

AIRCRAFT SIGHTING

3 - 20 - 50

2126 L

UC

(Adams and Anderson)

"UFO Sighting From an Aircraft"- Report Form

Case No.: _____

Date: 3-20-50

Time: 2126

(A) Primary witness: CAPT. JACK ADAMS crew: CP, CP, _____

observ. 2

(B) Second witness: Geo W. ANDERSON crew: CP, USAF (Passenger Reserve)

(C) Third witness: _____ crew: _____

Altitude (ft) 2 K

(D) Other witnesses & circumstances: _____

30+ mi vis.

Weather: CAVU

IFR, VFR

Reference: Pa 87 USAF SPEC. REPT. 14 5/5/554 UFO Invid.

Comm I, Private,

Military

USA, foreign

Jan. 1969, pg. 3 USAF Rpt.

Date: _____

Flight Details: (Spatial) Lat. [34° 30' " N S] Long. [91° 40' " E W]

1. Location (flt. path): Origin: Memphis, Tenn Dest. Little Rock, Ark

1.1 Sighting (initial) location: 15 mi No. of Medina, size City of Stuttgart, Ark.

2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)

2.1 Orig. bearing: ≈ 270 deg. Changed to: _____ deg. Chg to: _____ deg.

3. Altitude at time of sighting: 2 K ft. (Type: Abs., Ind., Press. True)

3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)

3.2 A/C ascend, descend

3.3 Rate of 3.2: _____ ft/sec accurate, approx.

4. A/C Attitude: _____

5. Other A/C involv. yes, no (details in 5.1)

5.1 _____

(See next page)
USAF - BLUE BOOK
"UNIDENTIFIED"

Flight Details: (Temporal)

7. IAS: _____ mph, knots

8. Accel: yes, no (if yes, cont. 8.1)

8.1 accel: _____ ft/sec accurate, approx.

9. TAS: _____ mph, kts.

10. GMT: _____ hrs.

11. Local Time: 2126 (zone: _____)

12. UFO Sighting duration: 25-35 (sec)

USAF Serial # 1550.00

UFO Characteristics (Only (A))

32. Mag. Bearing: 0 deg.

33. Vel. > 1000 (MPH) kts

33.1 vel. (how det.): est by

33.2 accel: straight line trajectory - no spinning.

34. Ang. size: ≈ 100 ft diam

34.1 (34. how det) est.

35. Luminosity: top center light flashed 3 Hz extremely brilliant

36. Shape circular disc

37. Structural Details: see over

38. Sketch made? yes, no (see over)

38.1 Photos () obtained?

38.2 (38.1 details) _____

39. No. UFOs: 1

40. Atmosph. traces: none seen

41. UFO: friendly, hostile, none

41.1 (41 details) _____

42. UFO disappearance details: _____

43. Altitude: 1K ft higher than AK

44. Misc. Flew on straight & horiz. flight

Flight Details: (Aircraft)

17. Jet, prop, rocket

18. Commercial: Airline: Chicago & Southern A.L.

18.1 Flt. No.: 53

18.2 A/C Model: DC-3

18.3 _____

19. Window through which UFO first obs.: (A) _____

19.1 Est. visibility of 19: _____

19.2 Other windows used: () _____

19.3 cont. 19.2 () _____

20. Radar contact: yes, no (if yes, cont. 20.1)

20.1 Details: _____

Observer Details:

24. Age: (A): _____ (B): _____ (C): _____

25. Flt. Hrs. (A): military - 88 (B): _____ (C): _____

26. Med. Certif. (A): _____ (B): _____ (C): _____

27. Prev. UFO exper. (A): _____ (B): _____ (C): _____

28. Was formal rept. filed on sighting? yes, no

28.1 (If no, why not?): _____

28.2 Rept. Submitted to Whom? _____

28.3 Any known follow up: _____

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form."

Signature _____

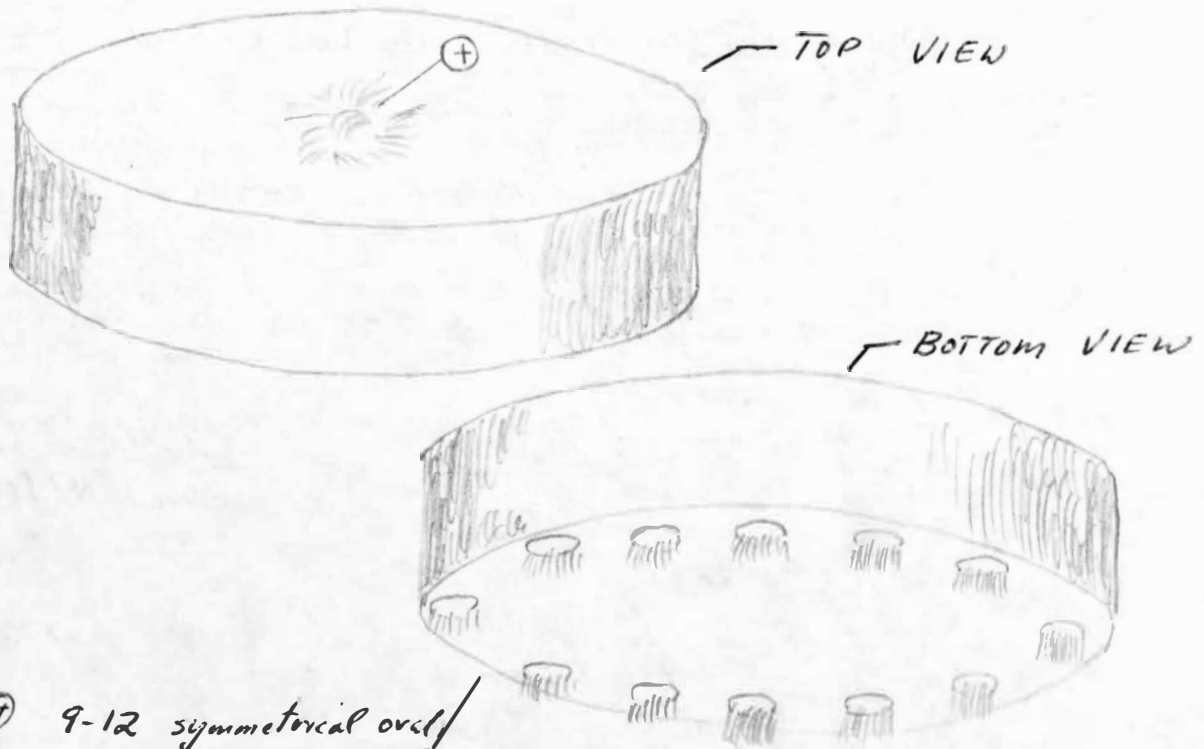
19-2-75 afk

MAR 10 1977 afk

() see over for further info.

Item 35. Ref. ① indicated this 3 Hz. flashing light could be seen only when UFD was approaching & after it had passed by ALC

Item 37.



Ref ① 9-12 symmetrical oval or circular protrusions located in a circle approx. $\frac{3}{4}$ of the distance from the center to the outer edge

Ref ① soft purple light emitted

⊕ Top light, centered - flashed 3 times in 9 seconds

As seen from below, UFO had 9-12 symmetrical
oval or circular portholes "located in a circle \approx
 $\frac{3}{4}$ of distance from center to outer rim. -

Soft purple light came from portholes.

Σ 4 C 6⁶⁻¹⁶⁻⁷⁹ / Mar / 50

3-20-50 RFA

Amice
48
6.25.72

RE

HEADQUARTERS

516th TROOP CARRIER WING

MEMPHIS MUNICIPAL AIRPORT

MEMPHIS, TENN.

22 March 1950

230

79-Y
80-8

Part in later

20 / Mar / 50
AF109966

a bag pos. it
his flight
a letter
mt
Craft

SUBJECT: INTERROGATION OF OBSERVER OF UNIDENTIFIED FLYING OBJECT -

TO: DIRECTOR OF INTELLIGENCE
U. S. AIR FORCE,
WASHINGTON, D. C.

1. Capt. George W. Anderson, a member of the 516th Troop Carrier Wing, was interrogated by the undersigned staff officers of the same organization.

2. Capt. Anderson was flying as co-pilot of flight No. 53 of Chicago and Southern Airlines which departed Memphis at 20:55 CST on 20 March 1950, destination Little Rock, Ark. The weather was CAVU and the flight was conducted VFR at 2000 feet. The visibility was 30 plus.

3. At 21:26, the Captain of the Airliner, Jack Adams, Memphis, Tennessee, directed the attention of Capt. Anderson to an unusual object flying at a tremendous speed approaching the airliner from the south on a north heading. Capt. Anderson focused his attention on the object and both crew members observed the object as it passed in front of them, off the right and out of sight. This observation took place over U. S. Highway #70 about 15 miles north of Stuttgart, Arkansas. The object was under observation for about 25 to 35 seconds. When the object passed directly in front of the airliner, the distance was not more than 1/2 mile and at an altitude of approximately 1000 feet higher than the airliner.

skd
4. The object appeared to be circular with a diameter of approximately 100 feet horizontally with a vertical height between the top and bottom unknown but considerably less than the diameter giving the object a disk like shape. In the top center of the object was an extremely bright light blinking at an estimated 3 flashes per second. This light was so brilliant that it would have been impossible to look at it continuously had it not been flashing on and off rapidly. This light could be seen only when the object was approaching and after it had passed in front of the airliner. When the object passed directly in front of the observer, the bottom side of the object was visible. The bottom side appeared to have 9 to 12 symmetrical oval or circular portholes located in a circle approximately 3/4 of the distance from the center to the outer edge or rim. Through these portholes came a soft purple light. These lights were a shade of color similar to aircraft fluorescent lights. The object was not revolving or spinning and was traveling in a straight horizontal line of flight. Considering the visibility, the distance from the object, the length of time the object

230

was under observation, and Capt. Anderson's experience in observing various types of aircraft including the F-86, Capt. Anderson stated that the object was traveling at least 1000 miles per hour, giving this as a very conservative figure. He could see no signs or indications of exhaust flames, jet or otherwise.

5. The attached drawing is a rough sketch of the object as drawn by Capt. Anderson.

For the Commanding Officer -

Richard K. Easley
Richard K. Easley
Maj. USAF (Res)
Wing Ground Tr. Officer

Dewey H. Orr
Dewey H. Orr
Maj. USAF (Res)
Wing Intelligence Officer

1 incl. ✓

Drawing. —

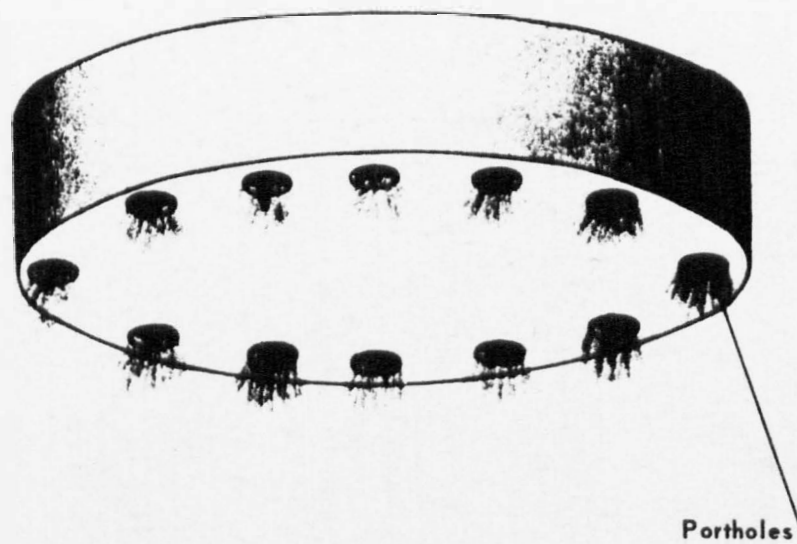
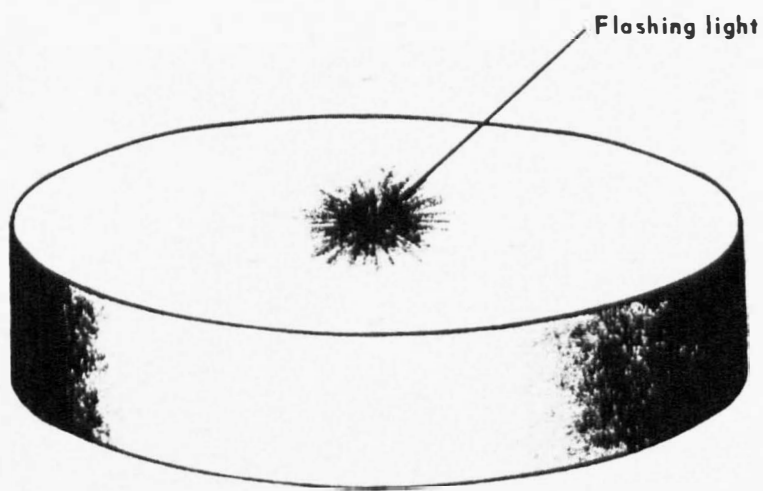
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File Moore (Moody)

MAR. 20

3 20 52 *ARK.*



1950

MAR 20

3 20 52
ARK

Case XI (Serial 1550.00)

On March 20, 1950, a Reserve Air Force Captain and an airlines Captain were flying a commercial airlines flight. At 21:26, the airline Captain directed the attention of the Reserve Air Force Captain to an object which apparently was flying at high speed, approaching the airliner from the south on a north heading. The Reserve Air Force Captain focused his attention on the object. Both crew members watched it as it passed in front of them and went out of sight to the right. The observation, which lasted about 25 to 35 seconds, occurred about 15 miles north of a medium-sized city. When the object passed in front of the airliner, it was not more than 1/2 mile distant and at an altitude of about 1000 feet higher than the airliner.

STUTTGART, ARK.

The object appeared to be circular, with a diameter of approximately 100 feet and with a vertical height considerably less than the diameter, giving the object a disc-like shape. In the top center was a light which was blinking at an estimated 3 flashes per second. This light was so brilliant that it would have been impossible to look at it continuously had it not been blinking. This light could be seen only when the object was approaching and after it had passed the airliner. When the object passed in front of the observers, the bottom side was visible. The bottom side appeared to have 9 to 12 symmetrical oval or circular portholes located in a circle approximately 3/4 of the distance from the center to the outer edge. Through these portholes came a soft purple light about the shade of aircraft fluorescent lights. The object was traveling in a straight line without spinning. Considering the visibility, the length of time the object was in sight, and the distance from the object, the Reserve Air Force Captain estimates the speed to be in excess of 1000 mph.

3-20-50
2126
UC

Category 11 Case Directory
SIGHTINGS FROM AIRCRAFT

Preliminary Rating: 5



AVCAT is a special project being conducted by NICAP, with the help and cooperation of the original compiler of AIRCAT, Dr. Richard Haines, and other sources, to create a comprehensive listing of sightings from aircraft with detailed documentation from these sources, including Projects SIGN, GRUDGE & BLUE BOOK.

DC-3 Encounters 100' Disc

March 20, 1950

Nr. Littlerock & Stuttgart, Arkansas

9:26 p.m. CST	Civilian
Duration 25-35 secs	2 observers
DC-3 aircraft	No EMI
United States	No radar contact

Brad Sparks:

March 20, 1950; 40 miles E of Little Rock, N of Stuttgart, Ark. (BBU 671)
 At 2126 CST, Chicago & Southern Airlines Capt. Jack Adams and First Officer G. W. Anderson, Jr., flying a DC-3 at 2,000 ft heading W from Memphis to Little Rock, Ark., saw a 100 ft diameter circular disc. In the top center of the object was an extremely bright blinking light at an estimated 3 flashes per second. The object passed directly in front of the airliner, the distance of not more than 1/2 mile and approximately 1000 feet higher than the airliner. The object was under observation for 25 to 35 seconds.

Detailed reports and documents

reports/500320littlerock_report.htm (Dan Wilson)

[NICAP Home Page](#)

*****31
 MAR 31, 1950 BETWEEN MEMPHIS AND LITTLE ROCK (RUPPELT P 109) 2 W. NOFI 00
 A CHICAGO AND SOUTHERN CREW WAS FLYING A DC-3 FROM MEMPHIS TO LITTLE ROCK, 01
 Pg 3-2 & 3-3

ARKANSAS. ON THE NIGHT OF MARCH 31. IT WAS AN EXCEPTIONALLY CLEAR NIGHT, NO 02
 CLOUDS OR HAZE, A WONDERFUL NIGHT TO FLY. AT EXACTLY NINE TWENTY-NINE BY THE 03
 COCKPIT CLOCK, PILOT JACK ADAMS NOTICED A WHITE LIGHT OFF TO HIS LEFT. THE 04
 COPILOT, G. W. ANDERSON, WAS LOOKING AT A CHART BUT OUT OF THE CORNER OF HIS 05
 EYE HE SAW THE PILOT LEAN FORWARD AND LOOK OUT THE WINDOW, SO HE LOOKED OUT 06
 TOO. HE SAW THE LIGHT JUST AS THE PILOT SAID, *WHAT'S THAT.* 07
 THE COPILOT'S ANSWER WAS CLASSIC.. *NO, NOT ONE OF THOSE THINGS.* 08
 AS THEY WATCHED THE UFO, IT PASSED ACROSS THE NOSE OF THEIR DC-3 AND THEY 09
 GOT A FAIRLY GOOD LOOK AT IT. NEITHER THE PILOT NOR THE COPILOT WAS POSITIVE 10
 OF THE OBJECT'S SHAPE BECAUSE IT WAS *SHADOWY* BUT THEY ASSUMED IT WAS 11
 DISK-SHAPED BECAUSE OF THE CIRCULAR ARRANGEMENT OF EIGHT OR TEN *PORTHOLE*, 12
 EACH ONE GLOWING FROM A STRONG BLUISH-WHITE LIGHT THAT SEEMED TO COME FROM THE 13
 INSIDE OF WHATEVER IT WAS THAT THEY SAW. THE UFO ALSO HAD A BLINKING WHITE 14
 LIGHT ON TOP, A FACT THAT LED MANY PEOPLE TO SPECULATE THAT THIS UFO WAS 15
 ANOTHER AIRLINER. BUT THIS IDEA WAS QUASHED WHEN IT WAS ANNOUNCED THAT THERE 16
 WERE NO OTHER AIRLINERS IN THE AREA. THE CREW OF THE DC-3, WHEN QUESTIONED ON 17
 THIS POSSIBILITY, WERE DEFINITE IN THEIR ANSWERS. IF IT HAD BEEN ANOTHER 18
 AIRPLANE, THEY COULD HAVE READ THE NUMBER, SEEN THE PASSENGERS, AND *DARN NEAR 19
 REACHED OUT AND SLUGGED THE PILOT FOR GETTING SO CLOSE TO THEM.* 20
 *****21

*This text is verbatim from E. Ruppelt's book
 The Report on Unidentified Flying Objects, Pg. 77-78. Δ*

*Ruppelt comments on Commercial pilot interview related to Jack
 Adams (cf. Pg. 80) "... his (Adams) the most conservative
 guy I know. ..."*

78 *The Report on Unidentified Flying Objects*

were flying a DC-3 from Memphis to Little Rock, Arkansas, on the night of March 31. It was an exceptionally clear night, no clouds or haze, a wonderful night to fly. At exactly nine twenty-nine by the cockpit clock the pilot, a Jack Adams, noticed a white light off to his left. The copilot, G. W. Anderson, was looking at the chart but out of the corner of his eye he saw the pilot lean forward and look out the window, so he looked out too. He saw the light just as the pilot said, "What's that?"

The copilot's answer was classic: "No, not one of those things."

Both pilots had only recently voiced their opinions regarding the flying saucers and they weren't complimentary.

As they watched the UFO, it passed across the nose of their DC-3 and they got a fairly good look at it. Neither the pilot nor the copilot was positive of the object's shape because it was "shadowy" but they assumed it was disk-shaped because of the circular arrangement of eight or ten "portholes," each one glowing from a strong bluish-white light that seemed to come from the inside of whatever it was that they saw. The UFO also had a blinking white light on top, a fact that led many people to speculate that this UFO was another airliner. But this idea was quashed when it was announced that there were no other airliners in the area. The crew of the DC-3, when questioned on this possibility, were definite in their answers. If it had been another airplane, they could have read the number, seen the passengers, and darn near reached out and slugged the pilot for getting so close to them.

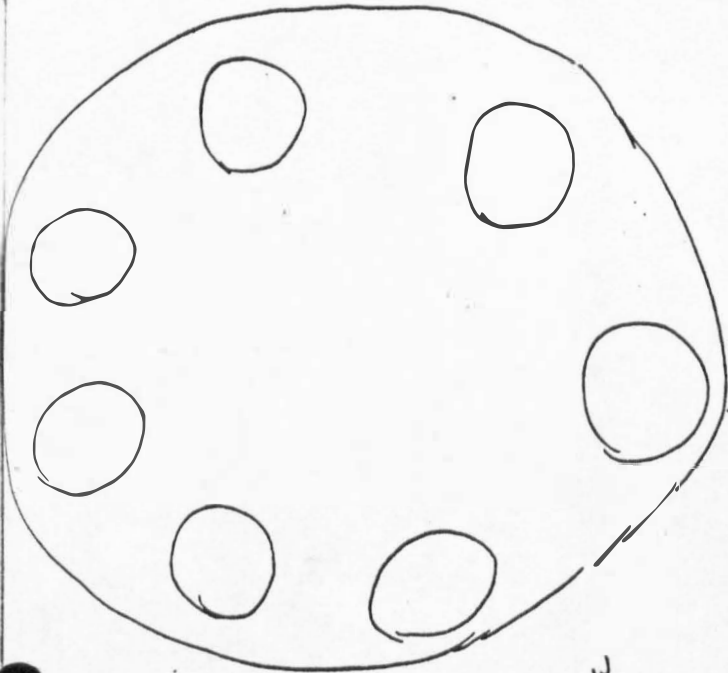
*← 2 Ref. Ruppelt -
 The Report on UFOs,
 Pg. 78. Δ*

Mon 20
Tues 21
Wed 22

3-20-50
NIGHT
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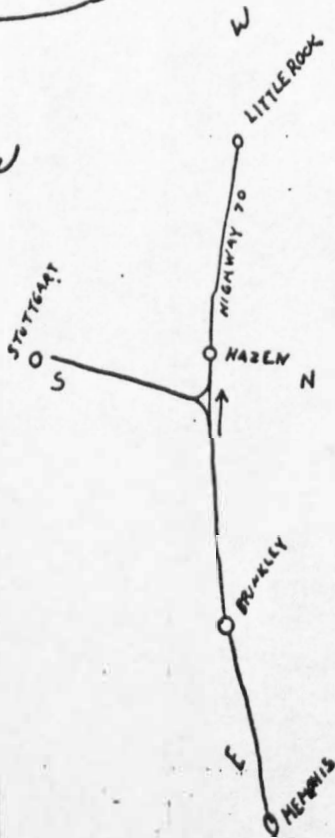
COMMERCIAL APPEAL

MEMPHIS, TENN., WEDNESDAY MORNING, MARCH 22, 1950



Jack Adams
G. W. Anderson

'IT' LOOKED LIKE THIS—
This is Capt. Jack Adams' conception of the strange object which he and First Officer G. W. Anderson Jr. saw over Hazen, Ark., Monday night while flying a Chicago & Southern Air Lines DC-3. The drawing represents the bottom of the "saucer," with its lighted port holes. After making the drawing, the pilots added their autographs.



POSITION OF 'IT'—Captain Adams drew a sketch of his approximate position over Hazen, Ark., on the first leg of a scheduled flight from



THEY SAW 'IT'—First Officer G. W. Anderson Jr. (left) and Capt. Jack Adams gave a detailed description upon returning to Memphis yesterday noon of the "flying saucer" they saw Monday night. (Story on Page One)

'It Was Definitely Aircraft,' C. & S. Fliers Say Of Saucer

On Return Here, Pilots Assert Object Seen Over Arkansas
Was No Meteor—Captain Adams Believes It Was

Commercial Appeal Secret Air Force Experimental Ship *Mus.*
(Pictures on Section Page) *22, 1950*
By ROBERT GRAY

The "flying saucer" which Capt. Jack Adams reported seeing over Hazen, Ark., Monday was "definitely some kind of aircraft in controlled flight."

That is the belief expressed by the Chicago & Southern Air Lines pilot upon his return here yesterday noon from Houston.

Captain Adams' opinion was seconded by his copilot, First Officer G. W. Anderson Jr., who saw the same object.

"We've seen meteors flashing through the skies many times, and have been fooled by them, but what we saw was not a meteor nor something imaginary," declared the veteran flier, who has logged 7000 hours in the air and been a C. & S. captain almost five years.

Believed Air Force Secret

"I believe it was some kind of experimental type aircraft that has been kept a secret by the Air Force.

"It was moving at a terrific speed, perhaps more than 600 miles an hour. But there were no exhaust flames visible nor any kind of trailing light or vapor."

The attention of Captain Adams was first attracted by a bright flashing light in the sky as he was flying a C. & S. DC-3 from Memphis to Little Rock on a regular scheduled flight to Houston.

"The light had an unusual bluish and brilliant glow, flashing on and off far more rapidly than the normal blinking of civilian aircraft lights," the captain explained.

"I saw the object first, off to our left, and immediately pointed it out to Andy (First Officer Anderson).

"We were at 2000 feet and flying a southwesterly course. The object crossed our line of flight about 1000 feet above and in front of us, moving south to north.

No Reply to Lights

"We blinked our landing lights—a courtesy signal to other aircraft—but we didn't get any reply.

"As the strange thing passed over we could see eight or 10 spots of light that looked like a circle of lighted windows or ports underneath it. The circle appeared to be about the size of our DC-3, or about 90 feet in diameter. The light was fluorescent in appearance.

"Although the object was moving at a terrific speed, the pattern was clear and constant. It did not change shape as it darted past and quickly disappeared. We viewed the object for approximately 30 seconds and then it was gone. It was not a jet plane nor a conventional flying wing.

"The light was dark but clear and visibility was perhaps 30 or 40 miles. We could see no portion of the object, other than the lights," Adams said.

"We've heard and read a lot about flying saucers and were as skeptical as anyone else," smiled Copilot Anderson. "But when you see something with your own eyes, you have to believe it."

The first officer is a veteran of more than 6000 flying hours and during the war "flew the Hump" in the China-Burma-India Theater in C-46 transports. He later flew C-47 and C-54 military transports.

Air Force To Quiz Them

The two pilots said they were notified by Little Rock radio while flying back to Memphis yesterday that Air Force intelligence officers wished to interview them "at our earliest convenience." They will be back in Little Rock tonight on their regular flight.

The pilots were preparing to give a radio report of their position at 9:20 p.m. Monday when the strange sight appeared about 15 miles north of Stuttgart and over Hazen, Ark. Upon making the report, they jokingly mentioned seeing the flying

- words missing -

They did not tell their passengers about the strange sight, but did tell Stewardess Jane Lovelace, 3590 Wautauga. At first she was skeptical, but soon became a bewildered believer.

"The next time you see one, call me up to the cockpit," she requested.

Captain Adams is 31 and lives at 3570 Graves. He is married and has a young son. He is a partner in Farmers Agricultural Service, which flies crop dusting planes, at West Memphis, Ark.

First Officer Anderson is 30 and lives at 3515 Vanuys Road. He is married, has a daughter.

Air Force Has Denied Saucers

Although the Air Force has officially discounted the many and frequent reports from throughout the country of flying saucers, the descriptions by these two responsible officers give credence to belief that some type of strange aircraft or object may be zooming through the night skies.

Late yesterday Sheriff Harold Woodson at Stuttgart and Sheriff E. O. Hamilton at Des Arc, Ark., said they had received no reports of any resident of those areas having seen the strange craft reported by the airline pilots.

But Captain Adams and First Officer Anderson are sticking by their story.

"After all of this, I hope we don't see any more of the things," they laughingly agreed yesterday in reaction to the excitement they have stirred up. "Maybe we'd better fly 'under the hood' after this."

However, like a lot of other people, they want to find out what the strange object really is and what it means.

Nation's Attention Centers

On Saucer Witnesses

National attention was showered yesterday on two Chicago & Southern Air Line pilots who reported seeing a "flying saucer" over Arkansas Monday night while on a scheduled flight.

After interviews with newspaper reporters here and in Houston, Capt. Jack Adams and First Officer G. W. Anderson Jr. were interviewed by telephone for a recorded broadcast over Mutual Broadcasting System last night; an interview with WMCT, The Commercial Appeal, last night.

made the subject of a movie to be broadcast over WMCT tonight, and accepted an invitation to appear Sunday on the "Today With Mrs. Roosevelt" television show.

NBC PRESS -1- TODAY WITH MRS. ROOSEVELT

FOUR DEMOCRATIC SENATORS TODAY DEFENDED THE ADMINISTRATION AGAINST REPUBLICAN CHARGES OF "HANDOUT STATISM" AND WASTE AND SEVERELY CRITICIZED "RECKLESS ATTACKS" ON MEMBERS OF THE STATE DEPARTMENT.

THE SPOKESMEN WERE SENATORS CLINTON P. ANDERSON OF NEW MEXICO, WILLIAM BENTON OF CONNECTICUT, PAUL H. DOUGLAS OF ILLINOIS, AND THEODORE F. GREEN OF RHODE ISLAND. THEY EXPRESSED THEIR VIEWS ON MRS. FRANKLIN D. ROOSEVELT'S "TODAY WITH MRS. ROOSEVELT" TELECAST ON NBC IN ANSWER TO THREE REPUBLICAN SENATORS WHO ATTACKED ADMINISTRATION POLICIES ON THE PROGRAM LAST WEEK. THE DISCUSSION SUBJECT WAS "THE DEMOCRATS UPHOLD THE ADMINISTRATION."

OTHER PARTICIPANTS ON THE TELECAST WERE CAPT. JACK ADAMS AND FIRST OFFICER G.W. ANDERSON, BOTH OF CHICAGO AND SOUTHERN AIR LINES, WHO LAST WEEK REPORTED SEEING A "FLYING SAUCER" OVER STUTTGART, ARK.

FOLLOWING IS THE COMPLETE TEXT OF THE TELECAST DISCUSSION:

MRS. ROOSEVELT: LAST TUESDAY WHEN I TOOK UP MY PAPER, I SAW THAT WE HAD AGAIN SIGHTED IN THE AIR STRANGE OBJECTS FLYING VERY FAST, OR AN OBJECT. BUT THIS TIME TWO PEOPLE WHO HAD SIGHTED IT WERE REALLY QUALIFIED PEOPLE TO KNOW WHAT THEY WERE LOOKING AT. ONE WAS CAPT. JACK ADAMS, THE OTHER WAS FIRST OFFICER ANDERSON. AND THEY WERE FLYING THEIR USUAL ROUTE, I IMAGINE, FOR THE CHICAGO AND SOUTHERN AIRLINES, AND WERE OVER STUTTGART, ARKANSAS. NOW I'M GOING TO ASK THEM, FIRST CAPT. ADAMS, WHAT DID YOU SEE?

ADAMS: MRS. ROOSEVELT, I'M VERY ELATED THAT SINCE THE PERSON THAT YOU ARE, THAT YOU HAVE AN INTEREST IN THESE OBJECTS. I'LL HAVE TO ADMIT THAT I HAVE BEEN VERY SKEPTICAL UP UNTIL THIS POINT, OR I SHOULD SAY UNTIL LAST MONDAY EVENING WHEN WE SAW THIS. THE FIRST THING THAT ATTRACTED OUR ATTENTION WITH A BRIGHT-BLINKING LIGHT THAT WAS APPROACHING US FROM THE SOUTH TRAVELING NORTH. WE WERE AT 2,000 FEET FLYING ON A GENERAL HEADING OF WEST. WHEN I SAW THIS VERY BRIGHT BRILLIANT LIGHT, I KNEW THAT IT WAS A DIFFERENT KIND OF LIGHT, AT LEAST ONE THAT I HAD NEVER SEEN. SO I CALLED ANDY'S ATTENTION TO IT, AND IT WAS IN HIS VIEW AS WELL AS MINE, AND WE WATCHED IT FOR A PERIOD OF APPROXIMATELY 20 OR 30 SECONDS. AS IT DREW NEARER TO US AND CROSSED OUR PATH, I WOULD ESTIMATE NOT OVER A THOUSAND FEET ABOVE US OR 1500 FEET IN FRONT OF US, MAKING A TOTAL OF NOT OVER A HALF MILE, THE UNDERSIDE OF THE OBJECT, IN MY OPINION WHAT WAS THE UNDERSIDE, THERE WAS A CIRCULAR GROUP OF LIGHTS ARRANGED IN A MANNER THAT GAVE IT AN APPEARANCE OF A DEFINITE CIRCLE. OF COURSE, BEING AT NIGHT, WE COULD NOT SEE THE VERY OUTLINE OR THE RIM OF THE THING. IT COULD BE IN A LITTLE DIFFERENT SHAPE THAN A CIRCLE. I DO FEEL IT HAD BODY TO IT DUE TO THE FACT THAT AS IT CROSSED OUR PATH IN FRONT OF US AND ABOVE US, THE LIGHT THAT WAS ON TOP WAS BLOCKED FROM OUR VIEW AND THEN CAME BACK INTO VIEW AS IT FLEW ON PAST AND BEYOND.

(MORE)

NBC PRESS -2- 1ST ADD MRS. ROOSEVELT XXX AND BEYOND.

MRS. ROOSEVELT: THAT'S A VERY GOOD DESCRIPTION OF WHAT YOU SAW, CAPT. ADAMS. I'D LIKE TO ASK YOU, MR. ANDERSON, WHETHER YOU HAVE ANYTHING WHICH YOU COULD SHOW US THAT WOULD GIVE AN IDEA OF WHAT THIS WAS LIKE?

ANDERSON: THIS DISPLAYED HERE APPROXIMATES WHAT WE DID SEE, WITH A FEW EXCEPTIONS. WE OF COURSE HAVE TO ASSUME THAT THE OBJECT WAS ROUND. HOWEVER, THIS LIGHT ON TOP WAS THE FAST BRILLIANT BLINKING LIGHT THAT WE SAW APPROACHING US. AND THEN ON THE BOTTOM WE HAVE CIRCULAR LIGHTS THAT WERE SORT OF BLuish OR FLUORESCENT IN NATURE. THEY WERE IN CIRCULAR PATTERN AND APPROXIMATELY 100 FEET IN DIAMETER.

MRS. ROOSEVELT: YOU FLEW OVERSEAS AND HAVE SEEN MANY KINDS OF AIRPLANES AND YOU HAVE DONE A GREAT DEAL OF FLYING, CAPT. ADAMS, SO THAT FOR TWO PEOPLE QUALIFIED, AS YOU ARE, TO HAVE SEEN THIS, YOU MUST BE PRETTY SURE NOW THAT YOU HAVE ACTUALLY SEEN SOMETHING QUITE DIFFERENT AND NEW.

ANDERSON: NEITHER JACK OR I HAVE EVER SEEN ANYTHING THAT APPROACHED THIS. I MEAN IT'S NOTHING LIKE JET OR ANYTHING LIKE THAT WE'VE EVER HEAR OR SEEN OTHER THAN THE FLYING SAUCER ITSELF.

MRS. ROOSEVELT: WELL THAT OF COURSE IS SUCH AS WE HAVE -- AT LEAST I NEVER REMEMBER HEARING BEFORE, AND I WILL SAY I'VE BEEN A LITTLE SKEPTICAL BEFORE; I THOUGHT PEOPLE WERE SEEING THINGS. BUT YOU HONESTLY FEEL CAPT. ADAMS, THAT THIS HAD BODY AND WAS SOMETHING FLOWN. YOU DON'T KNOW WHETHER ANYONE WAS IN IT?

ADAMS: WELL, OF COURSE, ABOUT ANYONE BEING IN IT, NATURALLY I DON'T KNOW THAT, BUT THE WAY IT WAS FLYING, I'M POSITIVE THAT IT WAS A DEFINITE CONTROLLED FLIGHT. IT MAINTAINED A CONSTANT ALTITUDE AND CONSTANT COURSE AND TRAVELED AT A TERRIFIC RATE OF SPEED.

MRS. ROOSEVELT: THAT WAS CERTAINLY VERY INTERESTING AND I THANK YOU FOR COMING HERE TODAY. THANK YOU.

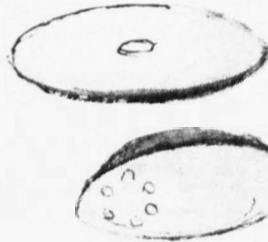
SEE YOU, LORD WILLING.

1950

MAR. 20

3 20 52
APR

TIME/PLACE OF SIGHTING: March 20, 1950, at 9:26 p.m./about 15 miles north of a "medium-sized city," according to the report, which gave no other information on locale. *OVER STUTTGART, ARK.*
 DURATION: 25 to 35 seconds. *ADAMS & ANDERSON*
 NUMBER OF OBSERVERS: Two.
 TYPE OF OBSERVER: A captain in the U.S. Air Force Reserve and a commercial airlines captain.
 NUMBER OF OBJECTS: One.
 OBSERVER RELIABILITY: Good.



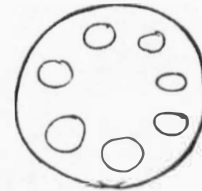
*on
3/20/50*

SHAPE: Circular, about 100 feet in diameter, with a vertical height considerably less than the diameter, causing the object to appear as a disc. On its underside there appeared to be from nine to 12 portholes of oval or circular shape arranged in a circle about three-fourths of the distance from the center to the outer edge of the object. A soft purple light similar to the color of aircraft fluorescent lights came through the portholes.
 DIMENSIONS: (See SHAPE.)
 COLOR: Not given.
 SOUND: Not given.
 ALTITUDE: About 1,000 feet higher than the airplane.
 SPEED: In excess of 1000 miles an hour.
 TACTICS: Approached the airplane from the south on a northern heading and passed in front of the airplane at about a half-mile distance before it went out of sight to the right.
 COMMENT: Exactly at center in the top of this UFO was a light blinking an estimated three flashes per second, so brilliant that it would have been impossible to look at it continuously if it had not been blinking. The UFO was traveling in a straight line without spinning. ■

SCIENCE & MECHANICS

CAPT. JACK ADAMS

C.&S.'s Pilot Adams would not swear that the ship he saw had circular shape indicated, but the circular arrangement of "portholes" seemed to indicate that it was a disc.



1950

2 Pilots Report Saucer With Lighted Windows

By the United Press.

MEMPHIS, March 21.—A flying saucer with windows on the bottom and a blinking light on top flew over Arkansas last night at a "tremendous rate of speed," two airline pilots reported here.

Capt. Jack Adams of Chicago & Southern Air Lines radioed the Memphis Airport control tower that he and copilot G. W. Anderson saw the object over Stuttgart, Ark., at 10:20 p. m., EST.

"It was flying almost due north and we crossed its path at about a 45-degree angle," Capt. Adams said. "It was about 1000 feet above us and was traveling at a tremendous rate of speed."

"It had a peculiarly colored and very intense light on the top which blinked very rapidly. I could tell it was circular be-

cause of lighted windows on the under side of it. They were arranged in a perfect circular pattern.

"... We kept the object in sight for about 45 seconds, until it disappeared from sight, presumably because of its speed. I would estimate that it was traveling between 500 and 600 miles per hour."

Capt. Adams said none of the passengers saw the disk and "we didn't tell them because we didn't want to alarm them."

"I've been a skeptic all my life, but what can you do when you see something like that?" he said. "We both saw it and we were flabbergasted."

Airline officials here said they were aware that the Air Force had repeatedly denied the existence of flying saucers. But they added that Capt. Adams was not the type to give alarming reports.

*Chicago Tribune
3-21-50*

1950

MAR. 20

3 20 52
ARK.

'Flying Discs' Are Real

Airline Pilots Describe Giant Sky Saucer

HOUSTON PRESS 3/21/50

'1000 Feet Across With Light on Top'

By MARY FRAZER Press Staff Writer

Two airline pilots whose 10,000 hours in the air have shown them every phenomena of wind, weather, and wartime, said in Houston today that they had seen a huge flying disc as their plane winged over Stuttgart, Ark., last night at 9:29 p.m.

They saw it for nearly a full minute.

Matter-of-factly, positively, simply, Capt. Jack Adams and Co-Pilot G. W. (Andy) Anderson of Chicago and Southern Airlines told The Press the startling story at Municipal Airport early today.

No Fancy Flight

It was no flight of fancy into the wild blue yonder.

There were no doubts. No guessing. No conjectures, except as to exactly what the 1000-foot-in-diameter, whirling object might have been.

After telling the tale, they set off at 7:45 a.m. for Detroit, with fingers crossed hoping that they'd see another disc—and be set with a camera this time.

"It passed directly across our path and slightly above us," Captain Adams said. "It was traveling at a tremendous rate of speed, faster than a jet plane, I'd say—or at least 500 to 600 miles an hour.

Light on Top

"It had a large blinking light on top. It was definitely circular and I'd say about 1000 feet across.

Capt. Adams has been a pilot for C. & S. for seven years, has more than 7000 hours in the air. Co-pilot Anderson is an Army Air Force veteran, has been with the company approximately three years.

"As we saw it, the disc had no change in altitude or course. It just went straight north, coming from the south. We were headed west," Capt. Adams continued.

Looked Like Saucer

"It was lighted underneath in a way that really made it look like a saucer. The light on top flashed intermittently, and was a bluish color. There was no vapor trail, no exhaust flame, and we couldn't hear any sound from it, at least above the noise of our engines. I'd say it was about 1000 feet from us."

Were they frightened?

Co-pilot Anderson said, "No, we were just startled and puzzled.

"It was a strange object. Like nothing I've ever seen before. But I don't think it comes from Mars. I think it's something that the military, somewhere, has developed.

"Yes, there could have been a place where a pilot or several flyers were controlling it. We couldn't see

(Turn to SAUCERS, Page 2)

'Saucers Are Real---We Saw One,' Say Pilots

(Continued From Page One)

it, there was no 'bump' that indicated a cabin, but then, there was no tail, no wings, no anything that was like a regular airplane.

Controlled Flight

Captain Adams said, "It was definitely a controlled flight, even though we couldn't see a compartment.

"We saw it for more than 30 seconds, saw it loom out of the south, coming from left to right of our plane, directly in front and just above us. We watched it until it disappeared.

Captain Adams, 31, and Co-Pilot Anderson, 30, are both based in Memphis, make the Houston-Memphis legs of C&S flights.

They reported the disc by radio, then confirmed it when they landed

in Little Rock shortly after. Still puzzled, but still positive about what they saw, they retold the tale after they arrived in Houston.

Houston Press

Pilots Report Seeing Saucer with Lights N.Y. J-A

MEMPHIS, March 21 (UP).—A flying saucer with windows on the bottom and a blinking light on top flew over Arkansas last night at "tremendous" speed, two airline pilots reported today.

Capt. Jack Adams of Chicago & Southern Air Lines radioed the Memphis airport that he and co-pilot G. W. Anderson saw the object over Stuttgart, Ark., at 10:20 p. m.

'It Had an Intense Light on Top'

"It was flying almost due north and we crossed its path at about a 45-degree angle, Adams said. "It was about 1,000 feet above us and was traveling at a tremendous speed.

"It had a peculiarly colored and very intense light on the

top which blinked very rapidly. I could tell it was circular because of lighted windows on the underside of it. They were arranged in a perfect circular pattern.

'I Had Been Skeptical—But . . .'

" . . . We kept the object in sight for about 45 seconds, until it disappeared from sight, presumably because of its speed. I would estimate that it was traveling between 500 and 600 miles per hour . . .

"I've been a skeptic all my life, but what can you do when you see something like that?"

MEMPHIS (AP) NEWS-HERALD

Flying Saucer is Seen at Night in Arkansas by Pilot

MEMPHIS, Tenn., March 21 — (AP) — A flying saucer with windows on the bottom and a blinking light on top flew over Arkansas last night at a "tremendous rate of speed," two airline pilots reported here.

Capt. Jack Adams of Chicago and Southern Air Lines radioed the Memphis airport control tower that he and co-pilot G. W. Anderson saw the object over Stuttgart, Ark., at 10:30 p. m. Est.

"It was flying almost due north and we crossed its path at about a 45-degree angle, Adams said. "It was about 1,000 feet above us and was traveling at a tremendous rate of speed.

"It had a peculiarly colored and very intense light on the top which blinked very rapidly. I could tell it was circular because of lighted windows on the underside of it. They were arranged in a perfect circular pattern."

" . . . We kept the object in sight for about 45 seconds, until it disappeared from sight, presumably because of its speed. I would estimate that it was traveling between 500 and 600 miles per hour."

Adams said none of the passengers saw the disc and "we didn't tell them because we didn't want to alarm them."

"I've been a skeptic all my life, but what can you do when you see something like that?" Adams said. "We both saw it, and we were flabbergasted."

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"I've been a skeptic all my life, but what can you do when you see something like that?" he said. "We both saw it and we were flabbergasted."

Airline officials here said they were aware that the Air Force had repeatedly denied the existence of flying saucers. But they added that Capt. Adams was not the type to give alarming reports.

2 Pilots Spot Flying Saucer "Speeding" Over Arkansas

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Capt. Jack Adams of Chicago & Southern Air Lines radioed the Memphis Airport control tower that he and co-pilot G. W. Anderson saw the object over Stuttgart, Ark., at 10:20 p. m. E. S. T.

"It was flying almost due north and we crossed its path at about a 45-degree angle," Adams said. "It was about 1,000 feet above us and was traveling at a tremendous rate of speed.

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"I've been a skeptic all my life, but what can you do when you see something like that?" Adams said. "We both saw it, and we were flabbergasted."

Airline officials here said they were aware that the Air Force has repeatedly denied the existence of flying saucers. But they added that Adams was not the type person who would give alarming reports.

1950

MAR. 20

3 20 52
ARK.

Arkansas Bazzell



Registered U.S. Patent Office

LITTLE ROCK, TUESDAY, MARCH 21, 1950.—TWENTY-SIX PAGES.

131—NO. 122.

C-S Pilot Reports #74 A Flying Saucer

The pilot of the Chicago & Southern Airlines westbound flight 53, Memphis to Houston, reported last night sighting a flying saucer in the vicinity of Stuttgart.

The pilot, Capt. Jack Adams of Little Rock, reported by radio to the C&S operations office at Adams Field at 9:30 p. m. that he had just sighted the object. Upon arrival here a few minutes later he confirmed the radioed report, before departing for Houston.

Adams told this story:

The object — with conventional green-and-red running lights — was sighted at about 3,000 feet. The craft was a large circular object "about the size of a DC-3."

The airliner was at about 2,000 feet and the flying object passed in front and above the C&S plane in a northerly course. It was flying at tremendous speed and left no vapor train, Smith said.

Adams' report last night was the first flying saucer report in Arkansas since the summer of 1947, when a rash of reports were received from all over the state by persons on the ground. These reports followed that of a United Airlines plan crew which had sighted one in Idaho on July 4, 1947.

The Air Force in an official pronouncement last December 27 said that it was convinced by two years' investigation that "flying saucers" are just jokes, mass hysteria or misunderstanding of natural phenomena.

SCIENCE MONITOR.

Pilot Reports Flying Saucer

By the Associated Press

Little Rock, Ark.

Arkansas' first flying saucer in nearly three years was reported March 20—and by a veteran airlines pilot.

Capt. Jack Adams of Little Rock, pilot of a Chicago & Southern Airlines plane en route from Memphis to Houston, radioed the C&S operations office here that he had sighted the object near Stuttgart, Ark.

On landing here a few minutes later, he confirmed the radio report. He said the object — with conventional aircraft running lights—was sighted at about 3,000 feet on a northerly course, flying at tremendous speed and leaving no vapor trail.

Captain Adams described the object as circular and "about the size of a DC3." Captain Adams was flying a DC3, a twin-engine airliner, around 2,000 feet at the time.

The air force has branded flying saucers just jokes, mass hysteria, or misunderstanding of natural phenomena.

Veteran Pilot Reports Seeing Flying Saucer

HOUSTON, Texas, March 21 (AP).—An air line pilot Tuesday said he saw a flying disk Monday night traveling at from 500 to 600 miles an hour.

Capt. Jack Adams, Memphis, Tenn., a veteran pilot for the Chicago & Southern Airlines, said the disk crossed the course of his plane Monday night over Stuttgart, Ark.

Adams immediately radioed the information to Little Rock, Ark., and then reported further details after landing there a few minutes later.

He landed here at 1 a.m.

Adams said the object was about 1,000 feet in front and above the C&S plane, which was at 3,000 feet. The disk was described as being about 100 feet in diameter.

The pilot said a bright white light flashed intermittently from the "top of the thing," and that lights also were seen through ports or windows in the object.

The disk, he said, was observed about thirty seconds, left no vapor trail or exhaust flame and made no noise that could be heard above the roar of the plane's engines.

Adams said he has more than 7,000 hours of flying time.

DALLAS (Tex) NEWS?

Page 9--Clinton (Okla.) Daily News, Thurs., March 23, 1950

Latest Saucer Report Draws A.F. Interest

MEMPHIS, Tenn., March 23. — (U.P.) — The Air Force, official debunker of flying saucer stories, apparently was interested in the newest one today. So was Mrs. Eleanor Roosevelt.

Capt. Jack Adams and First Officer G. W. Anderson, airline pilots who saw a strange object flying over Arkansas Monday night, said they had been notified that Air Force intelligence wanted to talk with them.

ADAMS SAID the report came from Little Rock, Ark., and they will find out more about it on the next flight there. He said he presumed an intelligence officer would contact him for a routine interview.

Adams and Anderson were flying a Chicago and Southern airlines plane from Memphis to Shreveport La., where they spotted the flying disc over Stuttgart, Ark. They gave perhaps the most detailed description yet offered of a mysterious disc in the sky.

Adams and Anderson believed the

one they saw was a secret experimental type aircraft.

"WE ARE certain this was no meter," they said. "It was an aircraft in controlled flight, traveling at a terrific speed. It was not a jet plane."

Meanwhile, NBC announced in New York that Mrs. Eleanor Roosevelt has invited Adams and Anderson to appear on her television show Sunday. They plan to build a model of the saucer to display on the program, the network said.

They will be flown to New York especially for the "Today With Mrs. Roosevelt" show.

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LITTLE ROCK ARK. GAZETTE 3-21-50

2 Pilots Report Saucer With Lighted Windows

NY W-TBS 3/21/50

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"It had a peculiarly colored and very intense light on the top which blinked very rapidly. I could tell it was circular be-

cause of lighted windows on the under side of it. They were arranged in a perfect circular pattern.

"... We kept the object in sight for about 45 seconds, until it disappeared from sight, presumably because of its speed. I would estimate that it was traveling between 500 and 600 miles per hour."

Capt. Adams said none of the passengers saw the disk and "we didn't tell them because we didn't want to alarm them."

"I've been a skeptic all my life, but what can you do when you see something like that?" he said. "We both saw it and we were flabbergasted."

Airline officials here said they were aware that the Air Force had repeatedly denied the existence of flying saucers. But they added that Capt. Adams was not the type to give alarming reports.

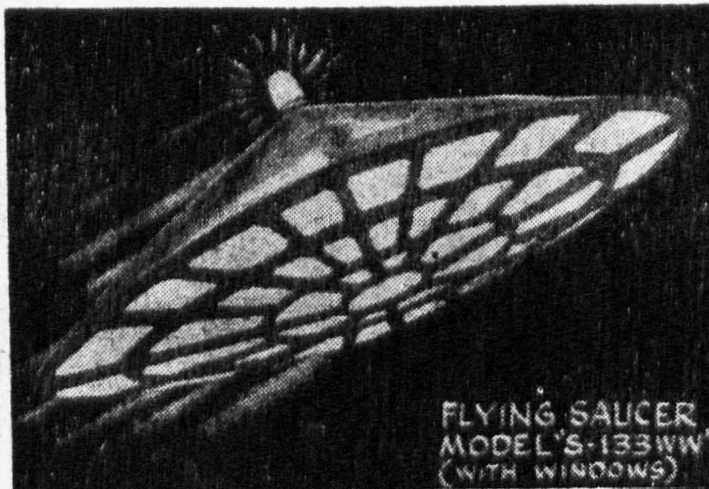
1950

MAR. 20

3 20 52
ARK.

Pair Tell Sighting Flying Disc With Windows Blinking Light

By United Press



The Latest in Flying Saucers—With Windows

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Flying Saucer

L. A. Man Knocked Down by One!

Not only has S. W. Bennett seen a flying saucer, but he's also been floored by one.

A staff member of Angelus Temple, Bennett, 67, of 1452 1/2 Glendale boulevard, was helping set the stage there yesterday for an illustrated sermon on "flying saucers and men from Mars."

A stage prop "saucer" got out of control, slid down a wire too fast and knocked Bennett down. He was treated for a gashed leg.

1950

MAR. 20

3 20 52 ARK

Saucers Called Secret Craft By Air Line Pilots

(Editor's Note—The flying saucer stories keep coming despite the air force's repeated official denials that such fanciful aircraft exist. But two veteran Chicago and Southern Air Lines pilots swear they saw one in the clear sky over Arkansas Monday night. Right after they dictated the following story, they were to be interviewed by air force intelligence officers.)

By CAPT. JACK ADAMS and FIRST OFFICER G. W. ANDERSON
As Told To United Press

MEMPHIS, Tenn., Mar. 21—We firmly believe the flying saucer we saw over Arkansas Monday night was a secret experimental type aircraft—not a visitor from outer space.

We have been fooled by meteors before and we are certain this was no meteor. It was an aircraft in controlled flight, traveling at a terrific speed. It was not a jet plane.

It was the speed which first attracted our attention. That, and the strangest, strongest blue-white light we've ever seen, which blinked very rapidly on top of the object.

WE WERE HEADED for Little Rock on the first leg of our trip to Shreveport, La., and Houston, Tex.

Jack was at the controls and we were headed west, about 15 miles north of Stuttgart, Ark. Visibility and ceiling were unlimited and we could see 20 or 30 miles. We were flying at 2,000 feet altitude.

Suddenly, Jack saw this intense blinking light at our left. It was about 1,000 feet above us and about a half mile away. It zoomed at terrific speed—500 to 600 miles an hour—in an arc ahead and above us moving from south to north.

"MY GOD, what's that?" Jack exclaimed, nudging Andy. Andy looked and saw the fast-moving object and said, "Oh, no. Not one of those things!"

We'd read about flying saucers and were skeptical as most people. But when you see something like that, what can you do but believe your eyes?

Jack has flown more than 7,000 hours and Andy more than 6,000. Jack has been with Chicago and Southern since May 15, 1943, and this is Andy's fifth year with the line. Jack is 31, Andy 30.

1950

MAR. 20

3 20 52
ARK

ch, Wednesday, March 22, 1950

Richard James Dispatch

Skeptical Air Line Veterans Tell of Seeing 'Saucer' Over Arkansas That Convinced Them

The flying saucer stories keep coming despite the Air Force's repeated, official denials that such fanciful aircraft exist. But two veteran Chicago and Southern Air Lines pilots swear they saw one in the clear sky over Arkansas last night. Their story follows. Right after they dictated it, they were to be interviewed by Air Force intelligence officers.

3/20

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"My God, what's that?" Jack exclaimed, nudging Andy. Andy looked and saw the fast-moving object and said, "Oh, no. Not one of those things!"

We'd read about flying saucers and were as skeptical as most people. But when you see something like that, what can you do but believe your eyes?

This object remained in full view for about 30 seconds and we got a good look. It had no navigation lights, but as it passed ahead of us in an arc we could plainly see other lights—as though from eight or 10 lighted windows or ports—on the lower side.

The lights had a fluorescent quality. They were soft and fuzzy, unlike any we'd seen before. The

object was circular and remained distinct all the time it was in our view. It approached and disappeared just like another aircraft. The time was exactly 9:29 P. M., CST.

We blinked our landing lights in a recognition signal. We didn't know what to make of it, but we almost immediately eliminated military or other civilian aircraft because none that we know of looked like this thing. It was about the size of a DC-3.

There was no reflection, no exhaust and no vapor trail. That's definite.

Stewardess Is Converted

We didn't tell the passengers. Stewardess Jane Lovelace was skeptical at first, but now she believes us.

We gave a routine position report to the control tower at Little Rock, and then added somewhat jokingly that we'd seen a saucer.

We know the Air Force has denied there is anything to this flying saucer business, but we're both experienced pilots and we're not easily fooled.

[Jack has flown more than 7,000 hours and Andy more than 6,000. Jack has been with C&S since May 15, 1943, and this is Andy's fifth year with the line. Jack is 31, Andy is 30.]

Together we've flown and in-

structed in such ships as C-46's, C-54's and C-47's. We're both church members and we're God-fearing citizens, so we have no reason to succumb to the Air Force's "mass hysteria" or to make up a story.

On our way in here today, we were notified by radio that Air Force intelligence wants to talk to us.

26 — ARKANSAS GAZETTE, LITTLE ROCK, WEDNESDAY, MARCH 22, 1950.

Pilot Terms 'Flying Saucer' Secret Experimental Craft

Memphis, March 21 (AP).—The airline pilot who spotted a "flying saucer" over Hazen, Ark., last night believes it was an experimental aircraft kept secret by the Air Force.

Capt. Jack Adams told reporters today that the "saucer" was "definitely some kind of aircraft in controlled flight."

He was backed up by Co-pilot G. W. Anderson, who rides the Memphis-to-Houston Chicago and Southern Air Lines route with Adams.

"What we saw was not a meteor, a jet or something imaginary," he said.

Adams said the "flying saucer" was moving at a "terrific speed, perhaps more than 600 miles an hour. But there were no exhaust flames visible nor any kind of trailing light.

"As the strange thing passed over we could see eight or 10 spots of light that looked like a circle of lighted windows or ports. The circle appeared to be about 90 feet in diameter."

Anderson added: "We've heard and read a lot about flying saucers and were as skeptical as anyone else, but when you see something with your own eyes, you have to believe it."

The two pilots said they were notified by Little Rock radio while flying back to Memphis today that Air Force intelligence officers wanted to interview them "at our earliest convenience."

The Air Force has dubbed the flying saucer reports as mass hysteria, meteors or misunderstandings of natural phenomena.

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1950

MAR. 20

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ARK.

TIME/PLACE OF SIGHTING: March 20, 1950, at 9:26 p.m./about 15 miles north of a "medium-sized city," according to the report, which gave no other information on locale. *NEAR STUTTGART, ARK.*
DURATION: 25 to 35 seconds.
NUMBER OF OBSERVERS: Two. *MYERS & ANDERSON*
TYPE OF OBSERVER: A captain in the U.S. Air Force Reserve and a commercial airlines captain.
NUMBER OF OBJECTS: One.
OBSERVER RELIABILITY: Good.



*on
3/20/50*



SHAPE: Circular, about 100 feet in diameter, with a vertical height considerably less than the diameter, causing the object to appear as a disc. On its underside there appeared to be from nine to 12 portholes of oval or circular shape arranged in a circle about three-fourths of the distance from the center to the outer edge of the object. A soft purple light similar to the color of aircraft fluorescent lights came through the portholes.

DIMENSIONS: (See SHAPE.)

COLOR: Not given.

SOUND: Not given.

ALTITUDE: About 1,000 feet higher than the airplane.

SPEED: In excess of 1000 miles an hour.

TACTICS: Approached the airplane from the south on a northern heading and passed in front of the airplane at about a half-mile distance before it went out of sight to the right.

COMMENT: Exactly at center in the top of this UFO was a light blinking an estimated three flashes per second, so brilliant that it would have been impossible to look at it continuously if it had not been blinking. The UFO was traveling in a straight line without spinning. ■

SCIENCE & MECHANICS