~~SECRET~~

SECRET
Auth: CS USAF
BBB
AUG 30 1949

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
3RD DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
1612 S. CAMERON STREET, HARRISBURG, PA.

30 August 1949

3DO 24-28

SUBJECT: (UNKNOWN SUBJECT(S)
(Aerial Phenomena)

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

Transmitted herewith is correspondence and attachments thereto designated for Headquarters, OSI which originated from the 17th OSI District and was sent to this Office in error.

FOR THE DISTRICT COMMANDER:

Bacchus B Byrd Jr

BACCHUS B. BYRD, JR.
Captain USAF
Deputy Commander

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

24-185 214 A

UNITED STATES AIR FORCE
THE INSPECTOR GEN
SEP 2 11 05 AM '49
OFFICE OF
SPECIAL INVESTIGATIONS
SEP 1 1949

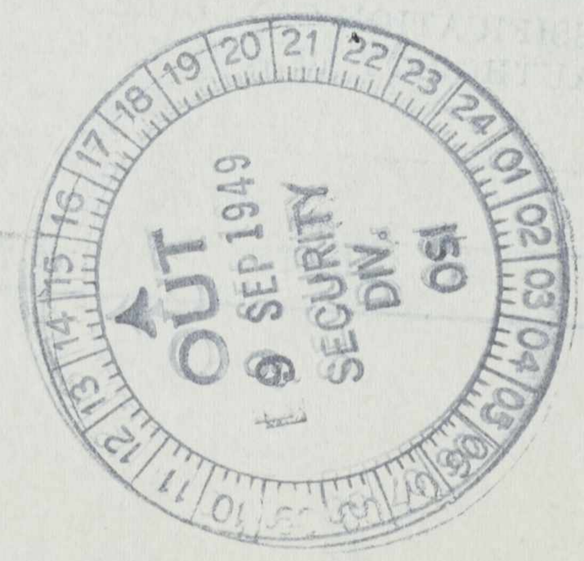
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UNCLASSIFIED

R# H-1089

Declassification Authority: NND 923007





Declassification Authority: NND 923007

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Declassification Authority: NND 923007

SECRET
Auth CS, USAF
01
18 August 1949

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

DR:MEN:jbt

File No: 24-8

18 August 1949

SUBJECT: UNKNOWN SUBJECT(S)
(Aerial Phenomena)

TO: District Commander
3rd OSI District (IG)
1612 S. Cameron Street
Harrisburg, Pa.

1. Inclosed is copy of letter from Brandon Barringer, Vice-President, The Pennsylvania Co., for your information and investigation.

2. The inclosed letter referred to this office by Dr. Lincoln LaPaz, University of New Mexico.

3. Report should be prepared and distributed in accordance with Air Intelligence Requirements Memorandum No. 4, in addition to two (2) copies for this office.

4. Request results of this investigation be forwarded as expeditiously as possible.

DOYLE REES
Lt Col, USAF
District Commander

Rpt # 49171

1 Incl:
Ltr to Dr LaPaz, dtd
8 Aug 49 (dup)

cc: Hq, OSI (1 Incl)

DISTRICT #3 OFFICE
SPECIAL INVESTIGATION
AUG 29 1949
53
SEARCH | INDEX | SERIAL
FILED | SUPERVISOR

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

UNCLASSIFIED

Declassification Authority: NND 923007

Founded 1812

THE PENNSYLVANIA COMPANY
For Banking and Trusts
Member Federal Reserve System

Brandon Barringer
Vice President

Philadelphia 1

August 8, 1949

Dr. Lincoln LaPaz, Director
Institute of Meteoritics
The University of New Mexico
Los Alamos, New Mexico

Dear Lincoln:

In accordance with your request, my wife and I rehearsed the Media "fire ball" with Mr. and Mrs. Purves the other night. It is not certain whether their sons, who were not available, saw the phenomenon and we are sure their other guests did not. I will discuss the impressions under successive headings.

Appearance of object:

My wife had her back to the object and did not see it. Both Mr. and Mrs. Purves saw it, the former possibly momentarily after I had seen it. Mrs. Purves says it gave off a very bright greenish light which was not comparable to the moon as to brightness and had an "artificial" appearance. Mr. Purves felt that it was definitely brighter than the full moon but did not light up its surroundings. My own impression was that it was not as bright as the full moon and we all agree that the light was not dazzling as it might be expected to be.

As to the size of the object, we followed your suggestion, comparing it with a looking glass reflection of the full moon thrown at the point where it appeared. Mrs. Purves felt that it was half the diameter of the moon and possibly slightly more. Mr. Purves put the figure at two-thirds and the latter was also my estimate. All three of us saw it as a perfect sphere and saw no change in either its apparent size or brightness during its course.

Time and Direction of Flight:

All agreed that it seemed to move "very slowly". We did not have a stop watch but of course the margin of error in counting "seconds" as I did is much less than the margin of error in our memories. Mrs. Purves' estimate against this count came out four seconds before it disappeared behind the house, my own was three seconds and Mr. Purves', who we feel did not see the full course of it, was a little over two seconds. Neither of them got the impression that I did of its being momentarily stationary. This may be due to the fact that it was already moving sideways when they saw it or may easily have been due to the fact that my impression was incorrect.

Declassification Authority: NND 923007

All of us saw it "full grown" and there is little possibility that it could have started as a bright shooting star steadily getting brighter as Mrs. Purves and I were both looking at that part of the sky when it appeared. Mr. Purves' impression was that it was moving in a definite arc, i.e., that the center of the course was above a straight line between the beginning point and the point at which it disappeared behind the house. It seemed to me, however, to be a straight line.

Sparks

Mr. Purves definitely saw two large red pieces "bigger than sparks" left behind by the top of the object before it disappeared behind the house. Mrs. Purves and I did not see these though we were actually in a slightly better position to do so, and can't explain this.

Course

I was wrong in saying that some of the party had seen it come out from behind the house. Tracing its course, it is obvious that it would have been hidden behind trees on the hill to which I have referred. My wife looked around in that direction and saw "the whole horizon" lit up with an ice-blue green light from the object which was behind the trees and

Absence of Sounds and Trail

None of us saw any luminous trail left even momentarily by the object and none of us heard any sound of any description.

I am sending a copy of this letter to Dr. Olivier whose office tells me that he has been on vacation since I sent him your questionaire. If he hasn't numerous other observations, I will try to get a similar rehearsal from the people who saw it ten miles to the north and thereby get at least one triangulation.

With personal regards,

Sincerely,

/s/ Brandon
/t/ Brandon Barringer

BB:ARG
CC; Dr. Olivier, D. M. Barringer, Edmund R. Purves

C O P Y

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

AFCSI-6/Major Free/lm/53623
Washington: 21 June 51

24-185

(Unclassified) Anomalous Luminous Phenomena Fireball of 1951, March 6, 14:34
SPECIAL INQUIRY

Assistant For Atomic Energy, DCS/O

21 JUN 1951
1
Major Free/lm/53623
AFCSI-6

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

1. Reference is made to your Comment No. 3, dated 3 May 1951 to R&R addressed to the Director of Intelligence regarding the above Subject.

2. There are attached for your information a letter from OSI District 17, dated 12 June 1951 and Spot Intelligence Report from OSI District 17, dated 21 March 1951, setting forth the available information concerning this incident.

2 Incls
1. Ltr fr OSI Dist #17, dtd 12 June 51, re abv subject
2. Cy Spot Intel Rept, dtd 21 Mar 51, re abv subj

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

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
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. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

AFCSI FILE COPY

OUT 21 JUN 1951 MANAGEMENT DIV. OSI

AFCSI-6
Routing for FREE
Burnett for Levy

UNCLASSIFIED

24-185-213X5
IG
SPECIAL INVESTIGATIONS
JUN 22

1

~~CONFIDENTIAL~~

Declassification Authority: NND 923007

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No: 24-0 24-185 12 June 1951

SUBJECT: Anomalous Luminous Phenomena Fireball of 1951
March 6, 14:34
SPECIAL INQUIRY

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

1. Reference is made to letter, your Headquarters, File 24-185, dated 21 May 1951, regarding the above Subject. 24-185-213X3

2. Dr. LINCOLN LaPAZ, Head of the Meteoritics Section, University of New Mexico, was contacted on 9 June 1951 in an effort to determine the exact time that SUBJECT fireball was sited. Dr. LaPAZ advised that the first report he received concerning this fireball was from the Base-ball Coach at the University of New Mexico and the time given to him by this individual was 14:34 hours. Therefore, Dr. LaPAZ advised that he had used this time throughout all of his reports. He advised that another report reached him from two (2) jet pilots who had taken off from Amarillo, enroute to Kirtland Air Force Base, and both of these individuals had observed this phenomena at approximately 14:32 hours. Dr. LAPAZ further stated that he was unable to pin-point the exact time this phenomena occurred from any other source than the two mentioned above.

3. In reference to paragraph 3 (b) of your letter, Dr. LaPAZ was interviewed in an effort to determine the exact location where this fireball fell. Dr LaPAZ stated that he had just returned from his eleventh field trip in an effort to locate the exact position of this fireball and that all trips thus far had met with negative results, and no portions of this fireball had at this time been recovered. Dr LaPAZ advised that it was his opinion that it had fallen somewhere in an elliptical region with axes of eight (8) and five (5) miles respectively, with the major axes estimated from Latitude 36° 24 minutes, Longitude 104° 10 minutes to Lat 36° 31', Long 104° 6'. He stated that this region is very sparsely settled and that there are only four Anglo families residing in the whole area and interviews with these people have failed to pin-point the exact location of this fireball any more accurately than that set out above.

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

~~CONFIDENTIAL~~
UNCLASSIFIED

Declassification Authority: NND 923007

CONFIDENTIAL

File 24-0 12 Jun 51
Subj Anomalous luminous phenomena

4. Attached to this letter is a newspaper article taken from the Albuquerque Tribune, published on 7 March 1951, setting out an account of the siting of SUBJECT Fireball.

5. If your Headquarters desires any further information concerning this incident, it is requested that this District be advised of such.

1 Incl
Newspaper clipping
dtd 7 Mar 51

RICHARD G. COX
Lt Colonel, USAF
District Commander

OC8955

X 24-185-33,189
X 24-185-213,211
X 24-185-17-39
X 24-530-6

cd 24-185-213X4

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUN 14 14 05 '51
SPECIAL INVESTIGATIONS

CONFIDENTIAL

Declassification Authority: NND 923007

Declassification Authority: NND 923007

IN
15 JUN 1951
CI DIV
OSI

'FIREBALL' FLASHES ACROSS NM SKIES, EXPLODES IN HILLS

'Fireball' Flashes Across NM Skies, Explodes in Hills

SANTA FE, March 7 (UP)—A University of New Mexico professor today trailed a brilliant "fireball" which flashed across the skies of northeastern New Mexico, then apparently exploded with a deafening roar in the Chico Hills of Colfax and Mora Counties.

Dr. Lincoln La Paz, UNM meteoritics expert, told United Press he had received reports on the ball itself from Albuquerque, East Las Vegas, Clayton, Roswell and Santa Fe.

State Police Capt. Pen. Winston of Springer said residents of Roy reported an explosion which rattled windows about 2:30 yesterday afternoon. In Roy newspaperman Karl Guthman said "We are pretty much concerned about it here."

WHITE SANDS PROVING GROUNDS, March 7 (UP)—A spokesman at this rocket testing area said today that no rockets were fired from the area yesterday.

His statement was in answer to questions about the mysterious fire-ball that streaked across the skies yesterday afternoon and thundered to the earth somewhere in the northeastern portion of the state.

He said the explosion was apparently heard even more plainly north of the little town of Abbott, 26 miles north of Roy.

"We think that whatever it was exploded in the Chico Hills between Raton and Abbott," he said.

Like Gas Explosion

He said the shock was so intense that Mayor Robert Kiersey of Roy thought a butane tank had exploded.

"We thought a truck had hit our building," he added.

Capt. Winston said a plane was sent out yesterday but found no trace of a plane crash or any other disturbance. The plane was back on the job today.

Several persons saw a ball of fire and then heard the explosion.

"Some thought it was a jet plane, others thought it was a meteor," said Winston. "One man

Continued on Page Thirteen

ALBUQUERQUE TRIBUNE
(Daily Newspaper)
Albuquerque, New Mexico
7 March 1951

More About

'Fireball'

Continued from Page One

said it had a tail like a jet, only it was a staggered affair."

From Raton Dr. W. L. Hatcher, veterinarian, and his assistant, Tony Schuster, said they were at the Jack Davenport ranch east of Farley at 2:30.

Schuster said he saw vapor in the air like a jet plane and heard a sound like thunder.

He said he was tempted to hit the dirt, and thought it might be a buzz bomb.

He said he saw an object in the sky, about the size of a milk bottle, traveling so fast it was out of sight in a second.

Dr. LaPaz started immediately for the area in an effort to "get my hands on one of the things and find out what it is." He has been chasing similar reports for more than two years.

"It must have been incredibly brilliant to have been seen in yesterday's bright sunlight," the enthusiastic professor declared.

LaPaz said the object was first reported by George Petrol, UNM baseball coach at Albuquerque. He said Petrol told him he was looking toward the Sandia Mountains when a brilliant, reddish, yellow-tailed ball of fire suddenly developed.

Petrol said the center of the ball was a light blue with purple circumference which "became too bright for the naked eye to witness" before it came down almost vertically.

Petrol's baseball players said they saw the same object and felt sure it landed between Albuquerque and the Sandia Mountains.

Meanwhile from Roswell, far to the southeast, Jim Eskin said he sighted a ball of fire resembling lightning some 40 to 60 miles north of Roswell. He said it was very low at the time but he heard no noise.

One woman called the Albuquerque Tribune to report that a plane had crashed in the Sandias.

A construction gang working in northeast Albuquerque reported that the object was so brilliant they thought it had struck only some 500 yards away. They had started to walk to it when they realized that there was no sign of the fireball in sight.

Other Reports

The U. S. Weather Bureau at Roswell reported three more witnesses. B. L. Blount of East Grand Plains saw a silver colored object with a long tail about 5000 feet high.

Sgt. Johnny Hodge and another Walker AF Base airman also reported two whitish, red objects. The first, they said, was seen at a 20-degree inclination with the earth. One burned out at about a 15-degree inclination while the other disappeared upon contact with the earth.

Dr. LaPaz said he was anxious to know the colors observed, the direction the object was traveling and other details. He said several jet pilots had already given him exact sightings.

The ball of fire was seen as far north as Trinidad and La Junta, Colorado.

E. L. Howell told radio station KOKO that it was a large object, trailing blue smoke. He thought it had fallen south of LaJunta, but "very near."

Meanwhile Mrs. Zula Langham of Dillon claimed to have seen a "long, slender object, leaving a tail of fire behind it."

A similar object—but with "flames shooting from the nose"—was reported by a woman at Mills, New Mexico.

In Las Vegas a blind man was reported to have asked friends: "Is it cloudy outside? That was a clap of thunder."

Declassification Authority: NND 923007

'FIREBALL' FLASHES ACROSS NM SKIES, EXPLODES IN HILLS

'Fireball' Flashes Across NM Skies, Explodes in Hills

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Continued on Page Thirteen

More About—

'Fireball'

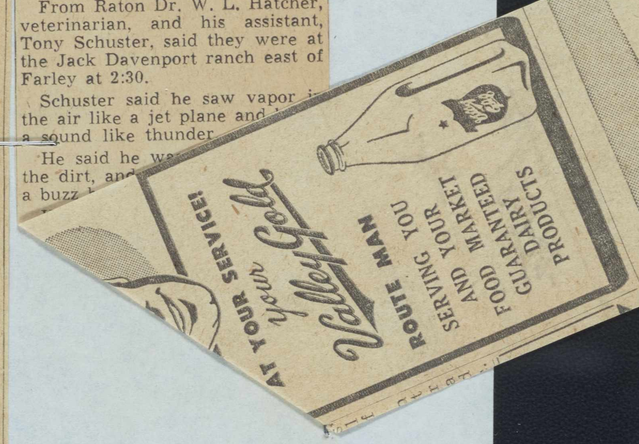
Continued from Page One

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He said he wa[illegible] the dirt, and [illegible] a buzz [illegible]





ALBUQUERQUE TRIBUNE
(Daily Newspaper)
Albuquerque, New Mexico
7 March 1951

Declassification Authority: NND 923007

CONFIDENTIAL

AFCSI-6/Major Free/lm/53623
Wrtn: 21 May 1951

Directorate of Special Investigations
The Inspector General

21 MAY 1951

24-185

SUBJECT: (Unclassified) Anomalous Luminous Phenomena Fireball of 1951
March 6, 14:34
SPECIAL INQUIRY

TO: District Commander
17th OSI District (IG) USAF
Kirtland Air Force Base, New Mexico

1. Reference is made to letter, your District, file 24-0, dated 22 March 1951, regarding the above subject.

2. The appropriate staff agencies Headquarters, USAF have advised that a ground and/or air search by the Air Force in this matter is not believed practicable.

3. Interest was expressed, however, in obtaining the following:

a. The exact time(rather than the approximate hour as shown in your Spot Intelligence Report attached to the above reference).

b. Exact location, if possible.

c. Local newspaper accounts of the phenomena.

4. Request you furnish this Headquarters with such of the above information as is available.

FOR THE DIRECTOR:

OUT 21 MAY 1951 MANAGEMENT DIV. OSI HEADQUARTERS

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY [illegible], Capt, USAF
3 DEC 1975
DATE

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

AFCSI-6

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. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

24-185 21343

USAF
OFFICE OF
SPECIAL INVESTIGATIONS

MAY 24 1951

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

(This document consists of ____/ pages, Copy No. ____ of ____ Copies, Series ____.)

AF HQ-33 (20 May 44)

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Anomalous Luminous Phenomena Fireball of 1951, March 6, 14:34 SPECIAL INQUIRY (Unclassified)

TO: Collection Division
Director of Intelligence, DCS/O

DATE 8 MAY 1951

COMMENT NO. 3

FROM: AFOAT-1, Office For Atomic Energy, DCS/O

Capt Bayer/ils/61029
AFOAT-1/OPNS

1. It is requested that the following information be furnished this office:

a. The exact time of the event (rather than the approximate time).

b. Exact location, if possible.

c. Local newspaper reports of the event.

2. Because of the very limited value of data of this type to this organization, a ground and/or air search by the Air Force is not recommended.

1 Incl:
n/c

Arthur V. Arrowsmith

ARTHUR V. ARROWSMITH
Major, USAF
Ass't Executive AFOAT-1
Office for Atomic Energy DCS/O

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

DATE: 11 MAY 1951

COMMENT NO. 4

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

Maj Roswurm/mh/71093
AFOIN-C/CC-11

213X

1. Your attention is invited to Comment Number 3.

2. It is requested that the desired information be furnished direct to AFOAT-1 and not through the Directorate of Intelligence.

P. M. Children
major, USAF

for DALE D. BRANNON
Colonel, USAF
Chief, Collection Control Branch
Collection Division
Directorate of Intelligence

1 Incl
n/c

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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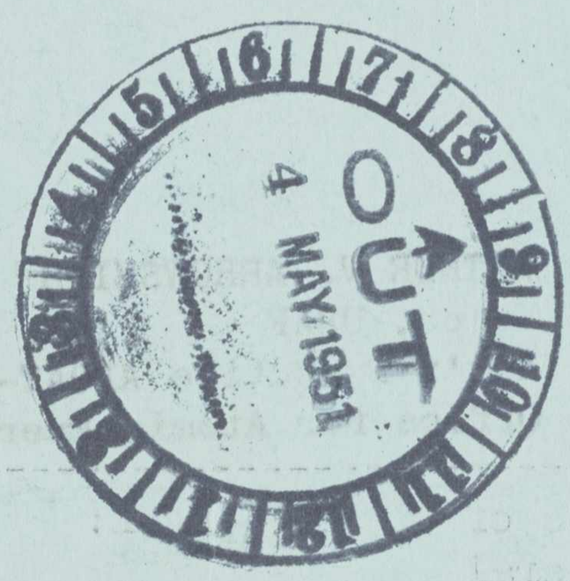
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CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV

BY KURT K. KUNZE, Capt, USAF
Historian

3 DEC 1975
DATE

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

DATE:

COMMENT NO. 4

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

Maj Roswurm/mh/71093
AFOIN-C/CC-11

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007198

1 Incl
n/c

DALE D. BRANNON
Colonel, USAF
Chief, Collection Control Branch
Collection Division
Directorate of Intelligence

CI 24-185-213 X1

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAY 15 10 34 '51

OFFICE OF SPECIAL INVESTIGATIONS
MAY 24

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Declassification Authority: NND 923007

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CLASSIFICATION CANCELLED
BY AUTHORITY OF CSUSA Memo dtd 29 Sep 1995
BY
DATE

IN
17 MAY 1951
CI DIV
OSI

OUT
17 MAY 1951
MANAGEMENT
DIV.
O S I

Declassification Authority: NND 923007

AF HQ-33 (20 May 44)

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	24-185

SUBJECT: (Unclassified) Anomalous Luminous Phenomena Fireball of 1951, March 6, 14:34 SPECIAL INQUIRY

TO: Collections Division, Directorate of Intelligence, Deputy Chief of Staff, Operations

DATE 4 - APR 1951

COMMENT NO. 1

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

Major Free/lm/53623
AFCSI-6

213

1. Your attention is invited to the attached letter with inclosure from OSI District No. 17 concerning the subject as above.

2. Request information be provided this Directorate on which to base a reply to the query contained in paragraph 4 of the attached letter.

1 Incl
Cy ltr dtd 22 Mar 51
fr Hq, USAF, 17th Dist
Office of Special Invests,
Kirtland AFB, N.M., w/1 incl

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

TO: Assistant for Atomic Energy, DCS/O . ATTN: AFOAT-1

DATE 10 APR 1951

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

Comment No. 2
Major Roswurm/abs/71093
AFOIN-C/CC-11

Forwarded for your information and any action you deem necessary.

1 Incl
n/c

DALE D. BRANNON
Colonel, USAF
Chief, Collection Control Branch
Collection Division
Directorate of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 18 DEC 1975

HQ USAF
OIR/AIR INTELLIGENCE
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PAGE 1

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Declassification Authority: NND 923007

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AFOAT-1
APR 12 10 15 '51

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APR 5 12 48 '51
DIR/INTELLIGENCE
HQ USAF

Declassification Authority: NND 923007

CONFIDENTIAL

AFCSI-6/Major [redacted]ee/lm/53623
Wrtn: [redacted]3 April 51

24-185

(Unclassified) Anomalous Luminous Phenomena Fireball of 1951, March 6, 14:34
SPECIAL INQUIRY

4 - APR 1951

Collections Division, Directorate of Intelligence,
Deputy Chief of Staff, Operations

1

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

Major Free/lm/53623
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GILBERT R. LEVY
Actg Chief, Counter Intel Div
Dir. of Special Investigations
The Inspector General

AFCSI FILE COPY

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

OUT
4 APR 1951
MANAGEMENT
DIV.
OSI

AFCSI-6

LT. COL. BARNARD:

24-185-213 X1
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
APR 6

UNCLASSIFIED

CONFIDENTIAL 1

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No: 24-0

22 March 1951

SUBJECT: Anomalous Luminous Phenomena
Fireball of 1951, March 6, 14:34

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

1. Reference is made to the attached Spot Intelligence Report, subject as above, dated 21 March 1951.

2. Dr. LINCOLN LAPAZ is of the opinion (see third paragraph of Dr. LAPAZ's statement, attached report) that a photographic coverage of the area in which fragments from the March 6 fall should have landed may produce data of value to the Air Force. The 17th District OSI has not expressed an opinion concerning this matter but contact was made with Headquarters, Special Weapons Command, in an attempt to secure photographic coverage. The Director, Security and Intelligence, Special Weapons Command, after a check of his facilities, informed this office that such a mission could not be accomplished by his Command due to a shortage of equipment and personnel.

3. Reference the fourth paragraph of LAPAZ's statement, attached report; this office has informed Dr. LAPAZ that the 17th District OSI does not concur in the recommendation that Air Force personnel be assigned to ground search in the areas in which meteoritic impact appears to have occurred.

4. The attached report is forwarded for your information and review. It is requested that this District be informed if your Headquarters deems it advisable to secure photographic coverage of the area as outlined on the attached map.

RICHARD G. COX
Lt. Col., USAF
District Commander

1 Incl
Spot Intel Rpt, 21Mar51,
w/1 Incl thereto

cc: AMC

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

CONFIDENTIAL UNCLASSIFIED

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAR 26 10 20 '51

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AIR MAIL

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No: 24-0

21 March 1951

SPOT INTELLIGENCE REPORT

SUBJECT: Anomalous luminous phenomena
The fireball of 1951, March 6, 14:34

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

X24-185-17-39
X24-185-213, 33, 189
X24-530-L

Although this incident does not fall within the purview of AFCSI Letter No. 85, dated 23 October 1950, nevertheless, the publicity incident to this matter and the search conducted by Dr. LINCOLN LAPAZ, Director, Institute of Meteoritics, has been such that it is believed the facts adduced will be of interest, and in accordance therewith distribution is being accomplished.

1. SYNOPSIS: An anomalous luminous phenomena occurred 6 March 1951 at approximately 14:34 hours. The reports of this phenomena were gathered by Dr. LINCOLN LAPAZ, and a search was made to determine whether or not there were resultant physical evidence of a meteorite. The physical evidence of a meteorite, if such was a meteorite, has not been discovered. Visual observations have been reduced to points of intersection covering an approximate rectangular area three (3) miles by six (6) miles and within an area contiguous to Tafoya, New Mexico. Search continues by LAPAZ.

2. DETAILS: Dr. LINCOLN LAPAZ, Director, Institute of Meteoritics, University of New Mexico, Albuquerque, New Mexico, gathered all available sighting data of the phenomena and has attempted to recover any physical residuary evidence as more particularly delineated in a report of Dr. LAPAZ:

"The March 6 fireball is the last in the long series of incidents occurring in northeastern New Mexico and the closely adjacent portions of Texas and Colorado. Of this series, only three fireballs produced any acoustic phenomena and, therefore, were initially regarded as almost certainly detonating meteorite falls. The first of this trio was the fireball of January 30, 1949 in the Amarillo-Lubbock region, which was the subject of intensive study by the O.S.I. and the Institute of Meteoritics and other interested agencies. In spite of the fact that the area of fall was speedily and accurately located and that this area was not only searched for several weeks immediately after the fall, but also has been repeatedly

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Subj Anomalous luminous phenomena 21 Mar 51

"searched since, no meteoritic fragments have been recovered to date. The second of the trio was the detonating fireball of December 4, 1949 in the Campo, Colorado region, from which, in spite of long continued careful search, no meteorites have been recovered. The fireball of March 6 completes the trio and bids fair to conform to the pattern set by the two earlier falls, in that searches initiated in the accurately delimited area of fall within 24 hours after the appearance of the fireball have discovered no meteorites to date.

"The detonating fireball of March 6 was of exceptional magnitude, rivalling the record-breaking meteorite fall of 1948, February 18 in Kansas and Nebraska, from which over a thousand fragments have been recovered, in the intensity of the light and sound effects produced. The fireball of March 6 was seen at a distance of 140 miles by an observer crossing glaring snow-fields in bright sunlight. As regards the remarkable sound phenomena produced on March 6, they have been so fully reported on by the news agencies as to require no comment here. Transit measures on carefully made observations of this fireball indicate that it remained luminous to a very low level in the atmosphere. Hence, if it were a normal meteorite fall, the probability would be very great that solid masses survived to fall to the earth. Furthermore, because of the great size and luminosity of the fireball, it seems likely that the largest surviving masses would be of such size as to punch out easily visible craters in the earth. Yet in this, as in the two earlier cases, no trace either of meteorites or of the effect of meteoritic impact on the earth has been found.

"In view of the very puzzling nature of the three major incidents discussed above (and of many other unexplained minor incidents of similar nature), I wish to repeat the recommendation I made in the case of the Lubbock and Campo fireball falls, namely, that the O.S.I. arrange to secure photographic coverage of the area in which fragments from the March 6 fall should have landed. (Preferably the photo-reconnaissance missions should secure stereo coverage of the sort obtained for us in the Four Corners region under the direction of Colonel James C. Tison, Hqs. USAF, DCS/Opns, Photo and Reconn.)

"After a careful study has been made of the photographs of the fall area (an elliptical region with axes of 8 and 5 miles, respectively, the major axis extending from (about) Lat. 36° 24', Long. 104° 10' to Lat. 36° 31', Long. 104° 6', see Trinidad (S-4) Sec. Aero. Chart), it is strongly recommended that sufficient air force personnel be assigned to ground search to insure exhaustive search of all areas in which meteoritic impact appears to have occurred.

"In making these recommendations, I am chiefly influenced by the possibility that the fireballs in question may not be meteoritic in nature. However, in the event that my first judgment is confirmed by recovery of

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"meteorites when more exhaustive air and ground search is made, I do not feel that the effort expended by the Air Force in conducting such searches would have been wasted. Meteorites recovered soon after their fall have, at present, a military value far in excess of the scientific importance they have always had....."

3. ACTION: This District Office is not taking any action other than forwarding this report in accordance with AFCSI Letter No. 85, dated 23 October 1951. In the event that there are any new developments of consistent facts pertaining thereto, they will be forwarded in accordance with the distribution of this report.

RICHARD G. COX
Lt. Col., USAF
District Commander

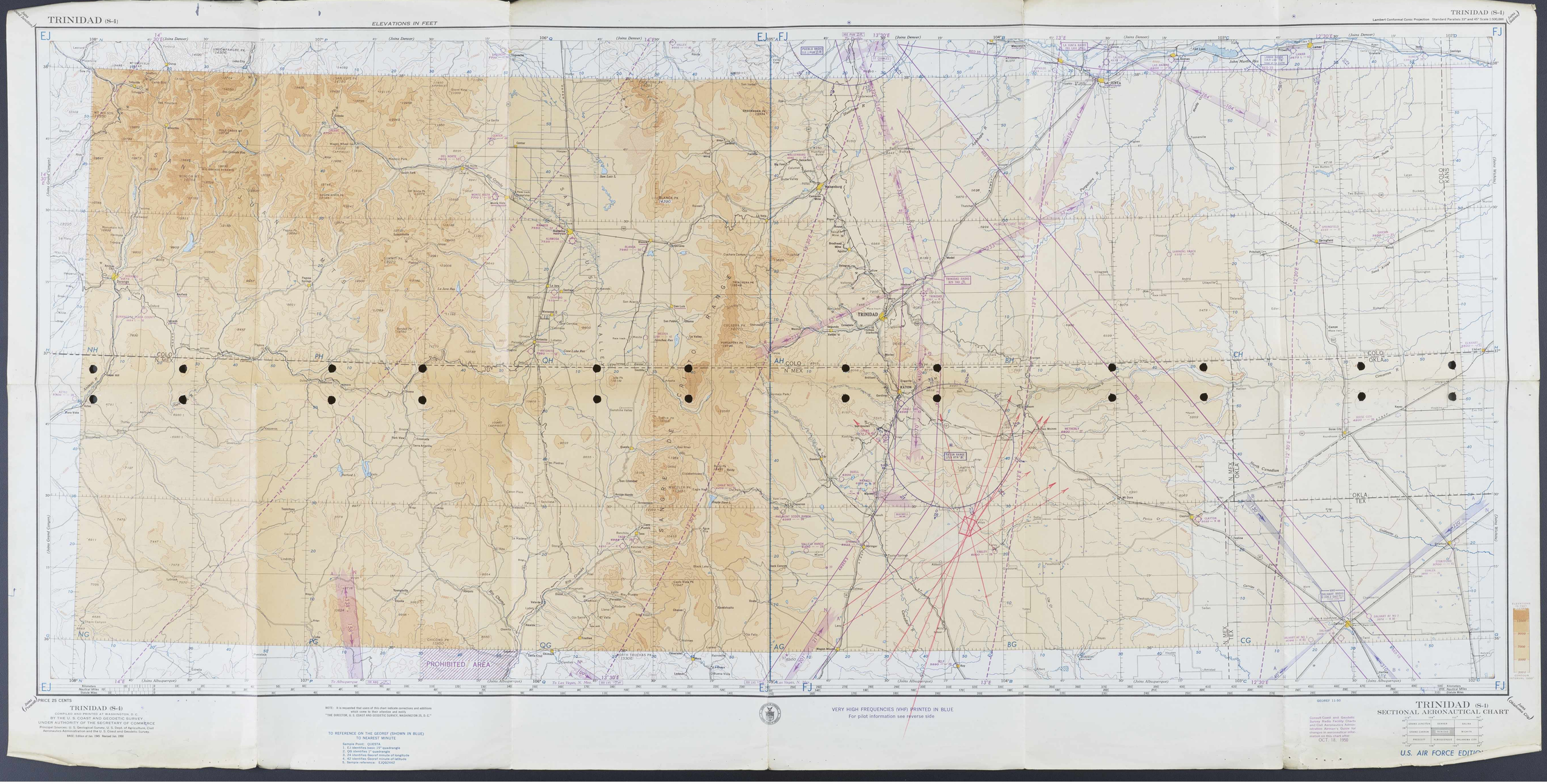
1 Incl
Sect Aero Chart
(S-4)

cc: AMC (dup) w/incl
AFSWC

1 Cy of file removed per Col Barnard
21 Jun 51 B

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE | SEAPLANE

- Military base
- Civil
- Joint civil and military base
- Military
- Civil
- Joint civil and military base
- Landing area or anchorage

Of major aeronautical importance

Offering services that include repairs for normal traffic and/or refueling

No public services available

AERODROME DATA

LANDPLANE		SEAPLANE
456	Elevation in feet	60 Elevation in feet
L	Minimum lighting	L Minimum lighting
H	Hard surfaced runway	S Normally sheltered Take-off area
56	Length of longest runway to nearest hundred feet	62 Length of longest runway to nearest hundred feet
278 126.18	Control tower transmitting frequencies	VALLEY PBO L — 32

When information is lacking, the corresponding character will be replaced by a dash — e.g. HARMON FIELD 278 126.18 Air Force Base at entry ICA SYSTEM 278 126.18

NAS ANACOSTIA 115 5.5 62 3155 6155

When information is lacking, the corresponding character will be replaced by a dash — e.g. VALLEY PBO L — 32

AIR NAVIGATION LIGHTS

- Rotating light
- Rotating light (white and colored)
- Rotating light (with name lights)
- Flashing light

Flashing light (one only)

Marine light

Lighthouse

If fixed: FL-flashing - Occ-occulting - Alt-alternating - Gp-group - R-red - W-white G-green - B-blue (Ci)-unwatched - SEC-sector - are second

Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colors are stated.

RADIO FACILITIES

Use of the word "Radio" within the box indicates voice facilities

- Radio range (Without voice)
- Marine radiobeacon (Without voice)
- Radio broadcasting station
- Radiobeacon...nondirectional (Homing)

FRONT RANGE 45 FWA 10

No EVERETT 190 (on 285 & 500 kcs)

RS 1260

BEDFORD RADIO RADIO BAR 400

MISCELLANEOUS

- Standard visual ground sign
- Town having standard visual ground sign
- Isogonic line or isogonal
- Mooring mast
- Obstruction (Numerals indicate elevation above sea level of top.)
- Prohibited area
- Danger or warning area
- Caution area
- Control zone
- Prominent transmission line

Houston 8E

M

1180

AIR MOTION (Arrow shows direction of wind)

AURAL RANGE

Fair Marker Beacons (75 mcs)

Bearings are magnetic at the station

AVON

F LIGHT

A LIGHT

VERY HIGH FREQUENCIES (VHF) PRINTED IN BLUE

VHF

WATERMAN RADIO W 1051 WMA

The Blue and Yellow Visual Sectors are indicated by a B and Y; the Aural Sectors by A and N

Letter preceding frequency in box indicates channel

VHF OMNI-DIRECTIONAL RADIO RANGE DESCRIPTION

CHICAGO RADIO 118 OZ

The VHF omni-directional range provides visual track guidance along any selected radial from the station out to a distance of approximately 50 miles when flying at the minimum instrument altitude. These ranges operate in the frequencies between 112 and 118 megacycles and require a special omni range type receiver to make use of the navigational features. Also provided are simultaneous voice communication and 3-letter (coded) identification. In operation, the pilot selects a course by setting the pointer on a course or radial selector to the desired magnetic bearing and then flies that course by reference to a cross pointer instrument.

Bearings are magnetic at the station

6/23/50

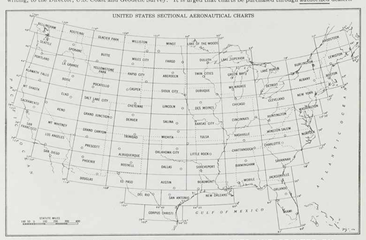
SECTIONAL CHARTS

The sectional aeronautical chart series provides complete coverage of the United States on a scale of 1:500,000 (approximately 8 miles to the inch). Eighty-seven charts cover the United States and an additional chart covers the Hawaiian Islands. These charts are designed primarily for piloting, which is also known as contact flying. They contain a maximum amount of cultural and topographic features including important landmarks.

Sectional charts are revised at six-month periods to insure that the airman has the latest information available. If the date, printed in the lower right-hand corner of the chart, is more than six months old, the users are advised to check with the notices (dates of latest prints).

Sectional charts are sold through authorized agents located at airports and principal cities throughout the United States. They may also be obtained by writing to the Director, U. S. Coast and Geodetic Survey, Department of Commerce Building, Washington 25, D. C.

Authorized agents are required to carry only the latest editions. Notices (dates of latest prints) listing the dates of the latest editions of sectional charts are issued every two weeks. This list is also reproduced in the back of the Airman's Guide, published by the Civil Aeronautics Administration. All authorized agents receive this list and will be glad to advise chart users with regard to current charts. Those interested in receiving this information will be placed on the mailing list upon application, in writing, to the Director, U.S. Coast and Geodetic Survey. It is urged that charts be purchased through authorized dealers.



ADDITIONAL AERONAUTICAL CHARTS PUBLISHED AND PRINTED BY THE U. S. COAST AND GEODETIC SURVEY

Planning Charts	AP-9 and 30610	1:5,000,000
Aircraft Position Charts	3071 North Atlantic	1:2,000,000
	3073 Caribbean Sea	1:5,000,000
Route Charts	Show limited topographic information, selected aerodromes, and major radio data.	1:2,000,000
Direction Finding Charts	Six charts cover the United States	1:2,000,000
World Aeronautical Charts	Forty-three charts cover the United States	1:1,000,000
Flight Charts	Thirty-seven charts cover the principal air routes of the United States	1:1,000,000
Local Charts	Designed to provide additional landmark information and topographic detail for important air terminals.	1:250,000
Instrument Approach and Landing Charts	More than 475 charts designed for use in making with Radio Facility Charts	Approach 1:250,000 Landing 1:31,680
Instrument Landing System Charts	Similar to Instrument Approach and Landing charts but printed in black and halftone instead of color. Show very little detail.	Approach 1:250,000 Landing 1:75,000 1:96,000
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazards to air traffic.	1:12,000
Radio Facility Charts	Sixty-four charts of the U. S. show all radio facilities, airports and other information necessary for instrument flying.	1:2,000,000

A catalog gives complete list and description of the various charts available upon request

LIGHT SIGNAL PROCEDURES FOR AIRPORT TRAFFIC CONTROL

The following procedures are used by airport traffic control towers in the control of aircraft not equipped with radio. These same procedures will be used to control aircraft equipped with radio if radio contact cannot be established.

(Note: It should be understood that pilots may proceed in a conventional manner if no signals are displayed)

Airport traffic control personnel use a directive traffic control signal which emits an intense narrow beam of a selected color (either red, white, or green) when controlling traffic by light signals. The normal range of the signal in good weather is ten miles in day time and fifteen miles at night and is readily discernable to the pilot of any aircraft that is visible to the controller.

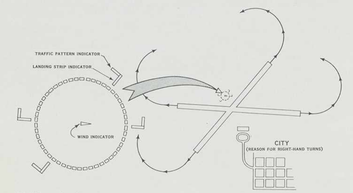
Although the traffic signal light offers the advantage that some control may be exercised over non-radio equipped aircraft, all pilots should be cognizant of the disadvantages which are:

1. The pilot may not be looking at the control tower at the time a signal is directed toward him.
2. The directions transmitted by a light signal are very limited since only approval or disapproval of a pilot's anticipated actions may be transmitted. No supplementary or explanatory information may be transmitted except by the use of the "General Warning Signal" which advises the pilot to be on the alert.

Signals from a portable traffic control light shall mean the following:

Color and Type of Signal	On the Ground	In Flight
STEADY GREEN	Cleared for take-off	Cleared to land
FLASHING GREEN	Cleared to taxi	Return for landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway) in use	Airport unsafe-do not land
FLASHING WHITE	Return to starting point on airport	
ALTERNATING RED & GREEN	General Warning Signal - Exercise Extreme Caution.	

TRAFFIC PATTERN INDICATED BY SEGMENTED CIRCLE



Safe flying requires that a pilot know the traffic pattern for the airport when landing or taking off. The segmented circle marker, illustrated above, furnishes the pilot this information. When traffic pattern indicators are used with the circle marker, they tell the pilot to make his turn in the direction in which the indicators point. If the traffic pattern indicators are not used, the pilot will know that the normal left-hand pattern must be followed. For additional information see TSO-N5, copies of which are available from Office of Aviation Information, A-258, C.A.A., Department of Commerce, Washington 25, D.C.

PILOTS GUIDE FOR COMMUNICATING WITH AIRWAY STATIONS

PILOTS - never hesitate to use your radio. Remember that talking by radio is almost the same as talking on your home telephone.

The following are typical examples of two-way communication with airway stations.

IDENTIFICATION OF AIRWAY STATIONS: CAA Airway Communications Stations are identified by the name of the station followed by the word "RADIO".

Example: "CLEVELAND RADIO".

IDENTIFICATION OF AIRCRAFT: Your aircraft is identified by the make of aircraft followed by the certificate number and letter suffix, if any.

Example: "STINSON ONE THREE SIX FIVE".
"STINSON ONE THREE SIX FIVE-Y".

Example of pilot calling an airway station:
"CLEVELAND RADIO - THIS IS - STINSON ONE THREE SIX FIVE - OVER".

After communication has been established, an abbreviated form of identification may be used, if desired, using the last three units of the certificate number only.

The airway station will normally answer on the radio range or radiobeacon frequency. If reply is desired on other than the radio range or radiobeacon frequency, pilots should indicate the frequency on which the station reply is expected.

Example: "CLEVELAND RADIO - THIS IS - STINSON ONE THREE SIX FIVE - REPLY ON ONE ELEVEN POINT ONE MEGACYCLES - OVER".

After the airway station has answered your call, proceed with your message without further call up other than preceding the message with the aircraft identification. Your message may consist of your position report, a request for weather data or other information that may be required to assist you to your destination.

Example: "STINSON ONE THREE SIX FIVE - OVER CLEVELAND AT ELEVEN TWENTY - FOUR THOUSAND FEET ON VFR FLIGHT PLAN FROM YOUNGSTOWN TO TOLEDO - WHAT IS THE WEATHER AT TOLEDO - OVER".

If you are flying VFR, a position report is not required, however, it is to your advantage that the stations along your route of flight know your position at all times in order that assistance can be rendered should you encounter difficulty.

Flight plans may be filed while in flight, with a CAA Airway Communications Station, if your departure was from an airport not served by such a station.

The word "ROGER" is used to acknowledge receipt of a message.

The word "OUT" is used when a conversation is ended and no response is expected.

Example: "STINSON ONE THREE SIX FIVE - ROGER, OUT".

The words "SAY AGAIN" are used if a message was not understood and a repetition is desired.

The words "STAND BY" are used to indicate that a return call will be made as soon as practicable.

Examples: "STINSON ONE THREE SIX FIVE - SAY AGAIN, OVER".
"STINSON ONE THREE SIX FIVE - STAND BY".

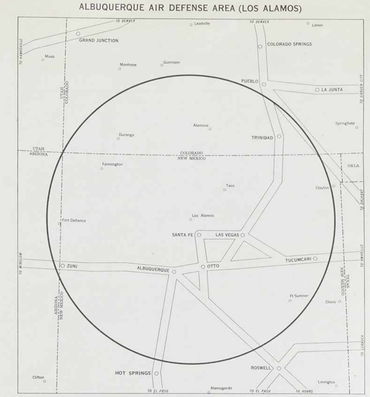
ENROUTE FLIGHT SERVICE

All airway communications stations are ready to provide pilots with enroute flight information or assistance at any time. You may call any CAA RADIO for latest weather along your route of flight, upper wind velocities, airport conditions, and other flight information. If you become lost or uncertain of your position, call any CAA RADIO. Personnel at CAA airway communications stations are trained to assist pilots in establishing position by any of the following methods: (a) Visual reference to terrain features; (b) Low frequency radio range orientation; (c) VHF omni-range indications (triangulation).

RADIOTELEGRAPH CODE

A - ABLE • —	N - NAN — •	0 - ZEE-ROH — — — —
B - BAKER — • • •	O - OBOE — — —	1 - WUN • — — — —
C - CHARLIE — • — •	P - PETER • — — •	2 - TOO • • — — —
D - DOG — • •	Q - QUEEN — — • —	3 - THU-REE • • • — —
E - EASY •	R - ROGER • — •	4 - FO-WER • • • • —
F - FOX • • — •	S - SUGAR • • •	5 - FI-TIV • • • • •
G - GEORGE — — •	T - TARE —	6 - SIKS — • • • • •
H - HOW • • • •	U - UNCLE • • —	7 - SEV-VEN — — • • •
I - ITEM • •	V - VICTOR • • • —	8 - ATE — — — • •
J - JIG • — — —	W - WILLIAM • — —	9 - NI-YEN — — — — •
K - KING — • —	X - XRAY — • • —	
L - LOVE • — • •	Y - YOKE — • — —	
M - MIKE — —	Z - ZEBRA — — • •	

ALBUQUERQUE AIR DEFENSE AREA (LOS ALAMOS)



Effective Date March 15, 1950. In the interest of safety, all airmen proposing to fly within 150 nautical miles (172 statute miles) of Los Alamos, New Mexico at an altitude greater than 10,000 feet MSL or more than 4,000 feet above the immediate terrain, whichever is higher, are encouraged to file flight plans; preferably IFR, with the appropriate CAA facility. Failure to do so may result in in-flight identification by fighter aircraft. THE EXISTING PROHIBITED AREA IN THE IMMEDIATE VICINITY OF LOS ALAMOS REMAINS OUT OF BOUNDS FOR ALL AIR TRAFFIC.

MOUNTAIN FLYING

It is possible to fly over mountain terrain of 12,000 feet or higher with light airplanes with a service ceiling of 12,000 feet or below by using a soaring technique, provided the weather is good and the wind is not higher than 35 miles per hour. It is also recommended the flights be planned for early morning or late afternoon, as heavy turbulence is encountered in early afternoon, especially in the summer. Attempt flight with as little weight as possible. It is suggested that you stop luggage, or make flight solo first time. Stay out of canyons. Fly the ridges, know your winds at all times. If possible, a few hours dual on mountain flying with experienced mountain pilots, is advisable.

1. Flight should generally be planned to plane route along the populated areas and well-known mountain passes.
2. Sufficient altitude should be maintained to permit gliding to a reasonably safe landing area.
3. Sectional charts are best for details of Air Pilotage. Study them thoroughly for altitude over route and obvious check points. Prominent peaks make excellent check points.
4. Believe your compass. Your compass, with proper variations, deviation and wind correction, is the only device you can rely upon to get you out of trouble.
5. Don't forget to check your weather. It is very important in mountain flying, especially "winds aloft" assuming weather is good.
6. Don't fly in doubtful or bad weather.
7. Don't fly when the winds aloft on your proposed altitude are above 35 miles per hour. Expect winds to be of much greater velocity over mountain passes than reported a few miles distance away from them. This is very important.
8. Know your wind direction at all times and compare it to water as it flows up, over and down the mountain ranges. Watch for abrupt changes of wind directions and velocity in mountain areas.
9. Don't fly any closer than necessary to abrupt changes of terrain, such as cliffs or rugged areas. Very dangerous turbulence may be expected, especially with high winds.
10. Don't fly up the middle of a canyon at any time. It is better to fly along one side or the other so you can execute an 180 degree turn.
11. If you encounter a down draft, do not be alarmed. Keep nose of plane down and maintain a normal air speed. If you have sufficient altitude, continue through it as each down draft is normally followed by a compensating up draft. If in doubt, make an 180 degree turn and try crossing again at a different location and if possible at a higher altitude.
12. Realize the actual horizon is near the base of the mountain. The mistake of using the summit of the peaks as the horizon will result in the aircraft being placed in the attitude of constant climb.
13. Approach mountain passes with all the excess altitude possible, as down drafts may be expected on the leeward side. Approaching the passes over a ridge will lessen this a bit. 1,000 to 2000 feet clearance is preferred on windy days.
14. Don't hesitate to telephone for weather information at your destination, in case of doubt.
15. If your aircraft is radio equipped, be sure and tune into the nearest range station for weather reports along your proposed route.
16. Expect winds above 10,000 feet to be prevailing westerlies.
17. Approach passes and ridges at a 45-degree angle so that you will be able to turn 90 degrees to the low country in place of 180 degrees if you encounter too great a down draft.
18. Don't be worried if your plane takes a much longer time to take off and the climb angle is much less than at a lower altitude. Remember the engine has less horsepower and the aircraft less lift at high altitude.

CROSS-COUNTRY HINTS

1. DON'T: Economize on charts - carry, and use, the latest issues.
2. DO: Use the RADIO FACILITY CHARTS (along with your sectional or WACs) if you're navigating by radio. Loose-leaf revised charts are issued weekly.
3. DO: Consult the AIRMAN'S GUIDE, before and in flight. It is completely revised every two weeks. Its Directory of Airports gives you complete airport location, lighting, obstruction, and servicing data. Its Notices to Airmen tell you the current degree of usability of airports cited in the directory, about new or revised danger or restricted areas, and about new regulations and operating procedures. Its Air Navigation Radio Aids gives you operational data on every L/MF or VHF radio range, radio beacon, control tower, ILS, and CCA facility in the country.

   Note: The importance of the bi-weekly issuance of the Guide is emphasized by the fact that revisions are issued only twice a year. Accordingly, even if you have the latest issued chart, bring it up-to-date by reference to the Guide.
4. DO: Consult the FLIGHT INFORMATION MANUAL. In comprehensive coverage, it treats of Air Traffic Rules, Communications Procedures, Standard Broadcast Stations, Instrument Approach Procedures, Weather Bureau-CAA Information Services, Notam Code, Minimum Enroute Instrument Altitudes, Foreign and Territorial Entry and Flight Requirements, as well as of airport and radio facility tabulations. It sells for $1 a copy.

   Note: (a) The AIRMAN'S GUIDE and FLIGHT INFORMATION MANUAL are posted on airport bulletin boards for your convenience. Refer to them before every cross-country flight. A year's subscription to the Guide and Manual obtainable from the Superintendent of Documents, Government Printing Office, Washington 25, D.C., costs $6.

   (b) A year's subscription to the RADIO FACILITY CHARTS, obtainable from the Director, U.S. Coast and Geodetic Survey, Washington 25, D.C., costs $4.50.

AERODROMES - TRINIDAD SECTIONAL CHART

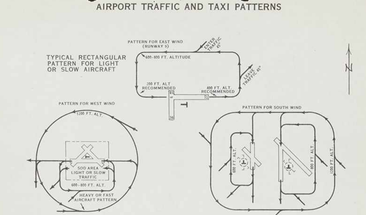
LOCATION	NAME	GEOGR POSITION	TYPE	ELEV	FACILITIES: FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LENGTH	LIGHTS	REMARKS
Alamosa, Colo.	Alamosa	37°26'-105°52'	Mun.	7185	80	Major	3	7119	Hrzn. on req.	Hawks 11-19, Fall Hazard.
Alamosa, Colo.	Kramer	37°29'-105°52'	Com.	7500	80	Major	3	5500	Hrzn. on req.	
Androtex, Colo.	Androtex	37°05'-104°05'	Com.	7950	80		3	5200		
Blanca, Colo.	Blanca	37°16'-105°30'	Com.	7500			2	5800		
Boise City, Okla.	Boise City	36°45'-102°30'	Priv.	4300			AS	2600		
Conejo, Colo.	Conejo	37°40'-104°14'	Com.	7000			1	4400		Attended on call
Cimarron, N. Mex.	Philmont Scout Ranch	36°09'-104°15'	Priv.	6385			1	3800		
Cimarron, N. Mex.	Sierra	36°27'-105°00'	Mun.	6500	80	Major	2	6000		
Colfax, N. Mex.	Dodd	36°46'-104°11'	Priv.	6500			1	3500		
Conejo, Colo.	Conejo	37°40'-104°14'	Mun.	7000			1	4400		
Cuenca, Colo.	Cuenca	37°46'-104°54'	Mun.	8000			1	5000		
Dalhart, Tex.	Dalhart AF Aux. No. 1	36°01'-102°32'	AF	4096			3	8100ft		Closed
Dalhart, Tex.	Dalhart AF Aux. No. 2	36°06'-102°30'	AF	3974			3	8000ft		Closed
Dalhart, Tex.	Dalhart Mun.	36°01'-102°30'	Mun.	3969	80, 91		3	8000ft		
Del Norte, Colo.	Del Norte	37°40'-106°21'	Mun.	7960			3	5280		
Des Moines, N. Mex.	Wetherly	36°44'-103°44'	Priv.	5600			3	3700		Emergency only
Durango, Colo.	Durango	37°17'-107°51'	Mun.	6753	80	Minor	1	6205		
Durango-La Plata	Durango-La Plata	37°09'-107°45'	Mun.	6684	91		1	7640	Runway	
Eagle Nest, N. Mex.	Eagle Nest Landing Strip	36°34'-105°15'	Priv.	8450			2	5000		
Farley, N. Mex.	Farley	36°21'-104°02'	Priv.	6000			3	2600		
Folsom, N. Mex.	Folsom Ranch	36°40'-103°55'	Priv.	6000			3	3000		
Maxwell, N. Mex.	Maxwell	36°34'-104°18'	Com.	8000	80		3	5000		Attended irreg.
Monte, Colo.	Monte	37°06'-105°50'	Mun.	7750	80		3	4200		Attended on call
Mount Vista, Colo.	Mount Vista	37°31'-106°15'	Mun.	7735	80, 91		3	5856	Hrly.	
Raton, N. Mex.	Eagle Tail	36°52'-104°26'	Com.	6500	80	Minor	4	4300		
Raton, N. Mex.	Yates	36°51'-104°30'	Com.	6575	80, 91	Major	3	5970ft	Hrzn. on req.	
Sanford, Colo.	Sanford	37°13'-105°36'	Com.	7850	80	Major	3	5400	Hrzn. prior req.	Attended on call
Springfield, Colo.	Springfield	37°24'-102°37'	Com.	4450			3	5000		Attended on call
Springer, N. Mex.	Valley Ranch	36°21'-104°32'	Priv.	6400			3	3333		
Springfield, Colo.	Springfield	37°27'-102°36'	Com.	4500	80	Minor	4	3500		Attended on call
Stratford, Tex.	Stratford	36°20'-102°01'	Com.	3790			4	4100		
Taos, N. Mex.	Taos	36°25'-105°51'	Priv.	6956			3	2900		Closed
Taos, N. Mex.	Pin	36°25'-105°49'	Mun.	6990	80		3	4700		
Trinidad, Colo.	Trinidad	37°15'-104°30'	Mun.	5761	80, 91, 100	Major	3	10002		
Walsenburg, Colo.	Walsenburg	37°41'-104°47'	Mun.	6080			1	5385		Hazardous
Walsh, Colo.	Griffin	37°23'-102°17'	Com.	4950	80	Major	4	3500		

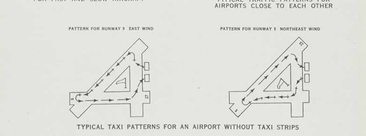
Fuel octane ratings listed by number are available in civil aircraft unless otherwise noted.
Military fuel is listed by letter code indicating octane ratings as follows: A = 115/145, A- 100/130, B- 91/98, C- 73 or 80, 2-ZF-1, 3.

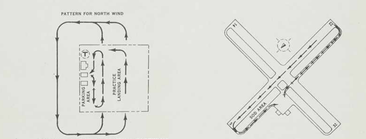
Consult the latest Airman's Guide for changes in data subsequent to date of chart.

10-11-50

AIRPORT TRAFFIC AND TAXI PATTERNS







SYMBOLS

TAXIING ROUTE FOR TAKE-OFF.
TAXIING ROUTE AFTER LANDING.
FLIGHT PATH IN TRAFFIC PATTERN.
WIND OR TRAFFIC DIRECTION INDICATORS.

SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the CAA, Air Force, and Coast Guard which are assisted by other organizations such as the Civil Air Patrol, State Police, and such other agencies as may be available. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. File a Flight Plan with a CAA Airway Communications Station in person or by telephone or radio.
2. File an Arrival Report.
3. If you land at a location other than intended destination, report the landing to the nearest CAA Communications Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest communications station.
5. Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. If you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.

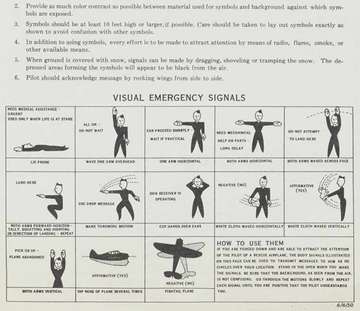
Searches are expensive, they inconvenience other people, and on numerous occasions the lives of other pilots are sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT!

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES		REQUIRE FUEL AND OIL	— L
REQUIRE MEDICAL SUPPLIES	II	INDICATE DIRECTION TO PROCEED	K
UNABLE TO PROCEED	X	AN AFFIRMATIVE IN THIS DIRECTION	↑
REQUIRE FOOD AND WATER	F	WILL ATTEMPT TAKE-OFF	Y
REQUIRE FIREARMS AND AMMUNITION	V	AIRCRAFT SERIOUSLY DAMAGED	L
REQUIRE MAP AND COMPASS	□	PROBABLY SAFE TO LAND HERE (U.S.COAST GUARD USE INTERNATIONAL SIGN)	△
		REQUIRE MECHANIC	W

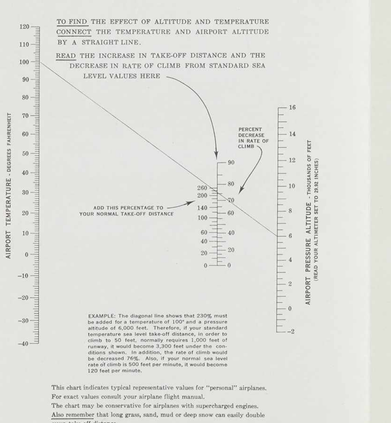
505

VISUAL EMERGENCY SIGNALS



6/8/50

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



EXAMPLE: The diagonal line shows that 230% must be added for a temperature of 100° and a pressure altitude of 6,000 feet. Therefore, if your standard take-off distance under these conditions is 1,000 yards (or 3,000 feet), normally requires 1,000 feet of runway, it would become 3,300 feet under the conditions shown. In addition, the rate of climb would be decreased 76%. Also, if your normal sea level rate of climb is 510 feet per minute, it would become 120 feet per minute.

This chart indicates typical representative values for "personal" airplanes.
For exact values consult your airplane flight manual.
The chart may be conservative for airplanes with supercharged engines.
Also remember that long grass, sand, mud or deep snow can easily double your take-off distance.

LOSS OF AIRCRAFT PERFORMANCE DURING HOT WEATHER

Thin Air Reduces Lift. You get thin air at high altitudes and in hot weather. The hotter the temperature, the thinner the air.

Do you realize that Kansas City Airport with an elevation of 744 feet above sea level can have an effective elevation identical to Stapleton Field, Denver, at 5325 feet above sea level, under conditions of extreme heat and low pressure?

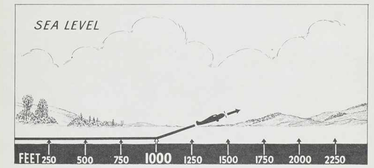
Do you realize that Brees Airport at Laramie, Wyoming, at 7273 feet above sea level, can be above the safe operational altitude of your aircraft during hot weather?

Note: The effective elevation of Brees Airport at 86°F, for example, is 10,250 feet-Caution!

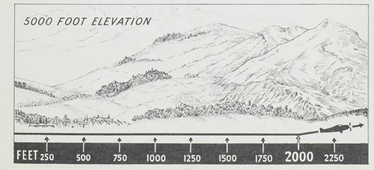
The rarified air at higher altitudes lowers the efficiency of engine and propeller, and lessens a plane's rate of climb. A typical light plane has a maximum rate of climb at sea level of 620 feet per minute, which is its maximum rate of climb at 5,000 feet altitude is only 225 feet per minute.

This plane might be able to clear a 490 foot hill or factory stack located a few miles from a sea level airport, but if the pilot tried it at 5,000 feet, he would smack right into the middle of the obstruction.

Remember: Any increase in operating altitude (due to elevation or high temperature) greatly increases take-off and landing roll.



ATMOSPHERIC DENSITY AT SEA LEVEL ENABLES A PLANE TO TAKE OFF IN A RELATIVELY SHORT DISTANCE



THE DISTANCE REQUIRED FOR A TAKE-OFF INCREASES WITH THE ALTITUDE OF THE FIELD

V.H.F. OMNI-RANGE (VOR)

The V.H.F. omni-range operates within the 112-118 megacycle band. In this band it is relatively free from atmospheric and precipitation static and interference from other radio stations. Furthermore, it is not limited to four courses as is the A-N range, but provides definite guidance on any course, to or from the station, the pilot may select. That is why it is called the Omni (Directional) Range. At minimum instrument altitudes the VOR gives reliable indications up to about 50 miles, depending on enroute terrain.

In flying the V.H.F. omni-range, the pilot uses three basic instruments. The first is the Flight Path Deviation Indicator (cross-pointer instrument), the same type used for the visual-aural range (VAR) and the ILS localizer. The vertical needle of this instrument tells the pilot whether he is right or left of the desired course. The second is an Omni-bearing Selector, manually operated by the rotation of a small knob, by which the pilot selects the course he desires to fly. When the cross-pointer needle is centered, the omni-bearing selector indicates the magnetic bearing of the aircraft either to or from the station. The third is a TO-FROM indicator which shows whether the bearing indicated by the Omni-bearing Selector is from or to the station. Furthermore, the "TO-FROM" needle can tell a flier when his aircraft is too far from the VOR or is otherwise receiving a weak signal. In this case the needle points to a red sector instead of TO or FROM.

In operation, the pilot selects a course by adjusting the omni-bearing selector to the desired magnetic bearing, and then maintains it by keeping the cross-pointer needle centered. If the aircraft is correctly aligned with the TO-FROM indications, when the needle swings to the right, for example, it indicates that the course selected lies to the right.

For example, an aircraft is due south of a VOR station. If its pilot desires to fly to the station, he sets the omni-bearing selector to indicate 0°. The "TO-FROM" indicator will then point to the word "TO". As the aircraft passes over the station the "TO-FROM" indicator will point to the word "FROM". If a turn of 180° is made north of the station, although the vertical cross-pointer needle will again become centered, the "TO-FROM" indicator will still point to "FROM". The pilot, however, will now find that he must fly "Away from the needle" to stay on course. This shows him that the "TO-FROM" indicator is incorrect. So, the pilot now rotates his omni-bearing selector to 180°. After he has done this, the "TO-FROM" indicator shifts to the "TO" position, and flying "Toward the needle" will keep him on course.

TABLE OF V.H.F. RECEPTION DISTANCES

With the increasing use of VHF and UHF frequencies for communication and navigation it appears desirable to publicize the reception distances for these frequencies. They, therefore, are tabulated below:

Feet Above Ground Station*	Reception Distance**- Statute Miles
500	30
1,000	45
2,000	60
5,000	100
10,000	140
15,000	175
20,000	200

*No physical obstruction intervening.
**Based on zero elevation of the facility.

If you are using a VHF transmitter, remember that its effective range increases with your altitude. Don't attempt to contact a station unless you are within "line of sight"

U.S. WEATHER BROADCASTS AND TRANSMISSIONS

All continuously operated CAA radio range and radio beacon stations having voice facilities on the range or radio beacon frequencies broadcast weather reports and airway information at 15 and 45 minutes past each hour. The 15-minute-past-the-hour broadcast is an "airway" broadcast consisting of weather reports from important terminals located on airway 0 within approximately 400 miles of the station. The 45-minute-past-the-hour broadcast is an "area" broadcast consisting of weather reports from locations within the flight information area of the station.

The broadcast consists of the local weather report and the latest available surface reports from other locations. Reports more than one hour old are not broadcast. Local winds aloft are broadcast 4 times after the broadcasts at 6:15 and 12:15 A.M., and P.M., E.S.T. The velocities of winds aloft are broadcast in knots - not miles.

At selected stations the Weather Bureau provides a local terminal forecast covering the next two hours. This forecast is broadcast, when available, immediately following the local weather report.

Pilots enroute are requested to avoid, if possible, calling airway communications stations at or about 15 and 45 minutes past the hour (which are the scheduled broadcast times) to request weather information, as such calls may delay starting of scheduled broadcasts and cause inconvenience to other persons who are dependent on the broadcasts for weather reports.

6/19/50

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

INFORMATION COPY
From 5th District OSI
Wright-Patterson Air Force Base
Dayton, Ohio

5D 24-0

26 March 1951

SUBJECT: Anomalous Luminous Phenomena
The Fireball of 1951, March 6, 14:34

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

The attached Spot Intelligence Report, dated 21 March 1951, and copy of letter to Headquarters OSI, dated 22 March 1951, are forwarded for your information and any action deemed appropriate.

JAMES F. X. O'CONNELL
Colonel, USAF
District Commander

2 Incls
1. Spt Intl Rpt dtd 21 Mar 51 w/incl Sect Aero Chart
2. Cy of ltr to Hq OSI, dtd 22 Mar 51

Copy to:
Hq OSI w/o abv incls

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

UC4417

COUNTER INTELL.

24 185 213X
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
MAR 28 16 17 '51
SPECIAL INVESTIGATIONS

~~CONFIDENTIAL~~

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

SECRET

Auth CG, USAF
19 August 1949

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 19 August 1949

REPORT MADE BY
MELVIN E. NEEF, S/A

REPORT MADE AT
DO #17, Kirtland AFB

PERIOD
24 July - 19 August 1949

OFFICE OF ORIGIN
DO #17, Kirtland AFB

STATUS
PENDING

TITLE

UNKNOWN SUBJECT(S)
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Rpt of S/A MELVIN E. NEEF, DO #17, Kirtland AFB, dtd 18 Aug 49

SYNOPSIS

This report consists of a Technical Report by Dr. WILLIAM D. CROZIER, Research and Development Division, New Mexico School of Mines, Socorro, New Mexico; and a similar report by Dr. LINCOLN LA PAZ, University of New Mexico. Reports deal with the collection of dust particles from the air, which may be attributed to the volatilization of the green fireballs. Collections were made in two ways, first, collections at surface level by Dr. CROZIER, and secondly air search flown by the writer, assisted by Mr. BEN REELY of Dr. CROZIER's office.

- PENDING -

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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Doyle Rees

DOYLE REES
Lt Col, USAF
District Commander.

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OFFICE OF THE INSPECTOR GENERAL

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OFFICE OF
SPECIAL INVESTIGATION

SEP 15 1949

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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REPORT MADE AT

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Declassification Authority: NND 923007

RESEARCH AND DEVELOPMENT DIVISION NEW MEXICO SCHOOL OF MINES SOCORRO, NEW MEXICO

10 August 1949

Dr. Lincoln LaPaz
Institute of Meteoritics
University of New Mexico
Albuquerque, N.M.

Dear Lincoln:

I am inclosing two copies of the report you asked for, and hope that they serve their purpose.

We have made a preliminary examination of the eighteen collections taken at nine locations on my Monday-Tuesday trip. There was a large number of copper-bearing particles on one collection (R-104L) taken on Highway 84, seventeen miles north of Highway 66, and scattered occasional particles throughout the series. The collection taken at the same location immediately following R-104L shows practically no copper. A large part of the R-104L collection is of a granular material unfamiliar to us, and the copper indications originate principally in what are apparently aggregations of finely (one-micron) granular material of overall sizes in the neighborhood of thirty microns. Some copper particles, however, appear to be solid and opaque. The passage of two automobiles while this collection was being made is a complicating factor. It is hard to see how they might have been a source of copper, however, unless it was a question of stirring up some from dust on the pavement.

We intend to do some further chemical work with these collections, but I doubt if much new relevant information will be obtained.

My tentative conclusion is that no widespread significate dispersion of copper-bearing particles was present in the atmosphere in the region covered at the time the collections were made. No definite statement is possible about the one heavy copper collection: It should be presumed to be of local origin until some evidence to the contrary is found.

The route of the collecting trip included Pastura, Santa Rosa, junction of Routes 66 and 84, and las Vegas on Monday Afternoon. On Tuesday morning it included Las Vegas, Canoncito, Glorieta and Pecos.

Yours very truly,

W. D. Crozier

WDC TW

Attachments (2)

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SECRET

R/D-tw
8-10-49

AN ATTEMPT TO COLLECT AIRBORNE PARTICLES ASSOCIATED WITH THE FIREBALL OF JULY 24, 1949

By

W. D. Crozier
and
Ben K. Seely

NEW MEXICO SCHOOL OF MINES

METHOD

A fireball was reported to have passed over the general neighborhood of Socorro, New Mexico, at 8:26 p.m., July 24, 1949. Impactment equipment, developed in connection with the aerosol research project of the New Mexico School of Mines, was available, and it was decided to make systematic collections of airborne material in the hope of obtaining material that could be associated with the fireball. For the present report it is sufficient to state that the equipment processed air at the rate of about 34 liters per minute, the particles being separated from the air by impactment against an adhesive-coated plate in an air jet. Approximately ninety per cent of airborne particles with diameters greater than one micron are collected.

The adhesive used on the collecting plates (microscope slides) was a glycerin-gelatin mixture with an addition of rubeanic acid (dithiooxamide). This reagent was used to enable identification of copper or copper compounds; it also enables identification of nickel

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Declassification Authority: NND 923007

and cobalt. After making the collections the slides were covered with a Saran film, after which they were exposed to strong ammonia vapor for fifteen minutes to effect partial solution of any copper or copper oxide particles.

RESULTS

The first collection was made at 10:00 a.m., July 25, about thirteen and one-half hours after the fireball was seen. The air was taken about twelve feet above ground level, on the campus of the School of Mines. The first run was for three minutes, processing about 102 liters of air. Several large particles were found in it that gave positive copper tests. In at least one of these the copper reaction was seen before the ammonia treatment, indicating the presence of at least a trace of a soluble copper compound. The sizes of particles seen in the first collections ranged up to over one hundred microns in the largest dimension. The largest particles gave the impression of being fragments of a somewhat fibrous material, with the smaller dimension of the order of twenty or thirty microns. There were no small particles, that is, no particles with a maximum dimension below 15 microns.

Following the first collection, additional collections were made, under similar conditions, over a period of eight days.

The accompanying table summarizes the conditions and copper counts for all these collections, including the first one described above. A number of the runs were for periods longer than three minutes, but the counts have, in these cases, been reduced to the three-minute equivalent. One collection showing several large copper indications, taken July 25,

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is omitted from the table because it was damaged in course of a test for radioactivity by exposure of a nuclear track plate (with negative results) and a definite count could not be made.

The counts are exhibited in three size classifications, and attention is directed to the fact that particles in the smallest size group (1 to 15 microns) are practically absent from the early collections, while in the later collections particles in the largest (30 microns) and middle (15 to 30 microns) groups have become quite scarce. At the same time, the counts have become quite large in the smallest size group.

S I G N I F I C A N C E O F R E S U L T S

If it were possible to say that particles giving a copper test are generally very rare in collections near ground level in this locality, the above facts would be highly significant. It happens, however, that collections have been made at Socorro over only a short period, and not much attention has been given to identification of copper compounds. However, after the copper indications had been found in the present series of collections, some collections were found on file that had been made on plain glycerin-gelatin on July 14, 1949. These were covered with the Saran film and rubeanic acid and ammonia were applied by diffusion through the film. A few copper indications were found, almost all the particles being in the 30 micron size group. Some other collections were made early in July that will be examined for copper when they are freed from other tests. In addition, occasional collections will be examined for copper in the future, and it may be possible eventually to add something to the information now presented.

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CONCLUSIONS REGARDING COPPER

In view of the above facts, it seems very hazardous to draw any definite conclusion associating the copper-bearing particles collected with the fireball of July 24. There is still, however, a residuum of possibility of such association when it is considered that particles of the smallest size group did not appear in large numbers until some 35 hours after the passage of the fireball.

Attention is called particularly to the large number of small particles in one of the 145-1 2-hour collections. The actual number in the collection was 140, for the five-minute run. Most of these were in the size range of two to five microns, and the principal difficulty in associating them with the fireball is that a five-micron particle cannot fall much more than 10,000 feet in 145.5 hours. These particles could have come down from a greater height only if some downward motion had taken place in part of the air insolved.

It should be mentioned that collections were taken during the afternoon of July 27, at several points south and east of Socorro, the farthest being near Bingham. These collections contained particles giving copper indications, the particles being in the same range of sizes as those collected in Socorro at about the same time.

It is perhaps noteworthy that the copper-bearing particles in all these collections were of opaque material. Most of the copper minerals that have previously come to our attention in collections from the air have been of colored material, blue, green, red, or yellow.

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COBALT AND NICKLE TESTS

In the 2:00 p.m. collection of July 26, three quite remarkable particles were found that gave very strong cobalt indications. The particles were apparently perfect spheres (at least they were perfectly circular in cross section), twelve microns in diameter. The reaction with bubeanic acid, after ammonia treatment, produced a dense yellow-tan halo, sixty microns in diameter. The color was not quite so clear as with pure cobalt: the appearance suggesting a high-cobalt composition with some other metal present. Such particles are quite unique in the experience of the present investigators. If these particles were of meteoritic origin they could, in the absence of vertical air movement, have fallen a distance of the order of 20,000 feet in an interval of 41.5 hours.

Two particles giving nickel indications were found. This is quite normal; however. If anything, the number if smaller than might have been expected in material of surface origin. The collections were not given acid treatment: additional nickel indications might have been found if this had been done.

A SUGGESTION

While the results of the present investigation should be regarded as negative or inconclusive, it is desired to call attention to the fact that a means is at hand that should make possible a definite demonstration of the presence or absence of copper particles associated with events of the July 24th type.

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Particle collections equipment, operating on the same principle as that used in the present investigation, and designed for airplane installation, is on hand and its successful operation has been demonstrated in numerous flights. Provision could easily be made for quickly mounting this equipment in an airplane capable of ascending above the 40,000-foot level, which could take off soon after an event of the July 24th kind, and fly in pattern that would include with reasonable certainty some of the material originating at the meteor trajectory. A quick approximate determination of the trajectory would be required, of course, and if winds aloft were of considerable strength it would be necessary to make due allowance for them in planning the flight.

NOTE ADDED ON AUGUST 10, 1949:

As this report was being finished, an attempt was made at an airplane collection following the event of August 6. The collecting equipment was installed in a B-25 from Kirtland Field and on the afternoon of August 8, a flight was made which it was hoped might intercept some of the meteoritic material.

An interval of 41 hours had passed before the take-off, and the maximum altitude reached was 23,000 feet. A rough attempt was made to include air that was under the trajectory, but distances of several hundred miles were involved. A few copper indications were obtained, but they seemed definitely to be associated with material of surface origin. No nickel or cobalt indications were found. An elaborate study, which may require more upper air data than is available, should be made before it is decided whether or not the flight did actually include air that should have borne particles from the meteor trajectory.

Declassification Authority: NND 923007

SECRET

August 17, 1949

TO: Colonel Doyle Rees

FROM: Lincoln LaPaz

SUBJECT: Anomalous Luminous Phenomena. Sixth Report
(Attempts to collect volatilization products from green fireballs)

1. In an earlier report it has been pointed out that in spite of air and ground searches in early February along the well determined earth-trace of the green fireball of 1949, January 30th no fragments of this fireball were recovered. There remained the possibility that this fireball had been so completely volatilized during flight that only fine dust from it filtered down thru the atmosphere. Since, for several reasons, it seemed more probable that such dust would consist chiefly of copper or copper alloy rather than of the ferro-magnetic substances found from ordinary meteorities, the methods habitually employed by meteoriticists for the collection of "cosmic dust" (separation of the dust from the air by use of electromagnets or permanent magnets) would not be appropriate for use in connection with the green fireballs. It was therefore decided to enlist the aid of Dr. William Crozier, who was known to have developed a novel impactment dust collector for use on the Aerosol Project of the New Mexico School of Mines. (The writer had been closely associated in 1943-44 with Dr. Crozier at New Mexico Proving Grounds while working on saboted and proximity fused shells and knew that he had satisfactory clearance). Dr. Crozier not only agreed to participate in a ground-level search for dust possibly put down by the fireball of January 30th but made the valuable suggestion that dust collections be made on plane flights routed back and forth at high altitudes through the air beneath green fireball paths as soon as possible after a fireball fall. In this manner contamination of the dust collections by terrestrial particles would be reduced to a minimum. No immediate application was made of Dr. Crozier's dust collection techniques, in part because of the writer's return to full time academic work at the UNM on February 8th and in part because of Dr. Crozier's other research activities and the interruptions in Research and Development Division work incident to the A.E.C.'s taking over the Albuquerque quarters of the Division.

2. When it was determined that the green fireball of July 24th had descended in the immediate vicinity of Socorro, it was decided to ask Dr. Crozier to attempt collections even though he and his staff were then engaged in the final stages of moving from Albuquerque to their new quarters on the Campus of the New Mexico School of Mines. A long distance call to Dr. Crozier on July 26th brought the welcome news that he had been alerted by an appeal for observations issued by the Institute of Meteoritics on the evening of July 24th and had already made dust collections on the Campus at Socorro on the morning of July 25. These collections, to Dr. Crozier's evident surprise, were found to contain not only the first copper particles he had found in air dust collections but these particles were of unusually large size -- up to 100 microns in maximum dimensions. On receipt of this exciting information, a party

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was dispatched from 17th District O.S.I. Headquarters to confer with Dr. Crozier and to make a field search for the fireball of July 24th. This party consisted of Major Charles L. Phillips (courteously made available for the trip by Colonel Harold A. Gunn, Commanding Officer of Kirtland Field); Mr. Paul Taft of the U. S. Weather Bureau in Albuquerque; S/A Jack Boling; and the undersigned. A conference with Dr. Crozier and Mr. Ben Seely was held on the School of Mines Campus in Socorro between 10:00 - 12:00 A.M. on July 26th. At this conference it became apparent that Dr. Crozier was inclined to attribute the unusually large copper fragments collected on July 25 at 10:00 A.M. ("which because of their size could not have been blown very far by surface winds") to particles blown off the roof or out of the gutters of the Assaying Building on the Campus. In answer to a question from the writer, Dr. Crozier replied that he would consider this possibility ruled out if copper particles showed up in collections made in the open country at considerable distances from the Campus. It was therefore recommended that such collections be made and Dr. Crozier and Mr. Seely rigged up a storage battery combination and small D. C. motor driven impactment collector which were loaded into the O.S.I. staff car and driven out through San Antonio, Carthage, and Bingham, New Mexico (this route passing, in Mr. Taft's opinion, through the region where particles from the fireball of July 24th would most probably have been carried by the very light winds prevailing in the region since the incident). Four of the collections made on this trip were examined on the evening of July 26th by Mr. Ben Seely and all were found to contain copper particles indistinguishable from those collected in Socorro at about the same time.

3. Full details on the methods of collection employed by Dr. Crozier and Mr. Seely and on later examinations of the dust particles collected after the green fireballs of both July 24th and August 6th are given in Dr. Crozier's report (R/D - tw, 8-10-49) copies of which are hereto appended. Dr. Crozier's tentative conclusion from study of the collections made not only in connection with the incident of July 24th but also that of August 6th is that "the results of the present investigation should be regarded as negative or inconclusive." From analysis of his report (R/D-tw, 8-10-49) and from several phone conversations with Dr. Crozier, it is the writers belief that Dr. Crozier was led to the above conclusion by the following facts listed below in decreasing order of importance, and accompanied by critical comments:

a. The discovery by tests made on or about August 1 of "a few copper indications" in dust collected at Socorro on July 14, 1949, i.e. ten days before the green fireball incident of July 24th. (Dr. Crozier has informed the writer that the collections of July 14th was carefully wrapped up and could not have become contaminated by copper dust which blew in through the open windows of the N.D.&D. Building at Socorro after the incident of July 24th. However, there remains the possibility that an unobserved or unreported green fireball occurring in the Socorro neighborhood shortly before July 14th put down the copper dust found in the July 14th collection. To one familiar with the almost uninhabited country

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around Socorro and the fact that green fireballs as bright as the half moon occurring at times as favorable for observation as 7:30 -- 8:30 P.M. have gone almost unreported, it seems quite likely that a green fireball that fell after midnight or during the daytime or while most of the sky was overcase might go entirely unreported.)

b. The discrepancy between the computed and observed rates of descent of very fine copper particles. (As Dr. Crozier notes, such discrepancies are understandable "if some downward motion had taken place in part of the air involved." Precisely such downward motion occurred in the air near the real paths of the fireballs of July 24th and August 6th for these falls were nearly vertical. Furthermore the best observations of the endpoints of these fireballs place that of July 24th at a height of 10-12 miles and that of August 6th at 5 - 6 miles. The downward directed ballistic head wave therefore could very easily have carried Dr. Crozier's 145 hour particles to within 10,000 feet of the earth at the time of fall. Since we cannot assume complete stagnation of the air masses in the Socorro neighborhood for 145 hours, it must be supposed that such air motions as occurred were approximately compensating and resulted in the return of Dr. Crozier's tiny "five-micron particles" to the Socorro neighborhood in approximately 145 hours. Only a detailed study of air mass motions for the time interval involved can settle this point).

c. The long continued appearance of copper particles (however, as Dr. Crozier emphasizes, smaller and smaller in size) in the Socorro collections. (Precisely such a decrease in particle size has repeatedly been observed in connection with dust collections believed to be of meteoritic origin and is attributed to the slower and slower rate of descent of the particles as their average size decreases. Thus, L. Rudaux's results strongly indicate that particles from the Giacobinid shower of 1938, October 9 filtered down in smaller and smaller sizes for 100 hours or more. Furthermore, for the green fireballs of July 24th and August 6th, the nearly vertical real paths extended from altitudes of 100 miles or more down almost to ground level and therefore optimum conditions for long continued infall of dust particles were approached in these falls.)

d. Failure of the airplane collection of August 8th to detect airborne copper particles definitely not of terrestrial origin. (However, the airplane collections were all made at great distances (hundreds of miles) from the Vaughn region in which the fireball of August 6th fell; and, as Dr. Crozier points out, at the moment it can not be determined "whether or not the flight did actually include air that should have borne particles from the meteor trajectory." In this connection the results alluded to in paragraph 4 below may be of considerable significance.)

4. At the time the airplane collections of August 8th was planned the writer recommended not only that the flight traverse the area from Vaughn northward to Raton and then NW-ward into the Durango, Colo. region (a recommendation based on advice received from Mr. Paul Taft of the U.S. Weather Bureau) but also that simultaneously a ground search with the

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portable impactment dust collecting equipment rigged up on July 27th be run from Vaughn through Pastura to Santa Rosa. The latter part of this recommendation was followed by Dr. Crozier who reported on the results obtained in his letter to me under date of August 10, copies of which are hereto attached. Dr. Crozier's letter makes clear that ground collections in the subfinal regions of the fireballs of both August 6th and July 24th resulted in the detection of unusual aggregations of copper particles. Apparently the copper particle aggregate obtained in collection R-104L, within the subfinal region of the August 6th fall was the only such aggregate found in Dr. Crozier's lengthy ground search of August 8-9. It seems particularly significant to the writer that Dr. Crozier suspects that the copper dust found in this particular collection R-104L may have been stirred up from the pavement on Highway 84 - a likely catchment surface for dust put down by the green fireball of August 6th, in view of the information given me by Mr. Taft in regard to the wind direction prevailing during the hours immediately following this incident.

5. In spite of the critical comments made in paragraphs 3 and 4 above, the writer has no quarrel with Dr. Crozier's conclusion that the results so far obtained in the investigation of volatilization products possibly put down by the green fireballs are negative or at best inconclusive. However, I do wish to stress most emphatically that if future more detailed work shows that the numerous copper particles found by Dr. Crozier and Mr. Seely are indeed floating down from green fireballs, then the fireballs are not conventional meteorites. Copper is one of rarest of the elements found in meteorites (See G.P. Merrill, Memoirs National Academy of Science, vol. 14 (1925), Table facing p. 27; and Harrison Brown, Journal of Geology, vol. 56 (March 1948, Table 1, p. 87). In fact, I know of no case in which even the tiniest particle of copper has been reported in a dust collection supposedly of meteoritic origin. In view of present concern in regard to the true nature of the green fireballs, nothing could exceed in importance attainment of a definite conclusion in regard to the origin of the copper particles detected in the subfinal regions of the fireballs of July 24th and August 6th.

6. The writer therefore wishes to make the following recommendations:

a. That arrangments be made for dust collections on airplane flights at altitudes of 40,000 ft. or more through the region of the atmosphere lying beneath the real paths of green fireballs as soon as possible after the occurrence of such fireball incidents. Such arrangements presuppose a well coordinated observing network permitting the speediest possible determination of the location of the real paths in the atmosphere. (Dr. Crozier and Mr. Seely have both agreed to cooperate in carrying out dust collection at the highest altitudes attainable. In Dr. Crozier's opinion a B-36 or B-50 should be made available for such work.)

b. That grund-level dust collections be made along the well determined earth-trace of the green fireball of January 30th, using the

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portable impactment equipment already rigged up by Dr. Crozier and Mr. Seely and used in the ground searches of July 27th and August 8-9th. If copper particles can be recovered along this earth-trace but do not appear in collections made 50 miles or so away from the trace, the result would be of much significance if not indeed decisive.

Lincoln LaPaz, Director
Institute of Meteoritics

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

FILE NO. 24-78

DATE 24 August 1949

REPORT MADE BY CLAUDIUS E. BELK jds

REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE

PERIOD 19, 27 July; 2, 18 August 1949

OFFICE OF ORIGIN DO #4, Bolling Air Force Base

STATUS CLOSED

TITLE

GEORGE RICHARD ROLFE
924 Wilmont Court
Baltimore 2, Maryland

CHARACTER SPECIAL INQUIRY - UNIDENTIFIABLE OBJECTS

REFERENCE Pending Report of S/A CLAUDIUS E. BELK, DO #4, dtd 18 July 49, file 24-78

SYNOPSIS

Flight Test Section, Glenn L. Martin Aircraft Company, Army Chemical Center, Edgewood, Maryland and Army Proving Grounds, Aberdeen, Maryland, were contacted and no flight or flight tests were conducted 29 June 1949. Artist's conception of unidentifiable objects received from Mr. GEORGE R. ROLFE.

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

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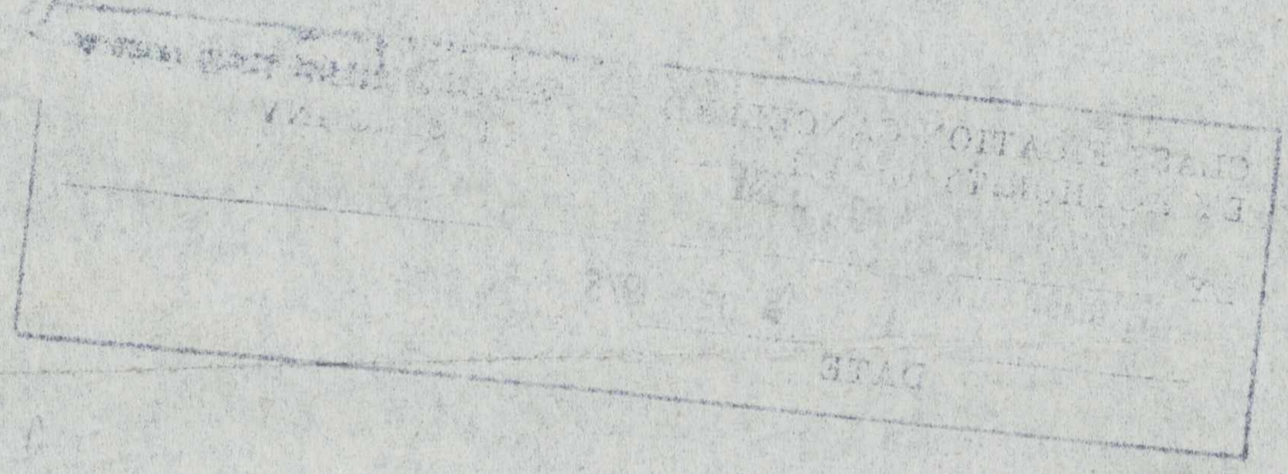
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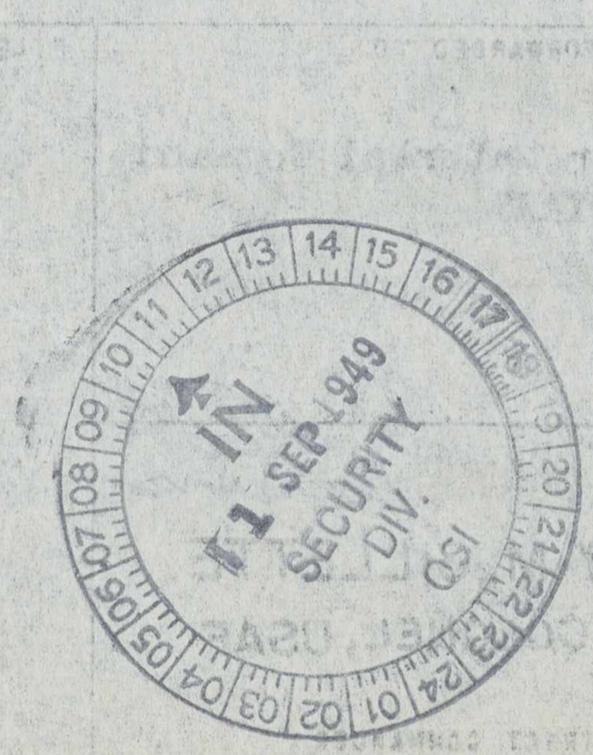
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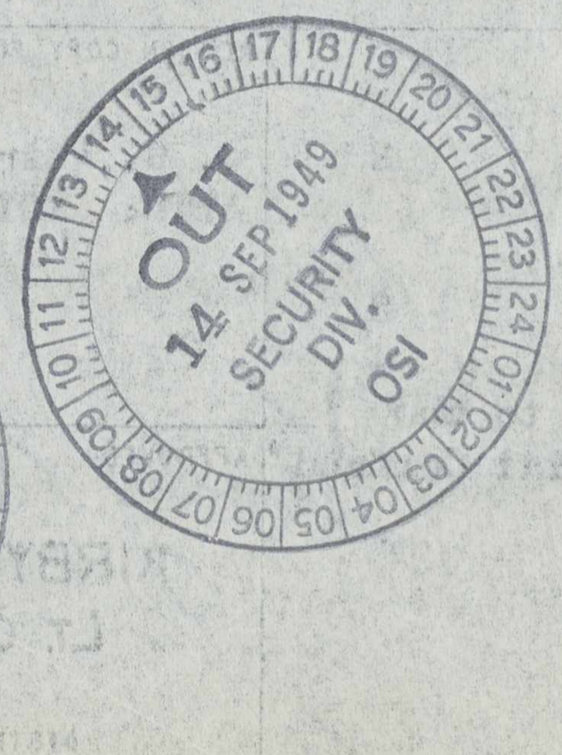
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DETAILS:

On 19 July 1949, the Operations Records of the Glenn L. Martin Airport, Glenn L. Martin Aircraft Corporation, Baltimore 3, Maryland, were made available to this Agent and these records disclosed that on 29 June 1949, between the hours of 1905 and 1940, local time, a Martin "202" Airliner, NC 93054, the property of Northwestern Airlines, was flying locally in the Baltimore area on a Customer Acceptance Flight. Weather was noted as overcast. Pilot of above-mentioned airplane was listed as JOHN W. HUTCHINSON, Contract Pilot for Northwestern Airlines, at the Glenn L. Martin plant.

Mr. JOHN W. HUTCHINSON, Contract Pilot, Northwestern Airlines, Glenn L. Martin Aircraft Company, Baltimore 3, Maryland, was interviewed this date concerning a Flight, 29 June 1949, between the hours of 1905-1940, local time. Mr. HUTCHINSON stated that the weather was overcast and that he flew locally for a period of 35 minutes and during this time observed nothing of a strange nature in the air.

A check of the records of the Plant Protection Office, Glenn L. Martin and Flight Test Section, Glenn L. Martin Company this date indicate that no experimental flying was conducted 29 June 1949.

On 27 July 1949, Mr. LOUIS BENJAMIN, Chief, Test Division, Technical Command, Army Chemical Center, Edgewood, Maryland, was contacted concerning experimental firing conducted by that organization on 29 June 1949.

Mr. BENJAMIN stated that no firing was conducted on that date at the Army Chemical Center.

On 2 August 1949 Testing Division of the Army Proving Grounds, Aberdeen, Maryland, was contacted and stated in substance that no firing was conducted on 29 June 1949 that would have reached 2,000 feet or could have been seen from the area of Baltimore City.

On 18 July 1949, artist's conception of unidentifiable objects seen 29 June 1949 received from Mr. GEORGE R. ROLFE. Photograph of this drawing inclosed herewith as exhibit.

INCLOSURES

FOR C.O., AIR MATERIEL COMMAND, W-P AFB, ATTN.: MC IAXS

1. Exhibit A - Photograph of artist's conception.

FOR HEADQUARTERS, OSI

1. Exhibit A - Photograph of artist's conception.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 19 August 1949

REPORT MADE BY
MELVIN E. NEEF, S/A

REPORT MADE AT
DO #17, Kirtland AFB

PERIOD
1-16 August 1949

OFFICE OF ORIGIN
DO #17, Kirtland AFB

STATUS
PENDING

TITLE

UNKNOWN SUBJECT(S)
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A MELVIN E. NEEF, DO #17, dtd 10 Aug 49

SYNOPSIS

Additional reports of observation of anomalous flying objects (fireballs) reported as of 11, 28, 30 July and 6 August 1949. Details reported on forms specified. Comments by Dr. LINCOLN LA PAZ attached as an inclosure.

- PENDING -

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THE INSPECTOR GENERAL

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SEP 15 1949

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

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SEP 15 1949

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 11 Jul 49 Date of Interview 16 Jul 49

2. Exact time of observation (local) 2110

3. Place of Observation: (Map Coordinates) 914.3 - 856.3

4. Position of observer (air, car, bldg, location of - give details):
EM was in prone position near his half-track.

5. What attracted attention to object:
Streak through the sky.

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
Twice as large as evening star.

8. Color of object: Pale red

9. Shape (give graphic description - compare with known object):
Had shape of ball but not a perfect circle

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 30 degrees above horizon

11. Direction from observer (Angle clockwise from north): 550 East or North, when first observed - 255° South by West, when last seen.

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Approximately 4000 feet above tree line.

13. Direction of flight of object (s): West by south west.

14. Time in sight: 2110

15. Speed (time to cover given angular distance): 2 seconds

16. Sound and odor: None

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Guide to Investigation Incident No._____

17. Trail (color, length, width, persistance, etc.)
None

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):
Similar to tracer ammunition, but brighter red.

19. Projections (fins, wings, rods, antennae, canopies, etc.):
None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Appeared to follow straight path.

21. Manner of disappearance:
Fast, as if turning off flash light.

22. Effect on clouds:
None

23. Additional information concerning object:
None

24. Weather conditions and light at time of sighting:
Nearly full moon and no clouds.

Name and address of observer:
Sgt Jack R. Hibbard, Co "A", 42nd Armd Inf Bn., 2nd Armored Div.,
Camp Hood, Texas

Occupation and hobbies:
Soldier

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):
Observer is one of NCO's in his grade

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?
None

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 28 July 49 Date of Interview 29 July 49

2. Exact time of observation (local) Approximately 2045

3. Place of Observation: Just outside Hood Village on Highway 190.
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
Driving west on highway 190

5. What attracted attention to object: Unusual light

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
About the size of evening star.

8. Color of object: Predominately white, tint of blue green.

9. Shape (give graphic description - compare with known object):
Round with tail.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):
30°

11. Direction from observer (Angle clockwise from north):
290° North West

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
Approximately 2 miles

13. Direction of flight of object (s): North to south

14. Time in sight: 3 to 5 seconds

15. Speed (time to cover given angular distance):
Unestimable

16. Sound and odor: None

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17. Trail (color, length, width, persistance, etc.)

Blue green - same degree of persistency as main body.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Brighter than evening star.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Fairly level flight, gaining some altitude.

21. Manner of disappearance:

22. Effect on clouds:

23. Additional information concerning object:

None

24. Weather conditions and light at time of sighting:

Very clear, with an abundance of stars.

Name and address of observer:

Occupation and hobbies:

Cpl John D. BERGER, Killeen Base, Killeen, Texas

Soldier

Some photography.

Comments of interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Fair observer of average intelligence.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None

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UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 28 Jul 49 Date of Interview 29 Jul 49

2. Exact time of observation (local) 2259

3. Place of Observation: 911.5 - 862.1
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
Driving east on highway 190

5. What attracted attention to object: Bright light

6. Number of objects and sketch of formation or grouping: Two

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Tennis ball.

8. Color of object: Predominately white - one had an orange glow to the tail.

9. Shape (give graphic description - compare with known object):
Round with tail following.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Approximately 30°

11. Direction from observer (Angle clockwise from north): 170° South

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): 3 miles

13. Direction of flight of object (s): South to North

14. Time in sight: #1 - 2 or 3 seconds. #2 - 10 or 12 seconds

15. Speed (time to cover given angular distance): Same as 14.

16. Sound and odor: None

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Guide to Investigation Incident No._____

17. Trail (color, length, width, persistance, etc.)

#1 trail blue green #2 light orange.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Bright flood light.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight flight south to north in an arc.

21. Manner of disappearance:

Faded out.

22. Effect on clouds: None

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting:

Clear sky with an abundance of stars.

Name and address of observer:

Cpl John D. BERGER, Killeen Base, Killeen, Texas

Occupation and hobbies:

Soldier, Some photography

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Fair observer

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None

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Pages 3 & 4 of this report not applicalbe to this incident.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 28 Jul 49 Date of Interview 29 Jul 49

2. Exact time of observation (local) 2258

3. Place of Observation: 912.5 - 962.1
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
Driving west on highway 190

5. What attracted attention to object: Looking at the sky when an object that appeared blue, turned white and started to move.

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
Three times evening star

8. Color of object: Initially blue turning white

9. Shape (give graphic description - compare with known object):
Round (No Tail)

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 30°

11. Direction from observer (Angle clockwise from north): Due north.

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): 3 or 4 miles

13. Direction of flight of object (s): North to North west

14. Time in sight: 15 to 20 seconds, stationary 5 to 10 seconds, time in flight 5 to 10 seconds.

15. Speed (time to cover given angular distance): 5 to 10 seconds

16. Sound and odor: None

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17. Trail (color, length, width, persistance, etc.)

None

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Brilliance of evening star or slightly brighter.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight flight gaining altitude.

21. Manner of disappearance:

22. Effect on clouds:

Went out like a light.

23. Additional information concerning object:

None

24. Weather conditions and light at time of sighting:

Clear

Name and address of observer:

Occupation and hobbies:

1st Lt Harold DENNIS
4001st Base Sv Squad. Killeen Base, Killeen, Texas

Officer in US Air Force (Pilot)

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Excellent observer

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None

Pages 3 and 4 of this report not applicable to this incident.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

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Incident No. _____

1. Date of Observation 30 July Date of Interview 1 August 1949

2. Exact time of observation (local) 2135

3. Place of Observation: (Map Coordinates) Map, Camp Hood, 1:50000 At estimated altitude 1500-2000 feet over 915.03 - 857.8

4. Position of observer (air, car, bldg, location of - give details): in ¼ ton truck (open) located at 912.5 - 855.55

5. What attracted attention to object: Bright light appearing in sky.

6. Number of objects and sketch of formation or grouping: One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be a rocket of type unknown to observer. In length including tail was about 1½ thumbs.

8. Color of object: Forsty blue tail with nose round in shape and exceedingly brilliant like a magnesium flare only more intense.

9. Shape (give graphic description - compare with known object): Shaped like rocket but larger than ordinary. Appeared to have a ball-like nucleas emitting a blue-white tail.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Estimated 35°

11. Direction from observer (Angle clockwise from north): 40° magnetic azimuth (taken by compass.)

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): Estimated 3500 yards.

13. Direction of flight of object (s): Southeast to Northwest.

14. Time in sight: 2135

15. Speed (time to cover given angular distance): 2-2.5 seconds to cover arc about 15°

16. Sound and odor: None

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17. Trail (color, length, width, persistance, etc.)

Blue-white broadening with distance from nucleus.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Nucleus was extremely brilliant; trail much less so.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Climbed in arc, rather slight, angle of climb about 15°

21. Manner of disappearance:

22. Effect on clouds:

None

23. Additional information concerning object:

Reconnaissance of arc where object might have fallen conducted by helicopter. Result negative.

24. Weather conditions and light at time of sighting:

Weather clear, quarters moon.

Name and address of observer:

Occupation and hobbies: Captain Max W. DOLSATER, CO, Co B., 82nd Ron Bn Camp Hood, Texas

Army officer, horsemanshipn shooting, other field sports.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Excellent observer with considerable experience in ground reconnaissance.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Wore glasses, not polaroid.

Pages 3 and 4 of this report not applicable to this incident.

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GUIDE TO INVESTIGATION

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UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 30 July Date of Interview 1 August 49

2. Exact time of observation (local) 2204

3. Place of Observation: 912.5 - 856.5
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
Dismounted patrol - walking

5. What attracted attention to object: Bright light

6. Number of objects and sketch of formation or grouping: One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
Evening star or planet.

8. Color of object:
Predominantly white with blue tint.

9. Shape (give graphic description - compare with known object):
Round with long trail.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): Approximately 30°

11. Direction from observer (Angle clockwise from north):
140°

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
3 or 4 miles

13. Direction of flight of object (s):
South East to South West.

14. Time in sight: 2 or 3 seconds

15. Speed (time to cover given angular distance): Very fast - unestimatable

16. Sound and odor: None

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17. Trail (color, length, width, persistance, etc.)

long trail of same presistency as main body.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Similar to photographers flash bulb.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight flight losing altitude.

21. Manner of disappearance: Gradually faded out

22. Effect on clouds: None

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting: Clear

Name and address of observer: Cpl Raymond O. GARCIA
Pfc Giuseppe Van CHIERI 2nd Armored Division
Co "B", 82nd Ron Bn Camp Hood, Texas

Occupation and hobbies:

Soldiers - no hobbies

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Fair observers of average intelligence of EM of their grade.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

No.

Page 3 and 4 of this report not applicable to this incident.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 6 Aug 49 Date of Interview 7 Aug 49

2. Exact time of observation (local) Approximately 2000

3. Place of Observation: (Map Coordinates) 32° 18" N 106° 17' 30" W

4. Position of observer (air, car, bldg, location of - give details):
In yard - unobstructed view

5. What attracted attention to object: Wife called his attention to it.

6. Number of objects and sketch of formation or grouping:

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
One
Somewhat bigger than falling star

8. Color of object: Bluish green

9. Shape (give graphic description - compare with known object):
Round

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 5° 7" above house highest
2° 36" above house lowest point

11. Direction from observer (Angle clockwise from north):
Approximately N36° 37" E N 34° 38" Disppeared

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
About Ruidosa

13. Direction of flight of object (s):
10° from vertical east to west

14. Time in sight: 1 or 2 seconds

15. Speed (time to cover given angular distance):
---

16. Sound and odor:
None

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17. Trail (color, length, width, persistance, etc.)

Green to red at the end
Length 4 or 5 inches, width 1½ to 2 inches (Personal length of observation)

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Much brighter than falling star.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

Sparks flying from main body.

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight path.

21. Manner of disappearance:

Disappeared behind building

22. Effect on clouds: No clouds

23. Additional information concerning object:

None

24. Weather conditions and light at time of sighting:

Clear, dark, except for illumination of full moon

Name and address of observer:

Cpl. Leon Deatherage, 940 East Texas St., Los Cruces

Occupation and hobbies:

Military Policeman
Fishing and hunting

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None. Clear and unobstructed view.

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UNIDENTIFIED AERIAL OBJECTS

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Incident No. _____

1. Date of Observation 6 Aug 49 Date of Interview 7 Aug 49

2. Exact time of observation (local) Near 2000

3. Place of Observation: On front door step of home - outside
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):

Sitting on door step of home

5. What attracted attention to object:

Flare of light.

6. Number of objects and sketch of formation or grouping:

One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):

Approximately 6" in diameter

8. Color of object:

Reddish blue, and green

9. Shape (give graphic description - compare with known object):

Round (uncertain)

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):

7° 23" first appeared 3° 28" disappeared
9° 40" highest point

11. Direction from observer (Angle clockwise from north):

37° 51" first appeared
35° 23" highest point

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):

37° 35"

13. Direction of flight of object (s):

W E

14. Time in sight:

4 or 5 seconds

15. Speed (time to cover given angular distance):

4 or 5 seconds

16. Sound and odor:

None

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Guide to Investigation Incident No._____

17. Trail (color, length, width, persistance, etc.)

3' in length - more greenish color than main body. Width tapered from size of object to about twice as wide as object at the end of the tail.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Brighter than the moon.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

Sparks only.

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Was traveling on a curve going up from East to West. Reached a peak and fell in almost vertical direction.

21. Manner of disappearance:

Disappeared gradually.

22. Effect on clouds:

No clouds.

23. Additional information concerning object:

None

24. Weather conditions and light at time of sighting:

Clear, dark except for illumination of full moon.

Name and address of observer:

Mrs. Vendla Deatherage, 940 Texas St., Los Cruces

Occupation and hobbies:

Housewife
No hobbies.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Not too intelligent or sure of answers.
Tried to be accurate however.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

No glasses. Clear observation.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. 1

1. Date of Observation 6 August 49 Date of Interview 7 August 1949

2. Exact time of observation (local) 2000 - 2005

3. Place of Observation: PX Beer Garden
(Map Coordinates) 32° 23' 20" N Lat. 106° 28" 53" w Long

4. Position of observer (air, car, bldg, location of - give details):

Sitting at table in the open

5. What attracted attention to object: glow or flare

6. Number of objects and sketch of formation or grouping: one

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):

As large as auto spotlight at arms length.

8. Color of object: White

9. Shape (give graphic description - compare with known object):

Couldn't tell

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 12° 7" above horizon - highest point
2° 4" above horizon - disappeared.

11. Direction from observer (Angle clockwise from north):

N 29° 10" E

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):

Appeared to be over Alamogordo, N. M.
Note: Not very certain on this point.

13. Direction of flight of object (s):

10° off vertical moving from East to West.

14. Time in sight:

2 seconds - did not see it appear.

15. Speed (time to cover given angular distance):

---

16. Sound and odor:

None

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Incident No._____

17. Trail (color, length, width, persistance, etc.)

Looked to be 3' long, white, 6" wide, 2 seconds.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Somewhat brighter than star. Bright enough to attract his attention when he was looking in another direction.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight path.

21. Manner of disappearance: Disappeared behind a building.

22. Effect on clouds: No clouds

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting:

clear, dark.

Name and address of observer: Pfc Richard L. Poirier, RA-18276085

Occupation and hobbies: Battery clerk, Hq Btry 1st Btln, 1 GM Reg.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Young, rather indefinite in some answers

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

None

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

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Incident No. 1

1. Date of Observation 6 Aug 49 Date of Interview 7 Aug 49

2. Exact time of observation (local) 2000

3. Place of Observation: PX WSPG
(Map Coordinates) 32° 23' 20" N Lat 106° 28" 53" W Long.

4. Position of observer (air, car, bldg, location of - give details):
Beer garden of PX. Outside sitting at table.

5. What attracted attention to object; Flare of light

6. Number of objects and sketch of formation or grouping: One which exploded.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): ½ size of moon when it flared up.

8. Color of object: Bright white. Slight redish cast.

9. Shape (give graphic description - compare with known object):
Round

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 7° 35" above horizon - highest point
2° 20" above horizon - lowest point

11. Direction from observer (Angle clockwise from north):
N 26° 25" E

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
Over Alamogordo or maybe a little closer

13. Direction of flight of object (s):
Vertical

14. Time in sight; Approximately 3 seconds

15. Speed (time to cover given angular distance):
———

16. Sound and odor:
None

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Guide to Investigation SECRET Incident No._____

17. Trail (color, length, width, persistance, etc.)

No trail

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Little brighter than a falling star.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

None, straight vertical flight

21. Manner of disappearance: Exploded - then the pieces died out.

22. Effect on clouds: None noticed.

23. Additional information concerning object: None

24. Weather conditions and light at time of sighting:

Clear, cool breeze. Dark except for illumination of full moon.

Name and address of observer:

Occupation and hobbies: Cpl Bobbie G. Adams, RA-14284847, Hq Bttry, 1st Btl, Guided Missile Regiment, WSPG

Battery clerk
Photography, travel.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Seemingly intelligent person. Sure of answers, not hesitant.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Clear view

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

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Incident No. _____

1. Date of Observation ~~6 Aug 49~~ Date of Interview ~~7 Aug 49~~

2. Exact time of observation (local) ~~2015~~

3. Place of Observation: (Map Coordinates) Highway 70, 1/2 mile East, Crest Organ Mt. 32 degrees 26' N Lat 106 degrees 5' W Long

4. Position of observer (air, car, bldg, location of - give details):

Auto - Traveling east toward Holloman AFB

5. What attracted attention to object: Unusual red light

6. Number of objects and sketch of formation or grouping:

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):

One

Twice size normal falling stars.

8. Color of object: Whitish yellow (Red trail)

9. Shape (give graphic description - compare with known object):

Round - Gone so fast - no adequate description

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):

Unknown - seemed close to north side ride.

11. Direction from observer (Angle clockwise from north):

First sighted NE

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):

Not able to declare distance - seemed very close

13. Direction of flight of object (s):

Traveling SW

14. Time in sight:

Approximately one second

15. Speed (time to cover given angular distance):

Extremely fast - twice as fast as falling star.

16. Sound and odor:

Negative

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17. Trail (color, length, width, persistance, etc.)

Red trail - wide and long
trail visible longer than object

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Very bright - very bright lightning flash

19. Projections (fins, wings, rods, antennae, canopies, etc.):

Too fast to notice - appeared spherical

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight flight. Approximately 20° vertical decline.

21. Manner of disappearance:

Disappeared behind mountain.

22. Effect on clouds:

No clouds

23. Additional information concerning object:

Disappeared behind mountain.

24. Weather conditions and light at time of sighting:

Very clear

Name and address of observer: Mrs Thomas H. Gohan, Apt 1837 901-1 Monista, Holloman AFB

Occupation and hobbies:

Housewife

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Gave appearance normal intelligence
Evinced interest - declared unusual and beautiful sight.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Glasses - none
Viewed through auto windshield.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 6 Aug 49 Date of Interview 7 Aug 49

2. Exact time of observation (local) 2030

3. Place of Observation: Approx. 1 mile due south Alamogordo
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):

Car - heading due north
33 degrees 53' N 105' 28 degrees W

5. What attracted attention to object:

Flash of light

6. Number of objects and sketch of formation or grouping:

One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):

Approximately smaller than fist - round

8. Color of object: White (bluish)

9. Shape (give graphic description - compare with known object):

Round shape - round ball

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):

Cannot estimate - came in sight height of windshield - seemed to disappear over Alamogordo (1 mile away)

11. Direction from observer (Angle clockwise from north):

Travel due North

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):

Approximately one mile

13. Direction of flight of object (s):

Due north.

14. Time in sight: Approximately one second

15. Speed (time to cover given angular distance):

Rather slow - similar to falling star.

16. Sound and odor:

Negative

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Guide to Investigation Incident No._____

17. Trail (color, length, width, persistance, etc.)

Red trail - fairly long - in view longer than object itself - constant

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Seemed brighter than falling star - associates with flash of electric arch welding.

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Constant slight curve earthward

21. Manner of disappearance:

Cut all at once - seemed to break into two pieces

22. Effect on clouds:

None

23. Additional information concerning object:

Seemed to have fallen much lower than normal falling star.

24. Weather conditions and light at time of sighting:

Very clear - moon bright - many stars.

Name and address of observer:

M/Sgt Rayburn T. Gotzinger, 1207-1 Monista, Holloman AFB

Occupation and hobbies:

Chief Clerk, Military Personnel, Holloman AFB, N. M.
No hobbies.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Normal intelligence
Lacked interest

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

Wears glasses
Viewed through automobile windshield.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation ~~6 August 1949~~ Date of Interview ~~8 August 1949~~

2. Exact time of observation (local) 2020 MST

3. Place of Observation: (Map Coordinates) Front porch of residence at Smith Street, Albuquerque, N. M.

4. Position of observer (air, car, bldg, location of - give details):
Standing on front porch of his residence 4009 Smith Ave.

5. What attracted attention to object: Informant and family were on front porch watching aircraft in the general direction of the sighting.

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Appeared to be the same size as a 500 watt bulb suspended over Ridgecrest and Smith Avenue - a 500 watt bulb about one-fifth (1/5) mile distant.

8. Color of object:
Green light

9. Shape (give graphic description - compare with known object):
Round to pear shape.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):
15°

11. Direction from observer (Angle clockwise from north):
100° georgraphic North.

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
Between informat's home and Sandia Base.

13. Direction of flight of object (s):
Descending to earth vertically.

14. Time in sight: One and one-half (1½) seconds.

15. Speed (time to cover given angular distance):
1½ seconds per 10 degrees of Distance when object was approximately 2 miles away.

16. Sound and odor:
None

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Guide to Investigation [redacted] Incident No._____

17. Trail (color, length, width, persistance, etc.)
None- Small burning particles were falling to earth ahead of the object.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):
Light green incandescent - informant has observed the same color while burning copper.

19. Projections (fins, wings, rods, antennae, canopies, etc.):
None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
None

21. Manner of disappearance:
Light dissipated rapidly to darkness.

22. Effect on clouds: None

23. Additional information concerning object: Appeared to be very close to the observer (½ to 2 miles) and was quite distinct.

24. Weather conditions and light at time of sighting: dark.

Name and address of observer: Mr. Ralph B. Larsen
4009 Smith Ave., Albuquerque, N. M.

Occupation and hobbies: Precision machinist. Informant has distinguished himself with pistols and automatics in national competition.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):
Informant was extremely logical in his explanation of incident and seemed to be thoroughly sure of what he saw.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?
No. Informant advised that his eyesight is normal at distances but that he uses glasses occasionally for close work.

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 6 Aug 49 Date of Interview 7 Aug 49

2. Exact time of observation (local) 2000 hours

3. Place of Observation: 32 degrees 40' North - 105 degrees 30' West
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
In automobile in drivers seat

5. What attracted attention to object:
Bright glow

6. Number of objects and sketch of formation or grouping:
One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):
Tip of thumb at arms length

8. Color of object:
Bluish green

9. Shape (give graphic description - compare with known object):
Same shape as falling star, round.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):
(30) Thirty degrees

11. Direction from observer (Angle clockwise from north):
15 degrees

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
Unknown, within thirty miles

13. Direction of flight of object (s):
200 degrees

14. Time in sight:
One second

15. Speed (time to cover given angular distance):

16. Sound and odor:
None

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17. Trail (color, length, width, persistance, etc.)
Red sparks - same size as object - as wide as object - few sparks - redder than object itself.

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):
Very bright - brighter than any shooting star seen by interviewee

19. Projections (fins, wings, rods, antennae, canopies, etc.):
None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Long slow curve to the earth

21. Manner of disappearance:
Burned out without burst of light

22. Effect on clouds:
Very few clouds, no effect on clouds.

23. Additional information concerning object:
Sparks appeared in trail just before burning out

24. Weather conditions and light at time of sighting:
Very clear

Name and address of observer:
Capt. Nazaire LeBlanc, AO-320925, Holloman AFB, Alamogordo, New Mexico

Occupation and hobbies:
Technical Engineer in Missile Equipment
Music and swimming

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):
Reliable character - observant - honest - dependable - very trustworthy - no defogatory information. No police record in this vicinity.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?
No - observed through windshield of automobile.

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UNIDENTIFIED AERIAL OBJECTS

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Incident No. _____

1. Date of Observation ~~6 August 49~~ Date of Interview ~~7 August 49~~

2. Exact time of observation (local) ~~Approx. 2000 hours~~

3. Place of Observation:
(Map Coordinates) 32 degrees 50' North - 105 degrees 45' West

4. Position of observer (air, car, bldg, location of - give details):

In the open sitting on sand dune at White Sands National Monument

5. What attracted attention to object:

Movement of the object

6. Number of objects and sketch of formation or grouping:

One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length):

Half the size of fingernail held at arms length

8. Color of object:

Interviewee is color blind

9. Shape (give graphic description - compare with known object):

Round

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):

40 degrees

11. Direction from observer (Angle clockwise from north):

175 degrees

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):

North to Las Cruces, New Mexico

13. Direction of flight of object (s):

From upper right of vision to lower left of vision in straight line.

14. Time in sight:

One second

15. Speed (time to cover given angular distance):

Slightly faster than ordinary speed of falling star.

16. Sound and odor:

None

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Declassification Authority: NND 923007

17. Trail (color, length, width, persistance, etc.)

No trail

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

Very brilliant

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Straight line to the earth

21. Manner of disappearance:
Disappeared behind sand dune

22. Effect on clouds:
No clouds in the sky.

23. Additional information concerning object:
Remained bright until it disappeared from vision behind sand dune.

24. Weather conditions and light at time of sighting:
Clear and bright, windy.

Name and address of observer:
S/Sgt Clyde E. Everett, AF-6987747, Holloman AFB, Alamogordo, New Mexico

Occupation and hobbies:

Woodworking, Modeling airplanes and boats.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):
Not too reliable - slow in speech - not too dependable - no police record - character appears to be beyond reproach - average intelligence.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

No - No.

Declassification Authority: NND 923007

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SECRET

THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

INSTITUTE OF METEORITICS

August 17, 1949

To: Colonel Doyle Rees

From: Lincoln LaPaz

Subject: Anomalous Luminous Phenomena. Fifth Report.

1. This report covers anomalous luminous phenomena reported to and/or investigated by the Institute of Meteoritics during the months of June, July, and the first ten days of August, 1949. Incidents occurred on Sunday, June 5, 7:55-8:17 P.M. (El Capitan, New Mexico); Monday, June 20, 8:10 P.M. (Los Alamos, New Mexico); Wednesday, June 29 (Flagstaff, Arizona rocket incident); Sunday, July 24, 8:26 P.M. (Socorro, New Mexico); Sunday, July 31, 7:47 P.M. (Vaughn, New Mexico); and Saturday, August 6, 8:00 P.M. (Vaughn, New Mexico).

2. For these incidents, it was possible to carry out reasonably satisfactory field investigations only for those occurring on June 5, July 24, and August 6. A small amount of field work was also done on the incidents of June 20 and June 29. Detailed reports on certain of these incidents are attached below as appendices.

3. Certain general impressions have resulted from theinvestigations alluded to in the previous paragraph:

3.1 Many of the green fireballs now appearing descend in nearly vertical paths, whereas, in earlier months almost all of the green fireballs observed moved almost horizontally.

3.2 There appears to be a concentration of New Mexico incidents near week ends, especially on Sunday and near the hour of 8:00 (in the interval from 7:30 P.M. to 8:30 P.M.).

3.3 Unlike the fireball incidents of December, 1948--January, 1949, most observations of recent incidents have been obtained from stations remote from the fireball path. Stations near the path either failed to report any observations or the testimony obtained is conflicting. This situation may arise from the fact that a fireball descending almost vertically through the zenith of a given station is an extremely difficult object for which to estimate elevations and azimuths.

3.4 As in all the green fireball incidents reported on in earlier months, the characteristic green color continues to be observed by the great majority, but by no means all, of the observers; and the failure to observe any sounds (meteoritic detonations) persists.

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4. Recommendations.

4.1 A recommendation made many times in the past will again be repeated here. All eye witness accounts of which I have knowledge fall in the unwarned category. It is strongly recommended that a systematic observing program be instituted which will provide something besides accidentally obtained data.

4.2 Some decision should be arrived at in regard to the nature of the interrogations which are to be carried out by representatives of the Office of Special Investigations in the field. For several reasons namely newspaper and radio publicity, the layman is much more curious and concerned about fireball incidents now than he was last December. As a result, the interrogator frequently has the experience of being himself interrogated. If he refuses to answer any of the questions asked him (for example, in regard to the possibility that guided missile experiments are responsible for the fireball incidents), then he may not be able to obtain any information from eye witnesses who almost certainly have something of value to relate. It is the writer's conviction that very few people any longer take seriously the story that the Air Force is interested in the meteoritic aspects of the fireball incidents.

4.3 It would seem desirable to take steps to widely publicize in the New Mexico area the occurrences of such rich annual meteor showers as the Perseids of early August. Otherwise, investigators will be flooded with reports concerning ordinary shooting stars.

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

16D 24-0 22 August 1949 HFB/jwm/jj

SUBJECT: MRS. MADELINE GWYNNE MERCHANT
918 N. E. 18th Street
Oklahoma City, Oklahoma

TO: District Commander
5th District OSI (IG)
Wright-Patterson Air Force Base
Dayton, Ohio

1. Attached hereto as inclosures Number 2, 3, and 4 are photostatic copies of a letter, envelope, and a "data sheet," from SUBJECT, addressed to Agent in Charge, FBI Offices, Boise, Idaho. Also inclosed are inclosures Number 1 and 5, which are photostatic copies of an acknowledgement letter to Mrs. MERCHANT from the Agent in Charge, Federal Bureau of Investigation, Butte, Montana, and the newspaper article from the "Idaho Daily Statesman". The newspaper clipping was forwarded to this Office by the Butte, Montana FBI Office.

2. The information shown by SUBJECT on data sheet indicates a knowledge of, or access to classified technical information, and since she claims to "have kept close contact with various security offices, FBI, and with the Technical Intelligence Division, Wright-Patterson Air Force Base, Wright Field, Ohio", it is felt that this matter should properly be forwarded to your District for any action you may deem necessary or appropriate.

3. In view of the fact that SUBJECT has made inquiries concerning an incident which occurred within the confines of this District, this office would appreciate receiving an information copy of any reports of investigation, etc., reference SUBJECT, which may be prepared by your District Office.

LEO M. CHRISTIANSON
Captain, USAF
Actg District Commander

5 Incls:
1-Ltr FBI, dtd 8-8-49 (In dup).
2-Ltr, MRS MERCHANT, dtd 7-25-49 (In dup)
3-Data Sheet, MRS. MERCHANT, 3 Pgs. (In dup).
4-Env from MRS. MERCHANT, (In dup).
5-Newspaper Clipping, Butte FBI (In dup).

CC:
HQS, OSI
w/Incls.

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

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241 1st F 210
UNITED STATES AIR FORCE
IG INSPECTOR GENERAL
AUG 29 10 22 AM '49
OFFICE OF SPECIAL INVESTIGATION
SEP 2 . 1949

Declassification Authority: NND 923007

30 AUG 949
SECURITY DIV.
OSI
NAVY

Declassification Authority: NND 923007

Federal Bureau of Investigation
United States Department of Justice
P. O. Box 306
Butte, Montana
August 8, 1949

Mrs. Madeline Gwynne Merchant
918 Northeast 18th Street
Oklahoma City 5, Oklahoma

Dear Mrs. Merchant:

Your letter to the Agent in Charge, FBI Offices, Boise, Idaho, has been received by this office. I greatly appreciate your interest in this matter and your diligence in forwarding the information contained.

The investigations indicated by your communication are within the jurisdiction of the Office of Special Investigations, United States Air Force. Consequently, your communication is being forwarded to the Office of Special Investigations, Hill Field, Utah.

Very truly yours,

W. G. BANISTER
Special Agent in Charge

cc - District Commander
15th District
Office of Special Investigations
Great Falls Air Force Base
Great Falls, Montana (enc)

cc - District Commander
16th District
Office of Special Investigations
Hill Field Air Force Base
Hill Field, Ogden, Utah (enc)

cc - Salt Lake City (enc)

cc - Oklahoma City (enc)

cc - District Commander
20th District
Office of Special Investigations
McChord Air Force Base
McChord Field, Washington (enc)

Encl 1 #1

Declassification Authority: NND 923007

918 N.E. 18th St.
Oklahoma City (5) Okla.
July 25, 1949

CONFIDENTIAL

Agent-In-Charge,
FBI Offices,
Boise, Idaho.

Dear Sir:

In an AP news story in today's Daily Oklahoman, an unidentified pilot at Boise, Idaho, was quoted as stating that he had seen seven V-shaped objects over Mountain H$_o$me desert Sunday, July 24.

I do not know whether this pilot was Kenneth Arnold, who, as you no doubt know, was the first to make public objects which he had seen near Mt. Rainier in Washington state. The local Idaho Statesman newspaper can give you the name of the pilot. (I have written for copies of the paper but until they arrive cannot give you the name.)

I do not know whether your office has received a directive, or not, which requires that information on "flying saucers," "discs," "strange objects," etc. be reported. I presume so, but not knowing for sure, I am hereby asking you to secure answers to questions listed on another sheet.

The carbons enclosed of this letter and the list of questions and answers should be given or mailed to your nearst Military Security offices.

Thanking you kindly, I am,

Sincerely,
Mrs. Madeline Gwynne Merchant

Mrs. Madeline Gwynne Merchant

cc/ P.S. I am a civilian who has done considerable private work on the subject of ray-warfare. I have kept close contact with various Security offices, FBI, and with the Tech. Intelligence Division, Wright-Patterson AF Base, Wright Field, Ohio.

AUG 1 1949

Incl #1

Declassification Authority: NND 923007

DATA SHEET.

(1) Secure color. (Luminous as natural lightning, redish, blue-diamond color, or other shade? This is a very important question, as it will help to confirm other data indicating that these "strange objects" are tremendous electrical charges originating from and controlled by ray-forms.

If the pilot answers that they were tin-colored, aluminium-colored, or any intensely brilliant color which suggests natural lightning, this will be excellent for confirmation. But do not make any leading questions or suggestions as to the possibility. Let the pilot state in his own words his impression.) .....

(2) Number of objects? (Confirm the press story as seven, if correct.) .....

(3) Was formation in straight line? .....

(4) Shape of objects? (Confirm as being V-shaped with circular front ball under the nose of the objects.) .....

.....

(5) Were outlines of all objects clear and distinct, or were some fuzzy-edged or even not wholly formed like the clearer V-shape with ball front? .....

.....

(6) Altitude. (Secure altitude of plane at time of sighting the objects, and approximation of altitude of objects, whether above, below or to one side of the plane.) .....

(6) Distance from plane. (Verify as being within 1,500 to 2,000 ft. of pilot's plane.) .....

(7) Was any prop-wash or other air disturbance noticed by the pilot? .....

If so, use his won words to describe it. .....

.....

Incl. III

Declassification Authority: NND 923007

(2) DATA SHEET

(8) Obtain direction. (Secure a bearing line on the objects as accurately as the pilot can give. This question is also very important, as it will confirm definite sources. Take this question easy, and let the pilot draw on a sheet of paper his own air position, and draw in the relative positions of the objects. Indicate flight directions.) (Any irregular or fuzzy-edged members of the group could also be noted on this sheet.)

(9) Distance between objects. (Objects were described in press as being in "tight formation." Obtain approximate distance between.) .....

(10) Did objects appear to be traveling in, or emanating from a band of "haze" or light? (If so, this is the visible ray-form. It is sometimes visible, and sometimes not.) If the pilot states that a "band of vapor," but NOT a vapor-trail or smoke-trail, was visible, this will be excellent. The press release here stated that no smoke or vapor-trails were visible, but we want to know about any wider band of light, as large or larger than the objects.) .....

If band was seen, secure width relative to objects.....

(11) Speed. .....

(12) Did objects adhere to straight line or did they travel in giant wave movements? .....

(13) Did they disappear with distance, explode, or how disappear? .....

(14) How many seconds were they visible? .....

(15) Note what military bases, if any, lay in the general flight path of objects.....

Declassification Authority: NND 923007

(3) DATA SHEET.

(16) Secure emotional reaction of the pilot. (Story here stated the pilot was visibly frightened and shaken by the experience. Verify from pilot.)

.....

(17) Have military security offices contact all radar stations located in path from which objects originated, and also direction they disappeared, to see if any "unexplainable" highly ionized "air-patches" traveling in the same direction were noted. The radarscope returns would be stronger than the usual air-patch of ionized air, and would give a return more like an actual aircraft, and yet might or might not have been visible with the eye. What is needed is confirmation, if possible, that these objects passed.

(18) Have your office, also military security office, note any news or other forest-ranger reports as to whether forest fires have started in this general vicinity originating from "lightning bolts from the blue." Under certain atmospheric conditions the ray-form sometimes does not form into a visible object, but is dissipated into lightning bolts, which apparently originate from a cloudless sky. (I have witnessed this once. It occured for over two hours duration, and the nearest cloud was 80 to 100 miles away.)

.....30.....

P.S. Because of my having made explanatory notes on these data sheets it may be better for you simply to copy off in your notebook the question itself without any explanatory notes. Then wait until you are back in the office to fill this form in. Thank you very graciously.

No acknowledgement to myself is necessary except to state that you have received this communication. Just secure information, then mail carbon to your nearest Military Security office.

Thanks —
M.G.B.

Declassification Authority: NND 923007

Mrs. Madeline Gwynne Merchant
~~Roswell, New Mexico~~
~~New Mexico~~

918 N.E. 18th St.

Oklahoma City (5) Okla.

Airmail



AGENT-IN-CHARGE

Federal Bureau of Investigation,

Boise, Idaho.

CONFIDENTIAL

Inclosure #1

Declassification Authority: NND 923007

The Idaho Daily Statesman

Boise, Idaho, Monday Morning, July 25, 1949

FBI
Box 1764
7x4-15-9 Aug 15-4

Pilot Spots Weird V-Shaped Objects Flying Over Mountain Home Desert

By DAVE JOHNSON
Statesman Aviation Editor

Seven V-shaped objects about the size of fighter planes flew to within 1500 or 2000 feet of a civilian aircraft over the Mountain Home desert Sunday and the pilot of the airplane said that as far as he could determine the objects were not United States craft.

The pilot who reported the incident has wide experience in aviation. He was engaged in pilot training during the war and at present operates one of Boise valley's major airports. He released the information only after receiving a promise his name would not be used.

He notified the Civil Aeronautics Administration radio station here of his experience, and the 190th Fighter squadron of the Idaho National Guard reported it to the Air Force's flight center at McChord Field, Wash.

Not in Usual Formation

The pilot said he was "frightened and shaken" by the experience. He said the objects, in tight formation but not the type of formation ordinarily used by military aircraft, were flying at a "tremendous rate of speed."

It was learned, following the pilot's report, that the Air Force's flight center had no record of any military flight having been cleared through this area, either in formation or otherwise.

The pilot described the aircraft, or objects, as being in the shape of a V, with a solid, circular body, and a belly-like protuberance under the nose of the V. There was no evidence of any means of propulsion, he said—no propeller, and no smoke trails indicating jet power or rockets.

Did Not Bank on Turns

The objects, he said, did not act like conventional aircraft in that they did not bank, or tilt, when turning.

He said there were no markings of any kind on the objects. Their color, he said, was not the metallic color one usually associates with aircraft. It was neither white nor grey, he said, but a shade that he

(Please turn to page 2, column 2)

Odd Flying Objects Sighted by Pilot

(Continued from Page One)

"couldn't describe and hadn't seen before."

He said he could see nothing in the objects that would indicate the presence of a pilot or of "any human being."

Change in Color Noted

A circular portion in the center, toward the nose of the V, he said, seemed to change color from time to time. Also, he said he thought he could detect an oscillation of the outer part of the V occasionally.

"Otherwise," he said, "there was not a moving thing on them."

The pilot observed the objects at 12:05 p. m. and had them under observation for two minutes. He said it was "two minutes of excitement."

He said he was about 10 miles west of Mountain Home, flying toward Boise, on the right hand side of the highway, at an altitude of 10,000 feet. The seven objects, he said, were flying at about 9000 or 9500 feet.

At "Tremendous Speed"

He said they appeared on his left side and crossed in front of him to his right. The pilot said he turned to the right, keeping his wing up so he could continue to see the objects.

Then, he said, they departed on an easterly course at a "tremendous speed." He said they did not appear to go over the mountains, but seemed to fly between the mountains and the city of Mountain Home.

He described thhe formation as being two lines of three each, with the seventh object either in the center, between the two lines, or above them.

"A . . . Ghostly Feeling"

"It left me with a funny, ghostly feeling," he said.

His experience is the third time that pilots have encountered mysterious objects over the Mountain Home desert. Two commercial airline pilots saw strange flying devices, but not at such close range. One of them commented at the time that if "the U. S. is experimenting with something it ought to keep the damned things off the civil airways."

The pilot who saw the seven objects Sunday was flying the airway route followed by commercial transports.

It was two years ago on July 4 that Capt. E. J. Smith of United Airlines, his copilot and his stewardess, saw in the dusk of twilight a formation of objects flying toward their airliner from the left. Smith said the objects disappeared toward the west.

His encounter with the objects took place near Emmett. Several days after his first report he said the objects had some sort of "superstructure effect" on top.

Two Years Since First "Discs"

The first story to be told of flying objects traveling at great speed and without any apparent means of propulsion came from Kenneth Arnold of Boise in the latter part of June, 1947. He said he saw nine of the objects in trail formation flying near Mount Rainier in Washington.

Shortly thereafter, the nation was deluged with stories of weird flying objects. The reports came from seasoned pilots as well as from the man in the street.

The Air Force still investigates each story of strange flying objects. It has worked up a voluminous file on the objects, and sends investigators in civilian clothes into the field to check down each report. The investigators even take photographs of the terrain over which the objects were reported seen.

Incl IV #1

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 10 August 1949

REPORT MADE BY
MELVIN E. NEEF, S/A

REPORT MADE AT
DO #17, Kirtland AFB

PERIOD
2 August 1949

OFFICE OF ORIGIN
DO #17, Kirtland AFB

STATUS
PENDING

TITLE

UNKNOWN SUBJECTS
Aerial Phenomena

CHARACTER
SPECIAL INQUIRY

REFERENCE
Letter from DO #19, Fairfield-Suisun AFB

SYNOPSIS

Additional report of observation of anomolous flying object as of 30 June 1949. Details reported on form specified.

- PENDING -

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

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Doyle Rees
DOYLE REES
Lt Col, USAF
District Commander.

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A
24-185-209
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THE INSPECTOR GENERAL
AUG 22 11 14 AM '49
OFFICE OF
SPECIAL INVESTIGATION
File
AUG 30 1949
26 AUG 1949

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

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Declassification Authority: NND 923007

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GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation **30 June 1949** Date of Interview **2 August 1949**

2. Exact time of observation (local) **1630 P.M. (MST)**

3. Place of Observation: **29 Mi W and 14 Mi S of Seligman**
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
Standing out in open air

5. What attracted attention to object: **Accidentally looked up**

6. Number of objects and sketch of formation or grouping: **One (1)**

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): **Appeared 1½" diameter at 10,000' altitude when directly overhead plus 5-degrees West.**

8. Color of object: **Dull grey**

9. Shape (give graphic description - compare with known object): **Circle**

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 30°

11. Direction from observer (Angle clockwise from north): **7 o'clock**

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): **Estimated 12 miles**

13. Direction of flight of object (s): **North**

14. Time in sight: **8 seconds**

15. Speed (time to cover given angular distance): **2000 mph or faster**

16. Sound and odor: **None noticed**

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Declassification Authority: NND 923007

Guide to Investigation Incident No._____

17. Trail (color, length, width, persistance, etc.) None observed

18. Luminosity (visible by reflection, incandescent, other - degree of brilliance): Dull - but sharply defined

19. Projections (fins, wings, rods, antennae, canopies, etc.):
None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
Straight and level

21. Manner of disappearance: In a clear sky - went out of distance of vision.

22. Effect on clouds: No clouds in view - no haze etc.

23. Additional information concerning object: No apparent sound of power - has seen meteros - this not one - no reflection - otherwise vacant sky - area very sparsely populated for miles around.

24. Weather conditions and light at time of sighting: Perfectly clear

Name and address of observer: Dr Charles J. Prchal

Occupation and hobbies: Vet meat inspector with U. S. Department of Agriculture

fishing - hunting - prospecting

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Interviewee appears very well educated, steady and observant.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

No glasses - viewed with bare eyes which are said to be 20/20.

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-36

DATE 16 August 1949

REPORT MADE BY JOHN H. KRAMB, S/A dm

REPORT MADE AT DO #14, Lowry AFB

PERIOD 8, 10, 12 August 1949

OFFICE OF ORIGIN DO #14, Lowry AFB

STATUS CLOSED

TITLE

INVESTIGATION OF UNIDENTIFIED AERIAL OBJECT IN VICINITY OF CAMERON'S CONE, MANITOU SPRINGS, COLORADO

Aerial Phenomena

CHARACTER

SPECIAL INQUIRY

REFERENCE

Telephone call, PIO Office, Hq, 15th Air Force, 8 August 1949

SYNOPSIS

Investigation initiated upon receipt of information from Mr. Frank R. Waddell, PIO Section, Hq 15AF, that he had been telephonically advised by a Mr. C. T. Jernigan, Crystal Park Road, Manitou Springs, Colorado, of the observation of an unidentified aerial object approximately 200 feet over a ridge between Cameron's Cone and Mt Arthur (approximately 10-15 miles west southwest of Colorado Springs, Colorado). He sighted the object at 0758 on 8 August 1949. He was able to observe the object for approximately three minutes. He lost sight of it when he turned to call his wife. The object is described as being balloon shaped and silver in color. It appeared to be one and one half feet in diameter. Mr. Jernigan was unable to determine the material from which the object was made. There were no maneuvers--the object seeming to stay in one spot. Extensive investigation in the immediate area of sighting and the surrounding area failed to reveal the object or anyone else who had seen it. Dr. GEORGE E. VALLEY, Jr., of Project GRUDGE(formerly SIGN) at Mt Evans, near Idaho Springs, Colorado, telephonically advised at 0815 hours, 8 August 1949.

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

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L. J. SEIBERT
Major, USAF
District Commander.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 23 1 25 PM '49

OFFICE OF
SPECIAL INVESTIGATION

AUG 30 1949 26 AUG 1949

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

CHARACTER

REFERENCE

SYNOPSIS

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26 AUG 949
SECURITY
DIV.
OSI

AUG 30 1949

AFHQ FORM 0-208
16 JAN 43

Declassification Authority: NND 923007

DETAILS:

1. This investigation was initiated upon the receipt of information from Mr. Frank R. Waddell, PIO Office, Ent Air Force Base, Colorado Springs, Colorado, who at approximately 0845 hours, 8 August 1949, informed the writer that he had received a telephone call from a Mr. C. T. Jernigan, Crystal Park Road, Manitou Springs, Colorado, that he had observed an unidentified aerial object in the vicinity of Cameron's Cone at approximately 0758 hours 8 August 1949, at Colorado Springs, Colorado.

AT MANITOU SPRINGS, COLORADO

2. At approximately 0915 hours 8 August 1949, Mr. C. T. Jernigan, Crystal Park Road, Manitou Springs, Colorado, was contacted reference his sighting an unidentified aerial object. Mr. Jernigan informed the writer that he sighted the object at 0758 hours (MST) (0258Z). He explained that he had been wiping off the clothesline prior to hanging out clothes, and because they were over his head, it was necessary for him to look up directly at the ridge between Cameron's Cone and Mt. Arthur. It was at this time that he noticed a light silver colored object approximately 200 feet above the ridge connecting the aforementioned peaks. The object seemed to hang in the air in one spot. He estimated its size to be one and one-half feet in diameter. He was able to observe the object for approximately three minutes, and during the time of his observation, he turned away to call his wife three different times. The object remained in the same spot during this action. He turned to call his wife a fourth time and when he looked for the object again, it had disappeared completely. He was unable to determine from where it had come. Also he could not tell the material from which the object was constructed. However, he stated that he felt it was a balloon. There was no smoke, odor, sound, lights, means of propulsion, means of support (other than it being a balloon), fins, stabilizers or openings on the object. The reason he was unable to determine any of these factors was due to the distance of the object from the observer. He was unable to tell how the object disappeared because he was not looking at it at the time of its disappearance.

AT COLORADO SPRINGS, COLORADO

3. A check of the weather conditions revealed that ceiling and visibility were unlimited between the hours of 0730 and 0830 on 8 August 1949. The winds aloft were as follows: At 10,000 feet, 10 knots per hour from a northerly direction; 12,000 feet, same; 14,000 feet, 12 to 15 knots per hour from a north northeasterly direction; 16,000 feet, same from a northeasterly direction; 20,000 feet, 15 knots from an easterly direction. There were no observable celestial phenomena or planets in the vicinity at that time according to Captain Earl L. Kuehnast, Weather Officer for Ent Air Force Base.

Declassification Authority: NND 923007

CONFIDENTIAL

SD-OSI/JEH/2mm

SD 24-GIY

16 August 1949

SUBJECT: PROJECT GRUDGE - Alleged Convention at Alexandria, Louisiana
SPECIAL INQUIRY

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAED

1. Reference is made to FSR, your office, dated 12 July 1949, requesting information regarding the Flying Saucer Convention in Alexandria, Louisiana.

2. The following information, received from District Office No. 9, Barksdale, Louisiana, is furnished for your information:

"a. Mr. ADRAS LABORDE, Reporter of Town Talk, Alexandria, Louisiana, was interviewed on 4 August 1949. LABORDE is a member of the Youngmens Business Club, in charge of the proposed convention to include persons having witnessed flying discs. The convention is scheduled at Alexandria, Louisiana on 10 and 11 December 1949. Invitations are to be issued to the following government agencies:

(1) Federal Bureau of Investigation
(2) 9th OSI District
(3) Office of Naval Intelligence, New Orleans, La.
(4) Commanding General, 4th Army Area
(5) Chief, Analysis Division, Intelligence Division, Air Material Command, Wright-Patterson Air Force Base

A representative of the 9th OSI District will attend the convention.

b. The original idea to hold such a convention resulted from a statement by a member of the BSC relative to numerous persons in and around Alexandria, Louisiana, who allegedly witnessed flying discs. The idea was so unique that this Club voted to give it a trial. News of the convention was published over AP wires. Subsequent to news relays, hundreds of letters have been received indicating a desire to attend. Due to the favorable reaction indicated in letters, the convention is a positive thing."

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 30 1949
OFFICE OF SPECIAL INVESTIGATIONS

UNITED STATES AIR FORCE
THE INSPECTOR GEN
AUG 29 11 30 AM '49
OFFICE OF SPECIAL INVESTIGATIONS

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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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Declassification Authority: NND 923007

Declassification Authority: NND 923007

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5D 21-21Y
Subj: Project Grudge (cont'd)

16 Aug 49

3. The files of this office are being closed in this investigation due to the fact that a representative of your office will be invited to the convention and subsequent investigation is unnecessary by this office.

Cy to: Hq OSI

JEROME M. BRAUN
Acting District Commander

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4. Description of Terrain. The place of sighting was approximately one quarter of a mile south of US Highway 24 on the Crystal Park Highway, Manitou Springs, Colorado. The map coordinates of this location are approximately 38° 47' north latitude and 104° 59' west longitude. The terrain is extremely mountainous, being in the foothills of the Front Range of the Rocky Mountains. The altitude at the place of sighting is approximately 6,500 feet and the region over which the object was sighted is approximately 10,500 feet. The writer was able to observe the ridge between Cameron's Cone and Mt. Arthur from the same point from which the object was sighted by Mr. Jernigan. Despite the fact that this is extremely mountainous country, a clear view was had of this ridge.

5. The altitude of the object would be approximately 10,700 feet above sea level and the observer sighted it at an approximate 50 to 60° horizontal angle. His position was facing the object at the time of sighting.

6. Concerning the observer. Mr. Jernigan is presently unemployed, having been released from Civil Service on 30 June 1949, due to reduction in force. He was a pipe fitter at Camp Carson, Colorado. Prior to this employment, he was working for the Midland Railroad Company as a track employee. This employment was terminated due to the closing down of the railroad. Mr. Jernigan is 57 years old. It is necessary for him to wear bi-focal glasses, and he claims to be far sighted, hence the glasses. He claims that he has never had any trouble with his ability to discern colors and objects. Interviews were held with friends, former employers and former fellow employees of Mr. Jernigan, and they could throw no further light on his abilities for observation. The writer was unable to observe Mr. Jernigan to formulate any opinions of his own. In talking with his friends, it was ascertained that Mr. Jernigan is considered to be a very reliable person. However, it is known that he is a very talkative individual.

7. An extensive investigation was conducted by the writer in an attempt to locate other individuals who might have observed this object; however, these attempts met with negative results. Further, the writer personally observed the terrain and talked to individuals who had opportunity to observe this terrain in their everyday work with the thought in mind that the object could have possibly been weather equipment and could have gone down in this vicinity. This also met with negative results. It is known that the US Weather Bureau in Denver very frequently sends up various types of weather balloons, and inasmuch as the winds aloft at this time were from the north and northeast, the possibilities of one of those balloons entering this area are very good.

8. A check of operations at Peterson Field revealed that there were no aircraft, to their knowledge, in flight at the time of this sighting.

CLOSED

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	File No. 24-20	Date 15 August 1949
	Report made by S/A JAMES W. DeVALK wq	
tle SPECIAL INQUIRY UNIDENTIFIED AERIAL OBJECT	Report made at DO #16, Mt Home AFB Det. Mt Home, Idaho	
	Period 3 August 1949	
	Office of origin DO #16, Hill AFB, Hill Field, Utah	
	Status CLOSED	

aracter
SPECIAL INQUIRY

ference
Telephone call and Ltr from Aviation Ed. "Id Daily Statesman", dtd 2 Aug 49

nopsis

Investigation predicated upon receipt of telephone call on 31 July 1949 and letter received on 2 August 1949, both from Mr. DAVE JOHNSON, Aviation Editor, Idaho Daily Statesman, Boise, Idaho reference to a strange object in the sky sighted by Mr. ALVARD R. KILER, field man for Idaho Game and Fish Department near Nampa, Idaho on 30 July 1949 at 1012 hours.

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

Distribution	Action copy forwarded to	File stamp
O #5, (Action) 4 (2 Incl) s OSI (2 Incl) 2 O, Mt Home AFB, Ida. 2 (2 Incl) O #16 (file) 2	Commanding General Air Materiel Command Wright-Patterson AFB Dayton, Ohio THRU: 5th OSI District (IG) Wright-Patterson AFB Dayton, Ohio	24-185-206 UNITED STATES AIR FORCE THE INSPECTOR GENERAL AUG 22 11 23 AM '49 OFFICE OF SPECIAL INVESTIGATIONS AUG 30 1949
	Approved Leo M. Christianson LEO M. CHRISTIANSON Captain, USAF Acting District Commander	26 AUG 1949

AFHQ FORM 0-208
5 Jan 49

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Declassification Authority: NND 923007

IN 24 AUG 19 SECURITY DIV. OSI

OUT 29 AUG 1949 SECURITY DIV. ISO

Declassification Authority: NND 923007

CONFIDENTIAL

SPECIAL INQUIRY (UNIDENTIFIED AERIAL OBJECT) 15 August 1949
16D 24-20

DETAILS:

1. This investigation requested by Mountain Home Detachment Commander, 16th OSI District (IG), Mountain Home, Idaho upon receipt of telephone call and letter from Mr. DAVE JOHNSON, Aviation Editor, Idaho Daily Statesman, reference to a strange object in the sky sighted by Mr. ALVARD R. KILER, on 30 July at 1012.

AT BOISE, IDAHO

2. The writer interviewed Mr. ALVARD R. KILER, State Fish and Game Department, Boise, Idaho on 3 August 1949 who stated in substance as follows: On 30 July 1949 he (Mr. KILER) was driving in a westward direction on United States Highway #30 approximately six (6) miles East of Nampa, Idaho. KILER stated he was driving a 1946 three quarter ton Chevrolet pickup and his duties were to scan the surrounding terrain through which he was traveling to get a count on the number of pheasants he saw. As he was scanning the horizon to his left he noticed a bluish and rose colored object reflected by the sun at approximately a 45 degree angle of elevation from the horizon. Mr. KILER stated that it was difficult to state the altitude of the object as he sighted it for only two (2) seconds. KILER stated the object was of one piece construction, flat, estimated size of a Piper Cub airplane with a smooth, fast, and even plane traveling at approximately 800 miles per hour in a due westward direction. KILER stated that suddenly the object looped upwards and to the rear, (on its back without turning over) and headed due east in the direction from whence it came. KILER stated the object appeared to turn edgewise and dissolve in the sky very rapidly. KILER stated the weather temperature was approximately 80 degrees, quiet, no wind disturbances and a clear blue sky with not a cloud in sight.

KILER further stated that upon sighting the object he took quick note of the time of day, 1012 hours and immediately drove into Nampa, Idaho whereupon he reported the incident to the Nampa Free Press.

INCLOSURE

FOR DO #5, WRIGHT-PATTERSON AFB:
FOR HEADQUARTERS, OSI:
FOR COMMANDING OFFICER, MT HOME:
FOR DO #16, HILL AFB

1. "Essential Elements of Information" form cpmpleted by ALVARD R. KILER (in dup)
2. Statement by Mr. ALVARD R. KILER (in dup)

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ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of sighting: 30 July 1949 - Saturday Morning

2. Time of sighting 10:12 AM
"Zonal by 24 hr clock"

3. Where sighted

a. Ground

(1) City, town: Meridian, Idaho (Nampa, Idaho)

(2) Distance and direction from city or town road, intersections, etc: 6 miles East of Nampa on Highway 30 (US)

(3) From building (story), yard, etc:

(4) Map coordinates (if feasible) showing latitude and longitude:

b. Air

(1) Type aircraft, speed, altitude, direction of flight:

(2) Distance & direction from city, town or known landmark:

(3) Clock position of object from observers aircraft:

(4) Latitude and longitude:

c. Sea

(1) Latitude and longitude:

(2) Proximity to land (Name city, country, etc):

4. Number of objects:

a. Formation type (if any) (sketch if possible):

5. Distance of object from observer:

a. Laterally and horizontally:

b. Angle of elevation from horizon: 45 degrees

c. Altitude: Approximate guess if size of small plane - 800 or 1000 feet

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6. Time in sight: 2 seconds

7. Appearance of object:

a. Color: Magnesium color (bluish and rose)

b. Shape (sketch if possible):

c. Apparent construction (translucent): One piece

d. Size:

(1) Estimated size: Size of Piper Cub (guess)

(2) Size as it appeared from observers view:
(Compared to known object)

8. Direction of flight: Due west, looped approximately 10 times length and headed due east.

9. Tactics or maneuvers:

a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc: Smooth, even plane (and quickly)

10. Evidence of exhaust: NONE

a. Color of smoke:

b. Length and width:

c. Odor (if any):

d. Rate of evaporation:

e. Does tail vary with sound? (Spurts):

11. Effect on clouds: No clouds

a. Opened path thru clouds:

b. Formed cloud or mists:

c. Reflected on cloud

d. Shown thru cloud:

12. Lights: None

a. Reflected or Attached:

b. Luminus:

c. Blinked on and off in relation to speed:

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13. Support:

a. Wings: Total plane

b. Aerodynamic lift of fuselage:

c. Vertical jet: No change in color

d. Rotating cylinder or cone:

e. Aerostatic lift (balloon or dirigible):

14. Propulsion:

a. Propeller or jet:

b. Rotor: None visible

c. Aerodynamic vanes (flapping or oscillating)(Matz-Mayer effect):

15. Control and stability: None

a. Fins:

b. Stabilizers (Horizontal or Vertical):

(1) Size:

(2) Shape:

(3) Location:

16. Air ducts: None

a. Slots:

b. Duct openings:

17. Speed - MPH: Approximately 800 MPH

18. Sound: None

a. Continuous whine or buzz:

b. Roar, whistle, whoosh:

c. Intermittent:

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

20. Manner of disappearance: As though object turned on edge and faded rapidly.

a, Explode:

(1) Possibility of fragments:

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(2) Other physical evidence:

b. Faded from view:

c. Disappeared behind obstacle:

Relative to the Observer

1. Name of observer: ALVARD R. KILER

2. Address: 2323 N. 16th Street

3. Occupation: Ass't Upland Game Bird Bioligist

4. Place of business: 518 Front Street, Boise, Idaho

a. Employer or employee: Employee

5. Hobbies:

a. Time engaged in hobby (experience) Outdoor life and Scientific
Is observer amateur astronomer, pilot, engineer, etc: background.

6. Ability to determine:

a. Color:

b. Speed of moving objects:

c. Size at distance:

7. Reliability of observer:

a. Sources:

(1) Neighbors: Eagle Scout

(2) Police Dept:

(3) FBI records:

(4) Employer:

8. Notes relative to observer on:

a. Sightings in general:

b. How attention was drawn to object (s):

(1) Sound:

(2) Motion:

(3) Glint of light: Reflection in sun

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9. Witnesses: Apparently none

a. Addresses:

b. Occupation:

c. Reliability:

10. Comments of interrogator re intelligence and character of person interrogated:

Relative to Radar Sightings

1. Re radars operating on ground:

a. Observation of range, speed, altitude and size of target:

b. Does target execute any turns? If so, what angle (180) etc., and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?:
U turn

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

2. If airborne, when object was sighted:

a. Were there any radar indications or extra noise on radio circuits:

b. Give estimate of size, speed, maneuvers, etc:

GENERAL

1. Teletype sequences of local weather conditions: Approximately 80 degrees - quiet

2. Winds aloft report:

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to border):

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any others:

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

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

7. Obtain photographs (or original negatives) where available; if not, secure sketchings of:

a. Object;

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b. Surrounding terrain where object was observed: Flat country except for slight bench where observed.

c. Place where object contacted earth (if this happened):

d. Maneuvers:

e. Formation (if more than two):

8. Secure signed statement:

9. Obtain fragments or physical evidence where possible:

/s/ Alvard R. Kiler
Signature of Observer

/s/ James W. DeValk
Signature of Witness

C O P Y

Declassification Authority: NND 923007

STATE OF IDAHO
Department of
FISH AND GAME
August 4, 1949

To Whom It May Concern:

The following statement is made by the undersigned with the hopes that it will be of some assistance in ascertaining the scientific nature of the many reported "flying disks."

I am an employee of the Fish and Game Department of the State of Idaho. My position is an Assistant Upland Game Biologist. In the course of my work I travel considerably.

On the morning of Saturday, July 30, 1949, at 10:12 a.m., I observed a so called "flying disk." The locality was on Highway No. 30, six miles by road east of Nampa, Idaho. This distance was checked by speedometer.

As I was scanning the adjacent fields toward the south for pheasants I happened to catch a glint in the sky. Observing the brilliant object which caused the glint I foung it to be as follows:

It was somewhat delta shaped. Color was most unique, it radiated a very pale nearly rose color, the object itself seemed to be very pale blue. It appeared to be definitely of a metalic nature and exact color of which I have never seen.

When first observed the object was southwest of my position and an estimated 45° angle from the surface of the ground. It was traveling due west and then it made a sharp U turn in which it turned to the east at a higher level of elevation. On the return trip the object appeared to be upside down from when first observed.

The object was traveling at a high rate of speed and believed by this observer to have been traveling in excess of 800 miles per hour. The time of observance was very short and when the object started east it faded out and became invisible.

I immediately stopped the pickup which I was driving and got out to see if I could further observe what I had seen. I was unable to see anything, even any commercial aircraft in the sky. I heard no noise of motors or saw any air disturbances which might have been caused by this object. There were no other objects but the one and I would describe the method of disappearance much as if one was looking at the shine of a knife blade and the blade was turned so that you were looking at the sharp edge. This then would almost cause a total disappearance from sight of the knife blade.

I could estimate no actual size because I had nothing with which to compare it. There were no clouds. The temperature was around 80° F. Seeing that I was unable to further see this object I then drove to Nampa and reported seeing the object to the Free Press Newspaper.

That this object seen was not any conventional aircraft I sincerely believe.

/s/ Alvard R. Kiler
/t/ ALVARD R. KILER
Assistant Biologist

ARK:ap

C O P Y

Declassification Authority: NND 923007

AF HQ-44
3 Dec 1947

~~CONFIDENTIAL~~ rtn 15 Aug 49

24-185

b

AERIAL PHENOMENA (Unclassified)

16 AUG 1949

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div., Documents & Dissemination Br.

Office of Special Investigations, IG

1
Maj Kellerman/lse/72231
AFCSI

The attached copies of OSI investigative reports, plus copy of letter, are forwarded for your information.

3 Incls
1. Cy rpt fr DO #9 dtd 28 Jul 49 file 32-9
2. Cy rpt fr DO #19 dtd 2 Aug 49 file 24-16
3. Cy ltr fr DO #17 dtd 29 Jul 49 file 24-8 subj: Unknown Subjects, Aerial Phenomena.

encls - not rec'd

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

OUT
16 AUG 19
MANAGEMENT
DIV.
OSI

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

(Original folders in OSI files)

24-185-205

OFFICE SYMBOL	1. AFCSI	2.	3.	4. AUG 22 1949	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Kellerman, Maj	~~CONFIDENTIAL~~			

UNCLASSIFIED

16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

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5D-OSI/JLB/nlb

5D 24-21X

15 August 1949

Object

SUBJECT: PROJECT "GRUDGE"
Incident, Dayton, Ohio
10 July 1949

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

1. Reference is made to R & R, your office, dated 14 July 1949, requesting investigation of the sighting of an unidentified aerial object at approximately 1900 hours, Sunday 10 July 1949 in the vicinity of 431 East Stroop Road, Dayton, Ohio.

2. Forwarded for your information and any action deemed appropriate is the report of Special Agent JOHN L. BRENNER, this office, dated 15 August 1949. With the submission of this report, all logical investigative leads have been covered and reported.

3. Your attention is invited to Paragraph 11 of Air Force Regulation 205-6, dated 18 May 1949, which prohibits the disclosure of the nature, sources or existence of investigative information to unauthorized persons.

4. With the submission of this report, the files of this office are being closed regarding this case.

1 Incl (in dup)
R/I DO #5, dtd 15 Aug 49

JEROME M. BRAUN
Acting District Commander

Copy to:

OSI Hq

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

241 125 204

UNITED STATES AIR FORCE
THE INSPECTOR GEN

AUG 16 9 02 AM '49

OFFICE OF
SPECIAL INVESTIGATIONS

26 AUG 1949

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 5D 24-21X

DATE 15 August 1949

REPORT MADE BY JOHN L. BRENNER nlb

REPORT MADE AT DO #5, W/P AFB, Dayton, Ohio

PERIOD 21, 26 Jul; 1 Aug 49

OFFICE OF ORIGIN DO #5, W/P AFB, Dayton, Ohio

STATUS CLOSED

TITLE

PROJECT "GRUDGE"
Incident, Dayton, Ohio
10 July 1949

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report.

SYNOPSIS

This investigation predicated upon Routing and Record Sheet from Analysis Division, Intelligence Department, dated 14 July 1949, requesting investigation of the sighting of an aerial object. Interviews with persons who witnessed the object all generally agreed that same was a box kite.

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

DISTRIBUTION

CG, AMC W/P AFB	2
OSI Hq	2
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: MCIAXS

APPROVED

for OJG, USAF
JEROME M. BRAUN
Acting District Commander.

FILE STAMP

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

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

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5D 24-21X
PROJECT "GRUDGE"

DETAILS:

1. This investigation predicated upon Routing and Record Sheet from the Acting Chief, Analysis Division, Intelligence Department, MCIAXS, Wright-Patterson Air Force Base, Dayton, Ohio, dated 14 July 1949, confirmed telephone call from Mr. G. W. TOWLES on 11 July 1949, requesting investigation of the sighting of an aerial object at approximately 1915 hours on 10 July 1949 in the vicinity of 431 East Stroop Road, Dayton, Ohio.

AT DAYTON, OHIO

2. On 21 July 1949, Mrs. B. F. BAYUK, 431 Stroop Road, Dayton, Ohio, was interviewed and stated in substance that at approximately 1915 hours on 10 July 1949, while sitting in her yard, she observed an object in the southeast which looked like a kite. Subsequent examination of the object through a pair of binoculars confirmed the belief that same was a kite, even though she did not see neither the string nor the tail. According to Mrs. BAYUK, the kite seemed to be drifting with the wind but was not moving a great deal. The object maintained its general direction until it became too dark to see it.

3. Mrs. D. L. MARTIN, 437 East Stroop Road and Mrs. H. A. HANCOCK, 425 East Stroop Road, both of Dayton, Ohio, were interviewed on 21 July 1949 and substantiated the above information. In addition, both interviewees advised that they had discussed this matter with their husbands and if present their husbands would volunteer the same information.

4. Mr. GEORGE W. BAILEY, 6260 Sunnyview Road, and Mr. PAUL GOTTER, 453 Merricar Road, both of Dayton, Ohio, were interviewed on 26 July 1949 relative to the predicating information. Informants advised that the object was observed through high power binoculars and there was no question in their minds that the object was a box kite. According to informants the string and tail were visible. Both agreed as to time and place of seeing the object. Mr. GOTTER added that he observed the same object on 9 July 1949 and it was in the same general direction.

5. On 1 August 1949, Mr. R. W. CYESTER, 440 Merricar Road, Dayton, Ohio, was interviewed. Mr. CYESTER stated in substance that the object was studied by him through binoculars and in his opinion same was a large box kite. Informant agreed as to time and place of seeing the object.

.CLOSED

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 32-0

9th OSI District
Barksdale AFB, La.
11 August 1949

SUBJECT: Project Grudge - Alleged Convention at Alexandria, Louisiana Subversive Activity

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

Attached hereto is a copy of letter, this headquarters, transmitted to 5th OSI District, Wright-Patterson Air Force Base, Ohio. Copy of this letter is furnished for your information and file.

Edward R. Ford.

1 Incl:
Ltr, 9th OSI Dist, subj as above, dtd 9 Aug 49

EDWARD R. FORD
Major, USAF
District Commander

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

24 185 203

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 16 11 52 AM '49

OFFICE OF SPECIAL INVESTIGATIONS
SEP 21 1949

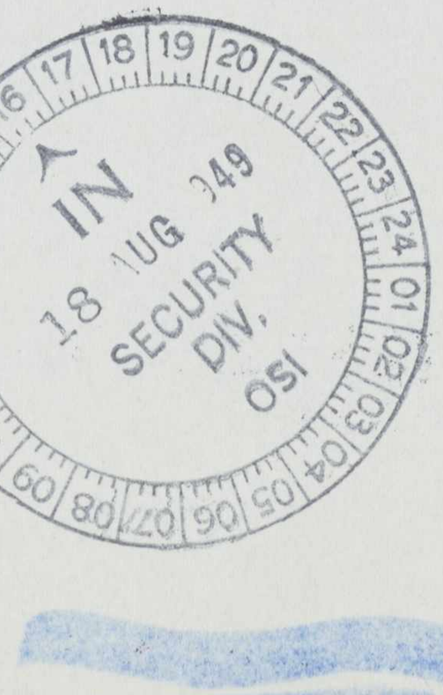
FILE
19 SEP 1949

Incl #6

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

C O P Y

~~CONFIDENTIAL~~

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 32-0

9th OSI District
Barksdale AFB, La.
9 August 1949

SUBJECT: Project Grudge - Alleged Convention at Alexandria, Louisiana Subversive Activity

TO: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to letter, your Headquarters, subject, Project Grudge, dated 20 July 1949. In reply to inquiries contained in referenced letter, the following is submitted:

a. Mr. ADRAS LABORDE, Reporter of Town Talk, Alexandria, Louisiana, was interviewed on 4 August 1949. LABORDE is a member of the Young Mens Business Club, in charge of the proposed convention to include persons having witnessed flying discs. The convention is scheduled at Alexandria, Louisiana on 10 and 11 December 1949. Invitations are to be issued to the following government agencies:

(1) Feberal Bureau of Investigation
(2) 9th OSI District
(3) Office of Naval Intelligence, New Orleans, La.
(4) Commanding General, 4th Army Area
(5) Chief, Analysis Division, Intelligence Division, Air Materiel Command, Wright-Patterson Air Force Base .

A representative of the 9th OSI District will attend the convention.

b. The original idea to hold such a convention resulted from a statement by a member of the YMBC relative to numerous persons in and around Alexandria, Louisiana, who allegedly witnessed flying discs. The idea was so unique that this Club voted to give it a trial. News of the convention was published over AP wires. Subsequent to news relays, hundreds of letters have been received indicating a desired to attend. Due to the favorable reaction indicated in letters, the convention is a positive thing.

2. Material contained herein is forwarded for your information and any action deemed appropriate.

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

/s/Edward R. Ford
/t/EDWARD R. FORD
Major, USAF
District Commander

Incl #1

~~CONFIDENTIAL~~ UNCLASSIFIED

C O P Y

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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

MT/LWN/am
10 August 1949

24-42

SUBJECT: Balloon Sighted in Vicinity of
Rapid City, South Dakota, 24 June 1949
SPECIAL INQUIRY

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

1. Inclosed for your information are two copies of the report of Special Agent WILLIAM M. LILE, this District, dated 10 August 1949.

2. This is being forwarded for your information in order that reports of similar occurrences in the same area may be identified.

Leslie J. Cleveland
WOJG, USAF
for MATTHEW THOMPSON
Lt Colonel, USAF
District Commander

1 Incl
Rpt of Investigation (in dup)

cc: DO #5

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

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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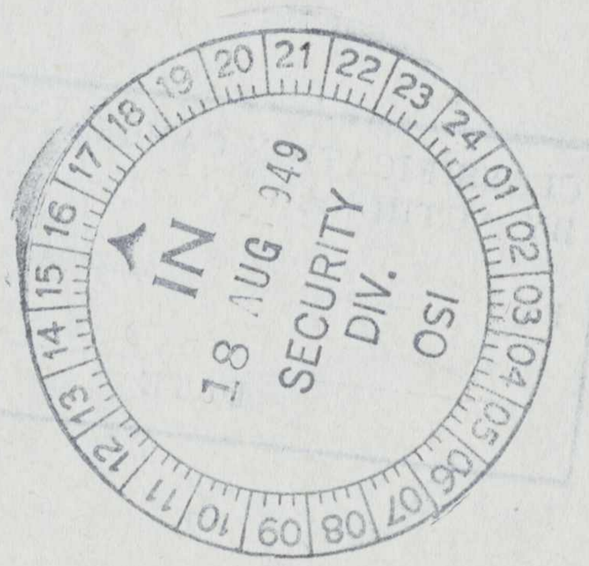
FILE
19 SEP 1949

OFFICE OF
SPECIAL INVESTIGATIONS
SEP 21 1949

Incl #4

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Declassification Authority: NND 923007

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Office of Special Investigations

IN REPLY REFER TO: 32-0

9th OSI District
Barksdale AFB, La.
9 August 1949

SUBJECT: Project "Sign"

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

1. Reference is made to Air Intelligence Requirements Memorandum Number 4, Department of Air Force, Headquarters, United States Air Force, Director of Intelligence, dated 15 February 1949, copy of which is inclosed. The attached Directive establishes procedures for reporting and sighting unconventional aircraft and unidentified objects. Referenced directive does not make known what services, if any, the Office of Special Investigations will render to the United States Air Force in such cases.

2. In the absence of specific instructions, this district has initiated the following procedure relative to the sighting of unconventional aircraft and objects by persons located within the geographical boundaries of the 9th OSI District.

a. An Agent of this office is assigned to interview the person who allegedly witnessed the unidentified phenomenon and subsequently accomplishes the requirements set forth on AF Form 112, which is attached to referenced Intelligence Memorandum Number 4.

b. OSI Report of Investigation is subsequently prepared and Classification 32 is assigned thereto. Distribution of this report is made as follows:

1. Commanding General, Air Materiel Command THRU DO #5 (2)
2. DO #5 (1)
3. Headquarters OSI (2)
4. 9th District OSI Files (2)

3. Situations have occurred wherein the Investigators, upon contacting persons who allegedly having witnessed unidentified objects, determine that a Special Agent of the Counter Intelligence Corps, Ground Forces, has already made such contact. This has resulted in an embarrassing situation for the Agent in a duplication of effort.

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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OFFICE OF SPECIAL INVESTIGATIONS

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Historian
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4. In view of the foregoing, it is respectfully requested that information be disseminated by Headquarters, OSI, to incorporate the following:

a. Participation of Office of Special Investigations of such sightings, to include authority to investigate, if applicable.

b. Distribution of OSI Reports of Investigation, if applicable, to include Office of Origin and Classification to be assigned instant investigations.

5. Since Headquarters, Air Materiel Command is designated as agency to receive reports of this type, it is recommended that District Office No. 5, be designated as Office of Origin in all such cases. This arrangement would provide Air Materiel Command with the Central Repository of all OSI Reports of Investigation pertaining to Project "Sign". Further, it would establish an OSI Office as liaison with Air Materiel Command which would be fully cognizant of all OSI investigations of this nature.

6. In view of the fact that the reporting of unidentified aerial phenomena is primarily the responsibility of the Air Force, it is further recommended that arrangements be made through Headquarters, OSI to effect coordination with other Federal Investigative Agencies in this matter. Such coordination would provide that all reported objects be referred to the nearest OSI Office and that reporting investigation units refrain from conducting investigations of same. This recommendation would only be applicable in the event that OSI is to participate in this program.

7. It is requested that the attached inclosure, Air Intelligence Requirements Memorandum Number 4, be returned to this office at the earliest convenience by your Headquarters, inasmuch as this document was obtained from the Intelligence Division, Headquarters Air Training Command, on a hand receipt.

8. The foregoing is forwarded for your information and any action deemed appropriate.

Edward R. Ford.

EDWARD R. FORD
Major, USAF
District Commander

Incl:
Memo #4

Declassification Authority: NND 923007

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SECRET
AMMRC/S USAF
5 Aug 49

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

FILE NO. 24-14

DATE AUG 9 1949

REPORT MADE BY CHARLES E. BROOKS

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 26 July, 2 August 1949

OFFICE OF ORIGIN DO # 19, Fairfield-Suisun AFB

STATUS CLOSED

TITLE

UNCONVENTIONAL AIRCRAFT
(PROJECT SIGN)
Sighted at Rogue River, Oregon,
on 24 May 1949

CHARACTER Special Inquiry

REFERENCE Pending Report of S/A CHARLES E. BROOKS, 19th District OSI, File No. 24-14, dtd

SYNOPSIS

Mr. DON MEAPHY and Mr. Gilbert Rivera, Ames Laboratory, Moffett Field, California, and Mr. and Mrs. ROY E. MacBETH, Ione, California, all signed statements to the effect that they saw an unusual and unidentifiable object in the sky. Three (3) character witnesses for Mr. MEAPHY and Mr. RIVERA vouched for their reliability and responsibility. Radar units at Treasure Island and Fort Baker revealed that they had testing devices aloft on the date in question, 24 May 1949.

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

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DO # 5 2
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Air Force (info cy) 2
File 2

Ltr'd #5
R # 5662

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

JOHN G. HOPE
Colonel, USAF
DISTRICT COMMANDER

FILE STAMP

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 16 2 26 PM '49

OFFICE OF
SPECIAL INVESTIGATIONS
SEP 21 1949

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

19D OSI 24-14

DETAILS:

1. This is a joint investigation by S/A THOMAS H. KELLEY and the writer:

AT MOFFETT FIELD, CALIFORNIA

2. On 2 August 1949, Mr. GILBERT RIVERA, Moffett Field, California, signed the following statement:

"On 24 May 1949, at approximately 5:00 p.m., while fishing with several friends about two and a half miles up the Rogue River from Gold Beach, Oregon, my attention was drawn to an object in the sky by Mr. Roy McBeth, one of the members of the party. To the naked eye this object appeared circular and standing on edge. I then focused a pair of 8-power Navy type binoculars and saw that it was indeed circular and that we appeared to be looking upward at the bottom side of it. As nearly as was possible to tell, the object appeared about 5000 feet in altitude, and not more than a mile away. When I first observed it, object was moving very slowly. As I put the glasses on, it made a turn to the South, with no banking or leaning, and picked up speed. I then handed the glasses to Don Heaphy in order that he might see the object. Observed through the glasses, the object appeared to be made of silvery metal, either completely circular or somewhat oval. It was thin near the edges and thicker in the center. A triangular fin appeared to arise amidship and extended to the trailing end of the object viewed as it traveled. There were no openings visible and no sound was heard. There appeared to be no engines or motors, no landing gear, no other protruding parts other than the fin already described The object was in sight for approximately one (1) minute. Sun was at our backs and there were no clouds."

/s/ GILBERT RIVERA
GILBERT RIVERA

WITNESSES:

/s/ S/A CHARLES E. BROOKS

/s/ M. HELEN DAVIES

Declassification Authority: NND 923007

19D OSI 24-M

DETAILS (cont'd)

3. On 2 August 1949, Mr. DON HEAPHY, Moffett Field, California, signed the following statement:

"While fishing with a party of friends about two and a half miles up the Rogue River from its mouth at Gold Beach, Oregon, at approximately 5:00 p.m., 24 May 1949, my attention was called to an object in the sky. The object was to the East of us about one (1) mile, at approximately 5000 feet altitude. With the naked eye little but a glare and silvery glint could be seen. But after watching it for approximately one minute and a half I was handed a pair of 8-power binoculars by Mr. Gilbert Rivera. It was then possible to see that the object was roughly circular in shape and appeared to be 30 to 35 feet in diameter. It had somewhat the cross sectional appearance of a pancake, being thicker in the center than at the edges. A small triangular fin started approximately in the middle and grew gradually higher to the rear as the object traveled. When first sighted the object was moving very slowly. As I watched it through the glasses, it picked up speed and when it vanished from sight, approximately 90 seconds later, it was traveling as fast or faster than a jet plane. As far as could be seen, it had no ppenings or protuberances of any kind other than the fin and there was neigher sight nor sound of any driving force. It was a clear day and no clouds in the sky, and the sun was at our backs as we watched the object which vanished in a southeasterly direction, mostly south.

/s/ DON HEAPHY
DON HEAPHY

WITNESSES:

/s/ S/A CHARLES E. BROOKS

/s/ M. HELEN DAVIES

Declassification Authority: NND 923007

19D OSI 24-14

DETAILS (cont'd)

4. On 2 August 1949, ARTHUR FREEMAN, Ames Laboratory, Moffett Field, California, and Miss HELEN DAVIES, Ames Laboratory, Moffett Field, California, stated they had known DON HEAPHY for approximately three (3) years, that he is an unusually mature individual not given to exaggeration or prone to falsehood. They would be inclined to take seriously any statement Mr. HEAPHY had to make.

5. On 2 August 1949, ARTHUR FREEMAN and Miss HELEN DAVIES, Ames Laboratory, Moffett Field, California, stated they had known Mr. GILBERT RIVERA for approximately two (2) months, that he was not inclined to falsehood or exaggeration, in fact not inclined to talk much at all. They would be inclined to place considerable reliability in anything Mr. RIVERA had to say.

AT SUNNYVALE, CALIFORNIA

6. On 2 August 1949, Mr. GORDON RAY, 418 East Washington Avenue, Sunnyvale, California, stated he had known DON HEAPHY for about six (6) or seven (7) years, that HEAPHY was trustworthy and reliable in all of his talk and statements, and he would be inclined to give credence to anything HEAPHY had to say.

7. On 2 August 1949, Mr. ALBERT GOMEZ, 431 McKinley, Sunnyvale, California, stated that he had known Mr. GILBERT RIVERA for about two (2) years, that he was inclined to believe that Mr. RIVERA was trustworthy in speech and manner, not given to wild talk or exaggeration in any form. He would place considerable belief in any statements made by Mr. RIVERA.

AT SAN FRANCISCO, CALIFORNIA

8. On 2 August 1949, Air Force radar installations at Treasure Island and the military reservation at Fort Baker, both in the San Francisco area, send aloft radar testing devices known as "kites" twice each day, at around 1000 and 1600. These devices are of aluminum sheet, approximately 5 feet on a side, roughly diamond shaped and containing a double set of triangular fins on the top side. These are carried aloft by gas filled

Declassification Authority: NND 923007

19D OSI 24-14

DETAILS (cont'd)

8. (cont'd)

balloons approximately 2 feet in diameter when they leave the earth. When these devices reach high enough altitude, the expanding gases cause the balloons to burst and the devices known as "kites" fold and drift earthward. It is possible that one of these devices from one of these radar installations may have been blown as far North as Gold Beach, Oregon on 24 May 1949.

AT IONE, CALIFORNIA

9. On 26 July 1949, S/A THOMAS H. KELLEY obtained the following statement from ROY E. MacBETH, at Ione, California:

"During the latter part of May 1949, at approximately 1630 in the afternoon, while fishing in a boat on the Rogue River near Gold Beach, Oregon together with Don Heaphy, Richard Rivera, Elizabeth McBeth and my wife, my attention was attracted by a silvery object in the sky, traveling at a height of approximately 5000 feet in a southerly direction. The object, circular in formation as a silver dollar traveled without sound at a speed greater than that of a high speed or jet plane. Heaphy and Rivera used a binocular to view the object which was visible to the naked eye for approximately two minutes. Not using the binoculars I could not make out any irregularities of formation, or whether the object had a motor or motors, landing gear, or other items usually connected with a plane. It had no appearance of the conventional plane but in size would be of the diameter of the fuselage length of the DC-3 plane. I have fished in the general area a number of years and have observed various type planes flying in this area, but have never observed anything of this nature before."

/s/ ROY E. MacBETH
P.O. Box 838
Ione, Calif.

WITNESS: /s/ THOMAS H. KELLEY
S/A 19th Dist OSI

Declassification Authority: NND 923007

19D OSI 24-14

DETAILS (cont'd)

10. On 26 July 1949, S/A THOMAS H. KELLEY obtained the following statement from ARLYNE MacBETH, at Ione, California:

"While on vacation near Gold Beach, Oregon during the latter part of May 1949 and while fishing from a boat in the Rogue River in the late afternoon, my husband ROY E. MacBETH, called the attention of the group to a silver object, circular in shape, crossing the sky at a high altitude and a high rate of speed. I could not estimate its height and its size was as large as a large passenger plane tho shaped like a shiny circular disk. No sound was heard and it crossed our range of vision in two or three minutes. The day had been clear, visibility was good and the sun was just setting. Other occupants of the party who observed the object were, Don Heaphy, Richard Rivera, Elizabeth MacBeth and my husband. There was no sound and the object traveled on a direct course."

/s/ (Mrs.) ARLYNE MacBETH
P.O. Box 838
Ione, California

WITNESS: /s/ THOMAS H. KELLEY
S/A 19th Dist OSI

Inclosures:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, DAYTON, OHIO

The original signed statement (and 7 copies) of Mr. GILBERT RIVERA dated at Moffett Field, California, 2 August 1949.

The original signed statement (and 7 copies) of Mr. DON HEAPHY dated at Moffett Field, California, 2 August 1949.

The original signed statement (and 7 copies) of Mr. ROY E. MacBETH dated at Ione, California, 26 July 1949.

Declassification Authority: NND 923007

19D OSI 24-14

DETAILS (cont'd)

Inclosures: (cont'd)

The original signed statement (and 7 copies) of Mrs. ARLYNE MacBETH dated at Ione, California, 26 July 1949.

CLOSED

Declassification Authority: NND 923007

~~CONFIDENTIAL~~ Key

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-17

DATE 9 August 1949

REPORT MADE BY DANIEL G. COWEN, S/A

REPORT MADE AT DO #11, Tinker AFB, Okla.

PERIOD 8 August 1949

OFFICE OF ORIGIN DO #5, Wright-Patterson AFB

STATUS RUO

TITLE

PROJECT "GRUDGE"
INCIDENT, WATERTOWN, NEW YORK
11 MAY 1949

CHARACTER SPECIAL INQUIRY

REFERENCE Report of Special Agent GORDON R. DALEY, DO #22, Griffiss AFB, 29 July 1949

SYNOPSIS

DETAILS:

AT TINKER AIR FORCE BASE, OKLAHOMA CITY, OKLAHOMA

On 8 August 1949, Captain J. W. MILLER, 10421A, Assistant Operations Officer, A-3, 2059th Air Weather Wing, Tinker AFB, Oklahoma, stated in an interview that all records for the month of May pertaining to release of Rawinsonde balloons in vicinity of Rome, New York are on file at the Data Control Unit, Air Weather Service, New Orleans, Louisiana Port of Embarkation.

Serial Statement

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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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DO #11 2

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APPROVED
Tyler M. Birch
TYLER M. BIRCH
Major, USAF
District Commander.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 17 11 17 AM '49
OFFICE OF
SPECIAL INVESTIGATION
FILE
SEP 1949
SEP 21 1949

Incl #3

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

CHARACTER

REFERENCE

SYNOPSIS

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AFHQ FORM 0-208
15 JAN 49

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11D 24-17

UNDEVELOPED LEADS

DISTRICT OFFICE #9, BARKSDALE AFB, LA.

AT NEW ORLEANS, LA.

Will examine records of the Data Control Unit, Air Weather Service, New Orleans, La. Port of Embarkation to determine flight course of four (4) Rawinsonde Balloons which were released from Griffiss AFB, Rome New York on 11 May 1949, one each at 0400, 1000, 1600, and 2200 hours, EST.

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 32-15

DATE 8 August 1949

REPORT MADE BY DONALD V. OWENS

REPORT MADE AT DO #9, Barksdale AFB, La.

PERIOD 29 July 1949

OFFICE OF ORIGIN DO #9, Barksdale AFB, La.

STATUS CLOSED

TITLE

PROJECT "SIGN"
UNIDENTIFIED AERIAL PHENOMENON

CHARACTER

SUBVERSIVE ACTIVITY

REFERENCE

None. This is an initial report.

SYNOPSIS

This investigation was conducted at the request of the District Commander, 9th OSI District, upon receipt of information that an unidentified aerial phenomenon was sighted over Moreauville, La., on 18 July 1949.

Investigation at Moreauville, La., revealed that Mrs. EDWARD COUVILLION had, at approximately 0105 hours, 18 July 1949, sighted an object which she described as being a brilliant, golden color and was moving very slowly, even slower than a person could walk, from east to west and about the size of an ordinary dessert plate.

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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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CG, Wright-Patterson AFB (Action Cy) 3
DO #5 2
HQ OSI 2
DO #9, File 2

Incl #2

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Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED

Edward R. Ford.
EDWARD R. FORD
Major, USAF
District Commander.

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THE INSPECTOR GENERAL
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OFFICE OF SPECIAL INVESTIGATIONS
SEP 21 1949
FILE
19 SEP 1949

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

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

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

TITLE

FILE NO.

DATE

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SYNOPSIS

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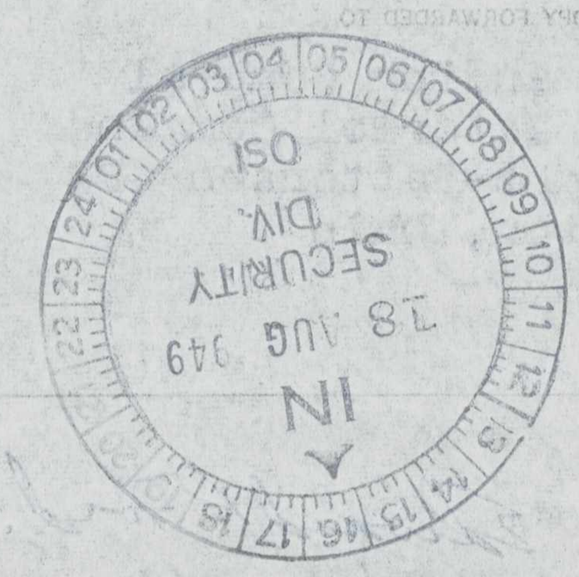
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SEP 21 1949

District Commander

AFHQ FORM 15 JAN 49 O-208 Replaces AFOSI Form 4, 23 Jul 48, which is obsolete. 16-51724-1 U.S. GOVERNMENT PRINTING OFFICE

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DETAILS:

1. This investigation was conducted at the request of the Commanding Officer, 9th District OSI, upon receipt of information that an unidentified aerial phenomenon had been seen at approximately 0105 hours on the morning of 18 July 1949, at Moreauville, La.

2. On 27 July 1949, Mrs. EDWARD COUVILLION was interviewed at her home located three-fourths (3/4) mile southwest of Moreauville, Louisiana, along State Highway 30. Mrs. COUVILLION related that at approximately 0105 hours, 18 July 1949, she arose from her bed and at the time she stood up by the side of her bed, a very brilliant light reflected through the s uth window of her bedroom and attracted her attention. Mrs. COUVILLION explained that she observed this object which appeared to be a very golden color and was moving from east to west. This object appeared to be moving very slowly, as slow as a person could walk or from two (2) to five (5) miles per hour. This object was observed for approximately four (4) or five (5) minutes, and in an effort to determine whether or not the object could have been a shooting or falling star, Mrs. COUVILLION called her son, MURRAY COUVILLION, from the next room. Her son immediately arose and came to the window and observed the object along with her for approximately five or six minutes more. Mrs. COUVILLION stated that prior to the object's disappearance it made a very slight descent and then appeared to fade out. Mrs. COUVILLION related that at the time she sighted the above object, the weather was fair and warm and there were no clouds in sight, the moon was shining quite brightly. Mrs. COUVILLION could not estimate the distance and angle of the object, figuratively speaking, but she was able to thoroughly d escribe the approximate location from her bedroom window. Mrs. COUVILLION further stated that the object she sighted did not perform any tactics or maneuvers but moved very slowly and did not seem to rotate. This object was about the size of an ordinary dessert plate.

CLOSED

INCLOSURES:

FOR COMMANDING GENERAL, WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO:

Two (2) copies of Form 8-3801 TC, Subject, Project "Sign".

FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO:

One (1) copy of above listed inclosure.

FOR HEADQUARTERS OSI, WASHINGTON, D. C.:

Two (2) copies of above listed inclosure.

Declassification Authority: NND 923007

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting 18 July 1949

2. Time of sighting 0105 to 0117
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town Moreauville, La., 12 Mi. SW from Marksville, La.

(2) Distance and direction from city or town, road, intersections, etc. 3/4 Mi. SW of Moreauville, La.

(3) From building (story), yard, etc. South window, ground floor.

(4) Map coordinates (if feasible) showing latitute and longitude Not available

b. Air

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea

(1) Latitude and longitude

(2) Proximity to land
(Name city, country, etc.)

4. Number of objects One (1)

a. Formation type (if any) (Sketch if possible)

5. Distance of object from observer 2000 - 3000 feet

a. Laterally or horizontally

b. Angle of elevation from horizon 25° to 35° from horizontal

c. Altitude 500 - 800 feet

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8-3801-TC

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6. Time in sight 10 - 12 minutes

7. Appearance of object Round and thin

   a. Color Glittering golden to point of hurting observer's eyes.

   b. Shape (sketch if possible)

   c. Apparent construction (translucent) Solid

   d. Size Approximately 7 inches in diameter, 1/2 inch to 1 inch thick.

      (1) Estimated size

      (2) Size as it appeared from observer's view (Compared to known object) Size of dessert plate

8. Direction of flight From east to west

9. Tactics or maneuvers None

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc. Very slight decent just prior to fading out of sight.

10. Evidence of exhaust None

   a. Color of smoke None

   b. Length and width None

   c. Odor (if any) None

   d. Rate of evaporation None

   e. Does trail vary with sound? (spurts) None

11. Effect on clouds No clouds

   a. Opened path thru clouds

   b. Formed cloud or mists

   c. Reflected on cloud

   d. Shown thru cloud

12. Lights Entire object luminous

   a. Reflected or attached Reflected

   b. Luminous

   c. Blinked on and off in relation to speed No

8-3801-TC

Declassification Authority: NND 923007

13. Support None apparent

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion Unknown

a. Propeller or jet None visible

b. Rotor

c. Aerodynamic vanes (flapping or oscillating)
(KatzMayer effect)

d. Visible exhaust or jet openings None visible

15. Control and stability Object moved very slowly and smoothly

a. Fine

b. Stabilizers (horizontal or vertical) None visible

(1) Size

(2) Shape

(3) Location

16. Air ducts None visible

a. Slots

b. Duct openings

17. Speed - M.P.H. 2 - 5 M.P.H.

18. Sound None

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

Declassification Authority: NND 923007

Essential Elements of Info
Project "SIGN"

19. Manner of disappearance Descended very slowly and faded out, never reached the earth.

a. Explode

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view X

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer Mrs. EDWARD COUVILLION - Age 65

2. Address Moreauville, Louisiana

3. Occupation Housewife

4. Place of business Home - 3/4 mile southwest from Moreauville, La., 50' north of Highway 30.
a. Employer or employee

5. Hobbies None

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine Normal

a. Color

b. Speed of moving objects

c. Size at distance

7. Reliability of observer Usually reliable

a. Sources

(1) Neighbor X
(2) Police Dept X
(3) FBI records
(4) Employer

8-3801-TC

Declassification Authority: NND 923007

8. Notes relative to observer on

a. Sightings in general No reason to doubt observer's information.

b. How attention was drawn to object (s)

(1) Sound
(2) Motion
(3) Glint of light Observer's attention drawn to object by object's brilliant reflection.

9. Witnesses Mr. MURRAY COUVILLION, son of Mrs. COUVILLION

a. Addresses Moreauville, La.

b. Occupation Asst. Mgr. La. Electric & Ice Co., Mansura, La.

c. Reliability Usually reliable.

10. Comments of interrogator re intelligence and character of person interrogated Subject apparently physically and mentally alert, middle class of people, French by nationality, emotionally stable.

Relative to Radar Sightings

1. Re radars now operating on ground

a. Observations of range, speed, altitude and size of target

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

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

If airborne when object sighted

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

b. Give estimates of size, speed, maneuvers, etc.

8-3801-TC

Declassification Authority: NND 923007

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GENERAL

1. Teletype sequences of local weather conditions

2. Winds aloft report

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time.(Check Canadian activity if close to that border.)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other

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

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

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

   a. Object

   b. Surrounding terrain where observed

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

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure signed statement

9. Obtain fragments or physical evidence where possible

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

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8-3801-TC

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-17

DATE 5 August 1949

REPORT MADE BY S/A ERNEST C. KLASS hfb

REPORT MADE AT 16th OSI Detachment, Mt. Home AFB, Idaho

PERIOD 6-7 July 1949

OFFICE OF ORIGIN DO #16, Hill AFB, Hill Field, Utah

STATUS CLOSED

TITLE

SPECIAL INQUIRY
Unidentified Aerial Objects
Sighted NE Boise, Idaho

CHARACTER

SPECIAL INQUIRY

REFERENCE Newspaper article appearing in "Idaho Daily Statesman", Boise, Idaho, and letters from FBI, Butte, Montana

SYNOPSIS

This investigation was predicated upon an article appearing in the newspaper "Idaho Daily Statesman", published at Boise, Idaho, on 6 July 1949, and the subsequent receipt of two letters from Federal Bureau of Investigation, Butte, Montana, dated 11 July 1949 (see Inclosure 1 and 2). It was stated in the newspaper article that an unidentified object was observed by several people for approximately a half hour on the evening of 5 July 1949. All people listed in the article were interviewed and stated substantially that the object they had observed was a very brilliant silver in color, round, traveling at great speed, manuvering in steady loops and turns, appeared to be quite high, and emitted occasional puffs of smoke or vapor of a greyish color.

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

DISTRIBUTION

DO #5	(Incls)	4
~~Hq OSI~~	(Incls)	2
DO #19	(Incls)	2
DO #16	(file)	1

Incl #1

ACTION COPY FORWARDED TO

Commanding General, AMC
Wright-Patterson AFB, Ohio

THRU: DO #5

APPROVED

Leo M Christianson

LEO M. CHRISTIANSON
Captain, USAF
District Commander.

FILE STAMP

24-185-197

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
AUG 15 1 33 PM '49
OFFICE OF SPECIAL INVESTIGATIONS

SEP 21 1949

19 SEP 1949

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

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

Declassification Authority: NND 923007

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16 OSI 24-17

DETAILS:

1. This investigation was predicated upon an article appearing in the newspaper "Idaho Statesman" published at Boise, Idaho, and the subsequent receipt of two letters from the FBI, Butte, Montana, dated 11 July 1949.

AT BOISE, IDAHO

2. Mrs. DAVID COMMONS, 1114 North 13th St., Boise, Idaho, was interviewed on 6 July 1949, and stated substantially as follows: That she (Mrs. COMMONS) had her attention called to a very bright object in the sky by her grandson, DAVID COMMONS, Jr., age 10 years, on the evening of 5 July 1949, at approximately 2000 hours. Mrs. COMMONS explained that she and six (6) other members of her immediate family, had just driven out on Skyline Road, northwest Boise, for a "weiner roast" and were getting out of the car when DAVID, Jr., noticed the phenomena in the sky to the northeast of Boise. Mrs. COMMONS stated that the sun was low at the time and behind a heavy bank of clouds but the object sighted was very high in the sky and appeared to be in the full light of the sun. Mrs. COMMONS added further that the object was a very bright silver in color and appeared to weave and loop in its flight. She described the object's flight as steady and added that about four or five minutes after it was first observed by her a trail of greyish smoke or vapor appeared behind the object. Mrs. COMMONS said the object appeared about the size of a teacup to her, was round in shape, and was traveling in a northeasterly direction when it disappeared from her sight about twenty-five (25) minutes later (2025 MST). She could not estimate object's altitude or speed but stated that it appeared quite high and did not appear to be traveling very fast.

3. Mrs. IVAN EDNEY, 1114 North 15th St., Boise, Idaho, was interviewed and stated substantially as follows: That she was on the "weiner roast" spoken on in the preceding interview with Mrs. COMMONS. Mrs. EDNEY stated that they ("weiner roast" party) were just getting out of their cars just off Skyline Road northwest of Boise when her nephew, DAVID COMMONS, Jr., called her attention to what he thought was a very bright star slightly northeast of Boise. Mrs. EDNEY said that the object couldn't possibly have been a star because it was a bright silver in color and was looping and turning in a small area. She (Mrs. EDNEY) said that there were puffs of greyish smoke or vapor every few seconds which would almost obscure the object and that there was a noticeable increase of the object's speed with each puff. Mrs. EDNEY further described the object as round in shape and definitely possessing a tail assembly or some sort of appendage which she could not describe except to say that it stuck out behind the object with an open space between it and the object. Mrs. EDNEY said that the object was first sighted at 2005 MST on 5 July 1949 and disappeared to the northeast about 2030 MST, same date. She described sky conditions as very clear except for a heavy bank of clouds on the horizon. Mrs. EDNEY estimated the object's altitude at 35,000 to 40,000 feet and said the object appeared to be about the size of a saucer. She said that she would estimate the object to have been about twenty (20) miles away when first sighted and almost due east of her position at the time of her observation. Mrs. EDNEY could add nothing further to her description except to say that the object did not appear to be moving too fast while it was looping and turning but disappeared very quickly when it leveled out in horizontal flight to the northeast. She remembered no noise that could be associated with the object during the half hour she observed it.

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DETAILS (Cont'd)

4. Mr. DAVID COMMONS, 1114 North 13th St., Boise, Idaho, was interviewed at King's Shoe Store in Boise, Idaho on 7 July 1949, and stated that he is the son of Mrs. DAVID COMMONS mentioned in the first interview. Mr. COMMONS stated that he was a member of the party on the "weiner roast" mentioned in preceding interviews and had his attention called to an object in the sky by his son, DAVID COMMONS, JR., at about 2000 MST on 5 July 1949. Mr. COMMONS said that the object seemed to come from the northwest and started maneuvering in loops and turns when it was slightly east of north from Boise. He stated that the object must have been at about 35,000 feet altitude and based this statement on the fact that the sun was behind heavy clouds on the horizon but the object was high enough to be in the full light of the sun. Mr. COMMONS described the object as appearing about sixteen to eighteen inches in diameter, round, moving slowly when first observed, and emitting puffs of smoke or vapor at about thirty second intervals. He associated definite increases in the speed of the object with each puff of smoke or vapor. Mr. COMMONS did not observe the object as having any sort of tail assembly. He described the object further as being a very brilliant silver in color and said that it really accelerated to a very great speed when it disappeared to the northeast in horizontal flight. Mr. COMMONS said that he could associate no definite noise with the object during the half hour observation of it. There was a hissing or rushing noise at the time which might have been the wind, Mr. COMMONS said.

INCLOSURES

FOR DO #19, FAIRFIELD-SUISUN AFB

FOR DO #5, WRIGHT-PATTERSON AFB

FOR HEADQUARTERS, OSI

1. Letter from Federal Bureau of Investigation, Butte, Montana, dated 11 July 1949.

2. Letter from Federal Bureau of Investigation, Butte, Montana, dated 11 July 1949.

CLOSED

Declassification Authority: NND 923007

16 OSI 24-17

UNDEVELOPED LEADS

DISTRICT OFFICE #19, FAIRFIELD-SUISUN AFB

AT FAIRFAX, CALIFORNIA

1. Will interview Mr. and Mrs. LARRY EDNEY, 273 Cyprus Drive, Fairfax, California, who were present on the "weiner roast" and observed the object.

AGENT'S NOTE: DAVID COMMONS, Jr., 1114 North 13th St., Boise, Idaho proved too impressionable and excitable for a coherent interview. All other people interviewed appeared normal and unexcited.

Mr. TED HEIKES, 1405 North 22nd St., and Mr. BOB MOORE, 701 North 19th St., Both of Boise, Idaho, who reported seeing the flying discs, were not interviewed because on the preceding day, in the "Idaho Evening Statesman", their report was discounted by two lumbermen who were present when MOORE and HEIKES supposedly sighted the discs. These two lumbermen, whose names are not presently available stated that the objects sighted were definitely a flock of birds. In light of this report, official investigation into the matter was closed without report.

Sky conditions at the reported time of observation of the object were determined as being clear to broken.

The six (6) persons referred to in Inclosure #2 all stated that what they sighted looked exactly like a white cloud. The reporting parties gave the investigating agent no reason to believe that what they saw was anything but a white cloud. No further report from this office is planned unless specifically requested.

Declassification Authority: NND 923007

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FEDERAL BUREAU OF INVESTIGATION

UNITED STATES DEPARTMENT OF JUSTICE

P.O. Box 306
Butte, Montana
July 11, 1949

Officer in Charge
Office of Special Investigation
United States Air Corps
Hill Field, Utah

Dear Sir:

The following news item appeared in the Idaho Daily Statesman, newspaper of Boise, Idaho, under date of July 6, 1949:

"Object in Sky Attracts Attention of Boiseans"

"A woman who two years ago said she saw a 'flying disc', shortly after they were first reported, Tuesday said she spotted another of the mysterious objects north of Boise.

"Mrs. David Commons, 1114 North Thirteenth Street, and six other adults watched the object for approximately 30 minutes.

"The group was on Rim View Drive near Mile High north of Boise where the object was seen speeding in a northeasterly direction at high speed and at a high altitude.

"Mrs. Commons said they watched it follow the same direction for a few minutes, suddenly begin to maneuver and then turn and speed due north.

"We saw what looked like puffs of smoke come from the disc,' the woman said. This disc appeared to be more 'elongated' than the disc which Mrs. Commons said she saw two years ago near Homedale.

"It was on June 24, 1947, that Kenneth Arnold of Boise startled the nation with his reports of flying discs.

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Incl 1

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OSI, Hill Field, Utah July 11, 1949

"Others in the party were Mrs. Commons' husband, his mother, Mrs. May Commons, Mr. and Mrs. Ivan Edney, 1414 North Eighteenth Street, and Mr. and Mrs. Larry Edney, San Francisco, and the Commons' son."

Another article appeared in the same newspaper as follows:

"'Unusual Objects' in Sky Reported by Two Boiseans"

"The flying discs are zooming around in larger flocks these days.

"Ted Heikes, 1405 North Twenty-Second Street, and Bob Moore, 701 North Nineteenth Street, said they saw 'from 50 to 100 unusual objects' flying through the sky Thursday afternoon.

"'We were riding along this side of Barber,' said Heikes, 'and we saw some lumber pilers and a truck driver looking up in the sky. We stopped and looked too, and right above us we saw the objects.'

"Heikes said the objects were aluminum colored on one side and dark on the other.

"'They seemed to be tied together. First they were strung out in a long string, they they were in a V shape and they even got jumbled together. But they traveled in a northeasterly direction and were out of sight in about 10 mimutes. When they flipped over so the side was toward us they were almost invisible.'

"Heikes said the discs were flying underneath the scattered clouds, but the weather Bureau placed their height at 25,000 feet."

The above is furnished for your information. No further action or inquiry will be conducted by this office.

Very truly yours

/s/ W. G. Banister
/t/ W. G. BANISTER
Special Agent in Charge

COPY

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Declassification Authority: NND 923007

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FEDERAL BUREAU OF INVESTIGATION

UNITED STATES DEPARTMENT OF JUSTICE

P.O. Box 306
Butte, Montana
July 11, 1949

Officer in Charge
Office of Special Investigation
United States Air Corps
Hill Field, Utah

Dear Sir:

The following news item appeared in the Idaho Evening Statesman, newspaper of Boise, Idaho, under date of July 4, 1949.

"'FLYING DISC' APPEARS AGAIN"

"Six persons were willing to swear today they saw a white object that looked like a flying disc skidding over Boise yesterday.

"They were Vernon Ferguson, Ernest Ferguson and Eugene Ferguson, Mr. and Mrs. Steve Lucich, all of Boise, and Meredith Cook of Mountain Home.

"They said they spotted the high-flying object from their automobile.

"Two years ago today Captain E. J. Smith, a United Air Lines pilot, reported seeing a formation of mysterious objects fly near his plane in the vicinity of Emmett."

The above is furnished for your information. No further inquiry is being conducted by this office.

Very truly yours

CONFIDENTIAL

/s/ W. G. Banister
/t/ W. G. BANISTER
Special Agent in Charge

Incl. 2
COPY

Declassification Authority: NND 923007

~~SECRET~~

5D-OSI/JEM/elh

5D 24-21U

9 August 1949

SUBJECT: PROJECT GRUDGE, Incident, Rogue River, Oregon
SPECIAL INQUIRY

SECRET
Auth: CS USAF
Init.
Date 9 Aug 49

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

1. Reference is made to letter this office, dated 27 July 1949, subject as above.

2. Inclosed for your information is report of investigation by Special Agent CHARLES E. BROOKS, DO #19, dated 28 July 1949.

3. Investigation is continuing in other OSI Districts and reports will be forwarded your office upon receipt in this office.

1 Incl
R/I dtd 28 Jul 49 (dup)

JEROME M. BRAUN
Acting District Commander

Cy to: Hq OSI

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

FILE

UNITED STATES AIR FORCE
INSPECTOR GEN
AUG 5 4 29 PM '49
OFFICE OF
SPECIAL INVESTIGATION
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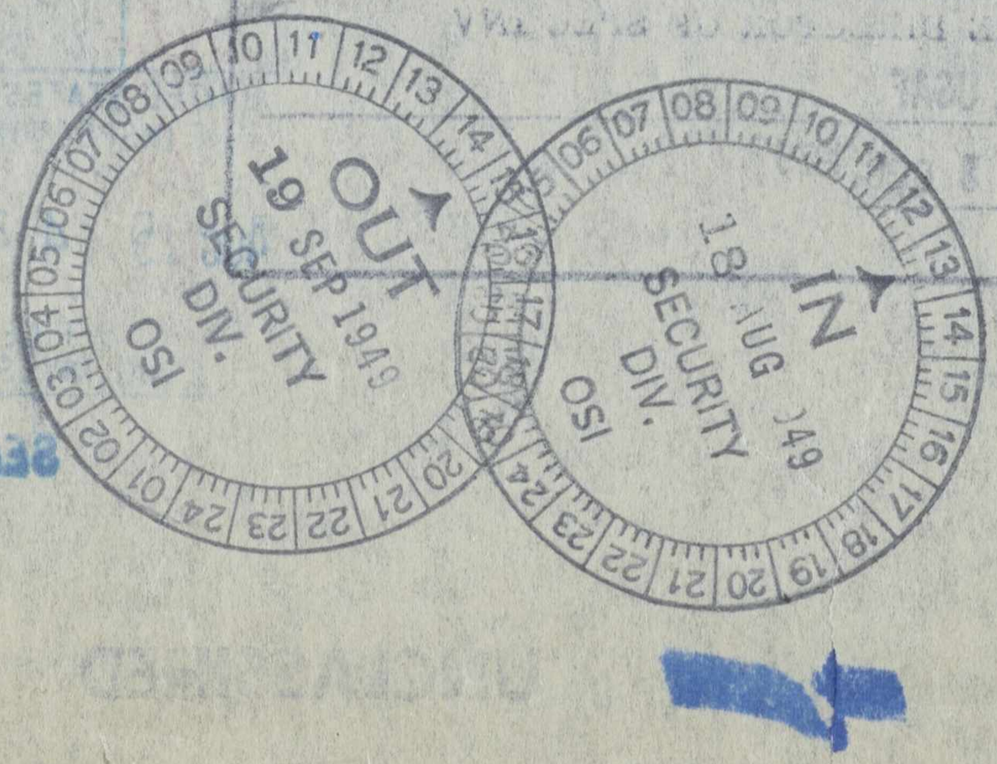
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;Auth: C/S USAF;
; 30 Jul 49;

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

FILE NO. 24-14

DATE JUL 28 1949

REPORT MADE BY CHARLES H. BROOKS

REPORT MADE AT DO # 10, Fairfield-Suisun AFB

PERIOD 17, 18, 19, 20 July 1949

OFFICE OF ORIGIN DO # 10, Fairfield-Suisun AFB

STATUS PENDING

TITLE
UNCONVENTIONAL AIRCRAFT
(PROJECT SIGN)
Sighted at Rogue River, Oregon,
on 24 May 1949

CHARACTER Special Inquiry

REFERENCE Pending Report of S/A CHARLES H. BROOKS, 19th District OSI, File No. 24-14, dtd 20 July 1949

SYNOPSIS

The Civil Aeronautics Authority, San Francisco, California, disclosed that there are numerous air carriers in this area, of which a very small per cent file any type of schedule or clearance for flights. Weather report for the vicinity of Gold Beach, Oregon, not available in this area, but can be obtained from the Airways Communications Station, Medford, Oregon. No radar installations in the area of California or Oregon are near enough or powerful enough to have recorded unusual readings at Gold Beach, Oregon, on 24 May 1949. The Air Force Early Warning Radar Stations in the Bay Area reported nothing unidentified on 24 May 1949 for the Gold Beach, Oregon, area as these stations have insufficient range for that great a distance.

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BY KURT K. KUNZE, Capt, USAF
Historian
8 DEC 1975
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File	2

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Air Material Command
Wright-Patterson AFB
Dayton, Ohio

APPROVED
JOHN O. SMOOT
Colonel, USAF
DISTRICT COMMANDER

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THE INSPECTOR GENERAL
8 AUG 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT
ROUTE TO | FILE

SMAMA—Nov 48—100M

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24-165-196 S-70771

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19D OSI 24-14

DETAILS:

AT SAN FRANCISCO, CALIFORNIA

1. On 17 and 18 July 1949, it was learned from the San Francisco Civil Aeronautics Authority (CAA) Office that there are 161 listed air carriers in the Bay Area. Only 14 of these have regularly scheduled flights and less than 1 per cent of the remaining file any kind of plan or clearance for their flights. A check with the Oakland Air Port and the San Francisco Air Port revealed that less than 1 per cent of the planes normally using those fields file any type of schedule or clearance.

NOTE: Since such a large percentage of these flights file no type of clearance and the majority of them are operating without schedule, it is deemed inadvisable to check on them in the vicinity of Gold Beach, Oregon, around 1700 hours, 24 May 1949. Such an operation does not seem feasible in view of the fact that many of the cities between the Bay Area and Gold Beach, Oregon, and north of Gold Beach could have had such a flight, and in all probability the large percentage of these had no flight plan or clearance filed.

2. On 19 July 1949, information was received from the Aerological Station and Forecast Center, U. S. Weather Bureau, San Francisco Air Port, South San Francisco, California, that the weather report for the vicinity of Gold Beach, Oregon, for 24 May 1949, and the teletype sequence for same may be obtained at the Airways Communications Station, Medford, Oregon.

3. On 19 July 1949, a check with the Sixth Army and the Twelfth Naval District Intelligence revealed that those commands do not possess any radar installations in California or Oregon that are near enough or powerful enough to have recorded anything unusual at Gold Beach, Oregon, on 24 May 1949.

4. On 20 July 1949, a check of the Air Force Early Warning Radar Stations in the Bay Area revealed that these have insufficient range to have reached as far north as Gold Beach, Oregon. These stations reported nothing unidentified on 24 May 1949.

S-70171

Declassification Authority: NND 923007

19D OSI 24-14

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 20, MCCHORD AFB

AT MEDFORD, OREGON

1. Will obtain weather report and teletype sequence for 24 May 1949, for vicinity of Gold Beach, Oregon, at Medford, Oregon, Airways Communications Station.

2. Will check all radar installations in southern Oregon for unidentified object on their screens around 1700 hours, 24 May 1949, in locale of Gold Beach, Oregon.

DISTRICT OFFICE NO. 19, FAIRFIELD-SUISUN AFB

AT SAN FRANCISCO, CALIFORNIA

1. Will make interviews with people to evaluate reliability of observers.

2. Will check possibility of Government testing devices being used in this area.

3. Will obtain signed statements from observers.

S-70171

Declassification Authority: NND 923007

CSI
~~Graduate~~
Security

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

IRL

[redacted]

PARAPHRASE NOT REQUIRED

PRIORITY

FROM: 25TH AIR DIV, EVERETT, WASHINGTON

TO : CS USAF WASHINGTON, D. C.
CG CONAC, MITCHEL AFB, N. Y.
CG 4TH AF, HAMILTON AFB, CALIF.
CG AMC, WRIGHT PATTERSON AFB, OHIO

NR : 25ADD71 20 JULY 1949

At 1330U 18 July 49, one object described as a flying disc was sighted at Pullman, Wash. by a Mr. Allen H. Smith, Assoc Professor of Anthropogyat the State College of Washington. Weather not given. Mr. Smith states:

A. Shape round size unknown.

B. Color shiny white.

C. Disc surrounded by halo and seemed to turn end over end.

D. Moved rapidly.

E. Traveling in easterly direction. Maneuver ability and altitude not known. No sound could be heard, left no exhaust trail. Detailed report follows.

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

24 185 195

UNITED STATES GOVERNMENT
THE INSPECTOR GENERAL
JUL 21 8 53 AM '49
OFFICE OF SPECIAL INVESTIGATION

ACTION: OIN

INFO : CSI, CPM

CAF IN: 3507 (21 Jul 49)

[redacted]

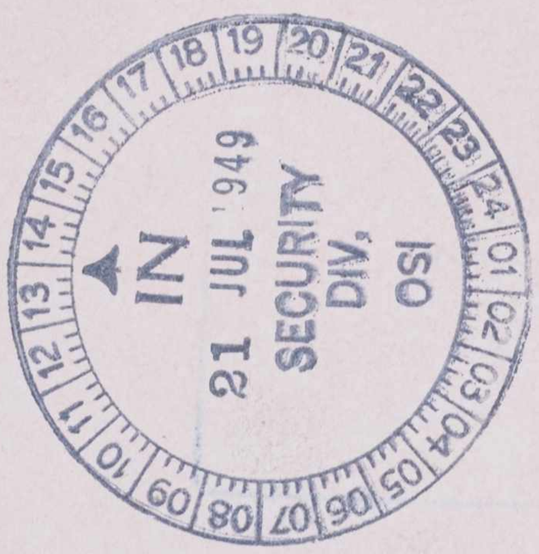
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AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
Alaska	IR-26-49	af 76584-1

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Report of Unusual Flying Objects

AREA REPORTED ON	FROM (Agency)
Alaska	Headquarters, Alaskan Air Command

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
1 June 1949	18 May 1949	B-3

PREPARED BY (Officer)	SOURCE
Lt. R. E. Smythe	1929th AACS Squadron, Atka, Alaska

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
Radio from 5020th Wing D-0065, dated 172300Z Subject Report of Sighting

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.*)

On 16 May 1949, 2120Z, three objects were sighted passing over Atka, Alaska, at a high rate of speed. The observers' attention was drawn to the objects by the sound of an aircraft flying overhead. No aircraft was sighted but the three objects which appeared like jet fighters at high altitude passed overhead and went behind a cloud. Sgt. Brady pointed them out to two other airmen who sighted the object but were unable to identify them. Sgt. Brady then attempted to contact the village where binoculars were available but the objects were lost to sight before this could be accomplished. The objects glittered too brightly to distinguish whether they had wings or not and appeared to be traveling much faster than the average jet fighter.

No U. S. jet aircraft were reported in the area and during the above time a B-17 passed over Atka at a much lower speed and altitude than the sightings.

Weather conditions at the time of occurrence were: 2100Z high scattered clouds at 3500 with visibility 20 miles, winds east at 13 knots, remarks 7500 scattered.

Witnesses to the occurrence were: T/Sgt Clayton G. Brady, NCOIC; Sgt. Robert M. Casillo, Medical Aid Attendant; and Cpl. Doris L. Ralston, Diesel Mechanic.

Comments of preparing officer:

This report tends to give credence to the possibility of jet aircraft flying from Russian bases as given in Air Intelligence Report IR-16-49 this Headquarters. It is further felt that these aircraft or missiles are being utilized for reconnaissance both visual and photographic of the Aleutian Chain. This activity could be accounted for by the fact that the Alaskan Air Command is withdrawing from bases in the Aleutian Chain leaving them virtually undefended.

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

APPROVED:
JAMES F. CLARK
Captain, USAF
Assistant Director of Intelligence

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UNITED STATES AIR FORCE
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OFFICE (Recommendations)
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DI, Alaskan Command

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AAC-1655

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24-185

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
32-12	29 July 1949

REPORT MADE BY
TROY R. SHERMAN, S/A

REPORT MADE AT
DO #9, Barksdale AFB, La.

PERIOD
15 July 1949

OFFICE OF ORIGIN
DO #9, Barksdale AFB, La.

STATUS
CLOSED

TITLE

"PROJECT SIGN"
UNIDENTIFIED AERIAL
PHENOMENON

CHARACTER
SUBVERSIVE ACTIVITY

REFERENCE
None. This is an initial report.

SYNOPSIS

This investigation was conducted at the request of the District Commander, 9th OSI District, upon receipt of information that an unidentified aerial phenomenon had been sighted over the City of Alexandria, Louisiana.

Investigation revealed that on 7 July 1949, Mrs. WARREN D. PHILLIPS, 1819 Warshauer Street; Mrs. NORA C. POOLE, 1823 Warshauer Street; and Mrs. GEORGE HART, 1414 Jefferson Highway, Alexandria, Louisiana, sighted an object which they described as being round, about six (6) inches in diameter, and having no visible means of propulsion.

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

CLOSED

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Air Materiel Command
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APPROVED

Edward R. Ford.
EDWARD R. FORD
Major, USAF
District Commander.

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

AUG 6 3 02 PM '49

OFFICE OF
SPECIAL INVESTIGATIONS

UNCLASSIFIED

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

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

Declassification Authority: NND 923007

DETAILS:

1. This investigation was conducted at the direction of the District Commander, 9th OSI District, upon receipt of information that five (5) persons had sighted a flying saucer over Alexandria, Louisiana, on 7 July 1949.

2. The following is an item which appeared in the Shreveport Times, Shreveport, Louisiana, issue of 8 July 1949: "Five More See Flying Saucer at Alexandria. Alexandria, La. - Five persons today reported seeing another flying saucer over Alexandria at 9 o'clock last night. Mrs. G. S. HART, who made the discovery called it to the attention of neighbors. She said they watched it drift in the sky almost five minutes before it disappeared in the east. 'It was all lit up,' she said. 'We thought it was a star at first as it made no noise but decided differently when it changed its direction several times. I have no idea how big it was'."

AT ALEXANDRIA, LOUISIANA:

3. On 15 July 1949, an interview with Mrs. GEORGE HART, 1414 Jefferson Highway, revealed that on 7 July 1949, at approximately 2100 hours, Mrs. HART, Mrs. WARREN PHILLIPS, and Mrs. NORA POOLE were sitting on the front porch at 1821 Warshauer Street, when Mrs. HART noticed a very bright object in the sky. The object seemed to be coming straight down and had the appearance and speed of a falling star with no evidence of exhaust and no sound. The object seemed to fall a certain distance and then move from north to west, parallel with the ground. The object went in a westerly direction for approximately two and one-half (2½) minutes, and then, reversed its path and flew back in a northerly direction for approximately two and one-half (2½) minutes. The object then began to increase altitude, slightly to the north, and gradually faded from sight. The object had the appearance of being round and about six (6) inches in diameter with no visible support or means of propulsion. The object maintained a very smooth, constant speed and did not vary. The object had the appearance of being a little like an ordinary household light bulb.

4. Information given by Mrs. HART was corroborated by Mrs. PHILLIPS and Mrs. POOLE.

5. The Writer contacted a local airport and talked with the Civil Aeronautics Administrator and the Delta Airlines, 15 July 1949, in an attempt to determine if any aircraft were flying in the vicinity of Alexandria, Louisiana, at approximately 2100 hours, 7 July 1949. It was learned that only one (1) Piper Cub airplane, with no landing lights, was shooting landings at approximately 2100 hours. There was no other reported aircraft in the vicinity at the time and the CAA weather station did not send a balloon into the sky.

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DETAILS, File 32-12 (continued)

INCLOSURES:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB, DAYTON, OHIO:

One (1) copy Form 8-3801-TC, Essential Elements of Information, PROJECT "SIGN".

FOR HEADQUARTERS, OSI:

One (1) copy Form 8-3801-TC, Essential Elements of Information, PROJECT "SIGN".

CLOSED

Declassification Authority: NND 923007

ESSENTIAL ELEMENTS OF INFORMATION

(Re Sighting(s) of Unidentified Aerial Object (s)

PROJECT "SIGN"

1. Date of sighting **7 July 1949**

2. Time of sighting **Approximately 2100 hours**
(Sonal by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town **At Alexandria, Louisiana.**

(2) Distance and direction from city or town, road, intersections, etc. **North and west from town.**

(3) From building (story), yard, etc. **Sitting on porch at 1821 Warshauer Street, Alexandria, La.**

(4) Map coordinates (if feasible) showing latitute and longitude

b. Air

(1) Type aircraft, speed, altitude, direction of flight

(2) Distance and direction from city, town or known landmark

(3) Clock position of object from observer's aircraft

(4) Latitude and longitude

c. Sea

(1) Latitude and longitude

(2) Proximity to land
(Name city, country, etc.)

4. Number of objects **One**

a. Formation type (if any) (Sketch if possible)

5. Distance of object from observer **Can't estimate**

a. Laterally or horizontally

b. Angle of elevation from horizon **Approximately 45°**

c. Altitude **Pretty far up**

8-3801-TC

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6. Time in sight **Approximately 5 minutes**

7. Appearance of object

   a. Color **Just exactly the color of a light bulb when turned on.**

   b. Shape (sketch if possible) **Round - about 6 in. in diameter.**

   c. Apparent construction (translucent) **None.**

   d. Size

      (1) Estimated size **?**

      (2) Size as it appeared from observer's view (Compared to known object) **About size of an ordinary household saucer.**

8. Direction of flight **North to west.**

9. Tactics or maneuvers

   a. Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.

10. Evidence of exhaust **None**

   a. Color of smoke

   b. Length and width

   c. Odor (if any)

   d. Rate of evaporation

   e. Does trail vary with sound? (spurts)

11. Effect on clouds

   a. Opened path thru clouds **No clouds**

   b. Formed cloud or mists

   c. Reflected on cloud

   d. Shown thru cloud

12. Lights

   a. Reflected or attached **Attached**

   b. Luminous

   c. Blinked on and off in relation to speed **Remained constant**

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13. Support None visible

a. Wings

b. Aerodynamic lift of fuselage

c. Vertical jet

d. Rotating cylinder or cone

e. Aerostatic lift (balloon or dirigible)

14. Propulsion

a. Propeller or jet None

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (KatzMayer effect)

d. Visible exhaust or jet openings

15. Control and stability Smooth

a. Fine

b. Stabilizers (horizontal or vertical) None

(1) Size

(2) Shape

(3) Location

16. Air ducts None

a. Slots

b. Duct openings

17. Speed - M.P.H. Can't estimate.

18. Sound None.

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

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Essential Elements of Info
Project "SIGN"

19. Manner of disappearance

a. Explode **Faded out gradually as though going out of sight.**

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer **Mrs. George Hart**

2. Address **1414 Jefferson Highway, Alexandria, La.**

3. Occupation **Housewife and practical nurse.**

4. Place of business

a. Employer or employee

5. Hobbies **Flowers (working).**

a. Time engaged in hobby (experience)
Is observer amateur astronomer, pilot, engineer, etc.?

6. Ability to determine

a. Color **Excellent**

b. Speed of moving objects

c. Size at distance

7. Reliability of observer

a. Sources

(1) Neighbor **x**
(2) Police Dept
(3) FBI records
(4) Employer

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8. Notes relative to observer on

a. Sightings in general Can't see without glasses.

b. How attention was drawn to object (~~s~~) Just happened to look up into the sky.

(1) Sound
(2) Motion
(3) Glint of light

9. Witnesses

a. Addresses

b. Occupation

c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated 8th Grade education, average intelligence, 56 years of age.

Relative to Radar Sightings

1. Re radars now operating on ground

a. Observations of range, speed, altitude and size of target

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

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

If airborne when object sighted

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

b. Give estimates of size, speed, maneuvers, etc.

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GENERAL

1. Teletype sequences of local weather conditions Temp. 81°, Est. ceiling 30,000', thin broken cirrus clouds; dewpoint 76; wind from SE
2. Winds aloft report 9 M.P.H.; altimeter setting 2989.

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time.(Check Canadian activity if close to that border.)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other

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

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

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

   a. Object

   b. Surrounding terrain where observed

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

   d. Maneuvers

   e. Formation if objects were more than two

8. Secure signed statement

9. Obtain fragments or physical evidence where possible

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

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SECRET

: SECRET :
:Auth: C/S USAF:
: 28 Jul 49:

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

FILE NO. 24-14

DATE JUL 28 1949

REPORT MADE BY CHARLES E. BROOKS

REPORT MADE AT DO # 19, Fairfield-Suisun AFB

PERIOD 17, 18, 19, 20 July 1949

OFFICE OF ORIGIN DO # 19, Fairfield-Suisun AFB

STATUS PENDING

TITLE
UNCONVENTIONAL AIRCRAFT
(PROJECT SIGN)
Sighted at Rogue River, Oregon,
on 24 May 1949
Aerial Phenomena

CHARACTER Special Inquiry

REFERENCE Pending Report of S/A CHARLES E. BROOKS, 19th District OSI, File No. 24-14, dtd 20 July 1949

SYNOPSIS

The Civil Aeronautics Authority, San Francisco, California, disclosed that there are numerous air carriers in this area, of which a very small per cent file any type of schedule or clearance for flights. Weather report for the vicinity of Gold Beach, Oregon, not available in this area, but can be obtained from the Airways Communications Station, Medford, Oregon. No radar installations in the area of California or Oregon are near enough or powerful enough to have recorded unusual readings at Gold Beach, Oregon, on 24 May 1949. The Air Force Early Warning Radar Stations in the Bay Area reported nothing unidentified on 24 May 1949 for the Gold Beach, Oregon, area as these stations have insufficient range for that great a distance.

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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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JOHN G. SWOPE
Colonel, USAF
DISTRICT COMMANDER

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OFFICE OF SPECIAL INVESTIGATION

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19D OSI 24-14

DETAILS:

AT SAN FRANCISCO, CALIFORNIA

1. On 17 and 18 July 1949, it was learned from the San Francisco Civil Aeronautics Authority (CAA) Office that there are 161 listed air carriers in the Bay Area. Only 14 of these have regularly scheduled flights and less than 1 per cent of the remaining file any kind of plan or clearance for their flights. A check with the Oakland Air Port and the San Francisco Air Port revealed that less than 1 per cent of the planes normally using those fields file any type of schedule or clearance.
NOTE: Since such a large percentage of these flights file no type of clearance and the majority of them are operating without schedule, it is deemed inadvisable to check on them in the vicinity of Gold Beach, Oregon, around 1700 hours, 24 May 1949. Such an operation does not seem feasible in view of the fact that many of the cities between the Bay Area and Gold Beach, Oregon, and north of Gold Beach could have had such a flight, and in all probability the large percentage of these had no flight plan or clearance filed.

2. On 19 July 1949, information was received from the Aerological Station and Forecast Center, U. S. Weather Bureau, San Francisco Air Port, South San Francisco, California, that the weather report for the vicinity of Gold Beach, Oregon, for 24 May 1949, and the teletype sequence for same may be obtained at the Airways Communications Station, Medford, Oregon.

3. On 19 July 1949, a check with the Sixth Army and the Twelfth Naval District Intelligence revealed that those commands do not possess any radar installations in California or Oregon that are near enough or powerful enough to have recorded anything unusual at Gold Beach, Oregon, on 24 May 1949.

4. On 20 July 1949, a check of the Air Force Early Warning Radar Stations in the Bay Area revealed that these have insufficient range to have reached as far north as Gold Beach, Oregon. These stations reported nothing unidentified on 24 May 1949.

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19D OSI 24-14

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 20, MCCHORD AFB

AT MEDFORD, OREGON

1. Will obtain weather report and teletype sequence for 24 May 1949, for vicinity of Gold Beach, Oregon, at Medford, Oregon, Airways Communications Station.

2. Will check all radar installations in southern Oregon for unidentified object on their screens around 1700 hours, 24 May 1949, in locale of Gold Beach, Oregon.

DISTRICT OFFICE NO. 19, FAIRFIELD-SUISUN AFB

AT SAN FRANCISCO, CALIFORNIA

1. Will make interviews with people to evaluate reliability of observers.

2. Will check possibility of Government testing devices being used in this area.

3. Will obtain signed statements from observers.

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Wrtn 1 August 1949

24-185

AERIAL PHENOMENA (Unclassified) SPECIAL INQUIRY

2 AUG 1949

Directorate of Intelligence, Air Intelligence
Requirements Division, Collection Branch

Office of Special Investigations, IG

1
Mr. Gould/lse/72231
AFCSI

The attached copies of OSI investigative reports are forwarded for your information.

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

9 Incls
Cys OSI rpts
1. Rpt fr DO #4 dtd 18 Jul 49
file no 24-78
2. Rpt fr DO #5 dtd 11 Jul 49
file no 5D 24-21W
3. Rpt fr DO #8 dtd 11 Jul 49
file no 24-38
4. Rpt fr DO #13 dtd 6 Jul 49
file no. 24-32
5. Rpt fr DO #13 dtd 12 Jul 49
file 24-28
6. Rpt fr DO #19 dtd 8 Jul 49
file no 24-15
7. Rpt fr DO #20 dtd 1 Jul 49
file no 24-29
8. Rpt fr DO #20 dtd 29 Jun 49
file no 24-26
9. Rpt fr DO #22 dtd 1 Jun 49
file no 24-3

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

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OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS				AUG 9	1949

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