

United States

REPORT NO. 102-17-79

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

UNIDENTIFIED Flying Object

REPORTED ON Alabama, Georgia, and Virginia

FROM: Tech Intelligence Div, Intelligence Dept, Wright-Patterson AFB, Dayton, Ohio

DATE REPORT 20 December 1948

DATE OF OBSERVATION 24 and 26 July 1948

A-2

REPORTED BY Robert R. Sneider, Captain, USAF

U. S. Citizens

Proj. "SIG" ltr, Dept. of the AF, Hq USAF, dated 30 Dec 47 "Flying Discs"

Detailed interrogations have been completed of persons reporting undetermined flying objects in the vicinity of Montgomery, Alabama, 24 and 26 July 1948, between the hours of 2130 and 0245.

Analysis has been made of the compiled statements and the other available evidence of each individual interrogated. The analysis was undertaken as only one of 219 reported incidents with an objective of arriving towards a definite pattern or trend in order to determine whether the objects reported were of domestic or alien origin, or a natural phenomena.

COMMENTS: Analysis of data under Incident #144 reveals that four separate cases are involved: one having occurred on 24 July 1948 and the others on the 26 July 1948. A preponderance of evidence is available to establish that in almost all cases an unidentified object was seen within the times stated and on the same dates over an extended area pursuing a general course South. Descriptions as to size, shape, color and movements are fairly consistent.

APPROVED:

R. A. Llewellyn
R. A. LLEWELLYN
Major, USAF
Actg Chief, Operations Section
Tech Intelligence Division
Intelligence Department

Robert R. Sneider
ROBERT R. SNEIDER
Captain, USAF
Project Officer
Special Projects Branch
Technical Intelligence Division
Intelligence Department

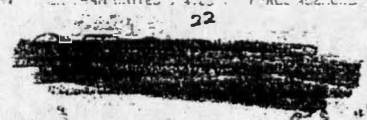
APPROVED:

W. B. Clingman
W. B. CLINGMAN
Colonel, USAF
Tech Intelligence Division
Intelligence Department

DOWNLOAD FROM THE NATIONAL ARCHIVES
REF ID: A66484 T-80200

- (Orig. & 3 dup) Dir of Intell, Hq USAF
- Chief, Intell Dept, MCI
- Chief, Tech Analysis Div, MCIAT
- Cfc of Chief of Naval Ops, Attn: ONI

R. R. Sneider



UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div
Intelligence Department
Wright-Patterson AFB, Dayton, Ohio

102-122-79

1 5

A. ORIGIN:

In compliance with verbal instructions from Maj General Cabell, Director of Intelligence, AFOT, this Hq proceeded to investigate the report concerning the sighting of an unidentified aerial object in the vicinity of Montgomery, Alabama, occurring 24 July 1948 between the hours of 0140 and 0245 EST.

B. ACTION INITIATED:

1. On 29 July 1948, Major P. A. Llewellyn, Project "SIGN" Officer, Mr. A. Devarmond, Technical Assistant to Col Clingerman, Mr. A. C. Loedding, Assistant Deputy for Technical Analysis Division, and Capt R. J. Groseclose, Security Officer, proceeded to Atlanta, Georgia, where they interviewed Capt [redacted] and Mr. [redacted] EAL pilots, and obtained their signed statements as to the anomaly observed. Copies of these statements together with drawings executed by [redacted] and [redacted] are appended as Exhibit "A". On 31 July 1948, Maj Llewellyn personally interviewed Mr. [redacted], the sole passenger awake during the hours of 0140 and 0245 EST, as to what he saw while a passenger aboard the DC-3 piloted by [redacted] and [redacted]. His statement is attached as Exhibit "B".

2. Following the above interrogations, requests were disseminated to Hq USAF, Naval and commercial airlines by priority teletypes 2 Aug 1948 requesting data on aircraft movements in the general vicinity of Alabama, Florida, Mississippi, Georgia, South Carolina, Tennessee and North Carolina. Charts of these aircraft movements are submitted as Exhibit "C".

3. In compliance with Hq AEC letter dated 6 July 1948, the Sixth Office of Special Investigations (OSI) District undertook an investigation pertaining to an aerial phenomena reportedly seen by various people within the 6th OSI District. A complete report of the various sightings, pages 1-16 is appended hereto as Exhibit "D". Further reports and statements as to reliability are also appended.

4. After the statements were received, a complete analysis as to the date and time, geographical location, and description of the object was charted. The completely assembled data, i.e., statements of witnesses, reliability statements, airline schedules and the collated data chart were forwarded to the various technical agencies to effect an evaluation and interpretation of the technological factors involved.

C. FACTUAL DATA:

1. The collated data chart (Exhibit "H") was drawn up to effect a trend or pattern in regard to the reported sightings.

a. From this chart it is evident that three or possibly four separate incidents were involved:

- (1) That pertaining to sightings by [redacted]
- (2) That of [redacted]
- (3) That of [redacted]
- (4) That of [redacted]

GROUP ONE SECRET

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div
Intelligence Department
Wright-Patterson AFB, Dayton, Ohio

102-122-79

CLASSIFIED 2 5

b. To exclude irrelevant factors in a systematic manner, the information presented in Exhibit "A" is presented in the order of occurrence and significance.

(1) Incident #1

- a. Object was sighted 24 July 1948 between 0140 and 0150 EST from the ground at Robins Air Force Base, Macon, Georgia.
- b. Object was again sighted from an altitude of 5,000 feet by [redacted] and [redacted] while flying a UC-3 some 20 miles south of Montgomery, Alabama. The time of the sighting was 24 July 1948 at approximately 0245 EST.
- c. Both the [redacted] sighting and that of [redacted] and [redacted] describe the object as "cigar" or "cylindrical" in shape. (McKelvie perceived only the glow emitted by it)
- d. All observers agree that the object was traveling in a general southerly heading and that it was trailed by a flame varying in color and that it behaved like a normal craft insofar as disappearing from the line of sight was concerned.

NOTE: It is a known fact that atmospheric conditions such as varying degrees of humidity and incidence of light refraction often influence the color of the light observed. This would serve to explain why many observers conflict in their descriptions as to color of light displayed by the object or its trail.

- e. Four witnesses to this sighting are involved; three are trained observers. In no instance were there any indications of subversive or ulterior influences involved.
- f. Both the [redacted] account and that of [redacted], [redacted] and [redacted] were officially made within a period of time that would preclude any chance of impressions being gained from radio or newspaper reports.

(2) Incident #2

Object #2 was observed by [redacted], [redacted] and [redacted] at 0230 hours 24 July 1948, while airborne, between Blackstone, Virginia, and Greensboro, North Carolina. This sighting is considered separately since the descriptions of speed as "meteoric" or "terrific", the manner of travel described as an arc or horizontal, and the fact that it "faded like a meteor" seem to indicate that the object seen was not the one observed in Incident 1.

(3) Incident #3

This object was observed between 2100 and 2300 hours 26th July 1948 at Macon, and Augusta, Georgia, by observers [redacted]. This object was not thought to be a meteor in that it maneuvered. The glow was described as varied in color but predominantly brilliant blue-white. The course was described as generally "southerly".

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

DOWNGRADED AND
DECLASSIFIED AFTER
1000 L



UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div
Intelligence Department
Wright-Patterson AFB, Dayton, Ohio

102-122-79

PAGE 3 5

(3) Incident #3 (Continued)

Although the dates seem to indicate that this sighting could not be the same as that described in Incident 1, yet the major portion of this testimony refers to a "blue white light". Observations in the first instance describe a "blue glow" running the entire length of the fuselage. When viewed from the ground it is logical to assume that the blue glow would be mostly visible.

NOTE: In this connection, Dr. Josef Allen Hynek, astro-physicist, OSURF, who is presently to serve as consultant on this project, has advised that it is possible for a celestial body to appear to travel in a straight line and slant downwards. (It is extremely improbable, although aerodynamically possible, for some objects to achieve an effect of lift through the forces generated during their flight through the atmosphere). It is his further opinion that it is impossible for any celestial body to maneuver violently and make sharp turns. It is extremely unlikely for heavenly bodies to appear to move slowly when passing through the lower layers of the atmosphere, but, from greater distances, it is possible to observe far-distant bodies for extended periods of time. Objective size is contingent upon (1) distance of the heavenly body from the earth and (2) its mass. The manner of disappearance of a meteor is like a light suddenly blinking off.

(4) Incident #4

Incident #3

Object #4 was observed by Mr. and Mrs. [redacted] Mrs. [redacted] Mrs. [redacted] and Mr. [redacted] between the hours of 2045 and 2050, 26 July 1948, at Columbus, Georgia and Augusta, Georgia. Description of this object seems to indicate that it was a meteor. Five of the observers said that the object was "football shaped"; that it appeared to be a green light with a silvery tail and that it observed level flight. The last observer stated that the speed was "10,000 to 20,000 mph" and that "it appeared to be 1/4 the size of a full moon", and that "it was a multi-colored, brilliant light trailing burning fragments". The terrific speed together with the description of a multi-colored light trailing burning fragments seems to establish this object as a meteor.

COMMENTS:

1. The only incident which possesses absolute intelligence significance is Incident #1. It is obvious that this object was not a meteor. There has been no evidence of any of the characteristics of a meteor, and no contradictions on the part of the witnesses.

2. Further reports establish areas of visibility as stated in the observers' reports.

3. Available information from Ordnance, Army, Navy and AF Staff at Brooks, Georgia, is being reviewed.

DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.19 T-80200

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Tech Intelligence Div
Intelligence Department
Wright-Patterson AFB, Dayton, Ohio

102-122-79 UNCLASSIFIED

5

d. The above estimates regarding weight, controllability, stability, etc. are not intended to represent deductions regarding the exact nature of the torpedo or cigar-shaped aircraft which were sighted by the airline pilots, [redacted] and [redacted], and others, they are merely statements of possibilities, which are intended to show that such an aircraft could support and control itself by aerodynamic means. The propulsive system of this type of vehicle would appear to be a jet or rocket engine. The specific fuel consumption of engines of this type would be rather high. This, coupled with the fact that aerodynamic lift on such a body would be accompanied by high drag, places a serious limitation on the range of the aircraft for any particular gross weight. If this type of unidentified aerial object has extremely long range it is probable that the method of propulsion is one which is far in advance of presently known engines.

POWER SOURCES:

- (a) The foregoing discussion is predicated upon the assumption that power sources presently available would have to be used. If an atomic energy powered engine were available, a small mass flow at a large velocity would accomplish the required lift and propulsive forces and the large energy expenditure would be of small importance.
- (b) However, the heat exchange requirements for the atomic powered engine appear to demand physical dimensions of inordinate size that presently would preclude the use of this power plant for aircraft. Experimental work in progress to convert the energy of the atomic pile directly to electricity, rather than heat, offer the promise of a more compact atomic power plant.

e. It has been established by Project Rand investigations that world resources, technical attainments and existing materials are adequate to permit construction of a space ship.

CONCLUSIONS:

- 1. The flying anomaly observed, remains unidentified as to origin, construction and power source.
- 2. A definite trend of flight headings has evolved as generally south in bearing.
- 3. Supporting evidence from separate reliable sources establish existence of this configuration.
- 4. An aircraft of the configuration described could support itself in flight by aerodynamic means.

UNCLASSIFIED

Robert F. Heider
Robert F. Heider
Captain, USAF
Project RAND

UNCLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

C-80200

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF EXECUTIVE ORDER 12812 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO ANY PERSON OR ENTITY, IN WHOLE OR IN PART, TO OTHER THAN UNITED STATES AIR FORCE AGENCIES IS PROHIBITED.



UNCLASSIFIED

HEADQUARTERS FOURTH ARMY
Fort Sam Houston, Texas

452.1 AXADB

18 October 1948

SUBJECT: Unconventional Aircraft

TO: Commanding General
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M. CI

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject as above and to Control No. A-1917.
2. Attached WD AGO Form 341, Agent Report, same subject and file as above, dated 11 October 1948, forwarded for your information and any action necessary.

FOR THE COMMANDING GENERAL:

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AG of S, G-2

DOWNGRADED AT 2 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOW DRR 5200.10

Operations Section file

Handwritten initials

1st Ind

WCLA/D-3/RRS/aw

Hq AGC Wright-Patterson Air Force Base, Dayton, Ohio

NOV 5 1948

TO: Commanding General, Headquarters Fourth Army, Fort Sam Houston, Texas

1. The inclosure mentioned in paragraph 2 of basic communication has been withdrawn for necessary action by this Headquarters.
2. Request for further investigation is being initiated in accordance with authority contained in Department of the Army letter dated 25 March 1948, subject, "Unconventional Aircraft".

FOR THE COMMANDING GENERAL:

UNCLASSIFIED
13
E. L. MOODY
Colonel, USAF
Chief, Intelligence Department

[Redacted signature block]



STATEMENT OF CAPTAIN CLAUDE S. CHILDS

Atlanta, Ga.
Aug 3, 1948

Mr. [redacted]
Eastern Air Lines
Miami, Fla.

The following is a report of an unidentified aircraft which was sighted by [redacted] and me, as we were twenty miles southwest of Montgomery, Ala. July 24, 1948, as we were on Eastern's trip 576.

At 2:45 A. M. we were cruising at 5,000 feet when there came, what looked like a Jet type of aircraft to our right and alightly above meeting us. It was a clear moonlight night with the visibility excellent; therefore, we were able to view the ship as it passed for a period of around ten seconds. It was clear there were no wings present, that it was powered by some jet or other type of power shooting flame from the rear some fifty feet. There were two rows of windows, which indicated an upper and lower deck, from inside these windows a very bright light was glowing. Underneath the ship there was a blue glow of light.

After it passed it pulled up into some light broken clouds and was lost from view. There was no prop wash or rough air felt as it passed.

After talking to the only passenger awake at the time, he saw only the trail of fire as it passed and pulled into the clouds. I called the company at Columbus and asked if there was any reported jet army craft and requested if the ATC had any aircraft under control. I was told that no such craft was reported by either source.

/s/ [redacted]
[redacted]
Capt E. A. L.

DECLASSIFIED AT 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DECLASS

UNCLASSIFIED



EXHIBIT "A"

1004-16 pages

STATEMENT OF [REDACTED]

I was flying co-pilot for Capt. [REDACTED] on Trip 576 which left Houston, Texas at 8:40 PM Eastern Standard Time, Friday night, July 22, 1948. At 0245 EST, we sighted a strange object coming toward us at a high rate of speed. We were at 5000 feet and our position was 25 miles southwest of Montgomery, Ala. The strange object had a stream of red fire coming from its tail. I assumed that it was a jet type airplane of the Army or Navy but as it came nearer I could see that it was much larger than any Army or Navy jet that I have ever seen or read about. It passed us on the right side of our DC-3. I estimate its speed in the neighborhood of 700 MPH but this is purely a rough estimate. We were holding a compass heading of 50 degrees and the object passed us going in the opposite direction. To me, the object seemed about a half-mile from us, flying straight and level. I could see no wings supporting the object.

The object was cigar shaped and seemed to be about a hundred feet in length. The fuselage appeared to be about three times the circumference of a B-29 fuselage. It had two rows of windows, an upper and a lower. The windows were very large and seemed square. They were white with light which seemed to be caused by some type of combustion. I estimate that we watched the object at least 5 seconds and not more than 10 seconds. We heard no noise nor did we feel any turbulence from the object. It seemed to be at about 5500 feet.

I asked Capt. [REDACTED] what we had just seen and he said that he didn't know. Capt. [REDACTED] then contacted the company radio operator at Columbus, Ga., and asked him to contact Lawson Field at Ft Benning, Ga., and find out if the Army had any jet or experimental planes in the vicinity. The company operator called us a few minutes later and stated that Lawson Field reported that they had no planes flying in our area. Capt. [REDACTED] then reported back to the company radio operator saying that a strange aircraft just passed us and it looked like some type of rocket ship.

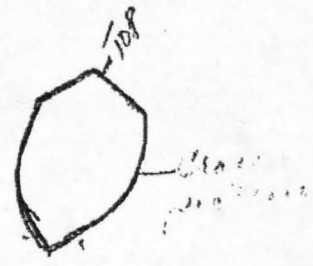
We passed up Columbus because of ground fog and continued on to Atlanta.

UNCLASSIFIED

UNCLAS

HENRY GRADY HOTEL

ON PEACHTREE AVENUE
P.O. BOX 1418
ATLANTA 1, GA



Angled Red FLAMES 30 to 50 ft
 window in opening

Dark
 brightly lit
 5:10 PM

Dark

E.S.T. 100' in length



This is what I saw
 And there were no W's
 No fences

UNCLASIFIED AT 2 YEAR INTERVALS;
 DOWNGRADED AT 5 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS. DATE
 1990 LUR 5200.10

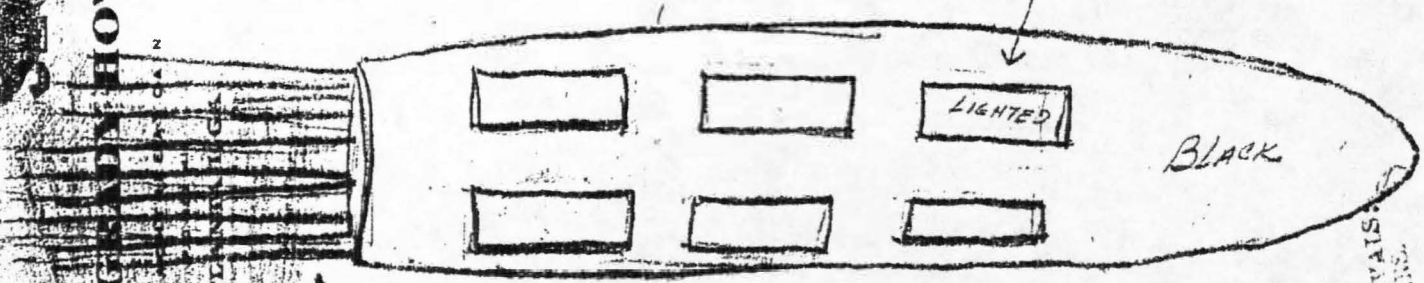
UNCLASSIFIED

EXHIBIT "A"

FOIA b 7 - EXEMPT FROM PUBLIC RELEASE

UNCLASIFIED DATE 5/10/92

HENRY HOTEL



LARGE WINDOWS OR OPENINGS

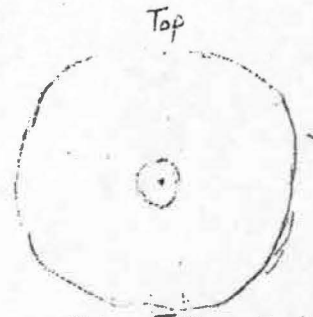
BLACK

LIGHTED

100' LENGTH

NO FINS

ORANGE & RED
FLAME 40' LONG



ESTIMATED FRONT VIEW
ROUND

DECLASSIFIED AT 3 YEAR INTERVALS:
DOWNGRADED AFTER 12 YEARS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 6200.10

UNCLASSIFIED

EXHIBIT "A"
(to be placed in the folder)

21

page 6 of 6 pages

Pg 1317

TRUE "UNKNOWN"

[REDACTED]

INCIDENT

24 July 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5,000 feet between Mobile and Montgomery, Alabama sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain [REDACTED] the pilot, immediately turned to his co-pilot, [REDACTED] and remarked: "Look, here comes a new Army jet job".

The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to flight path, at a distance of approximately one-half miles. After passing, it pulled up sharply and disappeared into a cloud.

The object appeared to be a wingless aircraft, 100 ft. long, cigar-shaped and about twice the diameter of a "B-29". It had no fins or protruding surfaces. [REDACTED] thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above -- much like a pilot compartment -- except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did [REDACTED].

Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

INCIDENT

24 July 1948

The glow reminded [redacted] of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. [redacted] thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot [redacted]'s attention was drawn to the object by [redacted] remark. His description of the object and its maneuvers was very similar to that of [redacted] except that he did not observe a cockpit in front nor did he see any radar "snout". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Capt [redacted]. He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up".

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6,000 ft. Both estimated the object to be in sight approximately 10 to 15 seconds, considered sufficient time for experienced pilots to determine whether the "ship" was a reflection, caused by some rare meteorological or astronomical phenomena -- or was a material object.

INCIDENT

24 July 1948

After extensive investigations and studies; and consideration of all possible approaches and data pertinent to suggest at least one valid hypothesis or explanation to the sighting were exhausted --- the incident was appropriately classified as a true "Unknown".

B. I. D. No. 9410-100
Report No. _____

~~CONFIDENTIAL~~
(CLASSIFICATION)

Enclosures _____
Copy No. _____

INTELLIGENCE REPORT

FOR GENERAL USE BY ANY U. S. INTELLIGENCE AGENCY

From Technical Intelligence Division, HSOBAC-3 Date 12 November 1948

Source U. S. civilians in Georgia, Virginia & Ala. Eval. A-2

Area Reported On Alabama, Georgia & Virginia Subject Unidentified Flying Objects

Observed on nights of 24 and 26 July 1948

Reference Proj "SIG" Ltr. to SAC, HSOBAC, dated 30 Dec 47 "Flying Discs"

SUMMARY: Enter careful summary of report, containing substance succinctly stated. Answer questions where, when, what, how, how many, and give date of event. In a final one sentence paragraph give significance. Begin text on page 2

Detailed interrogations have been completed of persons reporting undetermined flying objects in the vicinity of Montgomery, Alabama, 24 and 26 July 1948, between the hours of 2130 and 0245 hours.

Analysis has been made of the compiled statements and other available evidence of each individual interrogated. The analysis was undertaken as only one of 173 reported incidents with an objective toward arriving at a definite pattern or trend in order to determine whether the objects reported were of domestic or alien origin, or a natural phenomenon.

COMMENTS: Analysis of data under Incident #144 reveals that four separate cases are involved; one having occurred on 24 July 1948 and the others on the 26 July 1948. A preponderance of evidence is available to establish that in almost all cases an unidentified object was seen within stated times and dates over an extended area, pursuing a general Southerly course. Descriptions as to size, shape, color and movements are fairly consistent.

ROBERT R. MILLER
Capt. USAF
Project Officer
Special Projects Branch
Operations Section
Technical Intelligence Division
Intelligence Department

APPROVED:

C. A. GRIFFITH
Chief, Operations Section
Technical Intelligence Division
Intelligence Department

APPROVED:

W. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence Division
Intelligence Department

Distribution by Originator:	
MIS Serial No. _____	Distribution of Enclosures
MIS Distribution	
CONFIDENTIAL 17313745 CLASSIFICATION	

FORM OCS17
4TH REV.

U. S. GOVERNMENT PRINTING OFFICE 16-42830-2

~~CONFIDENTIAL~~

F 80200

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 24 July 48 Incident # 144b
2. Time 0230
3. Location Between Blackstone, Va., and Greensboro, N.C.
4. Name of observer Capt Perry R. Mansfield
5. Occupation of observer Capt on 571/23 EAL
6. Address of observer EAL
7. Place of observation Between Blackstone, Va., and Greensboro, N.C.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3 seconds
11. Altitude N/S
12. Speed meteoric
13. Direction of flight Southerly
14. Tactics traveling horizontally
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S

22. Weather conditions CAVU
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance "died out" in the distance
26. Remarks: (over)

At about 0230 on July 24, 1948, [redacted] pilot, and Capt. [redacted] saw what they thought was an unusual meteor. It was brighter than any ever seen before and traveling in a horizontal direction, slightly above the horizon. It was observed for 3 seconds before it died out. At no time did it appear to travel in a downward direction. [redacted] discussed the matter that the meteor appeared to be traveling horizontally.

At the time they were traveling between Blackstone, Va., and Greensboro, S. C., the sky was clear and the visibility unlimited. They were on a magnetic heading of 240° and estimated the object to be on a bearing of about 210° from them - that is - about 30° to the left of their heading. It appeared to be traveling in a southerly direction, above, but close to the horizon.

NOTE: There is a 15 minute variance in time of this sighting (0230) to the rocket sighting at 0245 in ~~the~~ Montgomery some 400 to 475 miles distant. The time (0230) also tallies with Inc. 144a Pilot [redacted] account of sighting a jet or rocket trail just after leaving Blackstone.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

- Incident # 144a
1. Date 24 July 48
 2. Time 0230
 3. Location Near Blackstone, Va., enroute to Raleigh-Durham
 4. Name of observer Louis Feldvary
 5. Occupation of observer Pilot
 6. Address of observer LGA
 7. Place of observation Air - near Blackstone, Va.
 8. Number of objects only the trail seen
 9. Distance of object from observer N/S
 10. Time in sight N/S
 11. Altitude N/S
 12. Speed terrific speed
 13. Direction of flight 230°
 14. Tactics Trail covered an 80° to 90° arc laterally
 15. Sound N/S
 16. Size N/S
 17. Color N/S Only trail seen - object not seen
 18. Shape N/S
 19. Odor detected N/S
 20. Apparent construction N/S
 21. Exhaust trails Seemed to be a jet or rocket trail
 22. Weather conditions at 0230 at Blackstone: D/70 D 46F 112/73/72/wsw
5/937. Greensboro and Raleigh-Durham @/15 plus
 23. Effect on clouds N/S
 24. Sketches or photographs None
 25. Manner of disappearance N/S
 26. Remarks: (over)

35 3

Shortly after checking Blackstone, at approx 0230, a trail was picked up that appeared to be a jet or rocket trail. The object leaving the trail was traveling at terrific speed in a southwesterly direction and as nearly as they could estimate they calculated the degree of travel as 230°

They were on a heading at the time of 215° . The jet or rocket trail at no time crossed their flight path. It was on the distant western horizon at approx 20° above the horizon. The trail covered an 80° to 90° arc laterally.

NOTE: There is a 15 minute difference in time f/this sighting (0230) to the rocket sighting at 0245 in ~~Montgomery~~ ^{Alabama} some 400 to 475 miles distant.

NOTE: The above time (0230) tallies with another sighting by another pilot in the vicinity of Blackstone, Va., who saw a very unusual meteor that appeared to be on a bearing of about 210° from them traveling in a southerly direction above but close to the horizon.

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS.

1. Date 24 July 1948 Incident # 114
2. Time 0245
3. Location 20 miles south of Montgomery, Ala.
4. Name of observer Pilot. [REDACTED] & Co-pilot [REDACTED]
5. Occupation of observer Pilot and Co-pilot (EAL) Mr. [REDACTED] occupation N/S
6. Address of observer Atlanta Office of EAL
7. Place of observation air - 20 miles south of Montgomery, Ala.
8. Number of objects 1
9. Distance of object from observer 700 ft
10. Time in sight 10 to 15 seconds
11. Altitude 5,000 ft
12. Speed 500 to 700 MPH (See Atlanta Constitution - 25 July 48)
13. Direction of flight southwest toward Mobile and New Orleans
14. Tactics Pulled up sharply with tremendous burst of flame (Atlanta Constitution - 25 July 48)
15. Sound none
16. Size 100 ft long and about twice the diameter of a "B-29"
17. Color N/S
18. Shape Cigar-shaped
19. Color detected N/S
20. Apparent construction N/S
21. Exhaust trails red-orange flame with blue fluorescent glow running underneath the object
22. Weather conditions full moon, clear with broken cloud coverage of 4/10 at 6,000 ft
23. Effect on clouds N/S - pulled up into one.
24. Sketches or photographs 2 sketches
25. Manner of disappearance Disappeared into a cloud
26. Remarks: See attached statements.

204

~~CONFIDENTIAL~~

UNCLASSIFIED

Supplement to Trip Report to Columbus, Ohio -- 31 July 1948
Re: Atlanta Sighting

THRU: Col Clingsman

TO: Col McCoy

1. The object of this trip was to interview ~~██████████~~, a passenger aboard the Eastern Airlines DC-3, the night of 24 July 1948.

2. Mr. ~~██████████~~ written statement is essentially as follows: He was occupying the 5th or 6th seat from the front of the plane on the right and would periodically glance out the window. There was a full moon which illuminated the ground and the skies and the ground could clearly be seen. Frequently they passed cumulus clouds. On one occasion as he was looking out he observed a sudden streak of light moving in a southeastern direction across the airway above the plane. He wondered if it were lightning but observed the flame moved in a straight line and not in a flare. The color was bright flame - he thought it was probably a light cherry red - although the edges were more of a yellow flame. He shifted his position in his seat for better observation, momentarily losing sight of it. Then he saw it again. He estimated the flame to be about 1/2 as far above the plane as the plane was above the ground. He saw no physical shape - only a streak of flame moving in a straight line. The whole experience was momentary so that detailed observation was absent. He heard no sound but stated that the vibration of the plane was much greater than normal and that it was not possible to hear any sound from the outside.

3. In the interview Mr. ~~██████████~~ stated to Maj Llewellyn that the pilots seemed quite excited and that they appeared nervous over the episode.

R. A. Llewellyn
R. A. LLEWELLYN
Major, USAF

RAL/lw
65310
Bldg 285
Post 203F

DOWNGRADED AT 8 11 41
DECLASSIFIED AFTER 1
DOD DIR 5200 10

UNCL.

~~CONFIDENTIAL~~
Statement of the passenger in the plane who observed the UFO -

MCLAUD-3/SZA/aw

5 August 1948

MCLAUD-3

Regional Administrator
Civil Aeronautics Administration
Chicago Orchard Airport
Park Ridge, Illinois
ATTN: 3-295

SUBJECT: Project "SIGN"

Gentlemen:

This Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on 23 and 24 July 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Attention has been directed to your office as being the most qualified to furnish this Command with the above information.

Any cooperation you may give will be greatly appreciated.

Correspondence should be marked for the attention of MCLAUD-3 as indicated in the upper left-hand corner of this letter. This facilitates prompt handling of your communication.

Yours very truly

W. R. CLINGERMAN
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

C
O
P
Y

August 11, 1948.

Headquarters, Air Materiel Command,
Wright-Patterson, AF Base,
Wright-Field, Ohio

Attention: Colonel W. R. Clingerman, USAF
Chief, Technical Intelligence Division,
Intelligence Department.

Subject: Project "SIGN".

With reference to your letter of August 5, 1948, your office symbol
WCIARC-3, concerning the subject matter.

It is believed you were misinformed as to which office might be able
to furnish you with the desired information. The States of Mississippi,
Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida
are all in the Second Region, with Headquarters at Atlanta, Georgia;
the Address being as follows: Regional Administrator, Civil Aeronautics
Administration 84 Marietta Street, N.W., Atlanta, Georgia, Attention:
2-280. In order to expedite receipt of the desired information by
your office we are forwarding your letter of August 5th to the Second
Region and requesting that they supply you with the desired information.

Very truly yours,

Jas. H. Douglas
Supt., Flight Operations Branch,
Third Region

C
C
P
14

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Second Region

[Redacted]
Atlanta 3, Georgia

August 17, 1948

Commanding General
Air Materiel Command
Wright Patterson AF Base
Wright Field, Ohio

Attention: MCIAXO-3

Sir:

Reference is made to your letter dated August 5, 1948,
Subject: Project "SIGN", addressed to the Regional
Administrator, Civil Aeronautics Administration, Chicago,
Illinois.

Enclosed please find copies of letters addressed to the
various airlines, which are self-explanatory.

Very truly yours,

[Redacted]
Chief, Air Carrier Operations

Enclosures: 7

24 Marietta Street, NW
Atlanta 3, Georgia

Second Region

August 13, 1948

Mr. [REDACTED]
Operations Manager
Pan American Airways, Inc.
P. O. Box 3311
Miami 31, Florida

Dear Mr. [REDACTED]:

The Air Materiel Command is desirous of obtaining all flight schedules of commercial aircraft flown in the Mississippi, Alabama, Tennessee, North Carolina, South Carolina, Georgia and Florida areas, on July 23, and July 24, 1948, the type of aircraft flown, time and place of departure, and the time and place of destination.

Please reply to this office in order that your schedules may be consolidated and forwarded to the Commanding General of the Air Materiel Command.

Very truly yours,

[REDACTED]
Chief, Air Carrier Operations

CC: Air Materiel Command

Between 24:00 + 0300

From - from
From - To Atlanta 2:25 am Sta. Muscle Shoals
" - To Atlanta 3:30 am arr. Birmingham 3:55 C
" - To Atlanta 7:30 am arr. Charlotte 7:04 am
" - To Columbus 3:11 am arr. Atlanta 3:17 am
" - To Atlanta 3:22 am arr. Columbus 4:07 am
" - To Charlotte 3:23 am " Atlanta 4:55
" - To Atlanta 12:55 am " Tallahassee 2:37 am
" " " 3:40 am " " 5:08 am
" " Montg. 4:50 am " " 7:04 am
" " Jackson 11:15 am " Atlanta 3:16 am
" " " 12:40 am " Columbus 2:17 am
" - To Montgomery 3:55 am " Mobile 5:10 am
" - To Atlanta 8:15 am " Augusta 9:11 am

American Aviation Air Traffic Guide

An American Aviation Publication

Editor and Circulation Manager - 139 W. Clark

Chicago 2, Ill. U. S. A. - 3154

PRIORITY	2
ROUTINE	1
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SEN/AM

FROM: AWC

DATE 30 JULY 48

R. W. MOORE
COLONEL, USAF
CHIEF OF ESTABLISHMENT

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: BOOK MESSAGE - SEE BELOW

ACKASXX

TELETYPE NO: 251AKS-7-5

REQUEST THE FOLLOWING INFORMATION BE FORWARDED TO CG, HEADQUARTERS AWC, ATTENTION

251AKS-3: TIME OF DEPARTURE OF ALL AIRCRAFT FROM FOUR ONE B TWENTY-FOUR

HUNDRED AND 0500 HOURS TWENTY-FOURTH JULY 1948, TYPE OF AIRCRAFT, AIRLINE, AND

TRUE AIR SPEED; TIME OF ARRIVAL OF ALL AIRCRAFT BETWEEN 2100 AND 0500 HOURS

TWENTY-FOURTH JULY 1948, TYPE OF AIRCRAFT, POINT OF ORIGIN, TRUE AIR SPEED.

ARMED TECHNICAL INTELLIGENCE DIVISION

TO: COMMANDING OFFICERS OF THE FOLLOWING BASES, ATTENTION OPERATIONS OFFICER

ALABAMA

- ✓ BRIDGEMAN AIR FORCE BASE
MOBILE 1
- ✓ NAVY CANAL DISTRICT FIELD
MOBILE 2
- ✓ CRAIG AIR FORCE BASE
SELMA 3
- ✓ HUNTER AIR FORCE BASE
MONTGOMERY 4
- ✓ HENRYVILLE AIRFIELD
HENRYVILLE 5
- ✓ WETUMPS AIR FORCE BASE
WETUMPS 6

FLORIDA

- ✓ ALBERT WHITEHEAD COAST GUARD AIR STATION
ST. PETERSBURG 7
- ✓ EGLEN AIR FORCE BASE
VALPARAISO 8
- ✓ JACKSONVILLE NAVAL AIR STATION
JACKSONVILLE 9
- ✓ KEY WEST NAVAL AIR STATION
KEY WEST 10
- ✓ MCCLURE AIR FORCE BASE
MCCLURE 11
- ✓ MACDILL NAVAL AIR STATION
MACDILL 12

(CONTINUED)

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

A. G. P.	
PRIORITY	
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

FROM:

DATE

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER
--

TO:

CLASS:

TELETYPE NO:

FLORIDA (CONT)

MISSISSIPPI

✓ ORLANDO AIR FORCE BASE
ORLANDO 13

✓ HENKINS AIR BASE
JACKSON 24

14 ✓ PENSACOLA NAVAL AIR STATION
CHEVALIER - PENSACOLA 14

✓ REEBLER AIR FORCE BASE
BILOXI 25

✓ PENSACOLA NAVAL AIR STATION
CORY - PENSACOLA 15

✓ KEY AIR BASE (NATIONAL GUARD)
MERIDIAN 26

✓ FLYDALL AIR FORCE BASE
PANAMA CITY 16

SOUTH CAROLINA

GEORGIA

✓ ANCONA FERRY STRIP
FORT JAMES 21

✓ ATLANTA NAVAL AIR STATION
ATLANTA 17

✓ CINCINNATI AIR BASE (NATIONAL GUARD)
COLUMBIA 28

✓ CHATHAM AFB (NATIONAL GUARD)
SAVANNAH 18

✓ GREENVILLE AIR FORCE BASE
GREENVILLE 29

✓ LAWSON AIR FORCE BASE
COLUMBUS 19

✓ SHAW AIR FORCE BASE
COLUMBUS 20

✓ MARIETTA AIR FORCE BASE
MARIETTA 20

TENNESSEE

✓ MEMPHIS NAVAL AIR STATION
MEMPHIS 31

✓ ROBINS AIR FORCE BASE
MACON 21

NORTH CAROLINA

✓ FORT BRAGG AIR FORCE BASE
ALBANY 22

✓ CHERRY POINT, NCAS, NORTH CAROLINA 32

✓ FORT BRAGG AIR FORCE BASE 23

✓ ELIZABETH CITY COAST GUARD AIR STATION, N.C. 33

COORDINATION

ORGANIZATION	CONTROL OFFICE	MAINTENANCE	POST	SUPPLY	PROPERTY	OTHERS

PRIDRY	X
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

SKH/aw

FROM: AXC

DATE 2 August 45

W. H. MCCOY
COLONEL, USAF
CHIEF OF STATION

NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: OVERLANDING OFFICER
PATENT OFFICE NAVAL AIR STATION
PATENT OFFICE, WASHINGTON 34

CLASS:

TELETYPE NO: ~~XXXXXXXX~~ XCIAXC-8-1

REQUEST THE FOLLOWING INFORMATION CONCERNING THE FLIGHT OF THE LOCKHEED CONSTITUTION,
NUMBER ONE SIX FOUR, FROM MOFFETT FIELD, CALIFORNIA TO WASHINGTON: TIME OF
DEPARTURE FROM MOFFETT, TIME OF ARRIVAL, TRUE AIR SPEED, CREST LEVEL. ONLY TO
CG, HEADQUARTERS A.C., ATTENTION XCIAXC-3. SIGNED TECHNICAL INTELLIGENCE SECTION

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINT ENAGE	P & T	SUPPLY	BUDGET FISCAL	OTHERS

1
286

RDST

DSA146

RR UEDC

FM UES 227/CG MCAMA BROOKLEY AFB ALA 221000Z
TO CG AHC WRIGHT PAT AFB DAYTON OHIO

AF GRNC

MOEO-8-3 ATTN MCIAXO-3 PD FOLLOWING INFORMATION CORRECTS TELETYPE
MOEO-8-1 DATED 2 AUGUST 1948 CLN B-26 AIRCRAFT ARRIVED BROOKLEY 0912
CST FROM LANGLEY AFB VA CMA TRUE AIR SPEED 260 CLN B-26 AIRCRAFT
DEPARTED BROOKLEY 0122 CST FOR KELLY AFB TEXAS
CMA TRUE AIR SPEED 260 PD SGD BASE EXEC OFFICER

03/2100Z

BTSS

DSAA7

RR UEDC

FM US 33/CG MCANA BRICKLEY AFB ALA 021503Z

TO CG AWC WRIGHT PAT AFB DAYTON OHIO

AF GANC

MOEC--1 ATTN MCIAXC-3 PD REUTEL MCIAXC-7-3 FOLLOWING INFORMATION

IS SUBMITTED PD

TYPE	TIME	DEPT	DEST	AIR SPEED
B-26	0122		SNX	260
F-26	0012		LFI	260

SIGNED BASE EXECUTIVE OFFICER PD

021503Z

19

6

3200th HEADQUARTERS
~~502nd~~ AIR UNIVERSITY WING
MAXWELL AIR FORCE BASE
MONTGOMERY ALABAMA

30/CAP/cm

6 August 1948

SUBJECT: Traffic To and From Maxwell Air Force Base Between 2400 and 0500 hours, 24 July 1948

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

Attached hereto, in compliance with TRX MCIAXO-7-5, your headquarters, is a report of traffic to and from Maxwell Air Force Base between 2400 and 0500 hours, 24 July 1948.

FOR THE COMMANDING OFFICER:

1 Incl:
Aft Log

C. A. PRIGE
Captain, MSC
Adjutant

OUTBOUND

<u>AIRCRAFT & NUMBER</u>	<u>DATE</u>	<u>PILOT</u>	<u>DEPARTED FOR</u>	<u>TRUE AIR SPEED</u>	<u>DEP.</u>	<u>ETA</u>	<u>ARR.</u>	<u>REMARKS</u>
C-47, 7278	7-24	Lt Col Hollingsworth (B/G Randall)	Mitchel	160	0221	0741	0655	Home Sta: San Salvador
B-25, 8850	7-24	Lt Col Croon	Bolling	205	0052	0412	0405	Bolling
C-82, 7735	7-24	1st Lt Fox	MacDill	180	0142	0357	0405	Greenville, S.C.

INBOUND

<u>AIRCRAFT & NUMBER</u>	<u>DATE</u>	<u>PILOT</u>	<u>DEP. FROM</u>	<u>TRUE AIR SPEED</u>	<u>DEP.</u>	<u>ETA</u>	<u>ARR.</u>	<u>REMARKS</u>
C-47, 7276	7-23	Lt Col Hollingsworth (B/G Randall)	Kelly	160	2115	0115	0139, 24th	San Salvador
T-6, 5701	7-23	Clark	Jackson	Unknown 150	2316	0041	0035, 24th	
C-82, 7735	7-24	1st Lt Fox	Little Rock	180	No FX		0045	Greenville, S.C.

TRANSIENT AIRCRAFT LOG

Pg 1364

C
D
P
Y

HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
WASHINGTON 25, D. C.
INTELLIGENCE DIVISION

4 August 1948

SUBJECT: Report of Unidentified Flying Object

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

1. The following report received from the Maxwell Flight Service Center, Maxwell Air Force Base, Montgomery, Alabama is quoted for your information:

"On 24 July 1948, the aircraft dispatcher on duty at Warner Robins AF Base notified the Maxwell Flight Service Center that a fluorescent squaish-shaped object with a flaming exhaust had been sighted at 0250E. This object was sighted by Mr. [REDACTED], a member of the civilian alert crew, who stated that the object appeared to be wingless and was headed south at terrific speed. Mr. [REDACTED] estimated the object to be about twenty-five feet in length.

At 0315E Eastern Airlines Houston-to-Atlanta flight reported similar object in vicinity of Lawson AF Base, and was forced to alter course to avoid collision.

No further information available this Center."

2. An information copy of this report has been forwarded to the Directorate of Intelligence, United States Air Force.

JAMES A. LLOYD
Lt. Colonel, USAF
Chief, Intelligence
Division

[REDACTED]

98

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
SPECIAL INVESTIGATIONS REPORT

Office of Origin: Hq. Air Materiel Command, Dayton, Ohio File No. 100.5 (24-1)

Reporting Office	Date	Period	Special Investigator
6th OSI District	9 Sep 1948	10 Aug - 25 Aug 1948	Walter E. Cassidy
Title		Character of Case	
PROJECT "SIGN"		Special Investigation	

SYNOPSIS

1. Basis for investigation:

At 1020, 8 August 1948, this headquarters was advised by letter, dated 6 August 1948, originating at Hq, Air Materiel Command, Dayton, Ohio, to conduct an investigation pertaining to an aerial phenomena reported by various people within

2. Facts: 6th OSI District.

At 0945, 10 August 1948, Lt Colonel Cropper interrogated Mr. [REDACTED], Robins Air Force Base employee, regarding an aerial phenomena witnessed by [REDACTED] while on duty at Robins Air Force Base the night of 23 July 1948. [REDACTED] stated the exact time and pertinent facts regarding the phenomena. [REDACTED] appears to be a competent and qualified observer.

On 19 August 1948, Special Investigator Cassidy contacted Robins Air Force Base Flight Operations and the Base Weather Station. All reports pertaining to weather conditions and relative time substantially support [REDACTED] statements made to Lt Colonel Cropper.

On 12 August 1948, S/A Montgomery, 111th CIC Det, contacted personnel at the Atlanta Naval Air Base and adjoining municipality regarding a reported aerial phenomena. It was generally agreed that the phenomena resembled a shooting star, despite the fact that course and altitude did not correspond to the characteristics of such an aerial phenomena.

During the period, 24 - 27 Aug 1948, Special Investigator Morris interviewed seven (7) residents of Augusta, Ga. regarding reported aerial phenomena. It was concluded that objects observed were not aircraft, but probably of meteoric nature.

Approved: *Eugene C. Cropper*
EUGENE C. CROPPER, Lt Col, USAF
Action copy forwarded to
CG, Hq, Air Materiel Command, Wright-Patterson AFB,

Distribution of copies

- 2 - CG, Robins AFB
- 2 - CG, Hq AMC
- 2 - OSI Hq
- 1 - 6th Dist File

24-1-1

DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 500.10

UNCLASSIFIED

Exhibit "D"

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1943
FILE NO: 333.5 (24-1)

DETAILS:

At 0945, 10 August 1948, Lt Colonel Cropper, Acting District Commander, 6th District Office of Special Investigations, interrogated Mr. [REDACTED], Robins Air Force Base employee, regarding an aerial phenomena witnessed by [REDACTED] while on duty at Robins Air Force Base on the night of 23 July 1948. The following is a transcript of this interrogation:

"Q. 1. What is your full name, age, address, and employment?

A. 1. [REDACTED] I am 23, unmarried, and live at [REDACTED] Macon, Georgia. I am a member of the Transient Maintenance Alert Crew on the midnight shift - 2400 to 0800 hours.

Q. 2. Do you recall the date and time that you saw this object?

A. 2. It appeared on Friday night, the 23d of July 1948 between 0140 and 0150 hours, Eastern Standard Time. I was standing fire guard on a C-47, directly across from Operations, and I had to take down the take-off time which was between 0140 and 0150.

Q. 3. What was the weather condition?

A. 3. Good visibility and no clouds.

Q. 4. Were there any lights around you? Outside lights or beacons?

A. 4. I am not sure whether the flood lights on the hangar were on or off. I was facing the north looking away from any possible lights.

Q. 5. In what direction did you see this object?

A. 5. It was coming out of the north. I was facing the north and actually didn't see it until it got overhead, but it came out of the north and was in my view for about twenty seconds. The last I saw of it the object was taking a southwest course.

Q. 6. Describe in your own words what you actually saw from the time it appeared until it disappeared.

A. 6. The first thing I saw was a stream of fire and I was undecided as to what it could be, but as it got overhead, it was a fairly clear outline and appeared to be a cylindrical shaped object with a long stream of fire coming out of the tail end. I am sure it would not be a jet since I have observed P-31s in flight at night on two occasions.

UNCLASSIFIED

UNCLASSIFIED

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 1948
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

- Q. 7. Approximately what was the height and altitude of this object?
- A. 7. Three thousand feet - - it could be lower or higher, at night it is difficult to judge distance.
- Q. 8. What was the size and shape in comparison to the trail of fire?
- A. 8. The trail of fire was longer than the cylindrical shape of the object.
- Q. 9. Was the entire object illuminated? Describe its shape.
- A. 9. I noticed a faint glow on the belly of the wingless object - - a phosphorescent glow.
- Q. 10. Are you familiar with shooting stars?
- A. 10. Yes Sir. I thought at first it was a shooting star or a meteor, but a shooting star falls perpendicular. This object was on a straight and level plane. When it disappeared it disappeared from sight due to distance rather than drop.
- Q. 11. How did it differ from a shooting star or meteor in size and shape?
- A. 11. I have only seen one or two meteors and they appear to be round or more or less ball-shaped and this object was long and cylindrical in shape.
- Q. 12. What was the color of the light?
- A. 12. It was a trailing faint blue flame.
- Q. 13. Was there any moonlight at this time?
- A. 13. I didn't pay too much attention to the moonlight. I wouldn't say for sure whether there was a moon.
- Q. 14. Where did the light that illuminated the shape of the object seem to come from?
- A. 14. It looked like it was close to the bottom deck.
- Q. 15. Did it give you the impression that there were windows or holes and did the decks appear to be divided into sections?
- A. 15. I am not sure. It would be hard to tell if there were windows and a divided deck could not be recognized from the ground.

DECLASSIFIED

- 2 -

DECLASSIFIED BY: R 12 11 2008
390 018 120010

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

- Q. 15. Did you read the newspaper account of the two civilian pilots who saw this strange object about the same time and did the paper's description seem to refer to the object you saw?
- A. 16. I read the write up about the rate of speed. I don't see how they could tell if it had square or round windows but the description seemed to fit my impressions.
- Q. 17. Was there anyone with you when you saw this object?
- A. 17. No Sir. I was standing in front of No. 2 engine and I tried to call the co-pilot's attention to the object in the sky. He had already put his headgear on before I could get his attention and the object was gone.
- Q. 18. With whom did you first discuss this matter?
- A. 18. I called the tower and asked them if they saw it. They didn't.
- Q. 19. What was their reaction regarding this object?
- A. 19. They thought I was drunk or seeing things.
- Q. 20. Were you unusually fatigued at this time?
- A. 20. No Sir, I had been merely reading Air Force magazines prior to this time.
- Q. 21. Have you ever had occasion to read much or study Air Force magazines, experiments with guided missiles, objects, or similar material?
- A. 21. No Sir, only what I could get out of Air Force and Aviation magazines.
- Q. 22. Were you in the Air Force during the war?
- A. 22. Yes Sir, I was an Aircraft Engine Mechanic with a rating of Duck Sergeant in the Ninth Air Force.
- Q. 23. Is there anyone else on the Base who saw this particular object that you know of?
- A. 23. No Sir.
- Q. 24. What type of construction, color, size, and material did this object appear to resemble?

UNCLASSIFIED

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

141/1576

[REDACTED]

SUBJECT: Project "SILH" CHARACTER: Special Investigation DATE: 9 Sep 43
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

- A. 24. I would say that it looked like it was about the size of a B-29. It might have been a little larger, in circumference. It was too large for a jet. It seemed to be a dark color and constructed of an unknown metallic type material.
- Q. 25. What would you say its speed was in comparison with other type aircraft?
- A. 25. About seven hundred miles per hour.
- Q. 26. How did you arrive at that estimate?
- A. 26. I have seen P-80 and P-24 type aircraft flying but this was one of the fastest objects I have ever seen. I saw German V-1s in the summer of 1944 and they were fast, but this one was even faster. This object was much larger. A V-1 is very small and only made about three hundred miles per hour speed.
- Q. 27. How did it disappear?
- A. 27. Just like an airplane in normal flight fading away from normal vision.
- Q. 28. Was there any sound or odors at that time?
- A. 28. I heard no sound and everything was quiet. No engines were warming up at that time.
- Q. 29. How about the maneuverability and exhaust trail of this object?
- A. 29. It was flying straight and level and took a changing southwest course while in sight. The flame seemed to be longer, maybe due to the object moving through the air.
- Q. 30. Had you consumed any alcohol in the preceding four or five hours?
- A. 30. No Sir, I do not drink.
- Q. 31. Did you ever see any planes in "Buck Rogers" movies that resembled this object?
- A. 31. Maybe the length and roundness resembled but as far as the wings, I couldn't tell if this object had any.
- Q. 32. What did you say your educational background and Air Force experience was?
- A. 32. I was a high school graduate and I was in the Air Force for four years.

UNCLASSIFIED

106

[REDACTED]

106
DOWNGRADED AS 4 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 7000 10

SUBJECT: Project "SIGN" CHARACTER: Special Investigation DATE: 9 Sep 48
FILE NO: 333.5 (24-1)

DETAILS: (Cont'd)

- Q. 33. How long have you worked here?
- A. 33. Since September 1947.
- Q. 34. When did you get out of the Air Force?
- A. 34. I was discharged in March 1947 as an enlisted reserve Bomb Sergeant engineer.
- Q. 35. Is there anything further you would like to add to aid in this evaluation?
- A. 35. Yes Sir. During the Battle of the Bulge, a Sergeant and myself were on guard duty and saw something that resembled this object in question. We later found that we had witnessed the launching of a German V-2 rocket. It carried a stream of fire that more or less resembled this object. This object looked like rocket propulsion rather than jet propulsion, but the speed and size was much greater.
- Q. 36. Did the altitude, speed, and size of this object have any similarity to a meteor or shooting star?
- A. 36. No Sir.
- Q. 37. What else did you associate your thoughts with when you first saw this object?
- A. 37. It looked like a rocket and was the shape of an XS-1. It was too large for an XS-1. My final conclusion was that it was energized by rocket propulsion.
- Q. 38. Were you excited when you told the other people about this object?
- A. 38. No Sir. They more or less kidded me about it and was informed that Flight Service wanted to see me.
- Q. 39. Who did you talk to in Flight Service?
- A. 39. I talked to a man over the interphone system but did not know his name. He wanted to know whether I was a civilian or military and asked me a few questions. I think Flight Service turned it over to Air Defense Command the next morning.

UNCLASSIFIED

127
DOWNGRADED TO 1 YEAR INTERNAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 3200.10

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

July 13, 1961

Maj. William T. Coleman
SAFOI-3
Room 4C-922
The Pentagon
Washington 25, D. C.

Dear Bill:

On my return from the western swing I find a sizable amount of accumulated flying saucer material. I want to thank you and Major Friend, and Colonel Evans for all of the helpful material, including the suggestions for improving our chapters. Many thanks to all of you.

On my western trip I ran into a daytime sighting that was a honey. I was driving on Highway 54 from El Paso, Texas to Alamogordo, New Mexico, and I was in the outskirts of the latter city, having just turned west where the road meets the one coming from Las Cruces and the Holloman Air Force Base. The time was 4:00 p. m. The sun was shining, although the sky was heavily clouded toward the west. It had clearly been raining in the mountains and heavy dust storms had forced me to stop two or three times along the highway. I was suddenly startled to see a V-shaped formation of flying saucers heading eastward directly toward me. They appeared to have a reddish glow and were moving very rapidly. I had the impression that they were nearly at cloud level. They approached me rapidly and suddenly seemed to drop in on me. I then realized that they were merely a grouping of tumbleweeds carried aloft in the heavy wind. They were, perhaps, some hundred feet over head. The weird glow was caused by the illumination of the setting sun. Keep this in mind for similar reports.

~~_____~~ and I have been struggling to interpret the famous Rapid City, South Dakota, case of 12 August, 1953. The report has so many features that are suggestive of the mirage of a star, that we have strongly leaned to that interpretation. The bright star, Capella, which happens to be circumpolar at Rapid City, was indeed very close to the horizon, just east of north. We do not have very good times or estimates of the total duration of the sighting. I wonder if you have any additional material that you could send us, in view of the importance that the UFO boys attach to this sighting. In particular, we should like to know what is the radius in miles, of the radar screen and what was the frequency. The weather records indicate

Maj. William T. Coleman

July 13, 1961

-2-

that a very sizable temperature inversion was present, and this was ample to magnify some of the radar and optical effects. The radar, especially, could have been deflected back to the ground and the moving object might have been some secondary reflection from the plane itself. Is there any additional information about the man who claimed to have checked the UFO against the triangle of stars, and deciding that it moved with reference to those stars? Sounds that it might have been autokinesis, unless this motion was really very sizable.

[^{See} ^{forward} One further question that we have. A study of the [redacted] case indicates that the UFO was merely a meteor. Apparently this was a considered solution in the early days. We wonder why it was abandoned.

Thank you for the additional sightings, all of which are useful and lend freshness to the book. Also, I think you were going to send me one from the south, where airline pilots reported not only seeing a saucer but certain roughness of the air which, according to your own observation, was due to forest fire or oil well fire, or something of the sort.

Again, with our many thanks and best wishes, I am

Cordially yours,

[redacted signature]

DHM:gq

P. S. I'm scheduled to be in Washington on July 26. If time permits, I may run over to the Pentagon and talk with you some at that time.

[redacted]

CC: Maj. Friend
Col. Evans

[REDACTED]
Wheat Ridge, Colorado
February 17, 1960

AIR TECHNICAL INTELLIGENCE CENTER
Wright-Patterson Air Force Base
Dayton, Ohio

Dear Sir:

Enclosed is an article concerning a mysterious silvery tubular flame-belching object that flashed through western Alaska skies late Sunday. I feel sure that this object is the same type object that almost collided with an Eastern Airlines DC-3 in 1948.

I would like to take this time to review this case for I think it is outstanding.

For on the evening of July 24, 1948, an Eastern Airlines DC-3 took off from Houston, Texas. It was on a scheduled ~~flight~~ ~~with~~ intermediate stops in between. The pilots were Clarence S. Chiles and John B. Whitted. At about 2:45 a.m.; when the flight was 20 miles southwest of Montgomery, the captain, Chiles, saw a light dead ahead and closing fast. His first reaction, he later reported to an ATIC investigation team, was that it was a jet, but in an instant he realized that even a jet couldn't close as fast as this light was closing. Chiles said he reached over, gave Whitted, the other pilot, a quick tap on the arm, and pointed. The UFO was now almost on top of them. Chiles raked the DC-3 up into a tight left turn. Just as the UFO flashed by about 700 feet to the right, the DC-3 hit turbulent air. Whitted looked back just as the UFO pulled up in a steep climb.

Both of the pilots had gotten a good look at the UFO and were able to give a good description to the Air Force intelligence people. It was a B-29 fuselage. The underside had a "deep blue glow." There were "two rows of windows from which bright lights glowed," and a "50-foot trail of orange-red flame" shot out the back.

By now, does ATIC know what the object was? If so, does ATIC also know where the object came from?

One thing for sure when you take a object traveling at tremendous speed about 2,000 to 3,000 feet above the earth, that is tubular-shaped would most certainly also be a B-29 fuselage shape, and all these [REDACTED] sit back and think.

I will be looking forward in hearing from you.

Sincerely yours,
[REDACTED]

UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 24-46	DATE 16 November 1949
TITLE SIGHTING OF UNIDENTIFIED FLYING OBJECT on 21 August 1948 at Montgomery, Ala by Mr. WILLIAM H. FERRY JR	REPORT MADE BY EDWARD SUPE		REPORT MADE AT DO #8, Maxwell AFB, Alabama.
	PERIOD 2 November 1949		
	OFFICE OF ORIGIN DO #8, Maxwell AFB, Alabama		
	STATUS CLOSED		
	CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT		
REFERENCE AFCSI Letter #85, dated 12 August 1949			
SYNOPSIS <p style="text-align: center;"> Report of DO #6 indicated that the interview of Captain [REDACTED] Eastern Airlines Pilot, Atlanta, Georgia, disclosed that his sighting the <u>23 July 1948</u> did not occur on the same day as that reported by [REDACTED] [REDACTED] the 21st of August 1948. No other pertinent information was developed and all outstanding leads have been investigated, therefore this report is considered closed by this office. </p>			
<p> DOWNGRADED AT 5 YEAR INTERVALS DECLASSIFIED AFTER 10 YEARS. DOD DIR 5200.10 </p>			
DISTRIBUTION CG, AIG HQ OSI DO #8 CO, Maxwell AFB DO #5 (Info) File	ACTION COPY FORWARDED TO 2 ✓ Commanding General 2 Air Materiel Command 2 Wright-Patterson AFB, Ohio 2 1 HQ AIG, ATTN: HCLAXO-3 2 APPROVED [Signature] [Title] [Date]	FILE STAMP <div style="text-align: right; font-size: 2em;">149</div> <p style="text-align: center; font-weight: bold;">UNCLASSIFIED</p>	

ROUTING AND RECORD SHEET

RECORD SHEET

OPERATIONAL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbol to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments by horizontal lines across page.

SUBJECT Intelligence Report - Project "SIGN"

THRU: NCIAXO-3 FROM NCIAXO-3

DATE 2 Dec 48 COMMENT NO. 1

TO: NCIAT
Mr. Deyarmond

The attached Intelligence Report, to be submitted to AFCIR, Washington, for their retention and file, is forwarded for coordination, comment and return to this office.

1 Incl
Intell Report

C. A. Griffith
C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

GRS/jjg
6-5310

NCIAXO-3 MCIAT 7 Dec 48 2

1. The following comments are offered regarding conclusion number 4 of the attached report:

a. It does not appear logical to bring in a conclusion regarding space ships when it was not discussed in the body of the report. This is not a conclusion that is based on this report so it does not belong in "Conclusions".

b. The expression, "It is now aerodynamically feasible for subject configuration to fly" implies that it was not feasible until the report was written. This does not make sense.

2. It is suggested that a conclusion to replace that discussed above merely state that an aircraft of the configuration described could support itself in flight by aerodynamic forces.

1 Incl
n/c

A. B. Deyarmond
A. B. DEYARMOND
Asst Deputy for Tech Analysis
Tech Intelligence Division
Intelligence Department

ABD/amb
6-6398
P 2138
6-5310

DECLASSIFIED BY 6032
1803 OCT 20 1999

T-50200-A

[REDACTED]

UNCLASSIFIED

Incident #144 -- near Montgomery, Alabama -- 24 July 1948
144a, b -- near Blackstone, Virginia -- 24 July 1948

The famous "space ship" sighting reported in incident #144 should be compared with #168 and 208, and also with #144a and b, which together constitute a separate incident if facts are correct as given:

For #144, there is no astronomical explanation if we accept the report at face value. The sheer improbability of the facts as stated, particularly in the absence of any known aircraft in the vicinity, makes it necessary to see whether any other explanation, even though far fetched, can be considered. The two reliable pilots obviously saw something. If one extracts from their reports parts of the description -- "tremendous bursts of flame," "cigar-shaped," "disappeared into a cloud," "orange-red flame," "time in sight five to ten seconds" -- one sees that this much, at least, could be satisfied by a brilliant, slow-moving meteor. The orange-red flame is particularly suggestive. It is pertinent also, that the only passenger awake at the time the two pilots sighted the object gave a description that does not tally with that of a "space ship" but does agree with that of a meteor.

It will have to be left to the psychologists to tell us whether the immediate trail of a bright meteor could produce the subjective impression of a ship with lighted windows. Considering only the [REDACTED] sighting, the hypothesis is a very reasonable one. However, not included in the summary but mentioned in the

UNCLASSIFIED [REDACTED]

[REDACTED]

UNCLASSIFIED

Incident #144, 144 a and b -- page 2

voluminous collateral material is the report of a qualified Boeing
air Base observer, who stated that he saw a cylindrical object
trailing a red flash of fire, but did not discern any windows or
a double deck; (admittedly, from the ground he would have had less
opportunity to do so). The time of his observation is exactly one
hour earlier, if beta times are given in BSE (as is stated). It is
interesting to note, however, that Macon, Georgia, and Montgomery,
Alabama, are both on the line of flight as described by the Mont-
gomery observers.

If these two sightings refer to the same object, there are
two possible interpretations: One is that the object was some type
of aircraft, regardless of its bizarre nature. The distance between
Macon and Montgomery is approximately 200 miles. From all reports
the object was travelling definitely faster than 200 MPH, so would
have covered the distance between the two points in much less time
than that noted. (The schedule is, of course, correct for an ordi-
nary aircraft.)

The other possible explanation is that the object was a
fireball, in which case it would have covered the distance from
Macon to Montgomery in a matter of a minute or two. If the Mont-
gomery observers had been using daylight savings time, the

[REDACTED]

[REDACTED]

[REDACTED]

UNCLASSIFIED

Incident 144, 144 a and b -- page 3

commercial airlines connecting cities using daylight savings time operate on it?), then there would be no discrepancy in the time.

The conclusion seems to be this: If the difference in time is real, the object was some form of aircraft travelling at 200 mph. If there is no time difference, the object must have been an extraordinary meteor. The observation from two such widely separated points is the focal point of the investigation -- if one assumes that the same object was observed in the two cases. That there were two separate objects can most likely be ruled out by the sheer improbability of more than one such extraordinary object being seen on the same night, travelling over the same course, exactly one hour apart.

UNCLASSIFIED

- more -

[REDACTED]

[REDACTED]

116

[REDACTED]

UNCLASSIFIED

Incident #144, 144 a and b -- page 4

The object reported in incident #144a and 144b was very probably a meteor.

It should be noted that this object was travelling in the same direction as the one reported in #144, although separated by some 400 miles. It is not unusual for a fireball to be seen along a path several hundred miles long. There is a time discrepancy of 15 minutes between the observations, however; any connection between #144 and 144a-b (in considering the meteoric hypothesis) necessarily hinges on whether this time difference was real, or not.

UNCLASSIFIED



Memorandum

TO Capt. J. F. Gill ADDRESS LGA

FROM [REDACTED] ADDRESS LGA

SUBJECT Trip 573 DATE August 5, 1948
Strange Object Sighted

Trip 573 checked Blackstone, Va. at 0219, July 24, 1948
 Estimated Raleigh-Durham, N. C., at 0259
 Flight Plan VFR Washington to Raleigh-Durham direct.
 Weather at Blackstone at 0230 @/ 70 @ 45F 112/73/72/ wsa45/987
 Greensboro and Raleigh-Durham both had @/ 15 plus.

Shortly after checking Blackstone and as near as we can place the time, approximately 0230, we picked up a trail that appeared to be a jet or rocket trail traveling at a terrific speed.

The object leaving the trail was traveling in a southwesterly direction, and as nearly as we can place the degree of travel, 230°. Our heading at the time was 215°.

The trail at no time crossed our flight path. It was on the distant western horizon at approximately 20° above the horizon. The trail covered an 80° to 90° arc laterally.

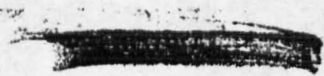


EXHIBIT "G" Page 8 of 9 pages 1373
119

FORM



Memorandum

TO Captain J. F. Gill

ADDRESS

FROM [REDACTED]

ADDRESS

SUBJECT Report of Meteor seen on July 24, 1948

DATE August 3, 1948

- I. At about 0230 on July 24, 1948, [REDACTED] and I, as pilot and captain on 571/23, saw what I believe was an unusual meteor. It was brighter than any I have seen before, and travelling in a horizontal direction, slightly above the horizon. I estimate that I saw it for about 3 seconds before it died out. At no time did it appear to travel in a downward direction. [REDACTED] and I talked about what we had seen and discussed the fact that a meteor, caused by gravity, could still appear to be travelling horizontally.
- II. At the time of this incident we were travelling between Blackstone, Va., and Greensboro, N. C. The sky was clear and the visibility unlimited. We were on a magnetic heading of 240 degrees and I estimate that the object was on a bearing of about 210 degrees from us, that is, about 30 degrees to the left of our heading. It appeared to be travelling in a southerly direction, above but close to the horizon.

[REDACTED]

[REDACTED]

EXHIBIT "G" Page 9 of 9 pages



EASTERN AIR LINES

INCORPORATED
MEMBER OF THE NATIONAL SAFETY COUNCIL
EASTERN AIR LINES BLDG.
10 ROCKEFELLER PLAZA
NEW YORK 20, N. Y.

*File
8/4/48*

July 30, 1948

Project Sign

Commanding General, A.M.C. Headquarters
Wright Field
Dayton, Ohio

Att: Col. McCoy - M.S.I.A.

Dear Colonel McCoy:

I am writing to you at the request of Captain Eddie Rickenbacker regarding a request made by a Mr. A. T. Loedding, who stated that he represented your office.

Mr. Loedding came to my office this noon in civilian clothes, showed me some travel orders, and an identification card, and requested information from me as to the occurrence over Alabama on Saturday morning, July 24th, where two of our pilots saw an aerial phenomenon on their flight path.

Mr. Loedding requested some information from us about the pilots and the event itself, together with a statement of policy from this company.

Before doing anything in connection therewith, Captain Rickenbacker has suggested that I write to you for confirmation of this request and whether I should give it to Mr. Loedding or send it directly to you.

I will very much appreciate your advising me on this matter not later than Friday, if possible, or collect, if you will, at Circle 6-3300.

*Phoned up on 8-9-48
that's all*

Sincerely yours

[Redacted signature]

JTB:llm

No sample file 120

Transcript

July 30, 1948

Commanding General, A.M.C. Headquarters
Wright Field
Dayton, Ohio

Att: Col. McCoy – M.S.I.A.

Dear Colonel McCoy:

I am writing to you at the request of Captain Eddie Rickenbacker regarding a request made by a Mr. A. C. Loedding [Alfred C. Loedding], who stated that he represented your office.

Mr. Loedding came to my office this noon in civilian clothes, show me some travel orders, and an identification card, and requested information from me as to the occurrence over Alabama on Saturday morning, July 24th, when two of our pilots saw an aerial phenomenon on their flight path.

Mr. Loedding requested some information from us about the pilots and the event itself, together with a statement of policy from this company.

Before doing anything in connection therewith, Captain Rickenbacker has suggested that I write to you for confirmation of this request and whether I should give it to Mr. Loedding or send it directly to you.

I would very much appreciate your advising us on this matter not later than Monday, by calling us collect, if you will, at Circle 6-[illegible].

Sincerely yours,
[illegible]

NCI

NCI/JSE/am

23 August 1948

Mr. [REDACTED]

Eastern Air Lines Building
10 Rockefeller Plaza
New York 20, N. Y.

Dear Mr. [REDACTED]

Your letter dated 17 August 1948, inclosing data requested by our Mr. A. G. Loedding, has been received.

Your cooperation in this matter is appreciated, and the data will be turned over to Colonel McCoy upon his return from Washington, D. C.

Very truly yours,

A. A. ARNEY
Lt. Colonel, USAF
Actg. Chief of Intelligence

Airline
Ops.

10/29/52

EASTERN AIR LINES

1000 Broadway
New York 10, N.Y.
Telephone BR 7-7000
Teletype BR 7-7000

Air Mail

Colonel Howard McCoy, R.C.M.
Office of the Commanding General, A.C.G. Headquarters
Wright Field
Dayton, Ohio

Dear Colonel McCoy:

I am enclosing herewith the letterhead memorandum
of Mr. J. B. [unclear]

It is requested that you advise the [unclear] of
personnel and [unclear] and [unclear] [unclear] [unclear]
them to our Vice President of Operations, Mr. [unclear]
Shannon, and we shall be glad to get in touch [unclear]
with you.

Sincerely,
[Signature]
[Title]

10/29/52
[unclear]

Transcript

Eastern Air Lines

August 17, 1948

Colonel Howard McCoy, M.C.I.[?]
Office of the Commanding General, A.M.C. Headquarters
Wright Field
Dayton, Ohio

Dear Colonel McCoy:

I am enclosing herewith the data requested by your Mr. A. C. Loedding.

I hope it meets your requirements.

Instructions have been issued that any flight personnel who again see any unusual craft will report them to our Vice President of Operations, Mr. Sidney Shannon, and we shall be glad to get in further touch with you.

Sincerely yours,

Stanley de J. Osborne
Vice President

[Eastern Air Lines logo]
Memorandum

To: S. L. Shannon

Address: New York

From: P. A. Stone[?]

Subject: Capt. [blacked out]
Pilot [blacked out]

Date: August 6[?], 1948

As per your request, I give you below [illegible] employment of Capt. C. S. Chiles and Pilot J. B. Whitted by [illegible] Eastern Air Lines.

Capt. [blacked out] – Capt. [blacked out] was employed January 4, 1940. He served Eastern Air Lines as a co-pilot up until the time he went into the Army on March 14, 1942. He returned to Eastern Air Lines on October 2, 1945. During the period of [blacked out] service as co-pilot with Eastern Air Lines, he showed above average ability with a progressive and conscientious attitude towards the company and his job. Immediately after he returned from the Army he was [illegible] as captain and started flying the line. He has had an exceptionally good record as captain, and appear to be [illegible] conscientious[?] in all details of his job. He works very good with [illegible] and number of good suggestions [illegible] company [illegible] improvements and every day flying [illegible].

In my opinion [blacked out] is a very stable person. He is truthful and sincere in every respect, and his loyalty to Eastern Air Lines has been unquestionable.

Pilot [blacked out] – Pilot [blacked out] was released from the Army in November 1945, and applied for a position with Eastern air Lines on November 27, 1945. His application was approved and he was employed on July 1, 1946. Since that time, Pilot [blacked out] has shown constant improvement, and his pilot progress report grades are above those of the average co-pilot. Pilot [blacked out] is very conscientious and in his work appears to be very progressive. On our standard [illegible] he is now qualified as exceptionally good captain material.

In my estimation, Pilot [blacked out] is of a stable nature and is very truthful in his statements.

[Signature illegible]

FLYING FLOOR LAMP? *Special*

Everybody Seeing Speedy Sky Bogey

By CHARLES POU

Is that Thing no more than a wayward floor lamp? Mrs. Noah Atkinson, of Brookhaven, saw it. And what did that Thing look like? "A great big floor lamp, all lit up. Oh, it was beautiful!"

And C. M. Bowles, an Exposition Mills painter who lives near the Municipal airport, Sunday night saw a "huge, brilliantly lighted object" streaking over Atlanta skies at maybe 30,000 feet. Mr. Bowles thinks the Thing was straight from Moscow.

Two Eastern Air Lines pilots first were startled by the newest astronomical "what-is-it" near Montgomery early Saturday. To them, it was "a wingless craft, spurling flame like a Buck Rogers rocket ship." Elsewhere, all over the country, that Thing was variously identified as:

What It Looked Like

1. An aluminum covered balloon.
2. A ball of fire.
3. An unusually bright light.
4. A red and blue flame that burst in mid-air.
5. A flash of cherry red fire.
6. A meteor.

Mrs. Atkinson kept her Flying Floorlamp secret three weeks. But she knew she wasn't seeing things when she saw the Thing. She and her husband, who also saw it, kept mum. The story really sounded a little silly until the two Eastern pilots saw their Thing gamboling and fire-breathing through air-line skies early Saturday morning.

Pretty and Fast

After that, she decided her tale could be told:

"My husband and I were sitting on our front porch the night of July 5, and at a quarter to 9 o'clock we saw this Thing. Our front porch doesn't have a screen, and we were sitting near the edge where we could see good."

"I saw it first. It was not high up—about 200 feet, I guess, but it looked like it was right above the treetops. 'Looka there!' I yelled to my husband, and he saw it too."

"It looked like the top part of a floor lamp, and it was the prettiest thing I ever saw. It came and passed so quick—I guess it must have been 100 miles an hour or faster."

And how about the two air-line pilots?

Well, they took off today, armed with a camera. And they hope to bring back a picture of the Thing.

Strange Things Observed In The Sky Again

"Buck Rogers" Craft Seen In Alabama

By R. DEWITT MILLER
LOS ANGELES, July 25.—(UPI)—
Strange things in the sky again! This time something that looks like a gigantic Buck Rogers space rocket traveling between 500 and 700 miles an hour over Alabama.
Only a year ago there was the famous "flying saucer" craze. Since then there have been numerous reliable reports of even stranger things in the sky. Now a detailed report by an airline pilot and co-pilot of this fantastic machine over Alabama.

In an article written exclusively for the United Press July 8, 1947, it is said there had been thousands of reliable reports during the last 150 years of strange things in the sky. Here are some more recent reports in addition to the "flying saucers":

Oct. 14, 1946—San Diego, Calif.—A strange, fantastic craft was reported maneuvering through the moonlit sky. One witness described it as "shaped like a bullet, leaving a thin trail of vapor behind."

Wilmington, O., Jan. 8, 1948—The Clinton county air base issued an official report on something in the sky seen by army personnel and thousands of civilians. It was described as "a flaming cone trailing a gaseous green mist."

Louisville, Ky., Jan. 8, 1948—A national guard flyer lost his life while chasing a weird object in the sky.

I could cite 50 similar cases during the last two years.

Now comes the startling report of a "space rocket" seen through windows—again—traveling at high speeds and reported by an airline pilot and co-pilot who had ample opportunity for observation.

What are these strange things in the skies? Here are a few possibilities:

1. Army experimentation—possible, but it doesn't seem reasonable that the army would allow top secret weapons to wander over the country fouling up commercial airline routes.

2. The product of some strange group of super scientists working in a secluded Shangri-La—an outside possibility, but it would be almost impossible to conceal the manufacturing facilities necessary to produce space ships from Mars or somewhere else beyond this earth.

3. This is a distinct possibility. Our scientists inform us that we may soon build space rockets, so why shouldn't beings on some other world beat us to it?

4. Objects out of other dimensions of time and space. This seems fantastic, but science has recently discovered startling facts about the possibility of unknown dimensions of time and space.

Airline Pilots See "Sky Monster"

ATLANTA, Ga., July 25.—(UPI)—Two Eastern Air Line pilots who reported seeing a huge flame-shooting Buck Rogers sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a man-made gadget.

They said they will be flying the same route again this week and this time they'll be armed with still and movie cameras in case the giant craft turns up again.

TODAY'S WEATHER

CINCINNATI AND VICINITY: Increasing cloudiness and warmer with scattered thundershowers; high about 90; clearing and cooler tonight.

THE CINCINNATI

Copyright, 1946

108th YEAR NO. 108—DAILY

MONDAY MORN

Two Fliers Cling To Story Of Observing Sky Monster

BOTH AIRMEN

Scoff At Theory

It Was Meteor, Comet Or Army Balloon

Giant Sighted Over South Described As "Gadget Made By Man."

Atlanta, Ga., July 25—(UP)—Eastern Air Line pilots who reported seeing a huge flame-burning Buck Rogers sky monster near Montgomery, Ala., yesterday maintained stoutly today that what they saw was a "man-made gadget." They said they will be flying the same route again this week, and this time they'll be armed with still and movie cameras in case the giant craft turns up again.

Capt. C. S. Chiles, Atlanta, and Co-Pilot John Whitted, Hapeville, Ga., claimed they saw the "ship," a wingless affair four times the circumference of a B-29, blaze on a routine flight from Houston, Tex., early yesterday morning. Today they refused to let reporters shake their story. They denied suggestions that it might have been a meteor or comet, or an Army radar observation balloon.

SCOFFS BALLOON THEORY.

Whitted, an Air Force pilot during the war with the rank of first lieutenant, said he had worked with radar equipment overseas and the idea that the "monster" was a balloon was "fantastic."

Chiles agreed. He was an Air Force Lieutenant Colonel during the war, he said, and declared that "it was definitely not a balloon."

Chiles was also sure that it was not a meteor or comet. "It was man-made gadget," he said, "and was definitely jet-propelled. The nearest thing he saw, Chiles said, were two rows of windows, each about the size of 'house-windows'."

"The windows were all lit up from inside," he said, "either by electricity or possibly by jet fuel. They were so easy to see. You could see right through the windows and out the other side," Chiles said. Neither pilot reported any sign of life aboard the "monster."

WITHIN 750 FEET

Both agreed that they passed the ship within 750 feet and that they got about a 15-second glimpse.

They will leave here tomorrow on the same flight for Houston. On the way back, early Wednesday morning, they will pass over the spot where they saw the "monster," Chiles said. He is a camera enthusiast and plans to take a movie camera and also a still camera.

Chiles said he had a camera along when they spotted the "monster" Saturday but that it was back in the ship and they couldn't get to it in time.

Only one of the plane's passengers aboard was awake at the time and he saw a "continuous light" at the time the pilots reportedly saw the craft. He was C. L. McKelvie, Columbus, Ohio. Chiles said he learned later that McKelvie also had a camera, on a strap around his neck, but he couldn't have time to use it.

Flame-Shooting Wingless Plane Reported Met in Alabama Skies

By The Associated Press

ATLANTA, July 24.—Two Eastern Air Lines pilots said they met a wingless, two-deck plane early today southwest of Montgomery, Ala. They said the strange ship, shooting red flames and with a blue glow underneath the fuselage, passed the E. A. L. ship at 5,000 feet, headed toward New Orleans. The pilots said the stranger looked like a "Buck Rogers rocket ship."

The two pilots—Captain C. E. Childs and Co-pilot J. B. Whitted—were flying the Houston-to-Atlanta-to-Boston run. They left Houston, Tex., at 8:30 o'clock last night. They sighted the strange craft at 2:45 o'clock this morning, twenty miles southwest of Montgomery.

After reaching Atlanta at 3:45 a. m. they told of their strange experience. Captain Childs said they first sighted the object up ahead when nearing Montgomery.

"It was in line almost with our flight," he said. "We veered off to the left and this object turned to its left. When it came nearer

us, we got a better sight. It was large enough to be about 100 feet in length and about four times the circumference of a B-28 fuselage.

"It had two rows of windows, an upper and a lower. They were square. Out of the rear of the ship, red flames were shooting twenty-five to fifty feet. There was a blue glow underneath the fuselage. The ship appeared to be going between 500 and 600 miles an hour, heading toward New Orleans.

"When it got alongside of our plane, it came with a tremendous roar of flame out of the rear. The flames were so bright they blinded us for a second. Then the ship disappeared into the broken clouds. The flames were shining intermittently and the ship could be seen for a few seconds and would then be obscured. The ship had no wings. It seemed to have an upper deck and a lower deck and was fully lighted inside. We saw no occupants."

Of the twenty passengers Captain Childs said only one was awake and saw the other ship.

The third saucer classic did not involve a saucer at all, but a "wingless aircraft, 100 feet long, cigar-shaped and about twice the diameter of a B-28." It was sighted the night of July 23, 1948, near Montgomery, Ala., by C. S. Chiles and J. B. Whitted, pilots of an Eastern Airlines plane. The underside of the thing had a "deep blue glow," there were "two rows of windows from which bright lights were glowing, and it had a 50-foot trail of orange-red flames!" Only one passenger of the flight was awake at the time. He saw only "a trail of fire."

On the basis of later experience, the project was fairly sure that this was a meteor. At about the same time, a plane flying between Blackstone, Va., and Greensboro, S. C., reported independently that it had seen a "bright shooting star" in the direction of Montgomery.

The science-fiction boys, of course, converted the Chiles-Whitted-Something into another "mother ship." It was in sight for only a few seconds, was seen by only three people, and then vanished into the black night. But it flies on endlessly in the pages of saucer lore, a transport from outer space packed to the gunwales with flying disks.

Ind. Am. July 24, 1948

...has become... Macedonian question could cause an irreparable split between Yugoslavia, Bulgaria and Albania. ...movement in Munich, said the Congress would discuss "Catholics and peace." ...largely because the elemental principals were fundamentally neglected. "Our representatives at Lon-

Flame-Spitting Aerial Monster Rocked Their DC-3, Pilots Report

ATLANTA, July 24 (UP).—Two pilots of Eastern Air Lines today announced they had encountered a giant, wingless, flame-throwing aircraft straight out of Buck Rogers. Capt. Charles Shipe Chiles and John B. Whitted, his co-pilot, corroborated each other's report of the fantastic plane.

They were flying in a DC-3 Eastern Airliner at 5,000 feet about 20 miles southwest of Montgomery, Ala., early today when the thing came at them, they said.

It looked like a B-29 "blown up about four times" and stripped of its wings.

It cast a light more vivid than lightning, they said. They saw two decks of big square windows and "it was a man-made thing, all right," they added. Capt. Chiles said:

"The first thing that came to my attention was the long

stream of flame coiling out of the rear end of the plane, or whatever it was.

"Then I noticed the two rows of square windows—we couldn't see any people aboard.

"The aircraft seemed to be about four times the circumference of a B-29 fuselage but it was only a little longer. There were no wings whatever.

"The plane passed us on our right, then, as if the pilot had seen us and wanted to avoid us, it zoomed up at 500 to 700 miles per hour into the same cloud it came out of. A 40-foot red

flame shot out its rear end.

"A luminous glow, like a giant fluorescent light, ran along the belly of the thing."

As the aircraft passed them, they said, their DC-3 fluttered in the "prop-wash, jet-wash or rocket-wash."

"It sent out tremendous shock waves," he added.

Chiles and Whitted said 20 passengers were aboard their plane but all were asleep except C. L. McKelvie of Columbus, O. They said McKelvie's story jibed with theirs when they talked about it later.

32
br
the
7
ev
Ju
hel
wit
bod
dis
A
fro
as
arr
E
the
tive
196
par
the
M
F
Me
ting
to
V
and
chai
situ

32
br
the
7
ev
Ju
hel
wit
bod
dis
A
fro
as
arr
E
the
tive
196
par
the
M
F
Me
ting
to
V
and
chai
situ

PINE 07650 - FALLS
C/O... 12... WIA...
CC

Hunters Support Airmen's Story Of Flame-Shooting Wingless Craft

A flame-shooting, wingless mystery aircraft reported seen by two Eastern Air Lines pilots early Saturday morning was linked yesterday with a strange sight observed in the sky about the same time by an Atlantan who was fox-hunting near Covington.

J. V. Morris, of 1092 Wyley St., S. E., said he and a friend, Lindsay Fall, of 1309 Metropolitan Ave., S. E., were fox hunting around Snapping Shoals on the Yellow River about 3 a. m. Saturday when they saw "an unusual bright light—as bright as a

room," which appeared to be speeding westward. Morris said it was gone in a few seconds.

The time coincided with the hour the pilots, Capt. C. S. Chiles, and his co-pilot, John B. Whitted, said they saw the wingless "Buck Rogers" craft. They had reported seeing it at 2:45 a. m.

Meanwhile, Air Force, Coast Guard and civilian air officials, as well as plane manufacturers collectively declared they had never heard of anything like the leviathan Chiles and Whitted reported they saw on a night flight

from Houston, Texas, to Atlanta. But the pilots were untroubled by the skeptics. They announced they planned to arm themselves with cameras as they prepared to take off on another round trip flight to Houston. If they see anything on this flight they hope to record their observations on film—as proof.



Hunters Abet Story Of Wingless Aircraft

A flame-shooting, wingless mystery aircraft reported seen by two Eastern Air Lines pilots early Saturday morning was linked yesterday with a strange sight observed in the sky about the same time by two Atlantans who were fox-hunting near Covington.

J. V. Morris, of 1092 Wyley St., S. E., said he and a friend, Lindsay Fall, of 1309 Metropolitan Ave., S. E., were fox hunting around Snapping Shoals on the Yellow River about 3 a. m. Saturday when they saw "an unusual bright light—as bright as a room," which appeared to be speeding westward. Morris said it was gone in a few seconds.

The time coincided with the hour the pilots, Capt. C. S. Chiles, and his co-pilot, John B. Whitted, said they saw the wingless "Buck Rogers" craft. They had reported seeing it at 2:45 a. m.

Hundreds of telephone calls flooded the Civil Aeronautics Administration office in Yakima, Wash., today from persons who had seen a silvery, "moon-sized" flying "blob" wheeling across the sky above the city.

The operation, termed another "phantom" by the C.A.A., was observed by two control tower men at the Yakima Airport, both of whom agreed as to its general direction. Traffic Controller, Don

Hunt and Aircraft Communication George Robinson said they saw a silvery "moon-sized" object wheeling west of the city about 2 p. m. (PDT) today. They saw it again at 4:20 p. m.

An Indianapolis, Ind., housewife meanwhile reported she and her son and daughter saw a similar flame-spouting aircraft Thursday night, more than 24 hours before it was seen by the pilots. She described it as a ball of fire which shot two jets of flame downward at regular intervals. She said she watched it about three minutes.

Meanwhile, Air Force, Coast Guard and civilian air officials, as well as plane manufacturers collectively declared they had never heard of anything like the leviathan Chiles and Whitted reported they saw on a night flight from Houston, Texas, to Atlanta.

But the pilots were untroubled by the skeptics. They announced they planned to arm themselves with cameras as they prepared to take off on another round trip flight to Houston. If they see anything on this flight they hope to record their observations on film—as proof.

Pilots Report Flaming, Wingless Rocket Ship

ATLANTA, July 24.—(AP)—A strange wingless plane shooting red flame "like a Buck Rogers rocket ship" was described today by two Eastern Airline pilots. They called it a double-decked speedster making 500 to 700 miles per hour.

The pilot, Capt. C. S. Chiles and Co-Pilot J. B. Whitted, said they were flying the Houston-Atlanta-Boston run when they sighted the ship southwest of Montgomery, Ala., about 2:45 a. m. (CST).

"It was in line almost with our flight," Chiles said. "We veered off to the left and this object turned to its left. When it came near to us, its fuselage appeared to be about 100 feet in length and about four times the circumference of a B-29 fuselage.

"It had two rows of windows. Out of the rear of the ship red flames were shooting 25 to 50 feet. There was a blue glow beneath the fuselage. The ship appeared to be doing between 500 to 700 miles an hour, heading toward New Orleans.

* * *

"WHEN IT GOT alongside of us, it pulled up with a tremendous burst of flame out of the rear. Then the ship disappeared into the broken clouds. The ship had no wings. It seemed to have an upper deck and a lower deck and was fully lighted inside. We saw no occupants."

Montgomery, Maxwell and Dannelly Army fields said they knew nothing about the report. The Civil Aeronautics Administration also said it had no information about the ship. The Air Force in Washington also could shed no light on the craft.

KENNETH SQUARE, Pa., July 24.—(AP)—A mystery plane,

reported sighted over Montgomery, Ala., by two Eastern Airline pilots, was described by a Columbus, O., man today as "a flash of cherry red fire."

Clarence L. McKelvie, assistant managing editor of the American Education Press, said he was the only passenger on the Eastern Airlines Houston-to-Boston plane not asleep when the phantom craft was sighted.

"I saw no shape or form," McKelvie said.