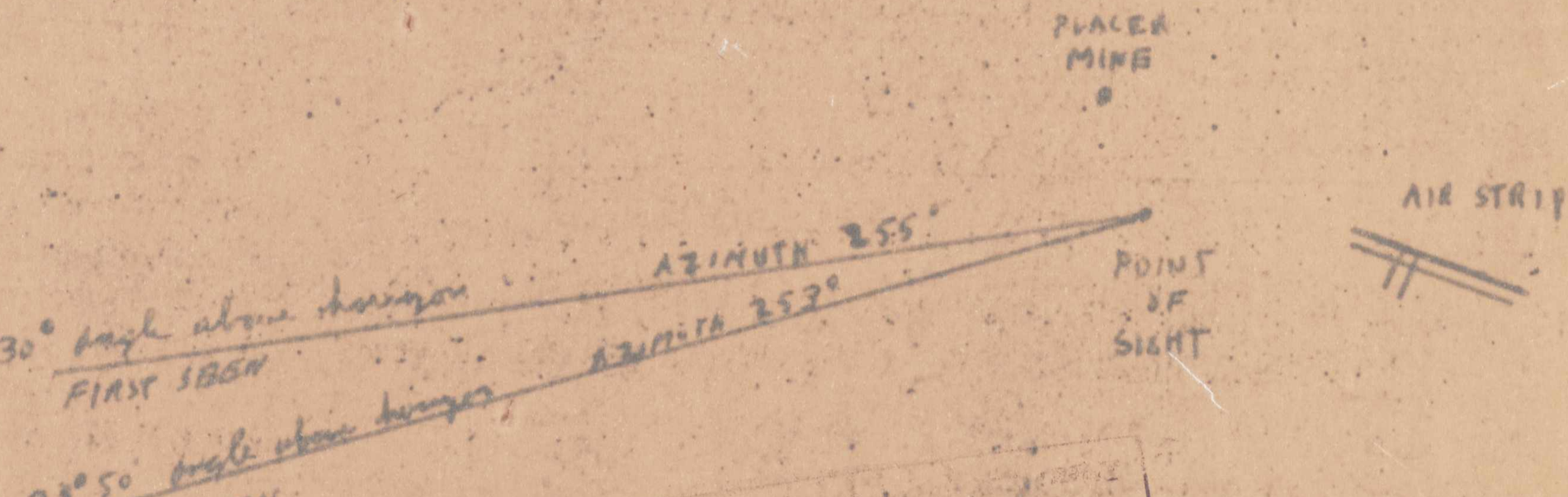


3 or 4 blue and white streaks which quickly burned out.

LAST SEEN

LOCATION OF OBSERVER

148 31 E 64.02 N



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

CONFIDENTIAL

UNCLASSIFIED

Declassification Authority: NND 923007

1A

MULTIPURPOSE INTERNAL OSI FORM
(Complete only applicable items)

FILE NR. 24-19		SUBJECT: Unidentified Objact near Indian, Alaska	TRANSMITTAL DATE: 11 MAR 1964
TO	DO NR(S)		SUSPENSE DATE
	DET NR(S)		TRACER ACTION TAKEN
	DIRECTORATE		OFFICE OF ORIGIN: DOI (24-41)
	STAFF SYMBOL: AFISISA		FILE NR. 24-19
FROM	DO NR. 81		
	DET NR.		
	DIRECTORATE		
	STAFF SYMBOL		

REFERENCE: OSIR 181-2, 12 NOV 63

ITEMS CHECKED ARE APPLICABLE TO ABOVE SUBJECT

- ☐ YOUR DISTRICT IS DESIGNATED OFFICE OF ORIGIN.
- ☐ ATTACHED REQUIRES INVESTIGATION IN YOUR AREA.
- ☐ FORWARD RESULTS DIRECTLY TO OFFICE OF ORIGIN.
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- ☐ OUR FILES REFLECT PRIOR INVESTIGATION BY _____, DTD. _____, FILE _____ *(By copy of this form _____ is requested to furnish _____ copies of prior investigation/letter summary, if applicable, to _____.)*
- ☐ REPORT OF PRIOR INVESTIGATION/SUMMARY ATTACHED.
- ☐ INVESTIGATION CONTINUING AND YOU WILL BE FURNISHED FURTHER REPORTS.
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OTHER REMARKS

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	R01, DOI 24-41 3 Aug 50	17 MAR 1964 24-185-100-1f USAF IG OFFICE OF SPECIAL INVESTIGATIONS

NAME, GRADE, TITLE, SIGNATURE: H. L. TAYLOR III, 2nd LT USAF, ADMIN OFFICER

I

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HEADQUARTERS 57TH FIGHTER WING (JET)
Office of the Inspector General
OFFICE OF SPECIAL INVESTIGATIONS
District No. 2, Elmendorf AFB, Ft. Rich, Als
APO 942, U. S. Army

REPORT OF INVESTIGATION

File No.	Date
24-41	3 August 1950

Report Made By:
Ronald E. Hick

Report Made At:
DO #1, Elmendorf AFB, Alaska

Period:
30 July 1950

Office of Origin:
DO #1, Elmendorf AFB, Alaska

Status:
Closed

TITLE
UNIDENTIFIED OBJECT NEAR
INDIAN, ALASKA

Character
Special Inquiry

Reference
None. This is an Initial Report.

Synopsis

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

Investigation initiated by District Commander, DO #1, Elmendorf AFB, Alaska, upon receipt of report from Mr. FLECHSING, Indian, Alaska, that an unidentified object appeared in Turnagain Arm at 1700 hours, 29 July 1950. Interviews with eye-witnesses established climatic conditions created optical illusion in that object did actually appear and disappear from normal view, a result of blending itself into the opposite coast line. The writer, accompanied by Capt. KANGAS, viewed this optical illusion and flew over the object shortly after it seemed to disappear, which action identified the object to be an island.

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BY AUTHORITY OF THE DIRECTOR OF
BY
by authority of Dir OSI
DATE
by
10 MAR 1964

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SA R L Boozer

Approved
WESLEY E. BOYT
Captain USAF

Dep. District Commander

IG
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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DETAILS:

1. Investigation initiated by District Commander, DO #1, Elmendorf AFB, Alaska, upon receipt of report from HENRY FLECHSING, Indian, Alaska, that several employees of the J.J.Badraun Construction Company claimed to have seen an unidentified object between Indian, Alaska, and Hope, Alaska, located in Turnagain Arm, at 1700 hours, 29 July 1950.

AT INDIAN, ALASKA:

2. At 0730 hours, 30 July 1950, HENRY FLECHSING was interviewed at the site where the object was reportedly seen. He stated that DONALD MAY, Mr. PENNER, Mr. TALBOT, LOCKE JACOBS, CECIL DORNING and OLE OLANDER, all employees of Badraun Construction Company, reported having seen the object, described to be from one hundred (100) to two hundred (200) feet long, of mound shape, projected from twenty (20) to thirty (30) feet into the air and located two (2) or three (3) miles from point of view. FLECHSING further stated that he immediately proceeded to the position where this object had been seen, arriving at approximately 1730 hours (one-half hour after the object was first seen), however, the object had disappeared from sight.

3. On 30 July 1950, the writer interviewed the individuals named in preceding paragraph and they gave substantially the same information as had FLECHSING. They further stated that the object re-appeared on the morning of 30 July 1950 and all agreed that the object they saw at 1700 hours 29 July 1950 was the object presently in view to these individuals and to the writer during this interview.

4. At approximately 0830 hours 30 July 1950, the writer viewed the object in question while standing on the Indian side of Turnagain Arm. At this time, dense clouds were settled on the water between the object and Hope, Alaska, which is located across the Arm from Indian. These clouds offered a suitable background to make the object visable, however, not identifiable. As the clouds lifted, the object progressively commenced to disappear. When the clouds completely lifted, thus making buildings located at Hope, Alaska, visable, the object completely disappeared from view, a result of having blended into the mountainous coastline on the Hope side.

5. On 30 July 1950, Capt. JOHN F. KANGAS, 13893A, 10th Rescue Squadron, Elmendorf AFB, and the writer, flew over the object in question and positively identified it as a small island located about three (3) miles distant in Turnagain Arm from Indian, Alaska, toward Hope, Alaska.

CLOSED

CONFIDENTIAL

Declassification Authority: NND 923007

AF FORM 112—PART I
APPROVED 1 JUNE 1948

SECRET
(CLASSIFICATION)

SECRET
AUTHORITY OF CG AAC
DATED 8 FEB. 52 INITIALS

COUNTRY	REPORT NO.	(LEAVE BLANK)
Territory of Alaska, U.S.A.	IR-1-52	Ed 111176

AIR INTELLIGENCE INFORMATION REPORT

CSI-17

SUBJECT: Unusual Unidentified Radar Targets

AREA REPORTED ON	FROM (*Agency*)
Ladd Air Force Base, Alaska	Intelligence Directorate, Hq AAC

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
8 February 1952	22 and 23 January 1952	F-6

PREPARED BY (*Officer*)	SOURCE
TIMOTHY J. FLANAGAN, Capt, USAF Chief, Elect Intel Br	Statements by observers of incidents.

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
None

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

This report contains a narrative statement based on observer reports and on conclusions of preliminary study of the unusual radar targets which appeared near Ladd Air Force Base, Alaska, on 22 and 23 January 1952.

APPROVED:
Francis H MacDuff
FRANCIS H. MacDUFF
Lt Col, USAF
Director of Intelligence

17 Incls (1 ea)
1. Msg, 5001st Composite Wg, 22 Jan 52
2. Ltr, Hq Alaskan Comd, 24 Jan 52
3. Ltr, AAC, 25 Jan 52
4. Rept, 5004th Air Intel Sv Sq, 28 Jan 52
5. Statement, Lt A.L. Boyd, Jr., Controller, F-2
6. Statement, Lt J.C. Frost, Maint, F-2
7. Statement, Lt C.E. Garrett, Plt
8. Statement, Capt V.D. Ramey, Radar Observer
9. Statement, Lt R.R. Diment, Plt
10. Statement, Lt C.A. Hayward, Radar Observer
11. Statement, Capt R.B. Peterson, Plt
12. Statement, Lt C.A. Garrett, Plt
13. Statement, J.S. Bangs, Gen Elec Co Tech Repr
14. Statement, J.S. Bangs, Gen Elec Co Tech Repr
15. Statement, A.G. Wedin, Opr Anlys
16. Statement, Lt G.H. Wilkinson, Controller, F-1
17. Overlay, Ftr Track and Unidentified Track

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

XXXX
4 INCLS.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SAFE
28 APR 1952
50th AGRS
APO

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Alaskan Comd, ATTN: J-2
5001st Composite Wg, ATTN: Wg Intel Off

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

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(3)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Intelligence Directorate, Hq AAC	IR-1-52	PAGE 2 OF 3 PAGES

At approximately 1020Z, 22 January 1952, Radar Site F-2 made an original contact with an unusual target in the area of Nenana (Point "Jig"). The scope presented the target clearly but on a slant of 15° - 20° instead of perpendicular to radii, the normal manner of presentation. The speed was estimated at 1350 to 1500 knots.

At 1030Z an F-94 (pilot, Lt C.E. Garrett; radar operator, Capt V.D. Ramey) was airborne and vectored to Nenana. F-2 lost the target prior to the aircraft's arrival in the vicinity, so the aircraft was given a patrol mission along the Alaskan Range. At approximately 1052Z, F-2 again contacted this target and held it for about one (1) minute. Due to the fact that the target was outbound in relation to F-2 and to the aircraft and moving at a high rate of speed, no attempt was made to vector the aircraft on the target.

At approximately 1200Z, while the aircraft was en route to Ladd Air Force Base, the radar operator received indication of a target in the Nenana area. Finding the target ahead and low (approximately 24,000 feet altitude), the pilot made an intercept pass from 24,000 yards to 200 yards with a good target on the radar scopes. The overtaking speed was better than 100 knots.

At 200 yards the pilot pulled up and over the apparent target location. Aircraft speed on the run was approximately 250 knots indicated. After going over the target, two (2) 360° turns were made and a search of the area conducted for several minutes without making further radar contact or visual sighting.

During this time F-2 was able to track the F-94 but had no other target visible. The F-94 landed at 1225Z. The weather in the Fairbanks area during this period - 1030Z to 1230Z, 22 January 1952 - was: ceiling unlimited; visibility 15 miles or more. The pilot reported that the Aurora Borealis was brilliant but not exceptionally so.

A pilot and a ground observer reported what appeared to be a comet or meteor to the southwest of Ladd Air Force Base, approximately four (4) hours earlier, this date.

On 23 January 1952, from 1020Z to 1140Z, the same F-94 (pilot, Lt R.R. Diment; radar operator, Lt C.A. Hayward) was dispatched on a mission to see if a target similar to that of 22 January could be found. At approximately 1050Z a radar contact was made at 20,000 yards. The aircraft at this time was between Clear and Nenana at 18,000 feet in a shallow climb. An intercept run was begun and followed through to 2700 yards, at which time the target disappeared. The overtaking speed was more than 100 knots, the aircraft indicating 230 knots.

After radar contact was lost, further search was made in this area. Contact was not made either by radar or visual observation. The weather was clear, with visibility unlimited; the pilot reported that the Aurora Borealis was very active and in his opinion, unusual.

At approximately 1030W, 23 January 1952, a team checked the aircraft, utilized in these flights, for radiation, but with negative results. Due to the time lapse between the flight on 22 January and the time at which this check was made, it is possible that the negative report is not of value.

Dr. C.T. Elvey, Director of the Geophysical Institute, University of Alaska, stated, in effect, that in his opinion it is unlikely that a meteor would produce an indication on a radar set that is not specifically designed or modified for that purpose.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 3 OF 3 PAGES
Intelligence Directorate, Hq AAC	IR-1-52	

COMMENTS of Preparing Officer:

The following hypotheses are advanced concerning the aforementioned radar targets:

1. That the energy transmitted from F-1 might have reflected from Mt. McKinley in such a manner as to create these radar targets.

Comment: Due to the frequencies and the pulse repetition frequencies of the radar sets involved (AN/CPS-6B at F-1 and F-2, and the AN/APG-33 in the aircraft) it is thought highly improbable that this hypothesis is a valid one for technical reasons.

2. That ionized gases due to meteor activity might have produced these radar targets.

Comment: It is thought that the presence of a meteor southwest of Ladd Air Force Base at approximately 2000Z, 21 January 1952, might have some bearing on the subject. It is not considered likely, in view of Dr. Elvey's statement, that the meteor itself caused this target return. There is the possibility that the ionized gases, which may have been present with the meteor's passage, might have broken into small clouds (irregular masses of ionized gas) and have been floating around in the upper air. One or more of these clouds, being at the mercy of upper air currents, may have drifted into the area of Ladd Air Force Base. Further, the possibility exists that an ionized cloud may give a radar return. The passage of an aircraft near such clouds, such as happened when the fighter broke off the intercept on both nights, would tend to disturb the surrounding air in such a manner as to disperse the ionized cloud. This would tend to explain the aircraft's inability to re-establish radar contact with the target after an intercept pass. The failure of F-2 to contact a target on 23 January 1952 is not explainable.

3. That the activity of the Aurora Borealis might have produced these radar targets.

Comment: Due to the known effect of the Aurora Borealis on radio in this theater, it is thought that some effect on radar also might be experienced. This is believed to be beyond the scientific capabilities of this Command to determine.

Timothy J. Flanagan

TIMOTHY J. FLANAGAN
Capt, USAF
Chief, Elect Intel Br

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Declassification Authority: NND 923007

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SECURITY INFORMATION

OPERATIONAL IMMEDIATE
SECURITY INFORMATION 1132

FROM: CG 5001st COMP WG LADD AFB

ACTION TO: CG AAC EDF AFB

DTG: 222340Z Jan 52

IFWOP 3-0103C for Dir of Intel ref AAC Ltr 200-3 par 6A6, Preliminary Report on Unidentified Radar Plots fols: At 1018Z first plot tract 17 picked up by F-2. Tgt was tracked intermittently beginning over 62 deg22N151 deg 25 W at 1018z until its final disappearance over 63 deg 25N and 15013W at 1049Z. Minimum speed 1500 knots max 2400 knots. A-3 was unable to pick up track. Weather in area was VFR. F-94 was scrambled at 1028Z airborne at 1033, went to 20 thousand was vectored by A-2 towards track, unable to pick it up. Climbed to 30 thousand feet. Picked up tgt as a bright blip, radar observer states comparable to that of B-36, unable to lock on as tgt swept past scope too rapidly. This was approx 1055Z. Approx 50 mins later while cruising picked up tgt again in same general area as first contact, tgt was locked on, position was below at approx 24 thousand ft. Range was 24 thousand yds. Ftr closed on tgt dead ahead and level to 200 yds, overtaking speed was 100 knots, when it vanished. Ftr searched area but could not pick up tgt again. On both contacts radar observer states that immediately to rear of blip was a faint ghost like image of identical size. Radar obsr reports contacts were sharp well defined images. Comment: both contacts made by ftr were made after F-2 final track fade. On an earlier flight pilot of same acft reported sighting what appeared to have been a comet or meteor to the southwest approx 4 hrs prior to the above incident. Reliable ground observer at Ladd reported same incident to this office. Complete inv by Office of Spec Inv this Hq to follow.

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BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
KURT K. KUNZE, Capt, USAF
CMTN 1132 (tor 2301352)
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BY [illegible]
3 DEC 1975
A CERTIFIED TRUE COPY: DATE

William G. Riely
WILLIAM G. RIELY
Capt USAF
Incl. #1

AF411176

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Declassification Authority: NND 923007

RESTRICTED SECURITY INFORMATION

HEADQUARTERS
ALASKAN COMMAND
APO 942, c/o Postmaster
Seattle, Washington

ALINT

SUBJECT: Intelligence Investigation Track 17

TO: Commanding General
Alaskan Air Command
Elmendorf Air Force Base, Alaska

1. It is requested that immediate and detailed intelligence investigation be conducted of the events concerning Track 17, 21 January 1952, at Ladd-Eielson ADCC.

2. It is suggested that the possibilities of a meteorite shower occurring in the plotted area during the period that radar returns were received be explored. It is believed that there are competent authorities on this subject available at the University of Alaska.

BY COMMAND OF MAJOR GENERAL CUNNINGHAM:

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BY [illegible] AIR FORCE CAP, USAF
[illegible] DEC 1979

AAOID-4 1st Ind 25 Jan 1952

HEADQUARTERS, ALASKAN AIR COMMAND, Elmendorf Air Force Base, APO 942, U. S. Air Force

TO: Commander-in-Chief, Alaskan Command, Elmendorf Air Force Base, APO 942, U. S. Air Force

1. An intelligence team of two (2) officers from the 5004th Air Intelligence Service Squadron proceeded to Ladd Air Force Base on 23 January 1952 for the purpose of conducting the investigation requested in paragraph one (1) above.

2. A complete report will be forwarded your headquarters upon completion of this investigation.

FOR THE COMMANDING GENERAL:

UNCLASSIFIED

A CERTIFIED TRUE COPY:

PAYSON V. TOZIER
Major USAF
Asst Air Adj. Gen.

Timothy J. Flanagan
TIMOTHY J. FLANAGAN
Capt. USAF

Incl. # 2

RESTRICTED

AF 111176
2

Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

HEADQUARTERS
ALASKAN AIR COMMAND
ELMENDORF AIR FORCE BASE
APO 942, U. S. AIR FORCE

AAOID-2 25 Jan 52

SUBJECT: Intelligence Investigation Track 17

TO: Commanding Officer
5004th Air Intelligence Service Squadron
Elmendorf Air Force Base
APO 942, U. S. Air Force

1. Reference is made to 5001st TWX LFWOP 3-0103C, DTG 222340Z January 1952, concerning unidentified track 17 which was reported by Ladd-Eielson ADCC.

2. This letter confirms verbal instructions and directions to the Commanding Officer of the 5004th to conduct an immediate and complete investigation by sending an intelligence team to Ladd Air Force Base to ascertain the nature scope and factors involved in a study of track 17.

3. Upon completion of this investigation and study, a detailed report (four copies) will be forwarded to this headquarters.

BY COMMAND OF BRIGADIER GENERAL SMITH:

PAYSON V. TOZIER
Major USAF
Asst Air Adj. Gen

A CERTIFIED TRUE COPY:

Timothy J. Flanagan
TIMOTHY J. FLANAGAN
CAPT. USAF

CLASSIFICATION CANCELLED
BY AUTHORITY OF DOE, Capt, USAF
DATE 8 DEC 1975

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Incl. # 3

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SECRET
By authority of CG. AAC
Date 8 Feb 52 Initials ZAM

HEADQUARTERS
5004TH AIR INTELLIGENCE SERVICE SQUADRON
ELMENDORF AIR FORCE BASE
APO 942, U. S. AIR FORCE

SECURITY INFORMATION 28 January 1952

SUBJECT: Investigation of Events concerning Track 17, 1018Z, 22 January 1952

TO: Commanding General
Alaskan Air Command
Elmendorf Air Force Base
ATTN: AAOID
APO 942, U.S. Air Force

1. At 1018Z on 22 January 1952, Radar Site F-2 at Murphy Dome began tracking an unknown target. The operator on duty, considering the target unusual , called the radar controller to observe the paint. After noting the movement of the target, the controller notified ADCC. A red alert aircraft was scrambled and vectored to intercept the target as observed at the ground station. The target alternately faded and reappeared on the scope at the ground station, which rendered interception difficult. The interceptor aircraft eventually picked up a target within the general area of the pl ot. However, at no time did the ground station observe a target when the aircraft reported a target within it's radar scope. The details of the reported incident are included in statements attached hereto. The personnel are considered to be reliable in reporting the incident substantially as it occurred.

2. At 1030 hours on 23 January 1952 a radiation examination was conducted on the F-94 interceptor aircraft by qualified personnel, with negative results.

3. Records on file at Ladd Air Force Base weather station indicate that, during the period covered by by the occurrence, visibility was 15 miles or better, with ceiling unlimited.

4. Dr. C. T. Elvey, director of the Geophysical Institute of the University of Alaska was contacted to determine the possibility

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BY [illegible]
DATE 9 Dec 1975

BORIS K. KUNZE, Capt, USAF
Historian

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Incl #4

Incl 4
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Subj: Investigation of Events concerning Track 17, 1018Z, 22 January 1952 (Cont'd)

of obtaining radar echoes from meteors with Air Force radar sets. It was considered extremely unlikely by Dr. Elvey that a meteo r will produce a radar echo on radar sets not especially modified for this purpose.

5. The Pilot and Radar Observer of an F-94 aircraft which was dispatched to the target area the fol lo wing night reported tracking a similar target. The statements of the above personnel are also attached hereto.

6. At the time of the incident, the radar station at Fire Island was beamed at Mount McKinley while undergoing maintenance. The possibility exists that interference caused by this radar site may have had some bearing on the reported incident.

7. Recommendation: It is recommended that a test be performed, duplicating conditions the night of 22 January 1952, to determine the possible effect of interference of the radar beam from Fire Island station.

6 Incls
Statements

GARLAND H. HORNE
Major, USAF
Commanding

(Investigating Officers) RAYMOND J. FLANAGAN, Captain, USAF
LUMIR J. PLESHEK, Captain, USAF

[illegible] Capt, USAF

8 DEC 1975

SECURITY INFORMATION

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SECRET

23 January 1952

SECRET
BY AUTHORITY CC, AFC
DATE 8 Feb 52 INITIALS: JPM

STATEMENT: SECURITY INFORMATION

At apx 1020Z, 22 January 1952, I 1st Lt. Arthur L. Boyd Jr., AO-782691, was in the radar maintenance room at site F-2. At that time the crew chief of my crew informed me that they had an unusual target on B-Scan # 3. I immediately went to the B-Scan room and observed the t arget moving in a direction indicating an out-bound track on an azimuth of 210°. The target was painting with normal brilliance, however, it was longer than a normal paint. It is estimated that the target return was apx 1/4 inch in length and appeared to be thinner than normal return. The only other irregularity being that the return was slanted 15° to 20° from the normal tangential position. The target appeared to be moving apx 4 1/2 to 5 miles per sweep, antenna was set at 5 revolutions per minute. The target was moving with regularity following a straight azimuth course. The target was observed for 10-12 sweeps during which time it carried on the action as described. At the end of this observation I iniatiated action to handle interceptor aircraft with our equipment and notified ADCC. The set was switched to 600 prf at this time. A red al ert A/C was scrambled and reported airborne at 1030Z. Concrete Red Flight was vectored to Point Jig climbing to angel s 20. Our first paint of the F-94 took place as he neared Point Jig. At this time the target was not painting on PPI Scope # 9 which was being used for control. Concrete Red was held at Point Jig while an effort was made to pick up the target. The vertical plotting board indicated the track outbound at this time and the fighter was not put into a chase due to the high rate of speed indicated by the target. PPI # 9 did not paint the target until apx 1052-3 at which time it appeared at a range o f 45 miles on an azimuth of 210°.

Concrete Red was immediately vectored to a 180° heading which placed the target at 12 O'clock - 20 miles. The target painted thru 5 sweeps and appeared to make a turn of 180° degrees with the last paint indicating a final heading of 210°. The turning radius appeared to be apx 8 miles. The target then faded and did not re-appear. B-Scans had faded the target at 1047 and did not pick up this paint. Concrete Red went to buster but did not make contact. I closed off the chase and vectored Red back to Jig.

As Red was approaching Jig he informed me that he had a paint and that it appeared to be closing very fast. He stated that he broke off and made a turn back into the target track painting it briefly but not locking on. After it was ascertained that Red had

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lost contact he was vectored to 090° on a patrol course. During this time we were painting the fighter consistently but had no contact with the target. The target did not appear after the paints estimated at 1052 to 1053. The fighter was vectored east and then South to a point apx 70 miles south of the station and then patroled on east-west vectors. At apx 1200Z, Red was vectored towards home-plate and when he passed close to Point Jig he reported a "lock-on", the target being low at 12 o'clock. He reported dropping to 25 angels and closing to 200 yards Before breaking off. No visual contact made. After break-off he performed a 360° searching turn with negative results. After a few minutes of search he was vectored to homeplate and released to Adverse Control at 1213Z. As previously stated, the fighter painted consistently from 1039 to the end of the control time on PPI Scope # 9 with only a few exceptions. The target was painted only 5 sweeps, 1052 to 1053.

(Signature) Lt. A. L. Boyd Jr.

THIS IS A CERTIFIED TRUE COPY.

Lumir J. Pleshek
LUMIR J. PLESHEK
Captain, USAF

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23 January 1952

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By authority of CG, AAC
Date 9 Feb 52 Initials JGF

STATEMENT:

At approximately 1o:20Z, 22 January 1952, I was called from the Maintenance room of the AN-CPS 6-B at Murphey Dome Alaska to the "B" scan room to identify a scope return. The target was traveling out from the set at an (azimuth of approximately 180° range 180 mi. at a speed of roughly 1500 mph. At this time I returned to the maintenance room and prepared to place the set on 600 prf, for MTI operation in the event that the target changed course and ran into the ground clutter within 50 mi. of the station. At this time observed that the target had reversed it's course and was heading into the station on the same azimuth. At 10:25Z Lt. Boyd called and asked for MTI operation. Approximately 1 minute later the set was on 600 prf and I began adjusting the MTI control s however the target was not visible again for some seven minutes at which time it was picked up outbound from the station at almost the same point.

During the latter part of this seven minute period the F-94 was visible on our scopes.

From this time on I do not have a clear picture of the course or speed of the target as I was busy with the MTI controls. We were scheduled for Preventative Maintenance at 12:00Z-and maintenance was taken at 1230Z. During the maintenance period no set malfunctions or abnormalities were found.

JOHN G. FROST
2nd Lt., USAF
AO-1907486

This is a certified True Copy.

Lumir J. Pleshek
LUMIR J. PLESHEK
Captain, USAF

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DATE 8 DEC 1975

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Date 8 Feb 52 Initials

449TH FIGHTER INTERCEPTOR SQUADRON
LADD AIR FORCE BASE
APO 731, U S AIR FORCE

STATEMENT:

At 1025Z, 22 January 1 952, I, 1st Lt. Clifford E. Garrett, pilot of F-94A 492527A, on two minute alert, was scrambled on an unidentified target that was traveling at a very high rate of speed. We were airborne at about 1030Z. I called ADCC immediately on the GCI UHF channel and was ordered to call Crane and fly to Point "J" which is 45k from Ladd on a heading of 215° M. Crane came in and advised the same thing and we went "Gate" to 20,000 feet to "J". As we neared "J", Crane had another plot and vectored us southward to try and intercept it. The target faded and we ordered back to "J", at 30,000 feet, and saunter. As we neared "J", the Radar Observer had an indication of a target at about 40° to the starboard. My heading was approximately 350° at the time. I had an indication of lock-on but the Set broke lock at apparently maximum deflection starboard. Later I learned that the RO had attempted lockon and must have succeeded momentarily, because he immediately went on hand control in an effort to stay on the target. I started a Port turn to go back around when Crane vectored us to the starboard. No other plot was picked up by Crane and we patrolled up and down the North side of the Alaskan Range. At about 1200Z- our position was 80-90 miles from Ladd on a course of 220°. We were then advised by Crane t h at we would fly back toward Ladd on a heading of 040° and we would be released to pancake when near Ladd.

Approximately 10 miles south of "J", the Radar Observer picked up a target at 24,000 yards, 10° low, and about dead ahead. The "R.O." definitely determined that it was a target. I was still at 30,000 feet and "Saunter" indicating about 170k airspeed. I pushed over into a slight dive and centered the error circle and dot. My range circle indicated an overtaking speed of at least one hundred knots. I dropped dive brakes and throttled back slightly from the 84% I was carrying. Range at this time was between 13,000 and 10,000 yards. I kept the target centered all the way do wn. At 2,000 yards range my range circle started decreasing rapidly and I was still indicating over 100 knot overtaking. At 800 yards range I pulled up slightly and the target moved to not more than 5° low. The range was decreasing so rapidly that I didn't have the time to do anything other than reflex which caused me to pull up. The set broke lock with the target indicating 5° low. My indicated airspeed was 250k. The altitude was 24,000 feet. I made two 360° turns and came back through the same area without sighting anything. I then turned Northward and flew out about a minute befo re turning back to search the area again. No other indication was made of anything in the area.

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Incl #1 / Incl. # 7

Incl 7, 9
AF411176

Declassification Authority: NND 923007

~~CONFIDENTIAL~~
SECRET

This target was in the same general location as the target at about 1100Z. We returned to Ladd and landed at 1225Z. The weather during the day and night up until and after this mission was very good. No clouds were observed and the visibility was very good. On a daylight flight earlier I noticed very slight haze to the West. The night was dark but not black. On a flight earlier I visually identified a C-54, DC-3, and a small civilian plane from three to five hundred yards. The Northern Lights were brilliant but not extremely so.

CLIFFORD E. GARRETT
1st Lt., USAF
AO-2095387

This is a certified True Copy.

Lumir J. Pleshek
LUMIR J. PLESHEK
Captain, USAF

SECURITY INFORMATION
SECRET
2

Incl #1 Incl. #7

~~CONFIDENTIAL~~

10

Declassification Authority: NND 923007

CONFIDENTIAL

449TH FIGHTER INTERCEPTOR SQUADRON
LADD AIR FORCE BASE
APO 731, U S AIR FORCE

STATEMENT:

At 1 0:25 Zebra Time we received the first notification of a scramble. Another call came in again at 10:26Z to rush the scramble up, stating the bogey was traveling 1500 mi/hr. We were airborne at 10:30Z and were told to vector to point Jig. I had the airborne radar searching at al l times on +20 -20 search pattern. Before we reached point Jig, we were given a new vector. At this time I lost track of ground position and concentrated on getting radar contact. Crane Control lost radar contact and was vectoring us in different directions. Approximately 20 to 30 minutes after take off, making the time 10:50 to 11:00 Z time, after Crane Control lost contact, I picked up two definite target returns-one faint and one very bright. I immediately determined it was not ground return of any sort by checking the displacement between aircraft and target. We were at 30,000 feet making the target at 25,000 feet, approximately. This happened so fast, due to the great overtaking speed, I co uld not follow the target with the antenna by hand control and lock-on. The targets were picked up at 40° on the starboard at a range of 24,000 yards and crossed over to the port, disappearing at a range of 200 yds 55° on the port. We started a turn after it, but Crane Control came in at that moment giving us a vector. Thinking Crane had a contact we followed their order. A few moments later, they told us to orbit to the starboard and then sent us off on new vectors. We vectored for approximately an hour more, at which time Crane gave us a vector to Home Plate. As we headed toward Home Plate, we passed over Point Jig and I picked up Radar contact again at a dead ahead position, 10° below at 24,000 yards. I immediately lock on and we pointed the aircraft toward the target, keeping the target at a dead ahead-level position, closing the range at over 100 knot overtaking speed. We dropped dive flaps at 10,000 to 13,000 yards, but the overtaking speed remained at over 100 knots. We kept the target dead ahead and level down to 200 yds with the high overtaking speed until at the time of break-off, Pilot through normal reflex action pulled up slightly. We immediately made a 360° and came back over the same route, but did not pick up contact again. We tried another 360°, and then a 180° course for a few moments and back along the same route of radar contact. We did not again pick up contact so returned to field for pancake. All during this flight, I had picked up an occasional mutual inductance line on the scope, but it would appear at different positions in azimuth and for only one sweep. I attributed this to a possible malfunction of the set and ignored it.

SECURITY INFORMATION
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Incl. 8

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Declassification Authority: NND 923007

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as I have previously seen this line before on air interceptions to another F-94A with the same type radar, thinking it might be caused by my own set.

VERL D. RAMEY
Captain, Radar Observer All-Weather

This is a certified true copy.

Lumir J. Pleshek
LUMIR J. PLESHEK
Captain, USAF

SECURITY INFORMATION

CONFIDENTIAL

Encl. #8

12

Declassification Authority: NND 923007

CONFIDENTIAL

44th FIGHTER INTERCEPTOR SQUADRON
LADD AIR FORCE BASE
APO 731, U S AIR FORCE

STATEMENT:

23 January 1952

Aircraft #2527 was dispatched from 0020 to 0140 on 23 January, 1952, for the purpose of research. Pilot of aircraft was 1st Lt. Russel R. Diment, AO-2084688, Radar Observer, 1st Lt Carl A. Hayward, AO-931940.

At approximately 0050, a target was sighted on the radar scope and Radar observer locked on. Position of aircraft at the time of contact, 18,000 feet, in a slight climb, between CLEAR and Point JIG on a heading of 030°. Target was first sighted (radar) at approximately 20,000 yards and lock-on was at approximately 16,000 yards. Target was slightly above the horizon, perhaps 3°. Scope was centered and tracking began. Speed of aircraft 230K indicated, over-taking speed was high, over 100 knots.

Pilot lock-on, broke at approximately 5000 yards. Supposed target was in a clear area, visibility unlimited. After lock-on broke, target heading was maintained, but nothing was visible to the pilot.

It is believed by the pilot that lock on could not have been a ground target, because of the altitude, climbing attitude of the aircraft and the stability of the target on the pilot's scope. It is further believed that no aircraft or solid object of aircraft size was in the position of the supposed target.

It was noted by the pilot, that the Northern lights were behaving in an unusual manner. On souther headings, It appeared that the rays of lights were extending to the ground in the area of clear and on the north side of the mountain range.

Russel R Diment
RUSSEL R. DIMENT
1st Lt., USAF
AO-2084688

SECURITY INFORMATION
CONFIDENTIAL

Incl. #9

AF411176

13

Declassification Authority: NND 923007

CONFIDENTIAL

449TH FIGHTER INTERCEPTOR SQUADRON
LADD AIR FORCE BASE
APO 731, U S AIR FORCE

STATEMENT: 23 January 1952

The mission to be discussed originated in a request from Adverse to work with Crane. Aircraft #2527 was dispatched at 0020, 23 January, 1952. Lt. Russel R. Diment was pilot. 1st Lt Carl A. Hayward was the Radar Observer. Upon being turned over to Crane the crew was instructed to search in the vicinity of Jig. At approximately 0050 while in port orbit between Jig and Clear, at an altitude of 18000', the Radar Observer picked up a strong target 30° port at a range of 20,000 yards. Continuing the port turn until target was dead ahead, Radar Observer locked onto target at 16,000 yards. Target showed to be 2° above on "C" scan. Heading of fighter at this time was 030°. Rate of closure was very great. Lock-on broke momentarily at 6500 yards. Radar Observer was able to lock on again immediately. At this time target was dead ahead and 5° above. On switching to short range (5000) the target came rapidly down the B scan in a head on presentation. Overtaking speed was judged to be in excess of 500 knots. At about 2700 yards lock broke and target vanished. Radar Observer looked up immediately realizing they had gone under the target, but could see nothing that could have been the target. A procedure turn was accomplished in an attempt to pick up target again but no success was achieved. The weather condition prevalent during this run was clear. Aurora Borealis was very active at the time.

Shortly after this run we were released by Crane and returned to home plate.

Carl A Hayward
CARL A HAYWARD
1st Lt., USAF

Incl. #10

SECURITY INFORMATION
CONFIDENTIAL

AF4111176'14

Declassification Authority: NND 923007

449TH FIGHTER INTERCEPTOR SQUADRON
LADD AIR FORCE BASE
APO 731, U S AIR FORCE

STATEMENT: 25 January 1952

CONFIDENTIAL

I, Richard B. Peterson, Captain, USAF, 14488 A, while flying intercept missions from Galena Air Force Base have picked up and "locked onto" with our airborne radar set, what we called "ghost targets".

On one particular mission, we locked onto a target dead ahead and high at approximately 17,000 yards on two different occasions and in relatively the same area. Lock on was maintained for two to three minutes with no change in the target position. Investigation revealed no aircraft flying in that area. Weather was not a factor. Missions were flown during the period of May 26 to June 9, 1951.

/s/ Richard B. Peterson
/t/ RICHARD B. PETERSON
Captain, USAF
14488 A

A TRUE CERTIFIED COPY:

Timothy J. Flanagan

TIMOTHY J. FLANAGAN
Capt. USAF

SECURITY INFORMATION
CONFIDENTIAL

Incl. # 11

AF411176

Declassification Authority: NND 923007

449TH FIGHTER INTERCEPTOR SQUADRON
LADD AIR FORCE BASE
APO 731, U S AIR FORCE

STATEMENT: RESTRICTED 25 January 1952

The undersigned pilot took off as number 2 in a two ship radar tracking mission. Weather at the time of the flight was overcast at 4,000 feet with tops approximately 22,000 feet. Lock on take off was accomplished and all radar indications were normal until shortly after entering the overcast when the set jumped back. At this time lead A/C was 1500 yards range, dead ahead in a straight climb. After throttling back 2 to 3 percent R.P.M. for approximately forty-five seconds and maintaining course and rate of climb. Radar Observer reported that lock on was re-accomplished. At this time pilot returned to scope which showed target 3000 yards ahead and 10 to 15 degrees above. Throttle was immediately advanced to 100% and climb was increased. Range could not be closed nor could target be centered, even at maximum climb. After breaking out of overcast visual search was made and nothing was sighted. After one or two minutes, lead aircraft broke out of overcast 3 to 4 thousand feet below and slightly behind, which precludes the possibility of this being the target on the scope.

/s/ Charles A Garrett
/t/ CHARLES A GARRETT
1st Lt., USAF

A CERTIFIED TRUE COPY:

Timothy J Flanagan

TIMOTHY J. FLANAGAN
Capt. USAF

SECURITY INFORMATION
RESTRICTED

Incl. # 12

AF411176 .16

Declassification Authority: NND 923007

SECRET
BY AUTHORITY CG, AAC
DATE 8 Feb 52 INITIALS: dmm

HEADQUARTERS
ALASKAN AIR COMMAND
ELMENDORF AIR FORCE BASE
APO 942, U. S. AIR FORCE

31 January 1952

SECRET

S T A T E M E N T
(James S. Bangs, Civilian)

SECURITY INFORMATION

I presented a theory which would tend to explain the rapid moving aircraft sighted over Mt. McKinley. I present this as a possibility though I would find it hard to duplicate the condition.

By coincidence, on that night we stopped our antenna for maintenance some time between 1000Z and 1015Z with the beam pointed on Mt. McKinley or within 5° of that peak. This was known since we had had reason to check the bearing shortly after stopping rotation. As far as we know, none of the magnetron frequencies were changed until some time between 1045Z and 1100Z. These times coincide closely with the time of initial pickup and final fade of the plots.

Three things are necessary to give this result:

1. Our transmitter frequencies must, in at least one case, be the same as one of their receivers.

2. Our antenna must be pointed at a target (P.E.) which can be "seen" by their radar.

3. The pulse repetition frequencies of the two sets should be nearly equal (almost identical).

Condition 1 is probably present at least once a week by the laws of average since each transmitter is operated over a limited frequency range and the two systems use the same ranges of frequency.

PRF, though close, it is improbable that they would be quite so identical. However, such a condition is always possible.

Our antenna was stopped on Mt. McKinley which can be seen by both sites.

The conditions could be possible, and even though unlikely, I feel that the possibility should be considered.

The reason the track appeared as dots rather than as a land mass is that, even though our beam hits considerable land that could reflect energy to the other site, time required for energy to travel from our antenna to their antenna by way of several land bodies which are relatively close together would give them a point plot.

Encl. # 13

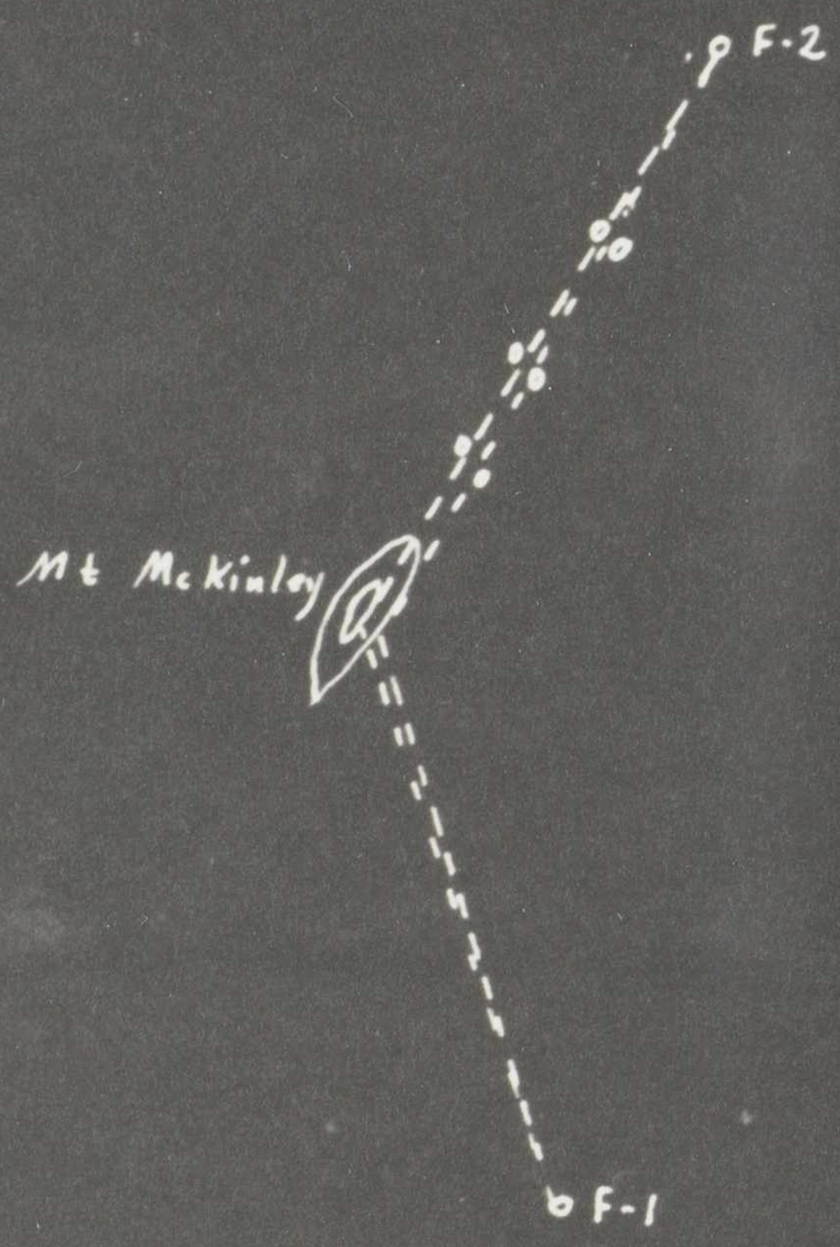
SECRET

Encl 12

AF411176 11

Declassification Authority: NND 923007

The azimuth from the other site was always the same and in line from that site to Mt. McKinley, the reflecting agent.



– – – Energy from our beam.

o o o Typical plots of F-2.

F-2 can only receive our signals when beamed on Mt. McKinley, the common reflecting surface.

Frequencies:

VL	2972 Mcs
VC	3005 Mcs
SL	2724 Mcs
SU	2629 Mcs
VU	No record

F-2 reported that VL was on 2972 also at that time. (VC was 3013.)

Coincidence of all returns at a point during a sweep is the result of very close PRF.

The move of the target between sweeps is the result of slight change in PRF or differences in PRF.

/s/ JAMES S. BANGS
Field Service Representative
General Electric Co.

CERTIFIED TRUE COPY

Timothy J. Flanagan
Captain, USAF

SECURITY INFORMATION
SECRET

Declassification Authority: NND 923007

HEADQUARTERS
ALASKAN AIR COMMAND
ELMENDORF AIR FORCE BASE
APO 942, U. S. AIR FORCE

RESTRICTED

31 January 1952

STATEMENT

The night following the phenomenon, we attempted to duplicate the results but without success. We stopped the antenna at same azimuth and changed transmitter frequency over a considerable range. No plots were received by F-2.

/s/ JAMES S. BANGS
Field Service Representative
General Electric Co.

CERTIFIED TRUE COPY

Timothy J. Flanagan

Timothy J. Flanagan
Captain, USAF

SECURITY INFORMATION
RESTRICTED

Incl. # 14

AF411176

Apl 14, '19

Declassification Authority: NND 923007

SECURITY INFORMATION

SECRET

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

SECURITY INFORMATION

FILE NO.	SUBJECT Comments on Incident of False Targets at Ladd AFB January 22 and 23rd.

TO	FROM	DATE	COMMENT NO. 1
AAOID Attn: Capt. T. J. Flanagan	Operations Analysis	4 February 1952	

1. From the evidence presented by the various participants it may be concluded that the cause existed in the atmosphere and not from interference. As Mr. Bangs indicated the possibility is remote that F-1 signals reflected from Mt. McKinley caused a target indication at F-2. The detection and tracking of such spurious targets by the F-94's (x-band radar with high prf compared to CPS-6B) plus the fact that they have been so detected at other times and places indicates that interference from F-1 was not the cause.

2. Considering that the target provided sufficient return to provide long range detection and good tracking by the F-94 but disappeared after the F-94 flew near the target location would indicate the possibility that a "blob" of atmosphere temporarily was in a condition to provide radar reflection and passage of the jet dispersed the "blob". It is doubtful that this "blob" could be one of high moisture since the ground radar measured speeds of 1500 to 2400 knots. It might be an ionized "blob".

3. It is recommended that the following actions be taken.

a. That since this is a phenomenon which is observed periodically, pilots and RO's provide reports on each occurrence reporting altitude, initial range of detection, quality of tracking, weather and visibility, condition of Aurora Borealis. Also, when the opportunity is present it is recommended that instead of closing on the target that the pilot fly around the target and determine whether it appears from all directions around the area.

b. That the information concerning the subject incident be transmitted to laboratories specializing in propagation studies for comment.

c. That if the phenomenon is found to occur sufficiently often, a requirement be established for an investigation to determine the cause.

A CERTIFIED TRUE COPY:

Timothy J. Flanagan

TIMOTHY J. FLANAGAN
Capt. USAF

/s/ Arvid G. Wedin
/t/ Arvid G. Wedin
Operations Analysis

Incl: 15

SECRET

AF4111176

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

10—54801-8 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

HEADQUARTERS
ALASKAN AIR COMMAND
ELMENDORF AIR FORCE BASE
APO 942, U. S. AIR FORCE

RESTRICTED

31 January 1952

STATEMENT
(Gordon H. Wilkinson, 1st Lt, USAF)

While stationed at one of the AC&W organizations in the state of Washington, I had notices on numerous occasions interference which was attributed to the reflection off Mt. Rainier. The interference looked like electronic jamming on the scope. The interference was very weak and covered a ten-degree sector on the radar scope. The range of the interference was from 0 to maximum range of the radar set. The two stations were separated by a distance of 200 miles, with a mountain range situated between the two sites.

/s/ GORDON H. WILKINSON
1st Lt., USAF
Fighter Intercept Controller

CERTIFIED TRUE COPY

Timothy J. Flanagan
Timothy J. Flanagan
Captain, USAF

SECURITY INFORMATION
RESTRICTED

Incl. # 16

Acl 16
AF4111176 '71

Declassification Authority: NND 923007

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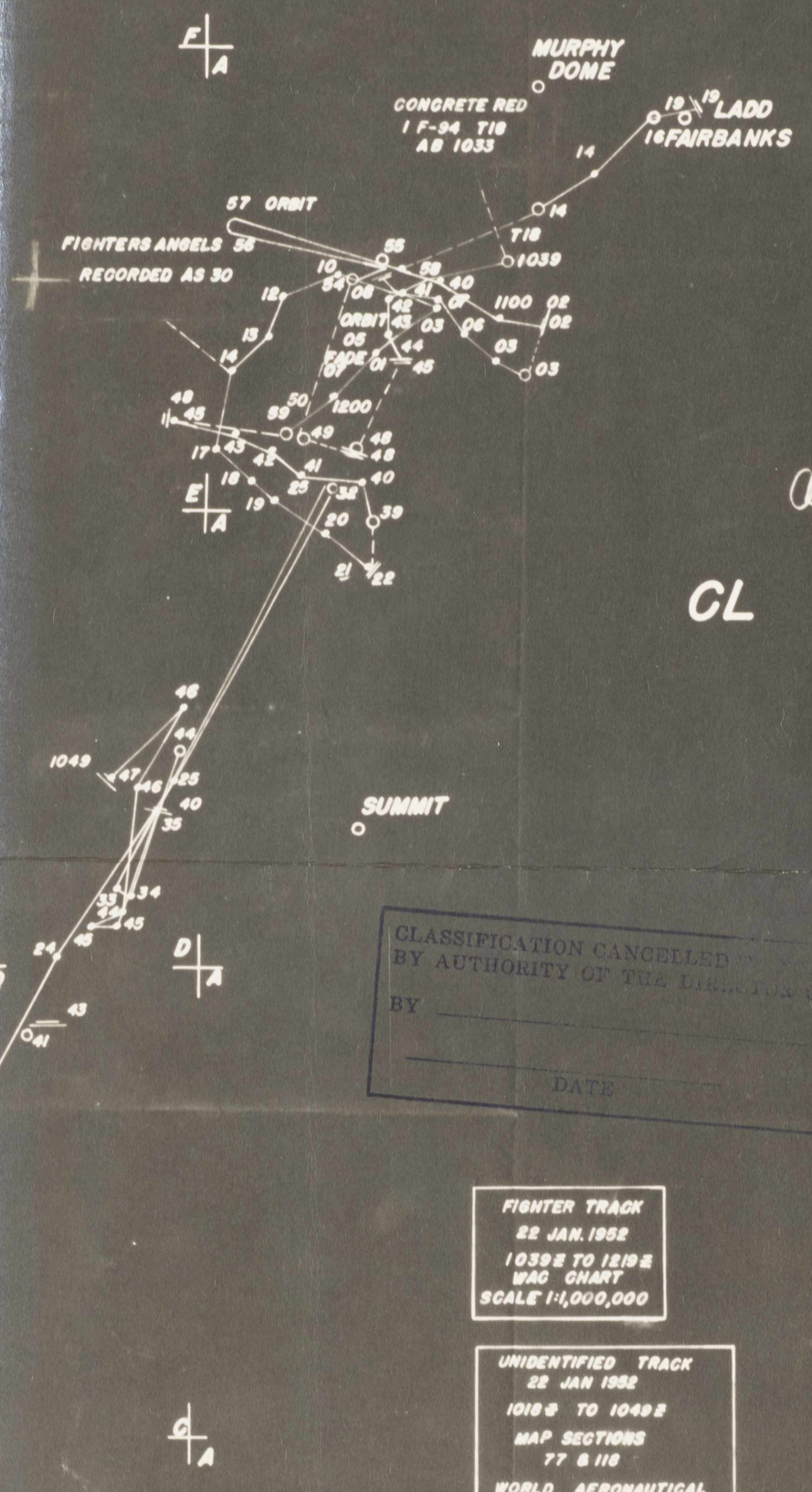
AUTHORITY OF CG AAC
DATE 8 FEB. 52 INITIALS



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

FIGHTER TRACK
22 JAN. 1952
1039Z TO 1219Z
WAC CHART
SCALE 1:1,000,000

UNIDENTIFIED TRACK
22 JAN 1952
1018Z TO 1049Z
MAP SECTIONS
77 & 118
WORLD AERONAUTICAL CHART
6TH EDITION 9 NOV. 1949
SCALE 1:1,000,000

CLASSIFIED
SECRET
By authority of CG, AAC
Date 5 Feb 52 Initials

SECRET
INCL. #17

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Declassification Authority: NND 923007

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HEADQUARTERS

OFFICE OF SPECIAL INVESTIGATIONS (IG)
ALASKAN AIR COMMAND

P. O. BOX 101

ELMENDORF AIR FORCE BASE, ALASKA

AAISI-3 24-169 12 March 1952

SUBJECT: Astronomical Phenomenon, Knik Arm, Alaska
SPECIAL INQUIRY

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

Forwarded for information are two (2) copies of report concerning above subject, file 24-40, dated 24 July 1950.

FOR THE DIRECTOR:

R. D. MELCHER
Major, USAF
Executive, Special Investigations

R#117

8 1 Incl
Rpt of Inves
file 24-40 dtd
24 Jul 50 (dup)

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAR 20 11 18 '52

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

HEADQUARTERS 57TH FIGHTER WING (JET)
Office of the Inspector General
OFFICE OF SPECIAL INVESTIGATIONS
District No. 2, Elmendorf AFB, Ft. Rich, Als
APO 942, U. S. Army

REPORT OF INVESTIGATION

File No.	Date
24-40	24 July 1950

Report Made By:
M. L. McNabb

Report Made At:
DO #1, Elmendorf AFB

Period:
16 July 1950

Office of Origin:
DO #1, Elmendorf AFB

Status:
Closed

TITLE

Astronomical Phenomenon

Knik Arm, Alaska

Character

Special Inquiry

Reference

None. This is an Initial Report

Synopsis

Investigation initiated by Capt. J. H. MEYER, District Commander, OSI District #1. Mr. GENE BRADY alleged that he saw object in sky over Anchorage which could not be described as any conventional aircraft. Object observed by two (2) other persons. A complete description could not be obtained.

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

Distributor

Hq OSI AAC	2
CG-57th Ftr-Intcp Wg	1
File	1

Action Copy Forwarded To

Approved

WESLEY E. BOYT
Captain USAF
Dep. District Commander:

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File Stamp

24 | 169 | 2
OFFICE OF
SPECIAL INVESTIGATIONS

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Declassification Authority: NND 923007

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DETAILS:

1. Investigation initiated by District Commander, DO #1, Elmendorf AFB, Alaska, who, at 1130 hours on 16 July 1950, received a call from Intelligence Office, Headquarters AAC, stating that a Mr. GENE BRADY, Anchorage, Alaska, had sighted an object flying over Knik Arm which could not be explained as a conventional type aircraft.

AT ANCHORAGE, ALASKA:

2. Mr. GENE BRADY, 515 N. Street, Anchorage, Alaska, was contacted at 1145 hours 16 July 1950. He alleged that at about 1020 hours he had been in the company of his son, BILL BRADY, and Mr. CLARENCE STRUTZ. That they had been watching sea gulls and jet aircraft flying over Knik Arm. They noticed, almost directly over their heads, a round object flying in a westwardly direction at an extreme rate of speed. He alleged the object was rising at about a twenty (20) degree angle and seemed to be increasing in speed as it was climbing. He observed the object for approximately seven (7) seconds, during which time he could not see any flame or vapor trail and could hear no sounds. He could give no details as to color or construction and could not tell whether the object was rotating or undulating in any manner. He allgged the other two (2) men in his company observed the object at the same time as he and also saw it disappear at the same time. Interview of these two persons revealed no further information concerning the object. BRADY alleged he could not give a definite altitude of the object, but did allege that it was flying at approximately the same altitude as the jet airplanes which usually fly over Anchorage. He estimated the diameter of the object to be about twenty-seven (27) feet.

3. Weather station at Merrill Field was contacted. Information was obtained that no weather balloons had been released from that station at the approximate time the object was sighted by BRADY. Information was also received from the station to the effect that at the time BRADY alleged he saw the object, the skies over Anchorage were clear with only a few scattered clouds.

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Declassification Authority: NND 923007

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HEADQUARTERS

OFFICE OF SPECIAL INVESTIGATIONS (IG)
ALASKAN AIR COMMAND

P. O. BOX 101

ELMENDORF AIR FORCE BASE, ALASKA

AAISI-3 24-191 13 February 1952

SUBJECT: UNIDENTIFIED AERIAL OBJECT WITNESSED BY RESIDENTS OF PALMER, ALASKA SPECIAL INQUIRY

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

Forwarded for your information is Report of Investigation, file 24-88, subject as above, dated 23 January 1952.

FOR THE DIRECTOR:

R. D. MELCHER
Major USAF
Executive, Special Investigations

1 Incl
Rpt of DO #1,
AAC, 24-88,
23 Jan 52
(dup)

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

Pouch # 77

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
FEB 20 1650 '52
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

AAISI-3 24-101 13 February 1952

24-185-128
24-185-148

SUBJECT: UNIDENTIFIED AERIAL OBJECT WITNESSED BY RESIDENTS OF PALMER, ALASKA
SPECIAL INQUIRY

NR

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

Forwarded for your information is Report of Investigation, file 24-99, subject as above, dated 23 January 1952.

FOR THE DIRECTOR:

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

R. D. MELCHER
Major USAF
Executive, Special Investigations

1 Incl
Rpt of Inv #1,
AAC 24-88,
23 Jan 52
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Declassification Authority: NND 923007

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

CONFIDENTIAL

FILE NO. 24-88

DATE 23 January 1952

REPORT MADE BY
JOHN E WILKINS

REPORT MADE AT
DO #1, Elmendorf AFB, Alaska

PERIOD
11 & 14 January 1952

OFFICE OF ORIGIN
DO #1, Elmendorf AFB, Alaska

STATUS
CLOSED

TITLE
UNIDENTIFIED AERIAL OBJECT WITNESSED BY RESIDENTS OF PALMER, ALASKA

CHARACTER
SPECIAL INQUIRY

REFERENCE
Ltr HQ OSI, AAC, File 24-191, dtd 8 Jan 52.

SYNOPSIS

Investigation directed by Commanding General, AAC, Elmendorf AFB, Alaska. Information received to the effect that an aerial phenomena was witnessed from Palmer, Alaska, on 7 Jan 52. Interviews with Mrs. ROSE NELSON, Mrs. LORETTA TALCOTT, and Mrs. LOU SANDVIK revealed they had witnessed the phenomena from the Bureau of Reclamation Housing Project, Palmer, Alaska. The object was described as being from 18" to 2' in length, 2" or 3" in width and of a brilliant color. Interviews with various individuals residing in Palmer and Wasilla were conducted with negative results. A compass reading made of the sighting was recorded as 181 degrees.

ATTENTION

The information contained (herein) (hereon) (in the investigative report appended hereto) is within the purview of par 51b pp 286-287 Manual for Courts-Martial, U S. 1951. 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. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

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BY KURT K. KUNZE, Capt, USAF
DISCRETION
3 DEC 1975

FOR OFFICIAL USE ONLY

George W Casey, Maj
for R. G. WILLIAMS USAF
Major USAF
District Commander.

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

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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

CHARACTER

REFERENCE

SYNOPSIS

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DETAILS:

1. This investigation was directed by Commanding General, Alaskan Air Command, Elmendorf Air Force Base, Alaska, per Headquarters, OSI (IG), AAC, letter, dated 8 January 1952, File 24-191, transmitting a copy of a summary of information by the 467th Counter-Intelligence Corps Detachment, APO 942, c/o Postmaster, Seattle, Washington. It was alleged that on 7 Jan 52 Mrs. NELSON, Palmer, Alaska, and several other women noticed a bluish light southwest of Palmer.

2. This is a joint investigation by Special Agent LEWIS S. RICKETT and the writer.

AT PALMER, ALASKA

3. On 11 Jan 52, Mrs. ROSE NELSON, wife of Alaska Railroad Special Agent C. L. NELSON, Palmer, Alaska, was interviewed by the above named agents and revealed that at approximately 1400 hrs 7 Jan 52, while at the home of Mrs. LORETTA TALCOTT, she happened to glance out a door window and noticed a peculiar light or object in the sky to the southwest. Mrs. LOU SANDVIK was also present at the time Mrs. NELSON made her observation. Mrs. NELSON stated that she called this phenomena to the attention of Mrs. TALCOTT and Mrs. SANDVIK immediately. The object or light was described by Mrs. NELSON as being approximately two feet long and two to three inches wide; a brilliant bluish-white in color and bright enough to show up in comparison with the sun which was to the southeast of the object and not in a direct line. Mrs. NELSON stated that her first thought was that a plane was beginning to sky write with blue smoke. The object was uniformly bright all over and she did not believe it to be a reflection from the sun. The object or light was in a perpendicular position when first noted and remained so for approximately 30 minutes, at which time it slowly began to tilt until it had reached a horizontal position. During this time the position of the object changed slightly, moving northward from the sun. The object or light's position was known to have changed due to the fact that when first observed it was sighted directly over a tall fir tree. The object after reaching a horizontal position slowly sank downward until it was below the level of the trees. Mrs. NELSON was of the opinion that the light or object was located over Elmendorf Air Force Base. The light had disappeared prior to darkness. The object was visible for approximately one hour and a half. At the time of the sighting the sun was shining brightly and the weather was extremely cold. There were no visible clouds in the sky. The sun was setting throughout the period the observation was made.

4. On 11 Jan 52, Mrs. LORETTA TALCOTT, who resides in the Bureau of Reclamation Housing Project, Palmer, Alaska, was interviewed and verified Mrs. NELSON's information. The only difference in the information given was in the description of the object. Mrs. TALCOTT described it as being approximately 18" in length, three inches in width in the center and coming to a point at the ends. Mrs. TALCOTT stated that the object was not any type of light ray but that it was the sun's reflection on a metal object.

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5. On 11 Jan 52, Mrs. LOU SANDVIK, Palmer, Alaska, was interviewed and revealed that she was present in Mrs. TALCOTT's home at the time Mrs. NELSON observed the object. She described the object or light as appearing just like a gold bar in the sky, the object being the same color as the sun. According to Mrs. SANDVIK, the object was approximately two feet long and two inches wide. Mrs. SANDVIK stated that the object would seemingly waver and it seemed that she could see more light when this occurred. Mrs. SANDVIK substantiated the fact that the object moved from a vertical position to a horizontal position but was not of the opinion that it sank below the level of the trees. She stated it moved slowly to the northwest and had disappeared by the time the sun went down. Mrs. SANDVIK did not witness disappearance of the object.

6. On 11 Jan 52, the following individuals were interviewed with negative results re the observing of the phenomena:

Mrs. MARJORIE PEBBLE, Personnel Supervisor, U.S. Experimental Station, Palmer, Alaska.

Trooper STANLEY LAIRD, Alaska Highway Patrol, Palmer, Alaska.

JOHN VAN RYAN, owner of Charlie's Barbecue, Palmer, Alaska.

WILLIAM BETZ, Wasilla, Alaska.

The foregoing have numerous contacts and had not heard of anyone else observing the phenomena.

7. On 14 Jan 52, Mrs. TALCOTT was reinterviewed and stated that of the ten families residing in the Bureau of Reclamation Housing Project, she was the only one at home 7 Jan 52, and that no one else had observed the phenomena. The Bureau of Reclamation Housing Project is located in the southwestern part of Palmer just off Spring Creek Road.

8. On 14 Jan 52, a compass reading was taken from the point of observation. The object was located at 181°.

9. On 14 Jan 52, the following individuals residing in Palmer were interviewed with negative results re observation of the object:

BERNIE BOWENS, Chief of Police, Palmer, Alaska.
WILLIAM BOWENS, Deputy Marshal, Palmer, Alaska.
DOROTHY SAXON, Commissioner, Palmer, Alaska.
HERBERT HOFF, Alaska Highway Patrol.
Mrs. HERBERT HOFF, Palmer, Alaska.

AT WASILLA, ALASKA

10. On 14 Jan 52, WILLIAM BETZ was reinterviewed and stated that he had contacted various individuals in and around Wasilla regarding the observation of the phenomena with negative results.

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11. On 14 Jan 52, Mr. and Mrs. FRANK SORENSEN who reside four miles northeast of Wasilla, were interviewed with negative results. Mrs. SORENSEN stated that she had been out in her yard hanging out clothes and taking down clothes throughout the afternoon but had observed nothing unusual.

12. Outlying territories in the vicinity of Palmer and Wasilla were not accessible due to the heavy snowfalls.

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HEADQUARTERS ALASKAN AIR COMMAND
OFFICE OF SPECIAL INVESTIGATIONS (IG)
P. O. Box 101, APO 942, c/o Postmaster
Seattle, Washington

IS-5 24-195 8 July 1955

SUBJECT: (Uncl) Downgrading of OSI Classified Correspondence

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

1. Reference Report of Investigation, prepared by District Office #1, OSI, AAC, file 24-52, Subject: (Confidential) Unidentified Radar Target in Vicinity of Nenana, Alaska, 22 January 1952, by 143d AC&W and 449th Fighter Interceptor Squadron, Ladd AFB, Alaska, SPECIAL INQUIRY, dated 25 January 1952, which was previously forwarded your headquarters.

2. Be advised that security classification of the above referenced document is downgraded to CONFIDENTIAL, effective this date, in accordance with paragraph 26, AFR 205-1, dated 15 December 1953.

Walter D Johnson
for Capt USAF
DOYLE REES
Colonel, USAF
Director, Special Investigations
The Inspector General

1 copy sent to D/I 14 Feb 52

Done LR

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

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

SECRET - SECURITY INFORMATION

Wrtn. 12 Feb. 52

24-185-100-

(Restricted - Security Information) Unidentified Radar Targets in Vicinity of Nenana, Alaska, 22 January 1952, by 143d AC& W and 449th Ftr-Int Sq, Ladd AFB, Alaska - SPECIAL INQUIRY

14 FEB 1952

Collection Control Branch, Collection Division,
Directorate of Intelligence, DCS/O

1

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

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

Attached herewith as a matter of interest to your Directorate is a copy of a report of Special Agent George M. Tweedy, OSI Alaskan Air Command, dated 25 January 1952, in connection with the above subject.

1 Incl
R/I fr DO #2, Ladd AFB,
dtd 25 Jan 52

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

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When Incl No. ___1___ is (~~are~~) withdrawn or not attached, the classification of ~~Secret Security Information~~ on this correspondence will be ~~cancelled~~ downgraded to Restricted Security Information in accordance with par 25 e, AFR 205-1.

CSI-249

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Historian
8 DEC 1975
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CG ALASKAN AIR COMMAND
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ALASKAN AIR COMMAND

P. O. BOX 101

ELMENDORF AIR FORCE BASE, ALASKA

AIR MAIL

AAISI-3 24-195

31 January 1952

SUBJECT: Unidentified Radar Targets in Vicinity of Nenana, Alaska, 22 January 1952, by 143d AC&W and 449th Ftr-Int Sq, Ladd AFB, Alaska
SPECIAL INQUIRY

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

Forwarded for information are two (2) copies of report of investigation concerning above subject, file 24-52, dated 25 January 1952.

FOR THE DIRECTOR:

Dale E Ruley

for R. D. MELCHER
Major, USAF
Executive, Special Investigations

1 Incl
R/I 24-52, dtd
25 Jan 52 (dup)

R#AAC-I-386

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Historian
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By authority of 001, aac
BY [signature] Capt USAF
Name Grade
Date: 22 Feb 52

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-52	25 January 1952

REPORT MADE BY
GEORGE M. TWEEDY

REPORT MADE AT
DO #2, Ladd AFB

PERIOD
22, 23, 25 January 1952

OFFICE OF ORIGIN
DO #2, Ladd AFB

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

TITLE
~~UNIDENTIFIED RADAR TARGETS ON 22 JANUARY 1952 IN THE VICINITY OF NENANA, ALASKA by 143rd AIRCRAFT CONTROL AND WARNING, AND 449th FIGHTER INTERCEPTOR SQUADRON, LADD AFB, ALASKA~~

CHARACTER
SPECIAL INQUIRY (Unconventional Aircraft)

REFERENCE
NONE, this is an initial report.

SYNOPSIS
Investigation directed by Commanding General, Alaskan Air Command. Investigation predicated upon information received from Major JAMES E. BAILEY, JR., 7506A, 11th Air Division Intelligence Officer, Ladd AFB, that an unidentified target had appeared on the radar screens of the 143rd AC & W Site F-2 and an aircraft of the 449th Fighter Interceptor Squadron, Ladd AFB.

38-1852
X38-0-70

Investigation disclosed at approximately 1020Z, 22 Jan 52, 1st Lt. ARTHUR L. BOYD JR, and 2nd Lt. JOHN G. FROST at Site F-2 (Murphy Dome) observed a radar target at approximately 180 degrees at a range of 180 miles and traveling at a rate of 1500 mph. Fighter interceptor aircraft was alerted and took off at 1030Z. Target was outbound and interceptor was held at Point Jig (Nenana, Alaska). Target appeared for 5 sweeps of radar at approximately 45 miles and Concrete Red (Fighter) was vectored to intercept. Target faded and did not reappear.

Interceptor aircraft made two definite contacts near Nenana on radar at 1050 to 1100Z after Site F-2 lost contact. Target was at 25,000 feet and the interceptor overtaking speed so great that radar could not be locked on. Targets were observed 40 degrees on starboard at a range of 24,000 yards and crossed over to the port, disappearing at a range of 200 yards at 55 degrees. No visual contact was made. Another contact was made approximately 10 miles south of Nenana an hour later. Target was dead ahead position at 24,000 yards. Range was closed at an overtaking speed of over 100 knots per hour and target was lost at 200 yards. At no time was visual contact made although there were no clouds and visibility was good, and on a previous flight three aircraft were identified at approximately 500 yards.

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File	2		

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By authority of OSI, AAC
BY [signature] Name Grade
Date: 10 Aug 55

APPROVED
[signature]
DWIGHT H. POTTER
Major, USAF
District Commander.

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

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

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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

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AFHQ FORM
15 JAN 49

O-2208

Replaces AF Off. Form 4, 28 Jul 48, which may be used.

U.S. GOVERNMENT PRINTING OFFICE

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Official Concerned

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AAC 2D OSI 24-52

DETAILS:

1. Investigation directed by the Commanding General, Alaskan Air Command, and predicated upon information from Maj. JAMES E. BAILEY, Jr., 7506A, 11th Air Division Intelligence Officer, Ladd AFB, that an unidentified target had appeared upon the radar screens of the 160th AC&W Site F-2 and an aircraft of the 449th Fighter Interceptor Squadron, Ladd AFB on 22 Jan 52.

AT LADD AFB, ALASKA

2. This is a single investigation of the writer.

3. On 23 Jan 52 1st Lt ARTHUR L. BOYD, JR., AO-782691, 143d Aircraft Control and Warning Group, Ladd AFB, was interviewed and executed the following statement:

> At apx 1020Z, 22 Jan 52, I, 1st Lt Arthur L. Boyd Jr., AO, 782691 was in the radar maintenance room at site F-2. At that time the crew chief of my crew informed me that they had an unusual target on B-Scan #3. I immediately went to the B-Scan room and observed the target moving in a direction indicating an out bound track on an azimuth of 210°. The target was painting with normal brilliance, however, it was longer than a normal paint. It is estimated that the target return was apx ¼ inch in length and appeared to be thinner than normal return. The only other irregularity being that the return was slanted 15° to 20° from the normal tangential position. The target appeared to be moving apx 4½ to 5 miles per sweep, antenna was set at 5 revolutions per minute. The target was moving with regularity following a straight azimuth course. The target was observed for 10 to 12 sweeps during which time it carried on the action as described. At the end of this observation I initiated action to handle interceptor aircraft with our equipment and notified ADCC. The set was switched to 600PRF at this time. A red alert a/c was scrambled and reported airborne at 1030Z. Concrete Red Flight was vectored to Point Jig climbing to angels 20. Our first paint of the F-94 took place as he neared Point Jig. At this time the target was not painting On PPI Scope #9 which was being used for control. Concrete Red was held at Point Jig while an effort was made to pick up the target. The vertical plotting board indicated the track out bound at this time and the fighter was not put into a chase due to the high rate of speed indicated by the target. PPI #9 did not paint the target until apx 1052-3 at which time it appeared at a range of 45 miles on an azimuth of 210°. Concrete Red was immediately vectored to a 180° heading which placed the target at 12 o'clock-20 miles. The target painted thru 5 sweeps and appeared to make a turn of 180° with the last paint indicating a final heading of 210°. The turning radius appeared to be apx 8 miles.

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The target then faded and did not reappear. B-Scans had faded the target at 1047 and did not pick up this paint. Concrete Red went to buster (max. continuous power) but did not make contact. I closed off the chase and vectored Red back to Jig. As Red was approaching Jig he informed me that he had a paint and that it appeared to be closing very fast. He stated that he broke off and made a turn back into the target track painting it briefly but not locking on. After it was ascertained that Red had lost contact he was vectored to 090° on a patrol course. During this time we were painting the fighter consistently but had no contact with the target. The target did not appear after the paints estimated at 1052 to 1053. The fighter was vectored east and then south to a point apx 70 miles south of the station and then patroled on east-west vectors. At apx 1200Z, Red was vectored towards homeplate and when he passed close to Point Jig he reported a "lock-on," the target being low at 12 o'clock. He reported dropping to 25 angels and closing to 200 yards before breaking off. No visual contact made. After break-off he performed a 360° searching turn with negative results. After a few minutes of search he was vectored to homeplate and released to Adverse Control at 1213Z. As previously stated, the fighter painted consistently from 1039 to the end of the control time on PPI Scope #9 with only a few exceptions. The target was painted only 5 sweeps, 1052 to 1053.

A copy of this statement is on file at this office.

4. On 23 Jan 52 2nd Lt JOHN G. FROST, AO-1907486, 143d Aircraft Control and Warning Group, Ladd AFB, was interviewed and stated the following:

At approximately 10:20Z 22 Jan 52 I was called from the maintenance room of the AN-CPS 6-B at Murphey Dome Alaska to the "B" scan room to identify a scope return. The target was traveling out from the set at an (azimuth of approximately 180° range 180 mi.) at a speed of roughly 1500 mph. At this time I returned to the maintenance room and prepared to place the set on 600 prf, for MTI operation in the event that the target changed course and ran into the ground clutter within 50 mi. of the station. At this time observed that the target had reversed its course and was heading into the station on the same azimuth. At 10:25Z Lt. Boyd called and asked for MTI operation. Approximately 1 minute later the set was on 600 prf and I began adjusting the MTI controls however the target was not visible again for some seven minutes at which time it was picked up outbound from the station at almost the same point. During the latter part of this seven minute period the F-94 was visible on our scopes. From this time on I do not have a clear picture of the course or speed of the target as I was busy with the MTI Controls. We were scheduled for Preventative Maintenance at 12:00Z but this was denied as

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one F-94 type aircraft was still under control. This aircraft was released at 12:10Z and maintenance was taken at 1230Z. During the maintenance period no set malfunctions or abnormalities were found.

A copy of this statement is on file at this office.

5. On 22 Jan 52, Capt. VERL D. RAMEY, Radar Observer, All-Weather, AO-872905, 449th Fighter Interceptor Squadron, Ladd AFB, was interviewed and executed the following statement:

At 10:25 Zebra time we received the first notification of a scramble. Another call came in again at 10:26 Z to rush the scramble up stating the bogey was traveling 1500 mi/hr. We were airborne at 10:30 Z and were told to vector to point Jig. I had the airborne radar searching at all times on plus 20 minus 20 search pattern. Before we reached point Jig, we were given a new vector. At this time I lost track of ground position and concentrated on getting a radar contact. Crane control lost radar contact and was vectoring us in different directions. Approximately 20 to 30 minutes after take off, making the time 10:50 to 11:00 Z time, after Crane Control lost contact, I picked up two definite target returns - one faint and one very bright. I immediately determined it was not ground return of any sort by checking the displacement between aircraft and target. We were at 30,000 ft making the target at 25,000 ft, approximately. This happened so fast, due to the great overtaking speed, I could not follow the target with the antenna by hand control and lock-on. The targets were picked up at 40^0 on the starboard at a range of 24,000 yds and crossed over to the port, disappearing at a range of 200 yds 55^0 on the port. We started a turn after it, but Crane Control came in at that moment giving us a new vector. Thinking Crane had a contact we followed their order. A few moments later, they told us to orbit to the starboard and then sent us off on new vectors. We vectored for approximately an hour more, at which time Crane gave us a vector to Home Plate. As we headed toward Home Plate, we passed over Point Jig and I picked up Radar contact again at a dead ahead position, 10^0 below at 24,000 yds. I immediately locked on and we pointed the aircraft toward the target, keeping the target at a dead ahead level position, closing the range at over 100 knot overtaking speed. We dropped dive flaps at 10,000 to 13,000 yds, but the overtaking speed remained at over 100 knots. We kept the target dead ahead and level down to 200 yds with the high overtaking speed until at the time of break-off, Pilot through normal reflex action pulled up slightly. We immediately made a 360^0 and came back over the same route, but did not pick up a contact again. We tried another 360^0 and then a 180^0 course for a few moments and back along the same route of radar contact. We did not again pick up contact so returned to field for pancake. All during this flight, I had picked up an

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occasional mutual inductance line on the scope, but it would appear at different positions in azimuth and for only one sweep. I attributed this to a possible malfunction of the set and ignored it, as I have previously seen this line before on Air interceptions to another F-94A with the same type radar, thinking it might be caused by my own set.

The original statement is on file at this office.

6. On 22 Jan 52, 1st Lt. CLIFFORD E. GARRETT, AO-2095387, 449th Fighter Interceptor Squadron, Ladd AFB, was interviewed and stated the following:

At 1025Z, 22 January 1952, I, 1st Lt. Clifford E. Garrett, Pilot of F-94A 492527A, on two minute alert, was scrambled on an unidentified target that was traveling at a very high rate of speed. We were airborne at about 1030Z. I called ADCC immediately on the GCI VHF channel and was ordered to call Crane and fly to Point "J" which is 45K from Ladd on a heading of 215°M. Crane came in and advised the same thing and we went "Gate" to 20,000 feet to "J". As we neared "J", Crane had another plot and vectored us southward to try and intercept it. The target faded and we were ordered back to "J", at 30,000 feet, and saunter. As we neared "J", the Radar Observer had an indication of a target at about 40° to the starboard. My heading was approximately 350° at the time. I had an indication of lock on but the Set broke lock at apparently maximum deflection starboard. Later I learned that the RO had attempted lock on and must have succeeded momentarily, because he immediately went on hand control in an effort to stay on the target. I started a port turn to go back around when Crane vectored us to the starboard. No other plot was picked up by Crane and we patrolled up and down the north side of the Alaskan Range. At about 1200Z our position was 80-90 miles from Ladd on a course of 220°. We were then advised by Crane that we would fly back toward Ladd on a heading of 040° and we would be released to pancake when near Ladd. Approximately 10 miles south of "J", the Radar Observer picked up a target at 24,000 yards, 10° low, and about dead ahead. The "R. O." definitely determined that it was a target. I was still at 30,000 feet and "Saunter" indicating about 170K air speed. I pushed over into a slight dive and centered the error circle and dot. My range circle indicated an overtaking speed of at least one hundred knots. I dropped dive brakes and throttled back slightly from the 84% I was carrying. Range at this time was between 13,000 and 10,000 yards. I kept the target centered all the way down. At 2,000 yards range my range circle started decreasing rapidly and I was still indicating over 100 knot overtaking. At 800 yards range I pulled up slightly and the target moved to not more than 5° low. The range was decreasing so rapidly that I didn't have the time to do anything other than reflex which caused me to pull up. The set broke lock with the target indicating 5° low. My indicated

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air speed was 250K. The altitude was 24,000 feet. I made two 360° turns and came back through the same area without sighting anything. I then turned northward and flew out about a minute before turning back to search the area again. No other indication was made of anything in the area. This target was in the same general location as the target at about 1100Z. We returned to Ladd and landed at 1225Z. The weather during the day and night up until and after this mission was very good. No clouds were observed and the visibility was very good. On a daylight flight earlier I noticed very slight haze to the West. The night was dark but not black. On a flight earlier I visually identified a C-54, DC-3, and a small civilian plane from three to five hundred yards. The northern lights were brilliant but not extremely so.

The original statement is on file at this office.

7. On 23 Jan 52, M/Sgt JOHN WILLIAMS, AF-19-190-158, NCOIC, Intelligence Section, 449th Fighter Interceptor Squadron, Ladd AFB, was interviewed and executed the following statement:

On 21 January 1952 between the hours 2000 and 2030w I was returning to my qtrs and noticed what I thought to be a meteor (Falling Star) falling. It was in the southern skies and falling at approximately 30° to the west. I was facing the general direction to the south.

The color of the falling object held my attention. As it was first faint red, then grew in brilliance to that of Phosforus granade, and then fading to a bluish glow and then disappearing.

The question I have is: If a meteor reached this atmosphere could it leave energy that might be picked up on a Radar Scope?

A copy of this statement is on file at this office.

8. At 1030 hours 23 Jan 52 S/Sgt LIPSKIN FINDLY, AF-12307962, Team 202, Eielson AFB, obtained samples from F94A No. 492527A and conducted a radiation test with special radiation indicating instruments and the results were negative.

9. Base Operations, Ladd AFB, and CAA, Fairbanks Municipal Airport state that there were no military or civil aircraft reported in the area in question during the times involved.

10. It will be noted from the above statements that the target did not appear simultaneously on both ground and air radar scopes.

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AAC 2D OSI 24-52

11. On 25 Jan Captain LUMIR J. PLESHEK, 5004th Air Intelligence Service Squadron, Elmendorf AFB, in charge of the investigating team appointed by Hqs AAC, was given copies of the above statements in accordance with instructions from the Director, Office of Special Investigations, Headquarters, AAC. This office contemplates no additional investigative action.

CLOSED

Declassification Authority: NND 923007

AF FORM 112—PART I
APPROVED 1 JUNE 1948

~~CONFIDENTIAL~~
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
ALASKA	IR-31-50	0J-300715

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Reporting of Information on Unconventional Aircraft.

AREA REPORTED ON	FROM (*Agency*)
ALASKA	ALASKAN AIR COMMAND

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
19 December 1950	14 December 1950	B-6

PREPARED BY (*Officer*)	SOURCE
M. D. PLOTNICK, 1st Lt., USAF	Interrogation Reports

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
Message from AAOID-18658 to Hq. USAF, dated 15 Dec 1950

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

1. This report covers the sighting of unusual aerial phenomena in the vicinity of Mt. McKinley, by two (2) F-80 jet pilots on 14 December 1950.

2. The truth of this report cannot be evaluated as no material interpretation can be offered as to the origin or nature of the objects mentioned in this account.

3. Report has been prepared in accordance with provisions set forth by Headquarters United States Air Force, AFOIC-CC-1 letter, dated 8 September 1950.

APPROVED:
Don W. McKinney
DON W. McKINNEY
Lt. Colonel, USAF
Director of Intelligence

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

_____ INCLS.

DISTRIBUTION BY ORIGINATOR
CG, AMC, ATTN: MCIS
CINCAL
CO USARAL
COMNAVSEAFRON

24-185-100-18

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

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

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24-185

FILE

Declassification Authority: NND 923007

ISO
CI DIV
31 MAY 1951
IN

Declassification Authority: NND 923007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
ALASKAN AIR COMMAND	IR-31-50	

The following is a report of an unconventional sighting observed by two (2) pilots of a flight of three (3) F-80s:

1. While flying at an altitude of 8000 feet, one (1) of the pilots first observed what he considered to be an unusual single flash of light, which was yellow in color. Immediately following the observation of this flash of light (fire), a dusky brown color of smoke appeared, which was observed by two (2) of the pilots. This column of smoke, resembling contrails, was gaining altitude at a high rate of speed on an angle of 40 degrees with the horizon. Approximately 100 feet ahead of the smoke column, an object appeared, having the shape of a cigar or that of a fuselage without any wings or protrusions. The size of the object was estimated to be that between the fuselage of a C-47 aircraft or the fuselage of a C-54 aircraft. The distance between the aircraft and the observed object was so great that it was difficult for the two (2) pilots to make like comparisons. Pilots started pursuit of the object at a heading of approximately 210 degrees magnetic, indicating 380 MPH at a very steep climb. The object was pursued for approximately 6½ minutes until such time as the pilots were forced to relinquish chase due to lack of fuel. The shape of the object was assertained due to its perfect silhouette against the sun.

2. The object was first observed at 1426Z hours. Object was under constant observance by one pilot for approximately four and one half minutes and under observance by the second pilot for approximately three and one half to four minutes. A third pilot from the same flight of F-80s was never able to see the smoke or the object as he was searching for it in another area. The chase was ended at 1433Z hours in the vicinity of Clear, Alaska, coordinates (64°19'N-149°10'W).

3. The manner of observation was visually from the air. Pilots of F-80 aircraft were indicating 380 MPH, flying at an altitude of 8000 feet on a heading of 90 degrees. Aircraft was not equipped with electronic equipment.

4. The two pilots were over Weeks International Airport, Fairbanks, Alaska at 8000 feet, coordinates (64°21'N-147°43'W) when they first observed the object. The horizontal distance of the object with respect to the observer was approximately fifty miles. The object was estimated to be in the vicinity of Mt McKinley, Alaska, (Coordinates 64°13'N-149°30'W). The altitude of the object was estimated to be between 20,000 to 30,000 feet at the initial sighting. The object traveled at an exceedingly high rate of speed and disappeared from view at approximately 55,000 to 60,000 feet. It then was lost in the sky; however, the column of smoke was still seen.

5. All three (3) pilots are reported to be reliable sources and have considerable amount of flying time in the area in which the sighting was detected. The sources possess sufficient knowledge to distinguish between jets, rockets and conventional type aircraft. The pilots made no comment as to what they thought the object was except that its appearance was similiar to that of a large rocket.

6. The teletype sequences for wind and weather conditions on the date of the sighting were as follows:

a. Weeks International Airport (position of aircraft at time of original sighting)
Clear, visibility seven (7) miles;
Temperature, minus thirteen degrees (-13°);
Dew point, minus eighteen degrees (-18°);
Winds, NNW at three MPH;
Altimeter setting, three zero point zero one (30.01)

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

[redacted]
(CLASSIFICATION)

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

Declassification Authority: NND 923007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
ALASKAN AIR COMMAND	IR-31-50	

b. Ladd Air Force Base - Special weather sequence
Scattered clouds; visibility, ten (10) miles;
Temperature, minus ten degrees (-10°);
Dew Point, minus seventeen degrees (-17);
Winds, calm; altimeter setting, two nine point nine nine (29.99);
Smoke layers aloft all quadrants

c. Nenana, Alaska (radio range between position of aircraft and object)
Clear, visibility, fifteen (15) miles;
Temperature, minus ten degrees (-10°);
Dew point, minus seventeen degrees (-17°);
Winds, calm; altimeter setting, three zero pointzero one (30.01)
Fog banks, all quadrants.

d. Clear, Alaska did not broadcast.

e. Summit, Alaska (radio range between position of aircraft and object; nearest radio to Mt McKinley)
Clear; visibility, sixty five (65) miles;
Temperature, minus two degrees (-2°);
Dew point, minus six degrees (-6°);
Winds, NNE at 7 MPH;
Fog banks north and in Windy Pass.

7. There was no activity or condition, meteorological or otherwise, which might account for the sighting. There was no reflection from the sun on the object.

8. There was no existence of any physical evidence; fragments, photographs and the like of the sighting.

9. A check was made with flight operations, air defense control center,(ADCC) cold weather test and other local agencies; all produced negative information as to their aircraft or other friendly aircraft being in the vicinity of the sighting.

10. The object was not radar tracked.

11. Comment: Although the sources of this report are considered to be reliable, the probability of the incident cannot be evaluated with dependable objectivity. No material interpretation can be offered as to the origin or nature of the object mentioned in this report.

Maurice D. Plotnick
MAURICE D. PLOTNICK
1st Lt., USAF
Air Intelligence Officer

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

CONFIDENTIAL
(CLASSIFICATION)

10—55570-1 U. S. GOVERNMENT PRINTING

Declassification Authority: NND 923007

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

26 APR 1951

AAISI-2 24-139

SUBJECT: SIGHTING OF FLYING OBJECT AT SLANA, ALASKA
SPECIAL INQUIRY

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

Forwarded for your information and file is Report of Investigation, dated 19 April 1951, concerning above subject.

FOR THE DIRECTOR:

R. D. MELCHER
Major, USAF
Executive

1 Incl
R/I dtd 19 Apr
51 (dup)

RT#1429

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAY 4 16 27 '51

SPECIAL INSPECTIONS

Declassification Authority: NND 923007

Confidential

HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 24-139

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1 Incl
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51 (dup)

R. D. MELCHER
Major, USAF
Executive

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

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24-195 ND-7

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAY 4 16 27 '51

SPECIAL INVESTIGATIONS

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Declassification Authority: NND 923007

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BY _____
TITLE _____
DATE _____

OUT
MAY 1951
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MAY 1951
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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-64

DATE 19 April 51

REPORT MADE BY
DANIEL A. DONOVAN

REPORT MADE AT
DO #1, Elmendorf AFB, Alaska

PERIOD
1, 3 April 1951

OFFICE OF ORIGIN
DO #1, Elmendorf AFB, Alaska

STATUS
CLOSED

TITLE

SIGHTING OF FLYING OBJECT ON
30 March 1951 at SLANA, ALASKA

CHARACTER
SPECIAL INQUIRY

REFERENCE
None, this is an initial report

SYNOPSIS

Investigation directed by CG, AAC. U. S. Mail truck driver COBEN sighted object resembling meteor flying due south over Slana, Alaska and shortly thereafter heard an explosion in vicinity of Mount Sanford. Explosion also heard by two (2) trappers approximately 20 miles from Slana and believed by them to be in Mount Sanford region. Thorough search from light plane made of Mount Sanford and surrounding area with negative results.

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

DISTRIBUTION

Hq OSI AAC 4
File 1

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ACTION COPY FORWARDED TO

HQ OSI AAC

APPROVED

/s/ R. G. WILLIAMS
R. G. WILLIAMS
Major USAF
District Commander.

FILE STAMP

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

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

Declassification Authority: NND 923007

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DETAILS:

1. This investigation was directed by the Commanding General, Alaskan Air Command and predicated upon a request from Director, OSI, Alaskan Air Command, to investigate the reported sighting of a flying object which passed over Slana Roadhouse on 30 March 1951, in a southerly direction and which threw off sparks as a meteor. Shortly thereafter a rumbling explosion was heard from the direction of Mt. Sanford, 30 miles south of Slana. This information came from CAA, Gulkana, Alaska.

AT SLANA, ALASKA

2. On 1 April 1951, Mr. DON DUFFY Jr. was interviewed at Slana Roadhouse and advised that at 0030 hours on 30 March 1951, he was called outside by DAN COBEN, a U. S. Mail truck driver, who stated that he had just seen an object flying directly over the roadhouse at a high rate of speed in a southerly direction. COBEN stated to DUFFY that it had a long fiery tail, made no noise, and when seen from the rear, appeared to be a ball of fire throwing off sparks in all directions. Shortly thereafter, estimated by COBEN and DUFFY to be two minutes, they heard an explosion which seemed to come from the Mt. Sanford area and which was described by COBEN as a "rumbling" explosion similar to that of a barrage of heavy naval guns. DUFFY, age 18-20, was queried in regard to object's size, altitude, velocity, plane of flight and other pertinent data but he reiterated that he had not personally seen the object, having been called out after it had passed. He stated that since it was shortly after midnight and very dark he could not see any smoke trail if one existed. DUFFY did not question COBEN in detail about the object since COBEN, in his excitement, readily described the incident to the best of his ability. DUFFY further advised that a trapper named KNUTE PETERSEN had arrived at the roadhouse later in the day on 30 March 1951 and stated that he had felt the explosion while he was in his cabin at the end of his trap line approximately 20 miles south of Slana.

3. Mr. DAN COBEN, U. S. Mail truck driver, is assigned to the mail run from Fairbanks to Valdez via Tok Junction and was not available for a personal interview, being at an undetermined point along the highway.

4. Mr. KNUTE PETERSEN was interviewed at Slana roadhouse on 1 April 1951 and advised that he had been reading in his cabin at the end of his trap line in the foothills of Mt. Sanford approximately 20 miles south of Slana at 0030 hours on 30 March 1951 and that an explosion had shaken his cabin. He stated that he saw nothing and that the explosion took place somewhere in the mountainous area near Mt. Sanford directly south of his cabin. He further advised that he had experienced many earthquakes and had heard the noise produced by Mt. Wrangell, a mountain close to Sanford, in eruption, and that instant explosion was not the same.

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5. Mr. OSCAR KINDGREN, a trapper, who at the time was in a tent approximately 20 miles east southeast of Slana, arrived at Slana on 30 March 1951 and stated to the DUFFYS that he had also heard the explosion and that it shook his tent quite violently. He could not state exactly the direction of the explosion except that it was generally south of his camp. KINDGREN had returned to his camp and was not available for a personal interview.

6. Sgt JOHN D. BRADSHAW, Badge #14, Alaska Highway Patrol, was interviewed on the Glenn Highway and stated that as he passed thru Slana on 30 March 1951, he had heard COBEN'S, DUFFY'S and KINDGREN'S versions of the incident and they were substantially as reported above. He stated that he had not heard or seen anything himself.

7. Mr. DON DUFFY Sr, Operator of the roadhouse at Slana, stated that he did not see the object pass over but did hear a muffled roar. COBEN and DUFFY'S son described the incident to him and he was convinced that it was a meteor. Mr. DUFFY also stated that some of the men from Porcupine Road Camp (Alaska Road Commission) which is located due north of Slana, visited the roadhouse on 30 March 1951 and when asked if any of the men at the camp had seen or heard anything, stated that none had. Mr. DUFFY, Sr stated that COBEN had served in the Navy during the war and was considered by all who knew him as stable and reliable.

FROM GULKANA TO SLANA, ALASKA

8. The following persons residing along the Glenn Highway from Gulkana 70 miles north to Slana were interviewed and all stated that they had neither seen nor heard anything unusual: Mr. and Mrs. WILLIAM JENKINS, Mr. DOUGLAS NEELEY, Mr. FRED NEELEY, Mr. JACK MOORE, Mr. WILLIAM NIEMI, Mr. HOMER HOLTZ, and two native families.

9. On 3 April 1951, a reconnaissance flight was made by chartered light aircraft to the Mount Sanford area and a thorough search was made of the west, north and east slopes of Mount Sanford, the Copper Glacier area, and the wooded lands between Slana and Mount Sanford. No evidence of any object or any disturbance of the ground surface was discovered. The distance from Slana to Mt. Sanford is about 30 miles.

10. Due to lack of information as to size, altitude, composition, and speed of object, it was not possible to accurately determine point of impact.

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-1 49(4)-19

SUBJECT: UNUSUAL SIGHTING AT UNALAKLEET, ALASKA
POSITIVE INTELLIGENCE

22 MAR 1951

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

Forwarded for your information is Report of Investigation concerning above subject, file 24-36, dated 1 February 1951, along with copy of letter from Seventeenth Naval District pertaining to the reported incidents.

Edwin A. Hartley
EDWIN A. HARTLEY
Lt Colonel, USAF
Director

2 Incls
1. Rpt of Inv dtd 1 Feb 51 (trip)
2. Ltr, 17th ND, dtd 15 Feb 51 (trip)

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

ATTENTION

The information contained (herein) (~~hereon) (in the investigative report appended hereto~~) is within the purview of par 137b, pp. 182-183, Manual for Courts-Martial, U S Air Forces, 1949. 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. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

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AFR 1295

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

APR 2 0 9 35 '51

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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

REPORT OF INVESTIGATION

FILE NO. 24-36	DATE 1 February 1951
REPORT MADE BY	CHARLES E. BROOKS
REPORT MADE AT	DO #2, Ladd AFB
PERIOD	27 January 1951
OFFICE OF ORIGIN	DO #2, Ladd AFB
STATUS	CLOSED

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

TITLE

UNUSUAL SIGHTING
AT UNALAKLEET, ALASKA

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report

SYNOPSIS

This investigation was initiated by the District Commander, predicated on a request from the Asst. Intelligence Officer, 5001st Composite Wing, re an unusual sighting at Unalakleet, Alaska.

On 27 January 1951 Lt. JESSE J. FULLER, AO-2093701, Asst. Base Intelligence Officer, stated he was in receipt of two wires reporting unusual sightings in the vicinity of Unalakleet, Alaska, and requested an investigation. At Unalakleet, five persons reported seeing an orange colored light, low on the horizon, in a direction of 210 degrees magnetic, approximately 15 to 20 miles seaward from Unalakleet. This light was seen on five successive days, at about 1700 hours in the evening, from 22 to 26 January inclusive. One native reported sighting a dark, unidentified aircraft out over Bering Sea on 26 January. CAA radio operator stated there was one U. S. Navy aircraft in the area that day, according to a message intercepted by him.

ATTENTION

The information contained ~~(herein) (hereon)~~ (in the investigative report appended hereto) is within the purview of par 137b, pp. 182-183, Manual for Courts-Martial, U S Air Forces, 1949. Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not officially entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG 5001st Comp Wg	2	Commanding General 5001st Composite Wing Ladd AFB, Alaska	49(4) 19 1 HQ AAC THE INSPECTOR GENERAL SPECIAL INVESTIGATIONS DIVISION
Hq OSI AAC	7		
File	2		

APPROVED

FOR OFFICIAL USE ONLY
DWIGHT J. SCOVEL
Major, USAF
DISTRICT COMMANDER

Ind 1

AFHQ FORM 0-208 8 FEB 49 REPLACES AFCSI FORM 4, 23 JULY 48, WHICH MAY BE USED

50 10389

Declassification Authority: NND 923007

DETAILS:

This investigation initiated by the District Commander, predicated on a request from the Assistant Intelligence Officer, 5001st Composite Wing, re an unusual sighting at Unalakleet, Alaska.

AT LADD AIR FORCE BASE

2. On 27 January 1951, Lt. JESSE J. FULLER, AO 2093701, Assistant Wing Intelligence Officer, stated he was in receipt of two wires reporting unusual sightings in the vicinity of Unalakleet, and requested an investigation.

AT UNALAKLEET, ALASKA

3. On 27 January 1951, JACK KOUTCHUK, native of Unalakleet, stated he had, on 22 and 25 January 1951, seen an unusual appearing light, just above the horizon, in a southwesterly direction from Unalakleet. This sighting took place about 1700 hours on both occasions. Koutchuk described the light as orange colored, globular, appearing in size like a large star. It was just above the horizon, and was observed for perhaps five minutes, after which it shrank in size and disappeared. KOUTCHUK had marked the direction with reference to his house. A compass sighting in the indicated direction gave a reading of 210° magnetic.

4. On 27 January 1951, EMORY LINDGREN, missionary for the Swedish Covenant at Unalakleet, stated in substance: On 23 January 1951, about 1720 hours, he had observed an orange colored light just above the horizon, in a south-southwest direction. The light was globular, and about the size of a large star, appearing much like a star, but definitely orange colored. Lindgren marked the direction, which was checked with a compass by the writer, indicating a direction of 210° - 215° magnetic. The light was observed for several minutes, when it disappeared with a flare and a puff, like a flame blown out.

5. On 27 January 1951, KAY and GORDON NASHALOOK, natives of Unalakleet, stated that on 26 January 1951, they had observed what appeared to be a large, orange colored star, low to the horizon, in a southwesterly direction from the village. They watched it for several minutes and it then disappeared by growing smaller until lost to the eye. The time was between 1700-1800 hours.

6. On 27 January 1951, HAROLD IVANOFF, native of Unalakleet, reported that he had observed an orange colored, star-like light appearing just above the horizon in a southwesterly direction from the village. This was seen about 1700-1800 hours 24 January 1951. IVANOFF watched

Declassification Authority: NND 923007

the light for several minutes until it disappeared with a flaring up and dying out appearance. IVANOFF indicated he had marked the direction with reference to the walls of a building. A compass reading in the indicated direction indicated 215°-220° magnetic.

7. On 27 January 1951, GEORGE LOCKWOOD, native of Unalakleet, said that on 26 January 1951, about 1100 hours, he was gathering wood on the beach north of Unalakleet. At this time he observed a dark colored aircraft proceeding in a southerly direction, several miles out to sea. This aircraft was several miles away, and in fog arising from open water, but appeared to be multi-engined, and rather larger than any bush planes LOCKWOOD had ever seen. LOCKWOOD was unable to furnish further details concerning this aircraft, other than it was at low altitude, proceeding southward at good speed.

8. On 27 January 1951, RAY WATSON, CAA radio operator at Unalakleet, stated he had heard the natives discussing an orange colored light they had seen. On the 25th and 26th of January, WATSON and CHARLES MILLIGAN, another radio operator, had spent some time observing the sky in the direction indicated by the natives. It was relatively clear, and dark, WATSON said, but no unusual lights were seen by either himself or MILLIGAN. Nor had any of the other CAA personnel, approximately twelve in number, seen any such light, according to WATSON. He stated further that on 26 January 1951, he had intercepted a message from Nome, directed to Naknek, which he had obtained in part. This message as remembered by WATSON said: "Navy Patrol plane finishing patrol, returning to Naknek." WATSON did not remember the time of the intercept.

CLOSED

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

Wrtn: 9 April 1951

24-185-100

(Restricted) Unusual Sighting, 26 February 1951, by Sgt. John B. Sells, AF-18203380, Ladd AFB, Alaska - POSITIVE INTELLIGENCE

Collections Division, Directorate of Intelligence, DCS/O

11 APR 1951

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

Major Free/lm/53623
AFCSIS-6

1. There are attached for your information two (2) copies of Report of Investigation, dated 7 March 1951, by OSI, Alaska, relative to the subject as above.

2. No further dissemination of this information has been made by this Directorate.

1 Incl
R/I. dtd 7 Mar 51,
fr DO#2, Ladd AFB,
Alaska, re abv subj
)in dup)

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

AFCSI FILE COPY

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

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

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

OUT 11 APR 1951 MAIL ROOM MANAGEMENT DIV. OSI

AFCSI-6

24-185-100-3X
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APR 23

Declassification Authority: NND 923007

11 APR 1951

CLASSIFICATION CANCELLED
BY AUTHORITY OF
BY
DATE

NOT TO BE REPRODUCED

Declassification Authority: NND 923007

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 49(4)-21

16 MAR 1951

SUBJECT: UNUSUAL SIGHTING, 26 FEBRUARY 1951,
BY SGT JOHN B. SELLS, AF-18303380,
LADD AFB, ALASKA
POSITIVE INTELLIGENCE

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

Forwarded for your information is Report of Investigation regarding Subject, file 24-38, dated 7 March 1951.

1 Incl
Rpt of Inv
dtd 7 Mar 51
(trip)

EDWIN A. HARTLEY
Lt Colonel, USAF
Director

CI DIA
COUNTER INTELL.
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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OFFICE OF
SPECIAL INVESTIGATIONS

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

16 MAR 1951

AAISI-2 49(4)-21

SUBJECT: UNUSUAL SIGHTING, 26 FEBRUARY 1951,
BY SGT JOHN B. SELLS, AF-18303380,
LADD AFB, ALASKA
POSITIVE INTELLIGENCE

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

Forwarded for your information is Report of Investigation regarding Subject, file 24-38, dated 7 March 1951.

Edwin A. Hartley
EDWIN A. HARTLEY
Lt Colonel, USAF
Director

1 Incl
Rpt of Inv
dtd 7 Mar 51
(trip)

R#1280

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

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAR 27 10 33 '51

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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

REPORT OF INVESTIGATION

FILE NO. 24-38

DATE 7 March 1951

REPORT MADE BY
ROBERT A. STAR

REPORT MADE AT
DO #2, Ladd AFB, Alaska

PERIOD
28 February, 1, 2, 5 March 1951

OFFICE OF ORIGIN
DO #2, Ladd AFB, Alaska

STATUS
CLOSED

TITLE
UNUSUAL SIGHTING ON 26 February 1951
At Ladd AFB, Fairbanks, Alaska, by
Sgt. JOHN B. SELLS, AF-18303380
5001st Air Base Group

CHARACTER
SPECIAL INQUIRY - UNUSUAL SIGHTING

REFERENCE
None, this is an initial report.

SYNOPSIS

Investigation initiated 28 February 1951 predicated on information from 1st Lt. JESSE J. FULLER, AO-2093701, Asst. Division Intelligence Officer, 11th Air Division, that Sgt. JOHN B. SELLS, AF-18303380, 5001st Air Base Group, had sighted an unusual unidentified object on 26 February 1951.

Investigation disclosed that SELLS, while on guard duty at 1710Z hours, 26 February 1951, allegedly sighted a gray object hovering over the Ladd runway at an altitude of 18,000 feet. The object, 10 to 12 feet thick and 120 feet across and resembling a flattened football, remained in this position about 45 seconds and then moved with great speed to the north after emitting a single white smoke ring. Object was not reported by any other person.

There were no weather observation ballons or aircraft in the air at that time. No project work was being conducted by Cold Weather Test, Arctic Test Branch or the Geophysical Institute. No test firing was being done by units at Eielson AFB, Ladd AFB or Big Delta Army Base.

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Historian
3 DEC 1975
DATE

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CG 5001st Comp Wg 2
File 2

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Hqs ~~OSI~~ AAC

APPROVED

David W. Henry Jr.
DAVID W. HENRY, JR.
Captain, USAF
Acting DISTRICT COMMANDER

FILE STAMP

99(4) 21 1

HQ AAC
THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS DIVISION

AFHQ FORM 0-208
8 FEB 49

REPLACES AFOSI FORM 4, 23 JULY 48, WHICH MAY BE USED

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DETAILS:

1. Investigation was initiated by the District Commander, District Office #2, on 28 February 1951 and is predicated on information from 1st Lt. JESSE J. FULLER, AO-2093701, Assistant Division Intelligence Officer, 11th Air Division, that an airman, Sgt. JOHN B. SELLS, had reported sighting an unidentified unusual object on 26 February 1951.

AT LADD AIR FORCE BASE, ALASKA

2. On 28 February 1951 Sgt. JOHN B. SELLS, AF-18303380, 5001st Air Base Group, was interviewed. SELLS stated that he was placed on guard duty at Building 135 at 1600Z hours 26 February 1951. At approximately 1710Z hours he was at his post at the south side of the building and he observed a large bird, probably a raven, which flew up into the air. As he watched its flight he observed an object in the air, which at first he thought to be a weather balloon. SELLS stated that this object was at an altitude of about 18,000 feet and almost directly over the Ladd AFB runway. In order to observe it he had to look almost vertically at an angle of approximately 80°. This object, which appeared gray, was shaped like a flattened football, having no sharp edges. SELLS stated that there was not sufficient light to determine if the object was metallic or not. Judging the altitude at 18,000 feet SELLS believed its dimensions to be 10 to 12 feet thick and about 120 feet across. When first observed it was hovering over the runway and had an oscillating motion similar to that of a coin dropped on a table. It remained in this position for about 45 seconds. Then the object emitted a single puff of smoke which formed a ring and accelerated rapidly toward the north at a speed far in excess of that of a jet aircraft. SELLS attempted to watch the flight of the object but lost it as it passed toward the general direction of Birch Hill (north). The white smoke ring lasted only a moment. There was no apparent effect on cloud formations and no sound or odor detected. The object was at such distance that SELLS could not determine any structural details. SELLS stated this object appeared similar to another one which he saw in May 1950 and which was observed by at least ten other individuals. SELLS is an aircraft mechanic with two years military experience in that specialty. He has a total of 3½ years military service. SELLS eyes are 20/20 corrected. His hobby is radio. He was not fatigued or under the effect of any stimulant at the time of observation. He is considered reliable by officers of his organization. He reported the sighting immediately to the Commander of the Guard.

3. According to the 632d AC&W Squadron, Ladd AFB, there were no reported radar echoes on 26 February 1951 between 1645Z and 1730Z.

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4. According to dispatcher, Base Operations, Ladd AFB, there were no aircraft in the air on 26 February 1951 between 1700Z and 1730Z hours.

5. According to the Weather Station, Ladd AFB, and the Weather Station, Weeks Field, Fairbanks, there were no weather balloons released between 1600Z and 1715Z. The Weather Station at Weeks Field had released a radiosonde balloon at 1435Z. Rate of ascent of this balloon is 1,000 feet per minute.

6. The following are teletype sequences of local weather on 26 February 1951:

Fairbanks, 1730Z hours: Indefinite 2000 feet overcast; 5 mile visibility with light snow; sea level pressure 122; temperature plus 11; dew point 6; wind NNW at 3; altimeter 98.4.

1630Z hours: Precipitation 1500 feet obscurement; visibility 3 miles, light snow; sea level pressure 119; temperature plus 12; dew point 8; wind SW at 3; altimeter 98.3.

Ladd AFB, 1730Z hours: Lower broken cloud layer 1500 overcast 18,000 with clouds; visibility 2 miles, light snow; sea level pressure 120; temperature 9; dew point 6, wind calm; altimeter 98.2.

1630Z hours: Precipitation 500 ft. obscure; visibility one mile light snow; sea level pressure 117; temperature 12; dew point 10; altimeter 98.2; wind calm.

The winds aloft at Fairbanks at 1710Z hours were as follows:

Surface 290° 2 knots	6000 ft. 250° 30 knots	14,000 ft. 200° 38 knots
1000 ft. 120° 4 knots	7000 ft. 250° 31 knots	16,000 ft. 210° 42 knots
2000 ft. 210° 11 knots	8000 ft. 240° 32 knots	18,000 ft. 240° 45 knots
3000 ft. 240° 19 knots	9000 ft. 240° 34 knots	20,000 ft. 240° 87 knots
4000 ft. 250° 24 knots	10,000 ft. 230° 35 knots	25,000 ft. 230° 126 knots
5000 ft. 250° 28 knots	12,000 ft. 210° 35 knots	

7. On 1 March 1951 1st Lt. JESSE J. FULLER reported that as Division Intelligence Officer he had contacted all anti aircraft and 4th Infantry units at Ladd AFB and at Eielson AFB. None of these units reported seeing any unidentified object in the sky and further, reported no firing during the time of this incident. Lt. FULLER also reported that he had contacted the Base at Big Delta, Alaska, and had received a report that there had been no firing at that station. The Arctic Test branch at Big Delta had not been conducting any project work at that time. The Cold Weather Test Unit at

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Ladd AFB reported no project work. Lt. FULLER reported he had been unable to secure any information confirming the sighting made by Sgt. SELLS.

8. The Geophysical laboratory at the University of Alaska, College, Alaska, was contacted on 2 March 1951. The laboratory had not been conducting any project work which might have occasioned the report of the unidentified object reported by Sgt. SELLS.

9. The Weather Bureau at Weeks Field, Fairbanks, was again contacted on 5 March 1951. The Weather Bureau reported that no stations 200° to 300° from Fairbanks closer than McGrath released radiosonde Weather Balloons. This station is approximately 240 miles from Fairbanks.

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 49(4)-16 12 January 1951

SUBJECT: Flashes Occurring Near Mt. Sanford, Alaska
POSITIVE INTELLIGENCE (Scientific)

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

Forwarded for your information is report of investigation, file 49(4)-13, subject as above, dated 2 January 1951.

1 Incl
Report of Investigation

EDWIN A. HARTLEY
Lt Colonel, USAF
Director

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

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Declassification Authority: NND 923007

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 49(4)-16 12 January 1951

SUBJECT: Flashes Occurring Near Mt. Sanford, Alaska
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Edwin A. Hartley

EDWIN A. HARTLEY
Lt Colonel, USAF
Director

1 Incl
Report of Investigation

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BY KURT K. KUNZE, Capt, USAF
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3 DEC 1975
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

JAN 23 1951

SPECIAL SECTION

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 49(4)-13

DATE 2 Jan 1951

REPORT MADE BY
M.L. MC NABB

REPORT MADE AT
DO #1, Elmendorf AFB, Alaska

PERIOD
12-18 Dec 1950

OFFICE OF ORIGIN
DO #1, Elmendorf AFB, Alaska

STATUS
CLOSED

TITLE
FLASHES OCCURRING NEAR
MT. SANFORD, ALASKA

CHARACTER
POSITIVE INTELLIGENCE (Scientific)

REFERENCE
None, this is an initial report.

SYNOPSIS

Investigation requested by Hq, OSI, AAC, Elmendorf AFB. At 2238 hours, 11 Dec 1950, Northwest Airlines Flight 802 reported two (2) brilliant flashes of light from vicinity of Mt. Sanford, Alaska. Questioning of natives and inhabitants living within radius of sixty five (65) miles of Mt. Sanford revealed no sighting of flashes from ground. Aerial observations of Mt. Sanford, Mt. Drum and surrounding valleys within forty-five (45) miles radius proved negative. Investigation further revealed the possibility that Mt. Wrangell may have erupted on date flashes were seen.

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

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CG-39th AD Wg (Info)	1
File	1

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APPROVED
R G WILLIAMS
Major, USAF
District Commander.

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THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS DIVISION

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

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Declassification Authority: NND 923007

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DETAILS:

1. This investigation was requested by LT. COL. EDWIN A. HARTLEY, Director, OSI, AAC, Elmendorf AFB, Alaska, upon receipt of information that two (2) flashes of light of undetermined origin had been observed by Northwest Airlines Flight 802 in the vicinity of Mt. Sanford, Alaska, at 2238 hours, 11 Dec 1950.

AT GULKANA, ALASKA

2. This is a joint investigation by Special Agent OMER D. WOODRUM and the writer.

3. The above mentioned special agents arrived at Gulkana, Alaska, CAA Station at 0100 hours, 13 Dec 1950 and contacted CAA Station operator LEYTON BENNETT. BENNETT stated his wife, also a station operator, had been on watch from 0001 hours to 0800 hours on 12 Dec 1950, and had received the following message from Northwest Flight 802 at about 0007 on 12 Dec 1950:

"KHDH 3/1KHD1

OPN KORT NF6 96 120855

KGKN CAA

STNS. KANG KEDF KFBK CY KGKN. FLWG RCVD FROM NWA802 AT 0838Z.
QUT APRXLY 10 MINS NORTH OF KGKN WE OBSERVED TWO WHITE FLASHES
IN THE DIRECTION OF MT SANFORD. ACFT IN CLEAR. ONE MIN LATER SMOKE
CLOUD WAS SEEN RISING FROM THE DIRECTION OF FLASHES AND ROSE
TO QUITE AN ALTITUDE. CLOUD THEN BROKE INTO TWO PARTS. ACFT THEN
WENT ON INSTS. FLASHES WERE NOT TOO BRIGHT AND APPEARED TO BE
ABOUT FIVE SECONDS APART. SEEN BY BOTH PILOT AND COPILOT UQOT.
NWA802 WAS OVR KGKN 0807Z CRZG 110 NE DNN."

"CAA KORT 120850"

BENNETT also stated he had been flying a small plane on the night of 11 Dec 1950 and because of bad weather was forced to land on the highway, a short distance from Copper Center, Alaska. He stated he had not observed any flashes of light while flying or after landing on the highway. BENNETT estimated his point of landing was about forty (40) miles southwest of Mt. Stanford. BENNETT stated that he checked the weather records maintained by the station and reported the following record had been made at Gulkana at 2226 hours, 11 Dec 1950: Indefinite ceiling, 2000 ft. with overcast, visibility 10 miles with light snow, wind North 5 M.P.H. Records also revealed the weather at Northway Alaska, located 123 air miles northeast of Gulkana, to have been the following: Thin, scattered clouds at 20,000 feet, visibility more than 15 miles. BENNETT further advised that RAY KYES, proprietor of Big Timber Lodge, had been informed by MRS. BENNETT of the reported flashes a short time after she received the aforementioned message. BENNETT stated that KYES was requested by MRS. BENNETT to make inquiries of all truck drivers and motorists stopping at Big Timber Lodge regarding the alleged flashes.

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4. At 0230 hours, 13 Dec 1950, S/A WOODRUM and the writer contacted RAY KYES at Big Timber Lodge. KYES stated he had talked with numerous truck drivers and that none of them reported having seen any flashes of light from Porcupine Road Camp, sixty five (65) miles northeast of Gulkana, and Copper Center, Alaska, twenty-seven (27) miles southwest of Gulkana. KYES stated that Mt. Sanford could easily have been observed from either point; that at 0135 hours, 13 Dec 1950, he had inquired of ROY JONES, Alaska Freight Lines driver, as to whether or not he (JONES) had observed any flashes of light; that he received a negative report from JONES. KYES stated that JONES advanced the following theory regarding the flashes: JONES truck, when running up hill, has a tendency to throw off (through the exhaust stack) a long plume of orange flame. This flame can be seen from a great distance in clear weather. JONES allegedly stated that at about 2200 hours to 2300 hours on 11 Dec 1950, his truck was performing in the above mentioned manner and he was on the road between Tok Junction and Gulkana, but could not estimate his proximity to Mt. Sanford.

5. On 13 Dec 1950, at 1145 hours, S/A WOODRUM and the writer contacted MR and MRS FRED NEELY, and their son, SY NEELY, at Chistochina Lodge, Alaska, located forty (40) miles north of Mt. Sanford. MR. and MRS. NEELY stated in substance the following: they had been at home on the evening of 11 Dec 1950, but had not witnessed any flashes of light in the vicinity of Mt. Stanford; MRS. NEELY had heard an airplane flying over the lodge around 2230 hours, and had remarked that it sounded low and very loud; MRS. NEELY was accustomed to hearing an airplane pass over the lodge at about 2230 hours each evening; SY NEELY had been working on a truck at Copper Center, Alaska, on the evening of 11 Dec 1950, and at about 2030 hours, or later, he looked up and saw a flash of light in the vicinity of the Wrangell Mountains; as he looked back down he saw another flash of light out of the corner of his eye. SY NEELY could not give a definite direction or color of the flashes, other than they were of a short duration, further, he could not be certain of the time.

6. At 1315 hours, 13 Dec 1950, FRANK EUAN was contacted at the Big Timber Lodge. He stated he had been on the Copper River Trail at about 2230 hours, 11 Dec 1950, and was accompanied by BUSTER GENE. He stated he had seen a brilliant fire and heard a crash near a cliff and near a large overflow in the Copper River. Further that he did not investigate because of darkness and because there was no trail the dogs and sled could travel on (This information will be covered in paragraph 7)

7. At 1410 hours, 13 Dec 1950 S/A WOODRUM, piloted by LEYTON BENNETT, CAA Operator, departed from CAA Station at Gulkana and made aerial observation north to junction of Copper and Sanford Rivers and east approximately fifteen (15) miles upstream on the Sanford River. Approximately nine (9) miles upstream on the Sanford River there was observed a landslide, starting at the top of a ravine and running to half way to the bottom. This ravine was estimated to be three hundred (300) feet in depth. At the top of the ravine there is approximately a ten foot (10) overhanging ledge which was not covered by snow. Therefore, WOODRUM and BENNETT were unable to determine whether any dirt had broken from the ledge and slid down the ravine. There was no ground disturbance of any kind atop the ravine. During this flight, this was the only spot located, which appeared to be disturbed. BENNETT, who has resided in this area for a number of years, advised that it was unusual for a landslide to occur at

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this time of year due to the frozen earth. However, he advised it is a possibility. After completion of the flight various long time residents of this area were interviewed regarding the possibility of a landslide at this time of year. All advised substantially that there is a possibility of landslides at this time of year due to overhanging ledges and other variables, however, they are very rare.

8. At 1600 hours on 13 Dec 1950 S/A WOODRUM and the writer contacted Buster GENE at his home on mile five (5), Slana, Tok Highway. GENE reported he had been on the trail covering his trap line on the night of 11 Dec 1950 and that he had not witnessed any flashes of light nor had he seen any crashes. He further reported that FRANK EUAN had not been with him on the trail, but had heard the news broadcast of the incident on the night of 12 Dec 1950. He stated that EUAN was an incompetent because of his childish mental facilities and excessive drinking. (AGENT'S NOTE: statement was bourne out when the aforementioned agents returned to Gulkana Road House and found FRANK EUAN prostrate on the porch and in a drunken stupor.)

9. At 1700 hours, 13 Dec 1950 S/A WOODRUM and the writer contacted JACK BERRY at the Gakona Road House. BERRY stated he had been talking with truck drivers who had stopped and had received information from HOWARD BAYLES, Franklin Mining Co. that he had seen what he believed to be a brilliant fire burning in the Wrangell Range as he was driving on the Slana Tok highway on the night of 12 Dec 1950 (the night after flashes in question). BERRY further stated that he believed GUS STOKES at the Porcupine Road Camp may have information on the flashes of light occurring on the night of 11 Dec 1950.

10. At 1930 hours, 13 Dec 1950, Highway Patrolman BILL PHALMER contacted S/A WOODRUM and the writer. He stated he had no knowledge of the flashes of light and had received no information from persons in the vicinity of Mt. Sanford. PHALMER stated that Reverend VINCENT JOY of Glenn Allen, Alaska, may have information on the light flashes.

11. On 14 Dec 1950, at 0800 hours, HOWARD BAYLES, truck driver for Franklin Mining Co. was contacted at the Gakona Road House. He stated that on the night of 12 Dec 1950 at approximately 1800 hours he was on mile 40 of the Slana Tok highway and observed a bright red glow appearing just above the horizon and directly in front of and to the south of his truck. He estimated the glow to be in the vicinity of Big Timber Lodge, located at Mile Zero of the Slana Tok highway. He described the glow as having the appearance of the moon rising over the horizon. The area described by BAYLES was checked by S/A WOODRUM and the writer and it was revealed that the flourescent runway lights at the CAA Station, Gulkana, Alaska, reflected a red glowing light on the fog banks. This glow could be seen on a fairly clear night for a distance of forty (40) or more miles and could be observed from the Slana Tok highway.

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12. At 0900 hours, 14 Dec 1950, REV. VINCENT JOY, Glen Allen, Alaska, was interviewed by S/A WOODRUM and the writer. JOY advised that he had not seen nor heard of anyone who had seen the flashes which allegedly occurred on 11 Dec 1950. JOY further advised that he has been in this area for nine (9) years and he had at various times seen smoke coming from Mt. Wrangell, which at one time was an active volcano. JOY stated that he is a pilot and at times, when flying in the Wrangell Mountain Range, he has observed smoke coming from Mt. Sanford; that, however, the observations could have been an illusion due to the fact that clouds and ice fog are almost constantly present in this area.

13. At 1200 hours, 14 Dec 1950, GUS STOKES, Foreman, Camp Porcupine ARC, B.D. STEWART, District Engineer ARC and DON H. MILLER, Hq ARC, were interviewed at Camp Porcupine. All three (3) men stated they had been in the vicinity of the Wrangell Mountain Range on 11 Dec 1950 and had not observed any flashes of light. STEWART advised that MR. E.J. WHITE, official of ARC had been living in the Golden North Hotel, Valdez, Alaska, on the night of 11 Dec 1950, and, at about 2200 hours on that date, he (WHITE) was awakened by a slight earth tremor which shook the entire building; that WHITE had heard no explosion or other reports, but had later checked the World Aeronautical Chart No. 117 and determined that a valley runs directly from Mt. Wrangell to the city of Valdez; that in the event Mt. Wrangell erupted, the shock waves would follow the earth strata of the valley to Valdez.

14, On the return trip from Camp Porcupine to Gulkana, the highest elevation was selected and the north and east slopes of Mt. Drum, Mt Sanford and Mt. Wrangell were searched with binoculars by S/A WOODRUM and the writer. No marks were observed on any of the mountains or the valleys to indicate an explosion of any type had occurred.

15. At 1600 hours, 14 Dec 1950, FRED WALKER, Caretaker of Santa Claus Lodge, and natives Bacelli George and NICCOLI GEORGE were interviewed regarding the flash of light occuring on 11 Dec 1950. No information was obtained.

16. On 15 Dec 1950 the Marshal's Office at Copper Center, Alaska, was contacted regarding the light flashes with negative results.

17. On 15 Dec 1950, at 1300 hours, the writer accompanied Pilot BENNETT on a flight into the Wrangell Mountains. The north, west and east slopes of Mt. Drum, Mt. Sanford and Mt. Wrangell were searched from a low altitude. No indication of any explosions or fires were observed. It was observed by both BENNETT and the writer that large plumes of white and gray smoke were emitting from the south slope of Mt. Wrangell, giving indications of eruption. BENNETT advised he had often observed smoke on the south slope but not in as large quantities as on this date. Due to air currents in the vicinity of Mt. Wrangell it was impossible to observe the south slope. On the return trip from the Wrangell Range the entire valley from Slana to Gakona was searched with a negative result.

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18. At 0800 hours on 16 Dec 1950 BUSTER GENE was contacted and reported he had broken a trail to the area where the land slide had been observed by S/A WOODRUM. He stated he had found no indication of explosions or fire in any of the area he opined; that the marks observed by WOODRUM were caused by a land slide. Due to dense ice fog and extremely cold weather further air search of the area was impossible.

19. At 1130 hours on 17 Dec 1950 S/A WOODRUM and Pilot BENNETT proceeded by ski plane to the area previously observed by WOODRUM. A landing was made and close scrutiny of the marks proved that a landslide had occurred sometime prior to date first observed.

20. On 18 Dec 1950 S/A WOODRUM and the writer proceeded west on Glenn Highway and inquiries were made at Mendeltna, Eureka and Sheep Mountain Lodges in regards to subject flashes with negative results.

AT ELMENDORF AFB, ALASKA

21. At 1400 hours, 19 Dec 1950, 467th Counter Intelligence Corps, USARAL, was contacted. Records of that office reflected that Pilot EKLUND and Co-pilot UPHAM of Northwest Airlines flight 802 had been interviewed at Chicago, Illinois on 13 Dec 1950. The following message is the text of the interview:

"FROM: 5TH ARMY CHICAGO ILL

ACTION TO: CG USARAL

DTG: 150410Z DEC 1950

"From ALFGB-I 086 urmsg ARGSI 13 Dec 50 as rqstd pilot Eklund and co-pilot Upham Northwest Airlines were interviewed ref explosions observed during Northwest Air Lines flight 802 enroute Anchorage to Mpls 11 Dec. Eklund and Upham rept fol: At time flashes and clouds were seen, weather was clear, so at night pilot and co-pilot could make out the flashes and later the smoke clouds. The cloud of smoke broke slightly and separated from its base. Due to weather cond pilot discounted these flashes as being lightening. They were on flight green 8, aprx 40 miles northeast of Gulcanna. They noticed these flashes which were approximately at right angles to plane in direction of Mount Sanford. Plan dpsn aprx 144 30 minutes west and 62 degrees 30 minutes north. Mount Sanford is 144 degrees 10 minutes west and 62 degrees 15 min north. They did not hear explosion nor did they observed shock waves. They were not sure how far away they were from explosion. It could have been 100 miles or 200 miles. They were flying on instruments due to weather cond, not because of smoke cloud mentioned in ref msg. There were intermittent clouds, normal flying cond on an off. At time incident happened they were in the clear as ref msg states."

CLOSED

Declassification Authority: NND 923007

'WHO DONE IT?'

A FLASH OF LIGHT in the sky Thursday evening proved sufficient to touch off a chain reaction among Anchorage residents that ran the gamut of emotion, imagination and speculation.

The response was as widespread and immediate as that of an advertisement in the Anchorage Times.

Communications lines were swamped as everybody seemed to try to establish contact with everybody else.

Public offices such as fire and police stations were bombarded with questions, the answers to which were just as unknown at one end of the line as at the other.

Newspapers and radio stations—those great reservoirs where all the knowledge and intelligence of the world is supposed to be stored—were caught off guard for they, too, were without the answer.

"Was it an atomic bomb?" one lady inquired and a newspaperman came back with the prompt answer:

"If it was, then this is heaven."

THE PANICKY SITUATION led to a fruitless search for an official explanation. There were those who were cock-sure that the military knew but wasn't telling.

Officials in the weather bureau appeared reluctant to state unequivocally that it was a meteor. Their failure was seized upon as the basis for highly imaginative pictures of enemy attacks in various forms.

The man on the street found numerous explanations which he disseminated with confidence and seeming authority. Within the space of a few blocks it was said that the flash was a (1) rocket from Siberia, (2) VR-2 bomb sent by the Russians, (3) a Russian mission photographing the Anchorage area, (4) an atomic bomb, (5) a short circuit in the power system, (6) etc.

Had it come just prior to the last election someone could be depended upon to announce it was a bullet from the rifling of the territorial treasury by Governor Gruening and his friends, or a shot from the cannonry of evil principles by the Democratic party.

Had it come just after the election, the governor could be depended upon to announce that "as Alaska goes, so go the meteors."

Or, if the Senate had done what it should have done, the flash might have been welcomed as the new star for Alaska.

APPARENTLY THE ONLY lesson from the phenomenon is that some bad cases of jitters exist in this area and a little light brings them to light.

It doesn't take much to unnerve cocky little two-legged man, builder of skyscrapers, railroads, flying machines and atomic bombs.

Nevertheless, Alaskans performed well under the strain. Their actions were normal and intelligent. There was no falling to the ground in awe of some great celestial or man-made catastrophe. The reaction was a sincere effort to find out the true explanation of what happened and why.

It took only a drop of rain to convince the little red hen that the sky was falling. The hen sought help in preparing for the eventuality. When none was forthcomnig, she did it herself.

Alaskans sought help in explaining the flash in the sky. When it wasn't available they displayed their customary self-reliance by explaining it themselves.

Declassification Authority: NND 923007

Times

1950.

FORECAST

High cloudiness tonight, tomorrow; light, occasional winds Sunday. Little temperature change. Low tonight, –8; high tomorrow 10.

PRICE 10 CENTS

PYONGYANG

. By Hafling

700 A-Bombs In U. S. Stockpile

NEW YORK, (AP) — America now has a stockpile of about 700 atomic bombs, Look magazine estimates.

The magazine said it believes there are only doubtful chances of success in making the hydrogen bomb.

The 700 A-bomb estimate is quite a bit higher than any previously published guesses—which have placed the stockpile between 200 to 400.

The article, which appears in next Tuesday's issue, was written by Stephen White, a former science writer for the New York Herald Tribune.

Allies Expect Assault On Red Capital

12,000 Troops Seen Northeast Of City By UN Air Observers

BULLETIN

By TOM LAMBERT

PYONGYANG, Korea, (AP) **—The withdrawal of United Nations troops south through this former Communist capital was continuing tonight.**

It gathered size as some units stationed in Pyongyang

Declassification Authority: NND 923007

'MYSTERY FLASH' JARS ALASKA

ANCHORAGE DAILY NEWS, DECEMBER 1, 1950

A mysterious aerial object flashed across Anchorage skies last night flooding the city and surrounding territory with a strange blue light of brilliant intensity.

The blinding fluorescent flash startled Anchorage residents at 7:53 last night.

The shadow-less, penetrating blue glow transformed the dark, moonless night into brilliant, glowing day for a few seconds.

Immediately following the mysterious flash of light, anxious Anchorage residents flooded the police and fire department with calls about the phenomena. Police were forced to broadcast announcements over local radio stations that they did not know the cause of the mysterious light.

The first semi-official report of the strange flying object was made at 7:53 p.m. last night by Pat Kelly, pilot of a Reeve Aleutians airways DC-3 passenger liner en route to Anchorage from Adak.

The plane, carrying 19 passengers and a crew of 4, was approximately 20 miles southwest of Anchorage when the blinding flash lit up the Alaskan skies.

"At the time I saw the light, I was over the Delta Island intersection," Kelly reported. "Suddenly I saw a brilliant blue light. It increased in intensity for a few minutes and reached almost a daylight intensity before it finally disintegrated.

"It disintegrated quite high over the surface of the earth in a rather white flash. It left a white glow, and fell in a slight arc to the northeast. It appeared to be a meteor."

The official weather bureau report, written by Observer Richard Knubbe, noted that a bright blue flash accompanied by a loud rumbling like thunder swept the sky. The thunder-like sound lasted two or three minutes the official report stated.

The weather bureau reported that the strange flash was seen as far south as Kodiak (260 miles southwest of Anchorage) and as far north as Healy (185 miles from Anchorage.) It was also seen and heard in Fairbanks and in the Seward-Portage area.

Merrill Field Weather Forecaster Burt Lindley commented today:

"This is not the first flash I've seen, apparently from meteors. I've seen a number in the midwest—not just falling stars—that were bright enough to light up the entire sky to some extent, although they were nothing compared to last night's flash."

Lindley speculated that the noise might have been merely the explosions caused by the metor catching fire and burning as it entered the earth's atmosphere. He believed it is doubtful that the object ever reached the earth, since observers agree that the flash ended abruptly high up in the heavens.

Rapid expansion of the air around the burning object in the earth's atmosphere might account for the explosions, John O'Shea, director of the Territorial Bureau of Mines in Anchorage said.

Ludlow Anderson, head of the U.S. Bureau of Mines office here, pointed out that "although most meteors burn up before they reach the earth, many have actually hit the earth, as molten balls of metal. There are a number of meteor craters created by the balls of fire. Leading museums have departments devoted to meteorology and have many specimens on display, ranging from pebble-size to balls that weigh tons. All meteors seem to be composed of a combination of iron and nickel."

Anderson said that he saw the light and heard the noise, but was in the house at the time. "It must have been a meteor, he said.

Authorites point out that these cosmic lumps of metal float through the universe until they pass into the earth's atmosphere. The friction of passing through oxygen sets them afire, and as the air gets "thicker", they burn faster and faster, being entirely consumed in many cases.

George Hawley and Ward Chant, assistant chief and captain in the city fire department, were outdoors at Fifth and G when the flash came. They at first thought it was an airplane flare.

"We were facing south, and it blossomed out in the sky just a little to the south of us, and quite high in the sky. Looked like a flare or a roman candle. It was just a streak in the sky, traveling from east to west at a pretty good clip. It lasted only a second or two and crossed only a small segment of the sky—maybe 15 degrees—and then it just went out, like a match. It traveled in a flat trajectory, curving down a little. If it were a flare, it would have had to be shot from a plane.

"The whole sky was pretty well lit up for a few seconds. Until we saw that afterglow we had been pretty sure that it was just a big flare, but we've discussed it, and it must have been a meteor."

Chant and Hawley agreed that the sky was flooded with a bluish light. However, their fire truck was running, and they heard no noise.

Declassification Authority: NND 923007

City Faces Default In Brady Suit

A default action in the case of the Brady-Stateside Construction company against the city of Anchorage in which Stateside as plaintiffs are suing the city for some $400,000 on sewer and water contracts, was on file today in the clerk's office of Third District court.

According to the application for default judgment, the city was granted until November 27 at five p.m. to answer charges in a complaint filed by Plummer and Arnell, attorneys for the Stateside Construction company.

The time elapsed and a default action was requested on November 22. It was granted the same day, according to the clerk's records.

Stateside's suit grew out of alle-

WEATHER SUMMARY

Furnished through the courtesy of the United States Weather Bureau at Merrill Field, Anchorage. Temperatures are as of 8:30 a.m.

Anchorage	22	clear
Gulkana	8	cloudy
Northway	12	snow
Fairbanks	20	snow
Ft. Yukon	19	clear
Barrow	3	snow
Nome	5	clear
McGrath	18	cloudy
Bethel	21	snow
Shemya	40	ptly cldy
Kodiak	36	clear
Seward	35	clear
Cordova	27	ptly cldy
Juneau	29	cloudy
Ketchikan	31	ptly cldy
Seattle	33	snow
Whitehorse	9	snow
Edmonton	-5	snow

Legal Fireworks Mark Appeal

Entreaties by Attorney Bailey E. Bell were of no avail in district court this morning in getting a continuance of his client's case.

The appeal trial of John Green on charges of indecent, insulting, immoral, and obscene conduct in public, already continued from August, 1949, was scheduled to get underway this morning.

Yesterday afternoon Bell hesitantly informed Judge George W. Folta that he was going to have to ask for a continuance, because "I have wired, and I have written—but he's out on the Aleutians somewhere working for the CAA—and even the CAA doesn't know where to get hold of him."

"These reasons will not be sufficient grounds for a continuance," Judge Folta declared.

"But what more can I do," Bell plead. "I have wired, I have written. . . ."

"Well, I'm just warning you right now that unless your man is

"Your honor," he began, "as I told you yesterday, I'm going to have to introduce a motion for continuance, but I didn't have time to get it ready yesterday, but it will be typed in a few minutes now. . . ."

"It's too late," the judge interposed. "This case has been set for months—and at the request of the defendant."

"But I would just love for Your Honor to permit me to file it—that's all I can do. . . ."

Judge Folta asked whether the city attorney had a recommendation to make.

John Hellenthal responded with a motion that the appeal be dismissed and a bench warrant issued for the man's arrest, and that bail be forfeited. At the city trial, Green was fined $100 and sentenced to 30 days in jail.

"Appeal dismissed," judge responded.

Hellenthal commented after court that it has already cost the

Mumford, Mt. View: We were inside when we saw the flash. It seemed like there was quite a bit of rumbling just afterward, it sounded to me like there had been some sort of an explosion.

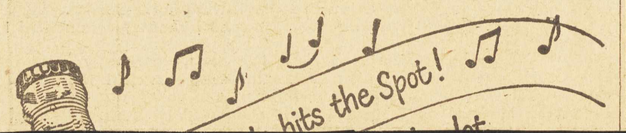
MRS. CLIFFORD D. BAILEL, 205 Price, Mountain View: I saw a meteor when I was about 11 years old, it left an awful yellow streak, but this flash last night looked a little too blue to be a meteor. I ran out in the yard and heard an awful roar that seemed to come from the north.

MRS. BILL HEALY, bookkeeper in the U.S. Marshal's office: "I saw an arc of light streak across our livin room, and I ran outdoors to see the sky lighted up.. I had gone clear around the house before I heard the noise."

WENDY JONES, Jones Lake: It seemed to me like flashes of lightning. All at once I saw the whole lake illuminated brighter than daylight. I didn't hear any sound that I remember.

PHIL DURANT, Spenard: "Three of us were sittting at the kitchen table "chewing the fat." I was gazing out the window at the time and as soon as the heavens burst into blinding brilliance I said, 'There goes either the city's or REA's high ilne. Now wait for the blackout.' There wasn't any, but in the meantime I was on the porch, listening and looking. A lone plane droned high near Chugach range, but the area was shrouded in an eery silence. There was no sound."

CROSLEY'S THE BUY!
JOHNNY'S THE GUY!



WELL PUZZLES CITY

PROVIDENCE, R. I. (U.P.) — Workmen excavating for a new sidewalk in front of the 177-year-old Market House came up with a discovery that sent city officials searching through ancient records. The puzzle: a colonial well eight feet below the sidewalk with three lead pipes comparatively newer than the well.

Sun and Tides At Anchorage

FRIDAY, December 1, 1950

HIGH	LOW
10:41 p.m. 25.0 ft.	5:25 p.m. 9.2

Sunrise 8:44 a.m. Sunset 2:51 p

SATURDAY, DEC. 2

HIGH	LO
11:49 a.m. 27.2 ft.	5.38 a.m. 4.5
11:55 p.m. 24.9 ft.	6:2 p.m. 8.2

Sunrise 8:46 a.m. Sunset 2:50 p.

The Alaska Railroad
Freight House
WILL BE OPEN TOMORROW

Declassification Authority: NND 923007

Visitor Describes Flash As Meteor

The flash seen in Anchorage skies last night was definitely termed a meteor by Fritz Awe, prominent interior businessman who is visiting here. He recalled a meteor experience at Flat in 1943 and said it was identical to the episode last night.

"The meteor streaked across the sky making a bright blue-white light," he said. "It had a red tail and roared like a jet plane. It went low over Flat and sounded like a huge jet.

"The meteor cleared the hills and came to earth about 35 miles away, gouging out a furrow in the swamp about 200 feet long. It knocked down some trees and burned for more than a day. Natives reported where it landed and pilots flew over it and reported what they saw."

Anchorage Daily Times
Friday, December 1, 1950.

Declassified Authority: NND 923007

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and see—

Ship 'N Shore
Charm of Hollywood
Sir James

Formals, Robes, Winter C
Slacks and many other i

Denny's Dress

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Between 4th & 5th o
Phone 43634

Declassified Authority: NND 923007

Meteor, Russians, Flying Saucer? Aerial Mystery Puzzles Residents

Anchorage Daily Times Friday, December 1, 1950.

Telephone Lines Jammed After Brilliant Flash

A brilliant blue-white flash, visible in such widely separated places as Fairbanks and Kodiak, at about 7:50 o'clock last night brought varying reactions from startled Anchorage residents.

Informed observers believed the flash was a meteor, although it was thought by various people to have been a flare, atom bomb, a short-circuit in power lines, flying saucer, night photography, a V-2, or a car explosion.

Unverified reports also stated that anti-aircraft batteries opened fire on the object as it whizzed over Anchorage.

Security agents immediately began questioning witnesses here where the visitation caused startled residents to jam telephone exchanges in inquiry.

The snowclad sides of Mount Illiamna were clearly visible from Kenai, 70 miles away, as the object — described as "bright, bluish and of growing intensity" — streaked over the peninsula a few minutes before 8 p.m.

Reeve Airways Pilot C. G. Kelly, approaching Anchorage about eight miles southwest of Fire Island, said the object appeared directly overhead, increasing in intensity until it was blinding to look at. Then it seemed to explode and vanish northeast of the plane.

Kelly, flying at 1500 feet said the object left a faint trail in the sky and was visible only 20 or 30 seconds. His eyewitness account, the first to be received by authorities, was verified by crew members Robert Redlinger, Pat Baker and Joe Richardson.

Other observers said it was extremely high and seemed to rise vertically or diagonally to the northeast.

Many observers said the flash was followed by a rumbling similar to thunder. The Weather Bureau said the gaseous material of a meteor would give off such sounds.

The most detailed report received by the weather bureau came from Andrew Snyder, who lives on a homesite on the Potter Road about four miles south of Anchorage.

"The sky lit up almost as bright as day with a blue-white meteor traveling about northwest by north from the southeast. It was a just a flash, I judged about five miles up," Snyder said. "Thirty seconds later I heard an explosion just overhead where I had seen the meteor. The first explosion was followed by a second, third, fourth and fifth in rapid succession with the last one sounding very faint and far away. All explosions sounded almost overhead and a little to the south."

Snyder said the object did not reach the earth and at no time could he distinguish an object—only light.

Another observer in one of the outlying areas reported that he was inside his cabin when he noticed the flash.

The first thing I thought was—oh gee — there goes my jeep — I'd left it with a firepot burning underneath." He reported hearing a plane overhead and thought the flash might have been magnesium flares.

"Then, a minute or two after the flash I felt a prolonged ground shock, followed seconds later by the rumble of an explosion. It felt and sounded just like the V2s they used to send over during the war," he said.

Personnel aboard a plane coming to Anchorage from the Aleutians didn't expect the city to be here when they arrived.

A number of Anchorage people were panicked by the flash and rumble, sure that "this is it! It's the Russians!" Several persons thought the light was flares dropped by the Russians to photograph the city. Others thought it was lightening followed by the rumble of thunder.

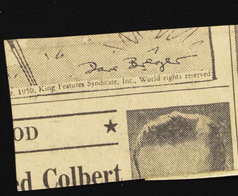
"I was sitting in the bar having a drink when I saw the flash," said one person. "I ordered another one quick—I thought it might be my last one."

Two visitors at Providence Hospital thought the flash was due to a short in the power lines.

Weather bureau observers were of the opinion that it was a meteor which exploded in air. According to encyclopedia definition a meteor is caused by cosmic bodies entering the earth's atmosphere from outside at 26 miles per second velocity. The average visible life of a meteor is less than one second. Velocities in our atmosphere have been recorded as low as eight miles per second and as high as 50 miles per second.

Meteors are generally surprisingly small perhaps not more than one- or two-tenths of an inch in diameter. They appear larger because of the envelope of heated and glowing gases surrounding them in their flight. They are believed to be composed of minerals similar to those in their larger brothers, the meteorites, which do not disintegrate in air but strike the earth.

Declassification Authority: NND 923007



MILLETT

OD ★

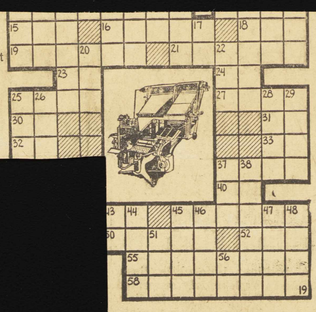
d Colbert

thinks marriage is one hundred per cent all right.

But women don't really like to hear or read about women with no problems.

Did you ever sit at a bridge

37 Encourage
39 Daybreak (comb. form)
40 Compass point
41 Cleveland pitcher
45 Vituperates
49 Measure of cloth
50 Diadem
52 Malayan



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BASEMENT HOME
24x32 basement on large lot fronting Spenard Road. Arranged for 2 apartments with large home on first floor. 4 adjoining 75 ft. lots go with sale at price of $13,000—takes about $5000 to handle.

SMALL HOME
Three large rooms and utility room, modern bath, furnished, full lot at 928 East 10th Ave. Full price $9000, $2500 down.

CORNER LOT
In good district at 14th and East I, full price $1500, $300 down, balance at $25 per month.
Lots on hillside, 15th, between A and B streets, $1200 and up.

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Two bedroom home, fenced and setting on 1½ acres facing Spenard Rd. This is a gracious home with fireplace, garden, garage, and plenty of land to put up a good business block.

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Income property in South Addition—Gracious home, fully furnished, central heating system — plus rentals. This is attractive.

Money! Money! Money! Never have we had so many open purses — can you accept their money on the purchase of your home?

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Conroy—Rushton—Thompson

Northern Realty
539 East 5th Ave.
Dial 33433
Gene Saxton Glen Crone
Jim Hull Woody Woodworth

Declassification Authority: NND 923007

Eyewitness Reports Tell Of Blinding Glare, Noise Like Clash of Thunder

ANCHORAGE DAILY NEWS, DECEMBER 1, 1950

Strange Sight Seen In Every Part of City

ANDREW SNIDER, Potter Road: At about 7:50 last night I saw a blue-white flash northwest by north from the southeast, apparently about five miles up. Thirty seconds later I heard an explosion. Then a second, third, fourth and fifth. The successive explosions kept getting fainter.

ANCHORAGE HOUSEWIFE: "This light and explosion is the exact duplicate of an incident that my great grandfather used to tell me about. He was in his buggy one dark night driving alone on the Kansas prairies, miles from anywhere. Suddenly there was a blinding flash and the whole sky lighted up. Then there was a great rumbling crash. His horse bolted, throwing him from the buggy, and ran away in terror. He spent hours looking for that meteor, and his grandchildren did after him, but nobody ever found any depression in that area. This must have happened back in the early days, around 1860 or 1870."

T. J. MALONEY, Turnagain Arms: It looked like a blue-white flame, the sort of flame that might result if a transformer exploded, only it was much brighter. And then, about ten or twelve seconds later, I heard this low rumble like distant thunder.

ELMER A. WHITTAKER, Special Agent, Alaska Railroad: All at once there was a burst of light . . . a long bluish white flash, it looked to be a couple of hundred feet long and seemed to be travelling in southwesterly direction. It changed from what appeared to be a ball of fire to a long streak . . .a few minutes later there was a rumbling noise that sounded like distant anti-aircraft fire.

MRS. WOODROW HILE, 912 Sixth Street: "It was like a bright neon light turned on for just a second. We were downtown on the street near the postoffice, and we saw it for just an instant. There seemed to be a rumble in the air afterward. It was very puzzling."

MRS. STEVE OSTRANDER, 545 L Street: "I didn't see it myself, but my husband was lying on the couch directly beneath the window, and he saw it as a very brief and very bright light which seemed to be directly over our house. He thought it changed colors—he said he saw green, red and white light."

MRS. FRED WELLHAUSEN, 404 East Sixth: "We were all amazed. My husband was just coming in the house, and I looked out the window. There had been some construction going on across the street where they're putting up a garage. I saw this big flash of blue light and was very much concerned, because I had been worried about the war news yesterday. My husband said it was just a flash from the arc-welding across the street. Later, when we found it was a strange light, he said his guess would be that it was a jet plane disintegrating in the air. He has seen some planes explode and he said it looked like that to him, as much as anything."

MRS. FLORENCE WENDLER, 410 I Street: "It was a blue light like a neon sign. It lighted up our whole apartment for an instant and then died out. We were still sitting at the dinner table when it happened. The building didn't shake and we heard no rumble. We were all very much concerned, for we were alarmed about the war situation yesterday, and we thought for a minute it might have been an A-bomb."

OSCAR F. DAHLBERG, Deadman's Curve, Spenard: To me it looked like the flash given off by a welder's torch. I was driving at 11th and L when I saw the flash. I stopped the car and looked around, thinking maybe it was a plane dropping flares. I didn't hear any sound.

MRS. ROBERT WHITNEY, 306 Mumford, Mt. View: We were inside when we saw the flash. It seemed like there was quite a bit of rumbling just afterward, it sounded to me like there had been some sort of an explosion.

MRS. CLIFFORD D. BAILEL, 205 Price, Mountain View: I saw a meteor when I was about 11 years old, it left an awful yellow streak, but this flash last night looked a little too blue to be a meteor. I ran out in the yard and heard an awful roar that seemed to come from the north.

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Declassification Authority: NND 923007

PEPSI-COLA
—WHEN PEPSI'S BEST!

THE ALASKA RAILROAD

4th AVENUE THEATRE

...d Over Held Over

...ndreds who were discouraged ... crowds might have the op... spectacular epic, this picture ...

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The Black ...ose

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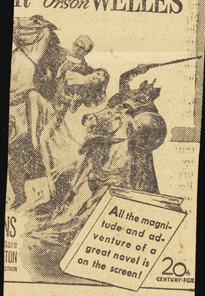

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20th CENTURY-FOX

CARTOON COMEDY!

...., Mon., Tues.

...T GROWING NEWSPAPER

...A FRIDAY, DECEMBER 1, 1950

...UMA...
...LD 'C...

NEWS

By U...

10 DIE IN ...

HALIFAX, N.S.—Firemen s... story department store to... which at least 10 persons w... red windows leading to fire... the fire which started last... sparks ignited cotton snow...

50,000 DRA...

WASHINGTON—The Defen... Service to call 50,000 dra... ment to the Army.

C-45 LOS...

ALBUQUERQUE, N.M.—Kir... a C-45 plane missing since 1... "presumed" to be down in ... here and Ogden, Utah.

FLAS...

...ight, I was over the Delta Island in... Suddenly I saw a brilliant blue light... a few minutes and reached almost a... mally disintegrated.

...gh over the surface of the earth in... white glow, and fell in a slight arc... to be a meteor."

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...recaster Burt Lindley commented to...

...RY H...

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The official weather bure... ard Knubbe, noted that a bri... rumbling like thunder swept... ed two or three minutes the...

The weather bureau repo... as far south as Kodiak (260 m... far north as Healy (185 mile... and heard in Fairbanks and...

Merrill Field Weather Fo... day:

Declassification Authority: NND 923007

CONFIDENTIAL

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

8 FEB 1951

24-185-100-3

SUBJECT: (Unclassified) Meteorological Phenomenon, 30 November 1950
SPECIAL INQUIRY

TO: Commanding General, Alaskan Air Command
APO 942, c/o Postmaster, Seattle, Washington
ATTN: Director of Special Investigations

1. Reference is made to your Headquarters case file 49(4)-13 regarding subject.

2. Herewith for your information are results of OSI investigation within Zone of the Interior.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
Cy of DO #18 OSI R/I
dtd 23 Jan 51 (quad)

ROY A. LANGE
Major, U. S. Air Force
Asst Exec, Dir. 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.

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

OUT
8 FEB 1951
MANAGEMENT DIV. OSI
AFCSI-6
Mr LEVY:
Barnard actg

FEB 12

27-185-100-3
USAF IG
OFFICE OF SPECIAL INVS

AFSI FILE COPY

CSI 37

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CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-91

DATE 23 January 1951

REPORT MADE BY JAMES W. FRAZIER vh

REPORT MADE AT DO #18

PERIOD 17 January 1951

OFFICE OF ORIGIN DO #18

STATUS CLOSED

TITLE

METEOROLOGICAL PHENOMENON
30 November 1950

CHARACTER

SPECIAL INQUIRY

REFERENCE

Ltr fr Hq OSI dtd 5 Jan 1951, File No. 24-0

SYNOPSIS

The purpose of this investigation was to determine if the observatories, Mount Wilson or Mount Palomar, noted the meteorological phenomenon over the Territory of Alaska at approximately 1955 hours on 30 November 1950. Dr. HUMASON, Secretary of the Mount Wilson and Mount Palomar Observatories, was contacted and stated that no observations were made regarding the flash over Alaska. Dr. HUMASON stated that the description of the flash and rumbling by witnesses indicated a meteor falling near the earth in that area. Records of the California Institute of Technology, Pasadena, California, revealed that Dr. HUMASON is a Research Associate of Astronomy.

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

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KEEFE O'KEEFE
Colonel, USAF
District Commander.

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JAN 29 1951
FEB 1951
SPECIAL INVESTIGATIONS

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

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

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

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23 January 1951

DETAILS:

1. The purpose of this investigation was to determine if the observatories, Mount Wilson or Mount Palomar, noted the meteorological phenomenon over the Territory of Alaska at approximately 1955 hours on 30 November 1950.

2. The following investigation was conducted by Special Agent ED E. ALCORN.

3. Dr. MILTON L. HUMASON, Secretary of Mount Wilson and Mount Palomar Observatories, 813 Santa Barbara Avenue, Pasadena, California, was interviewed on 17 January 1951 and stated that nothing had been observed over or near the area of Alaska. Dr. HUMASON said that the 100 inch telescope at Mount Wilson and the 200 inch telescope at Mount Palomar are of the long focal type and are used to photograph the Milky Way. Dr. HUMASON stated that the blue-whitish flash described by witnesses was probably a meteor. According to Dr. HUMASON, a meteor is of a bluish color when it is extremely hot and as the meteor cools it tends to turn whitish in color. He said that it is not uncommon for a meteor to come very close to the earth or to even strike the earth. Meteor craters in Arizona and Mexico were cited as examples. Dr. HUMASON explained that due to the speed of a meteor a rumbling or explosive sound is common and especially if the meteor comes close to the earth. He said there is no accepted theory on what causes these sounds, but that it is now accepted as a fact.

4. An examination was made of the Directory of Institute Personnel to determine Dr. HUMASON'S technical qualifications. The Directory revealed that Dr. HUMASON is a Research Associate of Astronomy at the California Institute of Technology.

CLOSED

Declassification Authority: NND 923007

HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 49(4)-13 9 January 1951

SUBJECT: Meteorological Phenomenon, 30 November 1950
POSITIVE INTELLIGENCE (SCIENTIFIC)

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

1. Reference is made to letter, this headquarters, file and subject as above, dated 18 December 1950.

2. Forwarded for your information is report of investigation, in duplicate, dated 29 December 1950.

1 Incl
Report of Investigation
49(4)-12, 29 Dec 50 (dup)

EDWIN A. HARTLEY
Lt Colonel, USAF
Director

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

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THE INSPECTOR GENERAL
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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 49(4)-13 9 January 1951

SUBJECT: Meteorological Phenomenon, 30 November 1950
POSITIVE INTELLIGENCE (SCIENTIFIC)

TO: Director of Special Investigations
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1. Reference is made to letter, this headquarters, file and subject as above, dated 18 December 1950.

2. Forwarded for your information is report of investigation, in duplicate, dated 29 December 1950.

Edwin A. Hartley

EDWIN A. HARTLEY
Lt Colonel, USAF
Director

1 Incl
Report of Investigation
49(4)-12, 29 Dec 50 (dup)

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JAN 17 12 58 '51
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 49-(4)-12

DATE 29 December 1950

REPORT MADE BY S/A GREGG S. BERTRAM

REPORT MADE AT DO #2, Ladd AFB

PERIOD 27 December 1950

OFFICE OF ORIGIN Hq OSI, AAC

STATUS RUC

TITLE

METEOROLOGICAL PHENOMENON
30 November 1950

CHARACTER

POSITIVE INTELLIGENCE (SCIENTIFIC)

REFERENCE

Rpt of S/S George W. Casey, DO #1, Elmendorf AFB, dtd 5 Dec 50, file 49-(4)-12 and ltr Hq OSI, AAC, dtd 18 Dec 1950, file AAISI-2 49(4)-13

SYNOPSIS

Mr. JAMES P. HEPPNER, Associate, Geophysical Institute, University of Alaska, advised no knowledge or record of a meteorological phenomenon occurring on 30 November 1950. Fairbanks City Police, U. S. Marshal's Office, Alaska Highway Patrol, Federal Bureau of Investigation, Fairbanks, Alaska, were contacted regarding same, with negative results. Investigation revealed heavy overcast and snow prevailed over interior Alaska on night of 30 November 1950.

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Historian
3 DEC 1975
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APPROVED

DWIGHT J. SCOVEL
Major, USAF
District Commander.

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DETAILS:

1. On 27 December 1950 Mr. JAMES P. HEPPNER, Associate, Geophysical Institute, University of Alaska, Fairbanks, Alaska, was contacted and advised that he had neither seen, heard nor had any record of a meteorological phenomenon occurring on 3d November 1950.

2. The following sources were also contacted, with negative results: Fairbanks City Police, U. S. Marshal's Office, Alaska Highway Patrol, Federal Bureau of Investigation, Fairbanks.

3. No report of unusual incident was reported to District Office #2 as occurring on this date. It will be noted that heavy overcast and snow prevailed over the interior of Alaska on the night of 30 November 1950.

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AFCSI
Maj. Detwiler/amb /71776
3 Jan 51

DIRECTORATE OF SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

5 JAN 1951

24-0

SUBJECT: (Unclassified) Meteorological Phenomenon, 30 November 1950
SPECIAL INQUIRY

TO: District Commander, 18th OSI District (IC)
822d Spec. Depot, P.O. Box 310
Maywood, California

1. Transmitted herewith for appropriate investigative action by your District is report of S/A George W. Casey regarding SUBJECT, dated 5 December 1950.

2. Request that this Headquarters be furnished six (6) copies of your report of investigation.

FOR THE DIRECTOR:

1 Incl:
Cy of DO #1, Elmendorf AFB,
Alaska OSI R/I dtd
5 Dec 50 w/1 Incl.

GILBERT R. LEVY
Actg Chief, Counter Intel Div
Dir. 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.

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

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5 JAN 1951
MANAGEMENT DIV. OSI

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USAF HQ
OFFICE OF
SPECIAL INVESTIGATIONS
JAN 1951

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o POSTMASTER, SEATTLE, WASHINGTON

AAISI-2 49(4)-13 18 December 1950

SUBJECT: METEOROLOGICAL PHENOMENON, 30 November 1950
POSITIVE INTELLIGENCE (SCIENTIFIC)

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

1. Transmitted herewith are three copies of report of investigation subject as above, file 49(4)-12, dated 5 December 1950.

2. It is desired that leads at Mt Wilson and Palomar observatories in California as set forth in the report be developed.

Edwin A. Hartley
EDWIN A. HARTLEY
Lt Colonel, USAF
Director

1 Incl
Report of Investigation
file 49(4)-12, dtd 5 Dec 50
(trip)

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Historian 3 DEC 1975
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 49(4)-12

DATE 5 Dec 1950

REPORT MADE BY GEORGE W. CASEY

REPORT MADE AT DO #1, Elmendorf AFB, Alaska

PERIOD 30 Nov; 1, 2 Dec 1950

OFFICE OF ORIGIN HQ, OSI, AAC

STATUS RUC

TITLE

METEOROLOGICAL PHENOMENON
30 November 1950

CHARACTER POSITIVE INTELLIGENCE (SCIENTIFIC)

REFERENCE None, this is an initial report.

SYNOPSIS

This investigation initiated by Director OSI AAC, with instructions, in effect, that all in information be gathered regarding a brilliant bluish-white light and a rumbling noise, seen and heard at approximately 1955 hours, 30 Nov 1950. Persons interviewed gave conflicting reports as to color, with predominance of reports being bluish-white. Reports on direction varied, but were predominantly Northeast-Southwest. Two persons reported flash from directly overhead. Majority interviewed felt that explosion was high in sky, Rumblings and explosions were heard.

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

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HQ OSI AAC (1 Incl)	4

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HQ OSI AAC

APPROVED
WESLEY E. BOYT
Captain, USAF
Deputy *District Commander.*

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THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS DIVISION

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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

CHARACTER

REFERENCE

SYNOPSIS

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District Commander

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15 JAN 43

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Declassification Authority: NND 923007

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DETAILS:

1. This investigation initiated by Director, OSI, AAC, with instructions, in effect, that all information be gathered regarding a brilliant bluish-white light and a rumbling noise seen and heard at approximately 1955 hours, 30 Nov 1950.

2. This is a joint investigation by Special Agents GORDON A. BENNETT ELDRIDGE L. BOWIE, KARL M. ELLCESSOR, ROBERT R. JOHNS, RAYMOND L. PETRO, ELSWORTH W. THOMAS OMER D. WOODRUM and the writer.

AT ANCHORAGE, ALASKA

3. At 2100 hours, 30 Nov 1950, MR. PHILIP MERIFIELD, Weather Forecaster, U.S. Weather Bureau, Merrill Field, Alaska, was interviewed by Special agents WOODRUM and BOWIE, and he advised that at approximately 1950 hours, this date, he was working at a weather map and his attention was directed to a bright flash which he observed through the window of Weather Bureau building. It was a bright bluish flash which grew in intensity until it illuminated the entire sky. MERIFIELD did not see the source from which the light came nor did he hear any sound simultaneously with the falsh or subsequent to the flash. MERIFIELD further stated that there was no reaction to the flash on the weather instruments. MERIFIELD stated that he had received information from the Alaska Railroad dispatcher that they had received dispatches from the following places where the flash had been observed: Fairbanks, Skwentna, Kodiak and Portage. MERIFIELD also stated that there had been no reports that the object had struck the ground. Several people, names unknown, telephonically advised the weather bureau that they had heard a rumbling sound shortly after the flash, which resembled thunder. MERIFIELD added at the close of the interview that he had been a Weather Observer for a number of years and during this time, he had frequently observed aerial phenomena, which closely resembled the flash that he had seen this date, but that none in the past had been so brilliant as this one. MERIFIELD added that it was his personal opinion that the flash he had witnessed was caused by a falling meteor.

4. At 2130 hours, 30 Nov 1950, MR. ANDREW SNYDER, Potter Road, Anchorage, Alaska, was interviewed by Special Agents WOODRUM and BOWIE with reference to the flash that he claimed to have witnessed at about 1950 hours, this date. SNYDER advised that he lived on a homestead about four miles south of Anchorage, and that at 1950 hours he was standing on the south side of his house, at which time the entire sky lit up almost as bright as daylight; that he looked into the sky and saw what he believed to be a blue white meteor, traveling approximately NNW from a south easternly direction. According to SNYDER, there were five (5) separate and distinct rumbling explosions in quick succession following the flash. SNYDER further stated that the fiery object appeared to cast off gaseous balls of fire which seemed to come directly from the flash of light. SNYDER further stated that these fiery objects

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dissipated immediately; that each rumbling explosion seemed to be further away; and that they appeared to be coming from almost overhead and a little to the south. SNYDER estimated that the object from which the flash emanated was about five (5) miles above the earth and advised that it was his personal opinion that the meteor exploded and burned far above the earth and did not reach the ground.

5. At 2145 hours, 30 Nov 1950, MR. LEROY MIRACLE, Pan American Dormitory, 12th and I. St., employee of Weather Bureau, Merrill Field, was interviewed by Special Agent BOWIE concerning his knowledge and observations of the flash that occurred in the sky at approximately 1950 hours, this date. MIRACLE stated that he was working in the Weather Bureau Office, Merrill Field; that at about 1950 hours, he was looking out the window that faced east and observed this brilliant blue-white flash, which lasted one (1) to three (3) seconds, in the southeastern portion of the sky; that he heard no sound prior to or after the flash, nor could he say in which direction the flash was traveling. MIRACLE added that he had no further knowledge concerning the incident except that it was his personal opinion that the flash he had witnessed was caused by a meteor.

6. At 2200 hours, 30 Nov 1950, MR. M. MILLALY, Supervisor, Communications Section, CAA, Merrill Field, was interviewed by Special Agents WOODRUM and BOWIE concerning his knowledge and observations of the flash that occurred in the sky at about 1950 hours, this date. MULLALY advised that the only information he possessed relative to the flash was a report from Reeves DC-3, Aircraft Flight #2, that at 1953 hours the pilot, CAPT. KELLEY, radioed that he had been flying over the Delta Island Intersection and had observed a blue light, believed to be a meteor falling in the direction of Anchorage.

7. At 2245 hours, 30 Nov 1950, CAPTAIN C.G. KELLEY, who lives south of Spenard, Alaska, was interviewed by Special Agents WOODRUM and BOWIE concerning what he had seen from the DC-3 aircraft which he was flying over Delta Island Intersection at approximately 1953 hours, this date. KELLEY advised that at approximately 1948 hours, this date, while flying at 1500 feet, twenty three (23) miles west southwest of Anchorage, over the Delta and Fire Islands intersections on a northeast heading, he observed a brilliant blue-white flash, increasing in intensity until it appeared to give off light equal to daylight. KELLEY immediately looked to the east of his position and saw a white flash streaking through the sky traveling northeast in a downward path. According to KELLEY, the illumination lasted for several seconds and the object which he saw east of his position had a tail of what he described as "sparks"; he experienced no turbulent air as a result of the flash; he did not hear an explosion or rumbling sound prior to or after the flash. KELLEY had four (4) crew members and nineteen (19) passengers aboard this flight, and of these passengers and crew members, only one, ROBERT REDLINGER, Co-Pilot, was in a position to witness the flash as he (KELLEY) had.

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8. At 1500 hours, 4 Dec 1950, R.P. BAKER, Co-pilot, R. REDLINGER, Co-pilot, and J.M. RICHARDSON, Mechanic, all of whom were members of KELLEY'S crew on Reeve Aleutian Airway Flight #2, were interviewed by Special Agents BOWIE and WOODRUM. All stated substantially the same as KELLEY.

9. At 1045 hours, 1 Dec 1950, MR. VIRGIL LAMB, Chief, Overseas Communicator, CAA, Merrill Field, was interviewed by Special Agents WOODRUM and BOWIE concerning information he might possess regarding the incident which took place at approximately 1950 hours, 30 Nov 1950. LAMB advised that at approximately 1950 hours, 30 Nov 1950, he was driving his car east in Mountain View, Alaska, and his attention was drawn to a bluish flash in the sky overhead which illuminated the sky as if the sun had suddenly come out. The flash lasted approximately twenty (20) to thirty (30) seconds. LAMB stated that he immediately looked up into the sky, but could not determine the source from which the flash came. According to LAMB, he did not hear a noise before, simultaneously with, or subsequent to the flash. At this time LAMB produced a message received from a CAA communicator at Gulkana, Alaska, which is quoted verbatim below:

"Gulkana, Alaska November 010805Z

"Anchorage CAA

"Forward following to Air Defense Control Center Elmendorf. Quote: Two closely spaced brilliant flashes of bluish white light seen by several people over area of 90 miles tonight apparently simultaneously about 8 PM. The flashes were seen by people at Eureka Lodge. By Highway Patrolman Pfalmer whil driving along highway at Mile 128 on Glen Highway by employees and others at Gulkona Lodge 12 miles North of Gulkana. Patrolman Pfalmer reports that although it was snowing heavily the flashes lit up the area like daylight for about two seconds. No explosions reported. Unquote.

CAA Sargent 010805"

10. At 1100 hours, 1 Dec 1950, MR. W. LINDLEY, Chief Weather Forecaster, Weather Bureau, Merrill Field, was interviewed by Special Agents WOODRUM and BOWIE relative to additional information which he might possess regarding Subject phenomenon. LINDLEY advised that he had received no further information than that which had been supplied by MERIFIELD on 30 Nov 1950. LINDLEY did make available the weather forecaster log and the following notation was extracted therefrom: "Bright blue flash seen in sky 1955, accompanied by rather loud rumbling similar to thunder, which lasted for about two or three minutes. Evidently rather large meteor struck earth not too distant". This entry was made by R.A. KNUBBE, Weather Forecaster on the night shift, 30 Nov 1950.

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11. At 1115 hours, 1 Dec 1950, MR. KENNETH RUHLE, Communications Section, CAA, Merrill Field, was interviewed by Special Agents BOWIE and WOODRUM concerning any information he possessed relative to the bright flash in the sky which occurred at about 1950 hours, 30 Nov 1950. RUHLE stated that at about 1930 hours to 1950 hours he was working in the inside of a building located accross the highway from Merrill Field and sometime during this period he noticed through the window a brilliant blue-white light which illuminated the surrounding area. He immediately left the building and thirty-five (35) to forty (40) seconds after the flash he heard a long continuous rumble in the sky which resembled thunder and gradually became fainter until it could no longer be heard. RUHLE estimated that this rumbling sound lasted for about twenty (20) seconds. According to RUHLE the sound appeared to come from a southeasternly direction.

12. At 1400 hours, 1 Dec 1950, a copy of the passenger manifest for Reeve Aleutian Airways Flight #2 was received from Reeve Aleutian Airways, Merrill Field. Of the nineteen (19) passengers on Flight #2, the following were located and interviewed by Special Agents BOWIE and WOODRUM concerning their knowledge and observations of the flash in the sky at about 1950 hours, 30 Nov 1950:

MR. S.M. HALSETH, 123 Pontius Ave., N. Seattle, Washington; MR. G.L. COLE, 3728 West Tillman S., Seattle, Washington; Chief Electrician Mate MERLIN J. POWERS, U.S.C.G. Base, Ketchican, Alaska; Engineman First Class F.L. FONTAINE, U.S.C.G. Base, Ketchican, Alaska, all stated that just prior to arriving in Anchorage they had observed a bluish-green flash which lit up the entire sky. It appeared to them to be lightning and was of short duration. They had no further information to offer. MR. J.H. NALL, 1605 East Olive St., Seattle, Washington, stated that he was sleeping on the aircraft at the time of the flash, and did not observe or hear anything. All of the above advised that they did not believe any of the other passengers aboard were in a position to observe any more than they had. The remainder of the passengers on Flight #2 could not be located for interview. Reeve Aleutian Airways advised that it was their opinion that the majority of the passengers on Flight #2 were enroute to Seattle, Wash., and had departed Anchorage immediately after their arrival.

AT WASILLA, ALASKA

13. On 1 Dec 1950, MR. JOE MAZY, Hay Flat Road; MR. STANLEY H. LAIRD, Alaska Highway Patrolman; MRS. NIEL BROWN, JR.; MR. CHARLES L. CADWALLER: MRS. PAT CARTER, Postmistress: and MR. WALTER TEELAND, all residents of Wasilla, Alaska, were interviewed by Special Agents BENNETT and SASSOR regarding a blue flash in the sky at 1948 hours, 30 Nov 1950. Witness all stated that they saw a blue-white flash at approximately 1948 hours, 30 Nov 1950, and that it seemed to be moving rapidly in an easternly direction, and a little south of the town. All stated that the object was accompanied by a crackling and rumbling noise. MAZY reported that he heard an explosion shortly after object landed in Chugach Mountains. The explosion was followed by sound of falling rock. TEELAND reported that the light was pale blue and the object was round and flame colored.

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AT PALMER, ALASKA

14. On 1 Dec 1950, MRS. VIRGINIA GALLANT, Bookkeeper, Valley Frontiersman; MRS. GLADYCE BUSSELL; and DR. FOSTER SIMS, Dentist, all residents of Palmer, Alaska, were interviewed by Special Agents BENNETT and SASSOR regarding a blue flash in the sky at 1948 hours, 30 Nov 1950. Witnesses reported the light was blue-white, or fluorescent, in color, and very bright, accompanied by a rumbling noise, according to GALLANT, and traveling in a generally easterly direction. BURRELL reported object headed east to west, while SIMS stated object headed down and slightly northwest. SIMS further reported object as orange in color changing to yellow as it neared the ground. SIMS estimated the point of impact as fifty (50) miles away or further.

AT ELMENDORF AFB, ALASKA

15. At 2125 hours, 30 Nov 1950, LT. C.E. YOUNG, 625th AC&W Sq., was contacted by the writer and he related that he saw a flash of light at approximately 1950 through a window of the building where he was located. He then stepped outside and heard a rumbling noise two (2) to three (3) minutes later. YOUNG was unable to determine height or direction of the flash and further said that nothing was picked up on their radar screen.

16. At 2210 hours, 30 Nov 1950, 1ST LT. WILLIAM LEVY, AO 813986, and 2D LT. BERNARD GRIGGS, AO 2086523, 7th T.C. Sq, McChord AFB, Wash., navigators on C-54 #2626, were interviewed by Special Agent HARGROVE and stated that at 1/0546Z, while about 100 miles west of King Salmon, they saw what appeared to be a green flare about twenty (20) miles ahead and about ten thousand (10,000) feet altitude, which burst into yellow. No turbulence was felt and no noise was heard.

17. On 1 Dec 1950, CAPT. WALLS, Detachment Commander, 626th AC&W Sq., Naknek AFB, was contacted by TWX by the writer concerning Subject phenomenon. WALLS reported, by return TWX, that nothing unusual had been seen at that station.

18. On 4 Dec 1950, MAJ. SLOCUM, Air Inspector, 57th Fighter-Interceptor Wing, was interviewed by the writer, and stated that at approximately 2000 hours, 30 Nov 1950, he saw a flash of light which was high in the air, a little southwest of Anchorage. SLOCUM stated that he then heard a low rumble from a southerly direction.

19. At 2145 hours, 30 Nov 1950, ELMER H. JOHNSON, (LT COL. RES, US ARMY), was contacted by the writer by telephone at Seward, Alaska, and he reported that at 1948 hours, he saw a brilliant flash resembling lightning, which came from directly overhead on a north-south line. JOHNSON stated that the light was so bright that it penetrated a layer of clouds which were about five thousand (5,000) feet above the ground; that he heard no noise in connection with the light.

Declassification Authority: NND 923007

20. At 2230 hours, 30 Nov 1950, COL. W.A. PERRY, G-2, U.S. Army, Fort Richardson, Alaska, called to report that a Military Police roving patrol at Whittier saw a blue-white flash high in the sky at about 1955 hours. The flash was reportedly directly overhead and of approximately one (1) second's duration, lighting up the entire area like daylight. No noise was heard.

21. On 1 Dec 1950, PFC. STANLEY J. MAKOWSKY, RA 12119225, 517th Combat Engineers, was interviewed by Special Agent JOHNS at the Elmendorf AFB Ski Bowl. MAKOWSKY stated that he was in the latrine in 517th Eng. area at approximately 2000 hours, 30 Nov 1950, looking towards Fort Richardson, which is in a southwesterly direction, when he saw a bright flash light up the entire area. MAKOWSKY described the flash as being very bright in intensity, of a light blue color, and advised the origin of the light appeared to come from slightly left of the latrine window out of which he was looking, which would be west by southwest.

22. On 1 Dec 1950, CPL. BOBBIE R. THOMAS, RA 14327008, Medical Company, 4th Infantry, was interviewed by Special Agent JOHNS, advised that at Elmendorf AFB Ski Bowl area between the latrine and the barracks at about 2000 hours, 30 Nov 1950, he was facing the Anchorage area, when the sky lit up all around him. THOMAS could not tell from which direction the flash came, as its intensity was so great. THOMAS advised the light was a light blue color, and stated that he did not hear any noise or notice anything else regarding the source of the flash. (It is noted that the Ski-Bowl is in a northeast direction from Anchorage.)

23. On 4 Dec 1950, this office was telephonically advised that at Kodiak Island, Commanders PRATT and LIVINGSTON, Watch Officers, had seen the flash of light toward Anchorage at about 2000 hours, 30 Nov 1950. It was also sighted by the U.S.S. Deliver ARS23 from lat 56° 58' N, Long 152.5 W, at 1950 hours, 30 Nov 1950. The flash was on a heading of 010° describing a 45° arc toward the earth.

24. On 4 Dec 1950, the Federal Bureau of Investigation at Juneau reported that the phenomenon was not seen there.

25. On 5 Dec 1950, Special Agent SEAIS and Special Agent LANE reported, by radiogram, that Subject Phenomenon was not observed at Shemya or Cold Bay respectively.

26. Newspaper articles which appeared in the Anchorage newspapers are attached to this report as inclosure.

AT FIRE ISLAND, ALASKA

27. Special Agent ELSWORTH E. THOMAS, OSI, reported that at 1952 hours, 30 Nov 1950, he saw a weird light, very brilliant, resembling that given off by an acetylene torch, which completely illuminated Fire Island. The light was moving across the sky from North to South in much the same fashion as a meteor and disappeared in approximately thirty (30) seconds. At 1955 hours, a subdued rumble was heard by THOMAS, although MR. ROBERT MC CREADY, Dist. Eng., Fire Island, stated that he heard a blast or explosion, rather than a rumble.

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INCLOSURE:

FOR HEADQUARTERS, OSI, AAC:

1. Newspaper clippings re Subject Phenomenon.

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

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UNDEVELOPED LEADS

FOR OSI DISTRICT NO. 2

AT COLLEGE STATION, ALASKA

1. Will contact Meteorology Department at University of Alaska to determine any knowledge they may have reference subject phenomenon.

FOR HEADQUARTERS OSI, AAC

AT ELMENDORF AFB, ALASKA

1. Will cause Mt. Wilson and Palomar Observatories to be contacted to determine the following:

a. Any knowledge of unusual phenomena in the vicinity of Alaska at 1/0550Z November.

b. Whether object as described in this report is similar in description to other meteors which have approached close to the earth.

c. Whether sound as described in this report is similar to sound of other meteors which have been observed close to the earth, and/or whether the noise mentioned was the result of an explosion of an object flying through space at terrific speeds.

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Wrtn 2 Nov 50

24-185

(Unclassified) Unusual Sightings at Nunivak Island, Alaska
SPECIAL INQUIRY

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

2 NOV 1950

1

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

Maj Detwiler/bjm/71776
AFCSI

Attached for your information is report concerning captioned subject, dated 16 October 1950. No further action is contemplated unless so requested by your Directorate.

1 Incl
Rpt re abv subj fr AAC
dtd 16 Oct 50

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

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BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
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2 NOV 1950

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o Postmaster, Seattle, Washington

AAISI-3 49(4)-0 16 October 1950

SUBJECT: Unusual Sightings at Nunivak Island, Alaska

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

1. The following extracts taken from "Anchorage News" newspaper dated 12 September 1950 are transmitted for your information:

"Nunivak Island's mystery 'pillar of flame' seen early this month shooting out of the Bering Sea less than 400 miles from Soviet Siberia terriorized natives in the remote native village of McKorryuk the Anchorage NEWS was informed today in an exclusive interview with one of the men who saw the flame.

George Williams, 28 year old part native youth, said McKorryuk villagers were startled by the weird fire about 7:30 the night of September 1. McKorryuk is on the north coast of Nunivak.

Williams said the entire village watched in terror as flame lit up the ocean then began to move toward Siberia.

'The strange fire first appeared near the horizon. It looked like a ball of fire of deep red color--and it looked to be hundreds of feet in height,' Williams said.

'The huge red ball of fire slowly faded out. Then suddenly another flaming red circle appeared above it. This also faded out slowly. The whole thing repeated itself about three times in the space of about five minutes.'

'During that time the deep red glare took on an oval shape. The strange flame then appeared to be moving northward toward Siberia and finally disappeared behind clouds and was seen no more.'

Williams said natives were disposed to give the vision a superstitious explanation.

The direction in which the fire was seen was to the northward,

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BASIC: Ltr Hq OSI, AAC, AAISI-3 49(4)-0, 16 Oct 50, Subj: Unusual Sightings at Nunivak Island, Alaska

in the direction of the Soviet coastline. The pilar of flame originated between Nunivak and Nelson Island.

Nunivak Island is located about 50 miles off Alaska's west coast and 550 miles northwest of Anchorage.

Nelson Island is closer to the coast, straddling the mouth of Baird Inlet.

Military authorities at Fort Richardson were at a loss to explain the mysterious apparition.

No local planes or ships were overdue at Nunivak and a check by Army and Air Force authorities at Fort Richardson may be made into the matter.

Irvin Volbrecht, weather forecaster at the Anchorage weather bureau said there had been storm activity in the vicinity of Nunivak island at the time the red flame was seen. Volbrecht said the flames may have been a form of St. Elmo's fire, a weather phenomena. He said he doubted if an underwater volcano caused the flame because this form of volcanic activity is very rare in Alaska.

Volbrecht said the flash of flame also could have been caused by a meteor plunging into the sea.

However, the spasmodic, continuous nature of the flames seems to rule this possiblility out.

Other theories regarding the weird sight ranged from the supposition that it was a new Soviet 'secret weapon' to the belief it was another 'flying saucer.'"

2. Investigation by this office revealed that Mr Timothy J. Kenick, Airways Observer, Nunivak Island, Alaska was the first person to report the flame to CAA authorities. A partial background investigation on Kenick revealed that he has a third grade education, is a native Alaskan, and has been a satisfactory weather observer for the U.S. Weather Bureau on and off for a number of years. No derogatory information could be found on Kenick, and the Regional Director, U.S. Weather Service, Anchorage, Alaska, described Kenick as a very reliable employee.

Harry G. Sims

HARRY G. SIMS
Lt Colonel, USAF
Deputy Director

ATTENTION: PAR 11, AFR 205-6 MAKES 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 A VIOLATION OF AFR 205-1.

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OFFICE OF SPECIAL INVESTIGATIONS
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AFCSI/Maj Nold/dr-3623
19 Jun 50

24-185

(Unclassified) Unusual Sighting on 10 May 1950, at Ladd Air Force Base, Fairbanks, Alaska, by several Military Personnel - SPECIAL INQUIRY

Directorate of Intelligence, DCS/O
ATTN: Collection Control Branch

20 JUN

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

Maj Nold/dr-3623
AFOSI

Attached for your information is copy of OSI report of investigation concerning captioned subject, dated 18 May 1950.

1 Incl.
Rpt of Inv, DO #2,
Ladd AFB, 18 May 50

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

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HEADQUARTERS
ALASKAN AIR COMMAND
The Inspector General
Office of Special Investigations
APO 942, c/o Postmaster, Seattle, Washington

AAISI-2 49-17 26 May 1950

SUBJECT: (Unclassified) Unusual Sighting of Objects at Ladd AFB
COUNTER INTELLIGENCE

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

1. Forwarded for your information and any action deemed appropriate is report of investigation, on Subject, dated 18 May 1950.

2. The report has been furnished to Director of Intelligence, Alaskan Air Command, for their information.

Harry G. Sims

HARRY G. SIMS
Lt Colonel, USAF
Deputy Director

1 Incl
Rpt of Inves (trip)

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Historian
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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OFFICE OF SPECIAL INVESTIGATIONS
SECURITY
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-23

DATE 18 May 1950

REPORT MADE BY: WALTER L. SILER

REPORT MADE AT: DO #2, Ladd Air Force Base

PERIOD: 11 - 17 May 1950

OFFICE OF ORIGIN: DO #2, Ladd Air Force Base

STATUS: CLOSED

TITLE

Unusual Sighting on 10 May 1950, at Ladd Air Force Base, Fairbanks, Alaska, by several Military personnel

CHARACTER

SPECIAL INQUIRY - Unusual Sighting

REFERENCE

TWX to Hq OSI, AAC dtd 11 May 50

SYNOPSIS

On 11 May 1950, at 1200 hours, 1st Lt CHARLES S. STEVENSON, 16339A, 5001st Supply Squadron, Ladd Air Force Base, reported to District #2, OSI, AAC, that on 10 May 1950, between the hours of 1000 and 1030, he had sighted three (3) unusual objects at a very high altitude West or Northwest of Ladd Air Force Base.

On 11, 12 and 17 May 1950, this sighting was confirmed by the following members of 1st Battalion, 4th Infantry Regiment, Ladd Air Force Base: 1st Lt LOUIS D. FIESELER, O-1328683; 1st Lt WILSON A. HAYDEN, O-2017055; Sgt LEONARD E. WILLIAMS, RA-37 767 942; Cpl EVERETT L. TEDFORD, RA-36 951 990; Cpl WILLIAM L. KIUTHE, JR, RA-19 337 082; Pvt NORRIS W. DAVIS, JR, RA-13 280 909. FIESELER and the enlisted men observed the object(s) for a period through binoculars.

Investigation revealed that there were no Jet fighter aircraft or weather observation balloons in the air at that time.

Investigation conducted jointly with 1st Lt JESSE J. FULLER, AO-2093701, Assistant Wing Intelligence Officer, 5001st Composite Wing, Ladd Air Force Base, who will forward a report through Intelligence Channels.

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APPROVED

DWIGHT J. SCOVEL
Major, USAF

District Commander.

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

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DETAILS:

1. Investigation initiated by the District Commander upon receipt of information from Lt CHARLES S. STEVENSON that on 10 May 1950 he had sighted three unusual objects at a very high altitude West or Northwest of Ladd Air Force Base.

AT LADD AIR FORCE BASE, ALASKA

2. On 11 May 1950 STEVENSON was interviewed and stated that on 10 May 1950, between 1000 and 1030 hours, while in the Fourth Infantry Area on Ladd Air Force Base, he had sighted three unusual objects. STEVENSON is an Air Force Navigator-Bombardier and well acquainted with astronomical phenomena; according to him, these objects were not planets. His attention was called to these objects while watching a flight of F-82's passing at a low altitude overhead. He originally saw two (2) light-pulsating objects at a very high altitude, at an estimated distance of forty to fifty miles West or Northwest of Ladd Air Force Base and Fairbanks. These objects were drifting on crossing paths at a slow rate of closure and flashing or reflecting light at one to one and one-half second intervals. He observed these objects for approximately fifteen minutes, and then telephoned the control tower to request additional observation. Upon completion of this call the two objects were no longer visible, but he saw a single bright light which went out after about five seconds, and then saw a single circular dark object disappear behind a cirrus cloud later. These objects were at such a great distance that any structural details were not evident, nor was any trace of exhaust seen. There was no definite directional movement noted, nor was there any effect on cloud formations in the vicinity. There was no sound.

STEVENSON is an Officer Navigator-Bombardier, presently assigned as Armaments Supply Officer, and who has had combat experience in the Air Force. He has no pertinent hobbies, but due to his experience, seems to be a qualified observer. He was not fatigued or under the effect of any stimulant at the time of observation.

3. On 12 May 1950 1st Lt WILSON A. HAYDEN, O-201055, Fourth Infantry, was interviewed and stated that on 10 May 1950 between 1000 and 1030 hours he sighted two unusual objects at a very high altitude Northwest of Ladd Air Force Base. These objects seemed to be floating on crossing paths, with a very slow rate of closure. Two objects were pulsating light at regular intervals of one to two seconds; this light seemed to be a reflected light from an object approximately twenty inches in diameter from his position of sighting. These objects were at an undetermined distance, at an approximate elevation of 60 degrees above the horizon. Observation was maintained for approximately twenty minutes, and manner of

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disappearance was not noted. Due to extreme distance there was no structural detail or exhaust trace evident, nor was there any effect on cloud formation.

HAYDEN is an Infantry Officer of considerable experience, with no pertinent hobbies. He was not fatigued or under the effect of any stimulant at the time of observation. He seems to be a competent and reliable observer.

4. On 13 May 1950 1st Lt LOUIS D. FIESELER, O-1328683, Fourth Infantry, Ladd Air Force Base, confirmed the sighting of STEVENSON and HAYDEN relative to time, direction, position of sighting, date and elevation above horizon. However, FIESELER observed only a single object, both with the naked eye and with 6 or 8-power binoculars. Upon observation with binoculars, he immediately determined the object to be a weather observation balloon. He did not observe object for a long period of time.

FIESELER is an Infantry Officer with considerable experience, with pertinent hobbies. He is a former paratrooper and has spent considerable time around aircraft, and based his opinion upon prior observation of weather balloons.

5. On 17 May 1950 Sgt LEONARD E. WILLIAMS, RA 37767942, Cpl EVERETT L. TEDFORD, RA 36951990, Cpl WILLIAM L. KIUTHE, JR., RA 19337082, and Pvt NORRIS W. DAVIS, JR., RA 13280909, all of the Fourth Infantry, Ladd Air Force Base, were interviewed and confirmed most of the details of the story given by HAYDEN and STEVENSON. However, these individuals observed these unknown objects from 0900 to 1045 hours, on 10 May 1950. Observations were made with the naked eye and binoculars. With naked eye objects appeared to be reflecting light at unknown intervals, and to be approximately twenty four inches in diameter. Distance from observers could not be determined. Through binoculars objects seemed to have a grayish white color. No definite directional movement, structural details, or exhaust trace, and no effect on clouds was evident.

These enlisted men are seemingly capable observers and were under no stress or fatigue at time of observation.

6. According to 632nd AC&W Squadron, Ladd Air Force Base, there were no unaccountable sightings on 10 May 1950 between the hours of 0900 and 1100.

7. According to Dispatcher, Base Operations, Ladd Air Force Base, there were no Jet fighter aircraft in the air on 10 May 1950 between 0900 and 1100 hours.

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8. According to Weather Station, Ladd Air Force Base, and the CAA Weather Station, Weeks Field, Fairbanks, there were no weather observation balloons released between 0900 and 1100 hours 10 May 1950.

9. The following are teletype sequences of local weather on 10 May 1950:

Ladd AFB	1025 hours:	Scattered clouds at 22,000 and 12,000; visibility 90 miles; barometric pressure 1003.8 millibars; temperature 55; dewpoint 50; wind calm; altimeter setting 29.63
	1050 hours:	Same as above, except scattered clouds at 4000
Fairbanks	1030 hours:	Scattered clouds at 22,000 and 3000; visibility 90 miles; temperature 57; dewpoint 31; wind East at 13; altimeter setting 29.61

The winds aloft were as follows:

3000 feet - 135° at 4 knots
5000 feet - 135° at 9 knots
8000 feet - 180° at 12 knots
10000 feet - 200° at 24 knots
20000 feet - 200° at 15 knots
Higher - 200° with velocities above 15 knots

10. On 18 May 1950 Fairbanks Air Traffic Control reported that on 10 May 1950 at 2025 hours GCT (1025 AST) B-29, AF 3671 reported over Fairbanks enroute from Elmendorf Air Force Base to Barter Island: Flying 11000 feet requesting change in flight plan to 500 feet on top.

11. This investigation was conducted jointly with 1st Lt JESSE J. FULLER, AO 2093701, Assistant Wing Intelligence Officer, 5001st Composite Wing, Ladd Air Force Base, who will forward a report through Intelligence Channels.

CLOSED

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