Incident #260

ATIC NO. - - -

AF NO. - - -

REPORT NO. - - -

DATE OF REPORT - - -

TIME OF SIGHTING 2000 - 2124

SHAPE Circular-Half Sphere

SIZE 1-1 1/2 Miles Wide

COURSE - - -

NO. IN GROUP 1

WORLD - - -

PHOTOS - - - SKETCHES - - -

DATE OF INFO 24 Jan 1949

LOCATION South of Bermuda

SOURCE USAF Pilot

DATE IN TO ATIC - - -

COLOR - - -

SPEED - - - Estimated / Measured / Estimated / Measured

ALTITUDE Sea level

LENGTH OF TIME OBSERVED 1 Hr 24 Min.

TYPE OF OBSERVATION Aerial

MANEUVERS - - -

Astro (other)
Aurora Borealis

Temporary ATIC Form 329
(7 Jun 52)

UNCLASSIFIED

1. Action requested above has been [redacted]

2. According to astronomical authorities the phenomenon described by Captain [redacted] coincides exactly with the appearance of aurora polarias (northern lights) as seen at latitudes as far south as Bermuda.

3. The newspaper article "Northern Lights Are Seen Here", which is evaluated A-1, states that the aurora was visible in Bermuda 24 January beginning at a time close to that when Captain [redacted] first saw his phenomenon. Furthermore, the lights were seen in a line of direction from Bermuda which passes through or near the position where Captain [redacted] estimates his light mass to have been located when last seen.

4. A transcript of entries from the log of Hamilton Meteorlogical Station for the night in question has been requested.

5. It was further requested that Captain [redacted] and his crew be interviewed to determine whether the appearance of nearness of the light mass could have been illusory caused, possibly, be a combination of cloud and water reflection and the intensity of the aurora.

Incl:
w/d

A. J. HEMSTREET, JR
Lt Colonel, USAF
Acting Chief
Tech Intelligence Division
Intelligence Department

HMS/rm
65310
P 202F
Bldg 288

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

260

Observed Atmospheric Phenomena [redacted]

MCIA MCI 9 Mar 49 1.

Attn: Mr. [redacted]

UNCLASSIFIED

1. The attached correspondence will be corrdinated immediately with the Engineering Division to determine what action, if any, can be taken to determine the nature or origin of the phenomena reported.

2. It is suggested that the data available be hancarried to Dr. Hynek of the Ohio State Research Foundation. In the event that no opinion canbe obtained from that organization, the incident should be coordinated with Dr. H. P. Robertson of the Norman Bridge Laboratory of Physics, California Institute of Technology. Dr. Robertson is chairman of the Committee on Technical Intelligence of the Von Karman Advisory Group. Another possibility would be Dr. George Valley of M. I. T.

3. It is recommended that all references to filtering as expressed in paragraphs 2,1,and 4 be deleted as they would unnecessarily disclose classified Air Force operations and these data would not aid in identifying the nature of the phenomena.

Incl:
Ltr. 24 Feb 49 w/1st Ind
4 Mar 49 fr AFOIR-CO-5 w/4 Incls

W. R. CLINGERMAN
Colonel, USAF
Acting Chief, Intell Dept.

JSH/dm
R 262
R 253
5-9210

UNCLASSIFIED

[redacted]

S-20754-A

[redacted]

UNCLASSIFIED

8/9 WEATHER SQUADRON DETACHMENT
KINDLEY AIR FORCE BASE
APO 856 C/O POSTMASTER
NEW YORK, NEWYORK

MEMORANDUM

10 May 1949

SUBJECT: Aurora Borealis

TO : Commanding Officer, 373rd Recon Squadron

Records of the Hamilton Meteorological Office, Hamilton Bermuda indicate a Aurora-Borealis occurred Northwest of this station at 2000 hours local 24 January thru 0200 hours local 25 January 1949. The same records also indicate a faint Aurora-Borealis occurring Northwest of this station at 0100 hours local 26 January 1949.

FRANK S. SAVAGE
Major, USAF
Station Weather Officer

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted] W.

UNCLASSIFIED Capt, [redacted] 40

1. Date of observation: 24 January 1949 Date of interview 13 April 1949

2. Exact time of observation:
From 2000 to 2124

3. Place of observation:
29°30'N-67°29'W

4. Position of observer:
Air, RB-29 (Aircraft Commander's Position)

5. What attracted attention to object:
Dark red glow which at first resembled moon rising, later resembled ship (surface vessel) burning.

6. Number of objects:
One (see Incl #1. Capt [redacted] does not completely agree, states red portion was much more rounded than shown in Sgt Sims's sketch and pillars of white light were very distinct).

7. Apparent size:
Main portion of red mass was 1 to 1½ miles wide.

8. Color of object:
Predominately red with white light base and shafts of white light extending upward approximately 3/4 of red mass

9. Shape:
Circular, half sphere, mushroom.

10. Altitude:
Below horizon, based on water, gave appearance of coming from water.

11. Direction from observers:
1100

12. Distance from observer:
First sighting approximately 100 miles away, approaching to within 100 to 150 ft, executed sharp right bank to keep from flying into red light mass.

13. Direction of flight of object:
Undetermined

14. Time in sight;
1 hour, 24 min.

15. Speed;
Undetermined;

16. Sound and odor:
None noticeable [redacted]

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR [illegible]

UNCLASSIFIED

E-20754

Incl #1

17. Trail:
None

UNCLASSIFIED

18. Luminosity:
Appeared to generate its own light, white light comparable to flourescent light, red light some less brilliant than runway flare.

19/ Projections:
None

20. Maneuvers:
Undetermined

21. Manner of dissappearance:
A/C departed. Red light still visible from Bermuda on landing.

22. Effect on clouds:
Appeared to tint clouds red.

23. Additional information concerning object:
Red light illuminated left wing of A/C and reflected into cockpit. Did not resemble any Northern Light display as seen over Alaska. From 6000 ft. Water could be seen on opposite side of phenomena, stars could be seen on opposite side of red portion of light.

24. Weather conditions and light at time of sighting:
Weather good. Clouds 2 to 4 tenths, wind 25 knots from 25o, No moon, very dark, stars visable.

Name and address of observer:
[redacted], Captain, [redacted]
373d Rcn Sq VLR Wea
APO 855 c/o PM, N.Y., N.Y.

Occupation and hobbies:
Pilot, VHB
(No particular hobbies)

Comments of Interrogator:
Observer is of above average intelligence. Character, as far as viewed at this headquarters, is excellent.

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted] S-20754-C

INCIDENT NO. 260

1. Date of Observation 24 Jan. 1949 Date of Interview 13 April 1949

2. Exact Time (local) 2000-2124

3. Place of Observation South of Bermuda, B.W.I. 29° 30' North 67° 69' West

4. Position of observer Air in RB-29 Course true 50° - 1500 - 6000 Ft. Altitude

5. What attracted attention to object. Dark red glow.

6. Number of objects 1

7. Apparent size 1 to 1-1/2 miles wide

8. Color of object Red with white light base with shafts of light extending 3/4 way through mass.

9. Shape Circular, half sphere, mushroom.

10. Altitude Sea level

11. Direction from observer 330°

12. Distance from observer 1st sighted at 100 miles approached to within 100-150 Ft.

13. Direction of flight of object(s)

14. Time in sight 1 hr. 24 minutes

15. Speed Unknown

16. Sound and odor

17. Trail

18. Luminosity Appeared to generate own light.

19. Projections

20. Maneuvers

21. Manner of disappearance A/C departed from scene.

22. Effect on Clouds Appeared to tint clouds red.

23. Additional Information Concerning Object-

24. Weather Conditions. Good .2 - .4 clouds, wind 25 knots from 25°
No moon, very dark, stars visible.

(over)

Incident 260

Name and address of observer:

Capt. [redacted], 373d Recn Sqd. VLR Wea
APO - 856 C/O PM, New York, N. Y.

Occupation and hobbies:

Captain, USAF
VHB Bomber Pilot

Comments of Interrogator relative to intelligence and character of observer(s):

Above average intelligence, character appears excellent.

NARRATIVE SUMMARY:

[redacted] S/Sgt, [redacted]

UNCLASSIFIED

1. Date of Observation: 24 January 1949
   Date of Interview: 11 April 1949

2. Exact time of observation:
   2000 to 2124

3. Place of Observation:
   Unknown

4. Position of Observer:
   Air, B-29 (Stood between Pilot and Co-Pilot)

5. What attracted attention to object:
   By a red glow on horizon

6. Number of objects:
   One

7. Apparent size:
   15 to 30 miles in circumference

8. Color of object:
   Blue-white base surrounded by dark red glow fading into light red or pink at altitude.

9. Shape:
   On approach light mass appeared to build up like cumulus cloud or smoke. As A/C approached light mass it seemed to spread in arc that resembled a mushroom. A/C approaching mass might have caused what appeared to be building-up process.

10. Altitude:
    Based on water, top 4000 to 6000 ft.

11. Direction from observer:
    1000 on sighting, 0900 during observation

12. Distance from observer:
    No closer than 10 to 15 miles of main mass.

13. Direction of flight of object:
    Unknown

14. Time in sight:
    From 2000 to 2145 hours

15. Speed:
    Unknown

16. Sound and odor:
    Unknown

DOWNGRADED AT 12 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Encl #4

17. Trail:
None

UNCLASSIFIED

18. Luminosity:
Red glow resembled a red railroad flare (fuzee) with blue-White base and pillar like beams of varying intensity going up into red mass. Red mass was transparent could see stars through it. Stars not visable through white light. Mass appeared to generate its own light, gave off enough light to illuminate water surface and clouds.

19. Projections:
None

20. Maneuvers:
None observed

21. Manner of disappearance:
A/C departed area

22. Effect on clouds:
Sillouated clouds on approach

23. Additional information concerning object:
Light appeared to be coming from water. S/Sgt Marx had just returned from 90 days TDY in Alaska and Northern Lights viewed there did not resemble this in any manor.

24. Weather conditions and light at time of sighting:
Weather good, dark, no moon, few clouds

Name and address of observer:
[redacted]
373d Rcn Sq, VIR, Wea
APO 856 c/o PM, N.Y., N.Y.

Occupation and hobbies:
Engineer, B-29
No particular hobbies

Comments of Interrogator:
Observer is of above average intelligence, calm and not easily exciteable. Character, as observed at this headquarters, is excellent.

DOWNGRADED
DECLASSIFIED
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

S-20751-2

INCIDENT NO. ~~2603~~

1. Date of Observation ~~21 Jan 1949~~ Date of Interview ~~11 April 1949~~
2. Exact Time (local) 2000-2124
3. Place of Observation South Bermuda B.W.I. 29° 30' North 67°-69' West.
4. Position of observer Air RB-29 Course True 50° 1,500'-6,000' altitude
5. What attracted attention to object. Red glow on horizon
6. Number of objects 1
7. Apparent size 15-30 miles circumference 4000-6000 ft. high.
8. Color of object Blue white base surrounded by dark red glow fading into light red or pink at altitude.
9. Shape Like cumulus cloud or smoke at first, then appeared to ~~speed~~ spread in arc
10. Altitude Sea level.
11. Direction from observer When first sighted 300° during observation 270°.
12. Distance from observer 10-15 miles from main Mars.
13. Direction of flight of object(s)
14. Time in sight 1 Hr 24 minutes.
15. Speed Unknown
16. Sound and odor
17. Trail
18. Luminosity Red glow like flare.
19. Projections
20. Maneuvers
21. Manner of disappearance A/C departed area.
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions Weather good, dark, few clouds, no moon.

(over)

Incident ~~260B~~

Name and address of observer:

S/Sgt [redacted]

Occupation and hobbies:

Comments of Interrogator relative to intelligence and character of observer(s): ~~Above aver~~ intelligence, calm not easy excitable.

NARRATIVE SUMMARY:

INCIDENT NO. ~~2606~~

1. Date of Observation ~~24~~Jan. 1949 Date of Interview ~~12 April 1949~~
2. Exact Time (local) 2000-2124
3. Place of Observation South Bermuda B.W.I. 29°-30' North 67°- 69' West
4. Position of observer Air RB-29 Course true 50°-1500-6000' Altitude
5. What attracted attention to object. Pilot call on interphone
6. Number of objects 1
7. Apparent size Circumference 25 Miles
8. Color of object Blue white at base, bordered in red gradually fading out
9. Shape First seemed to be red gold sunset resembled mushroom.
10. Altitude Sea level
11. Direction from observer 330°
12. Distance from observer
13. Direction of flight of object(s) Appeared to be drifting West
14. Time in sight 1 1/2 hours
15. Speed 25 knots
16. Sound and oder
17. Trail
18. Luminosity Transparent (appeared like blast furnace at 5 miles).
19. Projections
20. Maneuvers Appeared to increase and decrease in altitude and intensity. Zigzag course.
21. Manner of disappearance A/C Left scene
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions Good, clouds scattered, no moon, dark.

(over)

Incident 260C

Name and address of observer:

S/Sgt [redacted] Rec'n Sqa.
VLR Weather, A.P.O. 650 c/o PM, New York, N. Y.

Occupation and hobbies:

Radar Scanner, USAF

Comments of Interrogator relative to intelligence and character of observer(s):

verage or above intelligence, character appears excellent.

NARRATIVE SUMMARY:

[redacted] [redacted]
S/Sgt, AF-32070629

UNCLASSIFIED

1. Date of Observation: 24 January 1949 Date of Interview: 12 April 1949

2. Exact time of observation:
From 2000 to 2124

3. Place of Observation:
Unknown

4. Position of observer:
Air, RB-29 (Left Scanner's position

5. What attracted attention to object:
Pilot called over interphone

6. Number of objects:
One (agrees with Incl #1)

7. Apparent size:
Undetermined

8. Color of object:
Blue-white at base, bordered in red gradually fading out.

9. Shape:
First seemed to be red-gold sunset. Resembled mushroom. Estimates circumference to be 25 miles.

10. Altitude:
Appeared to be coming out of ocean. Appeared to be based on ocean when observed from both distance and immediate vicinity.

11. Direction from observer:
1100

12. Distance from observer:
Undetermined

13. Direction of flight of object:
Appeared to be moving west (A/C was moving generally north) estimates minimum speed to be 25 knots

14. Time in sight;
Would judge about 1 hour and one half

15. Speed:
Undetermined

16. Sound and odor:
Undetermined

DOWNGRADED AT 12 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Encl #5

[redacted]

[redacted] Lerch, cont.

17. Trail:
None observed

UNCLASSIFIED

18. Luminosity:
Comparable to blast furnaces of Pittsburg from distance of 5 miles

19. Projections:
None

20. Maneuvers:
Light appeared to decrease and increase in altitude and intensity. It had a zig-zag course.

21. Manner of disappearance:
Did not disappear

22. Effect on clouds:
Could see two sausage shaped clouds, silhouetted, either beyond or in the east portion of light mass. No other clouds observed.

23. Additional information concerning object:
Light mass was transparent. Could plainly see water on other side of light. Water in vicinity of light was plainly visible. Could have seen surface vessel, but did not. When A/C was departing light appeared to increase in diameter. Airman has observed Northern Lights from Himalayas in India and has never a display that resembled this.

24. Weather conditions and light at time of sighting:
Weather was good. Clouds scattered. Was dark, no moon.

Name and address of observer:
[redacted]
573d Rcn Sq, VLR, Wea
APO 856 c/o PM, N.Y., N.Y.

Occupation and hobbies:
Scanner, B-29, MOS 2750
No particular hobbies

Comments of Interrogator:
Observer of average or above average intelligence.
Character, as far as viewed at this headquarters, is excellent.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS. UNCLASSIFIED
DOD DIR 5200.10

S-20754-C

[redacted]

INCIDENT NO. 260F

1. Date of Observation 24 Jan. 1949 Date of Interview 12 April 1949

2. Exact Time (local) 2000-2124

3. Place of Observation Bermuda, B.W.I. 29°-30' North 67°-29' West

4. Position of observer Air RB-29 50° T. course 1,500-6,000' Altitude

5. What attracted attention to object. Red glow on horizon.

6. Number of objects 1

7. Apparent size 1 1/2 miles wide

8. Color of object Main mass was white light, surrounded by red glow, pierced by 2 shafts of white light.

9. Shape Mushroom

10. Altitude Sea level.

11. Direction fron observer 330°

12. Distance from observer First sighted 110 miles to within 100-150 feet.

13. Direction of flight of object(s)

14. Time in sight 1 Hour 24 Minutes

15. Speed

16. Sound and odor

17. Trail

18. Luminosity resembled blue white fluorescent light

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on Clouds appeared black against glow.

23. Additional Information Concerning Object- Light appeared constant.

24. Weather Conditions. Dark, no moon, scattered clouds.

(over)

Incident 26on

Name and address of observer:

1st Lt F[redacted]n, 373rd Rec'n Sqd.
VLR Weather, APO 856 c/o PM, New York, N. Y.

Occupation and hobbies:

Co-Pilot

Comments of Interrogator relative to intelligence and character of observer(s):

Above average intelligence, character appears excellent.

NARRATIVE SUMMARY:

[redacted] (

S[redacted].
1st Lt, AO-558176

UNCLASSIFIED

1. Date of observation: 24 January 1949
   Date of Interview: 14 April 1949

2. Exact time of observation:
   From 2000 to 2124

3. Place of observation:
   29°30'N - 67°29'W

4. Position of observer:
   Air RB-29 (Co-Pilots Position)

5. What attracted attention to object:
   Red glow on horizon. Of such intensity that first thought was ship on fire

6. Number of objects:
   One

7. Apparent size:
   Flew within 150 ft of mass which was approximately 1 and ½ miles wide.

8. Color of object:
   Main mass of white light based on water, surrounded by a red glow which was pierced by 2 shafts of white light.

9. Shape:
   Mushroom

10. Altitude:
    00

11. Direction from observer:
    1100

12. Distance from observer:
    100 miles at original sighting, under observation from 100 to 150 ft.

13. Direction of flight of object:
    Unknown

14. Time in sight:
    1 hour 24 min

15. Speed:
    Unknown

16. Sound and odor:
    Unknown

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Encl 6

UNCLASSIFIED

17. Trail:
Unknown

18. Luminosity:
Definately did illuminate water surface. Shafts of light resembled blue-white flourescent light.

19. Projections:
None

20. Maneuvers:
Unknown

21. Manner of disappearance:
Departed from area

22. Effect on clouds:
Clouds appeared black against glow

23. Additional information concerning object:
Light was constant and did not vary in intensity. Gave appearance of radiating from water. Three or four shafts of white light was outside east portion of the red mass. Stars and water was visible on other side of light mass. Did not in any manner resemble a Northern Light display (observer states he has seen many).

24. Weather conditions and light at time of sighting:
Dark, no moon; weather was good, scattered clouds, however, none in immediate vicinity.

Name and address of observer: [redacted]6
373d Rcn Sq VLR Wea
APO 856 c/o PM, N.Y., N.Y.

Occupation and hobbies:
Co-Pilot, B-29
No particular hobbies

Comments of Interrogator:
Observer is of above average intelligence. Character, as far as viewed at this headquarters, is excellent.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted] S-20754-C

INCIDENT NO. 2601

1. Date of Observation 24 Jan. 1949 Date of Interview 11 April 1949
2. Exact Time (local) 2000-2124
3. Place of Observation South Bermuda, B.W.I. 29° 30' North 67° 69' West
4. Position of observer Air RB-29 - Course 50° - 1,500-6,000 ft. Altitude
5. What attracted attention to object. Crew member on inter-phone
6. Number of objects 1
7. Apparent size 35 miles long - 7,5000' high
8. Color of object Red glow surrounding blue white light base, like burning tanker.
9. Shape Mushroom with ragged edges.
10. Altitude
11. Direction from observer
12. Distance from observer 5 Miles
13. Direction of flight of object(s)
14. Time in sight 45 Minutes (observer was operating radar during balance of time object was in sight).
15. Speed
16. Sound and odor
17. Trail
18. Luminosity Red glow was comparable to red runway light.
19. Projections
20. Maneuvers
21. Manner of disappearance A/C left scene.
22. Effect on Clouds Silhouetted clouds.
23. Additional Information Concerning Object-
24. Weather Conditions. Good .2-.4 cloud coverage, wind 25 knots from 25° No moon, very dark, stars visible.

(over)

Incident ~~260A~~

Name and address of observer:

[redacted] 773rd Recon. Sqd
VLR Wea., APO 696, c/o PM, New York, N. Y.

Occupation and hobbies:

Camera technician and radar operator.

Comments of Interrogator relative to intelligence and character of observer(s):
Above average intelligence, character appears excellent.

NARRATIVE SUMMARY:

[redacted]

HEADQUARTERS

Air Materiel Command

UNCLASSIFIED

MCIAXO-3/HMS/rm

WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

MAR 24 1949

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIAXO-3

SUBJECT: Project "Grudge"

TO: Commanding Officer
373rd Reconnaissance Sqd VLR Wea
Kindley AFB, Bermuda
APO 856, % Postmaster
New York, New York

1. Reference is made to your letter (373 D Wea 350.05) dated 9 February 1949, subject, "Semi-Monthly Intelligence Report" concerning sighting of light phenomenon by Captain Mattatall, 24 January 1949.

2. According to astronomical authorities the phenomenon described by Captain [redacted] coincides exactly with the appearance of aurora polarias (northern lights) as seen at latitudes as far south as Bermuda.

3. The Newspaper article "Northern Lights Are Seen Here" which is evaluated A-1, states that the aurora was visible in Bermuda 24 January beginning at a time close to that when Captain [redacted] first saw his phenomenon. Furthermore, the lights were seen in a line of direction from Bermuda which passes through or near the position where Captain [redacted] estimates his light mass to have been located when last seen.

4. It is requested that a transcript of entries from the log of Hamilton Meteorological Station for the night in question be forwarded to this Command, Attention: MCIAXO-3.

5. Request further that Captain [redacted] and his crew be interviewed to determine whether the appearance of nearness of the light mass could have been illusory caused, possibly, by a combination of cloud and water reflection and the intensity of the aurora.

6. Four copies of "Guide to Investigation" are forwarded to aid in recording the desired information.

FOR THE COMMANDING GENERAL:

DOWNGRADED AT 2 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]
Colonel, USAF
Acting Chief
Intelligence Department

1 Incl
"Guide to Investigation"
(Quad)

[redacted]

S-20754-C

Hq AMC Form No. 9
(Rev 17 Nov 48)

WF-O-22 DEC 48 400 M

...Jun 48), Hq AMC 10-513
...sed until exhausted.

AMC Form No. 10-3
(Rev 29 Jul 47)

[redacted]

ROUTING AND RECORD SHEET

UNCLASSIFIED

A[illegible]TERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT Request for Analysis

TO MCIAXS FROM MCREEO DATE 13 May 49 COMMENT NO. 3.

~~THRU MCREEO~~

Subject report has been referred to Cambridge Field Station for purpose as requested in comment No. 1. Forwarded herewith is copy of basic letter, Hqs AMC, subject as above, dated 29 March 1949, with 1st Indorsement thereto, CO, CFS, dated 29 April 1949, which gives Cambridge Field Station reports on the matter. This Subdivision concurs and has nothing further to add.

2 Incls
1. n/c
1 Added
2. As ref above

GORDON A. BLAKE
Colonel, USAF
for: Chief, Electronic Operations
Electronic Subdivision
Engineering Division

RLMoore/lew
2-9232
Bldg 126
Rm 223

COORDINATION
Richard L. Moore, Maj. USAF
Q F. Cunningham MCREEO

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

S-20754-B

5-23

5-27

WF-L-18 MAR 48 2 Mil 600M (CONTINUE ON OTHER SIDE)

AF Form No. 10-3 (Rev 29 Jul 47)

UNCLASSIFIED

ROUTING AND RECORD SHEET [redacted] AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signatures.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT: Request for Analysis

TO: MCR E | FROM: MCIAXS | DATE: 11 Mar 49 | COMMENT NO. 1.

It is requested the inclosed report be reviewed by appropriate sections within your Division for the purpose of determining, if possible, an explanation for the reported phenomenon as reported by Capt [redacted].

1 Incl
373D Wea Semi-Monthly Intel Rpt

A. J. HEMSTREET, JR
Lt Colonel, USAF
Actg Chief, Tech Intelligence Div
Intelligence Department

HMS/aw
Ex 6-5510
Bldg 28[illegible]
Post 201F

TO: MCREE | FROM: MCREO | 17 Mar 49

1. For comment.

Incl: n/c

FRED. R. DENT, JR.
Colonel, USAF
Chief, Engineering Operations
Engineering Division

RFC/eb
2-4261
Bldg. 14

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

S-20754-B

WF-L-18 MAR 48 2 Mil 600M

(CONTINUE ON OTHER SIDE)

[redacted]

UNCLASSIFIED

HEADQUARTERS
373D RECONNAISSANCE SQUADRON, VERY LONG RANGE WEATHER
APO 856 c/o PM, N. Y., N. Y.
(Kindley AFB, Bermuda)

373D WEA 350.05

Feb 9 1949

SUBJECT: Semi-Monthly Intelligence Report

TO: Commanding Officer
2108th Air Weather Group
Westover Air Force Base
Westover Field, Mass

1. In compliance with 308th Reconnaissance Group (Weather) letter, subject,: "Semi-Monthly Intelligence Summary", file 308th WEA 350.05, dated 29 July 1947, the following report is submitted for the period ending 31 January 1949.

2. On 24 January 1949 crew of B-29 aircraft, number 44-87750, returning from a special search mission for BOAC Tudor IV, Star Aerial, observed the following described atmospheric phenomena:

a. At 2400Z, 24 Jan 49, from position 29° 30' N - 67° 29' W, on a true course of 050°, altitude 1,500 ft., Captain [redacted], Aircraft Commander, first saw a red glow off the left wing which at first resembled the moon rising and which the crew later believed to be a burning ship.

b. At 0025Z the pilot turned the aircraft in direction of the light, 350° true course, and within fifteen minutes the aircraft was so close to the red light object that a sharp bank was executed in order to avoid flying into the red light mass.

c. On approaching the redlight it was observed as a dark red glow, 1 to 1-1/2 miles wide, based on the water, and resembling burning oil with a phosphorescent red light rising to 2,500 to 3,000 ft altitude. Also from heading of 350° and 180° two columns of white light, 1/4 to 1/2 mile apart, resembling search light beams and extending upward through approximately 3/4 of the red light mass. The beams were at a slight angle toward each other. Capt [redacted] estimates that if the white light beams had extended above the red light mass to an altitude of 10,000 ft. they would have intersected. It was also observed that the red light mass gave off enough light to illuminate the surface of the water and the bases of surrounding clouds with a dull red glow (see inclosure #5)

d. Aircraft position above the red light mass, 6,000 ft. altitude, at 0040Z, 25 Jan 49, was 31° 24' N - 67° 08' W

e. Wind at 6,000 ft was from 025° with velocity at 25 knots.

f. Clouds were present, two to four tenths coverage, with bases at 3,300 ft and tops to 5,000 ft.

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Rusic: Semi-Monthly Intelligence Report, 375d Rcn Sq (VLR) Wea, dtd 9 Feb 49
file 350.05

[redacted]

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g. At time of observation the moon was not visible.

h. Communications were reported good at that time.

i. Capt [redacted] reports the aircraft as staying in the area Approximately 45 minutes and completely circling and surveying the red light mass from all angles.

j. Photographer aboard special mission aircraft reported attempting to photograph the phenomena with a K-20 camera at shutter setting of 1/125 second and lens setting of 4.5. Due to fast shutter speed no results were obtained even though 15 prints were overdeveloped in an attempt to bring out detail.

k. Last observation made at 0124Z, 25 Jan 49, looking down from an altitude of 6,000 ft., true course of 045°. The red mass seemed to move away from aircraft and spread out and had reached position 31° 35' N - 67° 10' W.

l. (deleted)

m. Aurora Borealis, normally not seen in this area, was very noticeable on the evening the above described light was seen (see incls 2 and 3). However, Aircraft Commander, Capt [redacted], has just returned from 90 days TDY in Alaska and Navigator, Lt Austin, presently TDY this organization from 375th Rcn Sq (VLR) Wea, state that no Northern Lights they had ever witnessed reacted in this manner as to color, shape, position, or intensity.

3. The above described phenomena was witnessed from all parts of Bermuda as a red mushroom shaped glow with two pillars of white light rising up through, but not extending above the red light mass.

4. At 2245Z, 25 Jan 49, B-29 aircraft, number 45-21790 was dispatched.*** The crew reported that on arrival at destination the red light mass could not be located ***

EVALUATED B-2

5. In accordance with paragraph 4.b., Air Weather Service Letter, Subj: "Semi-Monthly Intelligence Summary", dated 23 July 1947, the inclosures are evaluated as follows:

a. Incl No. 1 - News article: "Dr Gordon Quits, Charges Slight". B-2

b. Incl No. 2 - News article: "Northern Lights Are Seen Here". A-1

c. Incl No. 3 - News article: "Northern Lights Are Seen Here for Second Time". A-1

d. Incl No. 4 - News article: "Record Imports of Over 17 Million Last Year; U. K. Takes Second Place B-2

e. Incl No. 5 - Sketch of atmospheric Phenomena Witnessed by Capt Nattstall and Crew B-2

3 Incls: As listed in par 5 [redacted]

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CLYDE A. HAY, Lt Col, USAF
Commanding

S-20754-A

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Mid-Ocean News article "Northern Lights Are Seen.Here" dtd 25 Jan 49

Northern Lights Are Seen Here

For nearly six hours last night Bermudians were treated to the unusual sight of Northern Lights. Entries in the Hamilton Meteorological Station's log indicate that the Northern Lights -- otherwise known as the Aurora Borealis -- were visible from about 8.30 P. M. to 2 A. M. Appearing to the north-northwest, they began with a reddish hue and changed throughout the evening to a powerful white, which spread like a curtain.

The lights which are seen frequently in the far North are rarely visible this far South. When they are seen in these latitudes the weather is exceptionally fine, the Met Station said. Last night conditions here were still and fine.

John Jefferies, branch engineer for Cable and Wireless, Ltd, in Bermuda, said the service was subnormal from about 11 p. m. to 6 a. m. As expected he explained the station experienced fading on the wireless circuits.

This was the first time interference due to the aurora had been noticed in Bermuda, he said, although in some other parts of the world it is not uncommon

A-1

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DOD DIR 5200.10

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Mid-Ocean News article "Northern Lights Seen Here For Second Time" dated 26 Jan 1949

Northern Lights Seen Here For Second Time

Northern Lights were seen last night for the second time in succession in the sky to the north and northwest.

A red-orange glow appeared to the north-northwest shortly after 9:30, but was partially obscured by low clouds. The Hamilton "Met" station reported a faint aurora corealis at one o'clock. Radio reception was hampered by the phememenon.

Cable and Wireless (West Indies) Limited reported earth currents in their cables and complete wireless failure on wireless circuits. All cables were received, the company stated, and the wireless messages received were not for public service.

Capt G. M. Fletcher of the Gascony was as surprised as a lot of other people when he first saw the display on Monday night. "I didn't know at first what they were," he said this morning aboard his vessel.

This was the first time, Captain Fletcher said, that he had noticed these lights so far south. In northern latitudes he had often seen them. On these occasions he said they were more spectacular, with less red but more blue and violet in their makeup.

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Z-1099 A

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MCREEO

MCREEO/RLM/ls

29 March 1949

SUBJECT: Request for Analysis

COPY

TO: Commanding Officer
3160th Electroniss Station
Cambridge Field Station
Cambridge, Massachusetts
ATTN: Base Directorate for Geophysical Research

1. Attached document has been forwarded from Technical Intelligence Department for the purpose of determining, if possible, an explanation for the reported phenomenon.

BY COMMAND OF GENERAL McNARNEY:

GORDON A. BLAKE
Colonel, USAF
Chief, Electronic Operations
Electronic Subdivision
Engineering Division

1 Incl:
Intelligence Report

000.92 1st Ind ERHM PHW/mc

Hq 3160 Electronics Station, CFS, 230 Albany St., Cambridge 39, Mass. 29 April 1949

TO: CG, AMC, Wright-Patterson AFB, Dayton 2, Ohio.
ATTN: Major R. L. Moore - MCREEO

1. In reference to the phenomenon reported in subject letter, no glow of the size described has ever been reported previously to the knowledge of the scientific personnel of this Directorate at such low altitude. Due to the auroral activity in the area at the time it is natural to assume that the phenomenon is in some way related to the aurora, however the fact that this has been observed on the surface of the water rather than high in the atmosphere is

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S-20754-3 — 3

MCREEO

Inc #2

COPY

[redacted]

000.92 ERHM 1st Ind (Contd) COPY
Subject: Request for Analysis

difficult to explain. The orange color seems to indicate an excited state of oxygen, however, with the small mean free path which exists at the earth's surface, a terrific electrostatic field would be required which is not likely. If such a field existed due to some freak condition, static charges should have been noted by the B-29 personnel when approaching the glow. This would have produced corona from propeller tips and wing tips which should have interfered with radio communication.

2. At the present time no nuclear reaction is known to the personnel of this Directorate which would produce ionizing particles of suffient energy to excite the oxygen line in such a manner. The highest decay energy known is that resulting from nuclear fission of U^{235} and Pu^{239} which is in the neighborhood of 200 MEV. It is estimated that several thousand MEV should be required to produce this effect, and to date this has only been observed in cosmic rays which are not sufficiently dense enough nor localized enough to produce the effect. Even a controlled rate of fission would liberate heat which should have been readily detectable by the crew of the B-29 through heat radiation effects.

3. The two white "searchlight" beams seems to indicate higher excitation states of oxygen, nitrogen, and other atmospheric elements which are apparently in the zones of maximum potential gradient. It would be natural to assume that there is a possibility of the effect being man made, however again the voltage required to produce a discharge between two antenna masts of a surface craft should cause breakdown of the air rather than a glow discharge at atmospheric pressure. There is a possibility of exciting the gyro-magnetic frequency of electrons in the earth's magnetic field which should not be overlooked. By establishing a strong electromagnetic field at approximately 1.5 mega cycles, and using the earth's magnetic field in much the same manner as a cyclotron magnet, it is theoretically possible to establish electron orbits in the atmosphere which would accelerate the electrons to the point where ionization of the air (and consequently glow) would take place. This has been proposed as a means of exciting the upper atmosphere on high altitude rocket flights in order to obtain atmospheric composition by spectrographic plates. The possibility of doing this at sea level pressure has not been considered to be possible, however, due to the short mean free path of the electrons at low altitude.

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[redacted]

[redacted]

COPY

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000.92 ERHM 1st Ind (Contd)
Subject: Request for Analysis

4. The fact that various atmospheric gases have absorption bands in the microwave region is also well known, but no known cases have been reported of exciting such molecules to the point of ionization at sea level pressures. Hydrogen in water has been resonated at relatively low frequencies due to their magnetic moment, however, a magnetic field of several thousand gauss is required for resonance.

5. In conclusion, no valid explanation, either natural or man made, can be found for a logical explanation of this phenomenon. A copy of the sketch and descriptive material will be placed on file in this Directorate in the hope that some valid explanation or further observation may be found.

FOR THE COMMANDING OFFICER:

1 Incl
n/c

P. H. WYCKOFF
Chief, Atmospheric Physics Laboratory
Base Directorate for Geophysical Research

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[redacted]

S-20754-3

[redacted]

ROUTING AND R..ORD SHEET UNCLASSIFIED R MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT Request for Analysis

TO MCIAKS FROM MCREEO DATE 20 June 49 COMMENT NO. 1

~~THRU: MCREO~~

Reference your R. & R. subject as above, dated 11 March 1949, forwarded herewith is a copy of letter from Cambridge Field Station dated 15 June 1949, with inclosure offering further explanation of this matter.

Gordon A. Blake

GORDON A . BLAKE
Colonel, USAF
Chief, Electronic Operations
Electronic Subdivision
Engineering Division

RLTatum:ls
2-9232
Bldg 126

1 Incl:
1 Cy:CFS ltr 6-15-49 w/
Extract from "Nature"
dtd 5 Feb 49 (2 cys)

COORDINATION:

R. L. Tatum Capt. USAF MCREEO
R. F. Cunningham MCREEO

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[redacted]

-15 FEB 49 4 Mil 260M (CONTINUE ON OTHER SIDE)

Form No. 5 (Rev 29 Jul 47)

This form replaces AMC Form No. 10-3, which will be used until stocks on hand are exhausted.

[redacted]

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PHW/mc

000.92

JUN 15 1949

ERHM

SUBJECT: Geomagnetic Storms

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton 2, Ohio
ATTN: Major R.L.Moore MCREEO

1. Reference is made to letter your office of 29 March 1949, subject "Request for Analysis", and 1st Indorsement of this laboratory of 29 April 1949 concerning the observations of a weather reconnaissance aircraft on 24 January 1949 in the vininity of Bermuda. In accordance with this report a red light mass was sighted on the surface of the water which resembled burning oil and seemed to emit a phosphorescent red light rising to 2500 to 3000 ft in altitude.

2. Dr. E. Penndorf of this laboratory in reviewing literature recently, has noticed a short article in the February 1949 issue of "Nature" published in England which seems to tie in the unusual phenomenon with giant sunspot activity and geomagnetic storms which occurred on the same day. An extract from "Nature" is attached for your information. The article, of course, does not mention the glow observed by the bomber crew, but it now seems obvious that the effect must have been caused indirectly by a stream of "solar particles" ejected from an intense flare from a spot on the sun's surface. The mechanism of actual production of the red glow with white beams is still unknown and of great interest, and similar reports of this nature of similar occurrences in the future would be appreciated.

FOR THE COMMANDING OFFICER:

1 Incl
Extract from "Nature"
dtd 5 Feb 49

P. H. WYCKOFF
Chief, Atmospheric Physics Laboratory
Base Directorate for Geophysical Research

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DOD DIR. 5200.10

Incl 7/

[redacted]

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Extract from "NATURE"

5 February 1949

GIANT SUNSPOT AND GEOMAGNETIC STORM

A very large group of sunspots of 'bipolar' type crossed the solar disk during January 16–20. At central meridian passage on January 22.7 U.T., the middle of the group passed 28° above the centre of the disk. Two big spots were the chief components, with their centres separated 12° in longitude, or approximately 85,000 miles. The aggregate area of the spots for several days was about 2,300 millionths of the sun's hemisphere, or about 55 times the cross-section area of the earth. Greenwich data show that sunspots of this order of size are very likely to be associated with geomagnetic storms beginning within the time-limits of two days before and four days after central meridian passage of the spot group. A severe geomagnetic storm did, in fact, occur, commencing abruptly on January 24 at 18h. 28m. U.T. The disturbance continued with even increased vigour to the night of January 25–26. Displays of the aurora were widely seen on both nights in Great Britain. Provisional overall ranges recorded at Abinger of the earth's magnetic elements (kindly communicated by the Astronomer Royal) are as follows: D, 1° 2′; H, 660γ; V, 490γ. Long-distance radio-communication was seriously affected during the period of the geomagnetic storm.

Although a close connexion between the magnetic storm and the solar region containing this giant spot group can scarcely be doubted, there is little evidence at present for the occurrence of a brilliant solar flare some 24 hours before storm onset. Such a flare may have occurred, however, during the Greenwich night hours, and observations are being sought from observatories recording during 18h. –0h. –6h. U.T. either (a) direct solar observations; (b) radio anomalies that occur in the earth's day hemisphere when flares occur; or (c) a characteristic 'crochet' impulse on magnetograms that likewise betrays the occurrence of the more intense flares. Apart

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from this, there is [illegible] evidence that the stream of solar particles involved in the occurrence of a great magnetic storm is ejected at the same time of an intense flare within the central region of the sun's disk.

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[redacted]

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B/Ltr, AMC, file MCIAXO-3, subj: Project "Grudge", dtd 24 Mar 49

373D WEA 350.05 1st Ind MAY 18 1949

Hq, 373d Rcn Sq (VLR) Wea, APO 856 c/o Postmaster, New York, N. Y.

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

1. As requested in par 5, basic correspondence, Captain [redacted] and crew have been interviewed (see Incls 2, 3, 4, 5, & 6). Navigator, 1st Lt [redacted] was TDY to this headquarters from 375th Rcn Sq, Eielson AFB, Alaska and has since returned to that organization. Radio Operator, Sgt [redacted], was busy at radio pannel and viewed light but briefly. Extra Scanner, Sgt [redacted], was operating engineer's pannel and did not view light. Right Scanner, Sgt [redacted] is at present 30 days TDY to 2108th Air Weather Group, Westover AFB, Mass.

2. All Officers and Airmen interviewed viewed phenomenon through plexiglass aircraft windows or blisters. No artificial aids to vision were used.

3. Approximately 5 to 15 miles from the light mass Capt [redacted] and Lt [redacted] reported seeing the lights of a surface vessel. Radio operator, Sgt Barker was requested to contact it, however, contact could not be made.

4. Radio contact was good all during the flight and contact was maintained with Bermuda. However the radio operator does not remember if there was an undue amount of radio interferance.

5. Radar Operator, Sgt [redacted] operating radar set AN/APQ-13 had been receiving good results. Several surface vessels were picked-up in areas other than that where the phenomenon occured. He was unable to pick-up surface vessel which was sighted in the vicinity, even-though all ranges were tried. There was no indication on the scope in the vicinity of the phenomenon. Sgt [redacted] could not get an indication on the radar scope until about 90 miles from Bermuda, at which time the island was picked-up.

6. All crew members who observed this phenomenon stated that it was not illusory and did not seem to be a reflection. It seems hardly feasible that it was an illusory condition caused by the Northern Lights as there was no visible display of them at that time. "Northern Lights" as refered to in cited news article was the Light Mass here-in described.

7. Log of the meteorological station at Hamilton, Bermuda could not be obtained without causing undue comment. It was, however, viewed by Major Savage, Station Weather Officer (see Incl #7). Log of the weather station, Kindley AFB, Bermuda has been substituted (Incl #9).

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DOD DIR 5200.10

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[redacted]

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[redacted]

B/Ltr, AMC, file MCIAXC-3, subj: Project "Grudge", dtd 24 Mar 49
(1st Ind continued)

MAY 16 1949

8. Sketch, Incl 1, by Sgt Sims, was not submitted in previous report because pillars of white light were not shown.

FOR THE COMMANDING OFFICER:

John A Saffell
JOHN A SAFFELL
1st Lt., USAF
Adjutant

9 Incls:
1. Sketch of phenomena
2. Interrogation: Capt Lattatall
3. Interrogation: Sgt Sims
4. Interrogation: Sgt Marx
5. Interrogation: Sgt Lerch
6. Interrogation: Lt Stockton
7. Memo fr Sta Wea O concerning meteorological log, Hamilton, Bermuda
8. Sferics report, 24 & 25 Jan 49
9. Weather log, Kindley AFB, 24 & 25 Jan 49

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DECLASSIFIED AFTER 12 YEARS.
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UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

B/Ltr, AMC, file MCIAXO-3, subj: Project "Grudge", dtd 24 Mar 49

373D WEA 350.05

1st Ind

MAY 16 1949

Hq, 373d Rcn Sq (VLR) Wea, APO 856 c/o Postmaster, New York, N. Y.

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2. All Officers and Airmen interviewed viewed phenomenon through plexiglass aircraft windows or blisters. No artificial aids to vision were used.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

S-20754-C

#1 cy Sketch 1/24 (1-1P)
#2 Rpt (interrog) 4/13 (2-4P)
#3 Rpt (interrog) 4/11 (2-4P)
#4 Rpt (interrog) 4/11 (2-4P)
#5 Rpt (interrog) 4/12 (2-4P)
#6 Rpt (interrog) 4/14 (2-4P)
#7 Memo 5/10 (2-2P) #8 & 9 Unclass

#1 cy Sketch 1/24 (1-1P)
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#6 Rpt (interrog) 4/14 (2-4P)
#7 Memo 5/10 (2-2P) #8 & 9 Unclass

CONTROL NO	SUBJECT: 1st Ind DECIMAL FILE NO.	FOLLOW UP ON
Q - 780	Project Grudge Secret S-20754-C	DATE

FROM: APO 856 NY
TO: IAXS
Q1403
DATED 5/16/49
NO. INCLS. 9

RECORDING DESK AXT-1
DATE RECORDED 5/17/49
HOUR 1530

	ROUTED TO	SUSPENSE DATE	ESTABLISHED BY (INITIALS)	DATE
1	IAXS	N/R	[illegible]	[illegible]
2				
3				

DATE OF REPLY | OTHER DISPOSITION:

TRANSMITTAL
AMC FORM NO. 10-2
(20 NOV. 47)
SEE OTHER SIDE FOR REMARKS

HAND RECEIPT NR

RESTRICTED

ATSC FORM NO. 80-506 (1 JAN. 45)

FROM: MCAEZ421 DATE 5-17-49 HOUR 1322 IDENTIFICATION NUMBER S 20754-C

INCOMING | X | INTER-OFFICE | OUTGOING | COMPLETE FILE COPY | INCOMPL. FILE COPY | NO FILE

FROM: APO 856 c/o PM NY NY TO: CG ARC ATTN:
MCAEZ DEVL DIV

REG. NO. 2149

DESCRIPTION, DATES AND SUBJECT:

1ST IND 5-16 (2-52) 2-'8"

INCLOSURES:

SEE OTHER SIDE

3

TO: (OFFICE SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)	DATE REC'D	HOUR
1		[signature]	5-17	1505
TO: 2 IAXS	COPY NO.	REC'D BY [signature]	DATE REC'D 5-17	HOUR 1[illegible]
TO: 3	COPY NO.	REC'D BY	DATE REC'D	HOUR
TO: 4	COPY NO.	REC'D BY	DATE REC'D	HOUR

RESTRICTED

TRANSMITTAL NR

RESTRICTED

ATSC FORM NO. 80-506 (1 JAN. 45)

FROM: MCAEZ421 DATE 5-17-49 HOUR 1322 IDENTIFICATION NUMBER S 20754-C

INCOMING | X | INTER-OFFICE | OUTGOING | COMPLETE FILE COPY | INCOMPL. FILE COPY | NO FILE

FROM: APO 856 c/o PM NY NY TO: CG ARC ATTN:
MCAEZ DEVL DIV

REG. NO. 2149

DESCRIPTION, DATES AND SUBJECT:

1ST IND 5-16 (2-52) 2-'8"

INCLOSURES:

SEE OTHER SIDE

5

TO: (OFFICE SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)	DATE REC'D	HOUR
1				
TO: 2	COPY NO.	REC'D BY	DATE REC'D	HOUR
TO: 3	COPY NO.	REC'D BY	DATE REC'D	HOUR
TO: 4	COPY NO.	REC'D BY	DATE REC'D	HOUR

RESTRICTED

[redacted]

B/Ltr, AMC, file MCIAXC-3, subj "UNCLASSIFIED Orange", dtd 24 Mar 49
(1st Ind continued)

MAY 1 6 1949

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FOR THE COMMANDING OFFICER:

JOHN A SAFFELL
1st Lt., USAF
Adjutant

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9. Weather log, Kindley AFB, 24 & 25 Jan 49

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

MCIAXO-3/HWS/rm

MCIAXO-3

21 March 1949

SUBJECT: Project "Grudge"

TO: Commanding Officer
373rd Reconnaissance Sqd VLR Wea
Kindley AFB, Bermuda
APO 856, % Postmaster
New York, New York

1. Reference is made to your letter (373 D Wea 350.05) dated 9 February 1949, subject, "Semi-Monthly Intelligence Report" concerning sighting of light phenomenon by Captain Mattatall, 24 January 1949.

2. According to astronomical authorities the phenomenon described by Captain [redacted] coincides exactly with the appearance of aurora polarias (northern lights) as seen at latitudes as far south as Bermuda.

3. The Newspaper article "Northern Lights Are Seen Here" which is evaluated A-1, states that the aurora was visible in Bermuda 24 January beginning at a time close to that when Captain [redacted] first saw his phenomenon. Furthermore, the lights were seen in a line of direction from Bermuda which passes through or near the position where Captain [redacted] estimates his light mass to have been located when last seen.

4. It is requested that a transcript of entries from the log of Hamilton Meteorlogical Station for the night in question be forwarded to this Command, Attention: MCIAXO-3.

5. Request further that Captain [redacted] and his crew be interviewed to determine whether the appearance of nearness of the light mass could have been illusory caused, possibly, by a combination of cloud and water reflection and the intensity of the aurora.

6. Four copies of "Guide to Investigation" are forwarded to aid in recording the desired information.

FOR THE COMMANDING GENERAL:

UNCLASSIFIED DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

W. R. CLINGERMAN
Colonel, USAF
Acting Chief
Intelligence Department

[redacted]

S-20734-1

[redacted]
UNCLASSIFIED

HEADQUARTERS
373D RECONNAISSANCE SQUADRON, VERY LONG RANGE WEATHER
APO 856 c/o PM, N. Y., N. Y.
(Kindley AFB, Bermuda)

373D WEA 350.05

Feb 9 1949

SUBJECT: Semi-Monthly Intelligence Report

TO: Commanding Officer
2108th Air Weather Group
Westover Air Force Base
Westover Field, Mass

1. In compliance with 308th Reconnaissance Group (Weather) letter, subject,: "Semi-Monthly Intelligence Summary", file 308th WEA 350.05, dated 29 July 1947, the following report is submitted for the period ending 31 January 1949.

2. On 24 January 1949 crew of B-29 aircraft, number 44-87750, returning from a special search mission for BOAC Tudor IV, Star Aerial, observed the following described atmospheric phenomena:

a. At 2400Z, 24 Jan 49, from position 29° 30' N - 67° 29' W, on a true course of 050°, altitude 1,500 ft., Captain [redacted], Aircraft Commander, first saw a red glow off the left wing which at first resembled the moon rising and which the crew later believed to be a burning ship.

b. At 0025Z the pilot turned the aircraft in direction of the light, 350° true course, and within fifteen minutes the aircraft was so close to the red light object that a sharp bank was executed in order to avoid flying into the red light mass.

c. On approaching the redlight it was observed as a dark red glow, 1 to 1-1/2 miles wide, based on the water, and resembling burning oil with a phosphorescent red light rising to 2,500 to 3,000 ft altitude. Also from heading of 350° and 180° two columns of white light, 1/4 to 1/2 mile apart, resembling search light beams and extending upward through approximately 3/4 of the red light mass. The beams were at a slight angle toward each other. Capt [redacted] estimates that if the white light beams had extended above the red light mass to an altitude of 10,000 ft. they would have intersected. It was also observed that the red light mass gave off enough light to illuminate the surface of the water and the bases of surrounding clouds with a dull red glow (see inclosure #5)

d. Aircraft position above the red light mass, 6,000 ft. altitude, at 0040Z, 25 Jan 49, was 31° 24' N - 67° 08' W

e. Wind at 6,000 ft was from 025° with velocity at 25 knots.

f. Clouds were present, two to four tenths coverage, with bases at 3,200 ft and tops to 5,000 ft.

DOWNGRADED AT 3 YEAR INTERVALS UNCLASSIFIED
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

S-20754

[redacted]

Basic: Semi-Monthly Intelligence Report, 373d Rcn Sq (VLR) Wea, dtd 9 Feb 49
file 350.05

g. At time of observation the moon was not visible.

h. Communications were reported good at that time.

i. Capt [redacted] reports the aircraft as staying in the area Approximately 45 minutes and completely circling and surveying the red light mass from all angles.

j. Photographer aboard special mission aircraft reported attempting to photograph the phenomena with a K-20 camera at shutter setting of 1/125 second and lens setting of 4.5. Due to fast shutter speed no results were obtained even though 15 prints were overdeveloped in an attempt to bring out detail.

k. Last observation made at 0124Z, 25 Jan 49, looking down from an altitude of 6,000 ft., true course of 045°. The red mass seemed to move away from aircraft and spread out and had reached position 31° 35' N - 67° 10' W.

l. (deleted)

m. Aurora Borealis, normally not seen in this area, was very noticeable on the evening the above described light was seen (see incls 2 and 3). However, Aircraft Commander, Capt [redacted], has just returned from 90 days TDY in Alaska and Navigator, Lt Austin, presently TDY this organization from 375th Rcn Sq (VLR) Wea, state that no Northern Lights they had ever witnessed reacted in this manner as to color, shape, position, or intensity.

3. The above described phenomena was witnessed from all parts of Bermuda as a red mushroom shaped glow with two pillars of white light rising up through, but not extending above the red light mass.

4. At 2245Z, 25 Jan 49, B-29 aircraft, number 45-21790 was dispatched.*** The crew reported that on arrival at destination the red light mass could not be located ***

EVALUATED B-2

5. In accordance with paragraph 4.b., Air Weather Service Letter, Subj: "Semi-Monthly Intelligence Summary", dated 23 July 1947, the inclosures are evaluated as follows:

a. Incl No. 1 - News article: "Dr Gordon Quits, Charges Slight". B-2

b. Incl No. 2 - News article: "Northern Lights Are Seen Here". A-1

c. Incl No. 3 - News article: "Northern Lights Are Seen Here for Second Time". A-1

d. Incl No. 4 - News article: "Record Imports of Over 17 Million Last Year; U. K. Takes Second Place B-2

e. Incl No. 5 - Sketch of atmospheric Phenomena Witnessed by Capt Mattatall and Crew B-2

[redacted] DE A. RAI, Lt Col, USAF
[redacted] manding

5 Incls: As listed in par [redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Mid-Ocean News article "Northern Lights Are Seen Here" dtd 25 Jan 49

Northern Lights Are Seen Here

For nearly six hours last night Bermudians were treated to the unusual sight of Northern Lights. Entries in the Hamilton Meteorological Station's log indicate that the Northern Lights -- otherwise known as the Aurora Borealis -- were visible from about 8.30 P. M. to 2 A. M. Appearing to the north-northwest, they began with a reddish hue and changed throughout the evening to a powerful white, which spread like a curtain.

The lights which are seen frequently in the far North are rarely visible this far South. When they are seen in these latitudes the weather is exceptionally fine, the Met Station said. Last night conditions here were still and fine.

John Jefferies, branch engineer for Cable and Wireless, Ltd, in Bermuda, said the service was subnormal from about 11 p. m. to 6 a. m. As expected he explained the station experienced fading on the wireless circuits.

This was the first time interference due to the aurora had been noticed in Bermuda, he said, although in some other parts of the world it is not uncommon

A-1

UNCLASSIFIED

[redacted]

S-20754

[redacted]

UNCLASSIFIED

Mid-Ocean News article "Northern Lights Seen Here For Second Time" dated 26 Jan 1949

Northern Lights Seen Here For Second Time

Northern Lights were seen last night for the second time in succession in the sky to the north and northwest.

A red-orange glow appeared to the north-northwest shortly after 9:30, but was partially obscured by low clouds. The Hamilton "Met" station reported a faint aurora corealis at one o'clock. Radio reception was hampered by the phenemenon.

Cable and Wireless (West Indies) Limited reported earth currents in their cables and complete wireless failure on wireless circuits. All cables were received, the company stated, and the wireless messages received were not for public service.

Capt G. M. Fletcher of the Cascory was as surprised as a lot of other people when he first saw the display on Monday night. "I didn't know at first what they were," he said this morning aboard his vessel.

This was the first time, Captain Fletcher said, that he had noticed these lights so far south. In northern latitudes he had often seen them. On these occasions he said they were more spectacular, with less red but more blue and violet in their makeup.

UNCLASSIFIED

[redacted]

S-20754

[redacted]

UNCLASSIFIED

Request for Analysis

MCR E MCIAMS 11 Mar 49 1.

It is requested the inclosed report be reviewed by appropriate sections within your Division for the purpose of determining, if possible, an explanation for the reported phenomenon as reported by Capt Mattatall.

1 Incl
373D Wea Semi-Monthly Intel Rpt

A. J. HEMSTREET, JR
Lt Colonel, USAF
Actg Chief, Tech Intelligence Div
Intelligence Department

HMS/aw
Ex 6-5310
Bldg 262
Post 2017

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

S-20754-3

UNCLASSIFIED

B/L fm MATS, 24 Feb 49, subj: Observed Atmospheric Phenomena

AFOIR-CO-5 1st Ind

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

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio
ATTN: MCI

4 Incls:
n/c

DOWNGRADED AT 12 YEARS.
DECLASSIFIED
DOD DIR. 5200.10

UNCLASSIFIED

S-20754

[redacted]

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
WASHINGTON 25, D. C.
Intelligence Division

UNCLASSIFIED

24 February 1949

SUBJECT: Observed Atmospheric Phenomena

TO : Director of Intelligence, DCS/O
Headquarters, USAF
Washington 25, D. C.
ATTN: Air Intelligence Requirements Division

1. Forwarded herewith as Inclosure No. 1 is an intelligence report describing the observation of an unusual atmospheric phenomena at 31° 24' N, 67° 08' W. Report was submitted by the 373rd Reconnaissance Squadron (VLR) Weather, based at Kindley Air Force Base, Bermuda.

2. A sketch of the subject atmospheric phenomena, as described by witnesses, is attached hereto as Inclosure No. 2 and copies of newspaper articles which might have a bearing on the reported incident are attached hereto as Inclosures No. 3 and 4.

3. The inclosed information has not been forwarded to the Air Materiel Command.

4 Incls:
1. Ltr fr 373d Rcn Sq 350.05, 9 Feb 49.
2. Sketch of Atmospheric Phenomena.
3. Newspaper article dtd 25 Jan 49.
4. Newspaper article dtd 26 Jan 49.

James F. Brady
JAMES F. BRADY
Lt. Colonel, USAF
Chief, Intelligence Division

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

S-20754
LL-656

[redacted]

UNCLASSIFIED

HEADQUARTERS
373D RECONNAISSANCE SQUADRON, VERY LONG RANGE WEATHER
APO 856 c/o PM, N.Y., N.Y.
(Kindley AFB, Bermuda)

373D WEA 350.05

FEB 9 1949

SUBJECT: Semi-Monthly Intelligence Report

TO: Commanding Officer
2108th Air Weather Group
Westover Air Force Base
Westover Field, Mass.

1. In compliance with 308th Reconnaissance Group (Weather) letter, subject: "Semi-Monthly Intelligence Summary", file 308TH WEA 350.05, dated 29 July 1947, the following report is submitted for the period ending 31 January 1949.

2. On 24 January 1949 crew of B-29 aircraft, number 44-87750, returning from a special search mission for BOAC Tudor IV, Star Aerial, observed the following described atmospheric phenomena:

a. At 2400Z, 24 Jan 49, from position 29°30'N - 67°28'W on a true course of 050°, altitude 1,500 ft., Captain [redacted], Aircraft Commander, first saw a red glow off the left wing which at first resembled the moon rising and which the crew later believed to be a burning ship.

b. At 0025Z the pilot turned the aircraft in direction of the light, 350° true course, and within fifteen minutes the aircraft was so close to the red light object that a sharp bank was executed in order to avoid flying into the red light mass.

c. On approaching the redlight it was observed as a dark red glow, 1 to 1½ miles wide, based on the water, and resembling burning oil with a phosphorescent red light rising to 2,500 to 3,000 ft. altitude. Also from heading of 350° and 180° two columns of white light, ¼ to ½ mile apart, resembling search light beams and extending upward through approximately 3/4 of the red light mass. The beams were at a slight angle toward each other. Capt [redacted] estimates that if the white light beams had extended above the red light mass to an altitude of 10,000 ft. they would have intersected. It was also observed that the red light mass gave off enough light to illuminate the surface of the water and the bases of surrounding clouds with a dull red glow (see inclosure #5).

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

S-20754

[redacted] UNCLASSIFIED

Basic: Semi-Monthly Intelligence Report, 373d Ron Sq (VLR) Wea, dtd FEB 9 1949 file 350.05

d. Aircraft position above the red light mass, 6,000 ft. altitude, at 0040Z, 25 Jan 49, was 31°24'N - 67°08'W.

e. Wind at 6,000 ft. was from 025° with velocity of 25 knots.

f. Clouds were present, two to four tenths coverage, with bases at 3,800 ft. and tops to 5,000 ft.

g. At time of observation the moon was not visible.

h. Communications were reported good at that time.

i. Capt [redacted] reports the aircraft as staying in the area approximately 45 minutes and completely circling and surveying the red light mass from all angles.

j. Photographer aboard special mission aircraft reported attempting to photograph the phenomena with a K-20 camera at shutter setting of 1/125 second and lens setting of 4.5. Due to fast shutter speed no results were obtained even-though 15 prints were overdeveloped in an attempt to bring out detail.

k. Last observation made at 0124Z, 25 Jan 49, looking down from an altitude of 6,000 ft., true course of 045°. The red mass seemed to move away from aircraft and spread out and had reached position 31° 35'N - 67°10'W.

l. No filtering was performed on this mission as the haste with which it was dispatched forced the crew to depart without filter paper. However, "GULL ABLE" mission passed within 30 to 40 miles of position reported above at 1100Z, 24 Jan 49, and was filtering.

m. Aurora Borealis, normally not seen in this area, was very noticeable on the evening the above described light was seen (see incls 2 and 3). However, Aircraft Commander, Capt Mattatall, has just returned from 90 days TDY in Alaska and Navigator, Lt Austin, presently TDY this organization from 375th Ron Sq (VLR) Wea, state that no Northern Lights they had ever witnessed reacted in this manner as to color, shape, position, or intensity.

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UNCLASSIFIED

[redacted]

S-20754

[redacted]

UNCLASSIFIED

Basic: Semi-Monthly Intelligence Report, 373d Rcn Sq (VLR) Wea, dtd FEB 9 1949 file 350.05.

4. At 2245z, 25 Jan 49, B-29 aircraft, number 45-21790 was dispatched [to filter at coordinates of original sighting of light.] The crew reported that on arrival at destination the red light mass could not be located, [so filtering was not performed as the Aircraft Commander intended to filter only in red light in an effort to obtain pin point results.]

delete [ ]

EVALUATED B-2

5. In accordance with paragraph 4.b., Air Weather Service Letter, Subj: "Semi-Monthly Intelligence Summary", dated 23 July 1947, the inclosures are evaluated as follows:

a. Incl No. 1 - News article: "Dr. Gordon Quite, Charges Slight". B-2

b. Incl No. 2 - News article: "Northern Lights Are Seen Here". A-1

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e. Incl No. 5 - Sketch of atmospheric Phenomena Witnessed by Capt Mattatall and Crew. B-2

CLYDE A. RAY
Lieutenant Colonel, USAF
Commanding

5 Incls:
As listed in par 5.

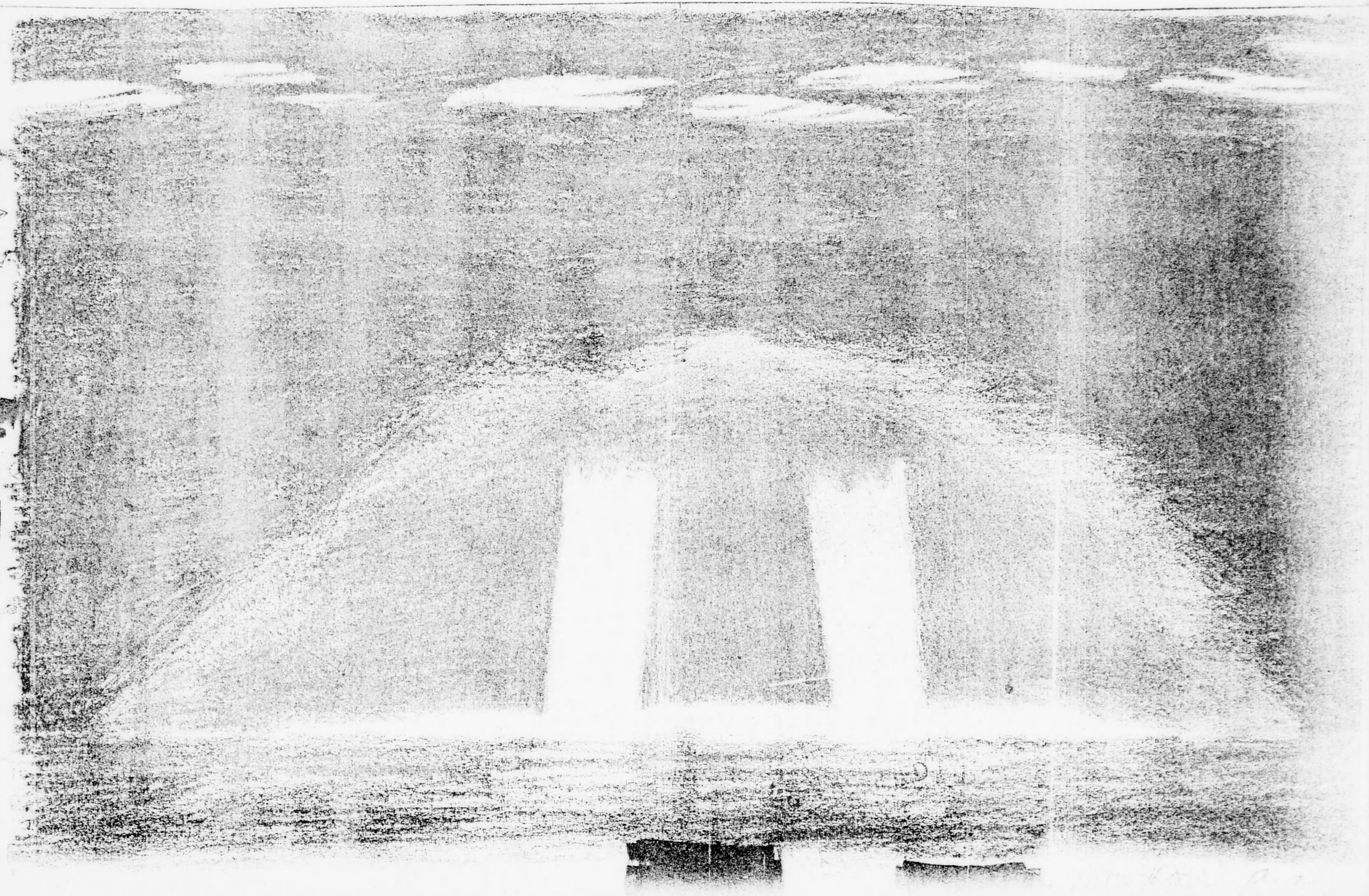
UNCLASSIFIED

[redacted]

S-20754

Dead
Base

Atmospheric
Phenomena,
occuring 24 &
25 J. 49,
as described
by witnesses



[redacted]

UNCLASSIFIED

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This was the first time interference due to tne aurora had been noticed in Bermuda, he said, although in some otner parts of tne world it is not uncommon.

A-1

DOWNGRADED AT 3 YEAR INTERV
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

S-20754

[redacted]

UNCLASSIFIED

Mid-Ocean News article "Northern Lights Seen Here For Second Time" dated 26 Jan. 1949

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A-1

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Incl #4

[redacted]

S-20754

Sferics Report (Set AN/GRD-1A)

27 JAN 49

12004	18710	99001	
12630	33781	99002	
13613			
15165	31942	33930	32920
32901	32883	99004	18785
18610	15622		
18040	14650	17672	15682
16693	16670	99001	17673
18592	99005	10750	13731
14671	15710		
21007	14673	14691	15710
15713	99004	23800	99008
25700	14720		

25 JAN 49

12065	31781	35731	32705
99004	32705	99001	36693
27790	99005	32770	21771
31683			
15065	31703	34713	

INCL #8

18075	28062	27030
30062	99004	14630
26072	99001	13712
16713	16731	99005
26031	28003	

31044	12721	12701
13070	15712	99065
27553	29521	28003
99004	12633	10731
11720	16773	16712
99001	33830	33820
33803	99010	33732
33712	15710	99002
11612	99006	09683

UNCLASSIFIED

8- (Revised 16 Feb 1948)

INDEX NUMBER Ø16

STATION KINDLEY AFB, BERMUDA

DATE 24 JAN 1949

TIME GCT	CEILING (100 ft)	SKY CONDITION	VSBY (miles)	WX &/OR OBSTRUCTIONS TO VISION	SEA LEVEL PRESSURE (mbs)	TEMP & (DEW PT) (Deg F)	WIND Dir	WIND Vel (mph)	PRESSURE TENDENCY	CLOUD GROUP	FORECAST GROUPS		INITS
0030		33Ø	10		278	64/59	NNE	12	+17	5009	99990	99990	
0130					281	64/59	NNE	12	+10	5709	99980	46690	
0230	E100	Ø/30Ø	10		281	64/59	NNE	12	+10	5709	49970	99990	
0330	E100	Ø/30Ø	10		284	63/56	NNE	13	+7	570902	99960	99990	
0430	E30	Ø Ø	10	E120Ø	281	64/50	NNE	16	+05	570922	99990	99990	
0530		30Ø	12		281	64/51	NE	15	-01	5001	99990	99990	
0630	M50	Ø	12		274	64/52	ENE	18	-08	5008	99990	99990	
0730	M50	Ø	12		274	63/52	NE	15	-08L	5009	99990	99990	
0830	M50	Ø	12		274	63/51	NE	15	-08L	5007	99990	99990	
0930	M50	Ø	12		274	63/51	NE	14	+0V	5009	99990	99990	
1030	M50	Ø	12		281	64/51	NE	12	+07	5009	99990	99990	
1130	E50	Ø	12		288	63/53	ENE	10	+15	5009	99990	99990	
1230 S		35Ø	12		299	64/55	NE	11	[illegible]	0 5009	99990	99990	
1330		Ø 25Ø	12	50Ø Few Ci	301	65/55	ENE	12	[illegible]	+ 5009	99990	99990	
1430		25Ø	12		301	66/52	NE	13	[illegible]	+ 1002	99990	99990	
1530		25Ø	12		299	67/54	NE	10	[illegible]	-21 1002	99990	99990	
1630	E25	Ø	15		291	67/54	NE	9	-22	-81 1003	99990	99990	
1730	E25	Ø	15		281	66/56	NE	9	[illegible]	-22 1003	99990	99990	
1830	E25	Ø	15		278	66/53	NE	9	[illegible]	-17L 1003	99990	99990	
1930 S		25Ø	15		278	69/52	SE	9	[illegible]	-14 1003	99990	99990	
2030		Ø25Ø	15	Few Ci 90Ø	281	68/51	E	9	-15	1003	99990	99990	
2130		Ø25Ø	15	200Ø	288	65/64							
2230		Ø/25Ø	15	200Ø	281	65/50	E	9	+5	1029/2	99990	99990	
2330		25Ø	15		288	64/50	E	8	+8	1009	99990	99990	
SYMBOLS	FOR h_c H_c	N_h & N	V or VV	WW	PPP	TT/T_sT_s	DD	F	app	$C_LC_MC_H$	HHVTW		

CODE: IIIC_LC_M wwVhN_h DDFWN PPPTT UC_Happ $T_sT_sD_cT_n/T_n/x$ $7h_ch_cVV$ HHVTW

UNCLASSIFIED

(Revised 16 Feb 1948)

UNCLASSIFIED

INDEX NUMBER 016

STATION Kindley AFB, Bermuda

DATE 25 Jan 194~~X~~9

TIME GCT	CEILING (100 ft)	SKY CONDITION	VSBY (miles)	WX &/OR OBSTRUCTIONS TO VISION	SEA LEVEL PRESSURE (mbs)	TEMP & (DEW PT) (Deg F)	WIND Dir	WIND Vel (mph)	PRESSURE TENDENCY	CLOUD GROUP	FORECAST GROUPS		UNITS
0030		25Ø	10		291	63/51	E	09	+5	1009	99990	99990	
0130		25Ø	10		295	63/52	ESE	10	+12	1009	99990	99990	
0230		25Ø	10		295	63/52	E	08	+7	1009	99990	99990	
0330		25Ø	10		291	61/56	ESE	09	+2	1009	99990	99990	
0430		25Ø	10		291	60/55	ESE	09	-3	1009	99990	99990	
0530		25Ø	10		288	60/55	S	09	-3	1009	99990	99990	
0630		25Ø	10		288	60/55	W	09	-7	1009	99990	99990	
0730		25Ø	10		281	60/55	SW	09	-10	1009	99990	99990	
0830		25Ø	10		281	60/55	W	09	-10	1009	99990	99990	
0930		25Ø	10		278	60/57	W	09	-10	1009	99990	99990	
1030		25Ø	10		278	60/56	WNW	09	-3	1009	99990	99990	
1130		25Ø	10		281	60/57	W	09	+2	1006/2	99990	99990	
1230		Ø25Ø	10		288	64/57	W	09	+8	2809/2	99990	99990	
1330		Ø25Ø	15		288	66/57	WSW	9	+	2809/2	99990	99990	
1430		25Ø	15		295	70/58	WSW	09	+8	1009	99990	99990	
1530		25Ø	15		288	69/61	WSW	09	+3	2009	99990	99990	
1630		25Ø	15		288	68/60	W	12	-21	1009	99990	99990	
1730		25Ø	15		278	69/61	W	14	-7	1009	11191	11191	
1830		25Ø	15		261	69/61	W	14		~~1029~~ 1009	11191	11191	
1930		Ø25Ø	15		261	69/61	W	14		1029	11191	11191	
2030		Ø25Ø	15		261	68/61	W	12	+0	~~5069/2~~ 1029	11191	11191	
2130		Ø25Ø	15		257	67/61	W	15	-12	1029	11191	11191	
2230		Ø40Ø	15		254	65/58	W	12	-03	5069/2	11191	11191	
2330		Ø40Ø	15		257	65/58	W	12	+02	5069/2	11191	11191	
SYMBOLS	TOR h_c h_c	N_h & N	V or VV	WW	PPP	TT/T_sT_s	DD	F	app	$C_LC_MC_H$	HHVTW		

CODE: $IIIC_LC_M$ $wwVhN_h$ DDFWN PPPTT UC_Happ $T_sT_sD_cT_n/T_n/x$ Vh_ch_cVV HHVTW

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[redacted]

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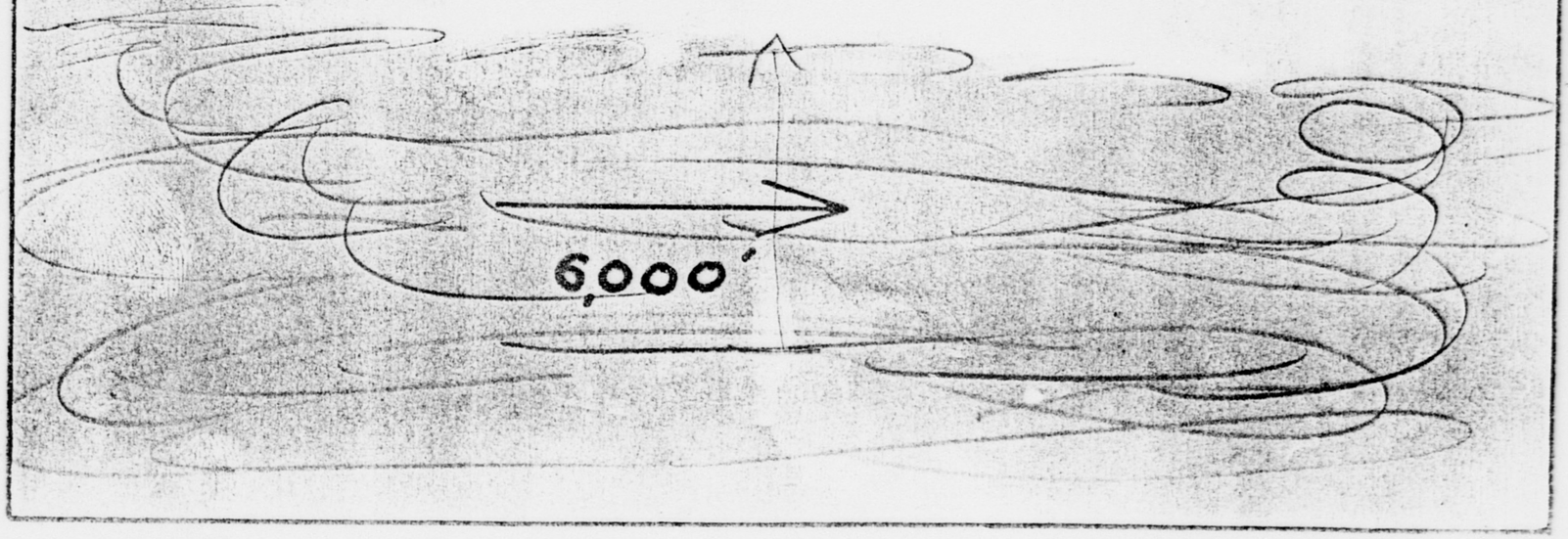

9. PM LOCAL ——— 27 - JAN. 49

DARK ALL AROUND AIRCRAFT, EXCEPT FOR THE RED GLOW AND BLUE WHITE LIGHT BEHIND THE GLOW ———

[redacted]

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Lunch ~~Estimate~~ (Permanent Residents Plus Section
at Distance of 20 miles