

Quest

OFFICIAL INTELLIGENCE DOCUMENTS

UFOs

THE PILOT ENCOUNTERS

A fantastic file which contains dozens of air encounters with UFOs, including: USAF reports over Washington D.C., 1952; 1947 FBI report on multiple aircraft encounter; 1987 State Dept. file on incident at Grantley Airport, Bridgetown; DoD report filed by aircrew based at Roswell, 1950; US Army report from Weeks Airfield; Navy Report - multiple event, 1950; 1947 account similar to Kenneth Arnold; 1940s sighting by flying instructor and trainee pilot; Encounters over Alaska; CIA files 1960 - pilot reports UFO over Sweden; USAAF report 1940s - UFOs as large as B-29 bomber described; 1991 Alitalia near miss - MoD correspondence. Intelligence files on newspaper photographer who filmed-UFO aircraft encounter. Various CIA reports from the 1950s and 1960s.

UFO MAGAZINE

The documents contained in this booklet are authentic reproductions. Some are taken from formerly classified intelligence files obtained under the American Freedom of Information Act. We do not retouch or alter any such documents and therefore they are the best available copies.

WD/1310/1/P1

Royal Air Force
West Drayton
Middlesex
UB7 9AU

0895 426199

Mr N Redfern
20 Paradise Lane
Walsall
West Midlands
WS3 4NH

9 May 1991

Dear Mr Redfern

OBJECT SIGHTING - 21 APRIL 1991

1. Thank you for your letter dated 6 May 91 concerning the sighting report by the pilot of an Alitalia MD80 inbound to Heathrow. At the time of the report the MD80 was under the control of the appropriate civil sector and, therefore, there was no military involvement or interest in the incident.

2. I can add nothing to the story beyond what was issued in the CAA's press release, a copy of which is enclosed. The release does mention a faint primary radar trace which was observed at the time and during replay of the radar picture; however, this was slow moving and could have been anything. The whole incident is being investigated by the appropriate CAA department.

Yours sincerely



P A Kiver
Squadron Leader
for Officer Commanding

Enclosure:

CAA Press Release.

GWP



MINISTRY OF DEFENCE

Main Building Whitehall London SW1A 2HB

Telephone 071-21-8 (Direct Dialling)
071-21-89000 (Switchboard)

Mr N Redfern
20 Paradise Lane
Pelsall
Walsall
WS8 4NH

Your reference

Our reference D/Sec(AS)12/3

Date 2 July 1991

Dear Mr Redfern,

Thank you for your letter of 6 May 1991 regarding the sighting of an object over Kent on 21 April.

I can confirm that MoD has been asked to assist with the Civil Aviation Authority examination of the Air Incident report made by the Alitalia MD80 aircraft's pilot.

The only surface-to-air missiles that could go as high as 22,000 feet are the Bloodhound (operated by the RAF) and the Sea Dart (operated by the Royal Navy). The Rapier missile is launched from the range at Benbecula in the Western Isles and the Aberporth range in Wales. Precise details of the operational ceiling of Rapier missiles is classified, but they could not go as high as 22,000 feet. The sighting in question would not be connected with the range at Lydd, as this has only anti-tank, light mortar, grenade and rifle ranges as well as limited field firing facilities.

It will not be possible for MoD to send you any of the correspondence relating to the Alitalia pilot's Air Incident report. However, you may wish to contact the Civil Aviation Authority separately.

I hope that this is helpful.

*Yours sincerely,
O W Hartop*

From: O W Hartop, Secretariat (Air Staff)2a, Room 8245.

ALITALIA 'SIGHTING'

On 21 April at 21.00hrs (local time) the crew of an Alitalia MD80 aircraft, inbound from Milan to London (Heathrow) and crossing the Kent coast at 22,200ft, reported seeing an object which the pilot described as 'missile shaped', travelling in the opposite direction 1000ft above him. The pilot said the object was light brown, round and about 3m long.

The aircraft was under control of the London Air Traffic Control Centre who had no other aircraft in the vicinity, but consistent with the pilot's report a faint primary radar trace was observed 10nm behind the Alitalia aircraft.

ATC submitted an Occurrence Report and investigatory action began immediately. Extensive inquiries have failed to provide any indication of what the sighting may have been.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 841508
By W.G. Lewis MARS, Date Jan 29, 1985.

July 26, 1952

"THE CUPLESS SAUCER"

Transcription from the record at WNA:
(2130 EDT 26 July)

Washington Tower: Andrews Tower, do you read? Did you have an airplane in sight west-northwest or east of your airport east-bound?

Andrews: No, but we just got a call from the Center. We're looking for it.

Washington: We've got a big target showing up on our scope. He's just coming in on the west edge of your airport—the northwest edge of it eastbound.

He'll be passing right through the northern portion of your field on an east heading. He's about a quarter of a mile from the northwest runway—right over the edge of your northwest runway now.

Andrews: What happened to your target now?

Washington: He's still eastbound. He went directly over Andrews Field and is now five miles east.

Andrews: Where did he come from?

Washington: We picked him up ourselves at about seven miles east, slightly southeast, and we have been tracking him ever since then. The Center has been tracking him farther than that.

Andrews: Was he waving his course?

Washington: Holding steady course, due east heading.

Andrews: This is Andrews. Our radar tracking says he's got a big fat target out here northeast of Andrews. He says he's got two more south of the field.

Washington: Yes, well the Center has about four or five around the Andrews Range Station.

The Center is working a National Airlines—the Center is working him and vectoring him around his target. He went around Andrews. He saw one of them—looks like a meteor. (Carbled)..Went by him..or something. He said he's got one about three miles off his right wing right now.

There are so many targets around here it is hard to tell as they are not moving very fast.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 841508
By W.G. Lewis HARS, Date Jan 29, 1985.

Andrews: What about his altitude?

Washington: Well, must be over 8,000 feet as we don't have him in radar any more.

7 July 1947

SUBJECT: Report on Flying Saucers.

TO: Commanding General
32d AAF Base Unit
Bolling Field
Washington, D. C.

1. Following are statistics regarding reports by four witnesses while in flight in two airplanes.

2. Weather CAVU. Visibility exceptionally good. Scattered altocumulus 6000 feet.

3. First report: time 1145 hours CST. Alt. of observers 800 feet above the ground. Altitude of saucer 4000 feet MSL. Observed period - First sighted over Keshkonong, Wisconsin. Flight was observed from town of Keshkonong to Elkhorn, Wisconsin. This flight covered twenty-five (25) miles in fifteen (15) seconds, which is a speed of six thousand (6000) miles per hour.

4. Second report: Time 1430 hours CST. Altitude of observers thirty-five hundred feet (3500) MSL. Altitude of saucer twenty-five hundred feet (2500). Observation period. Observers at East Troy, Wisconsin, flight observed from Eagle, Wisconsin to Muskego, Wisconsin. This flight covered twenty-two (22) miles in twenty (20) seconds, which is a speed of three thousand nine hundred sixty (3960) miles per hour.

5. Flight maneuvers: First observation-saucer descended vertically edgewise through altocumulus clouds, stopped at four thousand (4000) feet and assumed horizontal position and proceeded in horizontal flight from a horizontal position for fifteen (15) seconds covering twenty-five (25) miles and again stopped and disappeared. Second observation: Observed in horizontal flight in a horizontal attitude for a period of twenty (20) seconds covering twenty-two (22) miles. By the time the pilot had removed his camera from the glove compartment of his plane, the saucer disappeared and again reappeared approximately ten (10) miles farther along its course after six (6) seconds making its final disappearance.

6. The first two observers were an instructor and a student, having just taken off from Elkhorn Airport. The second two observers, one being [redacted] and a passenger.

62-83894-58
ENCLOSURE John D. Schindler, Jr.

S. Charleston, W. Va.
September 25, 1949.

Federal Bureau of Investigation
Washington D. C.

Gentlemen:

(9/25/49)
An incident happened this afternoon which after consideration I felt I should report. I most certainly do not want this incident disclosed, as I do not want any publicity concerning it. If you regard it of no special interest to the F.B.I. please disregard this correspondence.

I was flying from (Clark Field) to Parkersburg, W. Va. this afternoon and about four miles airline, southwest of Parkersburg, I suddenly noticed a bright yellow object coming directly towards me. It came at me with such speed, added to my 100 m.p.h. forward speed that it startled me and had passed by in a matter of a couple of seconds. But it passed by about 100 feet under my ship and about 50 feet to my right, and because of the dark green background of the forests below I was able to get a very clear outline of the object, and what I believe is a very accurate description.

Color - bright saffron yellow

Length- about 15 to 18 inches

Diameter- About 4" in the largest part

It resembled a rocket, in fact was about the same shape and proportions as the fuselage of a Lockheed Air Force X-90

No wings but vertical and horizontal fins on rear 1/3 of the rocket.

No visible means of propulsion such as propeller, vapor trail, smoke or exhaust.

The front of the rocket was very sharp with a needle nose, the needle looked about 6" long and was the size of a lead pencil.

The rear end was blunt similar to the rear end of a jet fuselage.

I was flying my ship, (a Luscombe 8A, NC 1440K) and was traveling about 100 m.p.h. at the time.

I was at 3450 ft above sea level at the time.

I was flying a compass course of 60 degrees, and the rocket was traveling almost west at 240 degrees.

It happened about 2:45 P.M. on the above date.

The visibility was exceptionally good, about 30 miles.

The yellow object looked very sharp and clearly outlined because of the dark green background.

If you will refer to the Huntington sectional aerial map the object was sighted over a very small town named Lubeck, which is about 4 miles direct west of South Parkersburg.

It appeared to have spent its force and seemed to be dropping slightly as it passed by, or had been fired or launched from a higher altitude than the altitude I was flying. end

My wife was with me but she did not see the object, and I did not tell her of the incident until we had landed at Parkersburg.

Very truly yours,

RECORDED

87

ENCLOSURE 83891

RECORDED 81

62-83894-202

CONFIDENTIAL
REGISTERED MAIL

Date: October 19, 1949

APPROPRIATE AGENCIES

AND FIELD OFFICES

ADVISED BY ROUTING

SLIP(S) OF 2010

DATE 9/11/77

EX-119

To: Director
Office of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington, D. C.

From: John Edgar Hoover - Director, Federal Bureau of Investigation

Subject: FLYING DISCS

There is set forth the following unverified information relating to the captioned matter which was furnished to this Bureau by a confidential source whose reliability is unknown and who has requested that his identity not be revealed.

"I was flying from ... to Parkersburg, W. Va. this afternoon (September 25, 1949) and about four miles airline, southwest of Parkersburg, I suddenly noticed a bright yellow object coming directly towards me. It came at me with such speed, added to my 100 m.p.h. forward speed that it startled me and had passed by in a matter of a couple of seconds, but it passed by about 100 feet under my ship and about 50 feet to my right, and because of the dark green background of the forests below I was able to get a fairly clear outline of the object, and what I believe is a very accurate description.

- Color - bright canary yellow
- Length - about 15 to 18 inches
- Diameter - about 4" in the largest part

"It resembled a rocket, in fact was about the same shape as the fuselage of a Lockheed Air Force I-90

COMMUNICATIONS SECTION

MAILED 12

OCT 20 1949 P.M.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

52 NOV 1 1949

"No wings but vertical and horizontal fins on rear 1/3 of the rocket.

"No visible means of propulsion such as propeller, vapor trail, smoke or exhaust.

"The front of the rocket was very sharp with a needle nose, the needle looked about 6" long and was the size of a lead pencil.

"The rear end was blunt similar to the rear end of a jet fuselage.

"I was flying my ship ... and was traveling about 100 m.p.h. at the time.

"I was at 3,500 ft. above sea level at the time.

"I was flying a compass course of 60 degrees, and the rocket was traveling almost west at 240 degrees.

"It happened about 2:45 P.M. on the above date.

"The visibility was exceptionally good, about 30 miles.

"The yellow object looked very sharp and clearly outlined because of the dark green background.

"If you will refer to the Huntington sectional aerial map this object was sighted over a very small town named Inbeck, which is about 4 miles direct west of South Parkersburg.

"It appeared to have spent its force and seemed to be dropping slightly as it passed by, or had been fired or launched from a higher altitude than the altitude I was flying."

The above has been furnished to you for your information and assistance in connection with the captioned matter.

TELEGRAM

AN: 0870771-0360

UNCLASSIFIED



UNCLASSIFIED

1873. REPORTED GEOGRAPHIC LOCATION AND TIME PLACED THE
DECAY IN YOUR LOCATION AT THE APPROXIMATE TIME OF
SIGHTING. THOUGH WE CAN NOT BE 100 PERCENT SURE, IT IS
LIKELY THE SIGHTINGS WERE RELATED TO THE DECAY. SHULTZ

UNCLASSIFIED

UNCLASSIFIED

U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

JUN 30 1950

TELETYPE

Mr. Tolson	✓
Mr. Ladd	✓
Mr. Clegg	✓
Mr. Glavin	✓
Mr. Nichols	✓
Mr. Rosen	✓
Mr. Tracy	✓
Mr. Harbo	✓
Mr. Belmont	✓
Mr. Mohr	✓
Tele. Room	✓
Mr. Nease	✓
Miss Gandy	✓

WASH 8 FROM PHOENIX VIA LOSA 30 10-03 AM

DIRECTOR FBI

U R G E N T

FLYING DISCS. AT FIVE FORTYFIVE PM, JUNE TWENTYNINTH LAST, AN
OBJECT IN SKY WAS OBSERVED BY MANY CITIZENS OF PHOENIX INCLUDING
FBI PERSONNEL. MATTER IMMEDIATELY REPORTED TO
OSI, WILLIAMS AFB, ARIZONA. ADVISED TODAY OBJECT WAS PICKED
UP BY RADAR SCOPE AT SIX PM, JUNE TWENTYNINTH, AT WHICH TIME IT
WAS ESTIMATED OBJECT WAS THIRTY TO THIRTYFIVE THOUSAND FEET IN
AIR. A B TWENTYNINE FROM FIVE HUNDRED NINTH BOMB GROUP, ROSWELL,
NM, WAS ASSIGNED TO FOLLOW OBJECT AND PILOT REPORTED THAT WHILE
TRAVELING AT TWENTYFIVE THOUSAND FEET HE ESTIMATED OBJECT TO BE
ADDITIONAL TEN TO TWENTY THOUSAND FEET ABOVE HIM. PLANE WAS
TRAVELING AT TWO HUNDRED NINETY MPH AND WAS ABLE TO CIRCLE BENEATH
OBJECT. OBJECT WAS MOVING IN WESTWARDLY DIRECTION IN ABSENCE OF
WIND. IT WAS LAST SIGHTED AT EIGHT FIFTYFIVE PM AT A POINT ABOUT
TWENTY MILES NORTH OF BLYTHE, CALIFORNIA, WHEN IT WAS LOST DUE TO
HEAVY THUNDERSTORM IN AREA. ESTIMATED SIZE OF OBJECT TO
BE VERY LARGE, INASMUCH AS WITH USE OF BINOCULARS HE COULD EASILY
SEE OBJECT. NEVERTHELESS, THE B TWENTYNINE COULD NOT BE OBSERVED

WITH BINOCULARS. OSI WILL SUBMIT FULL REPORT AFTER CONSULTATION
WITH AIRPLANE CREW AND FURTHER STUDY. NO ACTION BEING TAKEN BY

END OF PAGE ONE

COPIES DESTROYED
270 NOV 18 1964

RECORDED-15 63-83594-234

JUL 18 1950

PAGE TWO

THIS OFFICE AND ABOVE FOR YOUR INFO ONLY.

MURPHY

CORRECTION PLS 6TH LINE 7TH WORD SHOULD BE THIRTYFIVE

END

PLS ACK

HOLD PLS

cc Mr. Belmont

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: 8/2/50

FROM : SAC, Louisville

SUBJECT: ALF E. HIXENBAUGH's Photographs
of Flying Saucers;
INFORMATION CONCERNING

On June 28, 1950, the Louisville Times, a newspaper of general circulation published at Louisville, Kentucky, carried a two-column cut showing three frames of a movie camera film of what purported to be a moving picture of a flying saucer. The photographs, taken by ALF (AL) HIXENBAUGH, Times staff photographer, were taken, HIXENBAUGH said, on a 16 mm magazine-loading movie camera.

The news article, accompanying the photographs, stated HIXENBAUGH took 50 feet of film in which "the bright flying object shows clearly." The photographer, according to the article, was at Longest and Everett Avenues near his home, 2205 Longest, at 4:15 P.M., June 27, 1950, on his way to take some moving pictures of birds. The article relates that HIXENBAUGH "suddenly heard the roar of a big plane -- a twin-motored DC-3 -- and glanced overhead. At first he thought it was a jet plane then he looked to the west of the plane, which was flying southwest toward Standiford Field -- and saw the large disk. It had a slight corona around it and seemed to be lower than the plane."

According to HIXENBAUGH, the object appeared "motionless for about ten seconds ... then it began to get smaller, finally vanishing into the west." The article notes that while the "saucer" appeared on all the film HIXENBAUGH took, the airplane was out of the picture field quickly, appearing on only about 10 feet. HIXENBAUGH, according to the article, advised military officers at Godman Field who in turn notified flight headquarters at Wright-Patterson Field. A copy of the newspaper article and photographs are being forwarded to the Bureau as enclosures.

A subsequent newspaper article stated that representatives of the military would fly to Louisville to examine the films. In addition to being printed in the Louisville Times, the movie film taken by HIXENBAUGH was carried on a national television network and received national comment from WALTER WINCHELL. HIXENBAUGH has received telephonic and written queries concerning subject matter of the picture

HTE/whp

Ls #62

Enclosures-3

RECORDED 118

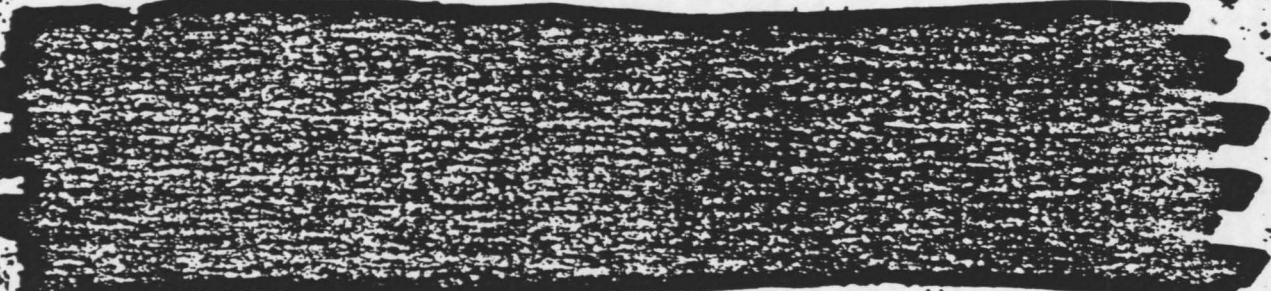
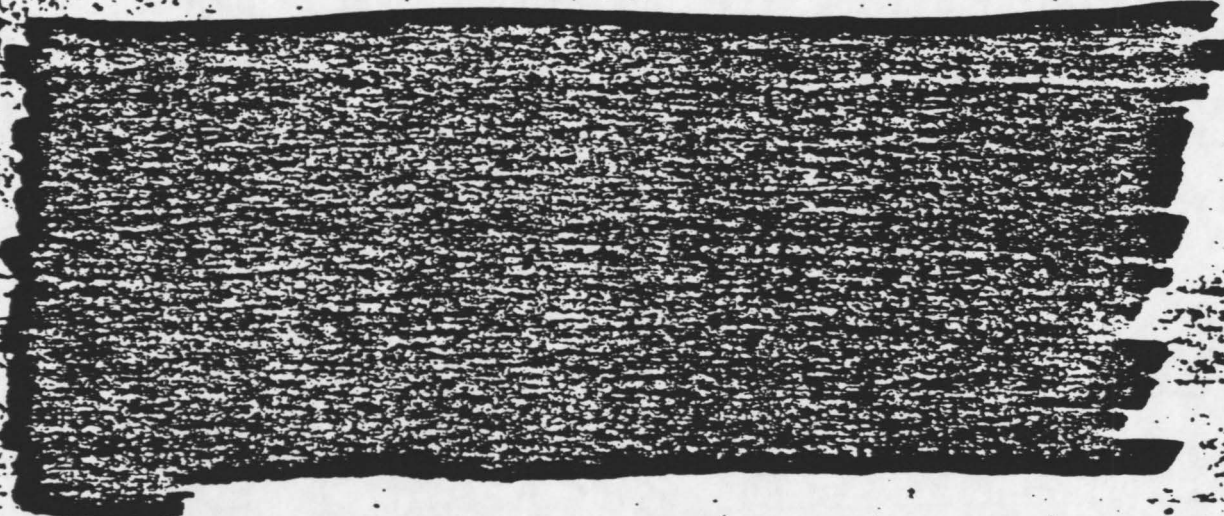
AUG 4 1950

51 AUG 8 1950-95

62-0

from various persons and organizations throughout the United States, he said.

On July 28, 1950, HIXENBAUGH telephonically communicated with the Louisville Division stating that he had been advised that a representative of one of the Army Intelligence Agencies would be in Louisville on Saturday, July 29, 1950, to view the film. He expressed fear that the persons who might be contacting him might be unauthorized individuals and asked if he could bring the film to the FBI office for clearance. HIXENBAUGH was advised that the Bureau did not clear employees of other agencies and if he had doubt as to their authenticity he should check with the agency they professed to represent. HIXENBAUGH was advised that in the event they were not representatives of the agency they professed to represent, the information should be furnished this office and appropriate action would be taken under the Impersonation Statute.



MESSAGE

STAFF COMMUNICATIONS OFFICE

RECEIVED FROM C-2 THROUGH LIAISON CHANNELS

DATE 12/15/50

PARAPHRASE NOT REQUIRED

PRIORITY.

FROM: COUSARAL FT RICHARDSON ALASKA FROM ARCSI

TO: DEFTAR WASH DC FOR ACOFS G2

DTG: 150345Z

15 DEC 50

Also Air Comd reports military jet pilots vic Fairbanks while over Weeks International Field at an altitude of 8000 feet observed a flash of light, yellow in color at an altitude between 25,000 and 30,000 feet. Horizontal distance to object was aprx 50 miles. Soon after flash a dark brown smoke appeared to rise or climb at an angle of 40 degrees. At the leading edge of the smoke at aprx 100 feet appeared an object either cigar shaped or a fuselage without wings travelling at terrific speed. Pilots started pursuit on heading of 210 degrees mag, indicating 380 at every steep climb. Pursuit continued until pilots reached village of clear and lost sight of object. Meantime object gained altitude and speed and disappeared because of distance of aprx 50 to 55,000 feet. Color of smoke brown, color of object dark and no reflection from sunlight. Pilots assured of shape because of perfect silhouette against the sun. One pilot had object in view aprx 4 1/2 mins. First sighted at 150026Z. Coordinates 64 degs 13 mins North, 149 degs 30 mins West. LCC info will be fwd when obtained.

162-53874

NOT RECORDED

17 DEC 21 1950

Classification cancelled 15/10/78
effective on 17 OCT 1978
under the authority of HFR 205-1
by DFR 105/105

ACTION: 02.

INFO: 03, AF

CM IN 932

(15 Dec 50) DTG: 150345Z rvk/7

CLASSIFIED BY GADP

EXEMPTED BY TAG

078-072

141 DEC 15 50

27

61 DEC 27 1950

COPY NO.

REPLACES DA SCO FORM 22-1, 15 JAN 48, WHICH MAY BE USED. U.S. GOVERNMENT PRINTING OFFICE: 1950-O-281128

Received from ONI through Liaison Channels
 1/24/50 *CSG* *Hunt*

CONFIDENTIAL

ISSUED BY THE COMNAVOP DIVISION
 OFFICE OF NAVAL OPERATIONS
 NAVY DEPARTMENT

INTELLIGENCE REPORT

(Reference to this report must specify Serial No., Page and Date.)

Serial No. 450 of Yodick, Alaska Date 10 Feb. 1950

From DIC/ATD (See note 2)

Reference (Category, confidentiality, previous related report, etc., if applicable)

Source OFFICIAL - U. S. NAVY Evaluation L-2

Subject Unidentified Phenomena in vicinity of Kodiak Alaska

Summary (Here enter brief summary of report, containing all data necessary to identify subject, including important facts, names, places, dates, etc.)

REFERENCE: A report of sightings of unidentified airborne objects, by various naval personnel, on 22 and 23 January 1950, in the vicinity of Kodiak, Alaska is contained herein.

NOTES: (1) This information is as of 23 January 1950
 (2) IFI makes no provision for reporting phenomena of this nature

ENCLOSURES: (1) Completed CINCLAL form containing information given by [redacted] USN
 (2) Completed CINCLAL form containing information given by [redacted] USN
 (3) Sketch of radar interference characteristics experienced by [redacted] USN
 (4) Completed CINCLAL form containing information given by Lt. [redacted] USN
 (5) Track chart of aircraft in which Lt. [redacted] USN embarked 23 January 1950
 (6) Statements of [redacted] Y1 and [redacted] RC, USN
 (7) Statement of Lt. [redacted]
 (8) Winds aloft and balloon release data

1. Enclosures (1), (2), and (4) are completed forms suggested by Commander in Chief, Alaskan Command, Fort Richardson, Alaska for the reporting of sighting of unidentified objects. Enclosure (3) is a sketch of radar interference experienced in aircraft piloted by Lt. [redacted]. Enclosure (5) is a track chart of aircraft in which Lt. [redacted] was embarked when he sighted unidentified object. Enclosure (6) contains statements by [redacted], RC, USN and [redacted], Y1, USN relative to their sighting. Enclosure (7) is a copy of Lt. [redacted] statement and enclosure (8) is a summary of weather and balloon release information.

DECLASSIFIED BY NIS letter 4/20/77

CONFIDENTIAL

THIS REPORT CONSISTS OF THREE PAGES

18434 193/77

CLASSIFICATION

INDEXED - 74 **CONFIDENTIAL**

63894-228

NOT RECORDED

MAY 9 1950

6 MAY 25 1950

Flying Discs

Use this form for reporting sightings of unidentified flying objects (UFOs) and other aerial phenomena. It is to be filled out by the observer and submitted to the nearest military or naval command. Do not include speculation or conjecture. Only include facts observed and known. Do not include information obtained from other sources. Do not include information obtained from the media. Do not include information obtained from the public. Do not include information obtained from the press. Do not include information obtained from the radio. Do not include information obtained from the television. Do not include information obtained from the movies. Do not include information obtained from the news. Do not include information obtained from the magazines. Do not include information obtained from the books. Do not include information obtained from the newspapers. Do not include information obtained from the journals. Do not include information obtained from the periodicals. Do not include information obtained from the pamphlets. Do not include information obtained from the leaflets. Do not include information obtained from the brochures. Do not include information obtained from the booklets. Do not include information obtained from the manuals. Do not include information obtained from the guides. Do not include information obtained from the directories. Do not include information obtained from the yearbooks. Do not include information obtained from the almanacs. Do not include information obtained from the atlases. Do not include information obtained from the gazetteers. Do not include information obtained from the encyclopedias. Do not include information obtained from the dictionaries. Do not include information obtained from the thesauruses. Do not include information obtained from the concordances. Do not include information obtained from the indexes. Do not include information obtained from the bibliographies. Do not include information obtained from theographies. Do not include information obtained from the bibliographies. Do not include information obtained from theographies.

CONFIDENTIAL

DIC/17ND No. 4-50

16 February 1950

Subj: Unidentified Phenomena

2. A summary of the information contained in enclosure (1) through (8) follows:

a. At 2202:07 January LT [redacted], USN, patrol plane commander of P2V3 No. 4 of Patrol Squadron One reported an unidentified radar contact 20 miles north of the Naval Air Station, Kodiak, Alaska. When this contact was first made, LT [redacted] was flying the Kodiak Security Patrol. At 0213:00, 6 minutes later a radar contact was made on an object 10 miles southeast of NAS Kodiak. Lt. [redacted] checked with the control tower to determine known traffic in the area, and was informed that there was none. During this period the radar operator, [redacted] ALC, USN reported intermittent radar interference of a type he had never before experienced. (See enclosure (3)). Contact was lost at this time, but intermittent interference continued.

b. At some time between 0200 and 0300, [redacted] TFC, USN was standing watch on board the USS TILLAMOOK (ATA 192), which was anchored in the vicinity of buoy 19 in the main ship channel. [redacted] reported sighting: a "very fast moving red glow light, which appeared to be of exhaust nature, seemed to come from the southeast, moved clockwise in a large circle in the direction of, and around Kodiak and returned out in a generally southeast direction." [redacted] called [redacted] T1, USN, also on watch, to observe this object, and they both witnessed the return flight. The object was in sight for an estimated 30 seconds. No color or sound was detected, and the object was described to have the appearance of a ball of fire about one foot in diameter.

c. At 2204:07, conducting routine Kodiak security patrol, Lt [redacted] reported a visual sighting of an unidentified airborne object at a radar range of 5 miles, on the starboard bow. This object showed indications of great speed on the radar scope. (The trailing edge of the blip gave a tail like indication.) At this time Lt [redacted] called the attention of all crew members to the object. An estimated ten seconds later, the object was directly overhead, indicating a speed of about 1600 MPH. [redacted] climbed to intercept, and attempted to circle to keep the object in sight. He was unable to do this, as the object was too highly maneuverable. Subsequently the object appeared to be opening the range, and [redacted] attempted to close the range. The object was observed to open out somewhat, then to turn to the left and come up on Smith's quarter. [redacted] considered this to be a highly threatening gesture, and turned out all lights in the aircraft. Four minutes later the object disappeared from view in a southeasterly direction.

d. At 2204:50, the day following Lt Smith's sighting, Lt [redacted] and Lt [redacted] of Patrol Squadron One were conducting the Kodiak Security Patrol, and sighted an unidentified object. At the time of the sighting the aircraft in which these officers were embarked was approximately 62 miles south of NAS Kodiak. The object appeared to be on an ascending easterly course, and was in sight for ten minutes. During this period the object was observed by Lieutenants Gausser and Sisco, and P-115C, T1, alone certain. At no time was radar contact made on the object. Lt Gausser was unable to close the object at 170 knots.

CONFIDENTIAL

CONFIDENTIAL

Ref. WTD Serial No. A-30

10 February 1950

Subject: Unidentified Phenomena

(e) The objects sighted have been described as follows:

(1) To Lt. [redacted] and crew it appeared as two orange lights rotating about a common center, "like two jet aircraft making slow rolls in tight formation". It had a wide speed range.

(2) To [redacted] WSO, and Carver, WSO it appeared as a reddish orange ball of fire about one foot in diameter, travelling at a high rate of speed.

(3) To Lt. [redacted], Lt. [redacted] and [redacted] ADL, it appeared to be a pulsating orange yellow, torpedo shaped flame, with regular period of pulsation on 3 to 5 seconds, off 3 to 5 seconds. Later, as the object increased the range the pulsations appeared to increase to on 7 to 8 seconds and off 7 to 8 seconds.

3. A check with the Navy Weather Central, Kodiak, Alaska revealed that balloons were released at the following times:

22 January - 0445 and 2300 (approximately)

23 January - 0400 (approximately)

4. On 23 January winds aloft at 1000 feet were reported at 0400Z as from 310° T at 35 knots, and at 2000 feet from 240° T at 37 knots, while the object was reported to be on an ascending - westerly course.

CONCLUSION: In view of the fact that no weather balloons were known to have been released within a reasonable time before the sightings, it appears that the object or objects were not balloons. If not balloons the objects must be regarded as phenomena (possibly meteorites), the exact nature of which could not be determined by this office.

CONFIDENTIAL

Statement of [REDACTED] b6
at Boise, Idaho, July 12, 1947

To Whom It May Concern:

1 On the sixth day of July, 1947, I received from [REDACTED] b6
[REDACTED] of the Statesman Newspapers, incorporated in Idaho as
The Statesman Printing company, an assignment which was in substance:

"Conduct an aerial search of the northwest states in an effort to see and photograph a flying disc. Conduct this patrol for so long a time as you believe reasonable, or until you see a flying disc."

In accordance to these instructions, I took the Statesman's airplane, and with [REDACTED] as passenger, flew a seven and one-half hour mission on the seventh day of July, 1947. This mission was without result. It covered an area embracing the confines of the Hanford plant in Washington, and territory between and around Mt. Rainier and Mt. Adams, where [REDACTED] b6 first reported seeing objects henceforth described as saucers or discs.

On the eighth day of July, 1947, I took an AT-6 of the 190th Fighter squadron, Idaho National Guard, of which I am a member, and flew to northern Idaho, into northwestern Montana briefly, to Spokane, Washington, and back to Boise by way of Walla Walla, Washington, and Pendleton, Oregon. This search also was negative.

On the ninth day of July, 1947, I continued the search, again using a national guard AT-6, this time centering my efforts over the Owyhee mountains west and southwest of Boise, a portion of the Mountain Home desert on a track southeast of the Mountain Home army air base, thence into the Sawtooth mountains, and back in the general direction of Boise on a line carrying me well to the north of the Shafer butte forest service lookout station, into the Horseshoe Bend area, and thence back in a southwesterly direction to a point between Boise and the village of Meridian, west of Boise a few miles.

During this march, which lasted approximately two and one-half hours, I flew under and around rapidly forming cumulus clouds over that area known as the Camas Prairie, east of Boise. The clouds were near the village of Fairfield in that valley, and Fairfield is 75 miles airline distance east of Boise. At that time I saw nothing in the vicinity of these clouds.

At the time I reached the point between Boise and Meridian, I was flying at an altitude of 14,000 feet mean sea level, which would be a mean average of 11,000 feet above the earth in this area, not considering errors in the altimeter induced either by barometric changes since my takeoff, or by the temperature at that altitude.

I turned the aircraft on an easterly heading, pointing toward Gowen Field, and had flown on that course for perhaps a minute when there suddenly appeared in the left hand portion of my field of vision an object which was black and round.

I immediately centered my gaze on the object. At that time, due to its erratic movement, I thought I was seeing a weather balloon. I called the CAA communication station at Boise, and asked if the weather station had recently released a balloon. The reply from communicator Albertson was that the bureau had not. I do not remember his exact words; I am under the impression he said "not for several hours" or gave me the exact time of the previous release, which was around 03:30 that day.

ENCLOSURE

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Upon hearing this response, I turned the aircraft broadside to the object, pulled back the plexiglass covering to avoid any distraction, took my camera from the map case, and exposed about 10 seconds' duration of eight millimeter motion picture film. During the time the camera was at eye level, I could not see the object because of minuteness of scope introduced by the optical view finder with which the camera, an f.1.8 Eastman, was equipped.

Taking the camera away and once again centering my gaze on the object, I observed it to roll so that its edge was presented to me. At this time it flashed once in the sunlight. It then appeared as a thin black line. It then performed a maneuver which looked as if it had begun a slow roll, or a barrel roll, which instead of being completed, was broken off at about the 180-degree point. The object rolled out of the top of the maneuver at this point, and I lost sight of it.

This entire performance was observed against the background of clouds previously forming over the Camas Prairie. The object appeared to me, relatively, as the size of a twenty-five cent piece. I do not know how far away it was. I do not know, nor can I truthfully estimate its speed. I can only say it was not an airplane, and if it was at a very great distance from me, its speed was great, taking into consideration that apparent speed is reduced to the viewer if an object is a very great distance away.

I forgot to look at my clock to determine the exact time I saw the object. The CAA's log of radio contacts shows my first contact to have been made at 12:17 hours. But a few seconds elapsed between the time I first saw the object, and the time I called the CAA's station.

I subsequently related over the radio a description of what I saw, and communicator [redacted] may remember it. The control tower may have a recording of the conversation. I have not checked to determine.

The purpose of my relating over the air that I saw was to enable rapid transmission of the report to the newspaper, for at that time I was on assignment and my energies thenceforth were devoted to (1) transmitting the information and (2) conducting a further search, which I did after landing for fuel and to make some telephone calls.

The next search, begun within half an hour after landing from the first one, consumed another two hours, but was negative. I explored thoroughly the region where I saw the object.

Immediately after sighting the object, I asked if there were other aircraft in the area. There was a F-51 of the 100th squadron practicing maneuvers in the vicinity of Luna, but that was behind me. A C-54 passed over Boise, but I saw that aircraft go beneath me by some 2,000 feet. The P-51 in the vicinity of Luna proceeded to the area where I saw the object, at my request, and conducted a search. It was negative. During the afternoon, flights of P-51s were sent out to cover the area, and some of them flew high altitude missions on oxygen. These searches were negative.

I was subsequently informed that personnel on both the United Air Lines side of Gowen field, and on the national guard side, observed a black object maneuvering in front of the same cloud formation, which by now had grown so that the clouds reached a probable height of 19,000 or 20,000 feet from a mean base of 13,500 or 14,000 feet, mean sea level. Three of these men were national guard personnel and I talked to them,

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asking them to describe what they saw, before telling them my story, in order to avoid suggestion or inference of a leading nature. They saw the object (from the ground) while I was on my second search. They believed the time to have been 14:00 hours. The object performed in the same erratic manner, they said, as I observed.

The above is the extent of the story, and information concerning myself is now in order.

I have approximately 2600 hours of flying time in equipment ranging from primary trainers to B-29s. Of course, that does not increase my powers of observation except as to those practiced daily by an airman. It does not make my eyesight any sharper except again as to the incidental demands upon the eyes of a pilot.

At the time of the experience related above, I had flown fourteen and one-half hours on an assignment to find a disc and if possible, to photograph it. In all frankness, I was tired. I may have been suffering, although slightly, from want of oxygen.

Prior to sighting the object, I had concluded there was no point in pressing the search, that I probably would never see the disc-like objects referred to by [redacted] and by [redacted] of United Air Lines.

At all times during the search, both on that day and the two preceding days (particularly when I was with [redacted] I had literally talked to myself to keep beating into my head that I would not fall victim to the power of suggestion or self-hypnosis arising from a naturally very intent desire to find a disc and bring success to the assignment given me. bl

I therefore do not believe that I was the victim of suggestion or hypnosis. I am familiar with the optical illusion of a fixed object beginning to move after it is watched a sufficient length of time. I know what tricks the eyes will play as to moving bodies, and have learned of this particularly during night formation flying.

I saw the object appear suddenly. If it had moved in a jerky fashion (as it did at first) for the full length of time I observed it, I would not be so strong in saying that I saw something not an aircraft, not a balloon, and not a corpuscle moving across the retina of either eye. The maneuver described by the object when its edge was presented to me convinces me that I saw an object actually performing in an erratic flight path. bl

The question remains, of course, whether I saw it. The motion picture film, developed and processed by [redacted] in the Eastman laboratories at 241 Battery Street, San Francisco, showed no trace of any object. [redacted] says that if it was more than a mile distant from me at the size I described, the object would not have registered sufficiently on the film to be shown. He said it probably was too far away to be apparent even through great enlargement of the negative, and enlargement in that case is limited because of the size of the film and the fact I did not have any telescopic equipment on the lens. The exposure was f.16, stop set at infinity, at a speed of 16 frames per second. bl

I have worried over this matter a great deal since seeing it. I "took myself aside" and said, "come now, [redacted] don't be stupid." But I cannot bring myself to the point of thinking I did not see anything. The impression of the moment was too vivid, too realistic, and I knew in the air when I saw that partial slow roll or barrel roll, that I was not a victim of illusion.

I trust this matter will be of help to those investigating the flying disc phenomena which have been reported.

A chart is attached depicting the movements of the object as I

~~CONFIDENTIAL~~

COPY

saw it.

This statement is made voluntarily and freely, in response to the request of Mr. Brown and Captain Davidson, who called on me this morning.

/s/ [REDACTED] b6

Subscribed and sworn to before me, a notary public, this 12th day of July, 1947.

/ [REDACTED] b6

COPY

Chart to which reference is
made on page six, statement
of [REDACTED]



This design portrays the movements of the object to which reference is made in the attached statement. At all times the object appeared as black. Positions (1), (2) and (3) show the jerky, rising motion. Position (4) is where the object rolled, presenting its edge to me. It then followed the dotted line, rolling over the top of the maneuver and disappearing at position (5).

OCAPH/KDS:cp

24 July 1947

#3724-I

MEMORANDUM TO THE SECURITY OFFICER, OCAMA, TINKER FIELD.

SUBJECT: [REDACTED], Radio Corporation
of America, Dallas, Texas. Residence: [REDACTED]
Oklahoma City, Oklahoma.)

RE: Flying Disc.

On 23 July 1947, [REDACTED] was interviewed at his residence, [REDACTED] Oklahoma City, Oklahoma, relating to his alleged viewing of a flying disc over the vicinity of Oklahoma City, Oklahoma.

Subject, whose age is 38, advised he is married and has one child, and is presently the holder of a Private Pilot's License, No. [REDACTED] (Single Engine, Land). Subject averred he has extensively studied electronics, sound engineering and aerodynamics, and his present occupation, which is [REDACTED] for Radio Corporation of America, offices of which are located in Dallas, Texas, is that of [REDACTED]. [REDACTED] stated that between the days 17 May to 21 May 1947, just after dusk, he observed an object which he believed to be a small aircraft in the south. [REDACTED] advised that the sun had just gone down and the moon had not arisen on the horizon. SAVAGE related that he and his wife had just departed their residence and had started to enter their car in the driveway at [REDACTED] Oklahoma City. He judged the time to be between 8:30 p.m. and 9:00 p.m., and the lights from the city of Oklahoma City appeared to be shining on this object when he first saw it. He judged the object to be about 160° in the south when he first saw it, and as it moved toward him he remarked to his wife that "a big white plane was coming over."

[REDACTED] stated that when this object was at a 45° angle from him, he realized it was not a conventional type aircraft, and it appeared elliptical at first and as it moved closer it appeared perfectly round and was flat. [REDACTED] advised the object, which appeared to him as a disc, had no appearance of being spherical and had a ratio of diameter to the thickness of approximately 10 to 1, appearing thicker in the center, but this could not be positively ascertained. [REDACTED] judged the object to be at an altitude of between 10,000 and 18,000 feet, and it left no trailing effects. [REDACTED] related that it appeared to be in bulk as big as the bulk of six B-29s at an altitude of approximately the same height. [REDACTED] advised that the object was in his vision approximately 15 to 20 seconds and travelled at a speed which he judged to be approximately three times that of jet-propelled aircraft.

ENCLOSURE

Memo to the Security Officer, OCAHA, Tinker Field, dtd 7/22/47, File 3724-1.

██████████ stated that there were no protrusions on this object and as it went by he listened for a sound of noise, and at one time thought he distinguished a swishing sound like the rushing of air. This swishing sound occurred a few seconds after this object had passed him. ██████████ averred this sound was not very loud and did not last very long, and it is very possible that the sound could have been his imagination or expectation, as he was not sure of the sound. ██████████ related that he called his wife to see this object but it had disappeared before she could focus her eyes on it. Subject stated that the object appeared to diminish in size and speed as it moved away, and it was moving in a direction of 350° to the north. Subject/stated that the object appeared to be frosty white in color at all times.

██████████ advised that he has held a pilot's certificate since 1934 and has been flying since 1929. He advised that he would be glad to answer any further inquiries and will cooperate in every way possible. ██████████ stated he was sure this object was not a meteor and in his opinion it must be radically built and powered, probably atomic.

KALMAN D. SIMON
C.I. U.S. Army

DATE: 9/4/41

Director, FBI

Baltimore

SUBJECT: FLYING DISCS
MISCELLANEOUS

The attached newspaper clipping appeared in the "Morning News" of Wilmington, Delaware, July 8, 1947. It reports that a ~~FORREST WENYON~~ 123 Rehoboth Avenue, Rehoboth Beach, Delaware, an aircraft pilot, had disclosed that in the past ten months he had twice seen flying discs which he was reported to have described as "flying mayonnaise jars." He was reported to have seen the first flying disc during September, 1946, and to have noted another such object on June 2, 1947.

Mr. WENYON was quoted as having called the Federal Bureau of Investigation and was advised that the Bureau was not interested, whereupon he notified the Eastern Airlines and the Civil Aeronautic Authority of the objects he had seen. Both agencies are reported to have accepted the information stating they would investigate. The clipping further stated that Mr. WENYON had received no answer to date from either agency.

This clipping was submitted to me by the resident agents' office at Wilmington together with the advice that no agent in Wilmington had been contacted by Mr. WENYON. I directed Mr. WENYON be interviewed to determine the full facts.

Mr. WENYON was interviewed and it was determined that his correct name is HORACE P. WENYON. Mr. WENYON advised that he had been an airplane pilot approximately thirty years. He stated that in September of 1946, while flying at an altitude of 1,000 feet, two or three miles south of Rehoboth Beach, Delaware, he noticed a projectile approximately fifteen inches in diameter which crossed his course at right angles and was moving in a west-to-east direction. According to Mr. WENYON, several jets of flame were spurting from the object and it was traveling at a very high rate of speed, 1,000 to 1,200 miles per hour. He stated that in October of 1946, he observed a similar projectile while flying over Rehoboth Beach at 1,400 feet. This was also traveling from west to east.

Mr. WENYON stated that there is little question in his mind but that what he saw was some sort of rocket being tested. He stated that he wished to call the matter to the attention of the appropriate authority inasmuch as he thought that the series of airplane crashes that have occurred recently might in part be explained by what he had observed. He stated that he had reported the information to the Civil Aeronautics Authority and had been telephonically interviewed by a reporter from the Wilmington "Morning News".

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L/Dir., FBI
9/4/47
Flying Discs
Miscellaneous

Mr. WENYON stated that what he had seen traveled at such a high rate of speed that it was very difficult to describe it, but the description "flying mayonnaise jars" was concocted by the newspaper reporter.

This information has not been brought to the attention of any Army sources in view of the fact that only a preliminary inquiry was conducted on the basis of a news article which sets forth essentially the facts obtained from Mr. WENYON.

No further action in this matter is contemplated by this office unless advised otherwise by the Bureau.

SB:arf
62-0
Attachment

~~CONFIDENTIAL~~

N.M.L. 10-1943

~~CONFIDENTIAL~~ISSUED BY THE INTELLIGENCE DIVISION
OFFICE OF CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT

INTELLIGENCE REPORT

*Flying Discs*Serial [redacted]
(Short title and subject, i.e. b-c, 1-01)Monograph Index Guide No. [redacted]
(No correlation with SUBJECT given below. See G. N. L. Index Guide. Make separate report for each cross title.)From WFO-1111D of San Diego Date 23 June 1949
(Ship, land, sea, district, office, station, or person)Reference WFO Conf Ser 01422P32 dated 1 May 1948, Subject: Flying Discs - Report Of
(Directive, correspondence, previous related report, etc., if applicable)Source See Below Evaluation B-3
(As official, personal observation, publication, press, conversation with - identify where practicable, etc.) A-1 to E-5 etc.
AC/EN 2-10, 2-11, 2-12, 2-13, 2-14Subject Unidentified Flying Objects - Report Of
(Briefly recorded as: (Make title as per index guide) (Sub-title) (Make separate report for each title)

REMARKS (Make clear concise summary of report, containing substance and chief points; include important facts, names, places, dates, etc.)

BRIEF: While flying north in a private plane source, who is believed to be reliable, saw 6 or 7 "flying discs" in southern Oregon 27 May 1949. The discs are described as elongated ovals, perhaps 20" in length; they flew in a steady file formation at between 200 to 250 MPH; they appeared to be made of unpainted metal; no smoke or exhaust trails were observed.

SOURCE: LTJG [redacted] AS(L), USN (Inactive), Serial [redacted] of [redacted] Los Angeles, California. He was commissioned Ensign 5 January 1944. Served at Corpus Christi 30 days AF(1); in Dallas two months VFP-2(D). Perished SN-1 from North American Company plants. Was at Willow Grove, Pennsylvania for 30 days. Served at check-out base for ferry squadron VFP(2) at Columbus; served at Columbus until August 1945. Source then was with VFP(3) at Terminal Island, California, where he became legal and personnel officer. Was discharged from the Navy in January 1946 as LTJG.

Source holds Naval Aviator's Certificate [redacted] plus a senior pilot's rating in the Ferry Wing of the Naval Air Transport Command. He also holds a commercial license, single and multi-engine, and flight instructor's ratings. His flight time began in 1934 and now totals over 5000 hours, of which time 1300 hours were in the U.S. Navy. Source secured a private license in 1935, a transport license in 1937, a commercial pilot's license in 1938, and a re-issues commercial pilot's license in 1945 (#184256). From March 1942 to September 1943 he was flight instructor for the Army Air Force (5 months as primary instructor at Cal Aero, and the balance of the time as basic instructor at Lancaster, California). From September 1943 to January 1944 he flew for the Superior Oil Company of California.

Since 1940 source has been Vice-President of the [redacted] of California, Long Beach, a concern in which he and his relations own all of the stock; he also is part-owner of three other oil producing concerns in Southern California.

Source is married and has three children. He has a B.S. and B.L. degree from the University of Southern California, Los Angeles, California; he also had two years of law at the University of Southern California. Source is thirty years of age, but appears to have a background of experience far beyond his age possess. He is believed to be conservative, sincere, absolutely reliable, and very competent.

Handling agency below for use in G. N. L. [redacted] (Original and Master Ratts); WFO-1111D-122-1111

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SECRET

DIO-11180 Serial 33-49

23 June 1949

Subject: Unidentified Flying Objects - Report of.

REPORT: Unidentified Flying Objects Observed in Oregon 27 May 1949:

On Friday, 27 May 1949, source was flying his own SNJ-type aircraft from Red Bluff, California to Burns, Oregon, a distance of 305 miles. He left Red Bluff at 1320 P.S.T. and arrived at Burns at 1458 P.S.T. (elapsed time: 1 hour 38 minutes). Source landed at Burns after circling the town twice, which consumed about ten minutes. While an SNJ's normal maximum speed is 170 MPH, source "demilitarized" his plane (which he had purchased at War Surplus, lightening the plane by about 300 lbs.) and it makes around 200 MPH true air speed. While on this flight he made 212 MPH ground speed; source estimates he had a tail wind of 15 to 18 MPH.

At 1425 Pacific Standard Time, Friday, 27 May 1949, source observed the sun reflecting on an object or objects at a considerable distance ahead, a few points to the southwest. He continued to watch the source taken by the reflecting material expecting it to materialize into conventional aircraft as the distance lessened between him and the object or objects. As the objects reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart as Hart Mountain) which run for a number of miles along the east side of some dry lakes (Sage, Flagstaff, Campbell and Stone Corral Lakes) he saw that instead of a single object there were several, which seemed to be flying in formation.

At this point the objects appeared to have changed their course so that they were paralleling his course (southwest to his northeast) and were following the bluffs' rim at about 1000 to 1500 feet below source's altitude, at a distance which he estimates to have been $5\frac{1}{2}$ to $7\frac{1}{2}$ miles. Source is certain that it could not have been as far as 10 miles since the bluffs were less than 10 miles away and he could see the objects outlined against the bluffs.

The objects that source saw are described by him as follows:

Size of each object: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appeared to be the same in size.

Shape of objects: There was no break in the outline. Source is certain he would have recognized conventional aircraft. They had a solid configuration, and no great thickness. They were elongated oval, perhaps twice as long as wide, and perhaps five times as long as thick. Source points out he observed the objects from an angle from above and could not easily estimate their thickness; they could possibly have been egg-shaped, and could conceivably have been perfectly oval. The objects seemed definitely solid objects - there was nothing ethereal about them.

Speed of objects: Source is confident they were traveling at least as fast as source's own plane (212 MPH). Source had a tail wind of 15 to 18 MPH and the objects would therefore have been doing over 230 MPH air speed. His objects were traveling south/southeast, opposite to source's course. Calculating the speed of the objects, several different ways from the facts at hand, the speed of the objects varies between 190 to 260 MPH. Source concluded at the time of observation that he could not possibly have turned around and caught up with the objects. They were definitely traveling faster than a group of birds, and slower than jet planes. No trail of smoke or exhaust was observed. The speed of the objects appeared to be steady.

Terrain, elevations, population, etc. in area: Source flew at 9000' which was between 4000' and 5000' above terrain. During most of the time of observation, the objects were 1000' to possibly 1500' below source's plane. Towards the end of sighting when source had begun to come down he was almost on a level with them in altitude.

DIO-1115 Serial 38-69

20 June 1949

Subject: Unidentified Flying Objects - Report of.

The valley through which source flew north, and the objects flew south, is roughly 12 miles wide. The floor of the valley is between 4000' to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (6000' in elevation). Hart Mountain seems as an elongated bluff, which has an almost sheer drop of around 1000'. The bluff, and all the terrain, against which source saw the objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared to be unpowered aircraft.

The rim of the bluff on the east side of the valley is about 5000' in elevation. From where source saw the objects (at 5000' elevation) they were roughly on line with the rim of the bluff (5000'). Assuming the objects were 1 to 3 miles away from the bluff-ridge, they were probably flying at about 5000' AGL, and about 3500' above the valley floor.

The valley where source sighted the objects is sparsely populated; however, there are a number of ranches there - more than are indicated on the Boise (7-2) Aeronautical Chart. Source believes that if persons living in the valley were questioned, chances are several of them would know who saw the objects from the ground. Source has flown through this valley many times in going between California and Oregon and does not recall ever having seen another airplane in the valley where he sighted the objects. The valley is not a commercial airway route, and is seldom used by private planes. Source does not recall ever seeing any automobiles on the dirt roads in the valley, known as such on the Boise (7-2) section of Aeronautical Chart.

Weather and formation of objects: At the beginning of observation, when the objects were a few degrees to the southeast of dead ahead, source could not distinguish separate objects - all he saw were reflections; however, as he came closer and passed them by 5 1/2 to 7 1/2 miles he definitely saw 6 or 7 separate objects. To be on the safe side source states with a possibility that there were no less than 5 objects and no more than 8.

The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The space between the lead object and the last one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between #1 and #2 was 60 to 80 feet, and the distance between #2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant. The objects were so close and appeared to keep their formation steady in a manner which indicated they might have been under tow by the leading object. At the distance of sighting, no connection, if there was any, could possibly have been observed. Source is positive that the objects were separate objects because he was able to see terrain between them. The formation did not fluctuate in flight; the objects flew very evenly and steadily. When source lost sight of the objects they were going out of visual range on the horizon.

Weather and visibility at time of observation: Visibility was exceptionally good. Source could see, clearly, 30 miles distant, and could see smoke rising from the mountains at Burns, Oregon, 75 miles distant. There were a few scattered clouds at between 14,000' and 15,000'. The weather improved at the time indicated by scattered clouds at 18,000'. The air was very smooth. Normally the air in this area is light to mildly turbulent. The air was not of source; that is, source's plane was between the sun and the objects. Location of sighting objects (Boise (7-2) Aeronautical Chart): Source's location when objects were first sighted.

23. 10. 1999

Subject: Unidentified Flying Objects

received the object. This position would probably be as high as five and six of the position given. Source's location then objects that his visual range was 120418, 1150400. Source lies in a straight line between these two points.

Number of objects when first observed: 120308, 120310
Number of objects when last seen: 120308, 120310
The objects made a slight change of position from 120308 to 120310
Distinguishing features: sawright side of the

REPLYING TO THE QUESTION: It is believed that commercial aircraft, balloons, unpowered balloons, and other objects can be classified as an explanation for the objects sighted by sources. Since source was not flying into the sun and since he is an expert pilot-instructor, ~~there is no~~ ~~apparent~~ to be a reasonable explanation; nor do reflections on, or irregularities of, the glass alone through which source viewed the objects offer a reasonable explanation, because of the wide range of clearance of the objects. As far as the reporting of source's concern is concerned (as well as source's own concern) the explanation of source's sighting of the strange flying objects remains a question mark.

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : BUREAU
 FROM : SAC, PORTLAND
 SUBJECT: FLYING DISCS
 SECURITY MATTER - X

DATE: 8-23-47

The following investigation was conducted at Canyonville and Myrtle Creek, Oregon on August 12, 1947.

[REDACTED], Roseburg, Oregon, operator of the [REDACTED] Myrtle Creek, Oregon, advised that on 8-6-47 at approximately 6:15 PM while instructing a student in a take off at the airport, he noticed an object east of Myrtle Creek which appeared to be from 5,000 to 8,000 feet in the air. The sky was completely clear and visibility was excellent. He stated that the object glistened and appeared to be of aluminium sheeting. Upon noticing it he had immediately taken over the controls of the plane which at that time was at 400 feet, and proceeded East in an attempt to further observe the object. He advised that the object appeared to be climbing and traveling East at a high rate of speed which he estimated on a computer in his plane as 1,000 miles per hour. He believed the object to be spherical in shape and recalled noticing a darker object to the right the first time he saw it. He observed no vapor trails nor did he hear any noise from the object. After searching the area for approximately 10 minutes [REDACTED] and his student [REDACTED] returned to the airport and made another landing and take off. In practically the same position at 400 feet altitude, both [REDACTED] and [REDACTED] saw the object in approximately the same position as seen before. He estimated the sphere to be 30 feet in diameter and stated when they first observed it it appeared to be so near he could fly right to it. However, the object sighted the second time disappeared in the same manner as the first had. b7c

It is noted that [REDACTED] served as a Lieutenant JG in the U. S. Naval Air Corps for about 3½ years, flying constantly on the Atlantic submarine patrol. He is a reputable citizen in Douglas County and is reported to be a qualified pilot. b7c

[REDACTED], Myrtle Creek, Oregon, verified the above information as furnished by [REDACTED], stating that the first object sighted had been called to his attention when [REDACTED] took over the controls of the plane at about 400 feet following his take off, but that they had both sighted the object on the second take off at the same time. [REDACTED] described the object as a "silver ball or balloon" which he believed to be 8 miles east of Myrtle Creek, traveling East, and climbing very fast until it disappeared in approximately 45 seconds. [REDACTED] estimated the sphere as being 50 feet in diameter and stated in his opinion the second object appeared to climb straight up. b7c

63 SEP 30 1947

RECORDED

INDEXED

EX-34

COPIES DESTROYED

70 NOV 18 1964

He advised that he did not observe any evidence of motion such as vapot or trails, etc. and could hear no noise over the noise of his own ship.

Investigation in the vicinity of Myrtle Creek, Oregon, has failed to reveal any other person sighting the objects reported by [REDACTED] No further investigation is being conducted. b7c

PJM:MB
62-1531

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: 10/18/47

FROM : SAC, Anchorage

SUBJECT: REPORT OF FLYING DISCS

This is to advise that we have been able to locate a flyer, [REDACTED], who is employed by the [REDACTED] Flying Company in Bethel, Alaska. It had been reported to Military Intelligence that [REDACTED] and his co-pilot [REDACTED] had observed some flying object near Bethel, Alaska, in July, 1947. Efforts previously to contact Mr. [REDACTED] were negative until the above instance. b7c

He related that the occasion of seeing the flying object near Bethel was on a July day when the sky was completely clear of clouds, and it being during the early part, it is daylight the entire night. The time of his sighting this flying object was about 10 PM and the sun had just dropped beyond the horizon. Flying weather was extremely good and he, with Mr. [REDACTED] was coming into the Bethel Airport with a DC-3. He observed the flying object immediately to his left and stated that it apparently was observed at approximately the same time by Mr. [REDACTED] and both of them manipulated the controls of the plane making efforts to miss the object inasmuch as they could not tell in which direction it was going. They made a forty-five degree turn in order to get out of the way of the object and then noted that it appeared to be going away from them. He described the object as appearing to be some flying wing and said that it appeared to be about the size of a C-54 without any fuselage. He could not see any propellor or any exhaust from jet propulsion or any vapor trails and could not estimate the size due to his failure to be able to estimate the distance he was away from the object. He was flying at 1,000 feet and stated that he tried to catch up with the object and increased his manifold pressure to approximately 42 inches and was traveling at the rate of 170 miles per hour. b7c

He called on his radio to the Civil Aeronautics Administration station at Bethel, asking what aircraft was in the vicinity and they had no reports of any aircraft. The object he sighted was some five or ten miles from the airport before his arrival and stated that the path did not go directly across the airport. He, of course, could not tell whether the object was making any noise and stated that it was flying at a thousand foot altitude and estimated travel at 300 miles per hour. It was traveling in the direction from Bethel to Nome, which is in a northwesterly direction. He noted no radio interference and is unable to describe the color other than that it appeared dark but of definite shape and did not blend into the sky but had a definite, concise outline. Both he and Mr. [REDACTED] clearly observed the object at this time. b7c

*Info. to Major Carlin
I. S. Army
60 NOV - 6 1947 2 14*

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&
INDEXED

162-25894-132
F B I
34 OCT 25 1947

131
HRT

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: July 31, 1952

FROM : SAC, Indianapolis (52-0)

SUBJECT: FLYING SAUCERS SEEN NEAR THESSALON LAKE,
ONTARIO, CANADA, JULY 27, 1952
MISCELLANEOUS - INFORMATION CONCERNING

Dr. [REDACTED] Kokomo, Indiana, on July 30, 1952 advised Special Agent [REDACTED] that on July 27, 1952 at approximately 10:00 A.M. while fishing in the back waters of Thessalon Lake, Ontario, Canada, he noticed a formation of bombing planes, sixteen to twenty in number, in two groups flying south at a height estimated by him to be four or five miles.

Dr. [REDACTED] stated that the planes went over the lake, suddenly dropped objects at first thought by him to be parachutes. He continued that these objects fell straight down for a short time, then suddenly spurted vapor and at a high rate of speed flew off in a southwesterly direction.

Dr. [REDACTED] was unable to identify the nationality of the planes, but stated that they had twin trails of bluish smoke. He further stated that the objects which had been dropped from the planes had a single trail of bluish smoke.

He stated that he had been accompanied on his fishing trip by [REDACTED] Kokomo, Indiana. Dr. [REDACTED] had no further information concerning instant planes or the objects dropped by them.

Dr. [REDACTED] was referred to the FBI by [REDACTED] President of the First National Bank of Kokomo, Indiana, who advised that Dr. [REDACTED] enjoyed a good reputation in Kokomo.

UACB, no further action will be taken in this matter. The above is being forwarded for the information of the Bureau in the event they desire to communicate this information to the Air Force.

RECORDED - 45

162-93174-285

HSK:bjk

AIR MAIL SPECIAL DELIVERY

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A.C. 102

D-28

(159)



JFO

FDD Note 1107

17 March 1960

UFO'S Sighted, Photographed in Sweden; Unidentified Satellite Seen

The full text, with the exception of the final paragraph, of an article on pages 1 and 8 of the 8 March 1960 issue of the Stockholm daily, Dagens Nyheter, is given below. The article, which was entitled: "Light in Sky New Satellite, Experts Believe", was accompanied by a photograph of the two UFO's sighted by Esse Jansson mentioned in the article.

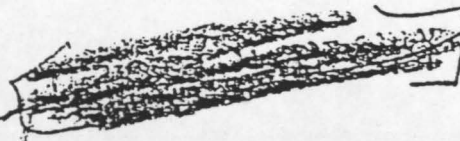
"The luminous object which was observed shortly after 2000 hours on 6 March by the crew of the Sundsvall plane of Linjeflyg [Swedish airline], was, judging from all the circumstances, a hitherto unidentified satellite. The point of light was also observed from the observatory in Saltsjöbaden.

" 'I made the discovery just before the object disappeared below the northwest horizon, states Docent Gunnar Larsson-Leander [presumably of the observatory]. It seemed to be a satellite and I am sure that it was not a shooting star or meteor.'

"Two unidentified flying objects were observed and photographed on the morning of 6 March by photographer Esse Jansson of Norrtälje.

He states that he had gone out into a field early in the morning to photograph the unidentified satellite, 1960 Alpha, which was expected

Air Force ...



to pass the Stockholm latitude in a southerly direction about 0525 hours. Between 0515 and 0527 hours he observed two objects which came from the north and were moving in a southeasterly direction. Their movement was slow but otherwise initially was not entirely unlike that of the satellites he had seen before. Suddenly, however, the direction of movement changed, and the objects turned such that they were going back in the same direction they came from. On one of his plates he even caught a third luminous object of the same kind.

"It has not been possible to determine whether the observation is purely an optical illusion or not. It can be added, however, that a resident of Bromma, Thorsten Haakansson, reports that between 0528 and 0543 hours on 6 March he saw the so-called phantom satellite, 1960 Alpha, with binoculars through a window facing on the west. But in his case also the satellite moved a little peculiarly as seen from the observer's location: 'I observed the satellite in the north-northwest and it was moving in a horizontal direction . . . (but) then it went straight down at a right angle and disappeared.'"

The sighting by the crew of the Sundsvall-bound airplane mentioned above was originally reported in Dagens Nyheter of 7 March, page 9, under the title "Moving Light Phenomenon Is Believed to Be Satellite". The full text of that article follows.

"According to a radio report to Midlanda Airport outside

Sundsvall, an unidentified luminous object, probably a satellite, was sighted from one of Linjeflyg's regular planes en route from Stockholm to Sundsvall.

"Air Captain Mauritz Hamrin, captain of Linjeflyg's regular evening plane to Sundsvall, said late in the evening of 6 March that, 'It was just after 2000 hours Swedish time that Copilot Kjell Fern reported a bright luminous object on a generally north-westerly course.' He [Hamrin] thinks that there is hardly any great doubt that it was some form of satellite.

"Light phenomena which may originate from a satellite have also been observed over Stockholm. It was reported to Dagens Nyheter from Lidingö that on two evenings in succession a moving point of light had been observed at 2230 hours in a south-southwesterly direction and 15 to 20 degrees above the horizon."

DATE OF
INFORMATION 1953-1954

DATE DIST. 26 May 1954

WHERE
PUBLISHED As indicated

NO. OF PAGES 3

DATE
PUBLISHED 10 Dec 1953-2 Mar 1954

SUPPLEMENT TO
REPORT NO.

LANGUAGE Various

THIS IS UNEVALUATED INFORMATION

SOURCE As indicated

NON-ORBIT SIGHTINGS OF UNIDENTIFIED FLYING OBJECTS,
10 DECEMBER 1953-2 MARCH 1954

WESTERN EUROPE

[The first three items in this section may refer to incident cited in 00-W-29903 in the item entitled "Explosion in Sky Breaks Windows at Dieppe."]

Belgium

BALL OF FIRE SEEN OVER BRUSSELS -- Liege, Le Monde du Travail, 10 Jan 54

On 7 January 1954 at 0420 hours, a Sabena pilot preparing to land at Melsbroek saw a ball of fire low on the horizon, moving in a north-northwesterly direction. The ball was white, edged with green, and was followed by a long trail. The phenomenon illuminated the whole sky and the pilot supposed at the time that it was a green rocket signal set off by the airport authorities. Since the latter denied this, it was assumed that he had seen the same light which was seen over Dieppe.

France

FIERY DISK SEEN AT ARRAS -- Casablanca, Le Petit Marocain, 8 Jan 54

At approximately 0427 hours on 7 January 1954, a fiery disk, followed by a luminous trail, was sighted in Arras, Pas-de-Calais Department. An observer stated that the disk remained motionless in the sky for an instant, after which it flew away and disappeared over the horizon.

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APPROVED FOR RELEASE
DATE 6-7

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CLASSIFICATION

STATE	ARMY	NAVY	DISTRIBUTION
ARMY	NAVY		

CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT NO. CO-W-22743
Quest Publications Int. Ltd. Page 41

CD NO. [REDACTED]

COUNTRY Sweden
SUBJECT Military - Unconventional aircraft
HOW PUBLISHED Daily newspaper
WHERE PUBLISHED Stockholm
DATE PUBLISHED 18-20 Dec 1953
LANGUAGE Swedish

DATE OF INFORMATION 1953

DATE DIST. 1 APR 1954

NO. OF PAGES 4

SUPPLEMENT TO REPORT NO.

[REDACTED]
THIS IS UNEVALUATED INFORMATION

SOURCE Dagens Nyheter

VETERAN SWEDISH AIRMEN OBSERVE,
DESCRIBE DISK-SHAPED AIRCRAFT OVER SKAANE

[The information in this report was taken from three articles which appeared in the liberal Stockholm daily, Dagens Nyheter on 18, 19, and 20 December 1953. In the rendition of the first two articles (18 and 19 December), repetitious elements have been omitted. The third article is given in full.

[Numbers in parentheses refer to appended sources.]

The chief pilot for Transair Airlines, Flight Captain Ulf Christiernsson, and his flight mechanic, Olle Johansson, reported that on the afternoon of 17 December 1953, while flying in a DC-3 over Skaane, they sighted a mysterious circular metal object flying in an opposite direction of them at a speed estimated at about the speed of sound. The airmen estimated that the object was about 10 meters in diameter.

Captain Christiernsson, at present employed by Transair in flying the morning [Stockholm] papers to southern Sweden, has very extensive air experience, having served as a volunteer with the RAF from 1942-1946, finishing his service with the rank of captain. He flew 30 missions against enemy territory from North Africa and Italy.

Captain Christiernsson made the following statement to Dagens Nyheter: "I do not doubt for an instant that it was not a jet plane. What I saw was a completely unorthodox, metallic, symmetric, round object which was unlike anything I have seen before. The mysterious object appeared suddenly on the air route traveled by all controlled air traffic between Bulltofta and Bromma airfields [at Malmö and Stockholm respectively]. I myself was en route to Bromma.

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INTENDED FOR [REDACTED]
DATE 6 Nov 78

SEE LAST PAGE FOR SUBJECT & AREA CODES

CLASSIFICATION [REDACTED]

STATE	NAVY	MSR	DISTRIBUTION						
ARMY	AIR	MSR							

Over Håssleholm, I saw an object -- on my right and obliquely in front of me, flying at a somewhat lower altitude -- which at first I thought to be a jet plane. The silhouette was thin and it approached me at a very high velocity. Olle Johansson and I have discussed the matter of its speed, and comparing its speed with, for example, that of the "Flying Barrels" [J-29], we have estimated the speed to be about that of sound. The whole business took place fantastically quickly, but I believe that I was able to see the object for 4 to 5 seconds.

"When the object got closer, I was able to ascertain that it was symmetric and metallic. It is very difficult to describe something that one has never seen before, but I would say that it looked like a flying lozenge. The object did not seem to have a crew, but seemed more to be a robot. When it passed under the wing [of the DC-3], I could no longer see it. The mechanic, who was able to observe it for five more seconds, confirms the fact that it was circular or possibly somewhat elliptical in form. At the time of the incident, we were flying at an altitude of 2,150 meters and the cloud ceiling was about 1,500 meters. Thus, the object should have been flying at an altitude of between 1,500 and 1,600 meters. We estimated the size to be about 10 meters in diameter. It left no exhaust or condensation trail.

"We are both absolutely convinced that it could not have been a meteor or other celestial phenomenon. We did not see any distinct light but were only able to see that the object had a metallic lustre. Immediately after the observation, we reported to F5 in Ljungbyhed and to the regional civil air security service at Bulltofta. The course of the object was south-southwest. The whole thing happened so quickly that we could not have managed to change course [and follow the object]..."

Olle Johansson's statement was as follows: "I was sitting forward in the right-hand seat of the pilot's cabin when Captain Christiernsson pointed to the object. What I saw was an ellipse with sharp outlines and something between silver and white in color. I saw it for about 10 seconds. It was approaching from the north in a direction opposite to ours, at a speed of about 1,200 kilometers per hour. It was flying entirely above the clouds. From Malmö northward, we were able to see the ground for only a few myriameters and after that there was a cloud covering all the way to Stockholm. We were flying at a speed of about 270 kilometers per hour. Ten minutes after the incident, we met an SAS (Scandinavian Airlines System) DC-4. Thereupon, we estimated the object's speed at about three times that of the DC-4. There seemed to be no flames or smoke trail from the object. Since we had the automatic pilot on, we had no chance to turn quickly enough to see where the object went."

The Defense Staff's short communique on the incident read as follows: "At 1457 hours on Thursday, the crew on a civilian commercial plane observed, in the vicinity of Håssleholm, an unknown object which moved at a high speed in a direction opposite to that of the plane. The object was viewed for 6 to 7 seconds. At the time of the incident, there was clear weather at the altitude at which the plane was flying. Because of the low cloud ceiling, the object could not have been seen from the ground. Within the knowledge of the Defense Staff, there was no Swedish plane in the area concerned at the time of the incident. Investigation continues."

Reports of "flying saucers" have arisen in both Europe and America on countless occasions in recent years but, according to a statement to Dagens Nyheter by a member of the Air Staff, these observations over Skaane can be termed the clearest and most detailed which heretofore have been made regarding mysterious, unknown aircraft.(1)

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Experts Say Object Was Daylight Meteorite

Both the Defense Staff and the Air Staff were working feverishly on Friday (18 December) to solve the mystery of the "flying lozenge." They arrived at no definite result, but the experts are mostly of the opinion that the observed object was a daylight meteorite. The possibility that it was a balloon or an unknown type of foreign aircraft is not ruled out, however. The theory of a meteorite was put forth by one of the persons in Sweden best acquainted with the region, Bertil Lindblad of the observatory in Lund.

According to Lindblad, precisely in December the earth passes a swarm of meteors known as the Geminids. The maximum occurred on 13 December. Studies of the meteors have shown that just at the time of day at which the object was seen -- about 1500 hours -- the meteors are approaching the earth at an angle of 3 degrees which means that their path is nearly parallel to the earth's surface. The direction of the meteors is from north to south with a displacement of 17 degrees which also seems to agree with the observations made. In space, meteors have a speed of 36 kilometers per second, but the speed is reduced very greatly when they come into the vicinity of the earth. It has not heretofore been possible to observe meteors during the day so it is not known how they look in daylight. When the earth passed the same meteor swarm last year, a lone meteor was observed some days after the swarm had disappeared. That meteor was plainly a straggler. It was observed at night, however, and therefore gave off a weak, red glow. It fell also at an entirely different angle since it was a different time of day.

Captain Källenius of the Defense Staff stated that other possible explanations of the phenomenon have not been written off by any means. To be sure, no Swedish balloons have been sent up, but propaganda and weather balloons have been sent up from both Germany and Denmark. With the type of wind and weather prevailing in recent days, it would have been possible for a balloon to have been driven over Sweden. Captain Christiernsson and his mechanic, Olle Johansson, stated in their report that the speed of the object approached that of sound; however, there is great difficulty in judging speeds of suddenly appearing objects, even for experienced observers. Captain Källenius commented that if a balloon prior to its observation had soared to a great altitude, it might have lost some of its gas, giving it a flat form.

In some quarters, Captain Christiernsson's report has been regarded as a prank. The Defense Staff, however, does not consider it a prank. Christiernsson, on returning from another flight to Malmö on Friday, gave heated assurances that his report was the absolute truth. He said, "To be sure, I joke a bit, but one does not joke about things like this. I saw something and reported my observations. What it was, I do not know."(2)

Object Stated to Be Advertising Balloon

The mysterious "flying lozenge" over Hässleholm was probably neither a meteor nor a robot weapon, it was more likely an advertising balloon for a Skaane perfume firm. The object was observed at 1500 on Thursday (17 December) and on the same day between 1200 and 1300, Director Bertil Dahlström of Malmö had been up at Äsphult on Linderödsåsen, some myriameters south of Hässleholm, to release 300 advertising balloons.

On Saturday evening (19 December) Dahlström telephoned Dagens Nyheter's Malmö office and said, "With all certainty, it is one of our balloons which the flyers saw. On Thursday-noon, we sent up over 300 balloons of various colors. Their sizes varied from 15 to 30 centimeters in diameter. According to what we know from previous occasions, the balloons ought to rise 1,000 meters and

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maybe still higher, depending on the weather. To each balloon was attached an advertisement card which the finder was to return to the firm in Malmö in exchange for a bottle of cologne. Some cards have already been returned from finders with addresses in Hässleholm, so it is clear that the balloons were driven by the prevailing winds to the place where the flyers observed the mysterious lozenge."

As of Saturday evening, the Air Staff did not know about the Skaane balloons. On the other hand, the Air Staff had received a telephone call from another person in Malmö, radio technician Lundblad. On the day before the observation (16 December), he had sent up three weather balloons of a current model. The wind was so strong and in such a direction that it is not likely that any of the three balloons could have remained over Skaane. Meteorological balloons are from 1 to 2 meters in diameter.

Whether the perfume advertising balloons, which are considerably smaller than meteorological balloons, could, through angles of refraction and radiation of light, take on the appearance and size which Captain Christiernsson reported the object to be, is a question which cannot be answered until detailed calculations are made. Very likely, composite photographs and other techniques will be utilized to determine the matter.

No new observations have been reported during Saturday (19 December), and the experts are now working with the material which came in earlier. Telephone calls have been received from a number of persons with new theories, some of which will be tested. In the meantime, the balloon theory seems to have been strengthened through the latest reports from Skaane.(3)

SOURCES

1. Dagens Nyheter, 18 Dec 53
2. Ibid., 19 Dec 53
3. Ibid., 20 Dec 53

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LIBRARY SUBJECT & AREA CODES

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RECEIVED RECORD
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AGENCY ASSESSMENT

COUNTRY Denmark, Norway, Finland, USSR
SUBJECT Military - Air, unconventional aircraft
HOW PUBLISHED Daily newspaper
WHERE PUBLISHED Stockholm
DATE PUBLISHED 13 Jul 1953
LANGUAGE Swedish

DATE OF INFORMATION 1953

DATE DIST. 20 Aug 1953

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Morgon-Tidningen.

DANISH DEFENSE LEADERS TAKE SERIOUS VIEW OF FLYING SAUCERS

[Comment: The information below is the full text of an article which appeared in the Stockholm daily, Morgon-Tidningen, on 13 July 1953. The leading Copenhagen dailies, Berlingske Tidende, Social-Demokraten, Politiken, and Information, during the period around the above date, did not carry the story]

Copenhagen, 12 July -- Danish defense authorities take a serious view of the problem of flying saucers. The military experts are of the opinion that although most of the observations [of flying saucers] have turned out to be astronomical phenomena, there remain the reports of trained observers which, among other things, would seem to indicate that the saucers are dispatched from Soviet bases in the Arctic Ocean.

The Danish Air Force Command has recently turned over to the Defense Staff a report on various phenomena in the air over Denmark and the waters adjacent to Denmark. The report is based on observations from Danish Air Force radar stations. These observations are compared with information regarding the remote-controlled projectiles which have been traced in the atmosphere over the northernmost part of Norway and Finland. On the basis of these observations, the members of the Defense Intelligence Service have come to the conclusion that the projectiles could have been dispatched from a Soviet base on Novaya Zemlya in the Arctic Ocean.

The report discusses the incident in which an officer and seven privates from Karup Airfield on Jutland, on 12 November 1952, sighted an object in the air which resembled an aircraft, but which moved more rapidly than any known type of aircraft. The [Danish] observations are compared with a number of Norwegian observations, among them one which occurred in October 1952 when, according to the Norwegian Defense Staff and the Norwegian Navy, an aircraft of hitherto unknown design flew over the naval base at Horten at the entrance to Oslofjord. Another incident which is pointed out occurred on a maneuver

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DATE 6/1/66

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ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI						

recently in northern Norway, when the crew of an anti-aircraft battery outside of Bodø observed a mysterious object at a great height. A jet plane was sent up, but it was not able to reach the object, which disappeared at a terrific speed.

The report of the Danish Air Force Command emphasizes that the "flying saucer traffic" over Scandinavia seems to be a fact of great aerotechnical interest.

- E N D -

- 2 -

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AIR FORCE
1947

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO. --

COUNTRY	Belgian Congo	DATE OF INFORMATION	1952
SUBJECT	Military; Scientific - Air		
HOW PUBLISHED	Daily newspaper	DATE DIST.	16 Aug 1952
WHERE PUBLISHED	Vienna	NO. OF PAGES	2
DATE PUBLISHED	29 Mar 1952		
LANGUAGE	German	SUPPLEMENT TO REPORT NO.	

THIS IS UNEVALUATED INFORMATION

SOURCE Die Presse.

FLYING SAUCERS OVER BELGIAN CONGO URANIUM MINES

Fritz Sitte

Recently, two fiery disks were sighted over the uranium mines located in the southern part of the Belgian Congo in the Elisabethville district, east of the Luapula River which connects the Meru and Bangweolo lakes. The disks glided in elegant curves and changed their position many times, so that from below they sometimes appeared as plates, ovals, and simply lines. Suddenly, both disks hovered in one spot and then took off in a unique zigzag flight to the northeast. A penetrating hissing and buzzing sound was audible to the on-lookers below. The whole performance lasted from 10 to 12 minutes.

Commander Pierre of the small Elisabethville airfield immediately set out in pursuit with a fighter plane. On his first approach he came within about 120 meters of one of the disks. According to his estimates, the "saucer" had a diameter of from 12 to 15 meters and was discus-shaped. The inner core remained absolutely still, and a knob coming out from the center and several small openings could plainly be seen. The outer rim was completely veiled in fire and must have had an enormous speed of rotation. The color of the metal was similar to that of aluminum.

The disks traveled in a precise and light manner, both vertically and horizontally. Changes in elevation from 800 to 1,000 meters could be accomplished in a few seconds; the disks often shot down to within 20 meters of the tree tops. Pierre did not regard it possible that the disk could be manned, since the irregular speed as well as the heat would make it impossible for a person to stay inside the stable core. Pierre had to give up pursuit after 15 minutes since both disks, with a loud whistling sound which he heard despite the noise of his own plane, disappeared in a straight line toward Lake Tanganyika. He estimated their speed at about 1,500 kilometers per hour.

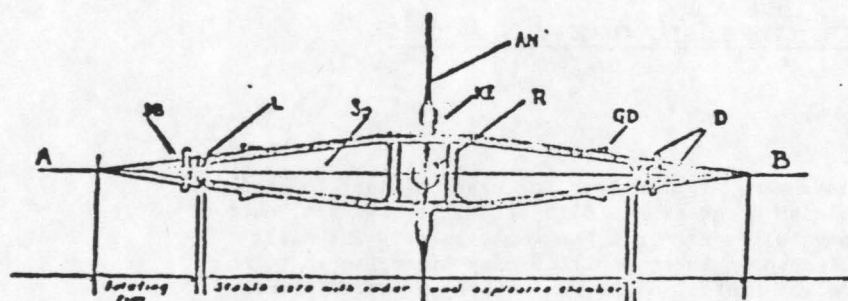
Pierre is regarded as a dependable officer and a zealous flyer. He gave a detailed report to his superiors which, strangely enough, in many respects agreed with various results of research.

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00-W-23602

The sketch below shows the construction principle of the "flying saucers." The captions are, in part, purely conjecture, based on reports by pilots who pursued the disks; in part, they were learned from secret research institutions. The central core contains the explosive (EP) and the installations for radar steering (R). It has catapult knobs (KZ) and antennae (AN) as well as counter-pressure housing (GD). Around this core, a rim rotates which has jets (D) on its upper and lower side, plus fuel chambers (LB). The roller bearing is shown by the letter L. The launching occurs at a sharp angle in the manner of a discus throw; the revolutions per minute of the rim probably amount to 22,000. The jets on the bottom of the rim serve to propel the disk vertically upwards; lateral steering results from switching on and off various jet groups.

[Appended sketch follows:]



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