DAY OF 11.0 30 July 1949 Mt. Hood, Oregon Source Airline pilots and Tower Operators DATE III THE ARTIC 1 Aug 49 ('Ui.O' Displayed 2 red lights and one white 2100 P - 2130P SPEND 0-210 MPH plus Met. W. #1.27. 2,000-6,000' !' Hovered then Southeast LANGETH ... This 30 idn. TYN A. L. F. WAYER Aerial and Ground Comparable to helicopter Portland tower reported object with two red lights and one white light hovering in the area. The object appeared to drop two white area. The object appeared to drop two white pilots of form 300 flares and case closer to Portland. Then one of four airline pilots who saw the object attempted to intercept it, it turned to the southeast and pulled away southeast and pulled away. easily. Ulnidentifica

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			INCIDENT NO.	416		
1.	Date of Observation	30 July 1949	Date of Interview			
2.	Exact Time (local)	2100-2130P				
3.	Place of Observation Vicinity Portland, Troutdale & Mt. Hood, Oregon					
4.	Position of observer	Air and in tower				
5.	What attracted attention to object					
6.	Number of objects					
7.	Apparent size					
8.	Color of object	See #23				
9.	Shape .					
10.	Altitude	2,000-6,000 feet				
11.	Direction from observer					
12.	Distance from observer					
13.	Direction of flight of object(s) East					
ц.	Time in sight					
15.	Speed 0-210 MPH					
16.	Sound and odor					
17.	Trail					
18.	Luminosity					
19.	Projections					
20.	Maneuvers Maneuvered and hovered in vicinity for 30 minutes like helicopter					
21.	Manner of disappearance					
22.	Effect on Clouds					
	Additional information concerning object Object displayed 2 red and 1 white lights					
24.	Meather Conditions	Sky clear, visibil	ity unlimited			
		(over)			'	
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Page 2

Incident :16

Name and address of observer:

Capt Co/o Dispatch Office, Fortland, Oregon Portland, Oregon Portland, Cre on

Occupation and hobbies:

Pilot NW Airlines
Tower Operator
Civ. Instructor Pilot
CAA Tower Operator

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

HARRATIVE SUMMARY:

General remarks: At approximately 2100P Portland Tower reported to Flight Service that an object displaying two red lights and one white light was seen hovering just south of the Columbia River where the Bonneville Power Lines cross the river. It appeared to drop two white flares and seemed to ease closer to Portland. The object hovered in this area approximately thirty (30) minutes and then disappeared to the east. Believing the object might be an aircraft in emergency, Portland Tower stacked four incoming airliners over the airport. The pilots of these four airliners saw the object and their names and addresses are available from Mr.

while approaching Portland from the east he noticed what appeared to be an aircraft displaying two red lights and one white light. Since this was nonstandard lighting Captain watched the object very closely. His sighting of this object was at 2110P at an altitude of six (6) thousand feet and he was approximately five (5) miles west o Stevenson, Washington. He reported that the object was behind him and slightly to the left and maintained that same position until Troutdale. Then over Troutdale Captain heard Portland Tower giving instructions to other aircraft to hold over the airport because of an unidentified flying object dropping flares. Upon Upon hearing this information Captain Thrush turned one hundred and eighty (180) degrees and attempted to intercept the flying object displaying the two red lights and one white light that had been following him. He reported that this object then turned to the southeast and appeared to pull away from him quite easily. Captain reported that his indicated airspeed was two hundred and ten (210) miles per hour while he was trying to intercept the object.

pattern in Troutdale, Oregon. He was flying at an altitude of one (1) thousand three (3) hundred feet indicated and reported that the object appeared to be five (5) hundred to eight (8) hundred feet above him and at an estimated distance of twenty (20) miles to the east.

The only hir Force aircraft in the vicinity at the time was a B-29, AF 7755, who was over Portland at 2130P at an altitude of seven (7) thousand five (5) hundred feet, northbound. The pilot was questioned and stated that he did not drop any flares and did not circle over Portland and did not see anything unusual.

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TO ATTE DIE DE LEGIONE.

FOL BET OF SIGHTING OF UNIDENTIFIED FLYING CONTESTS IN CONTESTS A. VICINITY OF PORTLAND OREGON, TROUTDALE OFFICE AND TELECTS 00000 FROM 2100P TO 2130P 30 July D. NOI AVAIL E. NOT AVAIL, F. (1) 1. (2) TOTOTO (3) UNDERENDIAMED (4) ODJECT DISPLAYED 2 RED LIGHTS AND 1 WITTE LIGHT (5) FY O TO IN EXCESS OF 210 HOW (6) DOMEST AND TO AND 1 WHITE LIGHT HOVERING JUST SOUTH OF COLUMBIA RIVER

DOWNGRADED AT 8 YEAR INTERVA! DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

(Rev 25 Oct 48)

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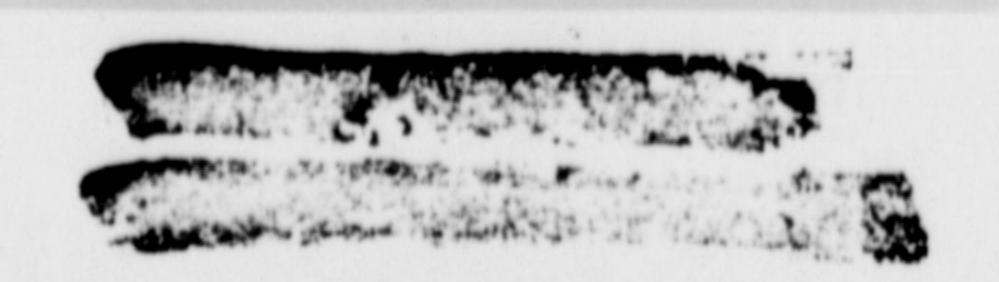
DOD:

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WF-L-18 FEB 49 15M

(Rev 25 Oct 48)





MCCHORD FLIGHT SERVICE CENTER McChord Air Force Base Washington

TCM 452

1 August 1949

SUBJECT: Unidentified Flying Objects

TO:

Commanding General Air Materiel Command

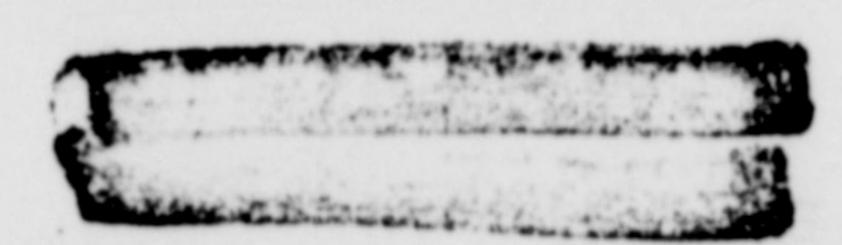
Wright-Patterson AF Base, Ohio

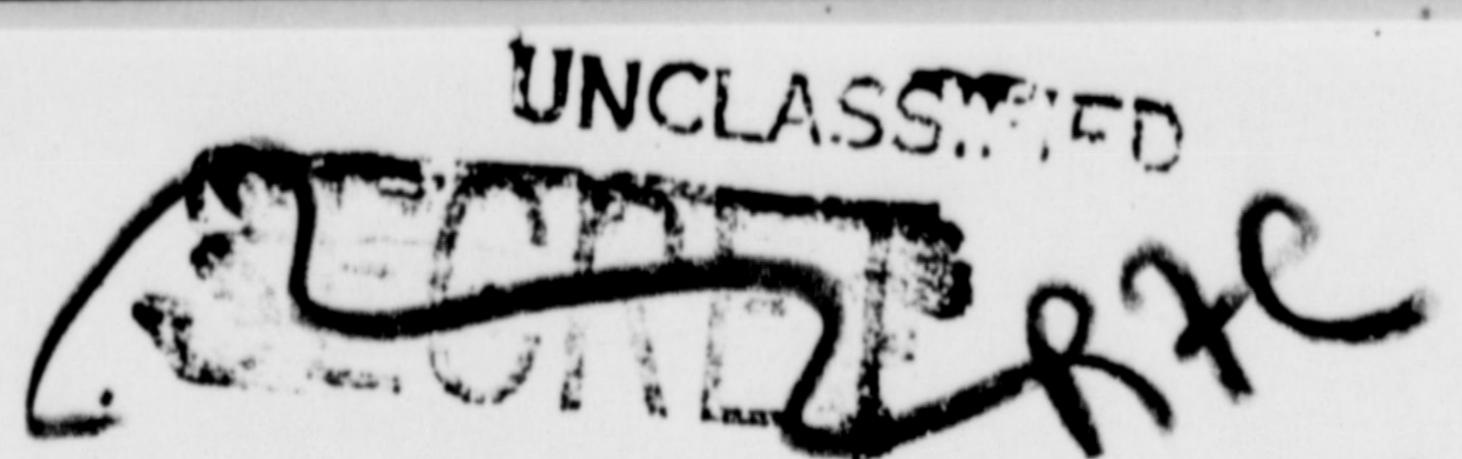
ATTEMTION: MCIAXO-3

- 1. The following report of sighting of unidentified fly-ing objects is submitted:
- a. Location and time of sighting: In the vicinity of Portland, Oregon, Troutdale, Oregon, and Mount Hood, Oregon, from 2100P to 2130P, 30 July 1949.
- b. Weather at the time: Sky clear, visibility unlimited.
 - c. Names, occupations, and addresses of witnesses:
 - (1) Captain pilot Northwest Airlines, address Northwest Airlines Dispatch Office, Portrand, Oregon.
 - (2) CAA Tower Operator, Portland Airport, Portland, Oregon.
 - Pilot, Western Skyways, Troutdale, Oregon,
 Portland 6, Oregon.
 - land Airport, Portland, Oregon.

 Mr. has the names and addresses
 of four other witnesses of this sighting.
- d. Photographs of objects, if available: Photographs of objects are not available.

DECLASSIFIED AFTER 12 YEAR INTERDOD DIR 5200.10





TCM 452 SUBJECT:

Unidentified Flying Objects

1 August 1949

e. Sketches of object's configuration: Sketches of object's configuration are not available.

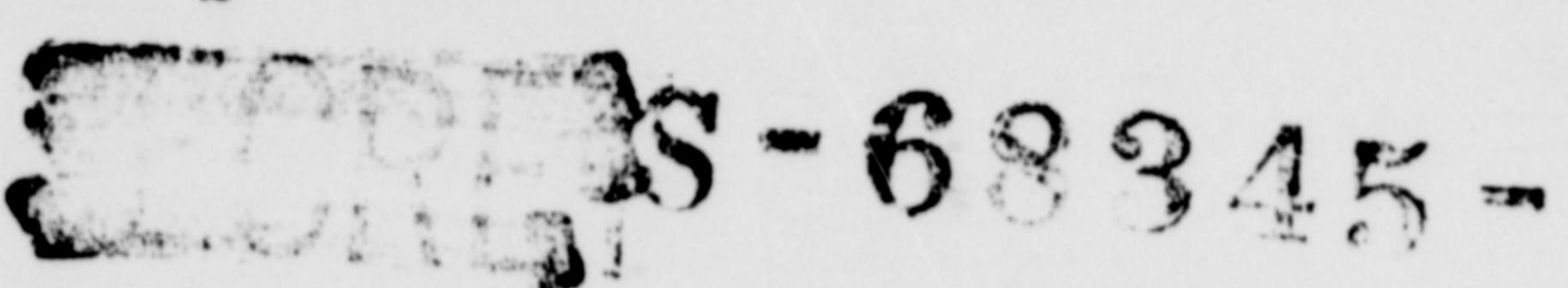
f. Object sighted:

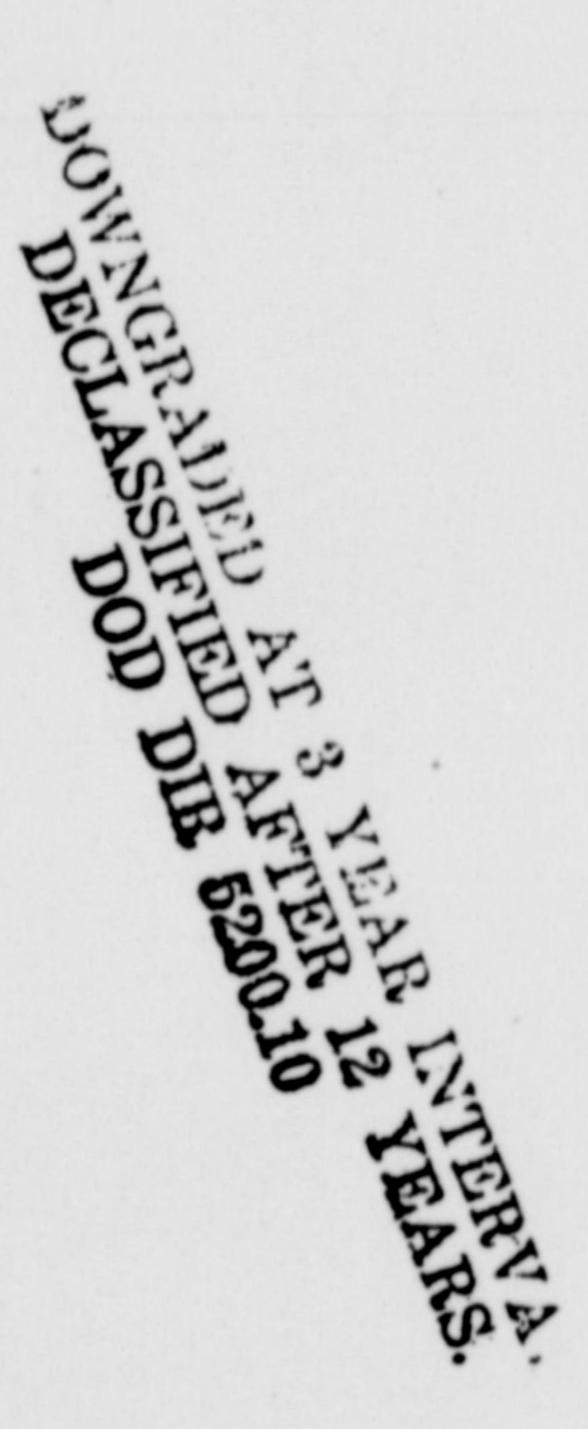
- (1) Number: One.
- (2) Shape: Undetermined.
- (3) Size: Undetermined.
- (4) Color: Object displayed two red lights and one white light.
- (5) Speed: Was from zero to in excess of two hundred and ten (210) miles per hour.
- (6) Heading: Object maneuvered and hovered in the vicinity of Portland and Troutdale for a period of thirty (30) minutes and was last seen proceeding east.
- (7) Maneuverability: Object seemed to be able to maneuver as a helicopter.
- (8) Altitude: Two (2) thousand to six (6) thousand feet.
- (9) Sound: Not reported.
- (10) Exhaust trail or not: Not reported.

g. General remarks: At approximately 2100P Portland Tower reported to Flight Service that an object displaying two red lights and one white light was seen hovering just south of the Columbia River where the Bonneville Power lines cross the river. It appeared to drop two white flares and seemed to ease closer to Portland. The object hovered in this area approximately thirty (30) minutes and then disappeared to the east. Believing the object might be an aircraft in emergency, Portland Tower stacked four incoming airliners over the airport. The pilots of these four airliners saw the object and their names and addresses are available from Mr.

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TCM 452 SUBJECT:

Unidentified Flying Objects

1 August 1949

Captain the pilot of a Northwest Airline reported that while approaching Portland from the east he noticed what appeared to be an aircraft displaying two red lights and one white light. Since this was nonstandard lighting Captain watched the object very closely. His sighting of this object was at 2110P at an altitude of six (6) thousand feet and he was approximately five (5) miles west of Stevenson, Washington. He reported that the object was behind him and slightly to the left and maintained that same position until Troutdale. When over Troutdale Captain heard Portland Tower giving instructions to other aircraft to hold over the airport because of an unidentified flying object dropping flares. Upon hearing this information Captain turned one hundred and eighty (180) degrees and attempted to intercept the flying object displaying the two red lights and one white light that had been following him. He reported that this object then turned to the southeast and appeared to pull away from him quite easily. Captain reported that his indicated airspeed was two hundred and ten (210) miles per hour while he was trying to intercept the object.

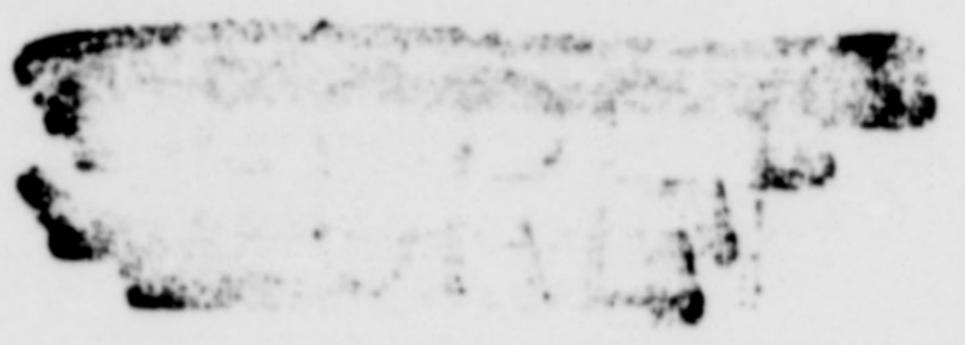
while in the traffic pattern in Troutdale, Oregon. He was flying at an altitude of one (1) thousand three (3) hundred feet indicated and reported that the object appeared to be five (5) hundred to eight (8) hundred feet above him and at an estimated distance of twenty (20) miles to the east.

The only Air Force aircraft in the vicinity at the time was a B-29, AF 7758, who was over Portland at 2130P at an altitude of seven (7) thousand five (5) hundred feet, northbound. The pilot was questioned and stated that he did not drop any flares and did not circle over Portland and did not see anything unusual.

Lt. Col., USAF

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DOWNGRADED AT 3 YEAR INTERVAL DECLASSIFIED AFTER 12 YEARS. DOD DIE 5200.10



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The following is from NAD 47075; AF 95910-1:

4 Aug 1949

Flying Discs, Report of Subj:

(a) CNO Conf Ltr Cp322V Pl6-3/QN, ser Oh22P32 dated 4 Nov 19h8 Ref: 1. In accordance with reference (a), following information is submitted:

> At 2100 hours on 30 July 1949, between Troutsdale, Cregon, a group of unidentified lights were sighted by Morthwest Airlines pilot I Portland, Gregon, while on a routine flight from Takima to Portland. Stated the objects could have been two or three planes flying in very close formation, however, the red lights were on the wrong side for airborne aircraft. Then ed the field to await instructions for landing, the object changed course about 50° and left the vicinity.

> The co-pilot of the plane, the also of Portland, signted the lights but was not available for interview. CIA traffic controller on duty in the control tower of the airport also observed the object. Treportedly observed from the ground tower. According to spotlight on the object, which he thought at the time was a helicopter, to help guide it to a landing. However, the object disappeared at a high rate of speed and headed in a southeasterly direction when the light was focussed upon it. A description of conditions are as follows:

Weather: Clear, however object was sighted after sundown.

Sketches: None, since darkness prevented adequate observation.

Shape and size: Not determined because of darkness.

Red lights steady, white light on occasion. Color:

Speed: Two hundred miles per hour.

Heading: When first seen approximately 240°T. When last seen

over Troutsdale, 50°T. There was no change in the

lighting with the change of heading.

Maneuverability: Course and elevation did not change rapidly.

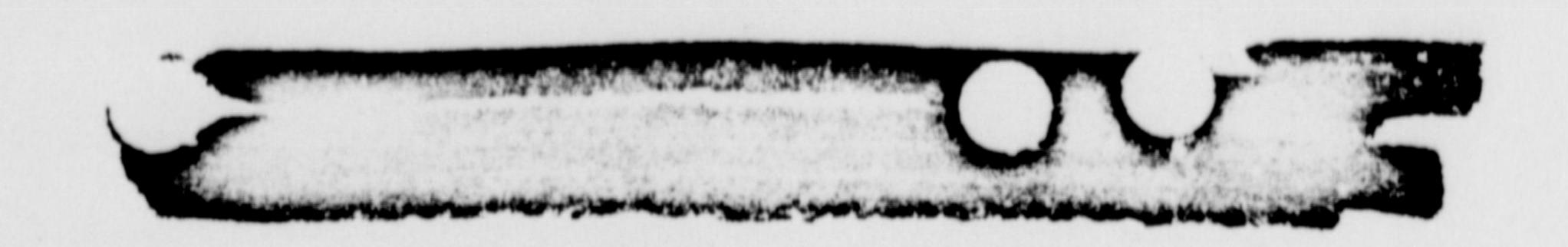
Altitude: 60000 - 80000 feet.

Mone observed - other s unds in own plane would have Sound:

obsecured sounds.

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2. The above description and information was received by the IIu, 13. , from Lt. Mill USER, of Cregon.

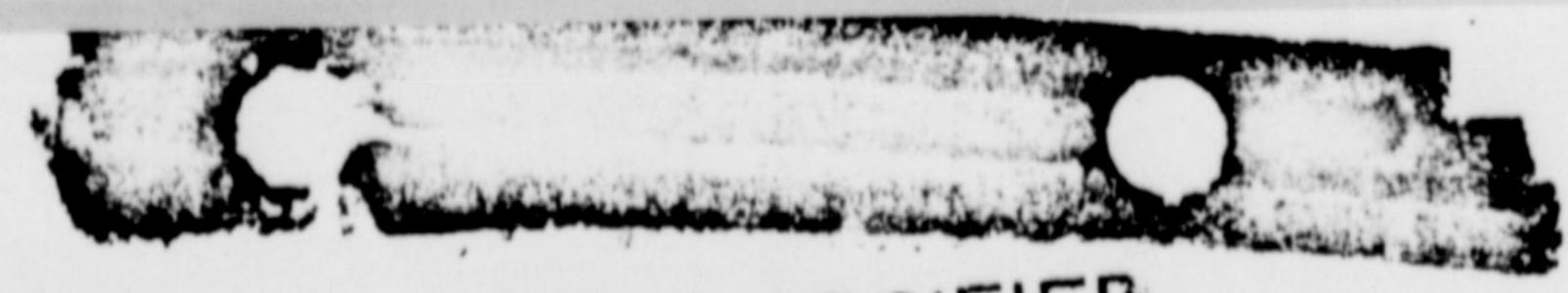
M. C. RIDLE Acting

cc: 25th Air Defense Command

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UNCLASSIFIED



UNCLASSIFIED AIR DEFENSE COMMAND 25th AIR DEFENSE DIVISION (DEF) P.O. BOX 909, EVERETT, WASHINGTON

OI 350.09

9 Aupust 1949

SUBJECT: Project "SIGN"

TO:

Commanding General Air Materiel Command Wright-Patterson Air Force Base Dayton, Ohio Attn: MCIAXO-3 Commanding General Continental Air Command Mitchel Air Force Base, New York Attn: Director of Intelligence Chief of Staff United States Air Force Washington 25, D.C. Attn: Dir of Intell, Requirements Div Commending General Fourth Air Force Hamilton Air Force Base Hamilton, California Attn: Director of Intelligence

In compliance with par. 1, ConAC Letter 200.1, 25 March 48, and par. 5 and 6, Letter Fourth Air Force, file 01-350.09/2, dated 18 Feb 49, the following information as relayed to this headquarters via the District Intelligence Officer, Thirteenth Naval District, is submitted:

MAT 2100 hours on 30 July 1949, between Stevenson, Eashington, and Troutsdale, Oregon, a group of unidentified lights were sighted by Northwest Airlines pilot.

Portland, Oregon, while on a routine flight from Yakima to Portland. Thrush stated the object could have been two or three planes flying in very close formation, however, the red lights were on the wrong side for airborne aircraft. When Thrush circled the field to await instructions for landing, the object changed course about 500 and left the vicinity.

Mise /ch

incident

The co-pilot of the plane, the plane, also of Portland, sighted the lights but was not available for interview.

CAA traffic controller on duty in the control tower of the airport also observed the object. Basford reportedly observed

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350.09 Project "IIIN"

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9 Aug 49

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object d	sen. '. 'hiect. which he thought at the time
Foutheast	erly ' mide it to a landing. However, the
descripts	on or '' 'the rate of speed and headed in a
	"" on the light was focussed upon it. A
Weather.	Cla. sre as follows:
Sketches:	None.
Shape and	None. size: Red 1: ness prevented adequate observation. Two him ined because of darkness.
Color:	Red 1. " mess prevented adequate observation.
Speed.	m . '' winad hanning of derknoes
Heading:	Two hand because of darkness. When the per hour.
	over 's per hour.
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reneuvero	ATTILL " ANOTE TINETE WES NOT CHANGE IN THE
Fltitude:	6000 change of heading. None elevation did not change rapidly.
Sound:	None of '''''' elevation did not change rapidly.
	None of elevation did not change rapidly.
F	None of ther sounds in own plane would have

FOR THE COMPANY TOTAL TOTAL

WINFRED H. GALLIENNE Major USAF Intelligence Staff Officer

DOWNGRADED AT 3 YEAR INTERVALS:
DOD: DOD: 12 YEARS.

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