SECURITY INFORMATION

~~SECRET~~ (CLASSIFICATION)

NOT RELEASABLE TO FOREIGN NATIONALS

S E C R E T

By Authority of the Commander, MATS

31 Oct 51 — D/PL/INT

Date — Initials — Division

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA-MATS	IR-232-51	AF37497

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unusual Sighting in North Atlantic, direction of Novaya Zemlya

AREA REPORTED ON	FROM (Agency)
North Atlantic Ocean	Intelligence Division, Hq MATS Andrews AF Base, Washington 25, D. C.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31 October 1951	21 October 1951	A-2

PREPARED BY (Officer)	SOURCE
A. G. Love, Captain, USAF	Dr. Robert D. Fletcher

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

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

1. Dr. Robert D. Fletcher, a consultant to the Directorate of Scientific Services of Headquarters Air Weather Service, MATS, advises that while flying as a passenger on Pan American Airways Stratocruiser flight 123 from Frankfurt to New York via Iceland on 21 October 1951, he observed a bright yellowish flash on the horizon at approximately 0500Z.

2. The flash was in the direction of approximately 45° True, and at the time of observance the aircraft was at an altitude of 18,000 feet at the approximate location of 62° North, 15° West. The weather at the time was CAVU, with high scattered cirrus.

3. Dr. Fletcher estimated that the flash illuminated about 3° of the horizon for an instant. At the time of observation, Dr. Fletcher was seated on the starboard side of the aircraft and by chance happened to be looking out the window in the direction of the flash. He did not hear of any of the other passengers having seen the flash and he is inclined to doubt that they or any of the crew did in fact observe the incident. Dr. Fletcher states that he has not discussed the incident with anyone other than the interrogating officer.

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

Comments of Preparing Officer:

Dr. Fletcher could advance no hypothesis as to the cause of the unusual incident. He considered the sighting to be worthy of considerable scientific thought on his part, but he attached no great significance to it until he read of the President's announcement that a third atomic explosion recently had occurred in the USSR. Dr. Fletcher then felt that he should relate his experience to an Intelligence Officer in the off-chance that the flash might have had some connection with the third, or a subsequent, Soviet atomic explosion. In this connection, Dr. Fletcher commented that the sighting was in the direction of the Soviet island of Novaya Zemlya.

Dr. Fletcher holds a responsible scientific position in the Air Weather Service, and the interrogating officer felt that Dr. Fletcher was a level-headed, mature observer. Dr. Fletcher enjoys an excellent reputation for sound judgment, integrity and reliability.

While Dr. Fletcher does not rule out any possible explanation for the flash, he does reiterate that it did occur beyond the horizon and that on such a day in the Far North, it would be possible for a flash of such magnitude to be seen a great distance away. He is positive that what he saw could not have been a reflection from a light within or on the aircraft. The time of sighting and the position of the aircraft are the best estimates which Dr. Fletcher can supply.

_____ INCLS.

A. G. LOVE
Captain, USAF

APPROVED:

WILLIAM L. TRAVIS
Lt Colonel, USAF
Chief, Intelligence Division

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24-1955-25

RER

THE UNITED STATES WITHIN ... THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. ...
...TS IN ANY MANNER TO AN... UNAUTHORIZED PERSON IS P...
STATES AIR FORCE AGENCI... EXCEPT BY P... SION

...SIFICATION)

Declassification Authority: NND 923007

CONFIDENTIAL

B/Ltr fr Hq PACD/MATS, Subj: Unconventional Aircraft, 28 May 51

MATS 24-243 1st Ind

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.

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

Forwarded for your information.

FOR THE COMMANDER:

James G. Hyland
James G. Hyland
Colonel, USAF
Deputy Air Inspector
THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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

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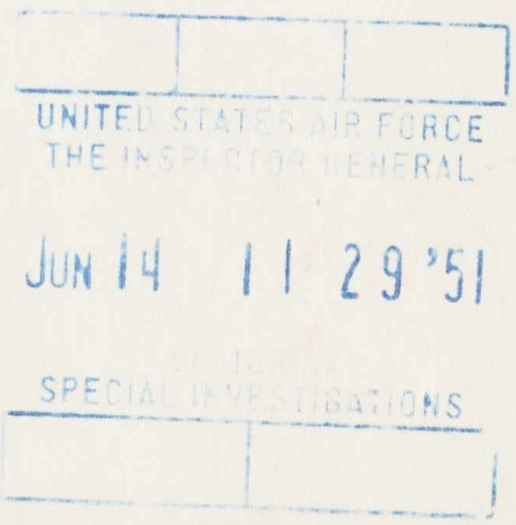
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Declassification Authority: NND 923007





Declassification Authority: NND 923007

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/bk

24-24

SPOT INTELLIGENCE REPORT

28 May 1951

SUBJECT: Unconventional Aircraft

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

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Pearl Harbor Naval Base Police, Civilian Housing Area #3, Honolulu, Hawaii, reported sighting unidentified airborne object at 2310 hours through 2330 hours on 23 May 1951, and same or similar object sighted again at approximately 0515 hours on 24 May 1951. Object described as round, varying to oval, shape; red to orange flame color fading to bluish hue; and witness unable to estimate size because of reported extreme height, however indicated approximate size of star. Object sighted vicinity of Honolulu airport, moving toward Hickam AF Base in both instances, and apparently floating with no great speed. Weather Bureau Airport Station, Honolulu Airport, reports Pilot Balloons released at approximately 2300 hours and 0500 hours, with wind direction carrying balloons from Honolulu Airport to Hickam AF Base.

2. DETAILS: Under headline of "Flying Saucer Over Honolulu," the following account appeared on Page One of the Thursday, 24 May 1951, edition of The Honolulu Advertiser, daily morning newspaper published at Honolulu, Hawaii:

> A luminous object called a "flying saucer" for want of a more precise explanation, attracted attention in the Hickam Field-Honolulu Airport area last night.
>
> Seven patrolmen of the naval base police at CHA-3 first spotted the object over Hickam Field, then lost sight of it, then saw it again over Honolulu airport, moving toward the west and going up and down and back and forth. They said two lights could be distinguished, and that the object appeared to be about 30,000 feet high and of a yellowish color.

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It was first spotted at about 11:15 p.m., and was still visible half an hour later, The Advertiser's informant said.

At approximately 0820 hours on 25 May 1951, JAMES E. ANGLADO, Civilian, 210 Waikai Avenue, Pearl City, Oahu, T. H., employed as a Sergeant of Police, Pearl Harbor Naval Base Police, Civilian Housing Area #3, Honolulu, Hawaii, was interviewed at the Main Street police station in CHA #3 by Special Agents of SID (IG) PACD MATS, Hickam AF Base. ANGLADO said that he had been on duty between the hours of 2230, 23 May 1951, and 0700 hours, 24 May 1951. ANGLADO explained that at approximately 2310 hours on 23 May 1951, one (1) of the patrolmen coming off duty pointed out to him a luminous object extremely high in the air; the observation was made from the front of the police station, and there were approximately seven (7) policemen present noting the object. ANGLADO said that the object was very high, although he could not estimate the height in feet, and that the object appeared to be of the same relative size as the stars. ANGLADO recalled that there was a full moon, and the sky was not clouded. According to ANGLADO, the object moved slowly; at times seemed round, at other times egg-shaped; that it seemed to be rotating; that the object appeared to be moving in one (1) direction, from the Honolulu Airport toward Hickam AF Base, and then reversed its path; and that the object disappeared from sight within approximately fifteen (15) to twenty (20) minutes. The object was described by ANGLADO as being of a red color, changing to an orange flame color, and fading to a blue hue. ANGLADO noted no noise coming from the object, nor could he recall having noted any particular, separate lights or smoke trails. ANGLADO said that he had sighted the same or a similar airborne object again at approximately 0515 hours on 24 May 1951; and added that it was just breaking daylight at that time, and that the object had appeared round and moving in the one (1) direction from the Honolulu Airport toward Hickam AF Base. ANGLADO acknowledged that he is twenty-six (26) years of age; that he has normal (20/20) vision in both eyes; and is not color-blind, that he served with the U. S. Navy during World War II, with approximately three (3) years sea duty including aircraft watch; that he has been employed with the Naval Base Police since November of 1946; and added that he has previously observed weather balloons aloft, but that the sightings described did not resemble a weather balloon or any other object ever sighted before. ANGLADO remarked that one (1) of the patrolmen who had observed the object made a joke about the object being a flying saucer.

At approximately 0900 hours on 25 May 1951, Mr. DONALD A. COMPTON, Civilian Meterology Aide, GS-5, employed by the Weather Bureau Airport Station (WBAS), Honolulu Airport, Honolulu, Hawaii, was interviewed at that office by Special Agents of SID (IG) PACD MATS, Hickam AF Base. Mr. COMPTON produced records reflecting that regularly scheduled weather balloons were released at Honolulu Airport at approximately 2300 hours (230900Z) on 23 May 1951 and at 0500 hours on 24 May 1951. Records further reflect that prevailing winds to 10,000 feet were generally from ENE, pointing out that the balloons would be blown from the Honolulu Airport toward Hickam AF Base. Mr. COMPTON indicated that the balloon

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released at 2300 hours on 23 May 1951 was a PIBAL (Pilot Balloon of either thirty (30) or forty-eight (48) inches diameter, with two (2) small lights dangling from the balloon; and that the balloon released at 0500 hours on 24 May 1951 was a much larger balloon of approximately five (5) to six (6) feet diameter, with lights generally attached, although possibly not attached if released in daylight.

3. ACTION TAKEN: Office of the Intelligence Officer, Pacific Division, Military Air Transport Service, Hickam AF Base, APO 953, advised by information copy of this report. No additional action contemplated by SID (IG) PACD MATS, Hickam AFB.

4. DISTRIBUTION: In addition to addressee, copies of this report are furnished:

Chief, Intelligence Division, MATS, Andrews AF Base,
Washington 25, D. C.

Intelligence Officer, PACD MATS, Hickam AF Base, APO 953.

FOR THE COMMANDER:

Norbert V. Phister

NORBERT V. PHISTER,
1st Lt. USAF
Dep. Chief, Investigations

Declassification Authority: NND 923007

MILITARY AIR TRANSPORT SERVICE
RECEIVED
11 JUN 1951
MATS

Declassification Authority: NND 923007

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B/Ltr fr Hq PACD/MATS, Subj: Unconventional Aircraft, 28 May 51

MATS 24-243 1st Ind 13 JUN 1951

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.

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

Forwarded for your information.

FOR THE COMMANDER:

James G. Hyland
Colonel, USAF
Deputy Air Inspector
for THOMAS D. FERGUSON
Colonel, USAF
Inspector General

009002

24-185-600-24

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

JUN 14 11 29 '51

SPECIAL INVESTIGATIONS

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AFCSI-6/Major Free/lm/53623
Wrtn: 13 Apr 51

24-185-100

(Unclassified) Unconventional Aircraft
SABOTAGE

Directorate of Intelligence, DCS/O
ATTN: V/TCB

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

Major/Free/lm/53623[1]
AFCSI-6

Attached for your information are three (3) copies of Spot Intelligence Report, OSI, MATS, dated 20 March 1951, relative to the above captioned matter.

1 Incl
Cy Spot Intel Rpt,
dtd 20 Mar 51, re
abv subj (3 cys)

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

AFCSI FILE COPY

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

OUT
17 APR 1951
MANAGEMENT
DIV.
OSI

AFCSI-6

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Declassification Authority: NND 923007

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B/Ltr fr Hq PACD/MATS, Subj: Unconventional Aircraft, dtd 20 Mar 51

MATS 24-241 1st Ind MAR 30 1951

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

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

Forwarded for your information.

FOR THE COMMANDER:

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

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

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DISPATCHED
30 MAR 1951
MILITARY AIR TRANSPORT SERVICE

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

APR 3 10 42 '51

SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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B/Ltr fr Hq PACD/MATS, Subj: Unconventional Aircraft, dtd 20 Mar 51

MATS 24-241 1st Ind MAR 30 1951

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

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

Forwarded for your information.

FOR THE COMMANDER:

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

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

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UNITED STATES AIR FORCE
SPECIAL INVESTIGATIONS
APR 3 10 42 '51

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Declassification Authority: NND 923007

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B/Ltr fr Hq PACD/MATS, Subj: Unconventional Aircraft, dtd 20 Mar 51

MATS 24-241 1st Ind MAR 30 1951

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

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

Forwarded for your information.

FOR THE COMMANDER:

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
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Declassification Authority: NND 923007

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

24-24 SPOT INTELLIGENCE REPORT

20 MAR 1951

SUBJECT: Unconventional Aircraft

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Second Mate aboard S. S. HAWAIIAN LOGGER reported sighting unidentified airborne object described as dark and cylindrical with short and reddish tail, similar to rocket in controlled flight; observed at 0244 W, 24 February 1951, from vessel at position 21°32'N and 157°06'W. (14th Naval District ONI, C-3, Restricted)

2. DETAILS: District Intelligence Officer, 14th Naval District, under date of 28 February 1951, forwarded to this office one (1) copy of communication to Fleet Intelligence Officer, CinCPacFlt, Subject: "Unidentified celestial object; reported sighting of," herein reported in substance:

> Movement Report Center, Hawaiian Sea Frontier, advised at 1040 W on 24 February 1951 that O. FROYLAND, 2nd Mate aboard S. S. HAWAIIAN LOGGER, had reported sighting unidentified airborne object appearing to be a rocket in controlled flight. The vessel was enroute to Honolulu from the Pacific Northwest on course 226° T at position 21°32'N and 157°06'W at 0244 W. FROYLAND was on watch, standing in Starboard Wing on top bridge, when he first noted the airborne object.
>
> Interviewed by 14th N.D. ONI representative at Pier 2, Honolulu, on 24 February 1951, Mr. FROYLAND described the object as dark and cylindrical with a short reddish tail, "in a position approximately 1° to 2° above and to the north of Vega. It was

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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Declassification Authority: NND 923007

travelling at a very slow speed as compared to the speed of a meteor or falling star. It crossed the eastern sky on a downward track and disappeared at an altitude of about 4° behind a cloud bank in the SE. The object appeared to be above the cloud layer, travelling in an ESE direction. The weather was clear and the NE quadrant of sky was devoid of clouds. During the period of observation, the observer moved from the starboard bridge wing to the port wing, uncovered the Gyro Repeater, and was about to take a bearing when the object disappeared."

The report noted that FROYLAND has sailed with the Matson Navigation Company as a licensed officer since 1941, and has spent the majority of his life at sea; adding that agency's opinion that FROYLAND may be considered a competent observer.

Referenced report of 14th N.D. ONI is maintained in files of this office.

3. ACTION TAKEN: Office of the Intelligence Officer, Pacific Division, Military Air Transport Service, Hickam AFB, APO 953, advised on 12 March 1951.

4. DISTRIBUTION: In addition to addressee, copies of this report are furnished:

Chief, Intelligence Division, MATS, Andrews AFB,
Washington 25, D. C.
Intelligence Officer, PACD MATS, Hickam AFB, APO 953.

FOR THE COMMANDER:

James F Rhodes

JAMES F. RHODES
Major, USAF
Asst Adjutant General

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

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Declassification Authority: NND 923007

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AFCSI-6/Maj Free/abl/71776
28 Feb 51

MACIG

B/Ltr fr Hq PACD, Subj: Unconventional Aircraft, dtd 29 Jan 51

MATS 24-173 1st Ind

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.
16 Feb 1951

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

Attention is invited to basic communication.

FOR THE COMMANDER:

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

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

2 MAR 1951

AFCSI-6 2nd Ind (AFCSI-6-Maj Free/abl/71776-28 Feb 51)

Dept of the Air Force, Hq USAF, Washington 25, D. C.,

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIS

Forwarded as a matter of interest to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

WILLIAM M. TURNER
Colonel, U. S. Air Force
Executive, Dir. of Special Investigations
The Inspector General

AFCSI FILE COPY

OUT 2 MAR 1951 MANAGEMENT DIV. AFCSI-6

LT. COL. BARNARD
MR. LEVY

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SPECIAL INVESTIGATIONS

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Declassification Authority: NND 923007

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MACIG
B/Ltr fr Hq PACD, Subj: Unconventional Aircraft, dtd 29 Jan 51

MATS 24-173 1st Ind

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.

16 FEB 1951

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

Attention is invited to basic communication.

FOR THE COMMANDER:

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

AFCSI-6 2nd Ind

Dept of the Air Force, Hq USAF, Washington 25, D. C.,

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCIS

Forwarded as a matter of interest to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

WILLIAM M. TURNER
Colonel, U. S. Air Force
Executive, Dir. of Special Investigations
The Inspector General

CIA

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MAR 9

24-185-002

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

FEB 19 10 11 '51

OFFICE OF
SPECIAL INVESTIGATIONS
File

Declassification Authority: NND 923007

Declassification Authority: NND 923007

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/bk

24-24 SPOT INTELLIGENCE REPORT 29 January 1951

SUBJECT: Unconventional Aircraft

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Newspaper item at Honolulu, T. H., reports sighting of "silvery disc" hovering in air over vicinity Lihue, Kauai, T. H., by reputable witnesses on 18 January 1951 at 1830 hours.

2. DETAILS: The following item appeared on Page 28 of the 24 January 1951 Home Edition of the Honolulu Star-Bulletin, reputable daily newspaper published at Honolulu, T. H:

KAUAI FOLKS
INSIST THEY SEE
FLYING SAUCERS

Special Star-Bulletin Correspondence
Lihue, Kauai, Jan. 24 -- People are still seeing flying saucers on Kauai. It's one thing when a group of merry makers report seeing lights flying around in the sky early of a party morning, no matter how responsible the onlookers be.

It is another matter when Kauai's county officials spot a silvery disc at 6:30 p.m. on a Thursday afternoon from the window of the chairman's office.

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24-24 SPOT INTELLIGENCE REPORT 29 Jan. 1951
SUBJECT: Unconventional Aircraft.

County Chairman BAPTISTE, Supervisor E. K. WATASE, County Engineer HENRY N. MATSUKI, Police Officer SEICHI HIGUCHI and ISAMI MORITA, Clerk of the chairman's office, were among those who saw the flying disc.

OBSERVERS AGREE

They claim that visibility was excellent and that the silvery object appeared against the blue of the sky.

As the object hovered in the sky, Mr. MATSUKI got into his car and raced home for his telescope. However, by the time he reached home the disc started moving again and was soon lost in a cloud formation.

The observers agreed that the disc was controlled but there seemed to be no indication of how it was powered.

This is the third report of flying discs over Kauai since Christmas eve. Someone seems to be casing the Garden Island.

3. ACTION TAKEN: Office of the Intelligence Officer, Pacific Division, Military Air Transport Service, Hickam AF Base, APO 953, advised on 25 January 1951.

4. DISTRIBUTION: In addition to addressees, copies of this report are furnished:

Chief, Intelligence Division, MATS, Andrews AF Base,
Washington 25, D. C.
Intelligence Officer, PACD MATS, Hickam AF Base, APO 953.

FOR THE COMMANDER:

/s/ Perry F. O'Donnell
PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

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Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

RESTRICTED
ROUTINE

PARAPHRASE NOT REQUIRED

FROM: COMPACDIVMATS HICKAM AFB TH

TO : COMATS ANDREWS AFB MD

INFO: COFS HQ USAF, WASHINGTON, D.C.

NR : PL 12116 26 December 1950

Unidentified luminous white circular flying object visually observed from Hickam AFB about 250830B coming from vic Barbars Point nas over John Rogers Airport dissapearing into local clouds over mountains east of Honolulu object followed straight level course at constant speed greater than jet acft. Total time on observed course estimate 45 to 6 seconds. Altitude estimated at 8000. Diameter proportionate to one foot object ten feet from observer orange flame extended twice diameter of object majority of flight observed with no visibility limitations. When object entered local clouds over mountains east Honolulu clouds were illuminated. Above preliminary report obtained from two observers who indicate that there are at least ten other witnesses. CINCPAC fleet has received similar reports from other observers, one of whom believes the object was a meteorite. He bases his belief on previous observations of meteorites. Investigations being conducted full rpt will be rendered soonest.

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

INFO : ~~OIN, CSI, CIG, OAT-1,~~ OOP, OPD, SLO

CAF IN: 8 5 5 5 5 (26 Dec 50) DTG [redacted] JDM/nlb

DUPLICATE CPY RESTRICTED RC 18/26

TO EXECUTIVE

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24-165-60-21
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DEC 26 08 49 '50
FEB 28 1951
SPECIAL INVESTIGATIONS

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COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 0-309 B
15 APR 49
U. S. GOVERNMENT PRINTING OFFICE 16—56692-2

Declassification Authority: NND 923007

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B/L fr Hq PACD, Subj: Unconventional Aircraft Gordon A. Fenn, civ dtd 10 Jan 51

1st Ind

MACIG

MATS 24-233

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, D. C.

Forwarded for your information.

FOR THE COMMANDER:

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

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AFCSI-6
Maj. Detwiler/amb/71776
30 Jan 51

CONFIDENTIAL

SUBJECT: Unconventional Aircraft

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

AFCSI-6
24-185-600/20

2nd Ind

31 JAN 1951

DEPARTMENT OF THE AIR FORCE, HQ, U. S. AIR FORCE, Washington 25, D. C.

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

Forwarded as a matter of interest to your Command.

BY COMMAND OF THE CHIEF OF STAFF:

ROY A. LANGE
Major, U. S. Air Force
Asst Exec, Dir. of Special Investigations
The Inspector General

OUT 31 JAN 1951 MANAGEMENT DIV. OSI

AFCSI-6
Mr LEVY:

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24-185-600-20
USAF IG
OFFICE OF
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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PTO'D/bk

24-24

10 January 1951

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

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

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Unidentified airborne object observed in sky over southern shore of island of Oahu, T. H., at 1900 hours Hawaiian Standard Time (HST), 7 January 1951.

2. DETAILS: At 1015 hours on 8 January 1951, Mr. GORDON A. PENN, Civilian 2900 Kamehameha Highway, Honolulu, T. H., was interviewed at that address, and stated in substance as follows:

At approximately 1900 hours (HST) on 7 January 1951, I was sitting in my parked car at the Kapiolani Drive-In Theater, 1620 Kapiolani Boulevard, Honolulu, T. H. My car was parked facing the screen, on an approximate east-west line, heading approximately east. At that time, I looked out the open, right-hand window of my car toward the southeast, and observed a large mass of muddy-orange colored flame at an estimated altitude of between two and three thousand (2000-3000) feet and estimated to be out over the ocean approximately four (4) miles from my point of observation. The mass of flame appeared to me to be similar to the appearance of an oil fire blown by a strong wind. The mass of flame was moving at a very fast rate of speed in an east-to-west direction. I could not distinguish any form of solid body such as an aircraft, but could only see the flames. The mass of flames appeared to be traveling on an arc; the object appeared suddenly; travelled through three (3) clouds; and I

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did not see the flames beyond the third cloud. As the moving mass of flames approached the third cloud, I observed a conventional four-engined aircraft apparently coming into Honolulu from the south with landing lights lighted. I thought, at the time, that the pilot of the approaching aircraft must have seen the mass of flames, and that, possibly, the mass of flames had been an aircraft in distress crashing into the ocean. I could hear no sound from the unidentified object. The mass of flame appeared to be approximately eight to ten (8-10) times the wing-span of the four-engined aircraft. The mass of flames was visible to me for only a matter of seconds, during which time it traversed a sector of approximately sixty (60) degrees, from time of sighting until disappearance in the third cloud. A conventional single-engine fighter aircraft, flying at three-to-four hundred (300-400) miles per hour would have required approximately five (5) minutes to travel the same distance as the mass of flames. The speed of the mass of flames far surpassed the speed of any jet aircraft I have seen. The flames appeared to be lazily fanning out behind the object, or as though the flames were not keeping the same rate of speed as the main body, which I could not discern.

Mr FENN furnished the following particulars concerning himself as an aid in evaluation of his observation: Born 26 June 1920 at Eagle River, Wisconsin; ten (10) years service in U. S. Army, last with paratroopers unassigned; approximately two hundred (200) hours total flying time, mainly as a passenger; current hobby and former profession as artist, painting; mechanical skill, and has both participated in and judged racing events of midget automobiles and motorcycles; non-drinker; excellent health; normal vision (20/20 in both eyes), although known to be color-blind to red and green.

Mr FENN further advised that, at the time of the sighting, there was still a trace of light in the sky from the after-glow of sunset, pointing out that it was not pitch-black night. He also indicated that there was no unusual amount of artificial lighting in the immediate vicinity of his point of observation. He said the flames were clearly visible to him, and not a reflection seen in automobile windows or other reflecting surfaces. Mr FENN said that it was a clear night, and added that the flames were not as bright as a meteor, nor was the path of flight similar to that of a meteor.

Mr FENN advised that he had been accompanied by his wife and one (1) child, neither of whom saw the mass of flames. Mr FENN said that he drove to the Honolulu Airport, Honolulu, T.H., at the conclusion of the movie, approximately 1130 hours, and that he inquired of personnel in the pilot-briefing and weather plotting room at the Airport concerning the object he had seen,

Declassification Authority: NND 923007

and that these people reported that they had received no information concerning a sighting. Mr FENN said that he had also called The Honolulu Advertiser and the Honolulu Star-Bulletin, reputable daily newspapers, and had received no indication of any other reports concerning the sighting. Mr FENN called the 14th Naval District Intelligence Office at approximately 0800 hours on 8 January 1951.

No other references to this sighting have been noted in public news media or reports of other agencies in the Hawaiian area. Reference is made to Spot Intelligence Report, File 24-24, dated 26 December 1950, forwarded to Director of Special Investigations, Headquarters USAF, Washington 25, D. C., by this office, reporting a similar sighting on 24 December 1950.

3. ACTION TAKEN: Office of the Intelligence Officer, Pacific Division, Military Air Transport Service, Hickam AF Base, APO 953, advised on 8 January 1951.

4. DISTRIBUTION: In addition to addressees, copies of this report are furnished:

Chief, Intelligence Division, MATS, Andrews AFB, Washington 25 D. C.
Intelligence Officer, PACD MATS, Hickam AFB, APO 953

FOR THE COMMANDER:

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

Declassification Authority: NND 923007

CONFIDENTIAL

AFCSI
Maj. Detwiler/amb/71776
15 Jan 51

17 JAN 1951

24-185

SUBJECT: (Confidential) Unconventional Aircraft
SPECIAL INQUIRY

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

Transmitted herewith as a matter of interest to your command is spot report, dated 26 December 1950, relative to subject.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
Spot Rpt dtd 26 Dec 50
re subj

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

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

OUT 17 JAN 1951 MANAGEMENT DIV. OSI

AFCSI
Mr LEVY:

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JAN 24 1951
24-185-600-19X
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

AFCSI FILE COPY

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B/L fr Hq PACD, MATS, Subj: Unconventional Aircraft, dtd 26 Dec 50

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MACIG

MATS 24-230

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

10 JAN 1951

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

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

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Declassification Authority: NND 923007

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JAN 11 1951

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JAN 11 13 35 '51
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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B/L fr Hq PACD, MATS, Subj: Unconventional Aircraft, dtd 26 Dec 50

1st Ind

MACIG

MATS 24-230

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

10 JAN 1951

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c

JULIUS A. KOLB
Colonel, USAF
Deputy Inspector General

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

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Declassification Authority: NND 923007

IN
12 JAN 1951
CI DIV
OSI

OUT
12 JAN 1951
MANAGEMENT DIV.
OSI

Declassification Authority: NND 923007

CONFIDENTIAL

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/bk

24-24

26 December 1950

SPOT INTELLIGENCE REPORT

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

SUBJECT: Unconventional Aircraft

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Unidentified airborne object observed in sky over Hickam AF Base, T. H., at 2232 hours 24 December 1950.

2. DETAILS: a. At 2310 hours 24 December 1950, T/Sgt SAMUEL W. BOWLING, AF 6 653 447, 1500th Air Police Squadron, Hickam AF Base, on duty with Hawaiian Armed Services Police (HASP) reported:

At about 2232 hours at Hickam AF Base, 24 December 1950, he observed in the sky off shore from Hickam AF Base, a bright object, traveling at a high rate of speed from the direction of Barbers Point, Oahu, past Hickam AF Base, in the direction of Lanikai, Oahu, disappearing in low clouds covering the Koolaw mountains. The forward section of this object appeared to be of the white brightness similar to that of florescent lightin of; was circular in shape; was traveling at a height of approximately 6000 feet; and from the point of view of observer was approximately 18 inches in diameter. Observer described that the object had an orange flame-type tail, about as long as the florescent section, this tail tapering to a point. An overall description given was "like that of a squid going through water". Observer stated that no

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24-24 SPOT INTELLIGENCE REPORT 26 December 1950
SUBJECT: Unconventional Aircraft

deviation in course was noted; that object maintained consistent atltitude and speed, and traveled a course parallel to the ground. Observer states he kept object in sight for approximately 30 to 45 seconds. No noise was heard. BOWLING indicated he has 19 years service, had not been drinking at time of sighting, as he was enroute to Christmas midnight church services.

b. Sketch map of island of Oahu, over which has been set out in red colored pencil, the path and approximate course of object, is attached to action copy of this report.

c. The Honolulu Star Bulletin, a daily English language newspaper of general circulation throughout the Territory of Hawaii, in its Home Edition of 25 December 1950, carried the following news story on page 1:

MYSTERY LIGHT FLASHES ACROSS SKY; CALLS FLOOD SWITCHBOARDS

Many Honolulans Christmas Eve called the police, the newspapers and radio stations to ask about a mysterious light seen briefly in the sky about 10:30 P. M.

This morning, with no official confirmation of the phenomenon, The Star-Bulletin was still receiving calls from persons who said they saw what has been described variously as a rocket, a meteor or possibly a low flying airplane.

Mrs. George Foster, of 3017 Felix St., called the police department at 10:43 p.m. to report seeing a "streak of light flashing through the clouds from Diamond Head to Wilhelmina Rise."

REPORTS THE SAME

Others who telephoned the police were identified as Theodore Rhea of Aiea Heights and James Richmond, of 4757 Aukai St.

Other callers to the police did not leave their names.

But all reported seeing the same light in the sky, at about the same time.

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24-24 SPOT INTELLIGENCE REPORT 26 December 1950
SUBJECT: Unconventional Aircraft

Most described the light as being brilliant orange in color and lasting for only four or five seconds.

The police called the coast guard after several reports on the light or falling star had been received. The coast guard didn't know what might have caused it.

Edwin H. Bryan, Jr., Honolulu's astronomical expert and a scientist for the Bishop museum, said this morning he had not seen the phenomenon and was unable to account for it from the descriptions given.

DEFINITE COURSE

A patron of the Drive In theater said the object was traveling at a great speed and was going from the Koko Head direction toward town.

"It seemed to be on a definite course," he said "and was traveling parallel with the ground. It was a brilliant orange flame and the biggest part of it appeared about the size of a four engine plane."

Theodore R. Rhea, of Aiea, said: "I walked out to my garage about 10:30 when I saw a brilliant flame traveling from Koko Head direction and headed almost due north.

"It was traveling parallel with the ground and seemed to be on a course. I saw it only about 3 or 4 seconds before it disappeared into a cloud bank.

"My first thought was that it was a meteor, but it seemed to be traveling on a definite course. Then I thought it might have been a jet aircraft."

SPEED "TERRIFIC"

James M. Richmond of 4757 Aukai St, in Kahala, said the object was traveling from Diamond Head toward Koko Head and "at a terrific rate of speed.

"It was traveling parallel with the ground and was visible for about five seconds," Mr. Richmond said. "There was no noise and I would judge it to be not over 5,000 feet in altitude.

"It was a brilliant orange color." Like the rest Mr. Richmond said he lost track of it when it disappeared into a cloud bank.

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24-24 SPOT INTELLIGENCE REPORT 26 December 1950
SUBJECT: Unconventional Aircraft

3. ACTION TAKEN: Office of Intelligence Officer, Pacific Division, MATS, Hickam AF Base, telephonically advised at 2316 hours 24 December 1950. The Intelligence Officer, Hickam AF Base, telephonically advised at 2326 hours 24 December 1950.

4. DISTRIBUTION: In addition to addressees, copies of this report are funished:

Intelligence Officer, Pacific Division, MATS, Hickam AFB,
Intelligence Officer, Hickam AF Base, T. H.

FOR THE COMMANDER

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

1 Incl:
for D/OSI
Sketch Map of
Island of Oahu

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RECEIVED
14 JAN 1951
REGISTERED
UNIT
MATS

Declassification Authority: NND 923007

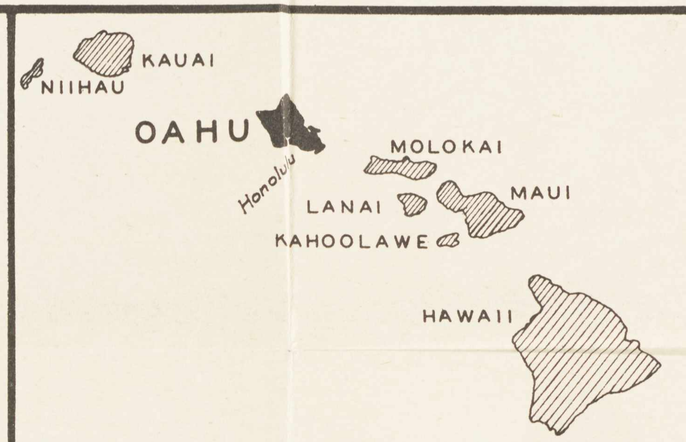
ISLAND OF OAHU

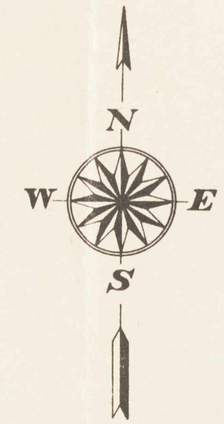
TERRITORY OF HAWAII



PUBLISHED AND DISTRIBUTED BY
HAWAII VISITORS BUREAU
HONOLULU, HAWAII

SCALE IN MILES
0 ½ 1 2 3 4 5 6 7 8





Kahuku Pt.
KAWELA BAY
Kahuku Golf Course
R.C.A. Transmitting Station
WAIALEE
Boys Industrial School
Statue of George Washington
SUGAR CANE
KAHUKU
O.R.&L. Terminal
Sugar Mill
LAIE BAY
LAIE
Laie Pt.
WAIMEA BAY
WAIMEA
Mormon Temple
Heiau
Waterfall
HAUULA
Hauula Park
Ranch Inn
KAWAILOA
WAIALUA BAY
Coral Gardens
HALEIWA
(Hotel)
WAIALUA
Kaliuwaa Sacred Falls
Punaluu Park
KAWAIHAPAI
(Fishing Grounds)
Kaena Pt.
(Light House)
Fresh Air Camp
MOKULEIA
Sugar Mill
SUGAR CANE
PUNALUU
KAHANA BAY
Crouching Lion
KAHANA
Kaaawa Park
KAAAWA
Lae o ka Oio
Kamani Grove
Old Mill Site
KUALOA
Mokolii Is.
FISHING GROUNDS
MAKUA
Dry Cave
Barking Sands
KAMEHAMEHA
PINEAPPLES
FOREST
RESERVATION
MT. KAALA - 4030
Highest Peak on Oahu
SCHOFIELD BKS.
Golf Links
Wahiawa Dam
WAHIAWA
KEAAU
WAIKANE
Kepuhi Pt.
Kolekole Pass
Wheeler Field
Leilehua High School
WAIAHOLE
Kapapa Is.
Pyramid Rock
Moku Manu
(Bird Is.)
Mokapu Pt.
KANEOHE BAY
MOKAPU
ULUPAU CRATER
MAKAHA
KAHALUU
POKAI BAY
WAIANAE
Pahakea Pass
Roosevelt Bridge
Waimano Home
Moku o Loe
Coral Gardens
Territorial Fish & Game Farm
Nuupia Fish Pond
HEEIA
Yacht Club
Kalama Beach
KANEOHE
KAILUA BAY
KOOLAU RANGE
KOKOKAHI
Kailua Beach Park
MID PACIFIC GOLF LINKS
Hakamu Swamp
Heiau
Mokulua (Twolslands)
LUALUALEI
KUNIA ROAD
Waikakalaua
HIGHWAY
SUGAR CANE
PEARL CITY
Ewa Junction
LANIKAI
Girls Industrial School
NUUANU PALI
1207
OLOMANA
1650
NAIMANALO BAY
WAIMANALO
Sugar Mill
Shriners' Club-house
Rabbit Is.
(Bird Res.)
NANAKULI
Beach Park
WAIPAHU
(Sugar Mill)
Yacht Club
PEARL HARBOR
Ford Is.
Sugar Refinery
AIEA
Honolulu Golf Club
Salt Lake
Oahu Country Club
Moanalua Gardens
TANTALUS
2013'
ROUND TOP
1052
PUNCHBOWL
500
Kaohikapu Is.
Makapuu Pt.
(Light House)
Hospital
SUGARCANE
EWA
Sugar Mill
NAVAL STATION
Hickam Field
Rogers Airport
OAHU RAILWAY & LAND CO.
Palolo Golf Links
Kaupo Park
WAILUPE
KULIOUOU
KAIMUKI
Waialae Golf Club
KALANIANAOLE
HIGHWAY
Park
Blow Hole
KOKO CRATER
HANAUMA BAY
Koko Head Park
Koko Head
645'
Kapalama Basin
Sand Is.
HONOLULU HARBOR
Barbers Pt.
(Light House)
Moana Park
Beach Hotels
WAIKIKI BEACH
Diamond Head
760'
Light House
MAUNALUA BAY
Beach Park
Black Point

LEGEND
MAIN HIGHWAYS
SECONDARY ROADS
PRIVATE ROAD
TRAILS
RAILWAYS

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Wrtn 7 Nov 50

24-185

(Unclassified) Report of Submarine Sighting
SPECIAL INQUIRY

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

9 NOV 1950

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Maj Detwiler/bjm/71776
AFCSI

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

Attached for your information are two (2) copies of a Spot Intelligence Report concerning captioned subject, dated 24 October 1950. No further action is contemplated unless so requested by your Directorate.

1 Incl
SIR re abv subj fr MATS
dtd 24 Oct 50 (in dup)

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

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

AFCSI FILE COPY

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

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

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9 NOV 1950
MANAGEMENT
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USAF
OFFICE OF SPECIAL INVESTIGATIONS
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Declassification Authority: NND 923007

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B/L fr Hq PACD, Subj: Report of Submarine Sighting, dtd 24 Oct 50

1st Ind

IG

31 OCT 1950

MATS 49-0-9

HQ MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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

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31 OCT 1950
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 3 10 52 AM '50
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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B/L fr Hq PACD, Subj: Report of Submarine Sighting, dtd 24 Oct 50

1st Ind

IG

MATS 49-0-9

31 OCT 1950

HQ MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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24-185-00-16
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

Nov 3 10 52 AM '50
File
OFFICE OF

Declassification Authority: NND 923007

OUT
3 NOV 1950
MANAGEMENT DIV.
OSI

Declassification Authority: NND 923007

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO:D/p

1-10

SPOT INTELLIGENCE REPORT

24 October 1950

SUBJECT: Report of Submarine Sighting

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

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Unidentified submarine reported sighted by R5D Transpacific flight crew approximately 280 miles due west Moffat Field, California, during morning 19 October 1950.

2. DETAILS: Captain PATRICK F. MacMANUS, USAF, AO 671 671, Hq & Hq Squadron, 1500th Air Base Group, Hickam AF Base, TH, Duty Base Operations Officer, on 20 October 1950, advised:

a. Officer aircraft crew members of MATS trip C-64-A/19, aircraft #7748, arriving Hickam AF Base 2150 hours, Hawaiian Standard Time, 19 October 1950, from Naval Air Station, Moffat Field, California, have reported the following:

(1) Submarine contact sighting on 19 October 1950.
(2) Position of submarine: 35° 15'N - 127°03'W.
(3) Course and approximate speed of submarine: TC 243°; Speed, not estimated.
(4) Time of sighting: 2020Z (1020 hrs Hawaiian Standard Time).
(5) Altitude and position of aircraft: 8,000 feet; TC 243°.
(6) Visual indications:

(a)	Surface sub?	Yes
(b)	Submerged sub?	No
(c)	Periscope?	No
(d)	Snorkel?	No
(e)	Wake, slick or bubble?	Yes - Wake

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Declassification Authority: NND 923007

RECEIVED
30 Oct 1950
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Declassification Authority: NND 923007

1-10 SPOT INTELLIGENCE REPORT 24 October 1950
SUBJECT: Report of Submarine Sighting

(f)	Torpedo?	No
(g)	Disappearing radar blip?	No
(h)	MAD contact?	No
(i)	Any other items such as running lights, blinker lights, surface flares, etc.?	None noted
(j)	Description:	Unobtainable-sighted for 5 minutes before submerged
(k)	Altitude and distance from object observed:	8000 feet, estimated 12 to 15 miles
(l)	Sea state:	Calm
(m)	Wind force and direction:	270/12
(n)	General light conditions:	Sunny, bright, light
(o)	Relative position of sun:	Overhead
(p)	Number and experience of observers:	2 observers; Lieutenant and Ensign U. S. Navy - Lieutenant: 9 years, 2 years with seaplanes; Ensign: 8 years.

b. Captain MacMANUS advised that the officer crew members making the report were:

Lieutenant JOSEPH R. STROUPE, USN 329514
Lieutenant EDWIN A. KUJAWA, USN 125761
Ensign WILLIAM F. WADE, USN 464188

all assigned to Air Transport Squadron VR-3, Continental Division, MATS, Naval Air Station, Moffat Field, California.

c. Captain MacMANUS further advised that upon receipt of the above information he made appropriate report to A. J. ATCHINSON, Lieutenant, USN, Duty Officer, Hawaiian Sea Frontier Command Center, Pearl Harbor, T. H.

d. It was Captain MacMANUS' opinion that, based on the information furnished, the location of the sighting would be approximately 280 miles due west of Moffat Field, California.

e. Following additional information was obtained 20 October 1950 during interviews conducted by ONI Agents assigned 14th Naval District, Honolulu, in conjunction with OSI Agents assigned this office:

Declassification Authority: NND 923007

1-10 SPOT INTELLIGENCE REPORT 24 October 1950
SUBJECT: Report of Submarine Sighting

(1) Lieut. STROUPE advised he was the aircraft commander; he was not in the pilot's compartment at the time of sighting and he did not observe submarine. STROUPE stated he did not radio a "flash" report to his home base. No binoculars or cameras were available. Radio watch did not indicate any other aircraft in immediate vicinity. Heavy aircraft load, all cargo, no passengers, did not permit deviation from course to permit tracking. STROUPE further stated he did not know of any directive which would indicate tracking or require radio report.

(2) Lieut. KUJAWA stated he first observed submarine and that he watched it for approximately 4½ minutes before directing attention of Ensign WADE to object. KUJAWA stated further that based on his experience he was confident that object sighted was a submarine but because of the distance of from 12 to 15 miles from the aircraft and the height of the aircraft, KUJAWA advised he could not offer further description or identification. KUJAWA reported that the object's wake was clear and distinct and that when it submerged that there was no turbulence noted which would indicate a "crash dive." KUJAWA advised he could not, because of distance, state if any persons were on deck of object. No surface vessels or other aircraft noted in immediate vicinity. KUJAWA reported he was co-pilot of aircraft.

(3) Ensign WADE stated he was the navigator of aircraft and that he made an immediate position fix of object, reporting he observed the submarine for approximately 1/2 minutes when KUJAWA directed his attention to it. WADE stated he could not definitely state the object was a submarine because of the short period it was under observation, and the distance involved.

f. Major LESTER C. MOURER, USAF, 9479A, Hq & Hq Squadron, 1500th Air Base Group, Hickam AF Base, TH, on 20 October 1950, advised that as part of the briefing proceedure at Hickam AF Base, aircraft crews are furnished with written Aircraft Emergency Communications Procedure. One part of these written instructions describe "CRIMIS Messages" and sets out an example of such message. These messages are described as applicable when compliance with the following instructions was indicated:

Declassification Authority: NND 923007

1-10 SPOT INTELLIGENCE REPORT 24 October 1950

SUBJECT: Report of Submarine Sighting

"1. All the planes flying under the jurisdiction of MATS, PACD, sighting guided missiles, unusual or suspicious activity by unidentified aircraft, submarines, or surface craft, or any unusual activity having military intelligence value shall be immediately reported to the guarding U. S. ground radio station so that appropriate action can be taken without delay by the armed forces of the United States Department of Defense.

* * * * *

"3. If an aircraft transmits a CRIMIS message, a complete amplifying report shall be made at the next point of landing."

3. ACTION TAKEN: Intelligence Officer, Pacific Division, MATS, Hickam AF Base, advised 20 October, 1950. No further inquiry contemplated by this office, as appropriate Naval facilities have been advised.

4. DISTRIBUTION: In addition to addressees, copies of this report have been furnished the District Intelligence Officer, 14th Naval District, Honolulu, TH, and the Intelligence Officer, Pacific Division, MATS, Hickam Air Force Base.

FOR THE COMMANDER:

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt. Colonel, USAF
Chief, Investigations

Declassification Authority: NND 923007

CONFIDENTIAL

Wrtn 16 Nov 50

24-185

(Unclassified) Unconventional Aircraft
SPECIAL INQUIRY

17 NOV 1950

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

1

Counter Intelligence Div, Directorate of
Sp Investigations, The Inspector General

Maj Detwiler/bjm/71776
AFCSI

Attached for your information is a Spot Intelligence Report concerning captioned subject, dated 23 October 1950. No further action is contemplated unless so requested by your Directorate.

1 Incl
SIR dtd 23 Oct 50 fr
MATS, re abv subj,
(in dup) w/incl

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

When Incl No. 1 is ~~(are)~~ withdrawn or not attached, the classification of Conf. on this correspondence will be cancelled in accordance with par 25a, 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 SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
DATE

AFCSI FILE COPY

OUT 17 NOV 1950 MANAGEMENT DIV OSI

AFCSI

UNCLASSIFIED

CONFIDENTIAL

1

24-185-600-17
USAF IG
OFFICE OF SPECIAL INVESTIGATIONS
DEC 1

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

B/L fr Hq PACD, Subj: Unconventional Aircraft, dtd 23 Oct 50

1st Ind

IG

MATS 24-223

HQ MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.

10 NOV 1950

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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

This document contains information affecting the National defense of the United States within the meaning of the Espionage Act, Title 18, U. S. C., Sections 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

3

UNCLASSIFIED

~~CONFIDENTIAL~~

R#686

8284

Declassification Authority: NND 923007

DISPATCHED
10 NOV 1950
RECEIVED
UNIT
MAIL ROOM

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 14 11 07 '50
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

B/L fr Hq PACD, Subj: Unconventional Aircraft, dtd 23 Oct 50

1st Ind

IG

MATS 24-223

HQ MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.

10 NOV 1950

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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

This document contains information affecting the National defense of the United States within the meaning of the Espionage Laws, Title 18, U. S. C., Sections 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

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12 NOV 50
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 14 11 07 '50
OFFICE OF SPECIAL INVESTIGATIONS
File Postwide 1431

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO:D/p

24-24

SPOT INTELLIGENCE REPORT

23 October 1950

SUBJECT: Unconventional Aircraft

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

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Unidentified, unconventional object reported sighted in sky over east coast of Island of Kauai on 7 and 14 October 1950.

2. DETAILS: The AC/S, G-2, U. S. Army, Pacific, Fort Shafter, TH, has advised that the following inter-company TWX has been received from The Public Relations Department, AMERICAN FACTORS, LIMITED, Honolulu, TH:

"AMFAC PUBLIC RELATIONS DEPT. ATTENTION JOHN COONLEY 10-9-0944
FROM HAWAIIAN CANNERIES (Kapaa, Kauai)

"PLEASE INFORM MILITARY INTELLIGENCE VERBATIM.
MR. ALBERT HORNER, MANAGER HAWN CANNERIES, CO., LTD., KAPAA AT 7:25 P.M. SATURDAY, OCTOBER 7TH, OBSERVED A LUMINOUS OBJECT CROSS THE SKY IN A SOUTH TO NORTH DIRECTION STARTING ABOUT 20 DEGREES ABOVE THE HORIZON IN THE DIRECTION OF AHUKUNI AND LAST SEEN ABOUT 30 DEGREES IN HEIGHT IN THE DIRECTION OF ANAHOLA. AS FIRST OBSERVED DIAMETER WAS 1/4 THE DIAMETER OF THE MOON, ABOVE KAPAA 6/10 THE DIAMETER OF THE MOON DECREASING AGAIN TOWARDS ANAHOLA SX WHERE IT DISAPPEARED ABOVE OR INTO A HIGH CUMULUS CLOUD. THE OBJECT WAS CIRCULAR NOT HAVING SHARP OUTLINES BUT GLOW ING WITH A LIGHT SIMILAR TO THAT OF A LUMINOUS WATCH DIAL WITH A WHITE LIGHT. PASSING ABOVE THIN WISPS OF CLOUDS PROBABLY ABOVE 4000 FEET AND AT AN UNKNOWN HEIGHT THE LIGHT DIMMED AND BRIGHTENED AS IT SHONE THRU CLOUDS OR IN THE CLEAR SKY. AT FIRST INSTANT THOT TO BE A SHOOTING STAR ITS HORIZONTAL TRAVEL AT AN APPARENTLY EVEN RATE OF SPEED AND IN A STRAIGHT LINE AND THE CHARACTER OF THIS LIGHT WHICH WAS NOT BRILLIANT SHOWED IT WAS NOT. TIME REQUIRED TO CROSS 130 DEGREES

S.

UNCLASSIFIED

~~CONFIDENTIAL~~

8284

Declassification Authority: NND 923007

RECEIVED
5 NOV 1950
MAIL UNIT

Declassification Authority: NND 923007

CONFIDENTIAL

SPOT INTELLIGENCE REPORT

23 October 1950

SUBJECT: Unconventional Aircraft

OF SKY WAS ABOUT 2½ SECONDS OR THE TIME REQUIRED TO SAY DELIBERATELY "GO AND ONE AND TWO AND." REALIZING THE OBJECT TO BE UNUSUAL MR. HORNER IMMEDIATELY CLOSED HIS EYES AND REVISUALIZED THE INCIDENT CAREFULLY FIXING IT IN HIS MEMORY. NO PERSON WAS WITH MR. HORNER AND THERE IS NO CONFIRMATION."

CWO DARYLE K. BAXTER, W-2142807, Secretary of the General Staff, USARPAC, Fort Shafter, TH, has further reported:

"Received a telephone call at 1130 hours, 14 October, from Mr. Horner of Kauai (Hawaiian Cannery) regarding an object seen by a Mr. Ben Ohai, Game Warden for Kauai. The object seen - its travel and size - was almost identical with report submitted by Mr. Horner as regards his observation on 7 October; the only difference, this one possessed a faint blue tail following the object. Very thin.

"This was at 0115 hours, 14 October. Mr Ohai at the time was looking for game violators doing reef fishing near Kapaa. In addition to Mr. Ohai's observation, eight (8) others with or near him observed the object. The names of the eight were not given by Mr. Horner."

The following appeared in the Friday, 13 Oct 50, Home Edition of the Honolulu Star-Bulletin, a daily afternoon English language newspaper published in Honolulu:

"LIHUE, Kauai, Oct. 13 - The flying saucer has reached Kauai, according to Albert Horner, manager of the Hawaiian canneries in Kapaa.

Mr. Horner, reports seeing an object similar to a flying saucer cross the skies Saturday evening (7 Oct 50)

Mr. Horner was on the grounds of the All Saints church when he saw a luminous object cross the sky in a north to south direction about 7:25 Saturday night.

The object appeared from the Ahukini direction and was last seen in the direction of Anahola.

When first spotted, says Mr. Horner, the object was about one fourth the diameter of the moon.

It was a little over half the size of the moon above Kapaa and then decreased in size until disappearing above or behind high clouds.

The object was circular but did not have sharp outlines, Mr. Horner said. It was in sight about 2½ seconds in all."

CONFIDENTIAL

Declassification Authority: NND 923007

24-24 SPOT INTELLIGENCE REPORT 23 October 1950

SUBJECT: Unconventional Aircraft

AGENT'S NOTE: AMERICAN FACTORS, LTD, is a large firm engaged as sugar and pineapple factors, general merchandise wholesalers and insurance agents at Honolulu. This firm has extensive interests in plantations throughout the Territory, acting as agents and furnishing property management and other technical services.

3. ACTION TAKEN: Air Provost Marshal, Hickam AF Base, TH, notified on 16 October 1950. The Director of Intelligence, Pacific Division, MATS, Hickam AF Base, TH, was previously advised by the A/CS G-2, USARPAC.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter No. 85, dated 8 February 1950.

5. DISTRIBUTION OF REPORT: In addition to addressees, a copy of this report has been furnished the Commanding Officer, 1500th Air Transport Wing, Hickam AF Base, T. H.

6. INCLOSURE: For Hq OSI, USAF: Small scale map of the Island of Kauai, TH. The places mentioned in this report have been underscored in red.

FOR THE COMMANDER:

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt. Colonel, USAF
Chief, Investigations

1 Incl:
Map - Kauai

Declassification Authority: NND 923007

REGISTERED
UNIT
MAYS
6 NOV 1950
RECEIVED

Declassification Authority: NND 923007

CONFIDENTIAL Trtn 8 Aug 50

24-185

(Unclassified) UNKNOWN OBJECT 28° 38' N, 45° 01' E
SPECIAL INQUIRY

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

10 AUG 1950

1

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

Lt Col Nold/bjm/53623
AFCSI

1. Attached for your information are copies of Spot Intelligence Report with inclosures received in this office from OSI at Dhahran Airfield, Dhahran, Saudi Arabia, concerning captioned subject, dated 18 July 1950.

2. Attention is invited to the request of Commanding General, Dhahran Airfield, that the attached report and inclosures be forwarded for proper evaluation.

3. Request that this office be advised of any reply that may be furnished the Commanding General, Dhahran Airfield pertinent to this matter.

1 Incl
SIR dtd 18 Jul 50 fr Dhahran
Airfield re abv subj, w/5
incls (SIR in quadruplicate)

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

AFCSI FILE COPY

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

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

Inclosures furnished AFOIN as action agency. not pertinent to OSI file in view of nature of incident reported.

J M Nold
Lt Col

GK Levy

10 AUG 1950
MANAGEMENT DIV. OSI
AFCSI

CONFIDENTIAL

24-185-66-1G

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

UNCLASSIFIED

OCT 16 1950

Declassification Authority: NND 923007

Confidential

B/Ltr fr OSI, 1414th AB Grp, MATS, to CG, 1414th AB Grp, Subj: Unknown Object 28° 38' N, 45° 01' E, dtd 18 July 1950

1st Ind C/BLN/rp

HEADQUARTERS, 1414th Air Base Group, MATS, APO 616, c/o PM, NY, NY, Dhahran Airfield, Dhahran, Saudi Arabia 22 July 1950

TO: Commander, Headquarters, MATS, Andrews AFB, Washington 25, D. C.

1. Reference TWX, No. CG 29, subject report is herewith forwarded for your information. An attempt has been made to obtain information from American personnel working along the Tapline. To date all reports are negative; however, any unusual object in flight along the Tapline will be reported.

2. Request that this information be coordinated with Intelligence Division.

FOR THE COMMANDING GENERAL:

Joseph W. Coyle

JOSEPH W. COYLE
Captain, USAF
Adjutant

5 Incls.
n/c

MATS 49-13 2nd Ind IG

4 AUG 1950

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information. Intelligence Division this headquarters has reviewed this report.

FOR THE COMMANDER:

Thom D Ferguson

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

5 Incls
n/c

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

Confidential

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

[redacted]

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

MATS 49-13 2nd Ind 4 AUG 1950 IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information. Intelligence Division this headquarters has reviewed this report.

FOR THE COMMANDER:

24-185/overseas
24-185-600-16

5 Incls
n/c

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 4 4 20 PM '50
OFFICE OF
SPECIAL INVESTIGATIONS

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(HOLD)

[redacted]

UNCLASSIFIED
OCT 16 1950

Declassification Authority: NND 923007

Confidential

1414th Air Base Group, MATS
Dhahran Airfield, Dhahran, Saudi Arabia
APO 616, c/o Postmaster, New York, N.Y.

49-O

18 July 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unknown Object
28° 38' N, 45° 01' E

THRU : Commanding General
1414th Air Base Group, MATS
Dhahran Airfield, Dhahran, Saudi Arabia
APO 616, c/o Postmaster, New York, N.Y.

THRU : Commander
Military Air Transport Service
Andrews AF Base
Washington 25, D. C.

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

1. SYNOPSIS: 1st Lt JAMES R. GOLDEN, 16873A, Pilot; Captain JAMES E. BERRY, 14153A, Navigator; T/Sgt MERRILL D. KELSEY, AF 19 011 893, Flight Mechanic, all of 1414th Air Base Group, MATS, Dhahran Airfield, Dhahran, Saudi Arabia, simultaneously observed two objects emitting trailing flame approximately 100 to 200 feet in length.

2. DETAILS: Lt GOLDEN submitted a signed statement (Inclosure No. 1) of the above incident, as well as Captain BERRY, navigator (Inclosure No. 2). Flight Chart showing approximate location of objects is inclosed as Inclosure No. 3. Navigator's log is attached as Inclosure No. 4. 1st Lt C. W. SHELVERTON, AO 800 278, Navigator, TDY from 1629th ATS, Rhein Main AFB, and T/Sgt KELSEY, furnished substantially the same information.

On 15 July 1950, information reached this office that 1st Lt JAMES H. MIZE, 16559A. Flight C, 7th Rescue Squadron, ARS, Wheelus AF Base, Tripoli, Libya, could furnish information which could possibly be of value to this report. Lt. MIZE stated in substance:

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

Confidential
UNCLASSIFIED

Declassification Authority: NND 923007

On 12 July 1950, while on a non-stop flight from Nicosia, Island of Cyprus, to Dhahran Airfield, MIZE was pilot of a C-82 aircraft approaching the Mezze Airport, Damascus, Syria, at 0837Z, at an altitude of 7500 feet, when he observed what appeared to be a jet type aircraft, similar to a F-84 taking off on Runway 6, and after being airborne, aircraft executed a 180° turn to the left and then passed back over between the airport and the city of Damascus. Observation of the aircraft was between two (2) to three (3) minutes, then lost from view. MIZE stated that acceleration of aircraft seemed very rapid and estimated speed seemed faster than conventional aircraft. MIZE stated the aircraft seemed to be emitting what appeared to be smoke.

3. ACTION: Incident observed by Captain BERRY and Lt GOLDEN was reported to the Intelligence Officer, Wheelus AFB, Tripoli, Libya. Incident observed by Lt MIZE reported to this office. Any observance of unknown objects between this station and Wheelus AFB will be reported to Intelligence Officer, Wheelus AF Base immediately upon arrival thereat. Commanding General, Dhahran Airfield, Dhahran, Saudi Arabia, notified of above, and who requested that the above report and inclosures be forwarded for proper evaluation.

George B Bagaudy
for GEORGE C. HARTMAN
Captain, USAF
S/A in Charge

S/A-051

5 Incls
1. Statement, Lt GOLDEN, dtd 15 Jul 50
2. Statement, Capt BERRY, dtd 18 Jul 50
3. Aero Chart
4. Navigator's Log
5. Sketch of Mezze Airport, Damascus, Syria

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
OUTGOING CLEAR MESSAGE

CI
1947

HQ USAF AFCPR
LT COL W C LINDLEY
EXT 75147

TO : CINCAL FT RICHARDSON, ALASKA

NR : AFCPR 27740 13 Sep 50

Reference is made to proposed Winchester Pictures Corporation proposed motion picture to be entitled "The Thing." It is understood you have been approached to extend cooperation to the producer and writers as pertains to filming location and to indorsement of the film. The Air Force has maintained for a considerable period of time that the "flying saucer" is a myth and it is our policy not to participate in any proposal that will perpetuate this hoax. Therefore, the Air Force has refused cooperation on this production. Further, the Air Force is objecting to any mentioning or pictorial display of Air Force personnel or equipment in the film. In view of the above, it is requested that you consider disapproving their request to you for cooperation.

ORIGINATOR : CPR

DISTRIBUTION: CIG

AFCPR 27740 14 Sep 50 DTG: [redacted]

24-185/600
27-185-600-15
M

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SEP 14 1 37 PM '50
OFFICE OF
SPECIAL INVESTIGATIONS

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

SEP 21 1950

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AFHQ FORM 15 APR 49 0-309E

16—56794-2 U. S. GOVERNMENT PRINTING OFFICE

(NOLO)

Declassification Authority: NND 923007

SECRET

Wrtn 13 Sep 50

24-185

(Unclassified) UNCONVENTIONAL AIRCRAFT Sighted
SPECIAL INQUIRY

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

14 SEP 1950

1

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

Lt Col Nold/bjm/53623
AFCSI

Attached for your information are Spot Intelligence Reports concerning captioned subject, dated 31 July 1950, 18 August 1950, and 21 August 1950.

3 Incls
1.SIR re abv subj fr Hqs
Newfoundland Base Command
dtd 31 Jul 50
2.SIR re abv subj fr Hqs
Newfoundland Base Command
dtd 18 Aug 50
3.SIR re abv subj fr Hqs
Newfoundland Base Command
dtd 21 Aug 50

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

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

When Incls No. 1,2,3 ~~is~~ (are) withdrawn or not attached, the classification of Secret on this correspondence will be cancelled in accordance with par 25e, 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.

14 SEP 1950
MAIL & RECORDS
OFFICE

AFCSI FILE COPY

AFCSI

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OFFICE
SPECIAL INVESTIGATIONS
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SEP 18 1950

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Declassification Authority: NND 923007

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14 SEP

When Incl's No. 1,2,3 is (are) withdrawn or not attached, the classification of this correspondence will be cancelled in accordance with par 2c, AR 205-1.

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR USAF
BY KURT K. KUNKEL Capt USAF
HISTORIAN
3 OCT 1975
DATE

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UNCLASSIFIED
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USAF
OFFICE
SPECIAL INVESTIGATIONS

SEP 18

CS1-1873

Declassification Authority: NND 923007

SECRET

HEADQUARTERS
NEWFOUNDLAND BASE COMMAND
PEPPERRELL AIR FORCE BASE
APO 862, c/o POSTMASTER, N.Y., N.Y.

IG/OSI/ROR/bm

IN REPLY
REFER TO 333.5

17 August 1950

SUBJECT: Transmittal Spot Intelligence Report
Unconventional Aircraft sighted vicinity St. John's, Newfoundland.

TO : Commander
Military Air Transport Service
Washington 25, D. C.

Transmitted herewith is Spot Intelligence Report, "Unconventional Aircraft sighted vicinity of St. John's, Newfoundland on 30 July 1950 by Mr. Roland Hann", for your information and appropriate action.

C M Swenson

CARL M. SWENSON
Lt. Colonel, USAF
Air Inspector

SECRET

By Authority of
Commander, MATS

1 Incl.
Subj Report
(5 cys.)

4-2-NFBC 1st Ind 24 Aug IG

(Date) (Initia

HQ, MIDITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

25 AUG 1950

Forwarded for information.

FOR THE COMMANDER:

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

Arthur Andrews

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

1 Incl
n/c (3 cys w/d)

#19169

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UNCLASSIFIED

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

SECRET

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By Authority of
Commander, MATS

24 Aug 50 (Date) (Initia)

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

SECRET

By Authority of
Commander, MATS

(Date) (Initia)

4-2-NFBC 1st Ind IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

25 AUG 1950

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c (3 cys w/d)

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

24-185-600-14

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 28 9 02 AM '50
OFFICE OF
SPECIAL INVESTIGATIONS

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UNCLASSIFIED

SEP 18 1950

(NOLD)

Declassification Authority: NND 923007

OUT
29 AUG 1950
MANAGEMENT
DIV.
OSI

Declassification Authority: NND 923007

SECRET

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

OFFICE OF SPECIAL INVESTIGATION

31 July 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft sighted in vicinity St. John's Nfld., 30 July 50 by Mr. Roland Hann.

TO : Commander
Military Air Transport Service
Washington 25, D. C.
ATTN: Office of Special Investigation

1. Synopsis:

Various persons in the vicinity of St. John's, Newfoundland have reported that on the evening of 30 July 50 at approximately 2015 hours, an unconventional aircraft was seen flying over the area North of Pepperrell Air Force Base and St. John's, Newfoundland. Detailed descriptions of the object were varied and few definite details could be established. Estimates of size, shape and speed varied widely but the general concensus of opinion was that the aircraft did not attain any extraordinary rate of speed while in sight. Some witnesses indicate that object may have struck ground in the vicinity of Pepperrell Air Force Base but to date it has not been found or reported.

2. Details:

On 31 July 50 Mr. Roland HANN of Kings Road, St. John's, Nfld., a painter with G. R. Parsons was interviewed and reported that at approximately 2012 hours, 30 July '50, I was sitting on the top of the hill at the ball park in St. John's with my 8 year old son. He kept looking toward the buildings at Pepperrell and asking, what's this building and so on. As we looked, I saw a strange object in the sky near the area of the towers on the far side of the base. It was a blunt headed object, perhaps two or three feet in diameter, and at least 10 feet long. It was moving fast and trailing a brilliant stream of flame. It was only in sight about three or four seconds, and was gone. It seemed to appear from behind the hills.

on 31 July 50 Sgt. Charles A. VIGH, 1933-1 AACS, Pepperrell AFB, Nfld was interviewed and reported he was on 1600 hours to 2400 hours shift at White Hills, transmitter site, Pepperrell AFB, Nfld on 30 July 50. At approximately 2020 hours, he was on his bunk reading and heard a distinct thud as if someone had closed a jeep door or something similar, but not as sharp a sound, more

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Encl #1

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Declassification Authority: NND 923007

SECRET

Subject: Unconventional Aircraft sighted in vicinity St. John's Newfoundland, 30 July 50 by Mr. Roland Hann.

like something hitting the ground. He did not think it was far away. In fact, he arose and looked around thinking it might be the O.D.'s jeep on his routine check but he could see nothing.

On 31 July 50 S/Sgt Joseph R. BILADEAU, 1933-1 AACS, Pepperrell AFB, Nfld. was interviewed and reported that at about 2015 hours, 30 July 50 he was coming to the base in his car along Quidi Vidi Blvd. and saw an object described below come out of the overcast above the hill behind the base incinerator. It was approximately the size of a C-47 fusilage perhaps a little longer considering the flame. It broke through about 1000 feet above the top of the hill at about 45° travelling toward the ground. The object was alone. It was travelling directly toward the tower at White Hills. The first section appeared to be a yellowish cream color, the rest was the color of fire, but he could not say if it was a flame or not. The actual flame appeared to be a very hot flame and extended approximately 30 feet behind and was about 10 feet in diameter. He could see no smoke. He could hear no sound whatsoever. He noticed no effect on the clouds, it was so quick. The speed was too fast to notice any detail. He could see no wings. It was travelling at about 250 i.a.s. It disappeared down behind the White Hills transmitter site. It did not change in appearance from the time he saw it until it disappeared. It did not appear as a meteor but rather from out at sea. He has seen shooting stars but this did not appear the same. He was completely sober at the time.

On 31 July 50 M/Sgt Charles C. PAINTER, 1933-1 AACS Pepperrell AFB, Nfld. was interviewed and reported that at about 2015, 30 July 50 he saw something that flashed in from the sea toward White Hills and died out. It looked like a meteor to him. It was approximately 4 feet in diameter and had a bright red flame behind it. It appeared circular in shape and appeared like a ball of fire. He was about 1½ miles from the object. It was in fairly level flight at about 2,500 feet, No smoke, no sound, weather was fairly clear, flame behind was short and flat, not a long trail or pointed. No wings or other lift apparent. No jet openings or exhaust ports visible. No visible control surfaces. As he watched, it darkened right over the transmitter site at White Hills and went out all at once. Nothing appeared to fall and he could no longer see the object. No apparent explosion. He has previously seen meteors but never that close to ground. He was walking toward base and facing direction at time.

3. Action: Intelligence and Air Provost Marshal at Newfoundland Base Command notified 31 July 1950.

C. M. SWENSON
Lt. Col., USAF
Air Inspector

(S)

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Declassification Authority: NND 923007

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HEADQUARTERS
NEWFOUNDLAND BASE COMMAND
PEPPERRELL AIR FORCE BASE
APO 862, c/o POSTMASTER, N.Y., N.Y.

IG/OSI/ROR/bm

IN REPLY REFER TO 333.5

SUBJECT: Transmittal Spot Intelligence Report
Unconventional Aircraft sighted 31 July 1950.

TO : Commander
Military Air Transport Service
Washington 25, D. C.

Transmitted herewith is Spot Intelligence Report, "Unconventional Aircraft sighted in vicinity St. John's, Newfoundland, 31 July 1950 by Capt. Nicholas Salpas", for your information and appropriate action.

1 Incl.
Subj Report
(5 copies)

CARL M. SWENSON
Lt. Colonel, USAF
Air Inspector

SECRET
By Authority of
Commander, MATS

4-2-NFBC 1st Ind 24 Aug 50 (Date) IG (Initi

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

25 AUG 1950

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

24-185-375

1 Incl
n/c (3 cys w/d)

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

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

SECRET

UNCLASSIFIED

6657

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 28 9 00 AM '50
OFFICE OF SPECIAL INVESTIGATIONS
RECEIVED
24 AUG 1950
REGISTERED
MATS
UNIT
SPATCHED
AUG 1950
29 AUG
IN
CI DIV
OSI

Declassification Authority: NND 923007

SECRET

SECRET

By Authority of
Commander, MATS

24 Aug 50 Ryan
(Date) (Initials)

4-2-NFBC 1st Ind IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

25 AUG 1950

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

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

1 Incl
n/c (3 cys w/d)

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

24-185-60D-73

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 28 9 00 AM '50

SECRET

UNCLASSIFIED

SECURITY

OFFICE OF
SPECIAL INVESTIGATIONS
SEP 18 1950

Declassification Authority: NND 923007

MANAGEMENT
DIV.
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OUT
29 AUG 1950

Declassification Authority: NND 923007

SECRET

OFFICE OF SPECIAL INVESTIGATION

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY _____
18 August 1950
DATE

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft sighted in vicinity St. John's Newfoundland, 31 July 1950 by Capt. Nicholas Salpas.

TO : Commander
Military Air Transport Service
Washington 25, D. C.
ATTN: Office of Special Investigation

1. Synopsis:

Shortly after 2200 hours on 31 July 1950 an unidentifiable object was sighted travelling in a westerly direction over the vicinity of St. John's, Newfoundland. No details of the object were visible and it appeared as a bright greenish light under the overcast. It seemed to break into two distinct pieces each of which became a dull colored light and then to disappear.

2. Details:

Captain Nicholas Salpas, 1933-1 AACS Pepperrell Air Force Base was questioned, and stated that at 2205 hours 31 July 1950, I was in front of Building 805 driving Southwest along the roadway on Pepperrell AFB. At the intersection of Snelling Avenue and Cabot Avenue. We turned East and as we turned we looked South and saw a moving green light under the overcast. I stopped the car and saw the object going from east to west. It was travelling very fast. It moved in a straight line and I watched it for about 10 seconds. It was dark and all I could see was the light portion. It appeared as a small round light, very bright, but made no reflection on the clouds. I distinguished no sounds; as I watched it broke into two distinct pieces and each became a dull colored light, then they disappeared. When it broke, the pieces kept going for a short distance on the level before they dropped slightly and went out without leaving sparks or any other visible trace.

1st Lt. Michael J. Lynn, Auditor General Department, USAF was questioned, and stated, at approximately 2200 hours 31 July '50, I was in my room in the BOQ looking out of the window toward Signal Hill which overlooks St. John's, Nfld. I saw an object which appeared in all details to be a comet going from East to West on a track south of my position. It was impossible to determine the distance to the object or its size. It appeared as a burning object with a long wake. I watched it for several seconds, after

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Declassification Authority: NND 923007

SECRET

Subject: Unconventional Aircraft sighted in vicinity St. John's Newfoundland, 31 July 1950 by Capt. Nicholas Salpas.

which it appeared to split into two portions and dissipate before any angle of descent was noticed. It broke up in mid-air much in the manner of a disintegrating comet. I first noticed it at approximately a 45° angle to my left and it crossed before me and disintegrated at approximately a 45° angle to my right. My window faces magnetic South.

M/Sgt Robert W. Freeman, Pepperrell Air Force Base was questioned and stated at 2205 local time, 31 July 1950, Sgt M.Z. Nicodemus and I left the NCO Club. We followed the sidewalk that runs along the north side of the NCO Club. We were facing in a westerly direction. Upon coming to the end of the club building, Sgt. Nicodemus called my attention to a flame that could be seen in the air. No object was discernable. The general direction of travel was Northwest. The estimated altitude was between 3 to 5 thousand feet. Approximate distance from the NCO Club put object, I would say, over the west end of Quidi Vidi Lake. The object appeared from the general direction of Cabot Tower and seemed to disappear near the top of Kanaws Hill. In my opinion, the burning charge was of a rocket type. The flame was of a bluish color changing to a reddish orange at the tail of the flame. At one point the flame seemed to renew itself as though fresh charge had been set off. It is possible that the object could have passed behind a scud cloud. The weather at the time of sighting was good. There were some strata clouds to the west and some scud clouds overhead. Cloud coverage was about 3/10. Stars were visible. The object was not travelling at a great rate of speed. The object was seen for no longer than 15 seconds.

Constables R. R. Hickey and Cpl. A. Ewing of the Royal Canadian Mounted Police were questioned and made statements substantially the same as that of M/Sgt Freeman.

C M Swenson

CARL M. SWENSON
Lt. Colonel, USAF
Air Inspector

(S)

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Declassification Authority: NND 923007

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HEADQUARTERS
NEWFOUNDLAND BASE COMMAND
PEPPERRELL AIR FORCE BASE
APO 862, c/o POSTMASTER, N.Y., N.Y.

IG/OSI/ROR/bm

IN REPLY REFER TO 333.5

21 August 1950

SUBJECT: Transmittal Spot Intelligence Report
Unconventional Aircraft sighted 12
August 1950--Mrs. James ALLEN.

TO : Commander
Military Air Transport Service
Washington 25, D. C.

Transmitted herewith is Spot Intelligence Report, "Unconventional Aircraft sighted by Mrs. James ALLEN, 12 August 1950, Flat Rock, Newfoundland", for your information and appropriate action.

1 Incl
Subj Report
(4 copies)

C M Swenson

CARL M. SWENSON
Lt. Colonel, USAF
Air Inspector

SECRET
By Authority of
Commander, MATS

4-2-NFBC 1st Ind 24 Aug 50 (Date) IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

25 AUG 1950

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c (2 cys w/d)

Arthur Andrews

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

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

SECRET UNCLASSIFIED

#19169

6655

Declassification Authority: NND 923007

DISPATCHED
AUG 27
OFFICE OF SPECIAL INVESTIGATIONS
RECEIVED
24 AUG 1950
REGISTERED UNIT MAT'S
9 OU AM '50

Declassification Authority: NND 923007

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By Authority of
Commander, MATS

24 Aug 50 (Date) (Initials)

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV

BY KURT K. KUNZE, Capt, USAF
Historian

3 DEC 1975
DATE

4-2-NFBC 1st Ind IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

25 AUG 1950

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

1 Incl
n/c (2 cys w/d)

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

24-185+600 12

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 28 9 00 AM '50

SECURITY

OFFICE OF
SPECIAL INVESTIGATIONS

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SECRET UNCLASSIFIED SEP 18 1950

Declassification Authority: NND 923007

MANAGEMENT
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CIA

Declassification Authority: NND 923007

SECRET

OFFICE OF SPECIAL INVESTIGATION

21 August 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft sighted by Mrs. James ALLEN, 12 August 1950, Flat Rock, Newfoundland.

TO : Commander
Military Air Transport Service
Washington 25, D. C.
ATTN: Office of Special Investigations

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

1. Synopsis:

Mrs. James ALLEN, Flat Rock, Newfoundland stated that at 2215 hours, approximately, 12 August 1950 she sighted some manner of unconventional aircraft flying in a southerly direction over the vicinity of Red Rock (a point near Flat Rock).

2. Details:

Mrs. James ALLEN, Flat Rock, Newfoundland offers the following statement: On 12 August 1950, between 2215 and 2220 hours, I was out behind my house. I heard a fairly loud hiss, and I looked out toward Red Head (North, north-east) and I saw an object flying toward Torbay Airport (Southerly direction). It appeared to be about 110 feet up (estimated by ground distance). It was about 4½ feet long and about a foot in diameter. There was a reddish glow along the front and the rest was darkish except for a red flame behind it about as long as itself. It made no reflection on the clouds. Sky was clear and bright. It moved on toward Torbay Airport and out of sight. It was going very fast. I could not say the speed.

Torbay Traffic section was checked and it was discovered that only one C-54 aircraft was in the air during the evening of 12 August 1950 at 2115 hours and again at approximately 2140 hours. No jet aircraft have been recorded in the vicinity during the month of August, to date.

Weather Station, Torbay, Newfoundland was checked for the weather on 12 August 1950 with the following results: At 2000 hours, visibility 12 miles, scattered clouds at 10,000 feet, temperature 62°; at 2200 hours sky clear, winds 12 mph, little change during the balance of the night except for a mild change in temperature. Dew point remained at approximately 57.

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Incl #1

C M Swenson

SECRET

CARL M. SWENSON
Lt. Colonel, USAF
Air Inspector

UNCLASSIFIED

6655

Declassification Authority: NND 923007

RESTRICTED

AFCSI/Lt Col Nold/dr-53623
Aug 50

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

24 AUG 1950

24-185

SUBJECT: (Unclassified) Unknown Object, Dhahran Airfield, Dhahran, Saudi Arabia - ~~SPECIAL INQUIRY~~

TO: Commander, Military Air Transport Service
Andrews Air Force Base, Washington 25, D. C.
ATTN: Inspector General

1. Reference is made to Spot Intelligence Report from OSI, Dhahran Airfield, Dhahran, Saudi Arabia, file 49-0, concerning captioned subject, dated 25 June 1950.

2. Paragraph 3 of reference report reflects that Commanding General, 1414th Air Base Group, MATS, Dhahran Airfield, Dhahran, Saudi Arabia, requested that the information contained in the report and inclosures be forwarded for proper evaluation.

3. In accordance with above request the appropriate agency of this Headquarters has examined the report and inclosures and submitted information as follows:

From the testimony given, the object appeared on film which had been exposed at random and at approximately a 15-degree angle at waist level. The exposures were made after nightfall and the lights of Dhahran Airfield were said to have been on. The person who made the exposures also states that he noticed nothing unusual and for that reason does not even remember the exact date on which the so-called object may have been photographed. Assuming no defect in the film and proper processing, it seems likely that the so-called object which appears on the film is an image or reflection of one of the surface lights at Dhahran Airfield.

There is no evidence or data presented in this report to suggest anything other than the explanation that a photograph of surface lights is the so-called unknown object.

4. Request that above information be forwarded to the Headquarters referred to in Par 2 above, for informational purposes.

BY COMMAND OF THE CHIEF OF STAFF:

OUT
24 AUG 1950
MANAGEMENT DIV.
OSI

AFCSI

ROY A. HANGE
Major, USAF
Asst Executive, Special Investigations
The Inspector General

24-185-600-11X2

USAF IG
OFFICE OF SPECIAL INVESTIGATIONS

AFCSI FILE COPY

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UNCLASSIFIED

SEP 1 1950

Declassification Authority: NND 923007

AF HQ-33 (20 May 44)

RESTRICTED

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: (Unclassified) UNKNOWN OBJECT, Dhahran Airfield, Dhahran, Arabia
SPECIAL INQUIRY

TO: Office of Special Investigations, IG

DATE 8 AUG 1950

COMMENT NO. 2

FROM: Directorate of Intelligence, DCS/O

Maj Boggs/bjm/55867
AFOIV-TC

1. The attached Spot Intelligence Report with inclosures concerning a so-called unknown object, dated 25 June 1950, received from Dhahran Airfield, Saudi Arabia, has been examined. Comments in the following paragraphs are furnished in compliance with request in paragraph 3 of Comment No. 1.

2. From the testimony given, the object appeared on film which had been exposed at random and at approximately a 15-degree angle at waist level. The exposures were made after nightfall and the lights of Dhahran Airfield were said to have been on. The person who made the exposures also states that he noticed nothing unusual and for that reason does not even remember the exact date on which the so-called object may have been photographed. Assuming no defect in the film and proper processing, it seems likely that the so-called object which appears on the film is an image or reflection of one of the surface lights at Dhahran Airfield.

3. There is no evidence or data presented in this report to suggest anything other than the explanation that a photograph of surface lights is the so-called unknown object.

William W. Wilcox

1 Incl
n/c

WM. W. WILCOX
Lt. Col., USAF
Asst. Exec., Office, Asst. for Production
Directorate of Intelligence

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

RESTRICTED

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UNCLASSIFIED

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 9 12 24 PM '50

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

AF [redacted] 33 (20 May 44) CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE

af 48686 OIC 2400

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	24-185

SUBJECT: (Unclassified) UNKNOWN OBJECT, Dhahran Airfield, Dhahran, Arabia
SPECIAL INQUIRY

TO: Directorate of Intelligence, DCS/O
ATTN: Documents & Dissemination Br

Info only

DATE 12 JUL 1950

COMMENT NO. 1

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

Maj Nold/dr-53623
AFCSI

1. Attached is a Spot Intelligence Report with inclosures concerning captioned subject, dated 25 June 1950, received from Dhahran Airfield, Saudi Arabia, through Hq. MATS.

2. Attention is invited to Par 3 of the report which requests proper evaluation of the information contained therein.

3. Request this correspondence be returned to this Directorate with comments which may be used as basis for reply to the Commanding General, 1414th Air Base Group, MATS.

1 Incl.
Spot Intel Rpt,
25 Jun 50, re
abv subj

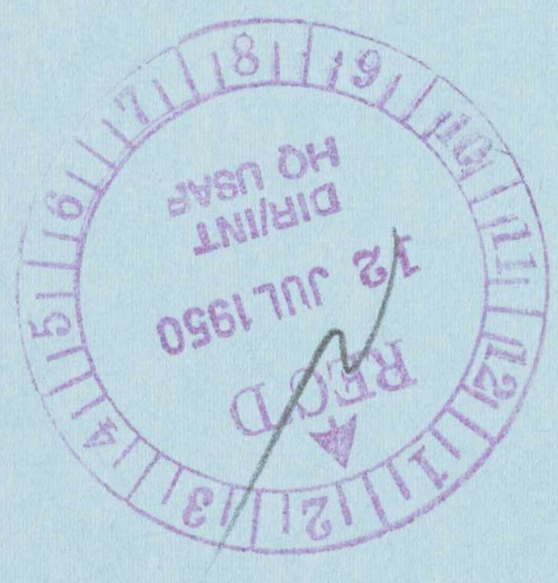
David B. Borden Jr.
DAVID B. BORDEN, JR.
Lt. Colonel, USAF
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

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

16—54288-1

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

Confidential

1 Encl

OFFICE OF SPECIAL INVESTIGATIONS
1414th Air Base Group, MATS
Dhahran Airfield, Dhahran, Saudi Arabia
APO 616, c/o Postmaster, New York, New York

Af-198656

49-0 18 JUL 1950

SPOT INTELLIGENCE REPORT 25 June 1950

SUBJECT: Unknown Object, Dhahran Airfield, Dhahran, Saudi Arabia

THRU: Commanding General
1414th Air Base Group, MATS
Dhahran Airfield, Dhahran, Saudi Arabia

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D.C.
(ATTN: Colonel Ernest H. Miller)

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

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

1. SYNOPSIS: Staff Sergeant Marvin Fisher, AF 6 323 024, 1414th Training Squadron (Saudi Arabian Training Mission), Dhahran Airfield, allegedly snapped an unknown object, supposedly flying through space. (Incl #1).

2. DETAILS: Information had reached this office that Sgt Fisher had in his possesion, a picture, allegedly taken by himself, of an unknown object. Contact was made with Fisher who stated in substance that the picture taking episode, as to time of day and date, was obscure in his mind, however, he believed it to be between the 10th and 15th of April 1950, after darkness had set in. Fisher went on to relate that he was exposing the last four (4) frames of film remaining in his 35 MM camera in order to insert a fresh roll of color film. The following evening, Fisher stated he developed this film, using developer already mixed and on hand in the Photo Hobby Shop. Fisher further advised that after the negatives were dried, there appeared this one negative bearing an unknown object. Fisher cannot account for the appearance of the object on the developed negative, because when exposing the film, he stated that he merely pointed the camera at a 15 degree level from the waist and snapped the shutter, and to the best of his recollection, was not sighting the camera at anything in particular. Fisher also stated that to the best of his knowledge, he heard no sound or observed any illuminating flash or light. Fisher executed a sworn signed statement relative to the above . (Incl #2) The following information is submitted pertinent to this report:

Incl 1 Af-198656

UNCLASSIFIED

Declassification Authority: NND 923007

Declassification Authority: NND 923007

a. TYPE OF CAMERA:

35 MM Mercury Candid, Model CX
Lens: F2:7 Tricor, F- 35M, No. 43230
Manufactured by: Universal Camera Corp.,
New York, New York

b. TYPE OF FILM: (as reported by Fisher)

Kodak 35 MM, (Black & White)
Panatomic X, 36 exposures
Purchased from PX, Dhahran Airfield

c. TYPE OF DEVELOPER USED:

According to Fisher, developer was already prepared and available at the Photo Hobby Shop, and is unable to furnish information as to mixutre, etc.

d. LOCAL WEATHER CONDITIONS: (10 - 15 April 1950)(1900 to 2000 hours)

DATE	VISIBILITY	WIND & DIRECTION
10 Apr 50	10 miles	12 miles NNE
11 Apr 50	12 miles	Calm to 22 mi, E
12 Apr 50	10 miles	7 to 12 mi, E to WNW
13 Apr 50	½ to 8 miles	17 to 45 mi, N, (gusts to 52 mi)
14 Apr 50	15 miles	9 to 11 mi, NNE
15 Apr 50	15 miles	8 to 15 mi, NNE

Above information received from official records, 29-2 Weather Detachment, 29th Weather Squadron, Dhahran Airfield, Dhahran, Saudi Arabia.

In spite of the information furnished by Sgt Fisher in paragraph 2 b above, it is very likely that this unknown object can very possibly be a hoax for the following reasons:

1. The slide or film, after developing, would show up white, since photograph was allegedly snapped after darkness had set in.

2. Attempts were made at the Base Photo Laboratory to enlarge the "negative" and produce a print therefrom, but results were negative. Had slide been a black & white negative instead of a positive, a print would have been possible.

3. Slide in question was examined under a microscope and indicates that the elongated saucer-like object has a definent dent upon the emulsion of the film, therefore it is possible that there exsists an artifact on the film.

Declassification Authority: NND 923007

4. Sgt Fisher believes that the film used in his camera that night was black & white and not color film. He also believes that he developed the film himself, however, he also stated that at that particular time he had a mixed collection of pictures and slides which he was mounting himself in frames, similar to the slide attached hereto as Incl #1.

3. ACTION: The Commanding General, 1414th Air Base Group, MATS, Dhahran Airfield, Dhahran, Saudi Arabia, has requested that the above report and inclosures be forwarded for proper evaluation.

2 Incls:
1-Framed slide
2-Statement of
S/Sgt Marvin Fisher
dtd 24 June 1950

G. C. HARTMAN
Captain, USAF
S/A in Charge

Declassification Authority: NND 923007

Dhahran Airfield
Dhahran, Saudi Arabia

24 June 1950

STATEMENT

Incl # 1 of 198686

Name Marvin (NMI) Fisher
Rank S/Sgt Serial Number AF 6 323 024 Organization and Location 1414th Training Squadron (Saudi Arabian Training Mission) Dhahran Airfield, Dhahran, Saudi Arabia

I, MARVIN FISHER prior to making statement contained in the following paragraphs have had read and explained to me the provisions of the 24th Article of War by George B. Begandy, who has identified himself to me as a Special Agent, Office of Special Investigations, USAF. I understand that I cannot be compelled to incriminate myself or answer any questions not material to the issue which answer might tend to degrade me, and that anything I say may be used against me in a Court of Law. With knowledge of my rights as above, I make the following statement without fear of compulsion or promise or help or reward:

Sometime between 10 and 15 April 1950, I was clearing my camera of four (4) remaining shots of unexposed film in order to insert a fresh roll of color film. I shot these four frames at approximately 1900 hours or later as it was night-fall and the lights of Dhahran Airfield was already on. If I recall, I had four remaining shots in my camera, and I went outside between the Training Aids Building and the 1414th Training Sqd Hq, and facing towards the south in the direction of the flying field, I shot the 4 frames of film by simple winding the camera and pressing the shutter release each time until all film was exposed.

The following evening I developed the film myself in the Hobby Photograph shop, using developer already on hand. After viewing the developed film, I noticed on one frame a strange circular object which I do not recall having seen before, nor can I identify it. It may be a defect in the film itself, or it could have been caused by improperly mixed developer, in any case I do not recall taking such a picture, since I was merely snapping the shutter at random and nothing in particular. When I exposed the film the night before, I merely held my camera, a 35 MM Mercury Candid Camera, at approximately a 15 degree angle and at waist level, therefore I do not know if any physical object was in the lens when the shot was taken. In this same connection, I may add that I heard no noises what-so-ever, the weather was clear with hardly any wind blowing.

It is very possible that this slide may be color film, however, I am most certain that it was black and white film. During that particular time, I had a mixture of black and white as well as color film that I was mounting in slides such as this one.

Incl #1

M. F.

Declassification Authority: NND 923007

After keeping the frame of film in my possession some 3 or 4 weeks, I thought possibly there may be something of value in it and decided that the best interests of the Air Force may be served by turning the frame over to proper authorities, which I did.

I have read the foregoing statement, which consists of 2 pages and know the contents thereof and swear that the same are true. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.
Further deponent sayeth not.

Sworn and subscribed to before me this 24 day of June, 19 50

Marvin Fisher

MARVIN FISHER
S/Sgt AF 6 323 024, USAF

Witness

G. C. HARTMAN
Captain, USAF
Summary Court

Declassification Authority: NND 923007

DEPARTMENT OF THE ARMY

Confidential

49-0 24 June 50.

OFFICIAL BUSINESS

Subject: Unknown Object
Dhahran Airfield
Dhahran, Saudi Arabia

[redacted]

Confidential 1st Ind

Encl #1

Declassification Authority: NND 923007

Fokker Eg Fabrik
Sgt. 47 6 323 029
Bremen A 7, 5 Auerhin



10-15 April 1950

Declassification Authority: NND 923007

MERCURY

JIFFY MASK



Incl #1

Declassification Authority: NND 923007



Declassification Authority: NND 923007

~~CONFIDENTIAL~~

AFCSI/Maj Nold/dr-53623
11 Jul 50

24-185

(Unclassified) UNKNOWN OBJECT, Dhahran Airfield, Dhahran, Arabia, aerial phenomena 10-15 Apr 50

12 JUL 1950

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

1

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

Maj Nold/dr-53623
AFCSI

1. Attached is a Spot Intelligence Report with inclosures concerning captioned subject, dated 25 June 1950, received from Dhahran Airfield, Saudi Arabia, through Hq. MATS.

2. Attention is invited to Par 3 of the report which requests proper evaluation of the information contained therein.

3. Request this correspondence be returned to this Directorate with comments which may be used as basis for reply to the Commanding General, 1414th Air Base Group, MATS.

1 Incl.
Spot Intel Rpt,
25 Jun 50, re
abv subj

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

AFCSI FILE COPY

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

OUT
JUL 1950
MANAGEMENT DIV.
O S I

AFCSI

24 V185-6027 XIII
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS,

JUL 25 1950

~~CONFIDENTIAL~~
UNCLASSIFIED

Declassification Authority: NND 923007

~~Confidential~~

25 June 1950 1st Ind A/JWC/rap
Subj: Unknown Object,
Dha Afld, S.A.

HEADQUARTERS, 1414th Air Base Group, MATS, Dhahran Airfield, Dhahran, Saudi Arabia, APO 616, c/o Postmaster, New York, N.Y., 27 June 1950

TO: Commander, Military Air Transport Service, Washington 25, D. C.
Attn: Col Ernest H. Miller

Forwarded for any action necessary. It is the opinion of this Headquarters that the airman's veracity is questionable.

FOR THE COMMANDING GENERAL:

2 Incl
n/c

JOSEPH W. COYLE
Captain USAF
Adjutant

MATS 49-8 2nd Ind 26 JUL 1950 IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

2 Incl
n/c

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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

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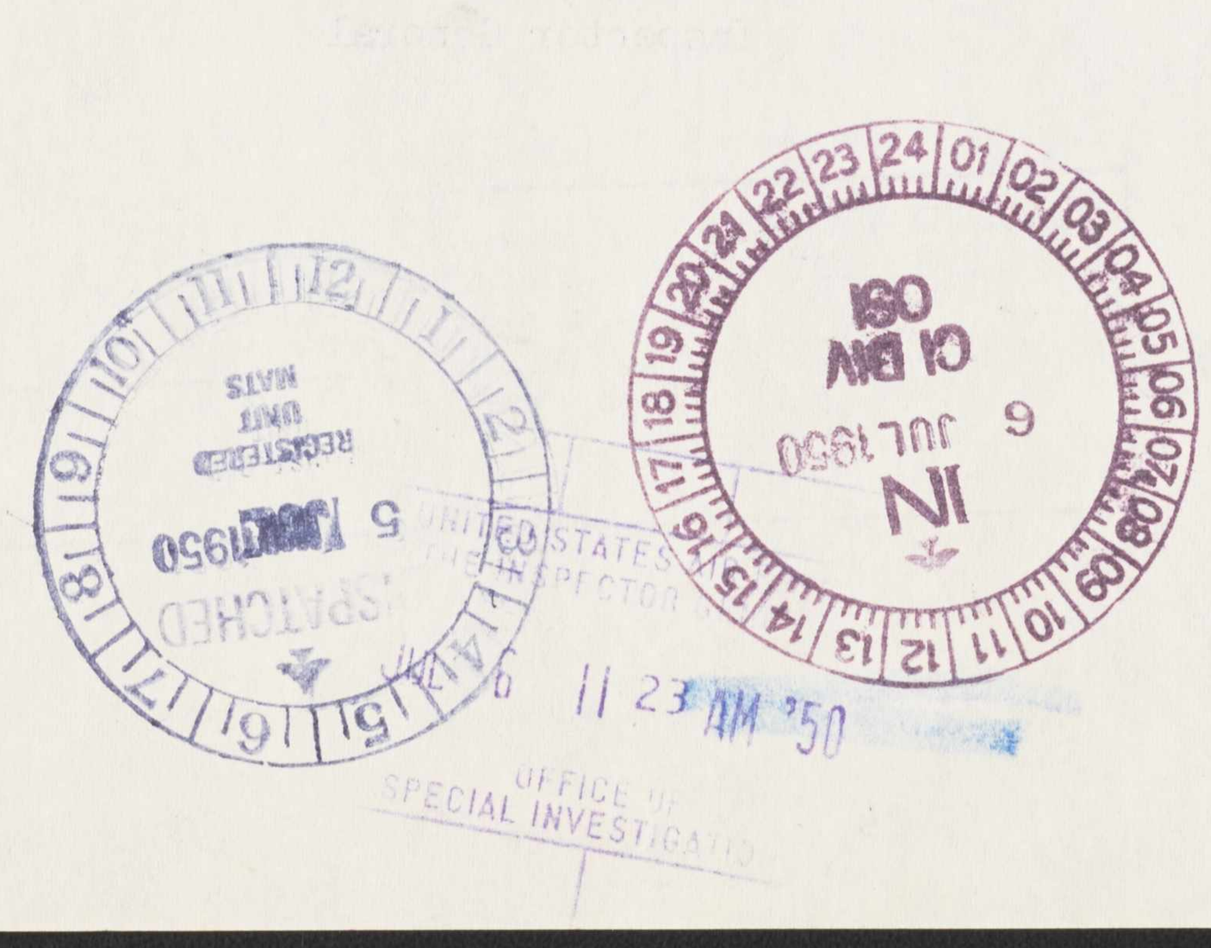
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Declassification Authority: NND 923007



Declassification Authority: NND 923007

25 June 1950 1st Ind A/JWC/rap
Subj: Unknown Object,
Dha Afla, S.A.

HEADQUARTERS, 1414th Air Base Group, MATS, Dhahran Airfield, Dhahran, Saudi Arabia, APO 616, c/o Postmaster, New York, N.Y., 27 June 1950

TO: Commander, Military Air Transport Service, Washington 25, D. C.
Attn: Col Ernest H. Miller

Forwarded for any action necessary. It is the opinion of this Headquarters that the airman's veracity is questionable.

FOR THE COMMANDING GENERAL:

2 Incl
n/c

JOSEPH W. COYLE
Captain USAF
Adjutant

MATS 49-8 2nd Ind

25 JUL 1950 IG

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D.C.

TO: The Inspector General, Headquarters USAF, ATTN: Dr of Special Investigations, Washington 25, D. C.

Forwarded for information.

FOR THE COMMANDER:

2 Incl
n/c

THOMAS D. FERGUSON
Colonel, USAF
Inspector General

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

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 6 11 23 AM '50
OFFICE OF SPECIAL INVESTIGATIONS

Confidential

4

UNCLASSIFIED JUL 25 1950

(HOLD)

Declassification Authority: NND 923007

OFFICE OF SPECIAL INVESTIGATIONS
1414th Air Base Group,MATS
Dhahran Airfield, Dhahran, Saudi Arabia
APO 616, c/o Postmaster, New York, New York

49-O SPOT INTELLIGENCE REPORT 25 June 1950

SUBJECT: Unknown Object, Dhahran Airfield, Dhahran, Saudi Arabia

THRU: Commanding General
1414th Air Base Group, MATS
Dhahran Airfield, Dhahran, Saudi Arabia

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

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D.C.
(ATTN: Colonel Ernest H. Miller)

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

1. SYNOPSIS: Staff Sergeant Marvin Fisher, AF 6 323 024, 1414th Training Squadron (Saudi Arabian Training Mission), Dhahran Airfield, allegedly snapped an unknown object, supposedly flying through space. (Incl #1).

2. DETAILS: Information had reached this office that Sgt Fisher had in his possesion, a picture, allegedly taken by himself, of an unknown object. Contact was made with Fisher who stated in substance that the picture taking episode, as to time of day and date, was obscure in his mind, however, he believed it to be between the 10th and 15th of April 1950, after darkness had set in. Fisher went on to relate that he was exposing the last four (4) frames of film remaining in his 35 MM camera in order to insert a fresh roll of color film. The following evening, Fisher stated he developed this film, using developer already mixed and on hand in the Photo Hobby Shop. Fisher further advised that after the negatives were dried, there appeared this one negative bearing an unknown object. Fisher cannot account for the appearance of the object on the developed negative, because when exposing the film, he stated that he merely pointed the camera at a 15 degree level from the waist and snapped the shutter, and to the best of his recollection, was not sighting the camera at anything in particular. Fisher also stated that to the best of his knowledge, he heard no sound or observed any illuminating flash or light. Fisher executed a sworn signed statement relative to the above . (Incl #2) The following information is submitted pertinent to this report:

UNCLASSIFIED

Declassification Authority: NND 923007

a. TYPE OF CAMERA:

35 MM Mercury Candid, Model CX
Lens: F2:7 Tricor, F- 35M, No. 43230
Manufactured by: Universal Camera Corp.,
New York, New York

b. TYPE OF FILM: (as reported by Fisher)

Kodak 35 MM, (Black & White)
Panatomic X, 36 exposures
Purchased from PX, Dhahran Airfield

c. TYPE OF DEVELOPER USED:

According to Fisher, developer was already prepared and available at the Photo Hobby Shop, and is unable to furnish information as to mixutre, etc.

d. LOCAL WEATHER CONDITIONS: (10 - 15 April 1950)(1900 to 2000 hours)

DATE	VISIBILITY	WIND & DIRECTION
10 Apr 50	10 miles	12 miles NNE
11 Apr 50	12 miles	Calm to 22 mi, E
12 Apr 50	10 miles	7 to 12 mi, E to WNW
13 Apr 50	½ to 8 miles	17 to 45 mi, N, (gusts to 52 mi)
14 Apr 50	15 miles	9 to 11 mi, NNE
15 Apr 50	15 miles	8 to 15 mi, NNE

Above information received from official records, 29-2 Weather Detachment, 29th Weather Squadron, Dhahran Airfield, Dhahran, Saudi Arabia.

In spite of the information furnished by Sgt Fisher in paragraph 2 b above, it is very likely that this unknown object can very possibly be a hoax for the following reasons:

1. The slide or film, after developing, would show up white, since photograph was allegedly snapped after darkness had set in.

2. Attempts were made at the Base Photo Laboratory to enlarge the "negative" and produce a print therefrom, but results were negative. Had slide been a black & white negative instead of a positive, a print would have been possible.

3. Slide in question was examined under a microscope and indicates that the elongated saucer-like object has a definent dent upon the emulsion of the film, therefore it is possible that there exsists an artifact on the film.

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Confidential

4. Sgt Fisher believes that the film used in his camera that night was black & white and not color film. He also believes that he developed the film himself, however, he also stated that at that particular time he had a mixed collection of pictures and slides which he was mounting himself in frames, similar to the slide attached hereto as Incl #1.

3. ACTION: The Commanding General, 1414th Air Base Group, MATS, Dhahran Airfield, Dhahran, Saudi Arabia, has requested that the above report and inclosures be forwarded for proper evaluation.

2 Incls:
1-Framed slide
2-Statement of
S/Sgt Marvin Fisher
dtd 24 June 1950

G. C. HARTMAN
Captain, USAF
S/A in Charge

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

Wrtn 12 May 50

24-185

(Unclassified) Unconventional Aircraft
SPECIAL INQUIRY

15 MAY 1950

Collection Branch, Directorate of Intelligence,
Deputy Chief of Staff, Operations

1

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

Maj Nold/bjn/3623
AFCSI

Attached for your information is copy of spot intelligence report, subject as above, dated 18 April 1950.

1 Incl
Spot Intell Rpt
dtd 18 Apr 50
fr MATS

JOSEPH J. CAPPUCCI
Major, USAF
Actg Chief, Counter Intelligence Div
Office of Special Investigations
The Inspector General

AFCSI FILE COPY

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

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

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

AFCSI
Major Spence
Historian

~~CONFIDENTIAL~~

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USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

15 MAY 1950
MANAGEMENT DIV. OSI

Declassification Authority: NND 923007

Declassification Authority: NND 923007

CONFIDENTIAL

FBI/DOJ

Disclosure to any outside agency or any existence of such
record at Bureau Headquarters or Field Offices may be made only when expressly authorized by the Director
or designee. Information obtained within will not be disseminated outside your agency
without the approval of the Director. Unauthorized release may result in criminal prosecution
and civil action under Privacy Act of 1974, Title 5, United States Code, Section 552a.

FBI/DOJ

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B/L fr HQ PACD MATS, APO 953 1st Ind IG
Subj: Unconventional Aircraft,
dtd 18 Apr 50

8 MAY 1950

MATS 24-173

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

TO: Headquarters USAF, The Inspector General, ATTN: Dr of Special Investigations, Washington 25, DC

Attention is invited to basic.

FOR THE COMMANDER:

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAY 10 10 52 AM '50
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

OSI

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ego

24-24

SPOT INTELLIGENCE REPORT

18 April 1950

SUBJECT: Unconventional Aircraft

CLASSIFICATION CANCELLED TO ~~CONFIDENTIAL~~ UNCLASSIFIED
BY AUTHORITY OF THE DIRECTOR OF SAFO INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D.C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: A green and blue colored object seen over Pearl Harbor, Oahu, T.H., at approximately 2115 hours, Tuesday, 11 April 1950, according to press reports. Local airport mechanics suggest reflection of aircraft lights on metal wings and fuselage may account for report.

2. DETAILS: The "5 Star Final" edition of the Honolulu Star-Bulletin, a daily afternoon English language newspaper published in Honolulu, carried the following news story:

STRANGE OBJECT REPORTED OVER PEARL HARBOR

A marine military policeman at Camp Catlin reports seeing a green and blue object in the sky over Pearl Harbor at 9:25 p.m. Tuesday.

Jack Mullikin, 19, phoned The Star-Bulletin at 9:45 p.m. to report his observation.

# # #

"It was light green at first," he said, "then turned darker and darker green. Then it seemed suddenly to expand and turned bright blue.

# # #

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

24-24 SPOT INTELLIGENCE REPORT 18 April 1950
SUBJECT: Unconventional Aircraft

"It looked kind of round when it faded out."

Mr. Mullikin said the object left a "greenish streak behind it". It didn't look like any shooting star he ever saw, he said. He thought it might have been a comet.

Five minutes after Mr. Mullikin called, Mrs. Elliot Johnson, wife of Master Sergeant Johnson of Quarters 218, Ft. Shafter, called to ask:

"Did anybody call you about a green object in the sky?"

# # #

Told someone had, she said she too saw it--"at about 9:15, but I'm not exactly sure of the time."

# # #

She said, "It was very strange. It looked like a rocket. It was a green ball. My husband saw it, too. He thought it was a falling star. It didn't look like a falling star to me."

The "5 Star Final" edition of the same newspaper published 13 April 1950, carried the following news item:

POSSIBLE SOLUTION TO "GREEN STREAKS" FOUND

Two Honolulu airport mechanics Wednesday night came up with what they think is a logical explanation of the greenish streaks some Honolulans have reported seeing in the sky.

# # #

Charles E. Hindmon and E. G. Steegle said they saw a greenish streak at 9:30 P.M. Wednesday--and then identified it as an ordinary aircraft.

They said green plexiglass domes which cover the cockpits of some planes may reflect instrument panel lights in such a way as to make the sheet metal wings and fuselage appear as green streaks to ground observers.

# # #

Declassification Authority: NND 923007

24-24 SPOT INTELLIGENCE REPORT 18 April 1950
SUBJECT: Unconventional Aircraft

Mr. Hindmon, 2630 Gardenia St., who works for Trans-Pacific Airlines, said he has been in aircraft work six years. Mr. Steegle, 718-C McCully St., a Hawaiian Air Transport Service employee, has been an aircraft mechanic 11 years.

3. ACTION TAKEN: Air Provost Marshal, Hickam Air Force Base, T.H., notified 12 April, and 13 April 1950.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter No. 85, dated 8 February 1950.

5. DISTRIBUTION OF REPORT: In addition to addressees, a copy of this report has been furnished the Commanding Officer, 1500th Air Transport Wing, Hickam Air Force Base, T.H.

FOR THE COMMANDER:

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

Declassification Authority: NND 923007

"CONFIDENTIAL"

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ahc

24-24

28 March 1950

SUBJECT: Unconventional Aircraft

THRU : Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

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

1. SYNOPSIS: Press reports unidentified "flying saucer" and "flying object" in sky over Honolulu approximately mid-day Saturday 25 March 50 and Monday 27 March 50.

2. DETAILS: The 27 March 1950 "5 star final" edition of the Honolulu Star-Bulletin, a daily English language afternoon newspaper published at Honolulu, T. H., carried the following two news stories on page 1:

"MANOA HOUSEWIFE SAYS SHE SAW FLYING SAUCER

"Another flying saucer over Oahu - this time in upper Manoa.

"At 1:15 this afternoon, a Manoa housewife sighted what she describes as 'one of those flying saucers' going over Manoa and heading for Waikiki.

"'It was low enough for me to see it was round', she says. 'I know it was a phenomenon of some kind.'

"She describes the saucer as 'round and silver'. The object was thin, she says. She found that out when it tilted in its flight.

"She says it moved at about the speed of an airplane and disappeared from view just as an airplane does in the distance. She saw no light of any kind on it, she says, except the reflection of sun on silver metal.

"ANOTHER FLYING OBJECT REPORTED

"William E. Tirrell, 1511 Gulick Avenue, said he saw a round

24-185-600-9
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
UNCLASSIFIED

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Declassification Authority: NND 923007

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

OUT 24 APR 1950 CI DIV OSI

IN 14 APR 1950 CI DIV OSI

Declassification Authority: NND 923007

"CONFIDENTIAL"

object in the sky at 11:50 a. m., Saturday. It appeared in the ewa direction from the city-county incinerator at Kewalo basin and seemed to be moving lazily along, he said.

"He told his companion, Jim Kahele, about it. At 12:30 they saw the same object, in approximately the same location. "

In the column "News of the Waterfront" appearing on page 18 of the same newspaper, the following appeared:

"'FLYING FLAMES' ROUTINE TO MARINERS

"Flying objects of the variety seen in Honolulu skies last week may be news to city dwellers, but they're a routine matter with mariners.

"Ships at sea often spot lights in the heaven that are unusual. Sometimes they turn out to be meteors, sometimes meteorites, and at other times they remain unexplained.

"When a seaman spots 'flying flames' he follows a simple procedure.

"A descritpion of the intensity, color and size of the object is noted and turned over to the vessel's master.

"Data recorded

"The captain records the position of the ship and its direction at the time the object is sighted. To this he adds any other information he may have about atmospheric conditions, wind velocity and so forth.

"This information is forwarded to the U. S. hydrographic office and is kept there on file with similar reports from other vessels.

"Each week the hydrographic office publishes a bulletin listing all information concerning odd heavenly bodies sighted by ships at sea.

"The list of sightings each week averages about five or six and often run to 10.

"Frequent sightings

"Meteors are seen frequently at sea. They are more easily sighted there than on land where terrain and buildings often obscure a full view of the sky.

"It will not be at all surprising if some ship reports in the hydrographic office bulletin that it sighted the same object which Honolulans saw Wednesday night.

"CONFIDENTIAL"

Declassification Authority: NND 923007

"Mariners who have had considerable experience spotting the "flying flames" would be able to give a more accurate description of them than the average man who sees one in a lifetime.

"Information gathered on meteors, comets and other objects seen at sea is forwarded to astronomers and observatories to aid in the work of studying heavenly bodies.

"But there are always reports of strange objects which are never verified by any other source than the mariner who sees them."

3. ACTION: Air Provost Marshal, Hickam AF Base, T. H., notified 27 March 1950.

4. REASON FOR REPORT: Submitted in compliance with AFOSI Letter No. 85, 8 February 1950.

FOR THE COMMANDER:

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

Declassification Authority: NND 923007

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ahc

24-24

25 March 1950

SUBJECT: Unconventional Aircraft

THRU : Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (SSI)

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

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

1. SYNOPSIS: Press reports unidentified "greenish or bluish flame" in sky over Oahu Wednesday night 22 March 1950. Control tower operators at Hickam AF Base, T. H., report sighting similar object at 2316 hours local time 22 March 50.

2. DETAILS: The 24 March 1950 "home" edition of the Honolulu Advertiser, a daily English language morning newspaper published at Honolulu, T. H., carried the following news story:

"FLYING SAUCER OVER WAIKIKI, ONE MAN'S VIEW

"Ho, hum! It's here at last.

"There was a flying saucer over Waikiki Wednesday night.

"Or so one (and only one) Honolulu resident says.

"He says he saw it in the sky at about 11 o'clock.

"It was the 'same old thing', he avers, fairly large, shaped like a cigar, and showing a blue light.

"It scooted around for a while, then took off, says he.

"Ho, hum! No one else phoned to say they also saw it. . . . "

The 24 March, 1950, "5 star final" edition of the Honolulu Star-Bulletin, a daily English language afternoon newspaper published at Honolulu, T. H., carried the following news story on page 1:

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USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
APR 25 1950

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Declassification Authority: NND 923007

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

Declassification Authority: NND 923007

"FLYING SAUCERS ON OAHU NOW?

"FIREMAN, POLICEMEN SAW GREEN FLAME WEDNESDAY NIGHT

"'What was it?'

"That's what three firemen and two policemen want to know about a brilliant green flame they saw over Oahu Wednesday night.

"Officer Obed Mansfield said he stopped at the Kakaako fire station about 10:30 p. m. to use the telephone.

"He was talking to Fireman James Kapuniai, Tomo Mitsuka and Fire Lt. Manuel Paiva when this 'thing' came from the Pearl Harbor direction toward Waikiki.

"'It seemed to pause for a split second,' Mansfield said.

"'Then it darted toward Waikiki at a terrific rate of speed. The bright green flame seemed to enlarge, then it went out and all I saw were sparks.

"'I've never seen anything like it before. While I was in the army during the war I worked with pyrotechnics and all sorts of flares, but none were ever like the flame I saw Wednesday night.'

"Firemen Kapuniai, Mitsuka and Lt. Paiva told the same story as Mansfield, except they add that it was traveling in a straight line. 'It did not lose altitude like a falling star or a flare,' they said.

"'I'm 43 years old,' Lt. Paiva said, 'and in that time I've never seen anything like it. To me that flame appeared to be the same color as a green traffic light.'

"<u>Seen in Waikiki</u>

"Officer Wray Straus, patrolling the Waikiki district said he saw the same thing. He said the object was opposite the Royal Hawaiian Hotel when the flame went out.

"The five men said there was no noise. They all said it was not a shooting or falling star, at least not like they had ever seen before.

"All said it did not lose or gain altitude, it only gained speed.

"Fire Capt. Ernest Cockett, Firemen William Hoopii, Ralph Hirai and Norman Keahi, all of Kakaako, said they were in the kitchen at the fire station.

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"By the time we could get out of the kitchen the object had disappeared, or rather the flame had gone out,' Capt. Cockett said."

The 25 March, 1950, "5 star final" edition of the Honolulu Star-Bulletin, carried 5 stories concerning this matter, 4 of which were prominently displayed on page 1:

"The Mystery of the Flying Blue Flame - - -

"HONOLULU RESIDENTS BY THE SCORE SEE IT; ASTRONOMER GIVES VERSION

"REPORTS DIFFER ON COLOR, SPEED AND SOUND OF OBJECT

"What was the 'greenish or bluish' light seen flying across Honolulu skies Wednesday night?

"Was it a shooting star? A meteor? A comet? A lighted weather balloon that had been released at Honolulu airport at 11:08 p.m. Wednesday?

"Speculation today continues brisk, for following publication of the first reports Friday, several people phoned The Star-Bulletin to report that they had seen the same 'flying flame'.

"But, as one of the belated observers admitted, 'I work in the psychopathic ward of a hospital. I was afraid that if I reported seeing the 'thing', I'd have been considered a patient instead. '

"Probably not balloon

"The weather bureau doubts that its balloon was the object in question. Its light was only a tiny penlight flashbulb, and the balloon was blown toward Hickam air force base, rather than town.

"At least 20 persons reported they saw the light speeding toward Waikiki

"Glen K. Chang, 3267 Kalua place, an army intelligence war veteran, estimated its speed as perhaps 300 miles an hour. He said it traveled at an upward angle of 15 to 20 degrees.

"Alice Goo, 2230 Dole St., saw the object at 11:20 p.m. from the University of Hawaii campus. She said it was 'green and seemed to burst into sparks of flares and disappeared'.

One witness said it disappeared with a 'crackling sound like thunder' but several others said they heard no noise whatsoever.

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CONFIDENTIAL

"'Sleek and smooth'

"Mrs. Elizabeth Baker of 3558 Woodlawn drive, said 'it was predominantly blue and made no sound.' She called the light 'sleek and smooth'.

"Another person, who described the light as 'green or blue', added another comment: 'There seemed to be a red, winking light with it.'

"Yellow and blue

"Sgt. E. C. Corn said today he was sitting at the gate to the Kapiolani drive in theater Wednesday night when the flying flame was sighted.

"'It looked like a moon, yellow, then as it came over, it turned a diamond blue with a bit of red in it'.

"At the end of its flight of about five seconds, he said, it disintegrated slowly, then went out suddenly. Large chunks broke off. He said it was the most tremendous thing he had ever seen and positively identified it as a meteor.

"Clarence P. Morimoto, 36, an accountant, said he saw the light about 11:05 or 11:10 as he was driving home along Ala Moana.

"'I was just passing the stoplight at Ft. Armstrong, going toward Waikiki, when I happened to see this greenish light. I kept it in sight until it reached Kewalo.

"'Then it just seemed to fizzle out, like a rocket. The speed of it was too fast for an airplane. It travelled in a straight line, horizontally. It didn't burst at the end, it just went out'.

"Another police report

"Capt. Andrew Miller, captain of the Hawaiian ordnance depot civilian police, reported Friday night that three of his officers got him out of bed Wednesday night to tell him they saw a strange light in the sky.

"'Their descriptions were about the same as those reported by the Honolulu police and firemen', Capt. Miller said.

"He said the officers saw the light about 11:30 p.m. Wednesday.

"The calls to the Star-Bulletin were made to corroborate the earlier report that three firemen and two policemen had seen a flying flame in the sky at that time.

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"PROBABLY METEOR, SAYS E. H. BRYAN, AMATEUR STARGAZER

"Honolulu's 'flying whatsit' - a 'greenish or bluish flame' seen flying across Honolulu skies Wednesday night by at least 20 people - may not be a mystery after all.

"To amateur astronomer Edwin H. Bryan Jr. it sounds as if the spotters may have seen a meteor, more commonly known as a shooting star.

"From reported printed in The Star-Bulletin Friday and this morning, Mr. Bryan concluded that the mysterious 'flying whatsit' sounds like one of the solar system's outer space visitors.

"A meteor travels at a considerable speed, gives off a blue-green light and sometimes crackles at the end of its path across the sky, Mr. Bryan says.

Depends on direction

"'It depends on the direction the meteor is moving,' he said. 'If it is moving in the same direction as the earth is rotating, it will move slowly across the sky - at a speed of a few hundred miles an hour.'

"'If it is moving in the opposite direction of the earth's rotation, the speed across the sky will be very great'.

"It's like two cars passing one another on the road, he said. If they are going in the same direction, the passing car will be moving slowly in relation to the other car.

"If they speed past one another going in opposite directions, their speed in relation to one another will be great. Also often there will be a loud roar as they pass.

"'There's really no way of verifying the reports, though,' he added.

"'But from the description by observers it could very well have been a meteor moving in the same direction as the earth', he explained.

"PILOT, TARGET OF FLARES, UNKNOWN TO BARBER'S POINT

"Pearl City police are investigating a report from a navy pilot that two green flares were fired at his plane about 11:20 p.m. Wednesday while flying over Lualualei.

"A Lt. McKeller, whose first name was not given on a police report, said he did not know where the flares came from, but that they came very close to his plane. He gives his address as Barber's point naval air station.

"Pearl City Police[illegible] Magana and Karl Jensen investigated the

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complaint. They said in a report that they checked with sentries at the Lualualei ammunition depot, persons along the highway and beaches and found no one who heard or saw any flares.

"Navy officials said this morning that Lt. McKellar is not known at Barber's point. They said personnel records list no one by that name at the air station.

"'FLYING SAUCER' IS GETTING MORE SERIOUS COMMENT

"Willian H. Ewing, chief of The Star-Bulletin's Washington bureau, will broadcast tonight on serious aspects of the flying saucers.

"He says that reports of these elusive aerial missiles are being given renewed and serious consideration in military and political quarters.

"He cites responsible individuals who have reported seeing these missiles.

"He says that the airforce has quietly taken up again the study of these flying saucers after straddling the matter in an inconclusive report a year ago.

"'The flying saucers have ceased to be a joke,' says Mr. Ewing.

"Mr. Ewing broadcasts each Wednesday and Saturday evening via transcription over KHBC.

"<u>INQUIRING REPORTER ASKS:</u>

"WHAT ABOUT THESE FLYING SAUCERS?

"If somebody asked you, "What do you think these 'flying saucers' are?", what would you say?

"You'd probably say something like what one of the following seven people said Friday night when The Star-Bulletin's Inquiring Reporter stopped them on the street, asked the question.

"Their replies:

"Milton Rosentes, 25, kitchen worker at Kilauea Military camp, Hawaii - 'I've given it quite a lot of thought. It could be some kind of secret aircraft from some foreign country. But when it comes to talk about some other planet, I can't believe that.'

"Jack Spiars, 21, Pearl Harbor yeoman, Granger, Tex. - 'I've never seen one myself and until I see one myself I'm keeping an open mind.'

"Earl Scott, 20, Pearl Harbor yeoman, Tupelo, Miss. - 'Somebody said they saw a flying saucer and about 20 million other people saw them too. They're just seeing things. If I saw one myself, I wouldn't believe it.'

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"E. K. Brown, 44, ship's officer, 1728 Lusitana St. - 'I was on Molokai Thursday and over there they say that what people saw was akua lele, a shooting star. I haven't seen them myself.'

"Marie Pomelson, Moana hotel, Santa Ana, Calif. - 'I think it's some experimental thing, but I don't think it's from another planet. I think that the air force, perhaps, knows more than we do, but they're not saying anything about it.'

"David Soh, 36, warehouseman, 1521-B Pele St. - 'I hadn't thought about it much until they were reported here. I don't think that it's just people's imagination. They really saw something. I don't know what they saw and I wouldn't try to guess.'

"Amy Arakaki, 19, waitress, 1965 Connecticut Ave. - 'A friend of mine said that after every war strange things happen. He figures these things are coming from another planet. Maybe it's a sign of war."

The Intelligence Officer, Pacific Division, MATS, Hickam AF Base, T. H., advises that under date of 24 March, 1950, he received the following written report from Captain IRVIN W. SCHNEIDER, USAF, Director, Security and Intelligence, 1610th AACS Group, Hickam AF Base:

"1. The following information was reported to the undersigned (Capt SCHNEIDER) by the Operations Officer of the 1957th AACS Squadron at 1500 hours, 23 March 1950.

"2. Two control tower operators (Cpl Ciaballa and Cpl How), who were on duty in the Hickam Control Tower reported sighting an object, which had an elongated shape and had a greenish, blue color. Object estimated to be 6 feet in diameter. It was first sighted at 2316 hours, local time, 22 March 1950, approximately 3 miles from approach end of runway #3 at an altitude of 1500 to 2000 feet, and travelling almost horizontally in a northeasterly direction. Operators reported they were able to view the object for about 30 seconds before it disappeared. At the time of sighting there were 3 aircraft flying in the vicinity of Hickam AFB.

"3. The aircraft were as follows: C-54, Numbers 9094 and 5619, plus one Navy plane, type PB4Y-2, Number 9987. The following crew members were aboard C-54 #5619: Captain Otis (pilot), Captain Hunt and Captain Cummings. Captain Otis stated he was approximately 5 to 10 minutes flying time from Hickam Field in the vicinity of Barbers Point and was making a straight in approach preparing to land. He reported a cloud bank on his right and approximately 500 feet above, which would put the cloud bank at an altitude of approximately 2500 feet. He reported the whole cloud glowed and flickered like phosphorus and was a greenish color. His first impression was that it might be the landing lights of another plane above them except for the green color.

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or possibly a flare released from another plane. The source of the light appeared to be coming from the cloud layer. He stated definately it was not a "flying saucer" or the reflection from the rotating beacon at Hickam AFB or the beacon at Barbers Point.

"4. The Navy PB4Y-2 reported a near mid-air collision with the object to the Hickam Control Tower. The PB4Y-2 was evidently preparing to land at Barbers Point and at the time was south of Hickam AFB. The Navy pilot reported the object was a long green illuminated object which left sparks trailing behind.

"5. The above information, upon receipt, was relayed to the Base Intelligence Office, Hickam AFB, Rescue Pearl and G-2 Office, USARPAC, at Fort Shafter. No further action is being taken by this office. Any additional information will be relayed upon receipt."

3. ACTION: Air Provost Marshal, Hickam AF Base, T. H., notified 24 and 25 March, 1950.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter No. 85, 8 February 1950.

FOR THE COMMANDER:

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

Declassification Authority: NND 923007

CONFIDENTIAL

B/L fr HQ PACD MATS, APO 953 1st Ind IG
Subj: Unconventional Aircraft,
dtd 11 Apr 50

MATS 24-173 (24-24)

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

25 APR 1950

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

Arthur Andrews

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

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

NN#8045

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

APR 25 4 47 PM '50

OFFICE OF
SPECIAL INVESTIGATION

DISPATCHED
25 APR 1950
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Declassification Authority: NND 923007

CONFIDENTIAL

HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ego

24-24

SPOT INTELLIGENCE REPORT

11 April 1950

SUBJECT: Unconventional Aircraft

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

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D.C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Press reports unidentified green object in sky over Pearl City, Oahu, T.H., Sunday night, 2 April 1950.

2. DETAILS: The 6 April 1950, "Home" edition of the Honolulu Star-Bulletin, a daily English language afternoon newspaper carried the following story:

"WAHIAWA BUS DRIVER THINKS HE SAW A FLYING SAUCER WITH TAIL

Special Star-Bulletin Correspondence

WAHIAWA, Oahu, April 6—Marcos R. Pascua of Wahiawa reports that he saw what he believes to be a flying saucer on Sunday night. Mr. Pascua, who is employed by the Wahiawa Transport as a bus driver, says that as he was driving his bus between Pearl City and Aiea he saw a bright green object traveling through the sky.

According to Mr. Pascua, he pointed out the object to the passengers seated at the front of the bus.

# # #

The "saucer" at first appearance seemed to be very small. As it traveled earthward and disappeared over the horizon, it grew to the size of six feet in diameter with a tail similar to a shooting star.

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24-24 SPOT INTELLIGENCE REPORT 11 April 1950
SUBJECT: Unconventional Aircraft

It was approximately at 10:35 p.m. that the "saucer" was first noticed, he said."

The 7 April 1950, "Five Star Final" edition of the previously cited newspaper carried the following:

"WOMAN CONFIRMS REPORT OF GREEN OBJECT IN SKY

Mrs. Douglas Royal of Magfew point Thursday night confirmed the sighting of a green object in the sky Sunday night over Pearl City.

Sighting of the object was first reported by Marcos R. Pascua, a bus driver of Wahiawa. His report was printed in The Star-Bulletin Thursday.

# # #

Mrs. Royal called to say she too saw a "very, very bright green" object, at 10:40 p.m. Sunday.

She saw it from her kitchen window, which overlooks Pearl City.

LOOKED LIKE A 'DISH'

"It appeared to be round," she said, "going rather slow. It was brighter than fireworks and looked about as big as a dish."

When she got up to look out the window after the object disappeared from view it was no longer in sight, she said."

3. ACTION: Air Provost Marshal, Hickam Air Force Base, T.H., notified 6 April 1950, and 7 April 1950.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter #85, dated 8 February 1950.

5. DISTRIBUTION: In addition to the addressees, information copies are being furnished the Commanding Officer, 1500th Air Transport Wing, Hickam Air Force Base, T.H.

FOR THE COMMANDER:

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

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Declassification Authority: NND 923007

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ahc

24-24

25 March 1950

SUBJECT: Unconventional Aircraft

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

THRU : Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Press reports unidentified "greenish or bluish flame" in sky over Oahu Wednesday night 22 March 1950. Control tower operators at Hickam AF Base, T. H., report sighting similar object at 2316 hours local time 22 March 50.

2. DETAILS: The 24 March 1950 "home" edition of the Honolulu Advertiser, a daily English language morning newspaper published at Honolulu, T. H., carried the following news story:

"FLYING SAUCER OVER WAIKIKI, ONE MAN'S VIEW

"Ho, hum! It's here at last.

"There was a flying saucer over Waikiki Wednesday night.

"Or so one (and only one) Honolulu resident says.

"He says he saw it in the sky at about 11 o'clock.

"It was the 'same old thing', he avers, fairly large, shaped like a cigar, and showing a blue light.

"It scooted around for a while, then took off, says he.

"Ho, hum! No one else phoned to say they also saw it. . . . "

The 24 March, 1950, "5 star final" edition of the Honolulu Star-Bulletin, a daily English language afternoon newspaper published at Honolulu, T. H., carried the following news story on page 1:

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SPECIAL INVESTIGATIONS
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"FLYING SAUCERS ON OAHU NOW?

"FIREMAN, POLICEMEN SAW GREEN FLAME WEDNESDAY NIGHT

"'What was it?'

"That's what three fireman and two policemen want to know about a brilliant green flame they saw over Oahu Wednesday night.

"Officer Obed Mansfield said he stopped at the Kakaako fire station about 10:30 p. m. to use the telephone.

"He was talking to Firemen James Kapuniai, Tomo Mitsuka and Fire Lt. Manuel Paiva when this 'thing' came from the Pearl Harbor direction toward Waikiki.

"'It seemed to pause for a split second,' Mansfield said.

"'Then it darted toward Waikiki at a terrific rate of speed. The bright green flame seemed to enlarge, then it went out and all I saw were sparks.

"'I've never seen anything like it before. While I was in the army during the war I worked with pyrotechnics and all sorts of flares, but none were ever like the flame I saw Wednesday night.'

"Firemen Kapuniai, Mitsuka and Lt. Paiva told the same story as Mansfield, except they add that it was traveling in a straight line. 'It did not lose altitude like a falling star or a flare,' they said.

"'I'm 43 years old,' Lt. Paiva said, 'and in that time I've never seen anything like it. To me that flame appeared to be the same color as a green traffic light.'

"Seen in Waikiki

"Officer Wray Straus, patrolling the Waikiki district said he saw the same thing. He said the object was opposite the Royal Hawaiian Hotel when the flame went out.

"The five men said there was no noise. They all said it was not a shooting or falling star, at least not like they had ever seen before.

"All said it did not lose or gain altitude, it only gained speed.

"Fire Capt. Ernest Cockett, Firemen William Hoopii, Ralph Hirai and Norman Keahi, all of Kakaako, said they were in the kitchen at the fire station.

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"'By the time we could get out of the kitchen the object had disappeared, or rather the flame had gone out,' Capt. Cockett said."

The 25 March, 1950, "5 star final" edition of the Honolulu Star-Bulletin, carried 5 stories concerning this matter, 4 of which were prominently displayed on page 1:

"The Mystery of the Flying Blue Flame - - -

"HONOLULU RESIDENTS BY THE SCORE SEE IT; ASTROMONER GIVES VERSION

"REPORTS DIFFER ON COLOR, SPEED AND SOUND OF OBJECT

"What was the 'greenish or bluish' light seen flying across Honolulu skies Wednesday night?

"Was it a shooting star? A meteor? A comet? A lighted weather balloon that had been released at Honolulu airport at 11:08 p.m. Wednesday?

"Speculation today continues brisk, for following publication of the first reports Friday, several people phoned The Star-Bulletin to report that they had seen the same 'flying flame'.

"But, as one of the belated observers admitted, 'I work in the psychopathic ward of a hospital. I was afraid that if I reported seeing the 'thing', I'd have been considered a patient instead. '

"Probably not balloon

"The weather bureau doubts that its balloon was the object in question. Its light was only a tiny penlight flashbulb, and the balloon was blown toward Hickam air force base, rather than town.

"At least 20 persons reported they saw the light speeding toward Waikiki

"Glen K. Ohama, 3267 Kalua place, an army intelligence war veteran, estimated its speed as perhaps 300 miles an hour. He said it traveled at an upward angle of 15 to 20 degrees.

"Alice Goo, 2230 Dole St., saw the object at 11:20 p.m. from the University of Hawaii campus. She said it was "green and seemed to burst into sparks of flares and disappeared'.

One witness said it disappeared with a 'crackling sound like thunder' but several others said they heard no noise whatsoever.

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"'Sleek and smooth'

"Mrs. Elizabeth Baker of 3558 Woodlawn drive, said 'it was predominantly blue and made no sound.' She called the light 'sleek and smooth'.

"Another person, who described the light as 'green or blue', added another comment: 'There seemed to be a red, winking light with it.'

"Yellow and blue

"Sgt. E. C. Corn said today he was sitting at the gate to the Kapiolani drive in theater Wednesday night when the flying flame was sighted.

"'It looked like a moon, yellow, then as it came over, it turned a diamond blue with a bit of red in it'.

"At the end of its flight of about five seconds, he said, it disintegrated slowly, then went out suddenly. Large chunks broke off. He said it was the most tremendous thing he had even seen and positively identified it as a meteor.

"Clarence P. Horimoto, 36, an accountant, said he saw the light about 11:05 or 11:10 as he was driving home along Ala Moana.

"'I was just passing the stoplight at Ft. Armstrong, going toward Waikiki, when I happened to see this greenish light. I kept it in sight until it reached Kewalo.

"'Then it just seemed to fizzle out, like a rocket. The speed of it was too fast for an airplane. It travelled in a straight line, horizontally. It didn't burst at the end, it just went out'.

"Another police report

"Capt. Andrew Miller, captain of the Hawaiian ordnance depot civilian police, reported Friday night that three of his officers got him out of bed Wednesday night to tell him they saw a strange light in the sky.

"'Their descriptions were about the same as those reported by the Honolulu police and firemen', Capt. Miller said.

"He said the officers saw the light about 11:20 p.m. Wednesday.

"The calls to the Star-Bulletin were made to corroborate the earlier report that three firemen and two policemen had seen a flying flame in the sky at that time.

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"Honolulu's 'flying whatzit' - a 'greenish or bluish flame' seen flying across Honolulu skies Wednesday night by at least 20 people - may not be a mystery after all.

"To amateur astronomer Edwin H. Bryan Jr. it sounds as if the spotters may have seen a meteor, more commonly known as a shooting star.

"From reported printed in The Star-Bulletin Friday and this morning, Mr. Bryan concluded that the mysterious 'flying whatzit' sounds like one of the solar system's outer space visitors.

"A meteor travels at a considerable speed, gives off a blue-green light and sometimes crackles at the end of its path across the sky, Mr. Bryan says.

"Depends on direction

"'It depends on the direction the meteor is moving,' he said. 'If it is moving in the same direction as the earth is rotating, it will move slowly across the sky - at a speed of a few hundred miles an hour.'

"'If it is moving in the opposite direction of the earth's rotation, the speed across the sky will be very great'.

"It's like two cars passing one another on the road, he said. If they are going in the same direction, the passing car will be moving slowly in relation to the other car.

"If they speed past one another going in opposite directions, their speed in relation to one another will be great. Andoften there will be a loud roar as they pass.

"'There's really no way of verifying the reports, though,' he added.

"'But from the description by observers it could very well have been a meteor moving in the same direction as the earth', he explained.

"PILOT, TARGET OF FLARES, UNKNOWN TO BARBER'S POINT

"Pearl City police are investigating a report from a navy pilot that two green flares were fired at his plane about 11:20 p.m. Wednesday while flying over Lualualei.

"A Lt. McKeller, whose first name was not given on a police report, said he did not know where the flares came from, but that they came very close to his plane. He gives his address as Barber's point naval air station.

"Pearl City Policemen Henry Magana and Karl Jensen investigated the

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complaint. They said in a report that they checked with sentries at the Lualualei ammunition depot, persons along the highway and beaches and found no one who heard or saw any flares.

"Navy officials said this morning that Lt. McKeller is not known at Barber's point. They said personnel records list no one by that name at the air station.

"'FLYING SAUCER' IS GETTING MORE SERIOUS COMMENT

"William H. Ewing, chief of The Star-Bulletin's Washington bureau, will broadcast tonight on serious aspects of the flying saucers.

"He says that reports of these elusive aerial missiles are being given renewed and serious consideration in military and political quarters.

"He cites responsible individuals who have reported seeing these missiles.

"He says that the airforce has quietly taken up again the study of these flying saucers after straddling the matter in an inconclusive report a year ago.

"'The flying saucers have ceased to be a joke,' says Mr. Ewing.

"Mr. Ewing broadcasts each Wednesday and Saturday evening via transcription over KGMB.

"INQUIRING REPORTER ASKS:

"WHAT ABOUT THESE FLYING SAUCERS?

"If somebody asked you, "What do you think these 'flying saucers' are?", what would you say?

"You'd probably say something like what one of the following seven people said Friday night when The Star-Bulletin's Inquiring Reporter stopped them on the street, asked the question.

"Their replies:

"Milton Rezentes, 25, kitchen worker at Kilauea Military camp, Hawaii - 'I've given it quite a lot of thought. It could be some kind of secret aircraft from some foreign country. But when it comes to talk about some other planet, I can't believe that.'

"Jack Spiars, 21, Pearl Harbor yeoman, Granger, Tex. - 'I've never seen one myself and until I see one myself I'm keeping an open mind.'

"Earl Scott, 20, Pearl Harbor yeoman, Tupelo, Miss. - 'Somebody said they saw a flying saucer and about 20 million other people saw them too. They're just seeing things. If I saw one myself, I wouldn't believe it.'

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"E. K. Brown, 44, ship's officer, 1728 Lusitana St. - 'I was on Molokai Thursday and over there they say that what people saw was akua lele, a shooting star. I haven't seen them myself.'

"Marie Powelson, Moana hotel, Santa Ana, Calif. - 'I think it's some experimental thing, but I don't think it's from another planet. I think that the air force, perhaps, knows more than we do, but they're not saying anything about it.'

"David Soh, 36, warehouseman, 1521-B Pele St. - 'I hadn't thought about it much until they were reported here. I don't think that it's just people's imagination. They really saw something. I don't know what they saw and I wouldn't try to guess.'

"Amy Arakaki, 19, waitress, 1965 Connecticut Ave. - 'A friend of mine said that after every war strange things happen. He figures these things are coming from another planet. Maybe it's a sign of war. "

The Intelligence Officer, Pacific Division, MATS, Hickam AF Base, T. H., advises that under date of 24 March, 1950, he received the following written report from Captain IRVIN W. SCHNEIDER, USAF, Director, Security and Intelligence, 1810th AACS Group, Hickam AF Base:

"1. The following information was reported to the undersigned (Capt SCHNEIDER) by the Operations Officer of the 1957th AACS Squadron at 1500 hours, 23 March 1950.

"2. Two control tower operators (Cpl Cimballa and Cpl How), who were on duty in the Hickam Control Tower reported sighting an object, which had an elongated shape and had a greenish, blue color. Object estimated to be 6 feet in diameter. It was first sighted at 2316 hours, local time, 22 March 1950, approximately 3 miles from approach end of runway #3 at an altitude of 1500 to 2000 feet, and travelling almost horizontally in a northeasterly direction. Operators reported they were able to view the object for about 30 seconds before it disappeared. At the time of sighting there were 3 aircraft flying in the vicinity of Hickam AFB.

"3. The aircraft were as follows: C-54, Numbers 9094 and 5619, plus one Navy plane, type PB4Y-2, Number 9987. The following crew members were aboard C-54 #5619: Captain Otis (pilot), Captain Hunt and Captain Cummings. Captain Otis stated he was approximately 5 to 10 minutes flying time from Hickam Field in the vicinity of Barbers Point and was making a straight in approach preparing to land. He reported a cloud bank on his right and approximately 500 feet above, which would put the cloud bank at an altitude of approximately 2500 feet. He reported the whole cloud glowed and flickered like phosphorus and was a greenish color. His first impression was that it might be the landing lights of another plane above them except for the green color,

Declassification Authority: NND 923007

or possibly a flare released from another plane. The source of the light appeared to be coming from the cloud layer. He stated definately it was not a "flying saucer" or the reflection from the rotating beacon at Hickam AFB or the beacon at Barbers Point.

"4. The Navy PB4Y-2 reported a near mid-air collision with the object to the Hickam Control Tower. The PB4Y-2 was evidently preparing to land at Barbers Point and at the time was south of Hickam AFB. The Navy pilot reported the object was a long green illuminated object which left sparks trailing behind.

"5. The above information, upon receipt, was relayed to the Base Intelligence Office, Hickam AFB, Rescue Pearl and G-2 Office, USARPAC, at Fort Shafter. No further action is being taken by this office. Any additional information will be relayed upon receipt."

3. ACTION: Air Provost Marshal, Hickam AF Base, T. H., notified 24 and 25 March, 1950.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter No. 85, 8 February 1950.

FOR THE COMMANDER:

Perry F. O'Donnell

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

C. C. Waterman

14 APR'50

Declassification Authority: NND 923007

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11 APR 1950
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Declassification Authority: NND 923007

B/L fr HQ PACD MATS, APO 953 1st Ind IG
Subj: Unconventional Aircraft,
dtd 28 Mar 50

13 APR 1950

MATS 24-173 (24-24)

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

Arthur Andrews

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

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

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Declassification Authority: NND 923007

UNITED STATES AIR FOR
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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ahc

24-24

28 March 1950

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

SUBJECT: Unconventional Aircraft

THRU : Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Press reports unidentified "flying saucer" and "flying object" in sky over Honolulu approximately mid-day Saturday 25 March 50 and Monday 27 March 50.

2. DETAILS: The 27 March 1950 "5 star final" edition of the Honolulu Star-Bulletin, a daily English language afternoon newspaper published at Honolulu, T. H., carried the following two news stories on page 1:

"MANOA HOUSEWIFE SAYS SHE SAW FLYING SAUCER

"Another flying saucer over Oahu - this time in upper Manoa.

"At 1:15 this afternoon, a Manoa housewife sighted what she describes as 'one of those flying saucers' going over Manoa and heading for Waikiki.

"'It was low enough for me to see it was round', she says. 'I know it was a phenomenon of some kind.'

"She describes the saucer as 'round and silver'. The object was thin, she says. She found that out when it tilted in its flight.

"She says it moved at about the speed of an airplane and disappeared from view just as an airplane does in the distance. She saw no light of any kind on it, she says, except the reflection of sun on silver metal.

"ANOTHER FLYING OBJECT REPORTED

"William E. Tirrell, 1511 Gulick Aulick Ave., said he saw a round

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object in the sky at 11:50 a. m., Saturday. It appeared in the ewa direction from the city-county incinerator at Kewalo basin and seemed to be moving lazily along, he said.

"He told his companion, Jim Kahele, about it. At 12:30 they saw the same object, in approximately the same location. "

In the column "News of the Waterfront" appearing on page 18 of the same newspaper, the following appeared:

"'FLYING FLAMES' ROUTINE TO MARINERS

"Flying objects of the variety seen in Honolulu skies last week may be news to city dwellers, but they're a routine matter with mariners.

"Ships at sea often spot lights in the heaven that are unusual. Sometimes they turn out to be meteors, sometimes meteorites, and at other times they remain unexplained.

"When a seaman spots 'flying flames' he follows a simple procedure.

"A descritpion of the intensity, color and size of the object is noted and turned over to the vessel's master.

"Data recorded

"The captain records the position of the ship and its direction at the time the object is sighted. To this he adds any other information he may have about atmospheric conditions, wind velocity and so forth.

"This information is forwarded to the U. S. hydrographic office and is kept there on file with similar reports from other vessels.

"Each week the hydrographic office publishes a bulletin listing all information concerning odd heavenly bodies sighted by ships at sea.

"The list of sightings each week averages about five or six and often run to 10.

"Frequent sightings

"Meteors are seen frequently at sea. They are more easily sighted there than on land where terrain and buildings often obscure a full view of the sky.

"It will not be at all surprising if some ship reports in the hydrographic office bulletin that it sighted the same object which Honolulans saw Wednesday night.

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"Mariners who have had considerable experience spotting the "flying flames" would be able to give a more accurate description of them than the average man who sees one in a lifetime.

"Information gathered on meteors, comets and other objects seen at sea is forwarded to astronomers and observatories to aid in the work of studying heavenly bodies.

"But there are always reports of strange objects which are never verified by any other source than the mariner who sees them."

3. ACTION: Air Provost Marshal, Hickam AF Base, T. H., notified 27 March 1950.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter No. 85, 8 February 1950.

FOR THE COMMANDER:

C.E. Walraven
14 APR'50

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

Declassification Authority: NND 923007

RECEIVED
11 APR 1950
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Declassification Authority: NND 923007

B/L fr HQ PACD MATS, APO 953 1st Ind IG
Subj: Unconventional Aircraft
dtd 25 Mar 50

13 APR 1950

MATS 24-173 (24-24)

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

Arthur Andrews

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 3 DEC 1975
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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE OF
SPECIAL INVESTIGATIONS

DISPATCHED
13 APR 1950
REGISTERED
UNIT
MATS

Declassification Authority: NND 923007

CONFIDENTIAL

B/L fr HQ PACD, MATS, 1st Ind IG
Subj: Unconventional Aircraft,
dtd 15 Mar 50

MATS 24-173 (24-24)

HQ, MILITARY AIR TRANSPORT SERVICE, Andrews AFB, Washington 25, DC

30 MAR 1950

TO: Headquarters USAF, The Inspector General, ATTN: Director of Special Investigations, Washington 25, DC

Forwarded for information.

FOR THE COMMANDER:

ARTHUR ANDREWS
Colonel, USAF
Deputy Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
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Declassification Authority: NND 923007

DISPATCHED
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

I/PFO'D/ahc

24-24

15 March 1950

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

SUBJECT: Unconventional Aircraft

THRU : Commander
Military Air Transport Service
Andrews Air Force Base
Washington 20, D. C.
ATTENTION: Inspector General (OSI)

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

1. SYNOPSIS: Press reports a round shining disc in sky over Kailua, Oahu, at about 0900 hours 7 March 50.

2. DETAILS: The "5 Star Final" 14 March 1950 edition of the Honolulu Star-Bulletin, a daily English language newspaper published at Honolulu, T. H., carried the following news story on page 1:

"MYSTERY DISC REPORTED SEEN OVER KAILUA, Oahu

"KAILUA, Oahu, March 14 - A round shining disc with several smaller shining streaks trailing it was seen in the sky at approximately 9 a. m. March 7 by Robert Chinen, Oneawa St., Kailua, as he was working in a field.

"Mr. Chinen reports the object was not falling but traveling in a northwesterly direction and disappeared into space as he watched it.

"He looked about for planes, thinking it might have come from one, but could see none."

3. ACTION: Air Provost Marshal, Hickam AF Base, T. H., notified 15 March 1950.

4. REASON FOR REPORT: Submitted in compliance with AFCSI Letter No. 85, 8 February 1950.

FOR THE COMMANDER:

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

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RECEIVED
28 MAR 1950
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Declassification Authority: NND 923007

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HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
ANDREWS AIR FORCE BASE
WASHINGTON 25, D. C.

IG

MATS 24-36

SUBJECT: Sighting of Unidentified Flying Object
Honolulu, T. H., 30 September 1949

TO: The Inspector General
Headquarters USAF
ATTN: Director of Special Investigations
Washington 25, D. C.

1. Attached for information is Report of Investigation 24-24, conducted at Honolulu, T. H. relative to the sighting of Unidentified Flying Object on 30 September 1949 in that area.

2. Two copies of the Report of Investigation have been forwarded to the Commanding General, Air Materiel Command.

FOR THE COMMANDER:

Ernest H Miller

ERNEST H. MILLER
Colonel, USAF
Office of Special Investigations

1 Incl
Rpt of Inv (dup)

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
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Declassification Authority: NND 923007

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Declassification Authority: NND 923007

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

REPORT OF INVESTIGATION

FILE NO. 24-24

DATE 12 October 1949

REPORT MADE BY
A. H. Clark, SA

REPORT MADE AT
SID (IG) PACD MATS, Hickam AFB

PERIOD
30 September; 1,2,3 and 4 October 1949

OFFICE OF ORIGIN
SID (IG) PACD MATS, Hickam AFB

STATUS
Closed

TITLE

Sighting of Unidentified Flying Object on 30 September 1949 at Honolulu, T.H. by 1st Lts FREDERICK J. NORMAN and CLARENCE R. MARTIN

CHARACTER
SPECIAL INQUIRY - Unconventional Aircraft

REFERENCE
None. This is an initial report

SYNOPSIS

Inquiry requested by Major NOAL A. LEARY, Air Provost Marshal, 1500th Air Transport Wing, Hickam Air Force Base, based upon report of Lts NORMAN and MARTIN, of the sighting of a small, brilliant, white, round (on occasion, ecliptical) shaped airborne object, floating high in the sky in a general northerly arc from Hickam Air Force Base at about 1700 hours, local time, 30 September 1949. Check of local police, radar facilities, CAA and military flight activities negative. Object believed to be white colored radiosonde weather balloon released 1636 hours by US Weather Bureau station at Honolulu Airport, and which remained in flight for 48 minutes following the course described by the officers who made the initial report. AFCSI Letter No. 85, 12 August 1949, (Classified Confidential) has been utilized in compiling data.

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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CO, 1500th ATW (1 incl)
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File 2

ACTION COPY FORWARDED TO
Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: MCIAXO-3
(THRU: Commander, MATS
Andrews Air Force Base
Washington 25, D.C.
ATTN: Inspector General (OSI)

APPROVED
Perry F. O'Donnell
PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

FILE STAMP

File EAH

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AFHQ O-208 8 FEB 1949

PH—5-4-49—3M—2-2325

Declassification Authority: NND 923007

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DETAILS

1. This inquiry was requested by Major NOAL A. LEARY, Air Provost Marshal, 1500th Air Transport Wing, Hickam Air Force Base, and is based upon report by:

1st Lt FREDERICK J. NORMAN, A0719992, 31st Weather Squadron
1st Lt CLARENCE R. MARTIN, 15629A, Hq Pacific Division, MATS

Hickam Air Force Base, to another Federal Agency, that they had observed an unidentified flying object at about 1700 hours, Hawaiian Time, 30 September 1949.

AT HICKAM AIR FORCE BASE; HONOLULU, T.H.; AND VICINITY

2. On 30 September 1949, NORMAN and MARTIN were interviewed, and the following joint statement made by them:

S T A T E M E N T

We, 1st Lt FREDERICK J. NORMAN, A0719992, 31st Weather Squadron, APO 953; and 1st Lt CLARENCE R. MARTIN, 15629A, Hq & Hq Squadron, PACD, MATS, APO 953, prior to making the statement contained in the following paragraphs have had explained to us the 24th Article of War by A. H. Clark, who has identified himself to us as a Special Agent of the Office of Special Investigations, USAF. We understand that we cannot be compelled to incriminate ourselves or to answer any question not material to the issue when the answer may tend to degrade us. We have been informed of our rights to have an attorney.

This is a report of an unidentified flying object which was observed by us under the following circumstances.

At approximately 1700 hours this date, Friday, 30 September, 1949, we were approximately 100 feet off shore at Keehi Beach, Honolulu International Airport where we had gone swimming, and were lying on a cement raft, our faces to the sky. Our attention was attracted by a small, brilliant object in the sky, overhead, approximately 5 degrees from zenith in the direction of Hickam Air Force Base. This was a single object and because of its dazzling appearance, we first thought it to be a star, until we realized that the sun had not yet gone down. This object was very small in perspective, about the size of a quarter head of a thumbtack held at a distance of about 3 feet. It appeared to us to be well over 10,000 feet in height. This object appeared white in color, as if coated with aluminum paint or was of aluminum construction. It first appeared to be round, but, on occasion, changed to an ecliptical shape and back to round again. We could not hazard a guess as to approximate size. This object seemed to float in the sky and travelled in a generally northerly arc from what appeared to us to be from about over Hickam to Tripler Hospital and thence to Honolulu. It was observed for a period of at least 20 minutes. This object made no vertical ascent or descent that we could observe; however, did from time to time, move short distances to and fro on a horizontal plane. From time to time the object would appear to spin rapidly in an evasive, erratic manner. At time what appeared evidence of exhaust in the form of a grey-brown, light colored smoke was noted.

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This smoke was about 4 times as wide as the object and about 4 times as long. When this object appeared to be spinning, this smoke seemed to spiral around the object, evaporating or disapating quickly. We did not detect any odor or sound. The day was bright and the sky clear. The sun was in the general direction of south-west behind us. No clouds were observed in the immediate vicinity of the object. No other object appeared in the vicinity of the object. The object appeared to be supported by aerostatic lift; no propeller, jet or aerodynamic vanes were noted. The object faded from view, disappearing behind the rising smoke of a dump fire in the vicinity of Honolulu. We do not believe this object touched the ground. If photographic equipment were available, it is not believed it would have been possible to photograph the object as it was so small and so high in the sky. A sketch of the object, many times enlarged, is attached to this statement.

We have read this statement consisting of two pages, and it has been read to us. We have signed and initialed all preceding pages and corrections. This statement is the truth to the best of our knowledge and belief, and we have given it freely and voluntarily.

/s/ Frederick J. Norman

/s/ Clarence R. Martin

Witness:

A. H. Clark

3. The following personal data was furnished by NORMAN during this interview: Age 25 years. 7 years service in the Air Force; 5 of which have been in a commissioned status. Rated: Navigator. Present Duty: Weather Forecaster. Normal vision of 20/20; does not wear glasses. Completed 2 years college training majoring in Engineering.

4. The following personal data was furnished by MARTIN during this interview: Age 27. 7½ years service in the Air Force; 5½ of which have been in commissioned status. Rated: Pilot. Present assignment with Pacific Division Air Comptroller's Office. Normal vision of 20/20; does not wear glasses. Holds Master's Degree in Economics.

5. On 30 September 1949, the Aircraft Control Center, Civil Aeronautics Administration, Department of Commerce, Honolulu International Airport (formerly known as John Rodgers Airport) reported they had no record of aircraft in vicinity except one (1) plane which was engaged in a radio range controlled landing at about 1712 hours, Hawaiian time. This aircraft was described as being well under 6,000 feet and approaching the airport from the sea, or from the general direction of south, the opinion expressed being that this aircraft could not have been the unidentified flying object reported due to its direction, speed of flight and altitude. No report of unidentified flying object was reported to the Civil Aeronautics Administration. The Aircraft Control Center further advised that the following NOTAM was published by the CAA at 1630 hours, Hawaiian time, 30 September 1949:

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"NOTAM KHNL 210102302

HONOLULU AIRPORT. BALLOON WITH RADIOSONDE ATTACHED WILL BE RELEASED FROM

HONOLULU AIRPORT AT 1635H. EXPECTED TO REACH 10000 FEET AT 1645H"

6. Mr. ROBERT L. WOLFF, Meteorological Aide, US Weather Bureau, Honolulu Airport Station, reported, 30 September 1949, that a radiosonde balloon had been released by that facility at 1636 hours, Hawaiian time, 30 September 1949 (0236Z 1 October 49) and was in flight for forty-eight (48) minutes; flight terminating by burst of balloon. WOLFF reported that the balloon involved was a helium filled, white color, pure gum rubber sphere which was inflated to a diameter of 7 feet. Suspended 50 feet from the balloon was a radiosonde transmitter in a box approximately 4" x 10" x 10". Attached to the radiosonde transmitter was an aerial three (3) feet in length. Midway between the transmitter and balloon was a paper parachute, three (3) feet in diameter, so contrived that when the balloon burst, the parachute permitted the transmitter to glide, rather than plummet, to the earth. The balloon used on this date was white in color, so selected because of the clear day and the color reflecting the sunlight, enabling its flight to be followed with ease through an optical instrument known as the theodelite. Three (3) colors of balloons are employed by the local Weather Bureau according to WOLFF, white for use on the bright clear day; yellow for use in haze; and black for use on a cloudy day. Rate of ascent of balloon is dependent on winds; however, the average rate is roughly 1000 feet per minute. As the balloon rises, it expands in atmospheric pressure, reaching diameter of from 12 to 18 feet, according to WOLFF. WOLFF further advised that if atmospheric conditions are favorable, it is possible to pick out and follow a balloon at a height of 45,000 feet. After consulting a Winds Aloft Computation Sheet prepared from the flight of this balloon, Mr WOLFF expressed the opinion that the unidentified flying object observed could well have been the balloon released by the Weather Bureau, as this balloon was in flight during the time and followed the path described. Mr. WOLFF further advised that the balloon was "tracked" by Mr. W. A. THRUGOOD, Meteorological Aide, US Weather Bureau, Honolulu Airport Station.

7. The following sequence of local weather conditions was furnished by Mr. WOLFF for the local times indicated on 30 September 1949:

HST						
1625	40	0	20		←↓	17/998
1652	40	0	20	152/81/64	←↓	18/998/607 1609
1730	40	0	20		←↓	18/999
1750	40	0	20	156/79/64	←↓	18/999

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8. The following Winds Aloft Report, dated 010300Z, or 1700 hours Hawaiian Time, 30 September 1949, was furnished by Mr. WOLFF:

18203	00016	10614	20512	30409	40207	50107	60412	70518
80914	91908	99991	02005	21010	41209	61209	80808	99992
00804	52310	99993	02520	52331	99994	02421		

9. The Honolulu Police Department advised on 1 October 1949, that during the afternoon and early evening hours of 30 September 1949, no report had been received by them of any unidentified flying object.

10. 1st Lt NORMAN H. STEVENS, AO 821899 and Cpl JAMES R. OLSON, AF 11 176 125, Operations Officer and Operations Clerk, respectively, 1500th Air Base Group, Hickam Air Force Base, advised, on 2 October 1949, that there was little flying aircraft activity in vicinity of Hickam Air Force Base at about 1700 hours. Flights during the day usually land at about 1630 hours while night flight schedules do not begin before 1900 hours. Examination of log disclosed a C-47, Base Flight Aircraft, inbound from Barking Sands, Kauai, T.H., which landed at 1714 hours. An R4D (C-47) assigned to VMR Squadron 352 (USMC) inbound from Barbers Point, Oahu, landed at 1725 hours. Two F-47 Aircraft of the Hawaiian National Guard landed at 1654 hours. No takeoffs were reported. All aircraft described are believed to have been well under 6,000 feet while in flight and were readily identifiable as such.

11. Mr. WILLIAM A. THURGOOD, Meteorological Aide, US Weather Bureau, Honolulu Airport Station, reported on 2 October 1949, that he released a white colored radiosonde balloon at 1636 hours, local time, 30 September 1949, and that he followed the flight of this balloon by means of a theodelite. According to THURGOOD, this balloon traveled in the general northerly arc described by Lts NORMAN and MARTIN at about the times reported. THURGOOD confirmed report of Mr. WOLFF as to general description of the balloon; that these balloons expand while rising, and that they can be observed with the naked eye up to 45,000 feet, if followed closely and atmospheric conditions are favorable. It was THURGOOD's opinion that atmospheric conditions were favorable during the afternoon of 30 September. THURGOOD also reported that the balloons used by the local Weather Station are in three (3) colors - white, for use on clear days, black for use on cloudy days, yellow for use in haze - and that the white balloon had been selected on 30 September because of its properties in reflecting the sunlight. THURGOOD advised that while "tracking" this balloon, he observed it to shift to and fro due to wind action, but did not observe it to spin, nor did he observe any condition which could account for report of smoke or an exhaust. THURGOOD did offer the observation that perhaps eye strain and optical illusion could account for such report, recalling that parlor game of gazing steadily at a spot, shifting the eyes and the spot watched would seem to move.

12. Major GEORGE H. ARMSTRONG, JR, 7621A, Commanding Officer, 614th Aircraft Control and Warning Squadron, APO 953, advised on 4 October 1949, that the only radar station operating at about 1700 hours, 30 September 1949, on the island of Oahu, was the radar station at Kahuku, located on the opposite side of the island.

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ARMSTRONG advised that this radar station tracked an outbound aircraft from about 1630 hours, 30 September 1949, which appeared to originate in the vicinity of Hickam Air Force Base, and traveled towards the sea at about 115° for a distance of approximately 10 miles and thenassumed a course of 072° where it was tracked until about 1745 hours for a distance of about 172 miles. The estimated speed of this aircraft was 150 miles per hour. No report covering an object floating in a northerly arc from Hickam Air Force Base was noted by the Kahuku radar station. Major ARMSTRONG also advised that he had checked the Oahu Navy Radar Unit ("Seaweed"), and was advised that this station was not in operation at 1700 hours, 30 September 1949. A/1 A. W. ALEXANDER, Operations Clerk, Detachment VR-2, US Navy, Honolulu International Airport advised that Navy MARS (JRM) Flying Boat departed that station enroute to the mainland United States at 1630 hours, 30 September 1949, and the usual route followed by this aircraft would closely approximate that plotted by the 614th Aircraft Control & Warning Squadron. These large flying boats travel at a slower speed than the usual C-54 aircraft; the cruising speed being between 150 to 180 miles per hour.

13. AFCSI Letter No. 85, 12 August 1949, (Classified Confidential) has been utilized in compiling data.

14. Files presently available to SID (IG) PACD MATS, APO 953, reflect the following previous reports of unidentified flying objects:

a. Agent Report dated 20 October 1948, SUBJECT: "Flying Discs" by SA BAYNE P. SCURLOCK, 1st Counter Intelligence Unit, Pacific Air Command, APO 953, as follows:

On 19 October 1948, this Agent, accompanied by Special Agent RIDLEN, drove to 2737 Pacific Heights Road, the Honolulu residence of Major ROBERT C. DRUM, AO-44828, Deputy Chief of Civilian Components, Pacific Air Command, APO 953. This trip was made with the hopes of observing a similar incident observed by Major DRUM the previous afternoon from his home, that of "flying discs". Major Drum stated that on the afternoon of 18 October 1948, at approximately 1705 hours, while lying on the lawn with his 8 yr old daughter, he observed what appeared to be a strangely shaped, silver, glistening object high in the sky, in a northerly direction. The disc-shaped object was traveling in a northeasterly direction estimated at 10,000 feet altitude. At this particular time of day, the Major stated, a stratus layer of clouds was situated above the flying object at an approximate altitude of 14,000 feet. The "discs" were moving below this layer of clouds. Because of lower broken cumulus clouds at a very low altitude, moving in a southwesterly direction, the Major was not certain whether he saw the same "disc" on four (4) different occasions or four (4) different "discs". Covering a period of ten (D) minutes the "discs" (or disc) were observed each time for approximately ten (10) seconds. On first observing the strange objects, Major DRUM called it to the attention of his wife and 8 yr old daughter. When asked what they had seen the previous afternoon, Mrs. DRUM and the small daughter, LINDA, repeated precisely the same observation as stated above by the Major. Major DRUM compared the

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"discs" with a silver dollar slightly turned from a flat position, giving it a disc-shape, and held at an arms length at a forty-five (45) degree angle above the eye level. Major DRUM stated further that he did not observe any exhaust smoke, flame, vapor trails, or accompanying noise. The informant indicated that he was certain that the object was not a conventional type aircraft. At 1640 hours, on 19 October 1948, this Agent and S/A RIDLEN began a visual search of the sky area pointed out by Major DRUM. This search from the lawn of Major DRUM's residence, occasionally employing field glasses, was constant until 1800 hours, when solid, low, cumulus clouds made further observation of the sky area impossible. During this period, nothing that might even resemble an airplane or "disc" was observed by these Agents.

No other information concerning this incident appears in files examined.

b. TWX 181930Z May 1949, dispatched by the Commanding General, Pacific Air Command, APO 953, to:

Chief of Staff, USAF
Washington 25, DC, ATTENTION: Director of Intelligence

Commanding General, Wright-Patterson AF Base
Dayton, Ohio, ATTENTION: MCIAXO-3

reading as follows:

Unidentified objects sighted at approximate 21° 5' North Latitude, 157° 30' west longitude. Viewed from ground, Hickam Air Force Base at 150855Z and again at 150900Z May 1949. Weather, scattered clouds with 3/10th altostratus 9000 ft., 1/10th cumulus base 3000 ft., surface visibility, 15 miles. Object observed by Major ROBERT C. DRUM, USAF, rated pilot and Mrs. WAYNE B. CURREN, housewife. No photographs obtained. One (1) object sighted twice. Object circular, tapering to tail, tail two (2) or three (3) times as long as diameter. Size, by visual appearance, about the size of softball tapering to tail. Top front, light orange. Top back, white. Bottom front and back, orange. Speed, in excess of 500 miles per hour. Heading northerly direction, first sighting, 25° dive, second sighting. Maneuverability, good to be sighted in two (2) different positions at different altitude within indicated time interval. Altitude, first sighting, 6000 or 7000 feet. Second sighting, dive beginning 9000 or 10000 feet, disappearing behind cloud. No sound or exhaust trail. Object traveling in horizontal path when sighted the first time.

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INCLOSURES

FOR: CG, AMC, W/P AFB, ATT'N. MCIAXC-3
HEADQUARTERS, OSI, USAF
COMMANDER, MATS
COMMANDING OFFICER, 1500th ATW

Southeast Quadrangle, Map, Island of Oahu, 1/62500, showing Hickam AFB, Honolulu (Rodgers) Airport, Keehi Beach, and Honolulu, T.H. Red crayon arc sets out course of flying object as described by reporting officers.

- CLOSED -

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WAR DEPARTMENT

ISLAND OF OAHU
SOUTHEAST QUADRANGLE

2694000 55′ 50 45′ 157°40′

2690 25′

2685

2680

2675

2670

2665 21°15′

1003000 1005 1010 1015 1020 1025 1030 1035 1040 1042000

PACIFIC OCEAN

KANEOHE BAY

PEARL HARBOR

WAIMANALO BAY

MAUNALUA BAY

KAIWI CHANNEL

HONOLULU

WAIKIKI

MAUNALUA

Lae o Kealohi

Moku o Loe

Kapapa I

Moku Manu

Pyramid Rock

Pukaulua Pt

Kekepa I

Pali Kilo

Kahekili Leap

Mokapu Pt

Kii Pt

ULUPAU HEAD

Libbyville

Ahu o Laka I

Mokolea Rock

Kapoho Pt

Puu Papaa

Kalanui

Popoia I

Alala Pt

Lanikai

Mokulua Is

Wailea Pt

Puu o Ehu

Kaelepulu Pond

Ulumawao

Olomana Pk

Waimanalo

Waimanalo Beach

Manana I

Kaohikaipu I

Mt Olympus

Palikea

Puu Lanipo

Kaau Crater

Puu o Kona

MAUNALUA FOR RES

MAKAPUU HEAD

Puu o Kipahulu

Kaloko

Koko Crater

Halona

Palea

Paiolulu

KOKO HEAD

Kaihuopuaa

Kawaihoa

Kupikipikio Pt

Kahala

Waikiki

Kaimuki

Waialae Nui Ridge

Waialae Iki Ridge

Kuliouou Ridge

Kulepiamoa Ridge

Kamiloiki Valley

Kamehame Ridge

Kalama Valley

Kaluaa Ridge

Kamiloiki Ridge

Kaluaa Pond

Waiupe Pond

Hanauma Bay

Koko Head Park

Waialae Nui Valley

Waialae Iki Valley

Palolo Valley

Manoa Valley

Makiki Valley

Nuuanu Valley

Kalihi Valley

Kapalama Ridge

Nuuanu Pali

Puu Konahuanui

Napuumaia

Puu Kaipu

Puu Kakea

Puu Pia

Puu Lanihuli

Puu Kahauti

Puu Kahiakahoe

Puu Uau

Puu Kukohe

Kaiwipoo

Kalihi Orphanage

Kalihi Hospital

Makalapa Crater

Mokumoa

Iwilei

Quarantine I

Makueoe I

Kihia Pt

Aplin Pd

Ft Kamehameha

Ft Armstrong

Ft De Russy

Ft Shafter

Ft Kamehameha

Pearl Harbor Naval Base

Southeast Loch

Middle Loch

East Loch

Halawa

Aiea

Kalauao

Waimano Home

Waimano Stream

Manana Stream

Waiawa Stream

Waimalu Stream

Halawa Stream

Waiau Stream

Waiawa Reservoir

Waiau Reservoir

Waimalu Reservoir

Waiawa Forest Reserve

Honolulu Forest Reserve

Waiahole Forest Reserve

Waiahole Ditch

Waiahole Tunnel

Waiahole Waterworks

Kalihi Waterworks

Waiahole Homesteads

Puu Kalaa

Puu Kiolea

Puu Kamana

Puu Uau

Puu Kahauti

Puu Kahiakahoe

Puu Kukohe

Puu Kapu

Puu Kakea

Puu Pia

Puu Lanihuli

Nuuanu Pali

Napuumaia

Puu Konahuanui

Mt Tantalus

Mt Olympus

Palikea

Puu Lanipo

Kaau Crater

Puu o Kona

Puu o Kipahulu

Makapuu Head

Koko Crater

Diamond Head

Leahi

Punchbowl Hill

Iwilei

Quarantine I

Makueoe I

Kihia Pt

Aplin Pd

Ft Kamehameha

Ft Armstrong

Ft De Russy

Ft Shafter

Pearl Harbor Naval Base

Southeast Loch

Middle Loch

East Loch

Halawa

Aiea

Kalauao

Waimano Home

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