~~CONFIDENTIAL~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-46

DATE 16 November 1949

REPORT MADE BY
EDWARD SUPE

REPORT MADE AT
DO #8, Maxwell AFB, Alabama.

PERIOD
2 November 1949

OFFICE OF ORIGIN
DO #8, Maxwell AFB, Alabama

STATUS
CLOSED

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT
on 21 August 1948 at Montgomery, Ala
by Mr. WILLIAM H. PERRY JR

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
AFCSI Letter #85, dated 12 August 1949

SYNOPSIS

Report of DO #6 indicated that the interview of Captain C. S. CHILES, Eastern Airlines Pilot, Atlanta, Georgia, disclosed that his sighting the 23 July 1948, did not occur on the same day as that reported by WILLIAM H. PERRY JR, the 21st of August 1948. No other pertinent information was developed and all outstanding leads have been investigated, therefore this report is considered closed by this office.

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

DISTRIBUTION

CG, AMC	2
Hq OSI	2
CO #6	2
CO, Maxwell AFB	2
DO #5 (Info)	1
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB, Ohio

Hq AMC, ATTN: MCIAXO-3

APPROVED

PATRICK W. HAYES
Lt.Colonel, USAF
District Commander.

UNCLASSIFIED

FILE STAMP

24 40 4

~~CONFIDENTIAL~~

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

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

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

JCB/ml

FILE NO: 24-40

NOV 10 1949

SUBJECT: SIGHTING OF UNIDENTIFIED FLYING OBJECT
On 21 August 1948 at Montgomery, Alabama
by Mr. WILLIAM H. PERRY, Jr.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

TO: Detachment Commander
Marietta OSI Detachment
Marietta AFB, Georgia

1. Reference is made to report, subject as above, file 24-185 (file has been changed to 24-40), dated 2 November 1949, by Special Agent CORSON.

2. It was noted that the status of this auxiliary case was PENDING, yet, no undeveloped leads were cited.

3. It was also noted that copies of this report were not marked for distribution to the CG, Air Materiel Command, in accordance with the provisions of paragraph 3 e (1), AFCSI Letter 85, dated 12 August 1949.

4. For your information, necessary corrective action has been taken by this office. It is requested that due care be taken by your detachment in the future to preclude recurrence of errors of this nature.

24-185-8-40

24 40 12

EUGENE C. CROPPER
Lt Colonel, USAF
District Commander

JCB

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
17 FEB 67 14 16
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

UNCLASSIFIED

~~CONFIDENTIAL~~

JOHN P. McCONNELL, Maj, USAF
Chief, Investigative Support Section
Directorate of Special Investigations

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
6TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
ROBINS AIR FORCE BASE,, ROBINS FIELD, GEORGIA

WJW/jw
21 October 1949

CASE FILE NO: 24-185

SUBJECT: **SIGHTING OF UNIDENTIFIED FLYING OBJECT On Aug 21, 1948 at Montgomery, Ala, by Mr. WM H. PERRY, JR.**

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

TO: **DETCO**
Marietta Det OSI (IG)
Marietta AFB, Ga.

1. Reference is made to our lead sheet, above subject and file number, dated **21 September 1949**.

2. Information is requested as to probable date developed leads may be expected to reach this office.

FOR THE DISTRICT COMMANDER:

James C. Borden
JAMES C. BORDEN
Major, USAF
Adjutant

1st Ind. HFC

DISPATCHED
25 OCT 1949
6th District OSI

HQ, SIXTH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS, Marietta AFB, Marietta, Ga.
3 November 1949

TO: Hq, 6th Dist OSI, (IG), Robins AFB, Warner Robins, Ga.

Leads regarding subject case completed in this area and attached report fwd to Dist Hq this date.

Herbert F. Corson
HERBERT F. CORSON
DETCO
Marietta AFB, Ga.

UNCLASSIFIED

Declassification Authority: NND 923007

RECEIVED
7 NOV 1943
6th District OSI

Declassification Authority: NND 923007

~~CONFIDENTIAL~~ file

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

FILE NO. ~~24-185~~ 40

DATE 2 November 1949

REPORT MADE BY
Herbert F. Corson, SA

REPORT MADE AT
6th Dist OSI (IG), Marietta AFB, Ga.

PERIOD
6 October 1949

OFFICE OF ORIGIN
6th Dist OSI (IG), Maxwell AFB, Ala.

STATUS
~~PENDING~~

REFERRED UPON COMPLETION

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT on 21 August 1948 at Montgomery, Alabama by Mr. WILLIAM H. PERRY, JR.

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

AFOSI Letter #85, dated 12 August 1949.

SYNOPSIS

Captain C. S. CHILES was interviewed and stated that he sighted an unidentified flying object 30 to 50 miles southwest of Montgomery, Alabama at approximately 0340, 23 July 1948, at an estimated altitude of 5000 feet. This object was flying northeast to southwest at an estimated speed of at least 500 miles per hour. CHILES reported this to Eastern Air Lines Publicity Control Officials on 23 July 1948.

CLASSIFICATION CANCELLED ~~CONFIDENTIAL~~
BY AUTHORITY OF THE DEPARTMENT OF DEFENSE
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

REFERRED UPON COMPLETION

DISTRIBUTION

DO #8 (2Incls) 3
Hq OSI (3 Incls) 2
DO #6 (3 Incls) 1
Hq AMC, ATTN: MCIAXO-3 2

ACTION COPY FORWARDED TO

UNCLASSIFIED

APPROVED
Eugene C. Cropper
EUGENE C. CROPPER
Lt Colonel, USAF
District Commander
DISTRICT COMMANDER

FILE STAMP
24 40 11

DO 6 File

AFCSI FORM 4
23 JULY 1948

~~CONFIDENTIAL~~

RAFB 3-31-49-20,000

Declassification Authority: NND 923007

CLASSIFIED BY AUTHORITY OF
KURT K. KUNZE, Capt. USAF
Historian
BY
DATE
DEC 1975

UNCLASSIFIED

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

DETAILS:

AT MARIETTA AFB, GEORGIA

1. At approximately 1400 hours, 6 October 1949, Captain C. S. CHILES, Eastern Air Lines, Atlanta, Georgia, stated that he had seen an unidentified flying object on 23 July 1948, which he assumed to be a secret type USAF aircraft, and reported same to the Eastern Air Lines Public Relations Representatives and Safety Board Officials.

2. On 6 October 1949, Captain C. S. CHILES, 3730 Peachtree-Dunwoody Road, N.E., Atlanta, Georgia, was interviewed and supplied the following data:

Date of sighting	23 July 1948
Time of sighting	0340 hours
Place of sighting	30 to 50 miles southwest of Montgomery, Alabama. Observer's position was from the cockpit of an Eastern Air Lines D-3 at approximately same altitude as unidentified flying object.
Number of objects	One (1)
Celestial phenomena	None.
Distance of object from observer	Observer had forward and going away view from about 2 to 3 miles distance.
Time in sight	5 to 8 seconds
Appearance of object	A double-decked cigar shape fuselage, illuminated thru apparent port-holes, resembling a D-C 6 without wings in size and appearance.
Direction of flight	Northeast to southwest.
Tactics of maneuvers	Object appeared to be traveling in straight and level flight at same altitude but to the right and in an opposite direction to

~~CONFIDENTIAL~~

Declassification Authority: NND 923007

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

Tactics of maneuvers (cont'd)	that of observer. After passing abreast of airliner carrying observer, object tended to disappear upwards to the rear and disappeared into overcast.
Evidence of exhaust	A cherry red flame extended 50 to 75 feet to rear of object.
Effect on clouds	None.
Lights	The forward two-thirdsof cylindrical unidentified flying object appeared to have two well defined rows of cabin lights.
Support	No wings
Propulsion	Appeared to be result of jet power.
Control	Excellent - well coordinated gentle climbing turn into clouds prior to disappearance
Air ducts	None observed.
Speed	At least 500 miles per hours.
Sound	None audible.
Manner of disappearance	Disappeared into cloud bank to rear of observer, after slight climbing turn.
Weather	(At 5000) Visibility - Excellent, with 25 mile range. High - broken clouds - brilliant moonlight - faint trace of light breeze.

RELATIVE TO THE OBSERVER

Name	Captain C. S. CHILES
Address	3730 Peachtree-Dunwoody Road, N.E., Atlanta, Georgia

Declassification Authority: NND 923007

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

Occupation	1st Pilot - Eastern Air Lines.
Place of business	Atlanta Office - Eastern Air Lines.
Pertinent hobbies	Photography.
Ability to determine	Excellent
Reliability of observer	During the war, observer was a Lt. Col. Pilot, USAF, in a command capacity on the Ascension Islands, with vast experience in judging and identifying aircraft.
Witnesses	JOHN B. WITTED, formerly with Eastern Air Lines. Address unknown. G. L. McKELVIE, Columbus, Ohio

Note: Captain CHILDS stated during the course of the interview that he has never sighted any unidentified flying object at any time other than at 0340, 23 July 1948.

REFERRED UPON COMPLETION

- PENDING -

Declassification Authority: NND 923007

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

INCLOSURES

The following inclosures are attached to each copy of report:

Incl. 1. Exhibit "A" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 24 July 1948.

Incl. 2. Exhibit "B" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 25 July 1948.

Incl. 3. Exhibit "C" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 26 July 1948.

Declassification Authority: NND 923007

CONFIDENTIAL

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 24 JULY 1948

- - - - - - - - - - - - -

Two Eastern Air Lines pilots reported Saturday that their plane Friday night passed a tremendous wingless aircraft that shot 40 feet of flame from the back end and was traveling 500 - 700 miles per hour.

Capt. Clarence Shipe Childs and Co-pilot John B. Whited said the object looked like a B-29 fuselage "blown up about 4 times" and was brilliantly lighted with 2 decks of big square windows. The object passed within several hundred feet of the DC-3 and then shot up into the clouds.

EXHIBIT "A"

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 25 JULY 1948
(Three Column Spread)

- - - - - - - - - - - -

Large Photo of Childs and Whited

- - - - - - - - - - - -

Article with same information as 24th July with added speculation and denials by U. S. Air Force and Air Lines and plane manufacturers that the object was of U. S. make.

Passenger who also saw object identified as Mr. C. L. McKelvie of Columbus, Ohio, who stated that all he saw was a flash of fire pass the DC-3.

EXHIBIT "B"

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 26 JULY 1949

- - - - - - - - - - - - - -

People all over the country seeing objects.

Mrs. Noah Atkinson of Brookhaven, Georgia saw object.

C. M. Bowles, an Exposition Mills painter who lives near airport also saw object in past.

EXHIBIT "C"

CONFIDENTIAL

Declassification Authority: NND 923007

File No. 201-CORSON, Herbert F. (O)
24-40

SUBJECT: SIGHTING OF UNIDENTIFIED FLYING OBJECT
On 21 August 1948 at Montgomery, Alabama
by Mr. WILLIAM H. PERRY, Jr.

TO: Detachment Commander
6th District OSI (IG)
Marietta Air Force Base
Marietta, Georgia

1. Reference is made to letter this office, File 24-185 dated 21 October 1949, wherein information was requested as to probable date of lead in this case may be expected to reach this office.

2. It is to be noted that number of this case has been changed from 24-185 to 24-40.

3. To date case has not been received by this office despite information from the Detachment Commander, Marietta, on 13 October 1949, to the effect that case was assembled and ready for submission.

4. This office is cognizant of work-load at your detachment; however, delays of this nature cannot be tolerated. It is accordingly directed that this report be completed and forwarded to reach this office not later than 9 November 1949.

5. Request that Detachment Commander indicate by indorsement hereon reasons for delay of this case.

24 40 10

JAMES C. BORDEN
Major, USAF
Acting District Commander.

24-40

UNCLASSIFIED

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
6TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
ROBINS AIR FORCE BASE,, ROBINS FIELD, GEORGIA

CASE FILE NO: 24-185

WJW/jw
21 October 1949

SUBJECT: SIGHTING OF UNIDENTIFIED FLYING OBJECT
On Aug 21, 1948 at Montgomery, Ala. by
Mr. WM H. PERRY, JR.

TO: DETCO
Marietta Det OSI (IG)
Marietta AFB, Ga.

1. Reference is made to our lead sheet, above subject and file number, dated ~~21 September 1949~~.

2. Information is requested as to probable date developed leads may be expected to reach this office.

FOR THE DISTRICT COMMANDER:

James C. Borden
JAMES C. BORDEN
Major, USAF
Adjutant

Changed to

24 | 45 | 9

UNITED STATES AIR FORCE
The Inspector General
6th DISTRICT OSI

UNCLASSIFIED

Declassification Authority: NND 923007

CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-46

DATE 12 September 1949

REPORT MADE BY EDWARD SUPE

REPORT MADE AT DO #8, Maxwell AFB, Alabama

PERIOD 7 September 1949

OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama

STATUS PENDING

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT
On 21 AUGUST 1948 at Montgomery, Alabama
by Mr. WILLIAM H. PERRY, JR.

CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE AFCSI Letter #85, dated 12 August 1949.

SYNOPSIS

MR. WILLIAM H. PERRY, Jr was interviewed and stated that he sighted an unidentified flying object ten miles north of Montgomery, Alabama at approximately 2015, 21 August 1948, at an estimated altitude below 3000 feet. This object was flying northwest by north at an estimated speed less than 100 miles per hour. PERRY was reluctant about reporting his sightings at that time because he thought it was a secret U.S. aircraft.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
KURT K. KUNZE, Capt, USAF
BY Historian
DATE 4 DEC 1975

DISTRIBUTION

CG, AMC,	2
Hq OSI	2
DO #6	2
CO, Maxwell AFB	2
DO #5 (Info)(Incl)	1
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB, Ohio

UNCLASSIFIED

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander.

FILE STAMP

34 185 Sec 2

UNITED STATES AIR FORCE
The Inspector General
6th DISTRICT OSI
20 SEP 1949

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

CONFIDENTIAL

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

Declassification Authority: NND 923007

DETAILS:

1. Investigation predicated upon receipt of information from Major BERNARD E. PARKS, Intelligence Officer, AU Command, Maxwell AFB, Alabama, on 31 August 1949.

AT MAXWELL AFB, ALABAMA

2. At 1510 hours, 31 August 1949, Major BERNARD E. PARKS informed the 8th District Office OSI IG, Maxwell AFB, that a civilian, one WILLIAM H. PERRY, JR, 111½ Bibb Street, Montgomery, Alabama, stated that he had seen a so-called "flying saucer" approximately 1½ year ago but was reluctant to report his sightings because he thought such aircraft were secret US aircraft. This information was transmitted to Major PARKS by Colonel WILLIAM J. WRIGGLESWORTH, USAF, Division Chief, Intelligence Division, Air Command and Staff School, Maxwell AFB, on 31 August 1949.

3. On 7 September 1949 Mr. WILLIAM H. PERRY JR, 111½ Bibb Street, Montgomery, Alabama, was interviewed and supplied the following data:

Date of sighting	21 August 1949
Time of sighting	Approximately 2015 hours.
Place of sighting	Approximately 10 miles north of Montgomery in Elmore County. The observer's position was on the ground.
Number of objects	one
Celestial phenomena	none
Distance of object from observer	Observer had a lateral view of object which appeared to be coming downward at a 20 to 30 degree angle and an estimated altitude below 3000 feet.
Time in sight	5 to 10 seconds
Appearance of object	Light object of white or silvery color having a cigar-shape with bulky center; object did not have a smooth taper. Its apparent construction was impossible to determine.
Direction of flight	Northwest by North.

Declassification Authority: NND 923007

Tactics of maneuvers	Object appeared to be descending very smoothly and did not have an erratic flight. Object was moving very slowly, far too slowly to be a freely falling body. Object maneuvered concisely and exactly down its latitudinal and longitudinal axes.
Evidence of exhaust	none
Effect on clouds	clear, no clouds.
Lights	Object had no individual lights. However, a blue-white carona-like lighting surrounded the nose and bottom of the object. Observer stated this was the most peculiar thing he noticed about the object.
Support	None observed.
Propulsion	None observed.
Control and stability	Fine control; no stabilizers observed
Air ducts	None observed (no protuberances of any kind observed)
Speed	Less than 100 miles per hour.
Sound	None
Manner of disappearance	Disappeared behind some trees.

RELATIVE TO THE OBSERVER

Name	William H. Perry Jr
Address	404 Mallory St, Montgomery, Ala
Occupation	Professional photographer
Place of business	111½ Bibb St, Montgomery, Ala
Pertinent hobbies	Photography and small bolt firearms
Ability to determine	Good

Declassification Authority: NND 923007

Reliability of observer	During the war observer did a great amount of colored photography in the US Navy. While in the Navy he also engaged in Naval Jet Propulsion experiments for nine months at US Naval Experimenting Station, Annapolis, Md.
Witnesses	None other than observer's wife, Mrs. WILLIAM H. PERRY JR, 404 Mallory Street, Montgomery, Ala. Reliability unknown.
	Observer stated that according to a newspaper account, an Eastern Airlines Pilot had reported sighting a "Flying Saucer" 50 miles north of Montgomery on the same day that PERRY had sighted this object. On 7 September 1949, Eastern Airlines Officials at Dannely Airport, Montgomery, were contacted and stated that they vaguely remembered a Captain CHILES (Not further identified) Eastern Airlines, Atlanta, Ga, who reported the incident to the press. They were unable to give any facts surrounding this incident as Captain CHILES did not land at Montgomery. On 7 September 1949 the local newspaper morgues were checked with negative results. However, it was noted that a great number of aircraft crashes occurred throughout the country prior to and subsequent to the alleged sighting of this object.
Radar	Log of 21 August 1948 was checked with negative results.

4. On 7 September 1949 a check of the weather records at US Weather Bureau, Montgomery, Alabama, revealed the following information:

1729 Weather — 21 August 1948

Visibility 12 miles, temperature 85 degrees F, dew point 71, northwest wind, 5 miles per hour.

Declassification Authority: NND 923007

1825 weather 21 August 1948

Visibility 12 miles, temperature 83 degrees F, dew point 70, north by northwest wind, 7 miles per hour.

1928 weather 21 August 1948

Visibility 15 miles, temperature 79 degrees f, Dew point 68, north by northeast wind, 12 miles per hour.

2029 weather 21 August 1948

Visibility 15 miles, temperature 77 degrees F, dew point 68, west by southwest wind, 4 miles per hour.

2129 weather 21 August 1948

Visibility 15 miles, temperature 74, degrees F, dew point 69, west by northwest wind, 7 miles per hour.

2228 weather 21 August 1948

Visibility 15 miles, temperature 74 degrees F, dew point 68, north by northwest wind, 5 miles per hour.

2328 weather 21 August 1948

Visibility 15 miles, temperature 74 degrees F, dew point 67, north by northeast wind, 8 miles per hour.

NOTE: No weather reports for 21 August 1948 were available at Maxwell AFB, Alabama.

PENDING

INCLOSURES

FOR DISTRICT OFFICE #5, WRIGHT-PATTERSON AFB, OHIO

Sketch of unidentified flying object.

Declassification Authority: NND 923007

CONFIDENTIAL

UNDEVELOPED LEAD

FOR DISTRICT OFFICE #6, ROBINS AFB, GEORGIA

AT ATLANTA, GEORGIA

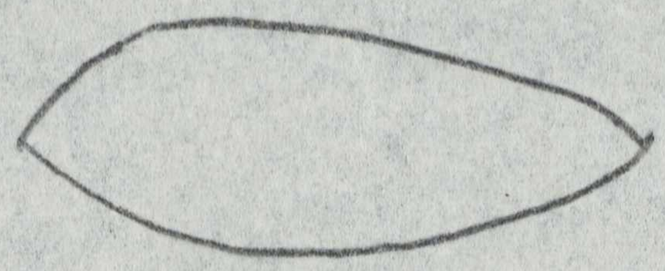
Will interview Captain CHILES (not further identified), Eastern Airlines, Atlanta, Georgia, concerning unidentified flying object CHILES sighted on 21 August 1948, near Montgomery, Alabama, while flying en route to Atlanta, Georgia. A report relative to this incident may also be in the Atlanta newspapers.

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

The following is a sketch of the unidentified flying object observed by Mr. WILLIAM H. PERRY JR, 111½ Bibb Street, Montgomery, Alabama:



Inclosure #1

CONFIDENTIAL

Declassification Authority: NND 923007

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY

BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975

REPLY TO ATTN OF: DATE 8B 24-587

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
8th District Office of Special Investigations
Maxwell Air Force Base, Alabama

13 JUL 1961

SUBJECT: Unidentified Object, WESTOVER, ALA., 854L 61.

TO: Headquarters, USAF (AFISI-6A)

7-9531-1
7-14192-3
7-9592-2
41-7075?
41-23050-8160
13-8743
41-40473-32579

1. On 8 July 1961, S/A James Pugh, FBI Field Office, Birmingham, Alabama, telephonically advised the Detachment Commander, OSI Detachment 801, Birmingham, Alabama, that W. W. Sewell, Deputy Sheriff, Shelby County, Alabama, had advised that a Walter Robinson, Westover, Alabama, had notified him that an object, which he thought fell from an airplane, was stuck in the ground on his farm. S/A Pugh stated that from information received it appeared to be a missile, and was buried approximately two feet in the ground.

2. The Detachment Commander, OSI Detachment 801, drove to the Robinson residence, Westover, Alabama, and obtained the object which is described as follows:

A red tubular device, containing a plastic tail and four fins. A label on the tubular section reflected it to be a "flaming arrow", two-stage missile. The directions for firing indicated the object should stand on level ground, away from overhead obstructions, "light fuse and get away." The manufacturer of the item was indicated as "Space Models, Fort Worth 14, Texas". On the surface of one of the tail fins was written the figure "100". The overall length of the tubular section is about 6" and the tailfin section is about 2". The tubular section is about as big around as a 12 guage shot gun shell.

3. By letter dated 10 July 1961, The Special Agent in Charge, FBI Field Office, Birmingham, Alabama, confirmed the above information to the Detachment Commander, OSI Detachment 801, and indicated that no action is being taken by the FBI in this matter.

JUL 20 '961

4. Inasmuch as it is apparent that the object in question is a toy model of a missile, undoubtedly used in a fireworks demonstration during the 4th of July period, no further investigative activity is contemplated and this information is furnished for record purposes. This case is closed in the files of this district office.

R. C. ULRICH
Lt Colonel, USAF
For: VINCENT J. DONAHUE
Colonel, USAF
Commander

OUT
20 JUL 1961
CI DIV

27-185-8-36
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Jul 17 1350 '61
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

FOR OFFICIAL USE ONLY

Declassification Authority: NND 923007

HEADQUARTERS
8th District OSI (IG) USAF
Maxwell Air Force Base, Alabama

9 DEC 1958

8D 24-0-208

SUBJECT: Unidentified Flying Object

TO: Commander
3800th Air Base Wing
Maxwell AFB, Alabama

1. In accordance with AFR 200-2, the attached report of sighting of Unidentified Flying Object is forwarded.

2. No additional information regarding this matter is available to this headquarters.

ROY A. LANGE
Lt Colonel, USAF
District Commander

1 Incl, a/s

Dir OSI, w/incl.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [illegible]
BY [illegible]
UNCLASSIFIED
DATE

B 16 DEC 1958

24-185-8-35

24-0-185-8

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

DEC 11 11 41 '58

OFFICE OF
SPECIAL INVESTIGATIONS

OUT
16 DEC 1958
CI DIV
OSI

FOR OFFICIAL USE ONLY

Declassification Authority: NND 923007

Declassification Authority: NND 923007

8 December 1958

MEMO FOR THE RECORD:

At approximately 1130 hours, this date, Mr. Loren W. Vaughn, Special Agent, CIC, Ft. McClellan, Alabama telephonically furnished the undersigned the following information:

"Concerning: Flying Object

"Time, Date and Place: 0315 hours, 6 December 1958 at Anniston Ordnance Depot, Bynum, Alabama

"Summary of Information:

"Ralph L. Miller, civilian guard of Anniston Ordnance Depot, Bynum, Alabama, at approximately 0315 hours on 6 December 1958, was sitting in his patrol car eating his lunch when he thought he saw a light reflection out of the corner of his eye. When he looked towards this light, he saw an oval shapedobject, about 6 to 8 feet in diameter and about 4 feet in height.

"It was moving at approximately 10 to 15 miles per hour at an altitude of about 75 feet. Miller followed the object in his car for approximately one half mile with the light of his car off, staying parallel and a little behind it. He then became scared and backed into a drive-way to turn around. Just before he turned to go in the opposite direction, the object stopped in mid-air and hovered over an igloo (warehouse) for a few seconds and then took off in a northeasterly direction at a terrific rate of speed or that speed comparable to a jet.

"It was a perfectly clear moon-lit night and the only light Miller saw on the object was the reflection of the moon. He saw no exhaust pipes, no propellers, and as far as he could tell, the object made no noise. While in flight, the object seemed to teeter somewhat from side to side. No further information at this time."

Mr. Vaughn advised that he considers the information as B-3.

ROY A. LANGE
Lt. Colonel, USAF
District Commander
8th OSI District (IG)

UNCLASSIFIED

FOR OFFICIAL USE ONLY

Declassification Authority: NND 923007

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE [redacted]
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE
80 24-471

UNCLASSIFIED

DIR 051

sk

6 June 1956

SUBJECT: (Unclassified) Sighting of Unidentified Flying Object over Birmingham, Alabama, 5 June 1956. SPECIAL INQUIRY

TO: Commander
3800th Air Base Wing
Maxwell AFB, Alabama

1. This letter is a confirmation of memorandum by Special Agent Joseph W. Barnidge, Jr., this district, dated 5 June 1956, regarding above Subject, which was hand carried to your Provost Marshal on 5 June 1956.

2. On 5 June 1956, Major Robert L. Oelker, AO 829539, and Major Arnold E. Zimmerman, 12385A, both Students, Wing 4, Air Command and Staff College, Maxwell AFB, Alabama, advised S/A Barnidge that at 1437Z hours, 5 June 1956, they had sighted an unidentified object flying in the air over Birmingham Airport, Birmingham, Alabama. In this connection, the following information was furnished:

a. Description

(1) The object was described as being perfectly circular in shape and flat by Major Oelker, and by Major Zimmerman as an ellipse shaped object.

(2) The size was described by both officers as being similar to a small American type fighter aircraft, roughly approximately 40 to 50 feet in diameter and 6 to 8 feet in thickness.

(3) The color was indicated as aluminum or silver.

(4) Only one object was sighted and there were no tails, trails or exhausts noted. There was also no sound noted above the sound of the B-25 aircraft in which the officers were flying.

Classification cancelled, changed to [redacted]
and marked FOR OFFICIAL USE ONLY, effective on
30 Apr 62, under the authority of the Directorate
of Special Investigations, by Capt [redacted],
(Name) (Grade)
AFISIIC.

UNCLASSIFIED

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b. Course of Object

At the time the object was sighted, Major Zimmerman was flying practice instruments under the hood and Major Oelker was acting as Safety Pilot. The heading of their aircraft was to the north at 6000 feet and the location was directly over Birmingham, Alabama airport. Major Oelker first noted the object coming directly toward his aircraft at an altitude of approximately 3000 feet. He observed the object some 20 to 30 seconds during which time it climbed approximately 2000 feet and when it passed his aircraft it was, in his estimation, approximately 2000 feet west of his position. At this time Major Oelker banked his aircraft very sharply in an attempt to follow the object, at the same time calling the matter to the attention of Major Zimmerman. Major Zimmerman claims to have seen the object for approximately 4 or 5 seconds. The object, according to both officers, continued to climb in a southerly direction and disappeared from sight.

c. Weather Conditions

Both officers described the weather as CAVU with the visibility of approximately 10 miles. Since they were on a local clearance, they had no knowledge of a thunderstorm or other electrical activities in the area.

d. Unusual Characteristics

The object was described as spinning at all times it was under observation and although the officers were in a B-25 aircraft at cruising speed, they did not feel qualified to estimate the speed of the object. However, it is noted the object readily pulled away from their view.

3. Although Major Oelker claims to have had a camera in his possession at the time of the sighting, he stated that since he first thought the object was an aircraft, no attempt was made by him to take a picture thereof.

4. Both officers complete their course of instruction at Maxwell AFB on 14 June 1956, at which time they will be reassigned as follows:

Major Oelker: James Connally AFB, Waco, Texas.
Major Zimmerman: Headquarters, Air Weather Service,
Andrews AFB, Maryland.

5. This district contemplates no further inquiry into this matter and the case is considered closed in the files of this district.

UNCLASSIFIED

Declassification Authority: NND 923007

Ltr, DO #8 file 24-471, dd 6 June 56 to Comdr, 3800th ABW - Cont'd.

6. Attention is invited to Paragraph 7b, AFR 124-1 which prohibits the disclosure of investigative information to unauthorized persons. This letter is classified confidential pursuant to the authority contained in Paragraph 30c(2)(a), AFR 205-1.

JOHN H. GORDON
Major, USAF
District Commander

cc: Dir OSI

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

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24-185-8-34

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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OFFICE OF
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Declassification Authority: NND 923007

KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975

UNCLASSIFIED

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF adt
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATION
MAXWELL AIR FORCE BASE, ALABAMA

15 DEC 1954

8D 24-424

SUBJECT: (Unclassified)
UNIDENTIFIED FLYING OBJECTS
Over Alabama, Georgia and Mississippi
and particularly Sylacauga, Alabama,
30 November 1954
SPECIAL INQUIRY

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

1. Reference your letter dated 7 December 1954, file AFCSI-6D 24-185-8-30, concerning Subject.

2. The report of the 4602d AISS regarding Subject was set forth in paragraph 20 of Report of Investigation of Special Agent Donald T. Scaff, this District, file 24-424, dated 8 December 1954.

3. Your attention is invited to the fact that no information concerning the results of the analysis of the object by ATIC, Wright-Patterson AFB, Ohio, was contained in the report of the 4602d AISS. In the event the results of the laboratory analysis are desired, it is suggested that such information be obtained through 5th District OSI.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
cc: DO#5
DATE

R. L. ATCHLEY
Colonel, USAF
District Commander

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(AFR 190-16)

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UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE OF
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Declassification Authority: NND 923007

Confidential

UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	File No. 24-424	Date 8 December 1954
	Report Made By DONALD T. SCAFF, S/A adt	
Title (Unclassified) UNIDENTIFIED FLYING OBJECTS Over Alabama, Georgia and Mississippi, and particularly Sylacauga, Alabama, 30 November 1954 24-185-8-30	Report Made At DO #8, Maxwell AFB, Alabama	
	Period 30 Nov; 1 Dec 54	
	Office of Origin DO #8, Maxwell AFB, Alabama	
	Status CLOSED	

Character
SPECIAL INQUIRY

UNCLASSIFIED

Reference
TWX, DO#8 to Dir. OSI, CIID 112, dtd 2 Dec 54

Synopsis

Investigation requested by Commander, Maxwell AFB, Alabama, as a result of unconfirmed reports of aerial explosions, alleged aircraft crashes and unidentified flying objects. One unidentified flying object fell through roof of house injuring occupant. Object obtained by Air Rescue aircraft, returned to station and examined by Geiger Counters with negative results. Flight Service Center received numerous reports of aircraft crashes, aerial explosions and flying objects in area where UFOB found. Air Defense Command informed of situation under provisions of AFR 200-2 and directed AISS Team to question persons with knowledge of reports of explosions and to obtain UFOB for transmission to Wright-Patterson AFB, Ohio, for purpose of determining its origin. Considerable publicity resulted in object having been obtained by USAF. Guided Missile Expert advised UFOB not of similar substance used in his field of experiments. Geologist with Research Studies Institute advises that without complete examinations of object, he could identify it only as "either a stone meteorite or an earthly peridotite". UFOB released to AISS Team. Husband of victim alleged to have retained attorney to regain UFOB from USAF.

ATTENTION

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, Headquarters USAF, or higher authority. Unauthorized disclosure of the information will be considered to be a violation of AFR 205-1.

Distribution		Action Copy Forwarded to	File Stamp
Cmdr. 3800th AB Wg. (Info)(w/incls)	2	CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV BY KURT K. KUNZE, Capt, USAF Historian 4 DEC 1975 DATE	13 2 UNITED STATES AIR FORCE THE INSPECTOR GENERAL DEC TO 11 30 54 OFFICE OF SPECIAL INVESTIGATIONS
Dir. OSI (w/incls)	2		
DO#14 (Info)(w/incls) (Cmdr ADC, Info - 1, w/incls)	2		
DO#5 (Info)(w/incls) (Cmdr W-P AFB, Attn: ATIC, Info - 1, w/incls)	2		
File	2	Approved R. L. ATCHLEY Colonel, USAF District Commander	

24-185-8-32

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DETAILS:

1. This investigation was requested by Commander, Maxwell AFB, Alabama, predicated upon unconfirmed reports of aerial explosions, alleged aircraft crashes and unidentified flying objects, one of which is alleged to have fallen through the roof of house, injuring civilian female occupant, on 30 November 1954.

2. This is a joint investigation by Special Agent KENNETH L. ATCHLEY and the writer.

AT MAXWELL AFB, ALABAMA

3. At 1540 hours, 30 November 1954, ANDREW R. CURTIS, JR., Captain, Adjutant, 3800th Air Base Wing, telephonically advised Special Agent ATCHLEY that GILBERT P. COHEN, 2d Lt., Officer of the Day, had at 1530 hours, received a telephone call from EDWARD J. HOWARD, Mayor, Sylacauga, Alabama, to the effect that a large object of either rock or metallic substance had fallen through the roof of a house in Sylacauga a few hours previously, and said object had struck and injured a woman occupant of the house. HOWARD stated further that an explosion of some type had occurred in the air over Sylacauga at approximately the same time as the object had struck the house. HOWARD further advised that aircraft had been seen in the area just prior to the explosion. HOWARD stated according to his information, the object had been hot when it was found on the floor of the house. CURTIS further informed Special Agent ATCHLEY that a 48th Air Rescue Squadron helicopter had been dispatched to Sylacauga to obtain the object and return it to Maxwell AFB, and Colonel JAMES G. PRATT, Commander, 3800th Air Base Wing, had requested that Special Agent ATCHLEY meet the helicopter upon its return from Sylacauga and examine the object in an attempt to identify its origin.

4. At 1600 hours, 30 November 1954, WILLIAM R. AUSTIN, WOJG, Adjutant, 3860th Air Base Group, Gunter AFB, Alabama, telephonically notified the writer that at approximately 1315 hours he had received a telephone call from Mrs. GEORGE L. MC KEE, 4061 Wares Ferry Road, Montgomery, Alabama, to the effect that at approximately 1245 hours, she had seen a large explosion in the air followed by a large puff of black smoke. Mrs. MC KEE stated that the explosion appeared to be in a northern direction from Montgomery, and she saw only a large explosion of flame followed by the black smoke, but did not hear the explosion. AUSTIN stated that Mrs. MC KEE could furnish no further pertinent information.

5. At 1610 hours, 30 November 1954, GEORGE R. BUMFORD, 1st Lt., Flight Service Center, was telephonically contacted regarding any reported aircraft crashes. BUMFORD advised they had received numerous reports of alleged aircraft crashes and/or explosions during the afternoon from numerous places in Alabama, Mississippi and Georgia, including a report of an explosion in the area of Sylacauga, Alabama. BUMFORD advised that all received reports had been or were being checked, all with negative results. BUMFORD further verified that the 48th

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Air Rescue Squadron presently had a helicopter in Sylacauga to obtain the object reported to have fallen in that area, and it was expected to return to Maxwell AFB at approximately 1715 hours.

6. At 1700 hours, 30 November 1954, the late edition of the Alabama Journal, a local newspaper, was screened for publicity concerning the cited reports. The following item was listed on the front page of said newspaper and is quoted verbatim below:

"PILOT REPORTS BLAST 60,000 FEET ABOVE MONTGOMERY

"A pilot flying over Montgomery early this afternoon reported sighting of an explosion of an unidentified object over Montgomery, about 60,000 feet up.

"The object exploded about 1:30. The pilot was not identified.

"Meanwhile, a resident of the Cloverland area reported she saw an object, which she described as larger than a fireworks display, disintegrated before it hit the ground.

"Police said they did not have any report of the alleged explosion and the Highway Patrol reported that a search was on in the Sylacauga area for reported unidentified object which fell with a flash in an area north of Montgomery and southeast of Birmingham.

"Reports received here at 2 p.m. said what appeared to be an explosion was heard high over Sylacauga. An unidentified object fell through the roof of a home and injured a woman."

7. At 1730 hours, 30 November 1954, R. B. ROBERTS, Captain, 25792A, 48th Air Rescue Squadron, pilot of helicopter referred to previously, returned from Sylacauga, Alabama, and released to Special Agent ATCHLEY the object which allegedly fell through the roof of a house in Sylacauga. The object was estimated to weigh approximately nine (9) pounds, and appeared to be of rock or metallic substance, and was of black or charcoal color. ROBERTS advised that he had obtained this object from Mayor EDWARD J. HOWARD and Chief of Police W. D. ASHCRAFT at Sylacauga, Alabama. ROBERTS stated ASHCRAFT informed him to the effect that Mrs. HEWLETT HODGES, Oak Grove Community, three (3) miles east of Sylacauga, had reported to him that between 1245 and 1300 hours, 30 November 1954, the object fell through the roof of her house while she was lying on the couch, and struck her on the body. ASHCRAFT stated to the best of his knowledge, the object was not hot when it struck Mrs. HODGES, nor was it hot when he obtained it from Mrs. HODGES.

8. At 1800 hours, 30 November 1954, 1st Lt. GEORGE R. BUMFORD, Flight Service Center, furnished the log book of 48th Air Rescue Squadron Operations for

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30 November 1954, and indicated the following notations pertaining to reports received concerning aircraft crashes and/or mid-air explosions:

a. 1238 hours: Mrs. CONWAY (NFI), Homerville, Georgia, reported seeing an explosion in the air, estimated to be approximately five (5) miles north of Homerville, Georgia.

b. 1248 hours: Maxwell AFB Tower reported seeing a ball of smoke which appeared to be falling; estimated position five (5) miles north of runway #36. Search by B-25 reported negative.

c. 1301 hours: Assorted reports of crashes and explosions as follows:

(1) Mr. WATTS (NFI), Marietta, Georgia, reported to Dobbins AFB, Georgia, Fire Department that he saw explosion in the air, estimated one-quarter mile south of Smyrna, Georgia. Object resembled falling jet aircraft.

(2) Mr. SHEPPARD (NFI), Atlanta, Georgia, reported seeing explosion in the air resembling a falling jet.

(3) Birmingham, Alabama Airport Tower reported silver object falling at bearing 135 degrees, forty miles southeast of Birmingham. Small plane pilots reported smoke in same area at same time.

d. 1310 hours: Aircraft crash reported from Phenix City, Alabama. Search negative.

e. 1315 hours: Unidentified civilian, Tuscaloosa, Alabama, reported seeing orange flash in sky, then falling objects.

f. 1320 hours: Dobbins AFB, Georgia, Tower reported crash in vicinity of Newnan, Georgia, southwest of Atlanta, Georgia.

g. 1325 hours: Airline pilot reported crash or explosion below his altitude of 8,000 feet.

h. 1330 hours: Mr. HAMILTON (NFI), Winona, Mississippi, reported jet aircraft on fire in air approximately 25 miles east of Greenwood, Mississippi.

BUMFORD advised that he could furnish no further pertinent information.

9. At 1845 hours, 30 November 1954, Mr. G. L. WILLIAMS, 2057 Midway, Montgomery, Alabama, telephonically advised the writer that at 1400 hours, this date, he had observed a large explosion followed by a mass of white flame and black smoke, due north of Montgomery, Alabama. WILLIAMS advised that after the explosion, which he did not hear, he saw an object zig-zagging downward from the flame puff.

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10. At 1915 hours, 30 November 1954, JOHN BABCOCK, Colonel, Chief, Special Weapons Branch, Command and Staff College, examined the object with Geiger Counters which revealed no indication of radio activity.

11. At 2120 hours, 30 November 1954, RODMAN REDARD, Captain, Duty Officer, Directorate, Special Investigations, Washington, D. C., was telephonically advised of the above related events which had transpired as of this time, in compliance with AFR 200-2, by Special Agent ATCHLEY.

12. On 1 December 1954, three (3) views of the object were photographed by the Maxwell AFB Alert Photographer. These photographs are attached as Inclosure #1.

13. At 1025 hours, 1 December 1954, JOSEPH CYBULSKI, Major, Headquarters, Air Defense Command, Ent AFB, Colorado, telephonically contacted Special Agent ATCHLEY requesting information concerning the unidentified flying object which landed at Sylacauga, Alabama, 30 November 1954. CYBULSKI was furnished all pertinent information available in compliance with AFR 200-2 dated 12 August 1954. CYBULSKI advised that an Intelligence Team from Flight 2C, 4602nd Air Intelligence Service Squadron, 35th Air Division, Dobbins AFB, Marietta, Georgia, consisting of M/Sgts. LANZ and TENNILLE, had departed Dobbins AFB this date to conduct interviews at Lawson AFB, Georgia, and Phenix City, Alabama, then would report to Maxwell AFB, Alabama, to Special Agent ATCHLEY for the purpose of obtaining information concerning the object and, if possible, to obtain the object itself. CYBULSKI suggested that the 8th District OSI could either release the object to the AISS Team or could forward it to ATIC, Wright-Patterson AFB, Ohio. CYBULSKI advised that the above action was required in order to effect compliance with applicable provisions of AFR 200-2.

14. On 1 December 1954, Mr. FOSTER HALEY, Public Information Officer, and Dr. ERNST STUHLINGER, Guided Missile Expert, Redstone Arsenal, Huntsville, Alabama, examined the object and discussed the events with Special Agent ATCHLEY. Dr. STUHLINGER advised Special Agent ATCHLEY the object was not part of any equipment or materiel in use at their station.

15. On 1 December 1954, Special Agent ATCHLEY telephonically contacted Mr. GILBERT R. LEVY, Chief, Counter Intelligence Investigations Division, Directorate, Special Investigations, Washington, D. C., and briefed him on all pertinent information available at this time regarding the incident.

16. On 1 December 1954, GEBHARD LANZ, M/Sgt., AF 33131779, and CARL G. TENNILLE, M/Sgt., AF 6973086, Flight 2C, 4602nd Air Intelligence Service Squadron, Dobbins AFB, Georgia, contacted Special Agent ATCHLEY and were briefed on all pertinent information available, by Special Agent ATCHLEY and the writer. LANZ advised that they had already obtained all information contained in Log Book of Flight Service Center, concerning the unidentified flying object and desired to obtain the object itself for return to Dobbins AFB and further transmission to Wright-Patterson AFB. The object was at this time released to LANZ and TENNILLE by Special Agent ATCHLEY.

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17. On 1 December 1954, LANZ and TENNILLE, accompanied by Special Agent ATCHLEY and the writer, interviewed Professor FREDERICK K. MORRIS, Geologist, Arctic-Desert-Tropic Information Center, Research Studies Institute, concerning the object. After considerable deliberation and examination of the object, Dr. MORRIS advised that due to present circumstances of urgency to forward object to Wright-Patterson AFB, which would permit him only a very limited examination of the object, he could identify it only as "either a stone meteorite or an earthly peridotite".

18. On 1 December 1954, JAMES G. PRATT, Colonel, Commander, Maxwell AFB, was briefed on all available pertinent information concerning the object by Special Agent ATCHLEY, M/Sgt. LANZ, M/Sgt. TENNILLE and the writer. At this time Colonel PRATT telephonically contacted the Operations Officer, 4602nd AISS, Ent AFB, Colorado, and requested that Headquarters to telephonically contact the Mayor of Sylacauga, Alabama, in an effort to satisfactorily explain the necessity for USAF examination of the object and thus avoid any publicity adverse to USAF concerning the method by which it was obtained from the Mayor of Sylacauga. This step was taken in view of increasing publicity resulting from numerous and frequent protests made by Mr. HEWLETT HODGES concerning the USAF obtaining and withholding the object. It was determined from local newspapers that HODGES had this date obtained an attorney for the purpose of recovering the alleged meteorite from the USAF.

19. The following information from the Montgomery Advertiser, a newspaper of Montgomery, Alabama, and from the Birmingham Post-Herald, a Birmingham, Alabama newspaper, both of 1 December 1954, is quoted verbatim below:

"FRAGMENT OF METEORITE CRASHES SYLACAUGA HOME

"SYLACAUGA, Ala., Nov. 30 (AP)— A meteorite crashed through the roof of a house here today and slightly injured Mrs. Hewlett Hodges, 32.

"George Swindle, field representative of the U.S. Geological Surevy, tested the nine-pound object and identified it as a sulphide meteorite.

"A mysterious explosion in the Sylacauga area, about 55 miles southeast of Birmingham, set off a three-state search today in which 35 or 40 planes took part. But there were no planes reported missing.

"The explosion was seen as far south as Phenix City, on the Alabama-Georgia border.

"Dr. Walter B. Jones, Alabama state geologist, said evidently a meteor exploded in southeast Alabama, and Mrs. Hodges was hurt by a particle of it.

"Swindle, who is conducting a water survey in Sylacauga, said after he identified the meteorite, it was taken to Maxwell Air Force Base at Montgomery, 'where the Air Force is required to examine such strange objects'.

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"Swindle said Mayor Ed J. Howard has assured Dr. Jones the meteorite will be placed in the state museum at the University of Alabama when it is returned by the Air Force.

"Sylacauga police rushed to the Hodges home when the object crashed through the roof about 1 p. m.

"Mrs. Hodges said she was lying on a couch in the living room of the frame house when the meteorite smashed a three-foot wide hole in the room and came tumbling through the ceiling.

"'It hit our radio at one end of the couch and bounced off on me. It hit me on the arm and hip', she said.

"Police summoned a doctor when they arrived and Mrs. Hodges was treated for bruises. She was reported in good condition tonight.

"'We had a little excitement around here today', she told her husband when he came home from work.

"'A meteorite fell through the roof.'

"Hodges is a tree surgeon and knew nothing of the incident until he came home from work tonight. He had been trimming trees for the telephone company.

"'I don't believe I want to talk to anybody else for a while', said Mrs. Hodges. 'I'm kind of tired'.

"Hodges said his wife told him the house had been full of people all afternoon.

"'She said there must have been several hundred', he added.

"Hodges said he had no insurance on the house, and hadn't estimated the damage. He said the radio apparently was damaged extensively.

"Swindle said the meteorite was about six inches in diameter. He said the inside was a metalic, grey granular substance, which responded to tests given for sulphide. The outside coating was a black satin appearing substance.

"Dr. Jones said tonight he would welcome the meteorite, since the University museum does not have such an object from Alabama."

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"Plunges Through Roof of House—

"METEORITE HITS SYLACAUGA WIFE

3 States View Air Explosions

"Woman is First Person in History Known to be Struck by Sky Object

"A large meteor exploded high in the heavens above Alabama yesterday afternoo and a piece of it fell through the roof of a Sylacauga house and bruised a 31-year old housewife.

"Mrs. Hewlett Hodges, a plump, cheerful woman, was lying asleep on a sofa in her living room when she became the first person in history known to have been struck by a meteorite.

"The fragment, torn loose from the meteor by one of three terrific explosions of fire and smoke, smashed a three-foot wide hole in the roof of the Hodges' home.

"The meteorite, identified by experts as being of the sulphide variety, landed on Mrs. Hodges hip and 'made a big bruised place'.

"'It also hit me on the hand and it swelled up', she said.

"Her hand still was swollen last night, and was turning blue-black and green.

"She said the bruises of her hip were even more colored.

"The object which struck Mrs. Hodges was identified as a meteorite (a meteor which strikes the ground) by George Swindle, field representative of the U. S. Geological Survey.

"The explosion which tore the meteor to bits happened at 12:45 p.m. and caused wild excitement not only in Sylacauga where everyone seemed to have been viewing the heavens, but also in other parts of Alabama, Georgia and Mississippi.

"The explosion probably occured some 40 miles up, but was heard over a wide distance and seen even further.

"A Birmingham man who saw the explosion but did not hear it, said a mush-roomed-shaped cloud formed in the direction of Sylacauga from Birmingham and lasted for about 15 minutes before dissapating.

"Observers in Sylacauga could see the smoke but could not tell its shape since it was directly overhead.

"The piece which hit Mrs. Hodges was examined by Swindle on the scene. He happened to be in Sylacauga conducting a water survey.

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"After he viewed it, an Air Force captain in a heliocopter landed in the small city 50 miles southeast of Birmingham and whisked the meteorite away to Maxwell Field at Montgomery.

"Swindle said Sylacauga Mayor Ed J. Howard gave assurances that the object will be placed in the State Museum of Natural History at the University of Alabama when it is returned by the Air Force.

"But Mrs. Hodges' husband, who didn't know about the incident until he got home from work early last night, was furious about the loss of the meteorite.

"'I am going to demand that the Air Force return the stone to me', he said. 'They had no business taking it away in the first place.'

"Hodges did not get to see the meteorite before it was flown away.

"Hodges, an employe_ of Bell Telephone Co., said he thought he could 'get enough evidence that the thing fell in my house.'

"The meteorite which hit Mrs. Hodges weighed almost 10 pounds.

"Police Chief W. D. Ashcraft and other officers who handled it before it was turned over to the Air Force, said it was a metallic object, black and scorched-looking.

"Swindle, the geologist, said the meteorite was six inches in diameter. He said the inside was a metallic, gray granular substance which responded to tests given for sulphides.

"The outside coating was a black satin appearing substance.

"Besides striking Mrs. Hodges, the meteorite caused quite a stir in Sylacauga.

"Almost everyone in town saw the smoke which followed the explosion and a goodly number saw the explosion itself.

"C. C. Landers, a country store operator and farmer, was outside his home when he heard the explosions.

"'First there was a loud boom', he said. 'Then in a few seconds there was another one and then a third'.

"Landers said after the first and second explosions, he located the direction of the noise and looked aloft and saw the third. There was a little fire and a lot of black smoke.

"He was about two miles from the Hodges house.

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"A woman wso lived directly across the street from the Hodges home, Mrs. Agnes Sullivan, was in her front yard planting shrubbery when the fragment fell.

"'But I didn't hear anything', she said. 'I didn't even know anything had happened until somebody came out and told me about it'.

"Mrs. Hodges said she didn't hear anything either.

"She was asleep on a sofa in the living room, sleeping with her face toward the back of the sofa, her left hip up.

"When the meteorite hit her roof, it slanted across the room and struck her on the hip and injured her hand and arm which were lying on the hip.

"'I woke up and thought the house was falling down', Mrs. Hodges said. 'Mama (Mrs. Ida Franklin) was in the next room sewing. She came running in and asked me if the house was falling down.

"'I said I didn't know. I thought it was the chimney. I got up and started out of the house. Then my hip started hurting.

"'I hadn't even seen the rock.'

"Then she and her mother found the hole in the roof and saw the 'rock' on the floor. They called the police.

"'There wasn't any smell or anything to the rock,' said Mrs. Hodges.

"Police Lt. W. T. Van Sandt, when he arrived, realized what must have happened and took the object to the police station where it was identified by the U. S. geologist.

"Van Sandt said that the object was cold to the touch when he arrived.

"Mrs. Hodges and her mother had not disturbed the meteorite.

"But her clothing was not scorched and she was not burned on the arm where it hit her.

"'It's a good thing it didn't hit me in the head,' said Mrs. Hodges. 'It might have killed me.'

"Mrs. Hodges thought at first the object had fallen atop a radio set in the corner and then bounced and hit her. The radio was damaged.

"'But now I don't believe it did,' she said. 'The radio might have been hit by a piece of the ceiling or roof.'

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"Police summoned a doctor who took Mrs. Hodges to his office and X-rayed her. He did not find any broken bones and sent her home.

"Her husband did not know of any of this until he arrived home from work.

"'We had a little excitement around here today', she told Hodges, in a wifely fashion. 'A meteor fell through the roof.'

"The Hodges home is one of the oldest houses in the Sylacauga area. It is a rambling wooden house set among groves of old trees.

"One witness to the explosion said that before it exploded, the meteor appeared to be a plane on fire.

"'It was a blaze of fire with a lot of smoke', said Miss Lois Hope, 22, a waitress at the DeSoto Grill near Sylacauga.

"She was standing outside waiting for a bus with two other women.

"'One of them said to look at the plane on fire', Miss Hope said. 'We looked and there it was.'

"Just at that moment, she said, it blew up in a blinding flash and a lot of noise.

"It appeared to come out of the southeast.

"Several other persons in Sylacauga thought it was a burning plane also, and a search with some 30 or 40 airplanes got under way shortly to look for the crash.

"There were variances in the descriptions of the smoke from the explosions.

"In Sylacauga, it appeared black.

"In Birmingham and in other places at a distance, it appeared white.

"There was immediate re-action to the meteorite story from over the nation.

"Experts agreed unanimously that Mrs. Hodges was the first person known to have been struck by a meteorite.

"Dr. W. A. Glenn, amateur astronomer and registrar at Birmingham-Southern College, said he never had heard of it before.

"Dr. William Caulder, head of the astronomy department at Agnes Scott College at Atlanta, said that the injury of Mrs. Hodges was the first that he knew of that could be attributed to a meteor.

Declassification Authority: NND 923007

"Numerous astronomers state in books on the subject that no one ever has been struck.

"But the fragment which fell from the sky over Alabama yesterday is only one of billions which strike the earth's atmosphere each day.

"Most of them are tiny particles of sand-like material, remnants of lost worlds that exploded eons ago and swarm around the sun like knats.

"Some are in regular orbits and when the earth passes through these meteor orbits, more are seen than normally.

"Only rarely does one last more than an instant of a second before being burned to a crisp by earth's atmosphere.

"The burning of the meteors is caused by their tremendous speed as they come into contact with the earth's atmosphere.

"Meteors generally start burning at about 100 miles up and burn out before they descend very far. If one is large enough to burn until it reaches an altitude of about 40 miles, it explodes in a manner similar to one which blew up over Sylacauga.

"The pieces then drift down over wide areas, hitting the ground at only moterate speeds because the air resistance slows them down.

"The fact that the Sylacauga meteor exploded at a tremendous height is substantiated by the fact that the explosion was seen from three states.

"It was seen at Phenix City and a wild report started there that the meteor was a flying saucer and that a woman saw a man get out of it.

"Guardsmen went out in planes, jeeps, ambulances and heliocopter trying to find the object.

"But Guardsmen were unable to find anything, even though they scoured the area.

"The bright flash across the sky was reported simultaneously at Atlanta, Newnan and Columbus, Ga., several parts of Alabama, and as far west as Greenville, Miss.

"In Atlanta, the Air Force and State Patrol received several reports of a probable plane crash near Newnan, 40 miles southwest of Atlanta. Two patrol cars searched the area for two hours before calling off the search.

Declassification Authority: NND 923007

"Radio Station WOOH in Newnan reported numerous calls from persons who said they saw a mysterious, flaming object in the sky.

"A Civil Aeronautics Admn., employe in Montgomery saw the falling meteor. He described it as 'a bright light like a falling star with a trail of smoke behind it' which fell across the horizon from a great height.

"A Maxwell Air Force pilot who was flying at high altitude also sighted it and gave a similar description.

"National Guard Sgt. Joe Clark of Elba was with the Guard in Phenix City. He said it appeared smaller than a plane.

"In Sylacauga, the descriptions of the explosions were as varied as the persons who heard it.

"To some, it was just loud 'boom, boom, booms'.

"Others heard small crackling noises and popping sounds between the big explosions.

"A Sylacauga city councilman, B. J. Phillips said it sounded like thunder to him. He was at home resting after lunch when the explosion occurred.

"Being the first person to be hit by a falling meteorite was of almost no moment to Mrs. Hodges. When asked how she felt about the dubious honor, she said: 'I feel bruised.'

"And what kind of a day was it?

"It was a day when the stars fell on Alabama at last."

20. On 6 December 1954, copy of report of incident as written by LANZ and TENNILLE was received from Flight 2C, 4602nd AISS, Dobbins AFB, Georgia, and is quoted verbatim: (Details only)

"FLIGHT 2-C, 4602D AISS
35TH AIR DIV (D), DOBBINS AFB, UFOB
MARIETTA, GEORGIA

NARRATIVE OF EVENTS RELATING TO UFOB SEEN AT SYLACAUGA, ALABAMA(GEOREF: GJDD 4510)

1. Received telephone call from Hq 4602d AISS, Colorado Springs, Colorado at 1/0100Z. Major Cybulski informed Sgt Lanz to proceed to the foll places and contact the foll persons and/or agencies relative to investigation of report:

a. Atlanta Municipal Airport, Air Route Traffic Control Center (GEOREF: GJFD 3646).

Declassification Authority: NND 923007

b. Lawson Air Force Base, Fort Benning, Georgia (GEOREF: GJFC 0520).

c. Phenix City, Alabama, Mr. Marion Jones, 2609 Fourth Ave (GEOREF: GJEC 5928).

d. Maxwell Air Force Base, Flight Service, 48 ARS, Major Kelso (GEOREF: GJDC 3928).

e. Sylacauga, Alabama, Mrs. Hewlett Hodges (GEOREF: GJDD 4510).

2. At 1/0120Z another call was received from Hq 4602d; Major De Bruler and Major Cybulski informed Sgt Lanz that a TT msg rept had been received at 35th Air Div (Def), DAFB, Marietta, Georgia (GEOREF: GJFD 2954) relative to UFOB re: TT msg M 30/2243Z from Comdr Flight Service, Maxwell AFB, Alabama.

3. A check was made with 35th Division D/I and a copy of above cited msg was picked up prior to departure for investigation by M/Sgt's Lanz and Tennille at 1/0210Z. Team utilized mil vehicle.

4. At 1/0330Z team arrived at Atlanta Municipal Airport, Air Route Traffic Control Center, and the following information was obtained from H. W. Duke, Senior Controller ARTCC, Atlanta, Georgia (Note: Extracted verbatim from ARTCC log):

a. At 30/1854Z Montgomery(MGM) and Maxwell(MXF) Tower reported explosion at high altitude and ball of fire trailing smoke falling north of Montgomery, Alabama(MGM).

b. At 30/1855Z Atlanta, Georgia(ATL) Tower reported bright flash west of airport. Dobbins AFB(MGE) Tower reported this to ATL also. AF 2275 B-47 witnessed the same thing and advised object above 34,000 feet. Mr. Campbell at (TCL) Tuscaloosa, Alabama reported to TCL the same thing.

c. At 30/1900Z Maxwell(MXF) Flight Service advised they were sending out a SA-16 from Rescue Squadron to investigate.

d. At 30/1905 Dobbins AFB has no B-47's out. All IFR in (MGM) area accounted for.

e. At 30/1909Z Tuscaloosa, Alabama (TCL) advised Mr. Fulman of TCL University observed bright orange flame and pieces falling east of Tuscaloosa, Alabama. Birmingham, Alabama (BHM) advised it appeared to be bearing 135 degrees from (BHM). Montgomery (MGM) advised due north of Montgomery. AF 2275 (B-47) advised altitude looked to be 60,000 feet. Flight Service advised 30/1910Z.

f. At 30/1928Z Alabama State Patrol sending unit to Smith's station (6 miles NE of Phenix City on U.S. 280) to investigate falling object reported hitting ground.

Declassification Authority: NND 923007

g. At 30/2030Z Birmingham, Alabama(BHM) Tower advised Weather Bureau had received a report that a meteorite had fallen at Sylacauga, Alabama.

h. Maxwell Flight Service(MXFFS) advised 30/2032Z.

i. At 30/2108Z Alabama State Patrol advised Birmingham(BHM) Tower a woman was injured (broken hip) by a falling object near Sylacauga, Alabama. Woman in hospital at Sylacauga, Alabama.

j. At 30/2115Z Eastern Airline Aircraft Trip # 181 advised Birmingham (BHM) Tower of the following: sighted a helicopter in a field 140 degrees bearing from Birmingham, Alabama and 210 degrees bearing from Anniston, Alabama(ANB). Appeared to be a fire in the field and helicopter appeared to be investigating.

5. Team departed Atlanta Municipal Airport at 1/0430Z for Lawson Air Force Base, Fort Benning, Georgia and arrived 1/0900Z.

6. At 1/1300Z Mr. J. V. Warren (Civilian), Chief Dispatcher at Lawson AFB and SFC Harold S. Murray of the Dispatchers Office LAFB were interviewed. They related the following information:

a. At 30/1850Z telephone call was received from Mr. Marion Jones, Phenix City, Alabama, reporting the sighting of a falling object. Since Jones inferred that this was obviously an aircraft crash, emergency procedures were instituted by Lawson Operations Officer. Refer to incl # 1, UFOB rept (Completed ATIC form 164).

b. At 30/1915Z two helicopters were dispatched to alleged crash site with Capt Charles D. Lang in charge. Simultaneously, a ground rescue party departed to search the area. Both parties were recalled at 30/2130Z. Results of search were negative.

c. At 30/1945Z telephone call was received from W. M. Coker, Smith Station, Alabama reporting falling object.

d. At 30/1950Z Capt D. W. Read, 464 Trp Carr Wg, Pope AFB, Fort Bragg, North Carolina phoned Dispatcher (Warren) that a moving object was observed from downtown Columbus, Georgia (GEOREF: GJFC 0329), bearing 270 to 280 degrees. The object with a long brilliant trail of fire exploded at approximately 40 degrees azimuth from surface.

7. An unsuccessful attempt was made to locate Capt Read. An ATIC form 164 (USAF Technical Information Sheet) was left with Mr. Warren for completion and forwarding to Flight 2-C, 4602d AISS, DAFB, Marietta, Georgia by Capt Read. Team departed for Maxwell AFB, Alabama at 1/1500Z.

Declassification Authority: NND 923007

8. At 1/1900Z Intell Team arrived Operations Office, Maxwell AFB, Alabama.

a. The names and locations of the following personnel were obtained:

Col K. L. Atchley
District Commander
8th District OSI (16)
Maxwell AFB

Capt Marsten
Operations Officer
48th Air Rescue Squadron
Maxwell AFB

T/Sgt Jack L. Potter
Control Tower Operator
48th Air Rescue Squadron
Maxwell AFB

b. T/Sgt Potter met Sgt Lanz at operations for completion of ATIC Form # 164(Ref incl # 2).

c. Sgt Tennille contacted Capt Marsten, 48th Air Rescue Squadron, and was informed that five helicopters were dispatched to different locations given at time of flash and/or explosion. One of the helicopters piloted by Capt Rogers landed at Sylacauga, Alabama. He acquired the object and returned with same to Maxwell AFB. (Itinerary of flights being forwarded to Flt 2-C via air mail). 48th Air Rescue Squadron transferred object to Col Atchley of OSI.

d. Sgt Tennille phoned Col Atchley from 48th ARS and was informed that Hq 4602d AISS had contacted Col Atchley regarding object. It was decided that Flt 2-C, 4602d AISS would assume custody of object. Sgt's Lanz and Tennille proceeded to the District OSI Office and were met there by Col Atchley who informed them that according to AFR 200-2 dtd 12 Aug 54, he would relinquish the object to Flt 2-C's investigating team.

e. Because of unfavorable publicity incurred by the acquisition of the object, Col Atchley suggested that the matter should be coordinated with the Base Comdr, Col James E. Pratt, 3800 Air Base Group, Maxwell AFB, Alabama. Col Atchley and Sgt's Lanz and Tennille proceeded to Col Pratt's office where he was briefed on the situation; He suggested a call to Comdr 4602d AISS, outlining action for pacifying the local people involved in Sylacauga, Alabama - specifically the Mayor, Ed J. Howard; and Mrs Hewlett Hodges, the individual struck by

Declassification Authority: NND 923007

the object. Since AFR 200-2 outlines the disposition of UFOB matter found, Col Pratt suggested we pick up object and proceed to Dobbins AFB, Marietta, Georgia.

f. Col Atchley suggested that the object be examined by Dr. Frederick K. Morris of the Directory of Research Studies Institute, Arctic, Desert and Tropic Information Center at Maxwell AFB. Dr. Morris stated that he was equipped for complete analysis of object, if so requested. He believed that its composition was 'either a stone meteorite or an earthly peridotite.' Furthermore, he suggested that the Smithsonian Institute at Washington, D. C.(GEOREF: GJNJ 5856) would be interested in its study.

9. At 1/2330Z team departed MAFB and arrived at Flight Headquarters at 2/0500Z

10. Investigators' Comments:

Because of events related in par 8e, it was decided by the team not to visit Mrs. Hodges immediately but to return to DAFB, Marietta, Georgia for quick transfer of object to ATIC. If, however, it is deemed necessary, Mrs. Hewlett Hodges can be interviewed by Flight 2-C.

Regarding object and source of origin, the following opinions were reached. From opinions given by sources considered reliable, it is believed that an object of similar size, weight and shape, travelling at the high speed normally attributed to a meteorite, would have smashed through the floor and buried itself deep into the earth. Instead, it merely penetrated the roof and ceiling, hit Mrs. Hodges and dropped on floor according to Mrs. Hodges' story to newspapers (Ref incl # 3). Object was forwarded to ATIC, Wright-Patterson AFB, Ohio for further analysis.

RICHARD C VAUGHN
1st Lt., USAF
Officer in Charge"

21. This report is classified CONFIDENTIAL in accordance with paragraph 7, AFR 124-1.

INCLOSURES:

COMMANDER, 3800TH AIR BASE WING, MAXWELL AFB, ALABAMA
DIRECTOR, SPECIAL INVESTIGATIONS, HQS, USAF, WASHINGTON D. C.
COMMANDER, AIR DEFENSE COMMAND, ENT AFB, COLORADO
DISTRICT OFFICE NO. 14, LOWRY AFB, COLORADO

Declassification Authority: NND 923007

Inclosures: (Cont'd)

COMMANDER, WRIGHT-PATTERSON AFB, OHIO, ATTN: ATIC
DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AFB, OHIO

Photographs, three (3) views of UFOB.

C L O S E D

Declassification Authority: NND 923007

AFCSI-6D/Maj Riebman/LR/ler/Cod[redacted]51 Ext 8896/3 Dec 54

AFCSI-6D 24-185-8-30

7 DEC 1954

SUBJECT: Unidentified Flying Object, Sylacauga, Alabama, 30 November 1954
ESPIONAGE

TO: District Commander
8th OSI District (IG)
Maxwell Air Force Base
Alabama

1. Reference is made to telephone conversation between Colonel Atchley, District Office No. 8, and Captain Redard, this directorate, on 30 November 1954 concerning an unidentified object which had fallen through the roof of a home near Sylacauga, Alabama on 30 November 1954, and your message dated 2 December 1954.

2. It is requested that you furnish this directorate the results of the 4602d AISS examination when available.

FOR THE DIRECTOR:

Gene P. Moritz 4/12/54

GENE P. MORITZ
Lt Colonel, USAF
Chief, Sabotage and Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY ..... UNCLASSIFIED
DATE .....

AFCSI-6D

Maj Riebman

24-185-8-31

Cmbk Cy, AFCSI-6D
Coord Cy, AFCSI File

4 FEB 1955

13 Dec 54

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

[redacted]

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

5D 24-21-160

16 December 1954

SUBJECT: UNIDENTIFIED FLYING OBJECTS
Over Alabama, Georgia and Mississippi,
and particularly Sylacauga, Alabama,
30 November 1954
SPECIAL INQUIRY

24-185-8-30

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) copy of Report of Investigation of Special Agent DONALD T. SCAFF, District Office No. 8, file 24-424, dated 8 December 1954, concerning subject matter.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

1 Incl
ROI DO #8 dtd 8 Dec 54

cc: Dir OSI w/o Incl

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

W & B BRANCH

24-185-8-30
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DEC 27 10
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OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

[redacted]

5D-F20792

Declassification Authority: NND 923007

M & R BRANCH

1955 JAN 5 10 46

OUT

UNCLASSIFIED

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

AFCSI-4D/Maj Hagood/dm/8370
1 December 1954

MEMORANDUM FOR DEPUTY DIRECTOR

SUBJECT: Report of Staff Duty Officer

1. Attached herewith is a Spot Report via telephone to Captain Redard, ADT Officer, from Colonel Atchley, DO#8.

2. Captain Redard called me at 11 P.M., informing me of this report. Since, however, he had copied four pages of hand-written material, I requested that he call Major Eldridge for information as to disposition.

3. Upon contacting Captain Redard the morning of 1 December 1954, he informed me that Major Eldridge had informed him to contact the Directorate of Intelligence Duty Officer, USAF, FBI Security Division and Mr. Levy. All these offices were contacted by Captain Redard. The Duty Officer, Directorate of Intelligence, reported that he had the information already and was handling it like a regular FLYOBRT and the Night Supervisor, FBI Security Division, Mr. L. H. Martin, stated that he had received the press releases concerning this report.

I directed This to Levy

4. I have had Captain Redard's hand written report reduced to a typewritten report for better reading.

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BY AUTHORITY OF THE DIRECTOR
BY _____
DATE _____

UNCLASSIFIED

John T. Hagood
JOHN T. HAGOOD
Major, USAF
Staff Duty Officer

1 Dec 54

Mr. Levy - inform
Please w/out delay
Gen. Carroll

Copy of attached Spot Report - to CG this 0930 1 Dec 54

JAMES C. SCHOFIELD
LT COL, USAF
ASST EXECUTIVE, SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE
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BY
DATE

SUBJECT: SPOT REPORT

TO: DEPUTY DIRECTOR

Captain Redard, ADT Officer the night of 30th November received the following spot report from Colonel Atchley, DO #8, via telephone:

DETAILS: Officer of Day, Maxwell AFB, Alabama reported at 1530 hours that the Mayor of Sylacauga, Alabama notified him that an unidentified object had fallen through the roof of a home near Sylacauga and injured a female civilian. The Mayor stated that aircraft were in the area at the time. The 48th Air Rescue Squadron and Maxwell Flight Service Center contacted and reported the following events pertinent to incident:

a. At 1238 hours, Mrs. Conway (NFI) Homerville, Ga., reported an explosion in the air estimated five miles north of Homerville.

b. At 1248 hours, Maxwell AFB Tower reported ball of smoke which appeared to be falling in estimated position of five miles north of Maxwell AFB.

c. At 1301 hours assorted reports of crashes were received by Flight Service Center. Mr. Watts (NFI), Marietta, Georgia, reported to the Fire Department, who notified Dobbins AFB and then Flight Service Center, Maxwell AFB, that he saw an explosion in the air estimated one-quarter mile south of Smyrna, Georgia. Mr. Watts said the object resembled a falling Jet aircraft. Mr. Sheppard (NFI), Atlanta, Georgia, reported an explosion in the air resembling a falling Jet in the vicinity of Atlanta. Birmingham Municipal Airport Tower reported to Maxwell Flight Service Center that a silver object was noted falling 40 miles SE of Birmingham, bearing - 135 degrees. Small planes in the area reported smoke in the area at the same time.

d. At 1310 hours an aircraft crash was reported near Phoenix City, Alabama, but subsequent search revealed no crash.

e. At 1315 hours a civilian in Tuscaloosa, Alabama, reported that he saw an orange flash in the sky and falling objects.

f. At 1320 hours, Dobbins AFB Tower reported aircraft crash in the vicinity of Nunan, Georgia, SW of Atlanta. -- Unconfirmed.

Declassification Authority: NND 923007

g. At 1325 hours an airline pilot reported a crash or an explosion below his present altitude of 8,000 feet near Nunan, Georgia.

h. At 1330 hours Mr. Hamilton (NFI), Winona, Miss., reported a Jet on fire 25 miles E of Greenwood, Miss. -- unconfirmed.

i. At 1800 hours Mrs. G. L. McGee, Montgomery, Ala., informed OSI she saw a large explosion due north of Montgomery at 1300 hours but heard no sound. She said she saw black smoke at high altitude.

j. At 1800 hours Mr. G. L. Williams, Montgomery, Ala., reported that while facing due north at approximately 1400 hours he saw but did not hear a large explosion, white flame, ball shaped, with upper end of ball turning black and object zigzagging downward from flame puff.

A Helicopter was dispatched from Maxwell AFB and recovered the unidentified object which struck female civilian at Sylacauga. The civilian was bruised slightly. The object was released to OSI. This object is black, shaped like a lump of coal, approximately 8 inches in diameter and weighs approximately 10 lbs. The incident is receiving widespread local press coverage through local and UP and AP. A Montgomery evening paper reported early information. The object was examined with a Geiger Counter and no indication of radio activity was disclosed. It was also placed under ultra violet light and did not react in any way. The Commander of ADC has been notified (Ent AFB). The Commander of Maxwell AFB was notified. The object is being retained at DO#8 pending instructions from this Directorate. Letter report follows.

ADC has been in radio contact with Flight Service Center, Maxwell AFB and has requested copy of OSI Spot Report. Request this District be advised of disposition to be made of object.

Captain Redard called Mr. Levy at 2315 hours, Captain Arsenault, USAF Directorate of Intelligence Duty Officer, and Mr. L. H. Martin, Night Supervisor, FBI Security Division.

copy to CJ Klein
0930 1 Dec 54

JAMES C. SCHOFIELD
LT. COL., USAF
ASST EXECUTIVE, SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

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Declassification Authority: NND 923007

Tel con 2245 hrs.

Maj Hagood notified 2300
Contacted Maj. Eldredge 2310
Col. Ashley Do # 8

Spot Report

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BY AUTHORITY OF THE DIRECTOR OF SPEC IN.
BY
DATE

Mr. Levy 2315

USAF Dir Intell
Duty O. - Capt Jas F. ARSENAULT - AO 5842220
has info - handling like Regular FLYOBRT

FBI Security Div
Mr. L. H. Martin - has press releases

Details: Officer of Day Maxwell AFB, Ala. reported at 1530 hours that Mayor of Sylacauga, Ala. notified him that unidentified object had fallen three roofs of home near Sylacauga and injured female civilian. Mayor stated A/C was in area at time. 48th Air Rescue Sqdn and Maxwell Flight Service Center contacted and reported the following events pertinent to incident:

a. At 1238 hours Mrs. Conway (NFI) HOMERVILLE, Ga. reported an explosion in the air estimated 5 mi north of Homerville.

b. At 1248 hours Maxwell AFB Tower reported ball of smoke which appeared to be falling in estimated position 5 mi N. of Maxwell AFB.

c. At 1301 hours assorted reports of crashes were received by Flight Service Center. Mr. Watts (NFI) Marietta, Ga

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Declassification Authority: NND 923007

reported to Fire Dept. who notified DOBBINS AFB & then Flight Service Center Maxwell AFB, that he saw an explosion in air estimated ½ mile south of Smyrna, Ga. Watts said object resembled falling jet a/c. Mr. Sheppard (NFI), Atlanta, Ga. reported an explosion in air resembling falling jet in vicinity of atlanta. Birmingham Municipal Airport tower reported to Max F/T Svce Center that silver object was noted falling 40 mi SE of Birmingham, bearing — 135 degrees. Small planes in area reported smoke in area at same time

d. At 1310 hours A/C crash was reported near Phoenix city, Ala. but subsequent search revealed no crash.

e. At 1315 hours civilian in Tuscaloosa Ala., reported he saw orange flash in sky and falling objects.

f. At 1320 hours DOBBINS AFB tower reported A/C crash in vicinity of Newnan Ga. S.W. of Atlanta — unconfirmed

Declassification Authority: NND 923007

g. At 1325 hours airbie pilot reported crash or explosion below his present altitude of 8,000 feet near Vinar, Ga.

h. At 1330 hours Mr. Hamilton (VFI) Winona, Miss reported jet on fire 25 mi E. of Greenwood, Miss — unconfirmed

P At 1800 hours Mrs. G.L. McGee, Montgomery Ala informed OSI she saw a large explosion due north of Montgomery at 1300 hours but heard no sound. She said she saw black smoke at high altitude

P at 1800 hours Mr. G.L. Williams Montgomery, Ala reported that while pacing due north at approx 1400 hours he saw but did not hear large explosion, white flame ball shaped, with upper end of ball turning black and object zig zagging downward from flame puff.

Declassification Authority: NND 923007

IP Helicopter dispatched from Max AFB and recovered unidentified object which struck female civilian at Sylacauga. Civilian bruised slightly. Object released to OSI. Object is black shaped like a lump of coal approx 8" in diameter and weighs approx. 10 lbs. The incident receiving widespread local press coverage thru local and UP and AP. Montgomery evening paper reported early information. Object was examined w/ Geiger Counter and no indication of radio activity was disclosed. It was also placed under ultra violet light and did not react in any way. Comdr ADC has been notified (Ent AFB) Comdr Maxwell notified. Object being retained DO #8 pending instructions from your Directorate. Letter report follows. ADC has been in radio contact w/ flight Service Center Maxwell AFB and has req copy OSI spot report. Req this District be advised of disposition to be made of object.

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

sk

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

8D,
24-0-85

2 JUL 1954

SUBJECT: (Unclassified) Unidentified Flying Objects

TO: Commander
516th Air Defense Group
McGhee-Tyson Municipal Airport
Knoxville, Tennessee

1. Reference is made to telephone conversation between 1st Lt. Bert H. Herrington, your Headquarters, and Special Agent Bennie Ard, Jr., of the Knoxville OSI Detachment, at 0800 hours, 23 June 1954, concerning above subject. Herrington stated Mr. T. J. Brosseau, 3507-B Avondale Avenue, Knoxville, Tennessee, had informed your Headquarters that he had sighted an unidentified flying object on 22 June 1954.

2. On 23 June 1954, Brosseau was interviewed by S/A Ard and stated he is thirty years of age and is Commercial Production Manager, WTSK-TV, Knoxville. Brosseau said that at 2124 hours, 22 June 1954, while on duty at WTSK-TV, Sharp's Ridge, Knoxville, Joseph E. Broyles, Chief Engineer, pointed out two unidentified objects, one approximately 30 degrees west and the other about 60 degrees northeast of the station. He said the objects appeared round, and the object in the northeast appeared to be the size of a dime at arms length and the object in the west appeared to be the size of a pea. He stated the objects were of a greenish-white, very light color, and appeared motionless, although the relative positions seemed to have changed slightly during the period of observation of approximately one hour. Brosseau said the objects had no sound, tail exhaust, or other discernable features. He stated a twin-engine airliner was approaching to the left of one of the objects, and it appeared closer than the object. Gradually, the airliner moved away to the left of the object.

3. On 23 June 1954, Joseph E. Broyles, age 40, was interviewed and stated substantially the same as Brosseau. Broyles described the objects as oblong in shape and the color as a very intense white. Broyles stated beams of light seemed to shift from the top to the bottom of the objects.

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~~CONFIDENTIAL~~

23 Pgs

Declassification Authority: NND 923007

DO #8 file 24-0-85

4. At 2100 hours, 23 June 1954, Broyles telephonically contacted S/A Ard and stated he had again sighted the objects. Ard, accompanied by S/A William D. Walters, proceeded to Sharp's Ridge where Broyles pointed out the objects. Ard and Walters stated the objects appeared to be planets.

5. Miss Mary Peters, Assistant Professor of Physics and Astronomy, University of Tennessee, Knoxville, Tennessee, was contacted and stated she had been observing the objects in question, and without a doubt, the objects were the planets Venus and Mars. Peters stated these planets are more visible at this period of the year, and appear much closed to the Earth.

6. The foregoing information was verbally presented to your Headquarters on 24 June 1954.

FOR AND IN THE ABSENCE OF THE DISTRICT COMMANDER

C. L. Langlois
Chief, Counter Intelligence

K. L. ATCHLEY
Colonel, USAF
District Commander

cc: Dir OSI

24-185-8-29
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JUL 6 14 16 '54
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CI DIV
29 AUG

OUT
12 JUL 1954
MANAGEMENT
DIV

Declassification Authority: NND 923007

CONFIDENTIAL

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

sk

15 JUN 1954

24-0_85

SUBJECT: (Unclassified) Unidentified Flying Objects

TO: Commander
516th Air Defense Group
McGhee-Tyson Municipal Airport
Knoxville, Tennessee

1. The following information concerning above subject is submitted for your information and any action deemed appropriate in accordance with AFR 200-2.

2. Mr. DANIEL W. WEBER, JR, Route #2, Kingston, Tennessee, an instrument mechanic employed by the Carbide and Carbon Chemicals Corporation at the X-10 Plant, Oak Ridge, Tennessee, reported the following information to an agent of this district:

a. On Saturday, 17 April 1954, at approximately 1530 hours, WEBER was driving west on West Hill Street, Louisville, Kentucky, when he sighted an unidentified flying object. Others in the automobile, all of whom saw the object, were as follows:

JANE LOUISE WEBER, wife
THOMAS WEBER, son, age 13
DIANA WEBER, Daughter, age 12
Mrs. D.E. WEBER, SR., mother,
(627 S. 39th Street, Louisville, Ky.)
SHARRON McCLAIN, niece, age 13,
(627 S. 39th Street, Louisville, Ky.)

WEBER said there was only one object, and it was first sighted by his mother, who called it to his attention. WEBER said they were a short distance east of the Brown and Williamson Tobacco Company Building when the object was first sighted, and as they passed the building, the view was momentarily cut off; however, the object was still in the same position and was observed for approximately four or five minutes while they drove five or six blocks. WEBER furnished the following information:

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Declassification Authority: NND 923007

Position: About "11 o'clock" in relation to direction of car. About 25-30 degrees above horizon; about one mile distant from observer's position.

Altitude: Approximately 2,000 feet.

Shape: Flat, elliptical, with one edge thicker than the other, slightly tilted toward observer.

Size: Half the apparent diameter of a full moon.

Color: Strange, silvery glow like that of Venus when viewed through a telescope.

Projections, vapor trail, wings, smoke, flame, sound, or smell: None.

Maneuvers: Remained motionless except for the last three or four seconds of observation. Then moved swiftly toward 12 o'clock and upward, and disappeared.

Weather: Clear, cloudless sky; heavy rainfall the previous day.

WEBER further stated that he has 15/20 vision; was not wearing sun glasses; saw the object through his windshield and by looking out an open window in the car; did not take any pictures; that he had never seen a similar object, despite the fact that he has been an amateur astronomer for the past 20 years, and is presently a member of the Oak Ridge Astro-Physical Society.

WEBER appeared to have a good knowledge of astrological terms and used them freely; however, he seemed a little uneasy and eccentric, and stuttered slightly. He said that he has built several refracting telescopes and is intensely interested in amateur astronomy. At one point he said, "I've never discovered a comet, but I sure would like to."

3. On 28 May 1954, Mr. ALAN RICHARDSON, Personnel and Administration Section, Division of Reservoir Properties, Tennessee Valley Authority, reported by telephone that three TVA employees at the construction site of the John Sevier Steam Plant, Rogersville, Tennessee, had observed unidentified flying objects at approximately 0900 hours, 27 May 1954.

4. On 11 June 1954, separate interviews were conducted with the following persons:

ELMER L. BLANKENBECKLER, SR., age 44, 20/20 vision,
Structural Steel Foreman, TVA, PO Box 44, Maryville, Tennessee

Declassification Authority: NND 923007

Ltr, DO #8, file 24-0-85, re Unidentified Flying Objects, Cont'd.

CHARLES B. KEITH, age 53, wears glasses, General Foreman, Structural Iron Workers, TVA, 527 Nelson St, Rogersville, Tennessee

PAUL P. CAGLE, age 45, wears glasses for reading only, Structural Steel Foreman, TVA, Route #1, Union City, Tennessee

All of the above three persons agreed on the following details concerning their observations:

Date: 27 May 1954; Time: Approximately 0900 hours; Place: Construction site of John Sevier Steam Plant, approximately four miles S.E. of Rogersville, Tennessee; Weather conditions: Warm, clear, dry, no cloud cover; Manner of observation: Ground to air; Optical instruments used: None; Photographs or other evidence: None; Sound, smell, trail, exhaust, projections, markings: None; Speed: "As fast as jet fighter plane"; Shape: Round.

BLANKENBECKLER said that he was standing in a 37-foot excavation and was preparing to signal a crane operator to lift an unusually heavy load of structural steel. He made a visual inspection to determine if the load was aligned with the tip of the 220 foot boom of the crane, and at this time, observed a bright, luminous object about the size of a baseball. He said his angle of view was about 15 degrees to the west, and he estimated the altitude of the object as over 20,000 feet. BLANKENBECKLER called to KEITH and CAGLE, and all three observed the object for about one minute. KEITH described the object as pure white, about the size of a full moon; CAGLE described it as aluminum-colored, about the size of a basketball. The object apparently remained motionless until another object of similar description passed very rapidly from north to south, through the observer's line of sight, at approximately the same altitude. (CAGLE did not see the second object). When this occurred, the first object moved at high speed to the west without any apparent acceleration. Both objects then faded from sight within three or four seconds.

5. Mr. W. W. AYDELOTT, Construction Engineer, stated that the base lines of the steam plant are: North-736,368.40 and East-2,894,071.50, on the Tennessee Lambert Coordinate Grid System. AYDELOTT considered all three observers reliable.

24-185-8-28
R

K. L. ATCHLEY
Colonel, USAF
District Commander

cc: Dir OSI

3

Declassification Authority: NND 923007

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CONFIDENTIAL

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

adt

23 JUN 1954

8D 24-0-85

SUBJECT: (Unclassified) Unidentified Flying Objects

TO: Commander
3800 Air University Wing
Maxwell AFB, Alabama

1. The following information concerning above subject is submitted for your information and any action deemed appropriate in accordance with AFR 200-2.

2. At approximately 1245 hours, 22 June 1954, Mr. EDWARD C. VENTRESS, hardware merchant, Clayton, Alabama, reported the following information to Special Agents CARL L. LANGLOIS and DONALD T. SCAFF of this District:

a. At approximately 2045 hours, 21 June 1954, VENTRESS was standing on the lawn in front of the Rotary Club, Clayton, Alabama, when he sighted an unidentified flying object coming from a southeasterly direction and proceeding in a northwesterly direction toward Montgomery, Alabama. VENTRESS stated the object was also seen by:

(1) A. B. ROBERTSON, Jr., Attorney at Law and President of the Chamber of Commerce, Clayton, Alabama

(2) CHARLES L. WESTON, Firestone Tire Dealer and Incoming President of Rotary Club, Clayton, Alabama

(3) S. R. WOOD, farmer and former President of Farm Bureau, Clayton, Alabama.

b. VENTRESS furnished the following description of the unidentified flying object:

Shape: Cigar-shaped; appearance of an airplane wing without tail.

Size: From very high altitude, appeared to be approximately 6" to 8" in length. VENTRESS could not furnish any further description as to size.

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Ltr, DO#8 file 24-0-85, re Unidentified Flying Object, Cont'd.

Color: Brilliance of a bunch of stars; entire object appeared to be a light in itself but VENTRESS could not state a definite color.

Number: One.

Formation: Not applicable. There was no trail or exhaust noted and no sound.

c. VENTRESS said the object was approaching Clayton from a southeasterly direction and at one point appeared to have made a sharp left turn and decreased its speed. At that point, the object was momentarily out of view of VENTRESS, as his vision was broken by a tree. After his vision was no longer impeded by the tree, he noted that the object had resumed its northwesterly course and was proceeding in the direction of Montgomery, Alabama. VENTRESS estimated the object was in view for approximately thirty (30) seconds, but added it was possible that they could have seen it for a greater period of time if the lights of an automobile had not flashed into their eyes. VENTRESS stated it was a clear, dark night. The stars were shining, however there was no moonlight. The object was observed at approximately a 45 degrees angle from eye level during the entire period of observation. VENTRESS said he first thought the object may have been a falling star but discounted this possibility when the brilliance of the object remained constant.

3. The foregoing information was verbally discussed with Major JOHN A. OSBURN, Intelligence Section, your Headquarters, at 1445 hours, 22 June 1954.

R. L. ATCHLEY
Colonel, USAF
District Commander

cc: Dir. OSI

5

24-185-8-27

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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RESTRICTED SECURITY INFORMATION

HEADQUARTERS ALABAMA MILITARY DISTRICT
Office of the S-2, Calder Building
Birmingham 3, Alabama

SUBJECT: Flying Saucer 30 January 1953

TO: Assistant Chief of Staff, G-2
Headquarters Third Army
Fort McPherson, Georgia

1. The following information has been reported to this headquarters by Colonel Jones, Civil Defense Director, Birmingham, Alabama. This matter was reported to Colonel Jones via long distant telephone call from Cullman, Alabama.

a. Time & Date : 0920 hours, 29 January 1953.

b. Location: 15 Miles North East, Cullman, Ala, Hwy 12.

c. Object, Observed: Disk shape, tilded to one side.

d. Direction of travel & Speed: North East, Approximately 350 MPH.

e. Elevation - Approximately 4000 feet.

f. Direction of Departure - Object made 90 degree turn from horizonal and disappeared upward at extremely high rate of speed.

g. Length of time observed: Approximately 5 minutes. Mr. McClung stopped his car, got out, and observed object until it disappeared.

h. Qualification of Observer: AAA, Gunner World War II.

i. Address of observer: P.O. Box 241, Cullman, Alabama.

2. The information contained in paragraph 1, above has not been verified but has been referred to OSI, U. S. Naval Air Station, Birmingham Alabama.

(B-2)

Walter T. Austin

WALTER T. AUSTIN
Captain Armor
Intelligence Officer

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

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RESTRICTED SECURITY INFORMATION

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Declassification Authority: NND 923007

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Declassification Authority: NND 923007

RESTRICTED
SECURITY INFORMATION

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HEADQUARTERS THIRD ARMY
OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-2
FORT McPHERSON, GEORGIA

AJACI-2.2 360 Gen (G2)

SUBJECT: Flying Saucer

11 FEB 1953

TO: Assistant Chief of Staff, G-2
Department of the Army
Washington 25, D. C.

There is forwarded herewith for your information letter from Headquarters Alabama Military District, Birmingham, Alabama, dated 30 January 1953, subject as above.

FOR THE ASSISTANT CHIEF OF STAFF, G-2:

1 Incl
Ltr

Anne C Moe
ANNE C MOE
Major GS
Actg Chief, Intel Div. G2

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

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SECURITY INFORMATION

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~~SECURITY INFORMATION~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

24 November 1952

24-153

SUBJECT: WEALTHY FILES (Negro)
AF Civilian Employee
Brookley AFB, Alabama

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

1. During a current review of the files of this district, case file No. 24-153, subject as above, was reviewed. It was not possible to determine whether or not copies of report of investigation by Special Agent ANDREW A. ANDERER, this district, file and subject as above, dated 5 January 1951, had been forwarded to the Directorate of Special Investigations.

2. Attached are two copies of report of investigation, described above, so that the files of the Directorate of Special Investigations might be complete with respect to investigations conducted by this district. No distribution, other than the two attached copies, is being made.

James L. Doyle

1 Incl
Cy Rept of Investigation (dup)

JAMES L. DOYLE
Lt Colonel, USAF
District Commander

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
4 DEC 1975
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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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Declassification Authority: NND 923007

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COPY

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-153

DATE 5 January 1951

REPORT MADE BY
ANDREW A. ANDERER, S/A

REPORT MADE AT
DO #8, Maxwell AFB, Ala.

PERIOD
15 December 1950

OFFICE OF ORIGIN
DO #8, Maxwell AFB, Ala.

STATUS
CLOSED

TITLE

WEALTHY FILES (Negro)
AF Civilian Employee
Brookley AFB, Alabama

CHARACTER
SPECIAL INQUIRY (Sighting of Unconventional Aircraft)

REFERENCE
None. This is an initial report.

SYNOPSIS

WEALTHY FILES, Negro janitor at Brookley AFB, reported sighting an unconventional aircraft over the Base on 15 December 1950. FILES was interviewed to obtain information outlined in AFCSI Letter No. 85, dated 8 September 1950.

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BY _____

_____
DATE

DISTRIBUTION

CG, AMC, Wright-Patterson AFB	2
CG, MOAMA, Brookley AFB, Ala	2
Hqs., OSI	2
File	2

ACTION COPY FORWARDED TO

Commanding General
AMC
Wright-Patterson AFB
Ohio

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF
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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Declassification Authority: NND 923007

DETAILS:

1. This investigation was requested by the Air Provost Marshal, Brookley AFB, Alabama who advised that WEALTHY FILES, Negro janitor at Brookley AFB, Alabama had reported sighting an unconventional aircraft flying over the base at approximately 0704 hours, 15 December 1950.

AT BROOKLEY AFB, ALABAMA

2. Information obtained from WEALTHY FILES, Negro janitor at Brookley AFB, Ala., concerning his observations is listed below in accordance with AFCSI Letter No. 85, dated 8 September 1950:

a. DESCRIPTION:

(1) SHAPE: Similar to airplane fuselage but with more upsweep on underside toward nose and tail.
(2) SIZE: Approximately 30-40 feet long.

(3) COLOR: Dark.

(4) NUMBER: One.

(5) AERODYNAMIC FEATURES: Unbroken contour. No wings, engines, cowling, control surfaces, nor windows visible.
(6) TRAIL OR EXHAUST: None visible.

(7) PROPULSION SYSTEM: None visible.

(8) SPEED: 180-200 miles per hour.

(9) MANEUVERS: 90 degree climbing turn to right.

(10) MANNER OF DISAPPEARANCE: Enveloped by fog.

b. TIME SIGHTED: Approximately 0704 hours, 15 December 1950.

c. LENGTH OF TIME OBSERVED: Approximately two seconds.

d. METHOD OF OBSERVATION: Visual. Observer does not wear glasses. (Observer read 3/16" printing at distance of 10 feet)

Declassification Authority: NND 923007

e. LOCATION OF OBSERVER: Observer was walking on sidewalk near Building T-88, Brookley AFB, Ala. Observer's position was approximately 88° 4' 20" West Longitude, 30° 38' 40" North Latitude. Line of sight was SSW, approximately 220° when object was first sighted over Building No. 17. Distance was approximately 350 yards, altitude was approximately 200 feet. (See attached map, Inclosure No. 2.) Object was in climbing attitude, flying in westerly direction, and made 90° climbing turn to right before disappearing in fog.

f. RELIABILITY OF OBSERVER: Unknown. However, DOUGIAS S. DONALDSON, Supervisor, Fuel Service Unit, Building T-39, and BARBARA L. FEORE, Clerk, Adjutant Section, Building T-50, Brookley AFB, stated they have known FILES for approximately three years and considered him to be honest, trustworthy, and not inclined to exaggerate or fabricate stories. FILES has been employed on the Base for several years and has visual familiarity with the various types of aircraft used in the Air Force.

g. WEATHER CONDITIONS: 0630-0730 hours, 15 December 1950, the weather was W Zero X 1/16 L-F. Sky obscure; 1/16 miles visibility; light drizzle and fog; wind NE at 5 knots; temperature 51°; dew point 51; 100% relative humidity; air pressure 30.01 inches.

h. METEOROLOGICAL OR OTHER CONDITIONS: None

i. PHYSICAL EVIDENCE: None.

j. INTERCEPTION OR IDENTIFICATION ACTION TAKEN:
None

3. Control tower operators reported no arrivals or departures within one hour of reported sighting. No personnel on duty in control tower observed unconventional aircraft in vicinity of base.

4. Attention is invited to the fact that weather report gave visibility as 1/16 miles (110 yards), and distance at which object was signted by observer was approximately 350 yards.

5. FILES made a signed statement which is attached as Inclosure No. 1.

INCLOSURES

FOR COMMANDING GENERAL, AMC, WRIGHT-PATTERSON AFB, OHIO

1. Original and true copy of statement of WEALTHY FILES, dated 15 December 1950.

2. Map.

Declassification Authority: NND 923007

[redacted]

FOR COMMANDING GENERAL, MOAMA, BROOKLEY AFB, ALABAMA

FOR HEADQUARTERS, OSI, WASHINGTON, D.C.

True copy of statement of WEALTHY FILES, dated 15 December 50.

CLOSED

[redacted]

Declassification Authority: NND 923007

CONFIDENTIAL - SECURITY INFORMATION

n/4 Mar 52

24-185-8

(Unclassified) Sighting of Unidentified Flying Object, Guatamala City Air Port, Guatamala, 15 March 1950 - SPECIAL INQUIRY

6 MAR 1952

Documents and Dissemination Branch, Collections Div,
Director of Intelligence, DCS/O
ATTN: Lt Colonel W. A. Adams

1
Lt Col Free/mgw/cd 192 x-140
AFCSI-6

Counter Intelligence Division
Directorate of Special Investigations, IG

1. Pursuant to the request of Lt Colonel ADAMS of your Office on 3 March 1952, there is attached a copy of a spot intelligence report from OSI District #8, dated 11 April 1950, in connection with the above Subject.

2. No further information is reflected in the files of OSI concerning this matter.

1 Incl
R/I fr DO #8 dtd 11 Apr 50

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

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

AFCSI FILE COPY

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BY AUTHORITY OF THE DIRECTOR OF SECURITY REVIEW
BY KURT K. KUNZE, Capt, USAF
Historian
14 DEC 1975
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CONFIDENTIAL - SECURITY INFORMATION

24-1858-24

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS

1

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

SPOT INTELLIGENCE REPORT 9 JUL 1951

24-178

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: At 2135 on 8 July 1951, M/Sgt. CHARLES A. ROBINSON, AF 14241736, 3814th Installations Squadron, Maxwell AFB, Alabama, sighted an unidentified flying object over the southeastern section of Montgomery, Alabama. ROBINSON gave a statement which is attached as Inclosure #1.

2. DETAILS:

a. Description - The object observed by ROBINSON appeared to be saucer-shaped, very thin at the outer edges and comparatively thick toward the center section. ROBINSON said that the object glowed with a light that was comparable to the bluish light which is given off by fluorescent desk lights. ROBINSON further stated that the object appeared to be about two and one-half (2½) miles southeast of the Fairview Drive-In Theatre, which is located in Montgomery, Alabama on Highway #80, and that the object appeared to be at an elevation of approximately 1000 feet. ROBINSON also stated that from that distance of two and one-half (2½) miles the object appeared to be about fourteen (14) inches in diameter, and that in his opinion a close-up view of the object would have revealed it to have been between fifty (50) and seventy-five (75) feet in diameter. ROBINSON added that he had observed the object for about six (6) seconds and that at the end of this six (6) seconds, the object accelerated from a wobbley floating

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Declassification Authority: NND 923007

speed to an extremely fast speed gaining altitude and headed in a southerly direction. Then the light disappeared and due to the darkness, he, ROBINSON, saw no more of the object.

b. Time Sighted - For approximately six (6) seconds on 8 July 1951 at 2135 hours.

c. Manner of Observation - Visual.

d. Location of Observer - At the Fairview Drive-In Theatre, which is located in the southern part of Montgomery, Alabama on Highway #80. The object was on a compass bearing of approximately 135°.

e. Information on Observer - ROBINSON has spent ten and one-half (10½) years in the Navy and two (2) years in the Air Force. All of his service time has been in conjunction with various types of aircraft. During interview, ROBINSON gave the impression that he is a mature, level-headed and intelligent type of person.

f. Weather and Wind Conditions - According to the Weather Detachment, Maxwell AFB, Alabama, the weather conditions for the vicinity of Montgomery between 2000 hours and 2200 hours on 8 July 1951 were as follows: clear, ten (10) mile visibility, cool with temperature ranging from 82° to 80°, and a direct wind blowing from the east at speeds varying between six (6) and nine (9) knots per hour.

g. Activities or Conditions which might account for the Sighting - Unknown.

h. Physical Evidence - None.

i. Interception of Identifying Action taken - None.

3. ACTION: No investigative action taken; no investigative action contemplated at this time.

cc: CG, Hq. AMC
ATTN: MCIS

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

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OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

Hq, 8th District OSI (IG)
Maxwell AFB, Alabama
9 July 1951

At 1330 hours, this date, M/Sgt CHARLES A. ROBINSON, AF 14241736, 3814th Installations Squadron, Maxwell AFB, Alabama, made the following statement:

"While attending the Fairview Drive-In Theater on Highway 80, Montgomery, Alabama, on Sunday evening, 8 July 1951, at approximately 2035, there suddenly appeared a disk shape light, approximately 2-1/2 miles southeast of Montgomery. I watched this light for several seconds, trying to figure out what it was, when it shifted its position to the south, hesitated a few seconds, then took off at a 45 degree angle at about the same speed as the average jet plane flies. After this object had climed about 500 or 600 feet, the light suddenly went off and there was no fade-out. While the object was climbing I could see no exhaust or flame. I did see the light blur on the trailing edge as it ascended.

Charles A. Robinson
CHARLES A. ROBINSON
M/Sgt, AF 14241736

Subscribed and sworn to before me
this 9th day of July 1951.

Evelyn A. Cartright
Notary Public

Incl #1

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Declassification Authority: NND 923007

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Auth. C/S, USAF
Tait
7 Feb. 1951

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KARL K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

7 FEB 1951

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: Unidentified airborne object sighted on radar scope of F-82 fighter over Controlled Area, Atomic Energy Commission, Oak Ridge, Tennessee on 21 January 1951.

2. DETAILS: Attached hereto is a report by 1st Lt. LOUIS B. COLE, Detachment "A", 52nd All Weather Fighter Group, McGhee-Tyson Airport, Knoxville, Tennessee, concerning the interception of an airborne target on the radar scope of F-82 Fighter, 46-472 over the Controlled Area, Atomic Energy Commission, Oak Ridge, Tennessee at 1620 hours, 21 January 1951.

According to the AEC Meteorological Division, the weather conditions at the time of observation were as follows: Partly cloudy, with East winds at seven (7) miles per hour, temperature 58 degrees, and dewpoint 19 degrees. No balloons or other weather apparatus was in the sky at this time. Between the hours 1545 and 1615, the wind was variable from south to northeast at from calm to eleven (11) miles per hour.

Note: At no time did the crew of the fighter make visual observation of the object.

3. ACTION: Will report any further incidents of this type.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

1 Incl.
Statement of Lt. Cole
dd 25 Jan 51
cc: NEPA Division
Hq. AMC
Attn: MCIS

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Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
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Declassification Authority: NND 923007

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BY AUTHORITY OF:
AFR 205-1
25 JAN 51 E O Schneider
DATE INT

DETACHMENT "A"
52ND FIGHTER ALL WEATHER GROUP
McGhee-Tyson Airport
Box 97, Alcoa, Tennessee

25 January 1951

SUBJECT: Report on indicated airborne target over Oak Ridge Area.

TO : Knoxville OSI Detachment
PO Box 401
Knoxville, Tenn

On 21 January 1951 at 1620 o'clock while on a practice flight of two F-82 aircraft the radar operator of aircraft 46-472, 1st Lt. Louis B. Cole, intercepted an indication of an airborne target at a range of 18m yards. He notified the pilot, Major Edwin A. Schneider, of same who notified GCI. GCI gave the go ahead to intercept same. The radar set was "locked on" to the target and the run began. The interpetation on the "C" scan (elevation) indicated the target was varying altitude between ten and twenty-five degrees above the intercepting aircrafts altitude which was 7m feet. At a range of approximately 8m yards the indication on elevation began to decend until the limit of depression of the antenna was reached. At this point the pilot dropped into a nose down altitude and the target was again picked up and indicated the X-10 area plant of Oak Ridge. The intercepting aircraft then broke off the intercept and returned to Lenoir City Area where it was to be "target" for the other aircraft. On the next run in the area the "target" was again indicated and a second run made on same. At the completion of the flying period the radar observer requestedone more run over the area to again check for the same type indication. The pilot started the run from approximately 20 miles and again at 17.5m yards the indication was received and locked on to. This time the run was completed to the limit of the antenna depression and then broken off because the line of flight again was across the Oak Ridge Plant. This phenomena was duly reported to GCI and OSI.

Louis B. Cole
LOUIS B. COLE
1st Lt., USAF

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BY AUTHORITY OF THE DIRECTOR OF SPEC IN
KURT K. KUNZL, Capt, USAF
BY Historian
4 DEC 1975
DATE

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

7 FEB 1951

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: An airborne object was sighted by five (5) persons on 16 January 1951 while driving in the Controlled Area, Atomic Energy Project, Oak Ridge, Tennessee.

2. DETAILS: Attached hereto is a statement by five (5) civilian employees of the NEPA Division, Fairchild Engine and Airplane Corporation, Oak Ridge, Tennessee concerning the sighting of a brilliant, stationary airborne object in the Controlled Area, Atomic Energy Project, Oak Ridge at 1645 hours on 16 January 1951. A check of the log of the 663rd AC&W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee reveals that no aircraft were in the vicinity of the controlled area at the time of observation. A check at the Knoxville and Oak Ridge weather stations revealed that no weather balloons were aloft at the above time.

As reported by the U. S. Weather Bureau, Knoxville, Tennessee, the weather conditions on 16 January 1951 at 1600 hours were as follows: clear, visibility 20 miles, temperature 37 degrees F, wind SW at 5 miles per hour, winds aloft 2000 ft 240 degrees at 3 knots, 3000 ft 210 degrees at 3 knots and 4000 ft 209 degrees at 5 knots.

3. ACTION: Will report any further incidents of this type.

UNCLASSIFIED

1 Incl.
Statement of 5 civilian employees of NEPA Div.
cc: NEPA Division
Hq. AMC
Attn: MCIS

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

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

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Following is a report of the sighting by the undersigned of an unidentified aerial object in the Oak Ridge Area. On the evening of 16 January 1951 the following personnel were returning home from their work at NEPA Division, Fairchild Engine and Airplane Corporation, in the S-50 Area, Oak Ridge, Tennessee:

Mrs. Doris T. Holladay
Miss Margaret Albritton
Miss Rosemond Campbell
Miss Marie Patterson
Miss June B. Hart

Mrs. Holladay, driver, and Miss Albritton were riding in the front seat; Misses Campbell, Patterson, and Hart were in the rear.

At approximately 1645 while driving Northeast on the turnpike approximately two miles inside the restricted area, Miss Campbell sighted a brilliant object through the right rear window. Believing this to be a plane, Miss Campbell called the attention of every one in the car to the object which was observed by each of the undersigned. Although the unusual brilliance of the object could not be explained, the group was about to agree that it must be a plane when at approximately 1647 someone exclaimed that the object was apparently stationary. After watching the object for a total of approximately five minutes, the group concluded that it must be some sort of weather balloon, although no one in the crowd was especially familiar with such an apparatus. No accurate estimate of the size or location of this object is possible.

The observation was reported to Mr. William G. Frey, Assistant to the AF Plant Representative for Security, on the morning of 17 January 1951, who investigated the possibility of this object being a part of some project sponsored by an AEC contractor. However, it was determined that no weather balloon or similar apparatus was or had recently been up in this area.

June B. Hart *June B. Hart* Margaret Albritton *Margaret Albritton*

Marie Patterson *Marie Patterson* Doris T. Holladay *Doris T. Holladay*

Rosemond Campbell *Rosemond Campbell*

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Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

16 JAN 1951

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: Between 0820 and 0830 hours on 18 December 1950, seven (7) officials of the NEPA Division, Fairchild AC&E Corporation, Oak Ridge, Tennessee, while traveling in two (2) cars in the Oak Ridge Controlled Area, observed an unidentified flying object. At 0839 and 0845 hours, same date, the AF Radar Station at the Knoxville Airport, Knoxville, Tennessee, observed an unidentified flying object in the Oak Ridge Controlled Area.

2. DETAILS:

a. Visual Sighting - Reference is made to inclosure #1, statement of Lt. Col. J. R. HOOD, USAF, Commander E. W. HRIBAR, USN and Major W. L. CARSS, USAF, all of the NEPA Division, and inclosure #2, letter from G. A. GOEDJEN, NEPA Plant Protection Manager to W. G. Frey, NEPA Representative for Security (AMC) giving details of a visual observation by Dr. A. J. MILLER, Dr. V. P. CALKINS, Mr. J. F. CONEYBEAR, Mr. A. O. MOONEYHAM and F. T. BLY, all of the NEPA Division.

b. Radar Sighting - At 0839, 18 December 1950, a "small paint" appeared on the radar scopes of the 663rd AC&W Squadron, Knoxville Airport, Knoxville, Tennessee, near the southeast corner of the Oak Ridge Controlled Area on a magnetic bearing of 190 degrees, at a speed of sixty (60) miles per hour. Height could not be determined but was estimated at 2500 feet. The object remained on the scopes until 0845 at which time it disappeared. Fighter interception was attempted with negative results.

c. Weather Conditions - At 0730 the wind was from the Northeast at seven (7) miles per hour and the temperature was twenty (20) degrees F. according to the Atomic Energy Commission Meteorological Division, Oak Ridge, Tennessee. Visibility was excellent.

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BY KURT K. KUNZE, Capt, USAF
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Declassification Authority: NND 923007

3. ACTION: Will not take any further investigative action, but will maintain contact with NEPA officials and U. S. Air Force Radar Stations at McGhee Tyson Airport, Knoxville, Tennessee and will report any further occurrences.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

cc: NEPA Division
Hq. AMC
Attn: MCIS

2 Incls.
1 - Statement of Col. Hood, Comdr. Hribar and Major Carss
2 - Ltr to Mr. Frey fr Mr. Goedjen dtd 28 Dec 50

COUNTER INTELL.

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Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
JAN 18 '51
OPERATIONS
SPECIAL INVESTIGATIONS

IN JAN 1951 GI DIV OSI

OUT JAN 18 1951 MANAGEMENT DIV, OSI

Declassification Authority: NND 923007

CONFIDENTIAL

STATEMENT

Following is a report of the sighting of an unidentified object in the Oak Ridge Area by the undersigned. On the morning of 18 December 1950, the following personnel were riding to their work at NEPA Division, Fairchild Engine and Airplane Corp., in the S-50 Area at Oak Ridge, Tennessee:

Lt. Col. John R. Hood, USAF
Cdr. E. W. Hribar, USN
Major James L. Steele, USAF
Major Walter L. Carss, USAF
Mr. James R. Gray
Mr. William G. Frey

Mr. Gray, Commander Hribar, and Major Steele were riding in the front seat; Col. Hood, Major Carss, and Mr. Frey were in the rear.

At approximately 0827, while riding southwest on the turnpike just outside the restricted area, Col. Hood sighted a very bright reflection through the windshield of the car. Major Carss, who was sitting beside Col. Hood and whose attention was attracted by Col. Hood's looking at the sky, sighted the same reflection. Col. Hood then called the attention of the remaining occupants of the car to the reflection. Of these, Commander Hribar also sighted the reflection, but Mr. Gray, Mr. Frey, and Major Steele did not sight it.

The reflection was visible through the front windshield of the car only for a moment because, shortly thereafter, the road turned to the right. The corresponding turn of the car so placed the relative position of the reflection that it could not be seen through the left front window, which was frosted. The windshield, however, was not frosted and permitted excellent vision.

The object appeared only as the bright reflection of the sun from an apparently metal surface, much as might be expected from an aircraft at a great distance. No accurate estimate of the objects size or range could be made from the observation. It appeared to be west-southwest of Oak Ridge Townsite at an angle of elevation of about 25° from the level.

/s/ John R. Hood, Jr. JOHN R. HOOD, JR., Lt. Col. USAF

/s/ Edward W. Hribar EDWARD W. HRIBAR, Commander, USN

/s/ Walter L. Carss, Jr. WALTER L. CARSS, JR., Major, USAF

A TRUE COPY

E. H. HUNT
Major, USAF

510295-GAFB--10 Nov 50--10M

Incl #1

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Declassification Authority: NND 923007

~~CONFIDENTIAL~~

NEPA PROJECT
Oak Ridge Tennessee

December 28, 1950

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

SUBJECT: Visual Observation on December 18, 1950

TO: Mr. William G. Frey
Assistant to the AF Plant
Representative for Security
Office of the AF Plant Representative
Air Materiel Command
NEPA Division
Fairchild Engine and Airplane Corporation
Post Office Box E
Oak Ridge, Tennessee

1. On December 18, 1950, at sometime between 0820 and 0830, the following NEPA employees were riding in a vehicle on the Turnpike within the Controlled Area toward the NEPA Project approximately one mile short of the "Y" cutoff to White Wing entrance and Y-12:

Dr. A. J. Miller
Mr. V. P. Calkins
Mr. J. Frank Coneybear
Mr. A. O. Mooneyham
Mr. F. T. Bly

2. The passengers, with the exception of Dr. Calkins who did not attempt to participate in the viewing, observed a light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, through the windshield of the vehicle. The viewers had the impression that there was form in connection with the light rather than merely a point source. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. It appeared to be from 15 to 30 degrees elevated above the horizontal and on an azimuth between west and northwest, and appeared to be traveling in a northwesterly direction. The impression of its traveling is due to the fact that the object appeared to diminish considerably in size during the approximate thirty seconds during which it was viewed. The vehicle remained in motion and in following the course of the road, changed its relative position so that the object was viewed during the last few seconds from the side windows. As the vehicle proceeded down the road a near-by ridge obstructed the view of the object, and although the vehicle completed the turn toward K-25 at the "Y" intersection

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Declassification Authority: NND 923007

and the passengers had a relatively clear view at points along the road, the object was not viewed again. The observers were unable to estimate approximate size, speed, or vertical elevation; and, therefore, were not certain whether the object was over the Controlled Area or a considerable distance away. There was no vapor trail or any other visable condition within the vicinity of the object and there were no clouds which could have obscured it. The observers were unable to identify the object in terms of mass or shape, other than the circular appearance of the light. However, the circular area appeared to darken, starting at approximately 7:00 to 9:00 o'clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star.

3. The observers were not in complete agreement as to whether the object was moving at a speed which caused it to diminish in size or actually was diminishing in size without any great velocity of travel due to the darkening effect described above.

NEPA Division
FAIRCHILD ENGINE AND AIRPLANE CORPORATION

/s/ Gene A. Goedjen
Gene A. Goedjen
Plant Protection Manager

A TRUE COPY

E. H. HUNT
Major, USAF

510295—GAFB—10 Nov 50—10M

Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

18 DEC 1950
CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

24-109

SUBJECT: Unidentified Flying Objects

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. On 5 December 1950 a team from USAF Technical Intelligence, Wright-Patterson AFB, Ohio, composed of Mr. J. J. Rodgers, Analyst and Monitor, Mr. R. L. James, Radar Technician and Captain James C. Sadler, Geo-Physical Research Division, arrived at Oak Ridge, Tennessee to investigate the technical aspects of the recent sightings of unidentified flying objects over Oak Ridge and in particular the "jamming" of the radar scopes of the AF Radar Station on 29 and 30 November 1950. A meeting was held at the NEPA Division, Fairchild AC&E Corporation, Oak Ridge, Tennessee, during which the above named persons and the following persons participated:

Major James L. Steele, AF Plant Representative, NEPA Division
Major Walter L. Carrs, Assistant AMC Field Engineering Officer, NEPA Division
Mr. Robert P. Kurtze, AF Provost Marshal Representative, NEPA Division
Special Agent Richard W. Arnette, Third Army CIC
Special Agent William B. Gray, Third Army CIC
Special Agent William M. Price, Knoxville OSI Detachment

Available for the discussions were the Third Army CIC Reports, OSI Reports and research data of the NEPA Division on the incidents.

2. The members of the Technical Intelligence team stated they were interested in the technical aspects of the situation and what might have caused the disturbances on the radar scopes. They proceeded to the AF Radar Station on the afternoon of 5 December 1950 where Major R. C. Care, USAF Defense Area Commander and Captain L. C. M. Clevenger, Radar Officer, Detachment #2, 662nd AC&W Squadron, briefed the team on what they had observed. The team examined the radar equipment and found no malfunctions in the equipment nor operational errors on the part of the radar crews.

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3. On 6 December 1950 the members of the team were asked for their official conclusions. At that time they stated they had come to "no official conclusions" but individual members of the team expressed their personal opinions that the cause of the incidents was "probably due to weather conditions" and mainly "temperature inversions".

4. The team, before departure, made some verbal recommendations. First, that scope cameras be made available at the Radar Station so that future incidents can be properly recorded and evaluated. Secondly, that weather conditions be more closely studied in connection with future incidents.

5. The above is furnished for your information.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

COUNTER INTELL

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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AFCSI
Maj Detwiler/rmw/71776
4 Jan 51

24-185-8-18

(Confidential) Unconventional Aircraft, technical approaches

SPECIAL INQUIRY

9 JAN 1951

Director of Intelligence
Documents & Dissemination Branch

1

Director of Special Investigations (IG)

Maj Detwiler/rmw/71776
AFCSI

Transmitted herewith for your information is a Spot Intelligence Report regarding activity by AMC at Oak Ridge in connection with subject.

1 Incl
Spot Intel Rpt dtd 22 Dec 50
re above subj

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

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian 4 DEC 1975
DATE

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

CLASSIFICATION CANCELLED ~~SECRET~~
BY AUTHORITY OF THE DIR. OF SECURITY REVIEW, OSD, ARMY
BY Jeff K. KUNZE, Capt, USAF
historian
DATE 23 DEC 1950
4 DEC 1975

24-109

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: Lt. Col. John R. Hood, Jr., AMC Field Engineering Officer, NEPA Division, Oak Ridge, Tennessee, along with personnel of the Oak Ridge National Laboratory and the AF Radar Operations Sections, McGhee-Tyson Airport, has undertaken a number of technical approaches to the problem of unidentified flying objects.

2. DETAILS: Preliminary investigation of the technical approaches to the problem of unidentified flying objects has been undertaken. This investigation is being instigated by Lt. Col. John R. Hood, Jr., AMC Field Engineering Officer, NEPA Division, Oak Ridge, Tennessee, along with personnel of the Oak Ridge National Laboratory and the AF Radar Operations Sections, McGhee-Tyson Airport.

Colonel Hood has outlined these approaches in a letter to Commanding General, Air Materiel Command, Wright-Patterson AFB, Ohio, Attn: Engineering Division MCPEXP, Subject: Reporting of Information on Unidentified Flying Objects, under date of 5 December 1950. The following is quoted from this report:

> a. With the offered assistance of the Oak Ridge National Laboratory and NEPA, radioactive background counters are being located over as wide an area of the Restricted Area as practicable. These are approximately ten in number and include air samplers. Most of these counters have been in operation under the cognizance of the Health-Physics Division to maintain a constant air monitoring program. A map of these counter locations has been furnished to the Detachment at the Knoxville Airport, and radar sightings passing over or near these counter stations will be recorded and, when sufficient number have been recorded to establish a basis for evaluation, the radioactive counter records will be compared to the radar log to see if any change in the background occurs with the presence of sighted objects. In addition, portable counters carried in a radio-equipped patrol car may be directed by the radar station to a location on the area under the plotted sighting.

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b. Dr. K. Z. Morgan, Head of the Health-Physics Division of ORNL, will provide (in late December) a several thousand Curie source of active material for the purpose of checking the radar operations to determine if the ionized air above an open portion of the source can be detected by the radar station. The source will be moved on a truck to various locations in Oak Ridge and any other desirable points. The purpose of this is to determine if the radar set located at the Knoxville Airport can see concentrations of ionized air which might result from gases released from the stacks of the Oak Ridge National Laboratory, and also to provide some indication relative to the radar detection of the nuclear powered aircraft.

c. Dr. D. M. Davis of the Oak Ridge National Laboratory is making available airborne Geiger counter equipment which initially will be carried in the C-45 assigned to this activity and which can later be mounted, if desired, in the wing tank of the F-82 fighter. The aircraft carrying this equipment will be flown by the personnel of the Radar Operations Section and vectored to the sightings being plotted by the radar in an attempt to determine if the sightings are radioactive gas or caused by some other radioactive source. It is expected that this equipment will be operational in the C-45 within ten days.

d. Dr. Davis has suggested as the possibility of using a Geographical Survey C-47 equipped with airborne counters and air samplers and with a magnetometer, scheduled to be in the Oak Ridge area in the near future. It may be desirable and possible that this ship can be similarly vectored into the area of the sightings being plotted in order to detect any radioactivity and also in an attempt to detect any electro-magnetic field fluctuations with the magnetometer. The local Radar Section has agreed to place in operation as soon as possible a height-finder-type radar and has begun operating a B-scope to get a more accurate plot of the sighting. In addition, they plan to tie in an oscilloscope with the radar set to compare the wave shape and the reflected waves to attempt to determine wave shape characteristics as observed from aircraft, clouds, birds and other objects.

e. Some preliminary discussions have been held informally to consider the possibility of locating stationary magnetometers or similar devices to see if the flucuations in the earth's electro-magnetic field occur with the radar sightings. It may be possible, if desired, to fabricate locally the sensitive portion of these magnetometers. In addition, suggestions have been made to consider employing directional or telescopic types of Geiger counters, spectographs, and other means for obtaining air samples.

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f. The services of electronic experts and ex-MIT radar specialists located in the Oak Ridge Area are being offered to the Radar Operations Section to act as consultants or to offer technical advice to the Radar Department. Personnel concerned will be those who are or have been cleared for military work and, of course, have "Q" clearances.

3. ACTION: Future progress of the technical approaches and results will be forwarded for your information.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109

11 December 1950

SUBJECT: Unidentified Flying Objects

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: An unidentified flying object was observed over the town of Oak Ridge, Tennessee from 1245 to 1300 hours, 5 December 1950 by two (2) persons.

2. DETAILS: Between 1245 and 1250 hours, 5 December 1950, Mrs. Virginia Turner, secretary at the Security Division, Oak Ridge, Tennessee while standing on Tennessee Avenue at the west end of the bus platform across from the Post Office, observed an object over the top of the Post Office building, flying in an easterly direction at a slow speed, at a distance of approximately two (2) miles and at an altitude of about 500 feet. Mrs. Turner stated that the object was north of her position. In the words of Mrs. Turner, the object was "brilliant metallic, as aluminum or highly burnished metal that reflected the light, shape round, flat or disk like, and appeared to turn slightly to the left or northwest and when turning the appearance changed and the light was no longer reflected by the object and it appeared smaller and dark gray in color, but no change in speed". The object left no definite trail; however, on the edge of the left side of the object a misty "halo" could be seen. The object flew a straight course and no noise could be heard. The total time of observation was about sixty (60) seconds.

At about 1300 hours, Mrs. J. L. O'Gara, 108 Paine Lane, Oak Ridge, while in her yard, observed an object described similarly with the one observed by Mrs. Turner with the exception that the object was moving west when she observed it.

On 7 December 1950 Mr. J. Z. Holland, Meteorological Division, Oak Ridge, Tennessee stated that the following weather conditions prevailed at 1300 hours on 5 December 1950: Wind was from the east at 6 mph, the sky was clear, visibility twelve (12) miles, temperature was 46 degrees F.

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Historian 4 DEC 1975
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On 7 December 1950 Mr. Holland also stated that no weather balloons were airborne in the Oak Ridge area. Mr. Holland revealed that no unusual releases of radio active particles were made during the above period.

On 7 December 1950 Major R. C. Care, USAF Defense Area Commander stated that two (2) aircraft were flying in the Oak Ridge area during the above sightings. One was described as an F-82 fighter which is painted black and an aluminum C-45. Both aircraft during this period were in the south end of the Controlled Area of Oak Ridge which is about fourteen (14) miles south of the two (2) observor's positions. Major Care also stated that no unusual sightings were reported by the AF Radar Station at McGhee Tyson Airport, Knoxville, Tennessee.

3. ACTION: Will not take any further investigative action, but will maintain contact with NEPA officials and U. S. Air Force Radar Stations at McGhee Tyson Airport, Knoxville, Tennessee and will report any further occurrences.

cc: Hq. AMC
ATTN: MCIS

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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24-185/8

(Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY

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

13 DEC 1950

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

Maj Detwiler/bjm/71776
AFCSI

Attached for your information are two (2) copies of a Spot Intelligence Report concerning captioned subject, dated 4 December 1950. No further action is contemplated unless so requested by your Directorate.

1 Incl
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DO 8, dtd 4 Dec 50
(in dup)

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

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

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

4 December 1950

24-109

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Objects

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: From 1715, 29 November until 2400 hours, 30 November 1950 unidentified objects appeared at various times on the scopes of the AF Radar Station, Knoxville, Tennessee over the Controlled Area of Oak Ridge, Tennessee. 29-30 Nov 50

2. DETAILS: At 1715 hours, 29 November 1950, three (3) unidentified paints (objects) appeared on the radar scopes of the AF Radar Station, 662nd AC&W Squadron, McGhee-Tyson Airport, Knoxville, Tennessee. These paints were over the Oak Ridge Controlled Area and they were not aircraft as they were moving at a speed of about six miles per hour. By 1755 the scopes "had become cluttered with paints". These objects appeared to have originated near the ground at the center of the northwest boundary of the Controlled Area and were traveling and ascending at a slow rate of speed in a southeasterly direction over the Controlled Area. As the objects, now at an altitude of 2500 to 3000 feet, came over the center of the Controlled Area they spread or fanned out and some changed directions to East South East and to West South West. The paints varied from 290 degrees to 330 degrees at from ten (10) to twenty six (26) miles from the Radar Station and they would appear, disappear, paint bright and paint dim at various times. An F-82 fighter attempted interception of specific targets but no visual or airborne radar contact was made. At 1930 the paints began to diminish and after about two (2) hours had disappeared from the scopes.

The following wind conditions prevailed over Oak Ridge at 1600, 29 November 1950:

Surface	Wind SW	210 Deg.	5 mph
1200 ft.	"	230 Deg.	12 mph
2200 ft.	"	240 Deg.	14 mph
3200 ft.	"	260 Deg.	28 mph

(Oak Ridge is 800 ft. above sea level.)

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

~~CONFIDENTIAL~~

Declassification Authority: NND 923007

The following temperatures were recorded at 1700 on 29 November 1950:

Surface	32 Deg.
500 ft.	30 Deg.
1000 ft.	27 Deg.

At 1900, 29 November 1950 a graph record of a background counter (Geiger counter used to determine radio activity) located in the Controlled Area indicated a pronounced rise in Alpha particles and a slight rise in Gamma rays at the same time. These readings are unaccounted for at the present time. Atomic Energy Commission officials state that no unusual release of radioactive particles was made from their installations on 29 or 30 November 1950.

On 30 November 1950, Mr. W. B. Gray, Special Agent, CIC, and Mr. William M. Price, Special Agent, OSI, were present at the AF Radar Station when a single, unidentified object appeared on the radar scopes. Following is the controllers notes of the objects progress:

Time	Range (miles)	Azimuth
1351	21	317 deg.
1354	17	310
1400	15	300
1402	14	295
1403	13	290
1405	12	285

(Object disappeared from the scope at 1405.)

At approximately 1630, 30 November 1950, paints, too numerous to count, reappeared on the radar scopes. These paints followed a pattern similar to those of the 29th. These objects remained visible on the radar scopes until 2330 or 2400, 30 November 1950. Present at these observations, in addition to the regular radar crew, were the following persons:

Lt.Col. John R. Hood, Jr. USAF, NEPA, AMC Field Engr. Officer, Oak Ridge, Tenn.
Commander W. E. Hribar, USN, Liaison Officer, Oak Ridge, Tenn.
Major Walter Carrs, USAF, NEPA, Oak Ridge, Tenn.
Major R. C. Care, USAF, Area Defense Commander
Dr. F. J. Davis, Oak Ridge National Laboratories, Oak Ridge, Tenn.
Mr. Paul Reinhardt, Oak Ridge National Laboratories, Oak Ridge, Tenn.
Mr. W. B. Gray, S/A CIC, Knoxville, Tennessee
Mr. W. M. Price, S/A OSI, Knoxville, Tennessee

3. ACTION: A plan is being considered whereby background counters would be installed in the fighter aircraft in order to measure radio activity in the air during the time of radar sightings of unidentified flying objects over Oak Ridge.

Declassification Authority: NND 923007

CONFIDENTIAL

A plan has been arranged whereby the release of radio active particles from the installations at Oak Ridge will be checked for possible readings on the radar scopes.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

cc: Hq. AMC
ATTN: MCIS

COUNTER INTELL.
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
DEC 6 1453
DEC 19 1950
SPECIAL INVESTIGATIONS
File

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2957

Declassification Authority: NND 923007

IN CIA DEC 1950 CI DIV
OUT 7 DEC 1950 MANAGEMENT DIV. OSI

Declassification Authority: NND 923007

CONFIDENTIAL

Wrtn 22 Nov 50

24-185/8

(Unclassified) Unidentified Flying Objects
SPECIAL INQUIRY Oak Ridge Items.

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

24 NOV 1950

1

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

Maj Detwiler/bjm/71776
AFCSI

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

1 Incl
SIR undtd, re abv
subj, fr DO #8,
w/incl (in dup)

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

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

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

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

AFCSI FILE COPY

OUT 24 NOV 1950 MANAGEMENT DIV. OSI

AFCSI
Detwiler

Lt/B

Arnold for G.R. Levy

CONFIDENTIAL

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UNCLASSIFIED

24-185-8-15X
USAF
OFFICE OF
SPECIAL INVESTIGATIONS
NOV 29 1950

Declassification Authority: NND 923007

[redacted] CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Objects

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: On 5 November 1950 at 1155 hours Mr. DONALD W. PATRICK, 419 Delaware Avenue, Oak Ridge, Tennessee, sighted an unidentified flying object over the northwest corner of Oak Ridge area.

2. DETAILS:

a. Description - The object observed by PATRICK changed shapes rapidly from pear shape to bean shape and to other shapes as noted on inclosed drawing. The object was light gray in color with a core that was a much darker gray. The object appeared to be transluscent. The mass of the object was constant and had sharply outlined edges and the core also had definite lines. Speed could not be estimated but was described as "rapid and darting". The object maneuvered within an area of a circle as illustrated on the inclosure. PATRICK further described the core as assuming the shape of the whole object, that is, when the object elongated the core would be elongate also. The object disappeared while PATRICK was attempting to locate a witness to the phenomena. No sound could be heard nor could the means of propulsion be determined. PATRICK made on-the-spot notes of his observation. Pertinent of these are as follows: "rapidly changing shape. Constant mass. Sharply outlined edges. Gray color, cool in contrast with warm, pinkish gray of clouds. No spectral reflection of light, no bright highlights. Definite suggestion of form. Movements rapid, darting in all directions within small area. Seemed to be moving in and out of cloud (this may have been because of semi-transparent characteristics). Must be some phenomena of light on clouds. Very weird. Movements did not seem to be result of wind. First impression - balloon, too rapid and random in movements. Too rapid and extreme in changes of shape."

b. Time Sighted - For five (5) to ten (10) minutes on 5 November 1950 at 1155 hours.

c. Manner of observation - Visual

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV

BY KURT K. KUNZE, Capt, USAF 4 DEC 1975
Historian
DATE

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Declassification Authority: NND 923007

d. Location of observer - At the corner of Outer Drive and West Outer Drive, Oak Ridge, Tennessee. The object appeared to be near a mountain ridge about six (6) miles distant. The object was on a compass bearing of 305 degrees. The altitude of the object remained within a short distance above or below the ridge of the mountain. (Note: PATRICK stated that for the object to be as large as he described and to be six (6) miles distant its size would be comparable to a three (3) story building a half a block long).

e. Information on Subject - Mr. DONALD W. PATRICK has been employed as an illustrator at the NEPA Division, Fairchild Engine & Airplane Corporation, Oak Ridge, Tennessee, since 25 October 1949. He has a "Q", "M" and "Secret" clearance. PATRICK is married and is twenty-six (26) years of age. He has been an efficient, reliable employee and is highly regarded and recommended by the security officials at NEPA.

f. Weather and wind conditions - According to the Weather Bureau at Oak Ridge the temperature was 51 degrees and there was a nine (9) to twelve (12) mile an hour West wind. Visibility was unlimited.

g. Activity or condition which might account for the sighting - Unknown.

h. Physical Evidence - None

i. Interception or identification action taken - None

3. ACTION: No investigation being made at this time.

1 Incl:
Sketch of objects (3)

cc: Hq. AMC
ATTN: MCIS

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

24-1837-8-15
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 17 16 49 '50
OFFICE OF
SPECIAL INVESTIGATIONS
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CONFIDENTIAL



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Declassification Authority: NND 923007

Declassification Authority: NND 923007

Wrtn 25 Oct 5[illegible]

24-185/8

(Unclassified) Unconventional Aircraft at Controlled Area, Oak Ridge, Tenn.
SPECIAL INQUIRY

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

25 OCT [illegible]

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

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Maj Detwiler/bjm/71776
AFCSI

Attached for your information is a Spot Intelligence Report concerning captioned subject, dated 20 October 1950. No further action is contemplated unless so requested by your Directorate.

1 Incl
SIR re abv subj fr
DO 8, dtd 20 Oct 50

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

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

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

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.

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Bmold for G. R. Levy

AFCSI
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USAF I[illegible]
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SPEC[illegible] INVESTIGATIONS
NOV 17 [illegible]

Declassification Authority: NND 923007

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

8D 24-109

20 OCT 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft at Controlled Area, Oak Ridge, Tennessee

CLASSIFICATION CANCELLED
BY AUTHORITY OF DIR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF Historian
4 DEC 1975

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: On 12 October 1950 eleven (11) or more unidentified objects picked up on radar at Knoxville, Tennessee. Objects appeared over Oak Ridge Control Area. Intercepter aircraft "scrambled" negative results. Ground observation made with negative results. Check made to determine if any flights in area proved negative. Conference held with Security Division AED and radar personnel from Eastern Air Defense Headquarters on 13 October 1950. No explanation was found to account for unidentified objects. Unidentified objects sighted 16 October 1950 by security guard. Excerpts from controller's report for 15 October 1950 showed reoccurance of radar targets. Aircraft intercepter worked area with negative results. On 16 October 1950, Security Trooper reported another unidentified object. Aircraft "scrambled" to intercept to no avail. Unidentified noise similar to that made by jet aircraft heard by NEPA guards and Army officer on 15 and 16 October 1950.

2. DETAILS: Beginning at 2325, EST, 12 October 1950 a total of eleven (11) objects and possibly more appeared on the radar screen of the CPS-1 Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. The objects began appearing on the north edge of the Oak Ridge controlled area and proceeded south for about twenty (20) to thirty five (35) miles at the rate of 100 to 125 miles per hour, at an altitude of 1000 to 5000 feet, on a course of 170 to 230 degrees and with densities varying from that of light liaison aircraft up to that of a C-47 type aircraft. Captain W. J. Akin, controller at the radar station "scrambled" an F-82 fighter at 2330 and the fighter was airborne at 2339. Captain Akin vectored the plane on two (2) specific targets on stern approaches at distances of one (1) and eight (8) miles respectively. On each occasion the fighter appeared to intercept the target on the ground radar screen; however, on each occasion the crew of the fighter observed no target either visually or on their airborne radar screen. The aircraft returned to the airport at 0014.

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After the sighting of the unidentified targets the Oak Ridge Security Patrol was alerted and attempts at ground observations were made; however, nothing could be seen or heard from the ground. At 0100 more objects, having the same readings as previously, appeared on the screen. On this occasion no attempt at fighter interception was made. Ground observation results in the Oak Ridge area were negative.

During the above sightings Eastern Air Defense Force Headquarters was notified and checked for possible flights in the area. Checks were also made with flight service at Atlanta and Maxwell AFB. All checks proved negative.

On the afternoon of 13 October 1950 Special Agent William M. Price accompanied officials of the Security Division Atomic Energy Division and the Knoxville CIC office to the radar station where a conference was held with officers of the radar station and a team of radar experts from Eastern Air Defense Headquarters. Numerous explanations, such as flocks of migratory birds, clouds, a flight of light planes from the nearby Oliver Springs Airport, etc. were rules out. One explanation advanced that it might have been due to atmospheric conditions. Further attempts to explain the sightings were postponed until a complete report was prepared by the radar station and until the EADF team had checked the various Air Force Commands and other services.

In an evaluation of the above sightings the following conditions should be considered:

a. Captain Akin, the controller, is considered to be a competent and well qualified radar officer.

b. The CPS-1 radar set undergoes daily maintenance. Such maintenance was performed on 12 October at 1600. Checks were made on the equipment during and after the sightings and found to be in good operating condition.

c. The crew of the fighter plane is considered to be one of the four (4) best in the 52nd Fighter Group.

d. Weather conditions during the incident were excellent. The sky was cloudless, the air was practically calm and visibility was excellent. Lt. Wolfe, pilot of the F-82, reported that he had made visual sightings earlier in the same evening at a distance of ten (10) to fifteen (15) miles.

At 0830 on 16 October 1950, Mr. George Rathman, Security Division, Atomic Energy Commission, Oak Ridge, Tennessee, notified Special Agent William M. Price that visual sightings of an unidentified flying object had been made by several persons at Oak Ridge. Accompanied by W. B. Gray, SAC, Knoxville CIC, Special Agent William M. Price proceeded to Oak Ridge.

At the AEC Security Division, Oak Ridge AEC Security Patrol Trooper Edward D. Rymer was interviewed by Mr. Rathman, Mr. Gray and Special Agent William M. Price. In substance Trooper Rymer related the following: At about 1525 EST, 15 October 1950, Trooper Rymer was on duty at the Solway entrance to the Oak Ridge controlled area. He was conversing outside the guard house with Mr. John Moneymaker, attendant at the University of Tennessee Research Farm

Declassification Authority: NND 923007

Program, Oak Ridge. Mr. Moneymaker happened to glance in the sky and called Rymer's attention to an object in the sky. The men observed that the object was starting to describe an arc in the sky. They estimated the object to be about twelve to fifteen thousand feet altitude. At this altitude the object resembled a sky-writing plane because smoke appeared to be trailing from the object. After the object described about a quarter of an arc it began to make a controlled descent at a speed estimated at about 100 miles per hour. Trooper Rymer then noticed that the object had no wings and that it appeared to be bullet shaped. By this time the men could observe that what appeared to be smoke coming from the object was an attached tail. At this time Trooper Rymer went in the guard house and called the Captain of the Guard to report a falling object. Mr. Moneymaker continued to observe the object. When Trooper Rymer came out of the guard house the object had descended to a height of about six (6) feet and was about seventy (70) yards from the two (2) men. By this time the object had assumed the shape of a two (2) by five (5) inch grayish colored card and attached to the object was a ribbon-like tail about twenty (20) feet long and an inch wide. The object had no thickness. The tail of the object, which was light gray in color, had a small black line running down through its center. The tail appeared to be waving or rippling and the latter fifteen (15) feet of the tail gave off a pulsating glow intermittently in different sections of the fifteen (15) feet. It also appeared that this section of the tail was somewhat transparent. Trooper Rymer estimated that the object was traveling about three (3) miles per hour and that the main body of the object was rocking slightly showing the corners and the under and top side. Rymer advanced on the object to within fifty (50) feet but it did not appear to get any larger. At Rymer's approach the object picked up speed slightly, proceeded across the highway, came to a nine (9) foot chain link fence, rose vertically and parallel with the fence and proceeded over the fence. After clearing the fence it dipped toward the ground for a few feet and then rose sharply to clear a thirty (30) foot willow tree and proceeded in a southeasterly direction at an increased speed to a ridge about a mile away and disappeared over the top of the ridge. The object during the flight to the ridge, changed to a pear shape but the tail continued to be present. While the object was heading for the ridge a car driven by Mr. E. W. Hightower, employee of the Maxon Construction Company, Oak Ridge, approached the Solway gate. Trooper Rymer called Mr. Hightower's attention to the object and Hightower also saw it disappear over the ridge. Shortly after the object disappeared, the Captain of the AEC Security Patrol Joe Zarzecki arrived at the scene. Shortly thereafter another similar object appeared in the sky within sight of the men at a height of about 300 feet, traveling in the same direction as the previous object and it disappeared over the same ridge. The object was visible to the men for about thirty (30) seconds. About five (5) minutes after the second appearance another similar object was visible at an altitude of about 500 feet for about a ten (10) second interval.

After a discussion of the incident Mr. Rathman, Mr. Gray, Trooper Rymer and Special Agent William M. Price proceeded to Solway Gate, scene of the observation. A check was made to Trooper Rymer's estimate of distances and they were found to be substantially accurate. The immediate area around the gate is fairly level with wooded hills and ridges rising around the area. There were no obstructions or hindrances to visibility noticeable. At the direction of Mr. Rathman, Mr. Moneymaker was brought to the scene. He gave substantially the same account as did Trooper Rymer except to add that while Rymer was phoning the object had descended to about 1500 feet and appeared to be pear shaped. Another pear shaped object appeared on one side of the object. As it came lower the object assumed the 2" x 5" card shape.

Declassification Authority: NND 923007

Mr. Rathman related to Mr. Gray and Special Agent William H. Price that he had checked the AEC file on Rymer and that he has an excellent record. He has never been cited for any infraction of the AEC rules, has a "Q" clearance, 20/20 vision and is well liked and respected by his co-workers. Captain Zarzacki also has an excellent record. Very little is known of Moneymaker and Hightower at the present.

At 1400 hours on 16 October Mr. Gray and Special Agent William M. Price proceeded to the Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. Major R. C. Care, Defense Area Commander stated that the radar screen had picked up indistinct, unidentified objects during the afternoon of 15 October. Major Care produced the incident report of Captain W. J. Akin, controller. Excerpts from Akin's report are as follows:

> "Prior to this report (Rymer's), we had a reoccurance of targets like Thursday night. We had sent one scramble out and made several good passes at one target which painted very well. It was on a heading of 180 degrees and approximately 4 miles inside the eastern boundary of the area. Our fighter worked from 2500 to 5000 feet, but saw nothing. The speed of these targets varied from 40 to 100 miles per hour. Every characteristic was the same as before except that the speed was slower.
>
> "There was nothing on the scope at the location of this strange object.
>
> "The strange visitor was reported to Captain Cole at Nobody, who carried through to EADF. Their orders were to put a patrol over the area, which was done.
>
> "Lt. Gutherie operating under my control, and later Captain Duffy, saw nothing in the area except one large flock of birds, which we were painting. He estimated their number between 200 and 300. This was at 7000 feet. His patrol up until 1730 EST when I left duty, ranged from a low level pass over the gates to 7000 feet.
>
> "He was vectored after several well painted targets, but saw nothing."

At about 1520 EST 16 October, while Special Agent William H. Price was present, a report came from the AEC Patrol to the radar station relating that a Trooper Isabell and four civilian employees at Oak Ridge had observed a "silver disc" hovering over the K-25 Plant in the controlled area. The radar screen was able to pick up an indistinct target about every three (3) or four (4) sweeps of the indicator. An F-82 fighter plane was sent to attempt an intercept of the object. The airborne radar of the fighter picked up a target which later proved to be a light aircraft. The ground observers reported that the F-82 passed under the "silver disc" while it was in pursuit of the light plane. The crew of the fighter observed nothing unusual. Nothing further was learned of the sightings.

On 16 October 1950 at 1330 hours another unidentified object was sighted by John L. Isabell, Trooper, Oak Ridge Patrol Force and at 1455 hours the object reappeared. At this time Isabell was joined by Trooper Lendelle Clark and Hank N. Briggs who submitted reports on the incident which are quoted as follows:

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CONFIDENTIAL

"At approximately 1:30 P. M., October 16, 1950, while working at Blair Gate, I saw an object in the air over K-25 traveling in a northeast direction from the southwest. It was traveling in a straight line and going very fast. The object was white or silvery in color and round like a ball and was about the size of a baseball as seen at the distance it was from me. It seemed to be very high.

"At exactly 2:55 P. M. October 16, 1950, this object reappeared from the northeast at a considerably lower altitude and was traveling a lot slower than before. I stopped a car that was coming in the gate in order to have witnesses to what I saw. The occupants of the car were Troopers Lendelle Clark and Hank N. Briggs going in to work. I pointed out the object to Troopers Clark and Briggs and we watched the object for several minutes. This object was slowly circling in a wide circle and spinning very fast, that is, the object itself was spinning around and around. The object drifted toward the southwest and in just a few minutes it reappeared at a very high altitude going back into the northeast and going very fast. We watched the object disappear into the northeast.

"This information was phoned in to Headquarters immediately by Special Agent William M. Price. About fifteen minutes after the object disappeared into the northeast, an F-82 fighter plane showed up in the area where the object was last seen but appeared to be thousands of feet lower than the object which Troopers Clark and Briggs and Special Agent William M. Price saw and reported.

/s/ John L. Isabell, Trooper
Oak Ridge Patrol Force"

"On October 16, 1950, at approximately 2:55 P. M., Trooper Isabell stopped us at this installation and showed us an object in the north that was traveling toward the northwest. It looked to be about 2000 feet in the air and a white-silverish looking color, rotating in a counter clockwise manner. It was round in shape and going in a rather fast motion. This object was at a high altitude and seemed to come in sight and then disappear. It looked about the size of a ball and round at every angle we looked at it.

/s/ Lendelle Clark
/s/ Hank N. Briggs"

(True copies of the above quoted reports are included herewith).

On 17 October 1950, Mr. Gene Goedjen, NEPA Division, Fairchild Engine and Airplane Corporation reported that NEPA Guards Herron, S. R. Brown and Davis, while on guard duty, heard an unusual noise at approximately 2000 hours, 16 October 1950. The noise was similar to that made by a jet aircraft and lasted for about four (4) seconds. The last three (3) seconds of the period the sound seemed to be increasing and sounded as if the object causing the noise was ascending. Nothing was seen in the air or on the ground that might have caused the sound.

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CONFIDENTIAL [redacted]

Major Louis Ronniger, Army ORC Instructor at Oak Ridge, Tennessee, reported that on 15 October 1950 he was on the AEC Patrol Rifle Range. Ronniger stated that at about 1400 he heard a noise similar to that made by two (2) jet aircraft. The sound seemed to increase and decrease and the noise seemed to be ascending. Ronniger stated he could see no aircraft and that the sound lasted for approximately four (4) seconds. (Evaluation: F-6)

3. ACTION: Continued liaison with FBI, Security Division Atomic Energy Division and CIC is being maintained, and further reports will be furnished as they become available.

2 Incls:
1 cy AEC Patrol Rpt No. 1424-50
1 cy AEC Patrol Rpt No. 1424-50

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

24-1858-14
UNITED STATES AIR FO
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OCT 23 1 50 PM '50
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Declassification Authority: NND 923007

~~CONFIDENTIAL~~

FORM OR-514
(April 1950)

Incident Report
AEC PATROL

C A U T I O N
This document contains information affecting the National Defense of the United States Its transmission or the disclosure of its contents in any manner to an unauthorized person is prohibited and may result in severe criminal penalties under applicable Federal laws.

Closed _____
Date _____
By _____
W.R. _____
N.R. _____

Supplement
Incident Report No. 1424-50

Date 10-16-50

Time 2:55 P. M.

CLASSIFICATION	TROOPER	LOCATION	
Flying Object	John L. Isabell	Blair Gate	
PERSON INVOLVED	ADDRESS	BADGE NO.	COMPANY
Trooper Lendelle Clark		212	
PERSON INVOLVED	ADDRESS	BADGE NO.	COMPANY
Trooper Hank N. Briggs		156	

REMARKS:
On October 16, 1950, at approximately 2:55 P. M., Trooper Isabell stoped us at this installation and showed us an object in the north that was traveling toward the northwest. It looked to be about 2,000 feet in the air and a white-silverish looking color, rotating in a counter clockwise manner. It was round in shape and going in a rather fast motion. This object was at a high altitude and seemed to come in sight and then disappear. It looked about the size of a ball and round at every angle we looked at it.

/s/ Lendelle Clark
/s/ Hank N. Briggs

Distribution:
1 - Callaghan
2 - Chief Davis' File
3 - Mail & Rec. File

OFFICE						
SURNAME						
DATE						

AEC, Oak Ridge, Tenn., 4-12-50--5000-A17622

CERTIFIED TRUE COPY:

William M. Price

S/A

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Incl #2

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Flushing Queens,
N.Y.
June 21, 1968

Declassification Authority: NND 923007

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA
23 September 1950

SUBJECT: UNKNOWN SUBJECT
(Unidentified Lighter Than Air Aircraft at Leighton, Alabama)

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

SYNOPSIS:

On 21 September 1950, Mr. HOYT SHERARD of Decatur, Alabama, found an Object which resembled a home made lighter than air type of aircraft. This object was turned over to the Federal Bureau of Investigation for a complete investigation.

DETAILS:

1. On 21 September 1950, while testing soil at Leighton, Tuscumbia County, Alabama, Mr. HOYT SHERARD, Soil Conservation Department, Decatur, Alabama, found an object approximately 12 miles south west of Wheeler Dam, (a TVA Project). This object was made of a plastic material, resembled a tow target except that it had no openings, was 42 inches in diameter and about 12 feet long with an attached red plastic streamer, cylindricial in shape, 10 inches in diameter, 125 feet long and with both ends open. This object appeared to be a home made ballon with two cardboard boxes attached below with nylon parachute cord. These boxes were approximiatly 10"x10"x12". One box was found to contain two six volt batteries, one Westclock Big Ben alarm clock with attached micro-switch. This clock was set to alarm at 12:15 o'clock and was stopped at 01:10 o'clock. This box appeared to have had an explosion in it as evidenced by powder burns on the inside surface of the box. The second box was found to contain one Westclock Big Ben alarm clock and one six volt battery. The clock was stopped at 12:44 o'clock and was set to alarm at 12:20 o'clock. No explosion had taken place in this box as a dynamite cap was found attached to the micro-switch on this clock with one wire broken. The dynamite cap was in an aluminum tube about one half inch in diameter and three inches in length. A piece of white cardboard was found attached to the box which had exploded and was partially destroyed. The letters ORCE and the letter B startinganother word, EXT 340 (presumed to be a telephone number and the letters NGER were written on the card. These letters appeared to be handwritten in india ink with a lettering set.

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Declassification Authority: NND 923007

CONFIDENTIAL

ACTION:

This incident is being investigated by the Birmingham Field Office of the Federal Bureau of Investigation. All evidence was forwarded to the FBI Lab, Washington, D.C., on 22 September 1950.

PATRICK W. HAYES
Lt. Col. USAF
District Commander

12 Inclosures:
Incl -1- Clipping from Birmingham News
Incl -2 thru 12 Photographs of unidentified object.

Mr. Van Fosson has

Balloon instruments released at Holloman AFB, N.M. & were manufactured by General Mills.

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24-1858-13
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
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OFFICE OF
SPECIAL INVESTIGATIONS

9 OCT 1950

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

Birmingham News,
23 Sept. 50

SATURDAY

'Bomb' balloon from Decatur sent to FBI

DECATUR, Ala., Sept. 23—(AP)—The FBI Saturday studied a crudely made balloon time bomb found in woods 12 miles southwest of Wheeler Dam.

The balloon was found by Hote Sherard, a soil conservationist. It was made of clear plastic and supported two alarm clocks and a dynamite cap, Police Chief J. B. Whitmire here said.

The balloon was forwarded to the FBI field office at Birmingham. George D. King, special agent in charge, declined to speculate on the purpose of the balloon, or whether or not it was a hoax.

Sherard said the balloon was about 16 feet long and four feet in diameter, fastened together by scotch tape. A sleeve of red material about 120 feet long was tied to it.

Two cardboard boxes were attached below with nylon parachute ropes and wire. Sherard said an alarm clock in each box was set for 12:15. They had run down. Dry cell batteries were in the boxes.

Police Chief Whitmire said a dynamite cap was wired to the second clock. Both appeared to be fairly expensive, he added.

The balloon had been ripped by trees, the soil conservationist who discovered it reported.



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Tide

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Herb Hannah,

Declassification Authority: NND 923007

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Jebb Pearson,

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Balloon with possible explosive attachment turned over to FBI

DECATUR, Ala., Sept. 22—(AP)—A large balloon found near here with two alarm clocks and what looked like a dynamite cap attached today was turned over to the FBI for investigation.

It was found yesterday in woods 12 miles southwest of Wheeler Dam and about two miles from Leighton in Northwest Alabama.

Hoyt Sherard, of near Decatur, a soil conservationist, said he found the balloon while testing soil in that area yesterday afternoon.

* * *

THE BALLOON had been ripped by trees, he said. It was of clear plastic about 16 feet long and four feet in diameter, fastened together by tape. A sleeve of red material about 120 feet long was tied to it.

Two cardboard boxes were attached below with nylon parachute ropes and wire. Sherard said an alarm clock was in each box set at 12:15. Both had run down.

Dry cell batteries were in each box and the second box also held a small alumnium tube about as big as a man's finger.

Police Chief J. B. Whitmire said the tube contained what appeared to be a dynamite cap wired to the second clock.

* * *

WHITMIRE SAID he was completely puzzled.

"I have no idea what it is," the chief said, "but I know it will be thoroughly investigated by the FBI." He added that the clocks appeared to be fairly expensive ones.

Canadian mercy fl

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

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UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

PWH/GRS/hcg

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

24-

17 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Sighting of Unidentified Flying Objects

X Saufley Field, Flying Object
23 Mar 50, seen by Navy EM

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

1. The following are extracts from newspaper reports concerning the alleged sightings of "flying saucers" within the area of DO #8:

a. (Pensacola Journal, 24 March 1950)

On 23 March 1950 two groups of persons in Pensacola, Florida reported sighting "mysterious flying objects".

A group of eight Navy enlisted men, ground crew members at Saufley Field were reported to have viewed the object through binoculars for about half an hour. A group of paper mill workers were reported to have seen the same or a similar object for about the same period.

Both sightings were between 0900 and 1000 hours.

The object sighted by Navy personnel was reported to be silvery, flat, round, and flying east at an estimated speed of perhaps 300 miles per hour.

Navy officials are reported to have indicated that the object was not a weather balloon and pointed out that the object was flying directly against winds of high velocity.

Personnel who sighted the object estimated that it was 15 miles above the earth.

Pensacola

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

SECRET

24-185-8-12

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

APR 20 11 04 AM '50

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OFFICE OF SPECIAL INVESTIGATIONS

APR 25 1950

File

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Declassification Authority: NND 923007

Declassification Authority: NND 923007

Subj: Sighting of Unidentified Flying Objects

b. (The Nashville Tennessean, 30 March 1950)

Two fishermen on Marrowbone Lake near Nashville, Tennessee reported sighting between 6 and 12 unidentified flying objects at about 0700 hours 29 March 1950. D. C. WHITESIDE and HOWARD T. WILLIAMS told of the objects passing about 200 to 300 feet over their heads. The men estimated that the objects - reported to be black, round, heavy, and about five feet long - were traveling at least 500 miles per hour.

CAA and USAF officials at Nashville disclaimed knowledge of any aircraft in the area at the time.

c. (The Nashville Tennessean, 10 April 1950)

Eight employees at the Baptist Sunday School Board declared they saw a flying saucer "wizz" over the Tennessee State Capitol Building at Nashville, Tennessee just before 1200 9 April 1950.

The disc-shaped, shining object flying in a cloudless sky was reported to have disappeared upward toward the north. Speed of the object was a subject for disagreement; some said faster than an airplane, others said slower.

2. No investigative action taken by this district.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

PWH:GRS:hcg

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

11 April 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Sighting of Unidentified Flying Object, Guatemala City Airport, Guatemala, 15 March 1950

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

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

1. SYNOPSIS: ROZELL B. HALL, Captain USAFR and pilot for commercial airline, states that three American crew members TACA, commercial airline, claim they saw "flying saucers" 15 March 1950 passing directly over runway Guatemala City Airport, Guatemala.

2. DETAILS: Captain ROZELL B. HALL, AO-755334, USAFR, while on a two week active duty tour at Brookley AFB, Alabama, disclosed the following information:

a. On 16 March 1950 HALL was the pilot on a TACA aircraft in flight from San Salvadore to Guatemala City Airport, Guatemala. On arriving at the Guatemala City Airport HALL was informed by PAUL J. NEWMAN, TACA pilot, DAVID CHRIST, TACA co-pilot, and ALBERT GEHBAUER, TACA engineer, all of New Orleans, Louisiana, that they had sighted "flying saucers" over Guatemala City, Guatemala.

b. To the best of HALL's recollection the information furnished by NEWMAN, CHRIST, and GEHBAUER was as follows:

(1) Date of sighting - 15 March 1950.
(2) Time of sighting - approximately 1100 hours.
(3) Observer's position - standing in front of Air Terminal, Guatemala City, Guatemala.
(4) Number of objects - NEWMAN and CHRIST state that they saw three; GEHBAUER states he sighted four. All agreed that objects were in a single formation.

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Removed per Col Foss 5 Mar 52 ltr to DCS/O

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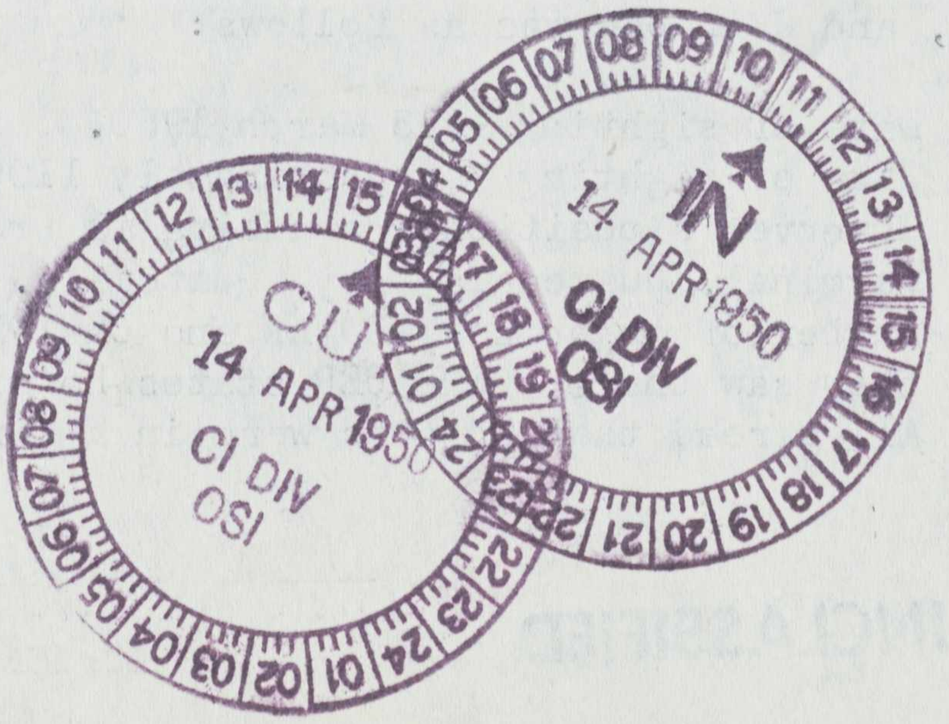
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APR 17 1950

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Declassification Authority: NND 923007

(5) No known celestial phenomena or planets unaccounted for.

(6) Distance of object from observers - estimated altitude 25,000 feet. Flying in horizontal level flight.

(7) Time objects in view - unknown.

(8) Appearance of objects:

(a) Color - silver
(b) Shape - oval, slightly elliptical
(c) Size - appeared larger than a DC-4 (C-54)

(9) Direction of flight - directly from south to north, passing directly over runway Guatemala City Airport, Guatemala which runs south to north.

(10) Tactics or maneuvers - when first object came into sight, it flew north a distance that was judged to be approximately 30 miles - about over the town of Ravinal - where it turned left 180° and headed directly south. A few moments later two more objects appeared moving one directly behind the other, heading north. A third object passed over after the first two disappeared. It was surmised by the TACA personnel that the first object went back to pick up the second. According to GEHBAUER a fourth object appeared a few moments later. All objects were traveling north. GEHBAUER estimated the turning radius was 15 to 20 miles.

(11) Evidence of exhaust - none.

(12) Lights - from reflection of sun on objects, it was assumed that the objects were highly polished. No artificial lights were observed.

(13) Effect on clouds - no mention of clouds.

(14) Construction - objects appeared to be solid - one piece oval.

(15) Propulsion - no noise of reciprocating engines or jet exhaust in evidence. No vapor trail observed.

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(16) Control and stability - objects appeared to be very stable.

(17) Air ducts - none noted.

(18) Speed - GEHBAUER estimated the speed is over 1,000 mph, possibly 1400-1500 mph. GEHBAUER also stated that the objects moved so fast it was very difficult to keep his eye on them.

(19) Manner of disappearance - objects disappeared from view in the distance.

c. HALL acknowledged the weather on 15 March 1950 at Guatemala City, Guatemala was CAVU.

d. HALL stated that CHRIST showed him a picture in the Guatemala City newspaper on the morning of 16 March 1950 which was represented to be a picture of "flying saucers". According to HALL the picture was approximately 4" x 8" and the object was about the size of a penny. HALL stated that he believes CHRIST still has the newspaper clipping.

e. HALL stated that he had known CHRIST, NEWMAN and GEHBAUER for approximately four years and has always found them to be trustworthy and honest. HALL further revealed that he had at first kidded the three concerning the story whereupon they all became very angry and very emphatically stated that what they had said was the truth.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

APR 13 4 32 PM '50

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

PARAPHRASE NOT REQUIRED

From: CO 3840th AU Wing Craig AFB Ala

To : ComGen AMC Wright Patterson AFB Dayton Ohio ATTN: MCI

Info: ComGen Air University, Maxwell AFB, Ala ATTN: AsstCofS Plans&Op

CS USAF Washington DC ATTN: OIN

31 Mar 50

Johnny Townsend of WCMC, Mr. Abbie Hunt, his son and a newsboy, all of Selma, Alabama, saw 3 objects in the sky 30 Mar 50 between the time of 1808 and 1813 CST. The Selma Times-Journal, local newspaper, is planning to give it a big play. The following information is submitted

Mr. Townsend's first impression was that they were clouds with the sun shining through. But there were no clouds in sight, and Mr. Townsend says they definitely saw 3 circular objects of some sort. They were all traveling in formation - at first, they were broadside to the watchers and looked like plates, then turned, and the edge side was presented to the watchers. The middle one pulled up straight, and the other two followed. As to color, they looked like little moons or suns, glowing - were illuminated all over. He is not sure of the size because he does not know how high they were, but estimates they must have been as big as B-17s and were at 10,000 ft or higher, and must have been going at tremendous speed. They were going West, and Mr. Townsend and his companions watched them for 3 minutes. There was no sound, no exhaust trail. The weather was clear.

INFO : OIN CSI CIG OPO

[redacted] (31 Mar 50) RC 56/31

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

APR 3 9 44 AM '50

OFFICE OF SPECIAL INVESTIGATIONS

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

APR 11 1950
COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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Declassification Authority: NND 923007

CONFIDENTIAL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

PWH:GRS:egw

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, ALABAMA

24-80

29 March 1950

CLASSIFICATION CANCELLED [illegible]
BY AUTHORITY OF THE DIRECTOR OF SPECIAL [illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

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

1. Reference is made to AFCSI Letter 85, dated 8 February 1950.

2. The following incidents regarding unconventional aircraft have been reported within the investigative area of this district during the month of March:

a. The first incident concerns Mr. STEWART E. ADCOCK, Knoxville, Tennessee, owner of Knoxville radio station WROL, who is also the operator of a "ham" radar station in the Knoxville area.

(1) On 1 March 1950 ADCOCK reported to the FBI and to the Oak Ridge Security Control, AEC, that he had sighted an unidentifiable object over Oak Ridge on his radar screen while in the process of operating his "ham" radar station. The object was sighted at 2330 1 March 1950, altitude 80,000 feet, bearing 332°. Speed undetermined.

(2) At 2130 2 March 1950 ADCOCK picked up two objects on his radar screen in the presence of E. L. SEAGRAVES, Special Agent 111th CIC Detachment, and WILLIAM M. PRICE, OSI Agent this district. The pip on the radar screen was reported to be a series of X's, each approximately 1" high which were merging from right to left. ADCOCK estimated the altitude 80,000 feet with an azimuth of 310° and the objects, according to ADCOCK, were traveling in a three to five mile circle over Oak Ridge, Tennessee.

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Declassification Authority: NND 923007

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24-80

29 March 1950

SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

(3) At 2245 2 March 1950 ADCOCK reported that he had observed that the objects mentioned above had reduced to one, the altitude decreased to 70,000 feet, other factors remaining consistent. ADCOCK was unable to estimate speed of objects and reported that the objects faded from his screen at 0030 3 March 1950.

(4) At 1035 3 March 1950 ADCOCK reported that he had observed the object reappearing at an altitude of 90,000 feet, azimuth 332° traveling at a speed of approximately 200 miles per hour and traveling in a circle of about three miles in diameter. The object's altitude decreased sharply down to about 40,000 feet. At 1130 ADCOCK reported that the object had climbed to 100,000 feet and had headed due east with a great increase of speed. The object left the screen at about 1230 3 March 1950 ADCOCK advised. ADCOCK compared the density of the object to that of a DC-3.

(5) On 3 March 1950 personnel assigned to the Naval Reserve Armory, Knoxville, Tennessee, attempted to pick up the object reported by ADCOCK with radar equipment at the Armory. Results were negative.

(6) At 1007 4 March 1950 ADCOCK again reported a sighting with the object having an altitude of 100,000 feet, azimuth 330°, speed 200 miles per hour, density DC-3. The object left the screen at 1026 4 March heading due east.

(7) At 1101 4 March 1950 ADCOCK again reported a sighting; factors the same as reported in the previous paragraph. The object left the screen at 1401 heading due east.

(8) At 1025 6 March 1950 ADCOCK again reported a sighting. Altitude 100,000 feet, azimuth 332°, density DC-4. Object was reported as describing a three mile circle. Object was reported to have headed due east at 1110 and faded out at 1130.

(9) At 1700 3 March 1950 the undersigned contacted Brigadier General JOSEPH E. CARROLL by telephone and advised him of the ADCOCK sightings. At this time, General CARROLL stated that OSI would take no active part in investigating or verifying the ADCOCK reports; however, OSI would, if called upon, act as an intermediary for other interested agencies. Instructions were passed on to Special Agent PRICE at Knoxville, and full compliance was made.

[redacted]

Declassification Authority: NND 923007

(10) The following persons and/or agencies were fully conversant with the ADCOCK incident: Special Agent in Charge JAMES A. ROBY, Knoxville Field Office, FBI; Third Army CIC; Naval Reserve Unit, Knoxville; Colonel C. D. GASSER, AMC Engineering Field Office, Oak Ridge; Security Division, AEC, Oak Ridge, Tennessee; Commanding Officer, Tennessee Military District; and Commanding General, 14th Air Force.

(11) On 9 March 1950 Colonel C. D. GASSER, AMC Engineering Field Office, NEPA Project, Oak Ridge, Tennessee, who monitored the entire ADCOCK incident, forwarded a report to the Commanding General, Air Materiel Command, copy of which is attached hereto as Inclosure No. 1.

b. At 1130 18 March 1950 Major WILLIAM SCHMELZER, 5015 Inglewood Court, Nashville, Tennessee, a mobilization assignee to the 314th Troop Carrier Wing, Intelligence Section, Smyrna Air Force Base, Tennessee, reported to Special Agent WALLACE FLOOD, Detachment Commander, OSI, Smyrna Air Force Base, that GERALD HOLLY, 1129 Castleman Drive, Nashville, Tennessee, a photographer for the "General", a house paper published by the General Shoe Corporation, Nashville, Tennessee, had made a photograph of what might possibly have been an unconventional aircraft. SCHMELZER further disclosed that HOLLY had sold this photograph to Life magazine stating that it showed the trail left by a flying saucer or some other type unconventional type aircraft. SCHMELZER furnished a copy of the photograph which he allegedly obtained from HOLLY.

(1) The photograph was taken by HOLLY on 9 March 1950 at about 1700 near Gurley, Alabama, which is approximately 20 miles from Huntsville, Alabama. The camera, a 4x5 B&J, press camera with Optar, 135 m.m., f 4.7 lens, was aimed east and tilted about 30° from horizontal towards the sky and mountain tops. The object traveled the distance shown in the picture in approximately three minutes, seemed to climb vertically for one and a half or two minutes and disappeared in a northwesternly direction. HOLLY stated that he was using super XX film, lens setting f.32, shutter speed 1/100 second, no filters.

(2) A copy of the picture taken by HOLLY is inclosed herewith marked Inclosure No. 2.

c. At 1000 18 March 1950 Captain E. M. ROSENTRETER, Intelligence Officer, 314th Troop Carrier Wing, reported that he had been notified by 1st Lt. DONALD J. McCARTHY, 62nd Troop Carrier Squadron, Smyrna AFB, of

Declassification Authority: NND 923007

24-80 29 March 1950
SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

the following: McCARTHY had received a telephone call while on duty as Airdrome Officer at approximately 1900 17 March 1950 reporting what might have been an unconventional aircraft. Mr. C. F. SCOTT, JR., Scott Builders Supply Company, Athens, Tennessee, reported to McCARTHY that while standing on the street in Athens, Tennessee, at 1850 he had observed what he first thought to be an aircraft falling in flames. The object then straightened out and appeared to be diving, made a turn to the right from a heading of 75° to a heading of between 190 and 240 towards Chattanooga, then made a turn to the right and disappeared behind a cloud, direction toward Atlanta at 1855 hours. SCOTT reported the flame to be constant, white hot and an estimated one-half mile in length. Speed of object estimated at 400 to 700 miles per hour, altitude 20,000 to 35,000 feet. SCOTT stated that the object never appeared to be closer than 20 miles.

d. On 18 March 1950 the following article appeared in the Nashville Tennessean under the date line Chattanooga Associated Press: "An aerial object with a flaming exhaust gave scores of Chattanoogans the jitters at twilight yesterday. Calls from excited spectators jammed telephone lines into the Chattanooga Times and police headquarters. Many of the callers wondered 'if the thing was a flying saucer.' Others were certain it was a plane falling in flames. The tower operators said the craft was on a northwest to southeast course."

e. On 20 March 1950 Pilot JACK ADAMS and Co-pilot G. W. ANDERSON, JR., Chicago & Southern Air Line, reported sighting of an unconventional type aircraft while near Hazen, Arkansas, while enroute from Memphis, Tennessee, to Little Rock, Arkansas, on a regularly scheduled commercial flight.

(1) Newspaper accounts of ADAMS and ANDERSON sighting are inclosed herewith as Inclosures No. 3 and No. 4.

(2) At 1520 22 March 1950 Major NOLD, Headquarters OSI, contacted the Memphis OSI Detachment by telephone and questioned the Officer in Charge, Captain WILLIAM T. HECKART, asking if HECKART had interviewed ADAMS and ANDERSON. HECKART replied in the negative making reference to AFCSI Letter 85. NOLD inquired as to any Air Force personnel who might have questioned ADAMS or ANDERSON. NOLD made no further request.

(3) It was determined that no base personnel of the 2584th AFRTC, Memphis, Tennessee, had questioned either ADAMS or ANDERSON.

(4) On 22 March 1950 it was learned that Major DEWEY H. ORR, AO-917655, USAFR, Intelligence Officer, 516th Troop Carrier Wing (Reserve), Memphis, Tennessee, and Major RICHARD K. EASLEY, USAFR, 516th Troop Carrier Wing,

Declassification Authority: NND 923007

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24-80
SUBJECT: Unconventional Aircraft
SPECIAL INQUIRY

29 March 1950

had interviewed ANDERSON who is a Captain in the 516th Troop Carrier Wing Reserve. The interview had been conducted at the request of Colonel WILLIS MITCHELL, USAFR, Commanding Officer, 516th Troop Carrier Wing, and Lt. Colonel CEYLON FRAZIER, USAFR, Executive Officer, 516th Troop Carrier Wing. ORR advised that he and EASLEY had signed the report which followed closely the attached news article and sent it to the Director of Intelligence, USAF.

f. On 23 March 1950 an article appearing in the Memphis Press Scimitar reported that two more Chicago & Southern pilots had revealed that they had sighted "strange and mysterious objects flitting thru the skies of the Southland" near Greenwood, Mississippi, at about 1239 hours 20 March 1950.

(1) Newspaper accounts of the second sighting by Pilot PAUL W. BENNETT and Co-pilot WILLIAM T. TUERO are included herewith as Inclosures No. 5 and No. 6.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

6 Incls:
1. Col. GASSER's Report
2. Photograph
3. Newspaper account of ADAMS and ANDERSON
4. Newspaper account of ADAMS and ANDERSON
5. Newspaper account of BENNETT and TUERO
6. Newspaper account of BENNETT and TUERO continued

Noted D.L.R.

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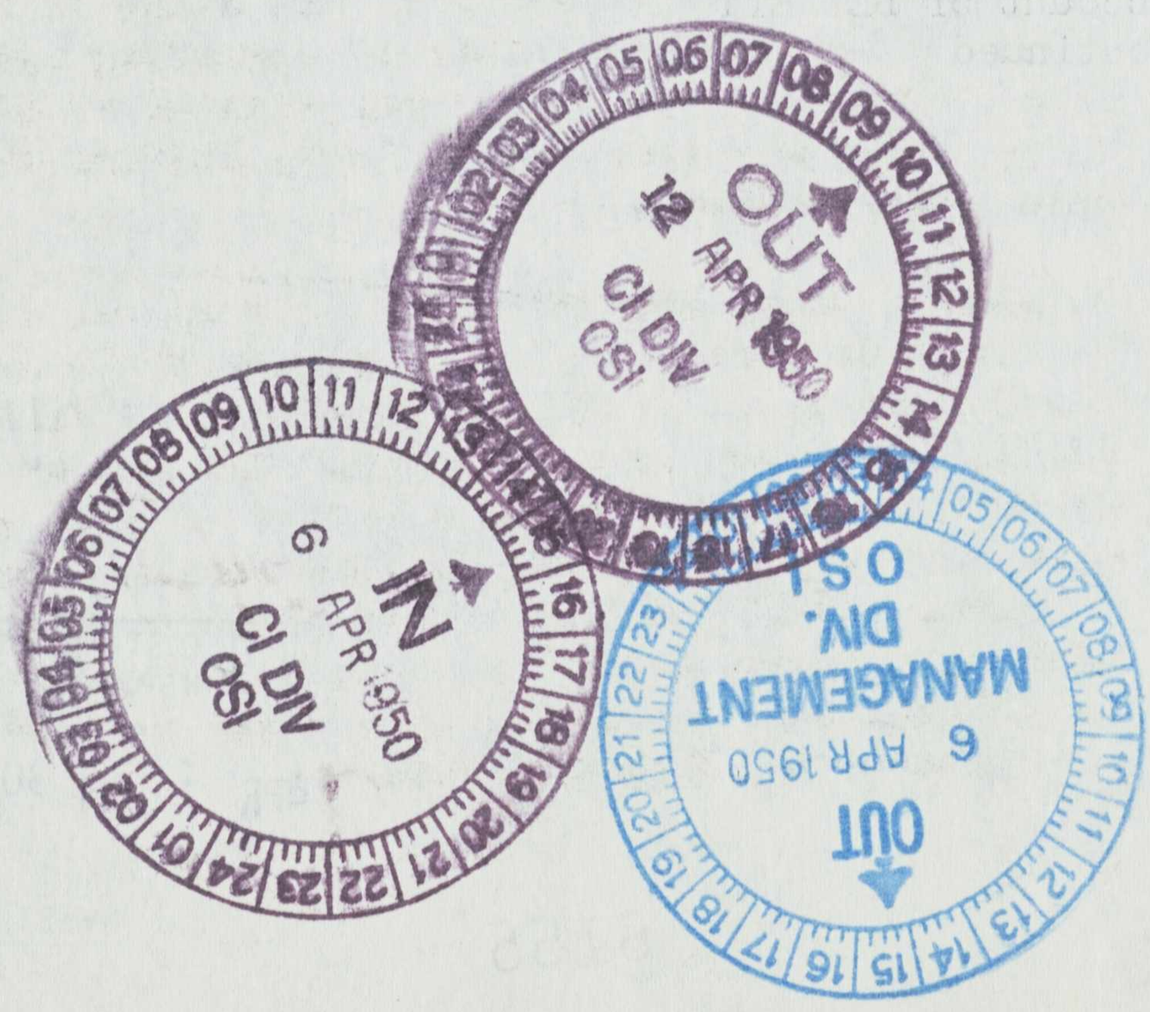
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APR 19 1950

Declassification Authority: NND 923007



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[redacted] CONFIDENTIAL

MCREOLS/CDG/jb

NEPA Project, P. O. Box E
Oak Ridge, Tennessee

9 March 1950

SUBJECT: Report Re Alleged Object Flying Over Oak Ridge, Tennessee

THRU: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: Engineering Division MCREXP
Col. M. C. Demler

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: Chief, Engineering Division
Brig. Gen. R. P. Swofford, Jr.

1. This references a telephone conversation had with you at 1610 on 3 March 1950 concerning the subject matter. In connection therewith, attached will be found a Memorandum for Record covering applicable activities entered into by the writer and by Captain R. D. Cross of this office on behalf of above cited case. In reviewing the attached, the names of various individuals appear. A list of these individuals, together with their official capacities, is given below for familiarity purposes:

Mr. G. A. Goedjen - Assistant to the AF Plant Representative for Security, Oak Ridge, Tenn.
Mr. W. M. Price - OSI - Knoxville, Tenn.
Mr. E. L. Seagraves - CIC - Knoxville, Tenn.
Mr. C. McSwain - FBI - Knoxville, Tenn.
Mr. S. E. Adcock - Holston Hills, near Knoxville, Tenn.
Mr. B. W. Menke - Chief, Security Division, AEC ORO.
Mr. R. P. Kurtze - Air Force Prov-Marshal's Representative, Oak Ridge,
Mr. F. P. Callaghan - Assistant Chief, Security Division, Oak Ridge, Tenn.
Col. W. I. Sherwood - Tennessee Military District, Nashville, Tenn.
Col. R. O. Nunamaker - Tennessee Military District, Nashville, Tenn.

UNCLASSIFIED

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

[redacted] CONFIDENTIAL

Incl #1

Declassification Authority: NND 923007

[redacted]

Ltr TO CG, AMC, Wright-Patterson AFB, Dayton, O. ATTN: Chief, Eng Div, Brig. Gen. R. P. Swofford, Jr., THRU: Eng Div MCREXP, Col. M. C. Demler, Subj: "Report Re Alleged Object Flying Over Oak Ridge, Tenn" dtd 9 Mar 1950.

Capt. P. W. Henderson - Office, Director of Intelligence (A-2) Headquarters, 14the Air Force.
1st Lt. J. W. Clancy - Office, Director of Communications and Electronics, Headquarters, 14th Air Force.

2. To the best of the writer's understanding, concurred in by Messrs. Goedjen, Price, Seagraves, McSwain and Callaghan, the Third Army did not take prompt, positive action to effect an on-the-site investigation of the reported incident, even though AEC ORO and the Liaison Office of the Tennessee Military District at ORO took immediate steps to report the situation as soon as it was brought to their attention, i.e.--on 2 March 1950. Illustrating this point, Third Army personnel have still not arrived as of this writing and 14th Air Force personnel called into the case by the Third Army did not arrive in Knoxville until the afternoon of 7 March 1950.

3. There is apparently something wrong with the system presently established to insure prompt, positive action by responsible defense authorities in case of a threat to Oak Ridge. It is not seen, for instance, how the Third Army or, for that matter, any other responsible military organization charged with protecting Oak Ridge, can effectively interpret the meaning of observations illustrated by the Adcock case, without at least sending a competent individual to the site to make a personal investigation. For all anyone knows, Mr. Adcock's observations could very easily have been authentic, and it seems that the Third Army should have dispatched or arranged for dispatch immediately upon receipt of the first report, suitably qualified personnel and equipment to either confirm or deny the report. On the other hand, the matter was left to be accommodated by a group of people who had no direct responsibility (other than securing intelligence) but who took on the task, within their limited abilities, in an attempt to either confirm or deny Mr. Adcock's observations.

4. In view of the apparent delay by responsible military authorities in taking on-the-site investigative or protective measures on behalf of an installation as vital to the national welfare and defense of the United States as is represented by Oak Ridge, it is strongly recommended that this matter should be immediately brought to the attention of appropriate Department of Defense authorities with a view toward taking corrective action.

C. D. GASSER
Colonel, USAF
AMC Engineering Field Officer

Inclosure:

Memorandum for Record

[redacted]

Declassification Authority: NND 923007

Col Bassen's Report

Declassification Authority: NND 923007

[redacted] CONFIDENTIAL

MEMORANDUM FOR RECORD

3 March 1950 - At the request of Mr. Gene A. Goedjen, Chief of Security, Air Force Offices, S-50 Area, Oak Ridge, the writer entered into a conference with Mr. W. M. Price (OSI), Mr. E. L.Seagraves (CIC), Mr. C. McSwain (FBI), and Mr. Goedjen regarding a report received from Mr. S. E. Adcock of the Holston Hills residential district near Knoxville, Tennessee regarding an object that had been observed (by Mr. Adcock) over Oak Ridge at a period of approximately 1030 and 2300-2400 daily at an estimated altitude of 50,000'-100,000' on 1, 2, and 3 March 1950 in the scope of a 3" Lab. Test Oscilloscope used in conjunction with communications receiver. The object was reported to have remained in the scope for a period of 10-20 minutes and then to disappear from the scope. Messrs. Seagraves and Price advised of having observed cited object on 2 March 1950 at Mr. Adcock's residence, but that they were unable to interpret same because of their lack of familiarity with radar technology.

Mr. McSwain gave a resume of the situation, pointing out that Mr. Adcock was Chief Engineer of WROL (radio station in Knoxville) and advised that Mr. Adcock had informed him that he had considerable experience with radar, having participated in the development of radar equipment during the war. According to Mr. McSwain, Mr. Adcock is thought of highly in Knoxville, both as an individual and as a radio technician. Mr. Price stated that Third Army authorities at Atlanta had presumably been advised of Mr. Adcock's findings, and had been requested to furnish Army radar equipment to check the reported object. Messrs. McSwain and Price further stated that contact had been made with the Knoxville Naval Reserve Unit, who had radar, but were unable to detect anything even while an object was being reported by Mr. Adcock via a telephone tie-line connection. It was assumed that the inability of the Navy radar resulted from inadequate range capabilities.

Captain R. D. Cross (having had operational radar experience during the war) was called in and briefed by the writer and was instructed to proceed to Mr. Adcock's residence to examine his "radar" and, if possible, to observe the object, starting at about 2200 in the company of Mr. Seagraves. The writer called Col. M. C. Demler (AMC) at 1610 and advised him of the above and suggested that the AMC be prepared to fly in radar equipment and technicians in the event the Third Army could not assist, and also to take steps through higher AMC authorities to alert appropriate Air Force (Defense Command) activities re intercepter and/or aircraft having airborne radar. Col. Demler stated he would advise Gen. R. P. Swofford (Chief, Engineering Division, AMC) and recommended that AEC, ORO should immediately advise AEC, Washington, who should in turn contact Department of Defense authorities where proper instructions would be issued to military activities immediately responsible. After the close of referenced telephone conversation with Col. Demler, the writer contacted Messrs.

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McSwain, Price and Seagraves and advised them of action taken and that AEC, ORO should carry out action recommended by Col. Demler re contact with AEC, Washington and Department of Defense. At approximately 1830 the writer received a telephone call from Col. Hayes (?) (CIC), Montgomery, Alabama, (Mr. Price's senior authority) who stated that he was anxious to aid in any manner within his ability and that he was interested in securing an Intelligence report as soon as possible. The writer reached agreement with Col. Hayes that any Intelligence developed would be relayed via Mr. Price for whatever action was indicated.

4 March 1950 - At 0945 called Mr. F. P. Callaghan, Security Division, AEC, ORO (in the absence of Mr. Menke, Chief of Security Division, AEC, ORO) to inquire as to what official action had been taken by the AEC. Mr. Callaghan advised that while AEC, Washington had been informed of the circumstances, the Third Army was charged with the protection of Oak Ridge in emergencies, and that action had therefore been taken to contact Tennessee Military District authorities at Nashville as the first step. Mr. Callaghan further stated quite clearly that AEC, ORO was definitely confined to reporting such matters to appropriately designated authorities (Tennessee Military District and the Third Army) and beyond that, had no authority to request any specific action (such as requesting radar, etc.). The writer requested Mr. Callaghan to take another reading with Nashville to determine the nature of any action underway. This he did by phone and called back in a few minutes, advising that Nashville had informed him that the Third Army G-2, Army G-2 in Washington and the 14th Air Force had been appropriately advised and had the matter under consideration. He mentioned that it did not, however, appear that any action was imminent re sending radar or personnel to check Mr. Adcock's observations.

Following the close of the above mentioned telephone conversation with Mr. Callaghan, Mr. Robert P. Kurtze, Air Provost Marshal Representative assigned to the NEPA Project, called and requested advice re what action should be taken by his office. The writer gave Mr. Kurtze a resume' of events that had transpired and suggested that no steps appeared necessary pending the development of more positive action by the Third Army. At 1015 the writer contacted Capt. Cross and received a report from him that his duty the previous evening had proved uneventful, in that nothing of significance had appeared on the scope, and that there existed in his mind a major question relative to the authenticity of reported objects because of Mr. Adcock's unfamiliarity with the scope and associated antenna equipment. At 1020 the writer received a telephone call from Mr. Price that Mr. Adcock had reported to him a few minutes earlier that the same object previously sighted was again definitely on his scope, having appeared at about 1015. The writer advised Mr. Price that contact would be made with Capt. Cross and that both the writer and Capt. Cross would proceed at once to Mr. Adcock's residence. Called Mr. Adcock immediately thereafter

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and was advised that the object was fading from the scope at a rapid rate. Advised Mr. Adcock that Capt. Cross and the writer would proceed to his residence anyway to discuss the matter.

Arrived at Mr. Adcock's residence at 1245 and after at first failing to raise his attention, was successful in gaining entrance. The writer immediately noted that Mr. Adcock was partially intoxicated and that he was having difficulty in manipulating the various controls on the scope and radio. For the next two hours spent the time observing operation of the scope and sweep of the horizontal and vertical antennas in an effort to ascertain the precision of the equipment and the validity of Mr. Adcock's interpretations of images that appeared in the scope. Mr. Adcock observed an airplane in the scope which could be audibly heard and visually observed as it passed nearby his residence. A minute or two thereafter Mr. Adcock advised that he estimated that the airplane was flying at 10,000' at 200 miles an hour. This was obviously in error since the airplane was visually noted to be no higher than 3,000'. Approximately five minutes thereafter Mr. Adcock advised that the airplane was flying at 10,000' at 200 miles an hour and was at that time approximately 100 miles away (airline distance). The writer immediately contacted the Airport via telephone and talked to the radio operator of Capital Airlines, to whom the airplane belonged, and was informed that it was flying at 2,000' altitude at 300 miles an hour and was 60 milesaway. The image of the airplane had by this time faded from the scope and other objects (CW transmissions) were observed in an attempt to fix reference points, however, with no success. In general, it was quite apparent that aside from Mr. Adcock's physical condition he had relatively little understanding of what was reflected on the scope, and that good correlation and interpretation of data from the horizontal as well as the vertical antennas were not possible. Before departing, arrangements were made with Mr. Adcock to visit him at 1015 on 5 March 1950 (1030-1100 being the approximate time each day when Mr. Adcock had made his best observations).

The writer and Capt. Cross then departed from his residence and called Mr. Price. It was agreed that a conference would be held at the Post Office Building with Mr. Price, Mr. Seagraves and Mr. McSwain, during which a review would be made relative to findings thus far and further action to be taken. Contact was made at the Post Office Building approximately 20 minutes later and a resume' was given to Messrs. Price, Seagraves and McSwain of the findings of the writer and Capt. Cross while at Mr. Adcock's residence. It was pointed out that, in the opinions of the writer and Capt. Cross, Mr. Adcock appeared to have little or no understanding of the scope equipment he was using, although unquestionably he was a good radio technician. Moreover, Mr. Adcock's interpretation of observations on the scope were very questionable and it was felt that there was grave doubt relative to whether or not he

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(Adcock) had ever observed anything of significance. Messrs. Price, Seagraves and McSwain concurred in the opinions of the writer and Capt. Cross, stating that the same doubts were in their minds. They concurred in the action to be taken the following day, 5 March, wherein the writer and Capt. Cross proposed to return to Mr. Adcock's residence with a view for making one final observation before recommending formal action one way or another.

5 March 1950 - Arrived at Mr. Adcock's residence at 1015 and after attempting for 30 minutes to raise him via calling on the telephone from a nearby service station, ringing the doorbell signal on his residence, and sounding an automobile horn, departed from the site of his residence and called Mr. Price via phone and advised him of these circumstances. Concluded with Mr. Price that in consideration of Mr. Adcock's physical state the previous day, the whereabouts of Mr. Adcock seemed obvious. The writer further informed Mr. Price that it was considered, in the light of all circumstances, that there appeared to be little need for further concern re Mr. Adcock's observations. In this Mr. Price agreed and mentioned that he would immediately call Messrs. Seagraves and McSwain and advise them accordingly.

6 March 1950 - At 0930 contacted Mr. Goedjen in the S-50 Area and gave him a resume of the above matter. Also contacted Mr. Callaghan and gave him a resume.

At 1150 Mr. Price called Mr. Goedjen and advised that he had received a call from Mr. Adcock who advised that he again had observed the object on the scope at approximately 1015 where it had remained in the form of an elliptical image (at 100,000' altitude) until about 1100. Mr. Adcock requested Mr. Price to arrange for Capt. Cross to come into his residence and stand by to observe. The writer conferred with Mr. Goedjen on the above matter and called back to Mr. Price and advised that such action would be undertaken at about 1000 on 7 March, provided arrangements could be made with Mr. Adcock.

At 1315 the writer called Col. W. S. Sherwood at Nashville of the Tennessee Military District and gave him a brief of action taken by the writer and Capt. Cross, together with the general conclusions reached. The writer inquired what action had been taken by Col. Sherwood's office with the Third Army to get equipment sent into Oak Ridge to confirm or deny Mr. Adcock's observations. He stated that he had contacted Third Army G-2 and that the Third Army had contacted Department of the Army G-2 in Washington and also the 14th Air Force. Col. Sherwood stated that in his opinion, aircraft from the 14th Air Force should be sent immediately to the Knoxville airport and as soon as the object was again sited (via radar) should take off with a view toward aerial observation

Declassification Authority: NND 923007

or interception. The writer advised that if Mr. Adcock's estimates were even close to being correct (50,000' to 100,000' altitude) the Air Force did not have any airplanes capable of such interception. In lieu of this, the writer suggested that the first move should be to dispatch suitable radar equipment, together with operators, to Oak Ridge to observe when Mr. Adcock reported his next observations. Col. Sherwood agreed with this and stated that he would again contact the Third Army, although he felt that they were probably short of radar equipment because of Operation Portex.[2] Meanwhile, Col. Sherwood suggested that the radar officer here (Capt. Cross) should stand by Mr. Adcock's scope with a view toward making an actual observation. The writer agreed to this and stated that he expected to hear from Col. Sherwood after he (Col. Sherwood) had contacted the Third Army re action to be taken by that activity.

Called Mr. Beaman at 1600 and advised him of events transpired and requested that he should advise Gen. Swofford.

Two calls received from Mr. Price during which he advised that he had been attempting to locate Mr. Adcock in order to fix a time for the morning of 7 March when it would be appropriate for the writer and Capt. Cross to visit his residence with a view toward attempts to observe the reported object. Mr. Price advised that he would continue his efforts on the morning of 7 March.

7 March 1950 - At 0915 Mr. Price called and advised that he was still unable to locate Mr. Adcock but would continue his efforts. At approximately 1100 the writer talked with Mr. Seagraves who advised that he had not been able to raise Mr. Adcock by phone and, in fact, had received, via the household help at Mr. Adcock's residence, information that he may have departed to join the remainder of his family in Florida. The writer advised both Mr. Price and Mr. Seagraves that further checks had been made locally by Capt. Cross (in the S-50 Area) on behalf of oscilloscope equipment similar to that used by Mr. Adcock, and that it appeared even more definite that the images observed by Mr. Adcock were electronic phenomena being reflected on the scope as a result of signals generated in the radio set to which the scope was attached. The writer advised both of the above referenced individuals that he planned to contact the Tennessee Military District in the afternoon and would inform them of the results.

At 1400 the writer contacted Col. Nunmaker at Nashville in the absence of Col. Sherwood (Tennessee Military District) and inquired regarding further steps that may be taken by Col. Sherwood's office and any impending measures to be implemented by the Third Army. Col. Nunmaker and an aide who was on the phone with him (name unknown), stated that

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Col. Sherwood had relayed the message given to him by the writer on 6 March to the Third Army, but that as yet no positive action to be taken by the Third Army was known by their office. For the benefit of Col. Nunmaker, the writer reviewed the entire situation furnishing the latest information regarding Mr. Adcock's absence from his home and the nature of further evidence indicating that there was even more serious question regarding Mr. Adcock's observations. Col. Nunmaker informed the writer that he understood that the Third Army not only probably did not have any radar technicians, but also did not have any mobile radar equipment which they could send into the area (Oak Ridge). The writer then inquired relative to what further action the Tennessee Military District would recommend should be taken locally, and Col. Nunmaker advised that he did not know except that further observations should be continued if possible. The writer then reiterated that Mr. Adcock was absent and obviously such observations could not presently be continued. Col. Nunmaker was also advised that the three investigative agencies (OSI, CIC, and FBI) were anxious to have the matter settled one way or another and that the writer and Capt. Cross were acting in an unofficial capacity to not only attempt to aid these agencies but also to fill the gap created by the apparent inactivity by the Third Army. Col. Nunmaker inquired relative to whether or not the local AEC authorities were now any more concerned than they had been when the matter was first reported, and also what action the AEC took in such cases. The writer stated that the local AEC people, particularly Mr. Callaghan, with whom discussion had been had on 4 March, were presumably concerned about the report to the same degree they had been at the outset, but that they were somewhat annoyed regarding the lack of action by the military. Regarding Col. Nunmaker's second question, the writer pointed out that in such cases the AEC normally would contact the Tennessee Military District who in turn should contact the Third Army, for action in the case of any impending trouble at Oak Ridge or in the case when trouble had already occurred. Col. Nunmaker pointed out that this coincided with his understanding. He further mentioned that he would contact the Third Army and would call back on 8 March relative to what action that activity proposed to take.

At 1530 the writer held a conference with Mr. Price, Mr. Seagraves and Mr. Goedjen and advised them of the conversation with Col. Nunmaker and his aide, and stated that he would keep them informed regarding the contact to be made by Col. Nunmaker with the Third Army. Messrs. Price and Seagraves mentioned that two representatives from the 14th Air Force were in Knoxville, with whom they were to make contact at 1630 and that the results of such contact would be reported to the writer.

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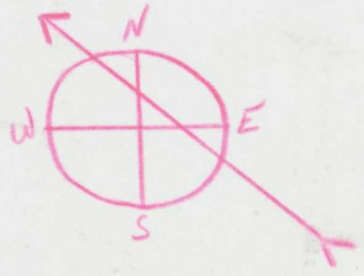
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Date : Mar. 9, 1950 (Thursday)
Place : Near Gurley, Ala. (Approx. 20 mi. from Huntsville)

Time : Approximately 5 P.M.
Camera aimed toward east and tilted about 30°
upward toward sky and top of Mountain.
Object travelled distance shown in
picture in approximately ~~[redacted]~~ Three
minutes. Seemed to climb vertically
approximately ½ or 2 minutes - Disappeared
after about 3 minutes, into the distance (Northwest), without going all the way to Horizon

4X5 B&J PRESS CAMERA
Super XX film
Optar f 4.7 - 135 MM
1/100 sec f : 32 (No filter)

TRAVELED FROM



85802

Photo by Gerald Holly
1929 Castleman Drive
Nashville, Tenn.

Declassification Authority: NND 923007

COMMERCIAL APPEAL
MEMPHIS, TENN.

'It Was Definitely Aircraft,' C. & S. Fliers Say Of Saucer

MAR 22 1950

On Return Here, Pilots Assert Object Seen Over Arkansas Was No Meteor—Captain Adams Believes It Was Secret Air Force Experimental Ship

(Pictures on Section Page)

By ROBERT GRAY

The "flying saucer" which Capt. Jack Adams reported seeing over Hazen, Ark., Monday was "definitely some kind of aircraft in controlled flight."

That is the belief expressed by the Chicago & Southern Air Lines pilot upon his return here yesterday noon from Houston.

Captain Adams' opinion was seconded by his copilot, First Officer G. W. Anderson Jr., who saw the same object.

"We've seen meteors flashing through the skies many times, and have been fooled by them, but what we saw was not a meteor nor something imaginary," declared the veteran flier, who has logged 7000 hours in the air and been a C. & S. captain almost five years.

Believed Air Force Secret

"I believe it was some kind of experimental type aircraft that has been kept a secret by the Air Force.

"It was moving at a terrific speed, perhaps more than 600 miles an hour. But there were no exhaust flames visible nor any kind of trailing light or vapor."

The attention of Captain Adams was first attracted by a bright flashing light in the sky as he was flying a C. & S. DC-3 from Memphis to Little Rock on a regular scheduled flight to Houston.

"The light had an unusual bluish and brilliant glow, flashing on and off far more rapidly than the normal blinking of civilian aircraft lights," the captain explained.

"I saw the object first, off to our left, and immediately pointed it out to Andy (First Officer Anderson).

"We were at 2000 feet and flying a southwesterly course. The object crossed our line of flight about 1000 feet above and in front of us, moving south to north.

No Reply to Lights

"We blinked our landing lights—a courtesy signal to other aircraft—but we didn't get any reply.

"As the strange thing passed over we could see eight or 10 spots of light that looked like a circle of lighted windows or ports underneath it. The circle appeared to be about the size of our DC-3, or about 90 feet in diameter. The light was fluorescent in appearance.

"Although the object was moving at a terrific speed, the pattern was clear and constant. It did not change shape as it darted past and quickly disappeared. We viewed the object for approximately 30 seconds and then it was gone. It was not a jet plane nor a conventional flying wing.

"The night was dark but clear

(Continued on Page 2, Column 1)

SAUCER IS DESCRIBED IN DETAIL BY PILOTS

MAR 22 1950

Air Force Intelligence Wants To Interview Them

NO REPORTS FROM GROUND

(Continued from Page One)

and visibility was perhaps 30 or 40 miles. We could see no portion of the object other than the lights," Adams said.

"We've heard and read a lot about flying saucers and were as skeptical as anyone else," smiled Copilot Anderson. "But when you see something with your own eyes, you have to believe it."

The first officer is a veteran of more than 6000 flying hours and during the war "flew the Hump" in the China-Burma-India Theater in C-46 transports. He later flew C-47 and C-54 military transports.

Air Force To Quiz Them

The two pilots said they were notified by Little Rock radio while flying back to Memphis yesterday that Air Force intelligence officers wished to interview them "at our earliest convenience." They will be back in Little Rock tonight on their regular flight.

The pilots were preparing to give a radio report of their position at 9:20 p.m. Monday when the strange sight appeared about 15 miles north of Stuttgart and over Hazen, Ark. Upon making the report, they jokingly mentioned seeing the flying saucer.

They did not tell their passengers about the strange sight, but did tell Stewardess Jane Lovelace, 3590 Wautauga. At first she was skeptical, then became a bewildered believer.

"The next time you see one, call me up to the cockpit," she requested.

Captain Adams is 31 and lives at 3570 Graves. He is married and has a young son. He is a partner in Farmers Agricultural Service, which flies crop dusting planes, at West Memphis, Ark.

First Officer Anderson is 30 and lives at 3515 Vanuys Road. He is married, has a daughter.

Air Force Has Denied Saucers

Although the Air Force has officially discounted the many and frequent reports from throughout the country of flying saucers, the descriptions by these two responsible officers give credence to belief that some type of strange aircraft or object may be zooming through the night skies.

Late yesterday Sheriff Harold Woodson at Stuttgart and Sheriff E. O. Hamilton at Des Arc, Ark., said they had received no reports of any resident of those areas having seen the strange craft reported by the airline pilots.

But Captain Adams and First Officer Anderson are sticking by their story.

"After all of this, I hope we don't see any more of the things," they laughingly agreed yesterday in reaction to the excitement they have stirred up. "Maybe we'd better fly 'under the hood' after this."

However, like a lot of other people, they want to find out what the strange object really is and what it means.

Nation's Attention Centers On Saucer Witnesses

National attention was showered yesterday on two Chicago & Southern Air Line pilots who reported seeing a "flying saucer" over Arkansas Monday night while on a scheduled flight.

After interviews with newspaper reporters here and in Houston, Capt. Jack Adams and First Officer G. W. Anderson Jr. were interviewed by telephone for a recorded broadcast over Mutual Broadcasting System last night; an interview over WMC, The Commercial Appeal Station, last night; made the subject of a movie to be telecast over WMCT tonight, and accepted an invitation to appear Sunday on the "Today With Mrs. Roosevelt" television show.

Ancl #3

Declassification Authority: NND 923007

COMMERCIAL APPEAL
MEMPHIS, TENN.

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MAR 22 1950

Air Force Intelligence Wants To Interview Them

When photographers closed in on
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"I ain't talkin'. I got nothin' to
Turner replied:

Asked if he had anything to say about the outcome of the trial, serving 10 years in the prison.

Under Mississippi law, Turner will be eligible for parole after serving 20 years in the penitentiary.

Judge Coleman ordered Turner to court at 9 Wednesday morning, when it will be decided whether or not he will be tried on two other murder indictments against him. In this case he was tried only for the murder of Ruby Nell Harris, 4. He also is charged with killing two other Harris children on the night of Jan. 8.

Mississippi's 60-year-old record of never sentencing a white man to death for killing a Negro remained intact.

Turner showed no emotion when the verdict was returned. He was sitting in the same chair that he had occupied during most of the trial, about 10 feet from the jury.

He continued looking at the floor, puffing a cigaret.

The large Attala County courthouse was packed with almost 800 persons, including more than 200 Negroes. The crowd was hushed, expectant, but there was no sign of approval or disapproval when the verdict was read. Not even a murmur.

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knock on the jury room door indicated a decision had been reached.

"Mr. Foreman and Gentlemen of the Jury, have you reached a verdict?" Judge J. P. Coleman asked.

"We have," Z. D. Bingham, farmer of West Mississippi, who was named foreman, answered.

"What is your verdict?"

"We the jury find the defendant guilty as charged (here there was a long pause) but disagree as to punishment." Mr. Bingham mumbled in an almost inaudible voice.

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24 MAR 1950
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8th OSI DISTRICT
MAXWELL AF BASE
MAXWELL FIELD, ALA.

Ancl #3

Declassification Authority: NND 923007

COMMERCIAL APPEAL
MEMPHIS, TENN.

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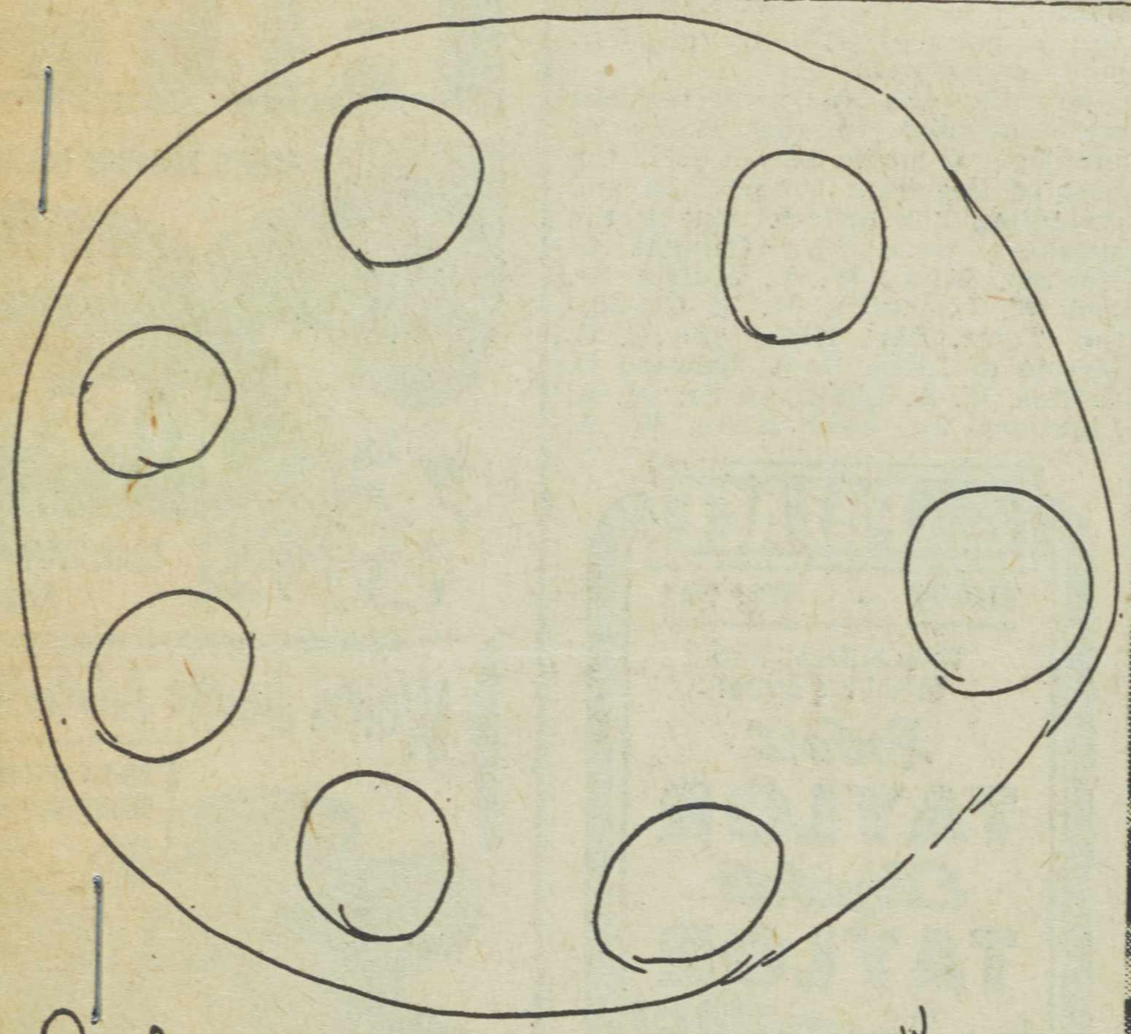
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Encl #3

Declassification Authority: NND 923007

COMMERCIAL APPEAL
MEMPHIS, TENN.

MEMPHIS, TENN., WEDNESDAY MORNING, MARCH 22, 1950



Jack Adams
G. W. Anderson

'IT' LOOKED LIKE THIS—This is Capt. Jack Adams' conception of the strange object which he and First Officer G. W. Anderson Jr. saw over Hazen, Ark., Monday night while flying a Chicago & Southern Air Lines DC-3. The drawing represents the bottom of the "saucer," with its lighted port holes. After making the drawing, the pilots added their autographs.



THEY SAW 'IT'—First Officer G. W. Anderson Jr. (left) and Capt. Jack Adams gave a detailed description upon returning to Memphis yesterday noon of the "flying saucer" they saw Monday night. *(Story on Page One)*

POSITION OF 'IT'—Captain Adams drew a sketch of his approximate position over Hazen, Ark., on the first leg of a scheduled flight from Memphis to Houston, when the strange object appeared just ahead of him.

SIGHTED 'SAUCER'—"It looked like this," say Larry Humphrey (1) of 986 Goodman Road, Bobby Perry (2) of 3698 Friar Tuck Lane, and Louie Etheridge (3) of 3772 Gamewell Road. The three claimed a flying "saucer" appeared over Sherwood Forest abo[illegible]:50 Monday night, only about one-half hours b[illegible]e crew of a Chicago & South[illegible] DC-3 repor[illegible]over Hazen, Ark. —St[illegible]

RECEIVED
24 MAR 1950
HEADQUARTERS
8th OSI DISTRICT
MAXWELL AF BASE
MAXWELL FIELD, ALA.

Incl #4

Declassification Authority: NND 923007



Declassification Authority: NND 923007

Memphis Press-Scimitar

C&S Pilots and Passengers See 'Object' in Mississippi

Airmen Say It Was in Sight 10 Minutes Then It Suddenly Disappeared

MAR 23 1950

Two more Chicago & Southern pilots have come forward with reports of strange and mysterious objects flitting thru the skies of the Southland.

Capt. Paul W. Bennett and First Officer William T. Tuero have related seeing a "bright and strange object" in the distance off Greenwood, Miss., at 12:39 p.m. Monday, Morris J. Baker, C & S public relations official, said today.

The two pilots were bound from Memphis to New Orleans when they sighted the object.

It was east of their course and they watched it for about 10 minutes before it suddenly disappeared.

No Official Report

Bennett and Tuero told C&S Chief Pilot Jack McKee about the object when they reached New Orleans, but did not report it officially, Baker said.

The pilots said they didn't want "friends kidding us about flying saucers."

They reported their sight, however, after two other C&S pilots told Monday night of seeing a flying saucer over East Arkansas. This was the same day of the appearance of the mystery object over Mississippi.

Capt. Jack Adams and First Officer G. W. Anderson Jr. said they saw a circular object with bright portholes underneath flying at a high rate of speed north of Stuttgart, Ark., at 9:29 p.m. Monday.

Bound for New York

Capt. Adams and First Officer Anderson, having told their story to the newspapers and to an Army investigating officer, will leave for New York tomorrow to relate their experience on a nation-wide television hookup.

Only the two pilots viewed the Arkansas saucer, but the pilots of the Mississippi plane had more witnesses. Their saucer remained in view long enough to call the stewardess, Patricia Hicks, of 19 S. Tucker, and she pointed out the object to several passengers. One of them was Capt. Tommy Bridges, a C&S pilot, making the trip as a passenger, Mr. Baker said.

The Southland isn't alone in its reports of flying saucers today. In Laguna Beach, Cal., Dudley Gourley, 26, an Army aircraft observer for nearly three years, said he saw eight saucers moving slowly out to sea as he drove past El Moro Bay on the coast highway.

"My attention was attracted by a silvery object ahead," Gourley said. "I blinked and looked out the window to make sure it wasn't a reflection.

"I saw eight things of an elliptical shape, about 100 feet in diameter, at 2000 feet. I counted them

Turn to Page 2—**PILOTS**

Encl #5

Declassification Authority: NND 923007

Declassification Authority: NND 923007

MEMPHIS PRESS SCIMITAR

Press - Scimitar

Pilots Call Stewardess, She Shows Passengers

Third Pilot Aboard Sees Strange Sight As Airliner Flies Near Greenwood

MAR 23 1950

(Continued From Page 1)

three more times. They were moving slowly out to sea."

Gourley said he was aware the Air Force has said repeatedly it could not substantiate any of the saucer reports.

"I was an air observer for 14 months during the war and a seacoast air observer for 18 months. Let the Air Force laugh that off," he said.

Three Saw Fantastic Things in Sky

Three fantastic objects raced thru the skies above Memphis at 5:20 p.m. Tuesday, according to Henry Pommer, assistant vice president of John A. Denie's Sons Co.

"They looked more like big, brightly lit electric light bulbs than anything else I can think of, but really the shape was indescribable. They might have been roughly star-shaped.

"I saw these things first and immediately exclaimed, calling the attention of my wife, and of William Caldwell, a material foreman for Denie's, both of whom were right there with me, to what I saw.

"Both of them also saw them, but by the time others in the vicinity looked up it was too late and the things were gone. In fact, one of them went out just like a light in just a second or two.

"The others stayed on a little longer; then they went out. I would say they were in view about 30 seconds in all, but that is just a guess. They definitely were not jet planes, shooting stars or anything we ever saw before.

"We were outdoors at the brick yard off the Raleigh-Frayser Road on the Illinois Central tracks, supervising the unloading of some machinery. I just happened to glace up, I don't know why.

"We immediately tried to assess what we saw, and no more. I was one of the doubting Thomases before. I never believed in all those reports about flying saucers, but, brother, I believe them now!

"Well, it was a cinch they were flying above those thin, wispy clouds which I estimate were 20,000 feet up. The sky was mostly blue and it was not yet dark. We looked for vapor trails.

"At that height, any machine I know of would leave a vapor trail. Sometimes the trail appears quite a way behind the machine. So I kept watching the sky for a minute or two, but no trail appeared.

Left No Exhaust Trail Behind

"There was no evidence of an exhaust, and no noise. They were flying on a course roughly paralleling the highway from Millington to Memphis, and were west of where we were—I'd guess above the river, or over Arkansas.

"They were really tearing out, so fast I could not even guess what their speed was. They were real bright, a whitish light. I estimate their course would be a straight path from northerly to about 10 degrees west of south.

"I telephoned a report on what we saw to the Naval Air Station. I figured if it was any plane, they would know about it. But they knew of no plane at that time, took my report and thanked me."

The above interview with Mr. Pommer was obtained after the Naval Air Station had informed The Press-Scimitar of such a report officially received by the operations officer on duty at 5:45 p.m.

John A. Denie's Sons & Co. is one of the oldest and largest building materials firms in the South and Mr. Pommer's position of assistant vice president is one requiring judgment and responsibility.

Mr. Pommer lives at Raleigh.

Mr. Pommer expressed astonishment when informed by The Press-Scimitar that a "light bulb that was going out" had been described as seen in the skies over Canada by people up there late yesterday.

The Canadian report was sent to The Press-Scimitar about 8 a.m. today from United Press at Toronto, and so far as this newspaper knows, had not been made public last night.

Flying saucers have been called many things, but the comparison to a light bulb is believed new—and yet that description was used by persons thousands of miles apart, acting independently, to describe something they saw about the same time.



G. W. Anderson Jr. (left), first officer of air liner, and Ja Adams, captain. These are the men who reported the flying sauc while flying scheduled C&S run over East Arkansas.

6

Declassification Authority: NND 923007

HEADQUARTERS
AIR OSI DISTRICT
MAXWELL AF BASE
MAXWELL FIELD, ALA.
RECEIVED
25 MAR 1960

Declassification Authority: NND 923007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

6 March 1950

MEMORANDUM FOR RECORD

1. Lt Colonel Patrick Hayes, OSI District Commander, Maxwell Air Force Base, telephonically furnished the following advice on the evening of 3 March 1950:

a. Mr. S. E. Adcock, Chief of Engineers, Radio Station WROL, Knoxville, Tennessee, reported to A. F. Davis, Chief of the AEC Security Patrol at Oak Ridge, Tennessee, that he sighted through radar set ANP-7 at 2330 hours, 1 March 1950, one unidentified object, altitude 40,000 feet, bearing 332° from Knoxville. The radar set operated on 19,000 megacycle frequency. Speed or direction of object undetermined.

b. At 2000 hours, 2 March 1950 he sighted two unidentified objects, altitude 80,000 feet, bearing 310° from Knoxville, Tennessee, same frequency. No speed or direction indicated.

c. At 1035 hours, 3 March 1950 he sighted one unidentified object, altitude 40,000 feet, bearing 320° from Knoxville, same frequency, approximate speed 200 miles per hour. No direction determined, approximate size of C-47 aircraft.

d. Colonel Hayes also advised that Colonel Gasser, Air Force liaison to NEPA, was advised of this and requested Wright Patterson AFB to send adequate radar sets to Knoxville. According to CIC, Knoxville, the Third Army will send mobile anti-aircraft radar sets if the AF cannot provide the radar sets necessary. A. F. Davis contacted the CO at Smyrna AFB as to any AF aircraft flying in the vicinity, receiving a negative reply.

e. Mr. Charles White, Chief of the Physics Section of AEC, Oak Ridge, Tennessee, made an informal request to the local OSI representative to secure three portable radar sets from AF sources. The OSI representative advised White that OSI would process the request only if it were formally made. White stated that he desired to obtain approval from higher AEC authority before making a formal request.

UNCLASSIFIED

APR 3 1950

USAF HQ
OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

f. S. E. Adcock, who made the sighting described above, has a local reputation in Knoxville as being highly dependable. He was an engineer in Radar Experimentation Work prior to and during World War II.

2. Colonel Hayes advised that he had been informed that Wright Patterson will not send the radar sets unless OSI could not provide necessary sets from local sources. Apparently official circles have become somewhat excited concerning these reports and Hayes thought it well to advise this Hq of the matter.

3. I told Colonel Hayes that his office should not on its own arrange for obtaining and providing radar sets; that we should merely render the facts made available to us to appropriate authority for necessary determination and action if deemed desirable. I stated that since Colonel Grasser was in touch with Wright Patterson on this matter that Hayes should insure that he had furnished all relevant data to Wright Patterson and that OSI should not endeavor to make an independent determination as to whether radar sets should or should not be made available; that his office should, of course, render any assistance which was requested by Wright Patterson or other competent AF authority.

4. Hayes stated that he would be guided accordingly.

JOSEPH F. CARROLL
Brigadier General, USAF
Director, Special Investigations
The Inspector General, USAF

Declassification Authority: NND 923007

[redacted] Mrtn Mar 50

24-185

(Confidential) Radar Equipment in Knoxville, Tennessee Indicates Unidentified Objects in Vicinity of Oak Ridge. SPECIAL INQUIRY

Directorate of Intelligence, Air Intelligence
Requirements Div, Documents & Dissemination Br
The Air Provost Marshal, HQ
~~XXXX~~ Deputy Chief of Staff, Personnel

9 MAR 1950

1

Mr. Petersen/lgf/6240
AFCSI

The attached communication is forwarded as a matter of interest to your office.

Attached

1 Incl
Memo dtd 8 Mar 50
re above subject

GILBERT R. LEVY
Actg. Chief, Counter Intelligence Div
CRI, IG, USAF

"Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 8b, AFR 205-1, dissemination of the information contained herein must not be made outside of USAF channels."

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.

SOURCE: TWX, CG, 3d Army, Ft McPherson, Ga; Telephone call, 5 Mar 50 to Director, OSI, from OSI District Commander, Maxwell AFB.

OTHER DISSEMINATION: AMC, DO 5 (to follow)

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SPEC INV

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

AFCSI

OUT 9 MAR 1950 MANAGEMENT DIV. OSI

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[redacted]

24-185 8-16

USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS
MAR 16 1950

AFCSI FILES

Declassification Authority: NND 923007

[redacted]

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV

BY _____

DATE

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
WASHINGTON 25, D.C.

8 March 1950

MEMORANDUM

SUBJECT: Radar Equipment in Knoxville, Tennessee Indicates Unidentified Objects in Vicinity of Oak Ridge.

The following information was received from CG, 3d Army, Fort McPherson, Georgia, and from OSI District Commander, Maxwell AFB: Mr. S. E. Adcock, Chief of Engineers of radar station near Knoxville operated by Radio Station WROL, reported to Mr. A. F. DAVIS, Chief of the AEC Security Division at Oak Ridge, Tennessee, that he cited through Radar Set AMP-7 between 2135 and 2330 hours, 1 Mar 50, an unidentified object, altitude 40,000 feet, bearing approximately 332° to 340° from Knoxville, distance 18 miles. The radar set operated on 19,000 megacycle frequency. Speed or direction of object undetermined.

AEC Security Division Chief at Oak Ridge, checked with Smyrna AFB, Nashville, which reported that there were no flight plans that would indicate a plane being in that vicinity and altitude. 3d Army checked with 14th AF with negative results.

On 2 Mar 50 one report indicated the station had picked up an object in approximately the same location at 1105 hours. Another report indicated that at 2000 hours, same date two unidentified objects appeared reportedly at an altitude of 80,000 feet, bearing 310° from Knoxville. There was no speed or direction indicated. No flight plans were reported.

At 1035 hours, 3 Mar 50, a report was again received from the same source indicating one unidentified object altitude 40,000 feet, 320° from Knoxville, same frequency, approximate speed 200 miles per hour. No direction but determined approximately the size of C-47 Aircraft.

AEC Security Division Chief is not certain as to operation efficiency of radar unit and has requested Smyrna AF Base to send qualified radar operator. Smyrna has no person so qualified but C.O. suggested 3d Army send qualified radar operator to check the equipment. Colonel GASSER, AF liaison to NEPA has requested Wright-Patterson AFB to send adequate radar set to Knoxville. Indications received that Wright-Patterson AFB will not send radar sets if they can be supplied from local sources. 3d Army reports no qualified radar operators.

S. E. ADCOCK, Chief of Engineers, Radar, Station WROL Knoxville, who made the sightings described above has a local reputation in Knoxville of being highly dependable. He was an engineer in radar experimentation work prior to and during World War II.

[redacted]

Encl. 1

Declassification Authority: NND 923007

[redacted]IAL

5D-OSI/DML/fmn

5D 24-21 9 January 1950

SUBJECT: PROJECT GRUDGE, Sighting of Unidentified Flying Object on 17 October and 7 November 1949 at East Tallassee, Alabama, by Mr. JOHN WESLEY CULLIFER SPECIAL INQUIRY

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

1. The inclosed report of investigation from 8th OSI District, dated 20 December 1949, subject as above, is forwarded for your information and any action deemed necessary.

2. This investigation was not requested by nor through this District Office.

1 Incl
R/I dtd 20 Dec 49
(in dup)

D. M. LYNCH
Major, USAF
Acting District Commander

5 cy to: Hq OSI w/o Incl

CLASSIFICATION CANCELLED [redacted]
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT A. KUNZE, Capt, USAF
Historian
4 DEC 1975
DATE

24-185-8-3

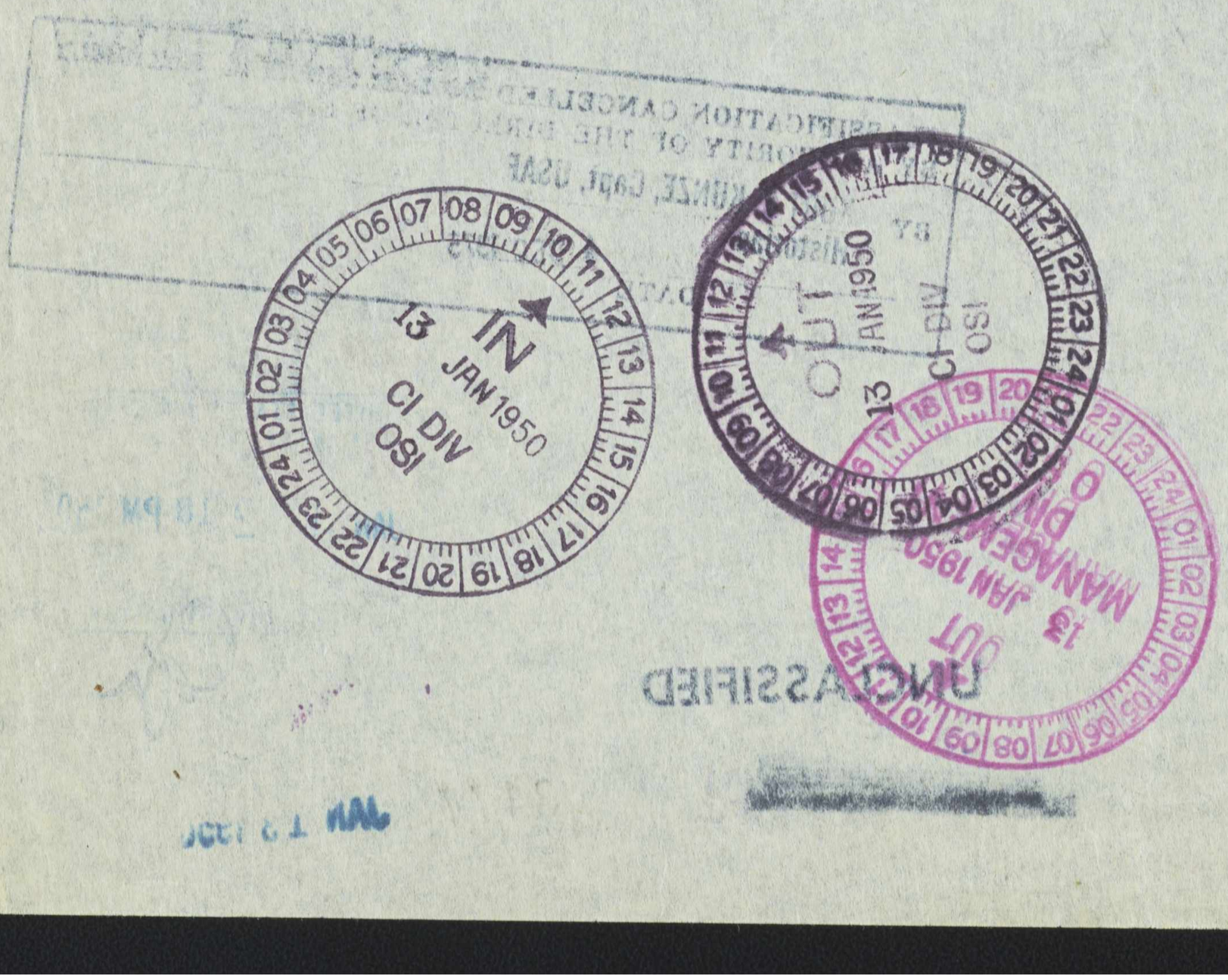
UNITED STATES AIR FORCE
OFFICE OF INSPECTOR GENERAL
JAN 16 2 18 PM '50
OFFICE OF
SPECIAL INVESTIGATION

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Declassification Authority: NND 923007



Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-57	20 December 1949

REPORT MADE BY
EDWARD SUPE

REPORT MADE AT
DO #8, Maxwell AFB, Alabama

PERIOD
5 December 1949

OFFICE OF ORIGIN
DO #8, Maxwell AFB

STATUS
CLOSED

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT on 17 October and 7 November 1949 at East Tallassee, Alabama, by Mr. JOHN WESLEY CULLIFER

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
AFCSI Letter #85, dated 12 August 1949

SYNOPSIS

Mr. JOHN WESLEY CULLIFER was interviewed and stated that he sighted an unidentified flying object at East Tallassee, Alabama, on two different occasions; the first was sighted at approximately 1000, 17 October 1949 flying South at an estimated altitude of 40,000 feet and an estimated speed of over 500 miles per hour, the second object was sighted at approximately 1000, 7 November 1949 flying Southeast at an estimated altitude of 10,000 feet and an estimated speed over 100 miles per hour.

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BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC (Action)	2	Commanding General Air Materiel Command Wright-Patterson AFB, Ohio Hq AMC, Attn: MCIAXO-3	24-185-8-4 UNITED STATES AIR FORCE INSPECTOR GENERAL JAN 4 47 PM '50 OFFICE OF SPECIAL INVESTIGATIONS
Hq OSI	2		
CO, Maxwell AFB	2		
DO #5 (Info)	1		
File	2		

APPROVED
PATRICK W. HAYES
Lt. Colonel, USAF
District Commander.

UNCLASSIFIED
KURT K. KUNZE, Capt, USAF
Historian
3320 JAN 11 1950

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

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

Declassification Authority: NND 923007

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.

DATE

REPORT MADE BY

REPORT MADE AT

PERIOD

OFFICE OF ORIGIN

STATUS

TITLE

CHARACTER

REFERENCE

SYNOPSIS

DISTRIBUTION

ACTION COPY FORWARDED TO

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BY AUTHORITY OF THE DIRECTOR OF SECURITY

BY

DATE

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IN
9 JAN 1950
CI DIV
OSI

OUT
10 JAN 1950
CI DIV
OSI

9 JAN 1950
MANAGEMENT
DIV.
OSI

KURT K. KUNZE, Capt, USAF
Historian

AFHQ FORM 0-208 Replaces AFOSI Form [illegible], which may be used.

U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

DETAILS:

AT MAXWELL AFB, ALABAMA

1. On 5 December 1949 JOHN WESLEY CULLIFER, Civilian, Box 292, East Tallassee, Alabama, was interviewed and supplied the following data:

a. Date of sighting	17 October 1949
Time of sighting	Approximately 1000
Place of sighting	At East Tallassee, Ala 30 miles northeast of Montgomery, Alabama. Observer's position was on the ground.
Number of objects	One
Celestial phenomena	None
Distance of object from observer	Observer had a front view of object at a 45 degree angle. Estimated altitude of object was 40,000 feet.
Time in sight	45 seconds
Appearance of object	Bright object of white color appearing as an egg-shaped object only longer at the ends which tapered off. Its apparent construction was impossible to determine.
Direction of flight	Flying from North to South
Tactics or maneuvers	Stright and level flight with no loss of altitude. Its movement was concise and exact.
Evidence of exhaust	None
Effect on Clouds	Clear, no clouds
Lights	None
Support	None observed (did not have wings).

Declassification Authority: NND 923007

Propulsion	None observed
Control and stability	Fine control; no stabilizers observed.
Air ducts	None observed (no protuberances of any type observed).
Speed	Estimated at over 500 MPH
Sound	None
Manner of disappearance	Faded out of sight into the South.
b. Date of sighting	7 November 1949
Time of sighting	Approximately 1000
Place of sighting	At East Tallassee, Ala, 30 Miles Northeast of Montgomery, Ala. Observer's position was on the ground
Number of objects	One
Celestial phenomena	None
Distance of object from observer	Observer had a lateral view of object at a 45 degree anble. Estimates altitude of object was 10,000 feet.
Time in sight	30 minutes
Appearance of object	Bright object of oblong shape without wings and appearing wider at the front end. Its apparent construction was impossible to determine.
Direction of flight	Came out of the North and after circling this area for approximately 30 minutes disappeared into the Northeast.
Tactics of Maneuvers	Straight and level flight from the North; then it slowly and concisely circled with no apparent loss of altitude, and then finally resumed a straight and level flight disappearing into the Northeast.

Declassification Authority: NND 923007

Evidence of exhaust	None
Effect on clouds	None
Lights	None
Support	None observed (did not have any wings).
Propulsion	None observed
Control and stability	Under excellent control and circling deliberately and distinctively. No stabilizers observed
Air ducts	None observed; no protuberances
Speed	Estimated at over 100 miles per hour.
Sound	None
Manner of disappearance	Faded out of sight into the Northeast.

RELATIVE TO THE OBSERVER

Name	JOHN WESLEY CULLIFER
Address	Box 292, East Tallassee, Ala.
Occupation	Barber
Place of business	East Tallassee, Alabama
Pertinent hobbies	None
Ability to determine	Unknown
Reliability of observer	Unknown; however, observer appears rational
Witnesses	No one witnessed the sighting on 17 October 1949. The sighting of 7 November 1949 was witnessed by Bobby Jean Pemberton, East Tallassee, Ala
RADAR	Log of 17 October 1949 and 7 November 1949 was checked with negative results.

Declassification Authority: NND 923007

2. On 14 December 1949 a check of the weather records at Weather Detachment, Maxwell AFB, Alabama, disclosed the following information:

a. Weather for 7 November 1949

0830 Weather

Ceiling clear, visibility 5 miles, smoke, wind direction North by Northwest, wind velocity 6 knots.

0930 Weather

Ceiling 25,000 feet, clouds less than 5/10 ths coverage, visibility 8 miles, wind calm

1030 Weather

Ceiling 25,000 feet, clouds less than 5/10ths coverage, visibility 10 miles, wind calm.

1130 weather

Ceiling 25,000 feet, clouds less than 5/10ths coverage, visibility 10 miles, wind calm.

1230 Weather

Ceiling 12,000 feet, clouds less than 5/10ths coverage, visibility 15 plus miles, wind direction Northeast, wind velocity 5 knots.

1330 weather

Ceiling 12,000 feet, less than 5/10ths coverage, visibility 15 plus miles, wind direction Northeast, wind velocity 6 knots

b. Weather for 17 October 1949

0830 weather

Ceiling estimated at 4,000 feet more than 5/10ths coverage and at 600 feet with less than 5/10ths coverage, visibility 8 miles, wind direction South by Southeast, wind velocity 6 knots.

1030 weather

Ceiling 4,000 feet, clouds less than 5/10ths coverage, visibility 8 miles, wind direction Northwest, wind velocity 5 knots.

1130 Weather

Declassification Authority: NND 923007

CONFIDENTIAL

Ceiling 3,000 feet, clouds more than 5/10ths coverage, visibility 8 miles, wind direction Southwest, wind velocity 8 knots

1230 weather

Ceiling 4,000 feet, clouds more than 5/10ths, visibility 15 miles, wind direction Northwest, wind velocity 13 knots.

1330 weather

Ceiling 4,000 feet, clouds less than 5/10ths coverage, visibility 15 plus miles, wind direction West by Northwest, wind velocity 13 knots.

CLOSED

CONFIDENTIAL

Declassification Authority: NND 923007

~~CONFIDENTIAL~~

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-61

DATE 15 December 1949 egw

REPORT MADE BY: LEE GIBSON, JR.

REPORT MADE AT: DO #8, Maxwell AFB

PERIOD: 23 November 1949

OFFICE OF ORIGIN: DO #8, Maxwell AFB

STATUS: CLOSED

TITLE

Sighting of Flying Disc
on 23 November 1949 at
Eglin AFB, Florida,
by Personnel Radar Site #3

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None. This is an initial report.

SYNOPSIS

At 1420, 23 November 1949, it was reported that personnel on duty at Radar Site #3, Santa Rosa Island, Florida, had sighted an unconventional object located approximately three diameters above the moon. The personnel on duty at the Radar Site suspected that the object was a "flying disc". Investigation revealed that the object was first sighted at approximately 1200 by a group of personnel assigned to Radar Site #3 but was not reported to Eglin AFB until 1400 because the OIC did not wish to appear an alarmist. The object's appearance was that of a very shiny, metallic sphere. Photographs were taken and aircraft dispatched for the purpose of observation and the taking of photographs. The object was kept under constant surveillance until 1717 at which time it was definitely established by the APG Command the object was the planet Venus.

~~CONFIDENTIAL~~
CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CG, AMC	2	Commanding General	24-VIS-8-3
CG, APG	2	Air Materiel Command	UNITED STATES AIR FORCE
Hq OSI	2	Wright-Patterson AFB, Ohio	THE INSPECTOR GENERAL
File	2	ATTN: MCIAXO-3	DEC 22 2 50 PM '49
			OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander.

JAN 9 1950
3080 NAR

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

~~CONFIDENTIAL~~

Declassification Authority: NND 923007

UNCLASSIFIED

OUT 6 JAN 1950 CI DIV OSI

IN 29 DEC 1949 OSI CI DIV

OUT 29 DEC 1949 MANAGEMENT DIV OSI

Declassification Authority: NND 923007

DETAILS:

1. This investigation was telephonically requested by Lt. Colonel GEORGE DEVERALL, Director of Intelligence, APG, Eglin AFB, Florida, at 1420 hours, 23 November 1949. DEVERALL reported that personnel on duty at Radar Site #3, Santa Rosa Island, had sighted an unconventional object located at approximately three diameters above the moon. The personnel on duty at Radar Site #3 suspected that object was a "flying disc".

2. This is a joint investigation of Special Agent ARDEN J. STAIR and the writer.

AT SANTA ROSA ISLAND, FLORIDA

3. Investigation at Radar Site #3 revealed the following information:

a. Time of sighting was approximately 1200.

b. Object was not initially discovered by any one individual but by a group of perhaps twenty airmen, officers, and civilians working at the Radar Site #3.

c. The object was not reported to Eglin AFB until approximately 1400 hours because the officer-in-charge did not want to appear as an alarmist.

d. In appearance the object appeared to be a very shiny, metallic sphere suspended approximately three diameters above the moon at approximately one o'clock using the moon as the center of the clock.

e. At 1415 a reading was taken of the elevation and azimuth of the object and it revealed the following:

Elevation 612 Azimuth 3193

At 1525 another reading was taken and revealed:

Elevation 624 Azimuth 3315

f. Eglin AFB based aircraft were sent up for the purpose of observation and the taking of photographs. The pilots of these aircraft reported that the object appeared to be a planet. Photographs were taken and are included with this report as inclosures to the CG, AMC.

g. Attempts to pick-up object with radar met with negative results.

h. Interviews with various airmen and civilians at Radar Site #3 resulted in many varied personal descriptions of the object. Among these were:

Declassification Authority: NND 923007

(1) The object had an elongated center with what appeared to be flames coming from it.

(2) Smoke was seen coming from the object. The smoke appeared to be black similar to jet smoke. The source of the smoke appeared to be from the sides of the object.

(3) At approximately 1430 three observers reported that they saw the object make a very short, very fast U turn.

AT EGLIN AFB, FLORIDA

4. The object was kept under constant surveillance until approximately 1717 when the object was definitely identified as the planet Venus by the APG Command.

AT MAXWELL AFB, ALABAMA

5. On 23 November 1949 this phenomena was also observed at Maxwell AFB. Investigation substantiated the fact that the object observed was the planet Venus.

5 Inclosures:

FOR CG, AMC, WRIGHT-PATTERSON AFB, OHIO

Photographs taken of object by 3200th Photo M&A Squadron, Eglin AFB, Florida.

CLOSED

Declassification Authority: NND 923007

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-46

DATE 16 November 1949

REPORT MADE BY
EDWARD SUPE

REPORT MADE AT
DO #8, Maxwell AFB, Alabama.

PERIOD
2 November 1949

OFFICE OF ORIGIN
DO #8, Maxwell AFB, Alabama

STATUS
CLOSED

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT
on 21 August 1948 at Montgomery, Ala
by Mr. WILLIAM H. PERRY JR

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE
AFCSI Letter #85, dated 12 August 1949

SYNOPSIS

Report of DO #6 indicated that the interview of Captain C. S. CHILES, Eastern Airlines Pilot, Atlanta, Georgia, disclosed that his sighting the 23 July 1948 did not occur on the same day as that reported by WILLIAM H. PERRY JR, the 21st of August 1948. No other pertinent information was developed and all outstanding leads have been investigated, therefore this report is considered closed by this office.

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

UNCLASSIFIED

DISTRIBUTION

CG, AMC	2
Hq OSI	2
DO #6	2
CO, Maxwell AFB	2
DO #5 (Info)	1
File	2

ACTION COPY FORWARDED TO

Commanding General
Air Materiel Command
Wright-Patterson AFB, Ohio

Hq AMC, ATTN: MCIAXO-3

APPROVED

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander.

FILE STAMP
24-185-8-2
UNITED STATES AIR FORCE
OFFICE OF THE INSPECTOR GENERAL
NOV 8 1 49 PM '49
OFFICE OF SPECIAL INVESTIGATIONS
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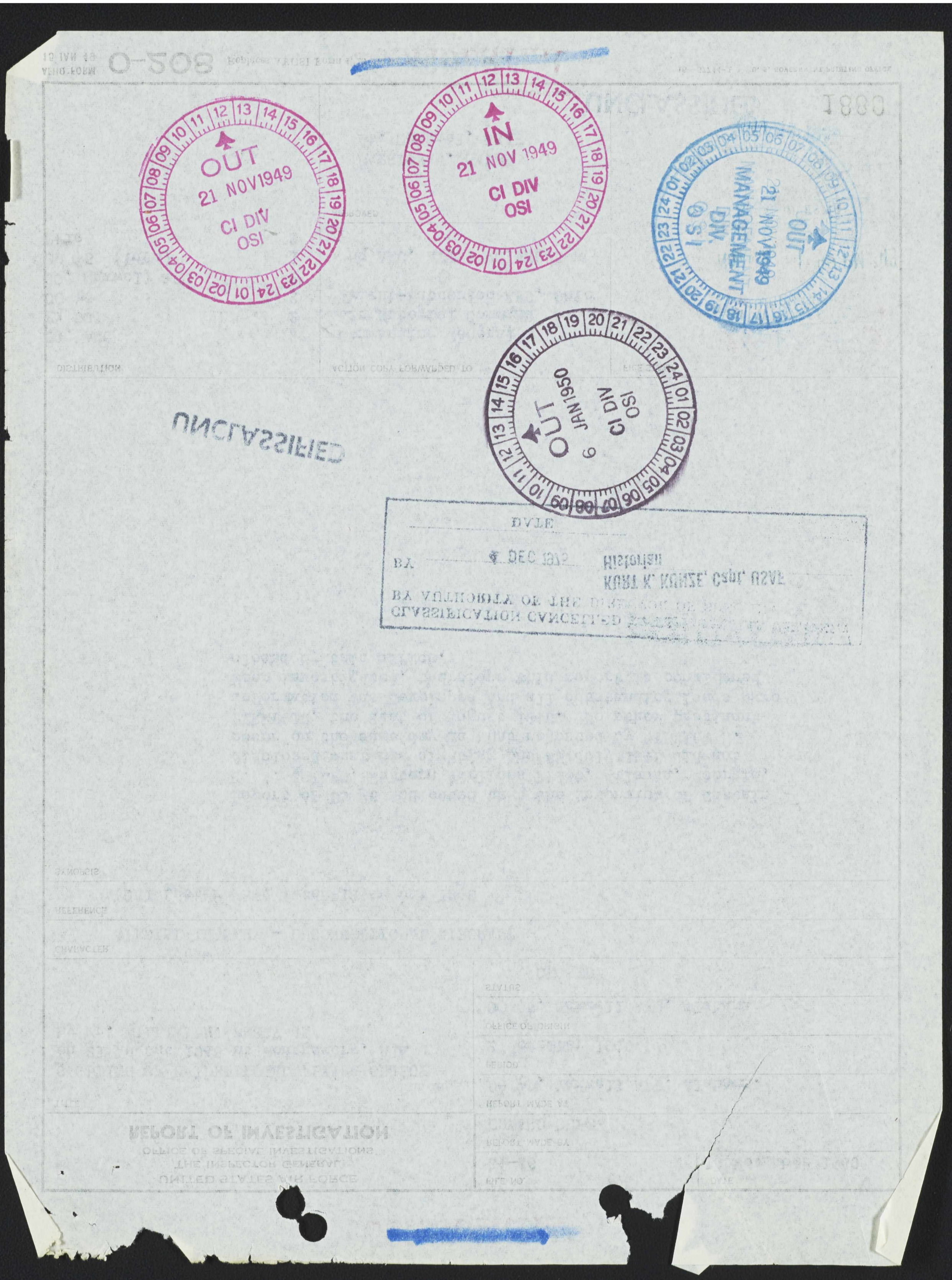
AFHQ FORM 1 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

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

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Declassification Authority: NND 923007

Declassification Authority: NND 923007



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

FILE NO. ~~24-185~~ 40

DATE 2 November 1949

REPORT MADE BY
Herbert F. Corson, SA

REPORT MADE AT
6th Dist OSI (IG), Marietta AFB, Ga.

PERIOD
6 October 1949

OFFICE OF ORIGIN
8th Dist OSI (IG), Maxwell AFB, Ala.

STATUS
PENDING

REFERRED UPON COMPLETION

TITLE

SIGHTING OF UNIDENTIFIED FLYING OBJECT on 21 August 1948 at Montgomery, Alabama by Mr. WILLIAM H. PERRY, JR.

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

AFOSI Letter #85, dated 12 August 1949.

SYNOPSIS

Captain C. S. CHILES was interviewed and stated that he sighted an unidentified flying object 30 to 50 miles southwest of Montgomery, Alabama at approximately 0340, 23 July 1948, at an estimated altitude of 5000 feet. This object was flying northeast to southwest at an estimated speed of at least 500 miles per hour. CHILES reported this to Eastern Air Lines Publicity Control Officials on 23 July 1948.

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

REFERRED UPON COMPLETION

DISTRIBUTION

DO #8 (3Incls)	3
Hq OSI (3 Incls)	2
DO #6 (3 Incls)	1
Hq AMC, ATTN: MCIAX0-3	2

ACTION COPY FORWARDED TO

APPROVED
EUGENE C. CROPPER
Lt Colonel, USAF
District Commander
DISTRICT COMMANDER

FILE STAMP
24-185-8-1
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
Nov 15 11 54 AM '49
OFFICE OF SPECIAL INVESTIGATIONS
NOV 25 1949
1767

AFCSI FORM 4
23 JULY 1948

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RAFB 3-31-49-20,000

Declassification Authority: NND 923007

Declassification Authority: NND 923007

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BY AUTHORITY OF THE DIRECTOR
CLASSIFICATION CANCELLED

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

DETAILS:

AT MARIETTA AFB, GEORGIA

1. At approximately 1400 hours, 6 October 1949, Captain C. S. CHILES, Eastern Air Lines, Atlanta, Georgia, stated that he had seen an unidentified flying object on 23 July 1948, which he assumed to be a secret type USAF aircraft, and reported same to the Eastern Air Lines Public Relations Representatives and Safety Board Officials.

2. On 6 October 1949, Captain C. S. CHILES, 3730 Peachtree-Dunwoody Road, N.E., Atlanta, Georgia, was interviewed and supplied the following data:

Date of sighting	23 July 1948
Time of sighting	0340 hours
Place of sighting	30 to 50 miles southwest of Montgomery, Alabama. Observer's position was from the cockpit of an Eastern Air Lines D-3 at approximately same altitude as unidentified flying object.
Number of objects	One (1)
Celestial phenomena	None.
Distance of object from observer	Observer had forward and going away view from about 2 to 3 miles distance.
Time in sight	5 to 8 seconds
Appearance of object	A double-decked cigar shape fuselage, illuminated thru apparent port-holes, resembling a D-C 6 without wings in size and appearance.
Direction of flight	Northeast to southwest.
Tactics of maneuvers	Object appeared to be traveling in straight and level flight at same altitude but to the right and in an opposite direction to

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Tactics of maneuvers (cont'd)	that of observer. After passing abreast of airliner carrying observer, object tended to disappear upwards to the rear and disappeared into overcast.
Evidence of exhaust	A cherry red flame extended 50 to 75 feet to rear of object.
Effect on clouds	None.
Lights	The forward two-thirds of cylindrical unidentified flying object appeared to have two well defined rows of cabin lights.
Support	No wings
Propulsion	Appeared to be result of jet power.
Control	Excellent - well coordinated gentle climbing turn into clouds prior to disappearance
Air ducts	None observed.
Speed	At least 500 miles per hours.
Sound	None audible.
Manner of disappearance	Disappeared into cloud bank to rear of observer, after slight climbing turn.
Weather	(At 5000) Visibility - Excellent, with 25 mile range. High - broken clouds - brilliant moonlight - faint trace of light breeze.

RELATIVE TO THE OBSERVER

Name	Captain C. S. CHILES
Address	3730 Peachtree-Dunwoody Road, N.E., Atlanta, Georgia

Declassification Authority: NND 923007

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

Occupation	1st Pilot - Eastern Air Lines.
Place of business	Atlanta Office - Eastern Air Lines.
Pertinent hobbies	Photography.
Ability to determine	Excellent
Reliability of observer	During the war, observer was a Lt. Col. Pilot, USAF, in a command capacity on the Ascension Islands, with vast experience in judging and identifying aircraft.
Witnesses	JOHN B. WITTED, formerly with Eastern Air Lines. Address unknown. G. L. McKELVIE, Columbus, Ohio

Note: Captain CHILES stated during the course of the interview that he has never sighted any unidentified flying object at any time other than at 0340, 23 July 1948.

REFERRED UPON COMPLETION

Declassification Authority: NND 923007

TITLE: SIGHTING OF UNIDENTIFIED FLYING OBJECT; CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT; FILE NO: 24-185; DATE: 2 November 1949

INCLOSURES

The following inclosures are attached to each copy of report:

Incl. 1. Exhibit "A" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 24 July 1948.

Incl. 2. Exhibit "B" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 25 July 1948.

Incl. 3. Exhibit "C" - Extracted Article from Page 1, Atlanta Journal, Atlanta, Georgia, dated 26 July 1948.

Declassification Authority: NND 923007

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ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 24 JULY 1948

- - - - - - - - - - - - -

Two Eastern Air Lines pilots reported Saturday that their plane Friday night passed a tremendous wingless aircraft that shot 40 feet of flame from the back end and was traveling 500 - 700 miles per hour.

Capt. Clarence Shipe Childs and Co-pilot John B. Whited said the object looked like a B-29 fuselage "blown up about 4 times" and was brilliantly lighted with 2 decks of big square windows. The object passed within several hundred feet of the DC-3 and then shot up into the clouds.

EXHIBIT "A"

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Declassification Authority: NND 923007

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ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 25 JULY 1948
(Three Column Spread)

- - - - - - - - - - - -

Large Photo of Childs and Whited

- - - - - - - - - - - -

Article with same information as 24th July with added speculation and denials by U. S. Air Force and Air Lines and plane manufacturers that the object was of U. S. make.

Passenger who also saw object identified as Mr. C. L. McKelvie of Columbus, Ohio, who stated that all he saw was a flash of fire pass the DC-3.

EXHIBIT "B"

CONFIDENTIAL

Declassification Authority: NND 923007

CONFIDENTIAL

ARTICLE ON PAGE ONE, ATLANTA JOURNAL, DATED 26 JULY 1949

- - - - - - - - - - - - -

People all over the country seeing objects.

Mrs. Noah Atkinson of Brookhaven, Georgia saw object.

C. M. Bowles, an Exposition Mills painter who lives near airport also saw object in past.

EXHIBIT "C"

CONFIDENTIAL

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