

## Kenneth Arnold - Witness

## PROJECT 10073 RECORD

1. DATE - TIME GROUP 24 Jun 47	2. LOCAT Mt. Rainier, Washington
3. SOURCE Civilian	10. CONCLUSION Other (MIRAGE)
4. NUMBER OF OBJECTS Nine	
5. LENGTH OF OBSERVATION 2-3 minutes	11. BRIEF SUMMARY AND ANALYSIS Observer sighted a large circular objects heading west. They appeared as mirror-like reflections which dipped and twisted at a very high rate of speed. SKETCHES WERE MADE. ↑ Mirage
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE West	
8. PHOTOS <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

[Redacted]

[Redacted]

Incident #17 -- page 3

original estimate is also incorrect; if the objects had travelled 47 miles in 102 seconds, they would have been travelling at a rate of approximately 1700 MPH, not 1200.)

In view of the above, it appears probable that whatever objects were observed were travelling at subsonic speeds and may, therefore have been some sort of known aircraft.

\_\_\_\_\_

↙

[Redacted]

7-3712-1

of the length of this particular ridge revealed it was approximately five miles, so it was estimated the chain of objects was five miles long.

Mr. [redacted] timed the objects between Mt. Kenner and Mt. [redacted] and they covered this 47 miles in one minute and forty-two seconds. This is equivalent to 1656.72 miles per hour.

In a subsequent interview Mr. [redacted] described the objects as appearing like saucers skipping on water. This description was shortened to flying saucers by some of the newspaper men and resulted in the popular use of this term.

It is the Air Force conclusion that the objects of this sighting were due to a mirage. Mr. Arnold's statement concerning how smooth and crystal clear the air was is an indication of very stable conditions. These stable conditions are associated with inversions which increase the refraction index of the atmosphere.

Conclusion: MIRAGE

Incident No. 17 — 24 June 1947, afternoon, Mt. Rainier, Washington. One witness viewed a "saucer-like disc" from the air calculated to be 20 to 25 miles distant, and 45-50 feet in length, (about 20 times as long as wide) which traveled 47 miles in 102 seconds (1700 MPH). Dr. Hynek calculated mathematically (see Appendix B) that assuming the estimate of distance to be accurate, in order to see such detail, the objects would need to have been at least 100 feet thick, therefore, 2000 feet long. If the estimated size is more nearly correct, then to have been seen as described, the objects would have been roughly six miles distant. At this distance they would have traveled only 11 miles in 102 seconds, or approximately 400 MPH. The entire report of this incident is replete with inconsistencies. It is to be noted that the observer has profited from this story by selling it to Fate magazine.

ANC Opinion: The report cannot bear even superficial examination, therefore, must be disregarded. There are strong indications that this report and its attendant publicity is largely responsible for subsequent reports.

Arnold 0254

Incident #17 -- Lt. Panier, Washington -- 24 June 1947

There appears to be no astronomical explanation for this classic incident, which is the prototype of many of the later flying saucer stories.

It is impossible to explain this incident away as sheer nonsense, if any credence at all is given to Mr. [redacted] integrity. However, certain inconsistencies can be pointed out in the facts as reported:

[redacted] attention was first drawn to the objects by a bright flash on his plane, which was followed by numerous other similar flashes. If these were something like the flash one gets from a distant mirror, it means that the reflection was specular, or direct. For a direct reflection, the angle between the observer, sun, and object must be "just right," and at such distances as 20 or 25 miles, the chance of a series of direct reflections is extremely small. If the object was a diffuse reflector -- that is, scattering the sunlight falling on it, much as the moon or a balloon does -- then at such a distance it seems quite unlikely that Mr. [redacted] would have been startled, or that our attention would have been called to it, unless the objects reflecting were extremely large.

The supersonic speeds called for if the estimated distance is correct also throw suspicion on the original calculations; by computation (see below) it can be seen that, considering the detail which Arnold observed in the objects, at least one of his estimates

[redacted]

[redacted]

[REDACTED]

incident #17 -- page 2

must have been erroneous:

[REDACTED] that the objects seemed about 20 times as long as wide. Let us assume that the thickness was just discernible, which means that the object was just at the limit of resolution of the eye. Now, the eye cannot resolve objects that subtend an angle of appreciably less than 3 minutes of arc, and, in general, for any detail to be seen at all, the angle subtended must be much greater. Even if we assume the limiting resolution of 3 minutes, then, if the distance was 25 miles, elementary calculations show that each object must have been at least 100 feet thick, and if, as [REDACTED]'s drawings indicate, the object was some 20 times longer than wide, it must have been about 2000 feet long.

Looking at the matter in another way and assuming that [REDACTED]'s estimate of distance as 20 to 25 miles (12,000 feet) and his estimate of length as 40 to 50 feet are both correct, then it can be shown that the object will subtend an angle of only about 80 seconds of arc, which is definitely below the limit of resolution of the eye.

If [REDACTED] actually saw the objects, and if his estimate of distance is correct, that of size cannot be, and vice versa. It seems most logical to assume that his estimate of distance is far too great. In fact, assuming a reasonable limiting size to the objects of 400 feet, in order to show the detail that [REDACTED]'s drawings indicate, the distance must have been not over roughly six miles. At this distance the objects would have travelled 11 miles (rather than 47 miles) in 102 seconds, or at a rate of approximately 400 M.P.H. [REDACTED]

[REDACTED] [REDACTED]

INCIDENT INDEX

1. Astronomical

a. High probability:

#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94,  
95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140,  
147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216,  
219, 238.

b. Fair or low probability:

#19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100,  
112, 120, 121, 129, 130, 144, 153, 163, 166, 167, 175, 192,  
199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:

#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115,  
126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163,  
169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198,  
200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:

#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107,  
108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):

#59, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:

#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118,  
125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213,  
229, 232, 233.

b. Evidence offered suggests no explanation:

#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71,  
76, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162,  
168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226,  
227, 236, 241, 242, 243, 244, 134.

Case: Arnold made drawings of objects showing definite shape, and stated that objects seemed about 20 times as long as wide, estimating them as 100-200 feet long.

He also estimated the distance as 20-25 miles and clocked them as going 47 miles in 102 seconds. (1700 MPH)

These statements are mutually contradictory:



If the distance were correct, then in order for details to be seen, objects must have been of the order of 100 X 2000 feet in size.

If, we adopt a reasonable size - [redacted] own estimate, in fact, of 50 feet long, hence about 3 feet wide, the objects must have been closer than a mile, obviously contrary to his statement.

If we adopt a reasonable limiting size to the objects of 20 X 400 feet, objects must have been closer than six miles to have shown the detail indicated by [redacted]. At this distance, angular speed observed corresponds to a maximum speed of 400 MPH.

In all probability, therefore, objects were much closer than thought, and moving at definitely "sub-sonic" speeds.

Note: Observational data taken from original [redacted] files.

J. Allen Hynek

581  
25 May 1956

*[Faint handwritten notes and scribbles]*



UFO SIGHTING  
MT RANIER, WASHINGTON  
24 June 1947

On 24 June 1947 at 1400 Mr. ██████████ took off from the Chehalis, Washington Airport in his personal plane and headed for Yakima, Washington. Mr. ██████████ trip was delayed for an hour in search of a large marine transport that supposedly went down near or around the southwest side of Mt. Ranier. After take-off Mr. ██████████ flew directly toward Mt. Ranier at an altitude of approximately 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Ranier rises. He made one sweep of this high plateau to the westward, searching all of the various ridges for the marine ship and flew to the west near the ridge side of the canyon where Ashford, Washington is located. Unable to see anything that looked like the lost plane, Mr. ██████████ made a 360 degree turn to the right above the town of Mineral, starting again toward Mt. Ranier and climbing to an altitude of 9,200 feet.

Mr. ██████████ reported that the air was so smooth that it was a real pleasure flying, and, as most pilots do when the air is smooth and they are at a higher altitude, he trimmed out the aircraft and simply sat in his plane observing the sky and terrain.

Mr. ██████████ reported that there was a DC-4 to his left and rear at approximately 14,000 feet. The sky was reported to be as clear as crystal. He hadn't flown more than two or three minutes on his course when a bright flash reflected on his airplane. He couldn't find where the reflection came from, but to the left and north of Mt. Ranier he did observe a chain of nine peculiar looking objects flying from north to south at approximately 9,500 feet. They were approaching Mt. Ranier very rapidly, and he assumed that they were jet aircraft. Every few seconds two or three of the objects would dip or change course slightly, just enough for the sun to strike them at an angle and reflect brightly. The objects being quite far away, he was unable to make out their shape or formation. As they approached Mt. Ranier he observed their outline quite clearly. Mr. ██████████ stated that he found it very peculiar that he couldn't find their tails but assumed they were some type of jet aircraft. The objects were observed to pass the southern edge of Mt. Ranier flying directly south to south-east down the hog's back of a mountain range. The elevation of the objects was estimated to have varied approximately one thousand feet one way or another but remained very near the horizon, which would indicate that they were near the same elevation as the witness. Mr. ██████████ stated that the objects flew like geese, in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but swerved in and out of the high mountain peaks. The witness estimated the distance between him and the objects to be approximately 25 miles. Using a Zeus fastener, or cawling tool, he estimated the size of the objects to be approximately two thirds that of a DC-4. He observed the UFO's passing a high snow covered ridge in between Mt. Ranier and Mt. Adams and reported that as the first object was passing the south crest of this ridge the last one was entering the northern crest of the ridge. Later measurement of length of this particular ridge revealed it was approximately five miles, so it was estimated the chain of objects was five miles long. Mr. ██████████ timed the objects between Mt. Ranier and Mt. Adams and determined they crossed this 47 miles in one minute and forty-two seconds. This is equivalent to 1656.71 miles per hour.

In a subsequent interview Mr. ██████████ described the objects as appearing like saucers skipping on water. This description was shortened to "Flying Saucers" by newspaper men and resulted in the popular use of this term.

It is the Air Force conclusion that the objects of this sighting were due to a mirage. Mr. ██████████'s statement concerning how smooth and crystal clear the air was is an indication of very stable conditions which are associated with inversions, and increase the refraction index of the atmosphere.

A. C. I.	
PRIORITY	
ROUTINE	X
MULTIPLE ADDRESS	

# TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

TYPE: 151/CA/ad

FROM: AIG

DATE: 10 July 1947

TO: ~~XXXXXXXXXXXX~~  
Box 387  
Boise, Idaho

CLASS:

WILLIAM C. ANDERSON  
1st Lt., Air Corps  
Public Information Officer  
NAME AND TITLE OF AUTHORIZING OFFICER

TELETYPE NO: **ISPO-151-7-28.** THANK YOU FOR PHOTO, BIOGRAPHICAL MATERIAL, AND FULL ACCOUNT OF UNIDENTIFIED AIRCRAFT INCIDENT. MATERIAL BEING RETAINED HERE, COPIES FORWARDED INTELLIGENCE WASHINGTON FOR INVESTIGATION. VARIOUS NEWS SERVICES REQUEST PERMISSION TO PRINT EXCERPTS FROM YOUR REPORT. PLEASE WIRE IMMEDIATELY PUBLIC INFORMATION OFFICER, WRIGHT FIELD, IF OKAY. SIGNED PUBLIC INFORMATION OFFICER.

INC FILE 17

17

COORDINATION

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

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MEMO 100/105 EXTRA GOVT RE COLLIER

PENDLETON ORG JUL 12 1953A

COMMANDING GENERAL

WRIGHT FIELD DAYTON OHIO

DEAR SIR: YOU HAVE MY PERMISSION TO QUOTE GIVE OUT OR  
REPRINT MY WRITTEN ACCOUNT AND REPORT OF NINE STRANGE  
AIRCRAFT I OBSERVED ON JUNE 24TH IN THE CASCADE MOUNTAINS  
IN THE STATE OF WASHINGTON. THIS REPORT WAS SENT TO YOU  
AT REQUEST SOME DAYS AGO. IT IS WITH CONSIDERABLE  
DISAPPOINTMENT YOU CANNOT GIVE THE EXPLANATION OF THESE  
AIRCRAFT AS I FELT CERTAIN THEY BELONGED TO OUR GOVERNMENT.  
THEY HAVE APPARENTLY INTENT NO HARM BUT USED AS AN INSTRUMENT  
OF DESTRUCTION IN COMBINATION WITH OUR ATOMIC BOMB THE  
EFFECTS COULD DESTROY LIFE ON OUR PLANET. CAPT [REDACTED]  
CO-PILOT STEVENS OF UNITED AIR LINES AND MYSELF HAVE COMPARED  
OUR OBSERVATIONS IN AS MUCH DETAIL AS POSSIBLE AND AGREED  
WE HAD OBSERVED THE SAME TYPE OF AIRCRAFT AS TO SIZE SHAPE  
AND FORM. WE HAVE NOT TAKEN THIS LIGHTLY IT IS TO US OF  
VERY SERIOUS CONSEQUENCE AS WE ARE AS INTERESTED IN THE WELFARE  
OF OUR COUNTRY AS YOU ARE

[REDACTED] BOISE IDAHO PILOTS LICENSE [REDACTED]

ASBP

OR 534077.

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LONG FILE

17

~~XXXXXXXXXXXXXXXXXXXX~~  
**UNCLASSIFIED**  
CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 17

1. Date 24th June 1947
2. Time 1500
3. Location Mt. Ranier, Washington
4. Name of observer ~~XXXXXXXXXX~~
5. Occupation of observer Dealer in fire control supplies holds private pilot's license
6. Address of observer ~~XXXXXX~~, Boise, Idaho
7. Place of observation Near Mineral, Washington
8. Number of objects 9
9. Distance of object from observer ~~10 to 15~~ 20 to 25 miles
10. Time in sight 2-1/2 to 3 minutes
11. Altitude 9,500 ft
12. Speed ~~150~~ Approx 150 MPH
13. Direction of flight North to South at 170°
14. Tactics Horizontal flight
15. Sound N/S
16. Size Approximately that of DC-4 - 45 to 50 ft
17. Color mirror like
18. Shape Approximately circular
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 Drawings
25. Manner of disappearance N/S
26. Remarks: (over) **UNCLASSIFIED**

LINC FILE 17

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Pilot [redacted] was flying his plane at an altitude of approximately 9,200 feet. He trimmed out plans in direction of Yakima, Washington, which was almost directly east of his position and sat in his plane observing the sky and the terrain. To the left was a DC-4 and to his rear approximately 15 miles distant there was a 14,000 ft elevation. The sky was clear as crystal. A bright flash suddenly reflected on the plane. Upon looking to the left and to the north of Mt. Rainier he observed a chain of 9 peculiar looking craft flying from north to south at approximately 9,500 ft elevation and going seemingly in a definite direction of about 170°. Thought at first they were jet aircraft but noticed that every few seconds 2 or 3 of them would dip or change their ~~course~~ course slightly just enough to cause the sun to strike them at an angle which reflected brightly on the plane. As they approached Mt. Rainier he could observe their outlines against the snow quite plainly, but couldn't find any tails. Clocked speed and found it to be approximately 150 MPH. Never before had he observed planes flying so close to mountain tops. They flew directly south to southeast down the hog's back of a mountain range. Pilot thought they were at approximately the same elevation as he was. They flew in rather diagonal chain-like line as if linked together and seemed to hold a definite direction but swerved in and out of the high mountain peaks. Distance which was almost at right angles seemed to be between 20 to 25 miles. Thought they were quite large to be observed at that distance even on a clear day. They seemed smaller than the DC-4 but he judged their span to be as wide as the furthest engines on each side of the fuselage of the DC-4 (45 to 50 ft). The chain seemed to be approximately five miles long.

NOTE: It was the opinion of the agent interviewing Mr. [redacted] that he saw the "flying discs" In this regard agent further stated that if Mr. Arnold could write a report of such a character and did not see the objects he was in the wrong business and should be engaged in writing Buck Rogers fiction.

The attached is what [redacted] later produced. See "Fate" magazine article by [redacted]

Seemed to travel in sidewise position and did not appear to whirl or spin

Side View

Top

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They seemed longer than wide thickness being about 1/20 of width

## CHECK-LIST - UNIDENTIFIED FLYING OBJECTS.

- Incident # 25
- "WIT: Lt. Gov."
1. Date 24 June 1947
  2. Time Not stated
  3. Location Idaho
  4. Name of observer [REDACTED]
  5. Occupation of observer [REDACTED]
  6. Address of observer Not stated
  7. Place of observation Idaho western sky
  8. Number of objects 1
  9. Distance of object from observer Not stated
  10. Time in sight Not stated
  11. Altitude Not stated
  12. Speed ~~XXXXXXXX~~ Remained immobile
  13. Direction of flight Didn't move just seemed to go below the horizon with the rotation of the earth
  14. Tactics ~~XXXXXXXX~~ hovering
  15. Sound Not stated
  16. Size not stated
  17. Color not stated
  18. Shape comet-like
  19. Odor detected Not stated
  20. Apparent construction not stated
  21. Exhaust trails Not stated
  22. Weather conditions Not stated
  23. Effect on clouds comet-like hanging in the western sky
  24. Sketches or photographs Not stated
  25. Manner of disappearance seemed to go below the horizon with the rotation of the earth.
  26. Remarks: ~~page~~ (over)

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[REDACTED]

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Lt Gov. [REDACTED] said that he saw a "comet-like object hanging in the western sky June 24." He stated that the object "didn't move but just seemed to go below the horizon with the rotation of the earth."

[REDACTED]

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Incident  
AF 1204  
15 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The aviation editor of the paper, Mr. David H. Johnson, was interviewed in regard to how well he knew Mr. [redacted] of Boise, Idaho, and as to the credibility of any statement made by Mr. Arnold. The purpose of this interview was an attempt to verify statements made by Mr. [redacted] on 26 June 1947, to various national news services to the effect that he, Mr. [redacted], had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying disks and will here-in-after be referred to as such in this report. Mr. Johnson stated that he had known Mr. [redacted] for quite a period of time, having had relations with Mr. [redacted] on various occasions, due to the fact that both he, Mr. Johnson, and Mr. [redacted] were private fliers and frequently got together to talk shop. Mr. Johnson stated that as far as he was concerned anything Mr. [redacted] said could be taken very seriously and that he, Mr. Johnson, actually believed that Mr. [redacted] had seen the aforementioned flying disks. Mr. Johnson stated that after Mr. [redacted] reported having seen the flying disks, that the editor of the paper had assigned him, Mr. Johnson, the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying disks having been seen in the northwest area. The results of this assignment to Mr. Johnson and what he subsequently saw is put forth in a sworn statement signed by Mr. Johnson attached to this report as Exhibit B.

AGENT'S NOTES: Mr. Johnson is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. Mr. Johnson has logged 2800 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, Mr. Johnson was the first pilot of a B-29 type aircraft being assigned to the Twentieth USAF and stationed on Tinian Island, in the Pacific. It is the personal opinion of the interviewer that Mr. Johnson actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that Mr. Johnson would have much more to lose than gain and would have to be very strongly convinced that he actually saw something before he would report such an incident and open himself for the ridicule that would accompany such a report.

1 Incl: Exhibit "B"

FRANK M. GROWN, S/A, CIC 5th AF [redacted]

TO: MR. CO. IN CHARGE  
H. H. [redacted]  
1947

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COPY

Statement of [redacted] at Boise, Idaho, July 11, 1947

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To Whom It May Concern:

On the sixth day of July, 1947, I received from James L. Brown, general manager of the Statesman Newspapers, incorporated in Idaho as The Statesman Printing company, an assignment which was in substance:

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

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

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

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

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between Boise and the village of Fairfield, was about 120 miles.

During this search, which lasted approximately two and one-half hours, I flew under and around rapidly forming cumulus clouds over that area known as the Camas Prairie, east of Boise. The clouds were near the village of Fairfield in that valley, and Fairfield is 70 miles air-line distance east of Boise. At that time I saw nothing in the vicinity of these clouds.

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

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

I immediately centered my gaze on the object. At that time, due to its erratic movement, I thought I was seeing a weather balloon. I called the CAA's communication station at Boise, and asked if the weather station had recently released a balloon. The reply from communicator Albertson was that the bureau had not. I do not remember his exact words; I am under the impression he said "not for several hours" or gave me the exact time of the previous release, which was around 08:30 that day.

Upon hearing this response, I turned the aircraft broadside to the object, pulled back the plexiglass covering to avoid any distortion, took my camera from the map case, and exposed about 10 seconds' duration of eight millimeter motion picture film. During the time the camera was at eye level,

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I could not see the object because of minuteness of scope introduced by the optical effect which I was under the impression in that instant, was observed.

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

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

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

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

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

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The next search, begun within half an hour after landing, from the first out, lasted for another two hours, but was negative. I searched the region in the region where I saw the object.

Immediately after sighting the object, I asked if there were other aircraft in the area. There was a P-51 of the 190th squadron practicing maneuvers in the vicinity of Kuna, but that was behind me. A C-47 passed over Boise, but I saw that aircraft go beneath me by some 2,000 feet.

The P-51 in the vicinity of Kuna proceeded to the area where I saw the object, at my request, and conducted a search. It was negative. During the afternoon, flights of P-51s were sent out to cover the area, and some of them flew high altitude missions on oxygen. These searches were negative.

I was subsequently informed that personnel on both the United Air Lines side of Gowen field, and on the national guard side, observed a black object maneuvering in front of the same cloud formation, which by now had grown so that the clouds reached a probable height of 19,000 or 20,000 feet from a mean base of 15,500 or 14,000 feet, mean sea level. Three of these men were national guard personnel and I talked to them, asking them to describe what they saw, before telling them my story, in order to avoid suggestion or inference of a leading nature. They saw the object (from the ground) while I was on my second search. They believed the time to have been 14:00 hours. The object performed in the same erratic manner, they said, as I observed.

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

I have approximately 2800 hours of flying time in equipment ranging from primary trainers to B-29. Of course, that does not increase my powers of observation except as to those practiced daily by an aviator.

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~~CONFIDENTIAL~~  
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demands upon the eyes of a pilot.

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

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

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

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

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

The question remains, of course, whether I saw it. The motion picture film, developed and processed by R. S. Stohr in the Eastman laboratories at

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141 Battery Street, San Francisco, showed no trace of any object. The  
subject was at least some 2000 feet distant from me at the size I described,  
the object would not have registered sufficiently on the film to be shown.  
He said it probably was too far away to be apparent even through great en-  
largement of the negative, and enlargement in that case is limited because  
of the size of the film and the fact I did not have any telescopic equipment  
on the lens. The exposure was f.16, stop set at infinity, at a speed of 16  
frames per second.

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

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

A chart is attached depicting the movements of the object as I saw it.

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

/s/ \_\_\_\_\_

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

/s/ \_\_\_\_\_

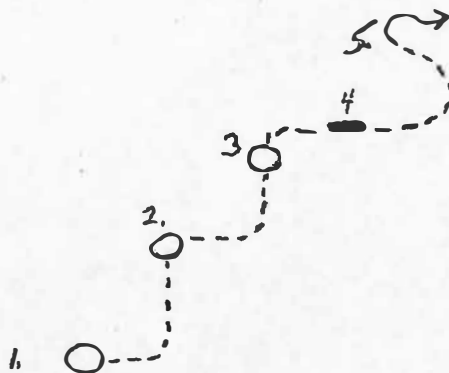
Notary public for Ada  
county Idaho. My  
commission expires Jan 2, 1949.

C O P Y

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SECRET  
This document contains information  
of a ~~CONFIDENTIAL~~ nature



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

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[REDACTED]  
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Incident  
44F 1208 I

flying through the air I would never say a word about it", due to the fact that he has been ridiculed by the press to such an extent that he is practically a moron in the eyes of the majority of the population of the United States.

← ψ  
Ridiculed  
by  
press

1 Incl: Exhibit "A"

FRANK E. BROWN, S/A, CIO  
RECEIVED  
AF 14th AF  
JUN 10 1954

[REDACTED]  
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SOB LIFE DATA ON [REDACTED]

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I was born March 25, 1915 in Sebeka, Minnesota. My father's name was [REDACTED], my mother's maiden name was [REDACTED]. I was a resident of Minnesota until I was six years old when my family moved to Scobey, Montana, where they homesteaded. My grandfather, [REDACTED] also homesteaded in Scobey, Montana, and became quite prominent in political circles along with Burton E. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Mills Thorpe, and also played football under Bernie Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placed first with my dog in 1930 in the Lions Club Dog Derby.

In 1937 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I

UNCLASSIFIED  
EXEMPT "1"

[REDACTED]

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control supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Vance, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not fly of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with same and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Callair airplane, which is an airplane designed for high altitude take-offs and short rough field use.

In the type of flying I do, it takes a great deal of practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 823 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

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[REDACTED]

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The following story of what I observed over the Cascade mountains, as impossible as it may seem, is positively true. I never asked nor wanted any notoriety for just accidentally being in the right spot at the right time to observe what I did. I reported something that I know any pilot would have reported. I don't think that in any way my observation was due to any sensitivity of eye sight or judgment than what is considered normal for any pilot.

On June 24th, Tuesday, 1947, I had finished my work for the Central Air Service at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Wash. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southwest side of Mt. Rainier in the state of Washington and to date has never been found.

I flew directly toward Mt. Rainier after reaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainier rises. I had made one sweep of this high plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where Ashford, Washington, is located.

Unable to see anything that looked like the lost ship, I made a 300 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima, Washington, which was almost directly east of my position and simply sat in my plane observing the sky and the terrain.

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There was a DC-4 to the left and to the rear of me approximately  
[redacted] at 12,000 foot elevation.

The sky and air was as clear as crystal. I hadn't flown more than  
two or three minutes on my course when a bright flash reflected on my  
airplane. It startled me as I thought I was too close to some other air-  
craft. I looked every place in the sky and couldn't find where the reflec-  
tion had come from until I looked to the left and the north of Mt. Rainier  
where I observed a chain of nine peculiar looking aircraft flying from north  
to south at approximately 9,500 foot elevation and going, seemingly, in a  
definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed  
they were jet planes. Anyhow, I discovered that this was where the reflec-  
tion had come from, as two or three of them every few seconds would dip or  
change their course slightly, just enough for the sun to strike them at an  
angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to  
make out their shape or their formation. Very shortly they approached Mt.  
Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but  
assumed they were some type of jet plane. I was determined to clock their  
speed, as I had two definite points I could clock them by; the air was so  
clear that it was very easy to see objects and determine their approximate  
shape and size at almost fifty miles that day.

I remember distinctly that my sweep second hand on my eight day clock,  
which is located on my instrument panel, read one minute to 3 P.M. as the  
first object of this formation passed the southern edge of Mt. Rainier.  
I watched these objects with great interest as I had never before observed

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airplanes flying so close to the mountain tops, flying directly toward to  
... elevation could have varied a thousand feet one way or another up or down,  
but they were pretty much on the horizon to me which would indicate they  
were near the same elevation as I was.

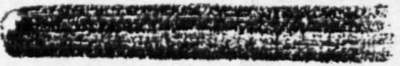
They flew like many times I have observed geese to fly in a rather  
diagonal chain-like line as if they were linked together. They seemed to  
hold a definite direction but rather swerved in and out of the high mountain  
peaks. Their speed at the time did not impress me particularly, because I  
knew that our army and air forces had planes that went very fast.

What kept bothering me as I watched them flip and flash in the sun  
right along their path was the fact that I couldn't make out any tail on  
them, and I am sure that any pilot would justify more than a second look at  
such a plane.

I observed them quite plainly, and I estimate my distance from them,  
which was almost at right angles, to be between twenty to twenty-five miles.  
I knew they must be very large to observe their shape at that distance, even  
on as clear a day as it was that Tuesday. In fact I compared a nut fastener  
or cowlings tool I had in my pocket with them - holding it up on them and  
holding it up on the DC-4 - that I could observe at quite a distance to my  
left, and they seemed smaller than the DC-4; but, I should judge their span  
would have been as wide as the furthest engines on each side of the  
fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am  
accustomed and familiar with most all objects flying whether I am close to  
the ground or at higher altitudes. I observed the chain of these objects  
passing another high snow-covered ridge in between Mt. Rainier and Mt. Adams,

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and as the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge, I measured it and found it to be approximately five miles so I could safely assume that the chain of these saucer like objects were at least five miles long. I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the southern most high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I would land there would be some explanation of what I saw.

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view. (Without sun glasses)

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept going through my mind. I became more disturbed, so after taking a last look at Tieton Reservoir I headed for Yakima.

I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two

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and one-half or three minutes -- although, by the time they reached the lower atmosphere, they were of a size of several feet. For as they came down, of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were holding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western <sup>Cedar City, Utah</sup> Air Lines employees, the <sup>(pilot)</sup> gentleman from Oklahoma City and the locomotive engineer in Illinois, plus Capt [redacted] and Co-Pilot [redacted] of United Air Lines.

Some descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the

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I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one -- but, to continue further with my story. When I landed at the Yakima, Wash., airport I described what I had seen to my very good friends, all names, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't dreaming or going crazy.

I quote ~~██████████~~, a former Army Air Forces pilot who is now operating dusting operations at Pendleton, Oregon, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government".

Altogether, the news that I had observed these spread very rapidly and before the night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Lee on the street corner or Pete Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the

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As to the authenticity of my story or a report on a sighting of the kind  
as to capabilities, I have received no interest from these our important  
protective forces of our country; I will go so far as to assume that my  
report I gave to the United and Associated Press and over the radio on two  
different occasions which generally set the nation buzzing, if our Military  
Intelligence was not aware of what I observed, they would be the very first  
people that I could expect as visitors.

I have received lots of requests from people who told me to make a lot  
of wild guesses. I have based what I have written here in this article on  
positive facts and as far as guessing what it was I observed, it is just as  
much a mystery to me as it is to the rest of the world.

My pilot's license is [REDACTED]. I fly a Callair airplane; it is a three-  
place single engine land ship that is designed and manufactured at Afton,  
Wyoming as an extremely high performance, high altitude airplane that was  
made for mountain work. The national certificate of my plane is [REDACTED]

/s/ [REDACTED]  
Boise, Idaho.

*traveling this way* →



They seemed longer than wide, their  
thickness was about 1/20th of their width

*side view*  
*traveling this way* →

Mirror Bright

They did not appear to me to whirl or spin but seemed in fixed position,  
traveling as I have made drawing

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[REDACTED]



(Associated Press Wirefoto)  
Kenneth Arnold, businessman flyer, holds camera at Boise, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

# Who Has the Saucer? 40 States Join Game

(By Associated Press)  
The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about the discs continued to swirl fully as rapidly as the objects themselves.

Explanations of the phenomena ranged from the theory that they were radio-controlled flying missiles sent aloft by U. S. military scientists, to the suggestion that they might be merely sunlight reflected on wing tanks of jet-propelled planes.

### One That Didn't Move.

A Spokane, Wash., woman insisted the objects she saw were "about the size of a five-room house" but a Clearwater, Fla., woman said the disks she observed resembled pie pans.

At Rutland, Vt., a woman reported she and her husband witnessed a brilliant object in the night sky which she assumed to be a flying saucer, although it was stationary.

But at Cambridge, Mass., a housewife said she saw "a group of white, flying saucers whirling around and going at a tremendous speed."

The Massachusetts and Vermont reports brought to 40 the number of states in which the objects have been observed.

### Thinks He Saw 'Em First.

With New England getting into the game, the Harvard University astronomical observatory took note of the reports, but said it had had no luck so far in photographing one of the discs.

The mysterious saucers first were reported June 25 in the state of Washington, but Charlie T. Hamlet, superintendent of the Kingsport, Tenn., Times News composing room, said yesterday he had seen the discs two years ago.

They were "bright aluminum" and were going at "terrific speed," Hamlet said, explaining he had spotted them because of the Oak Ridge atomic bomb plant, then a war secret.

Persons in 7 states including the Lieutenant Governor of Idaho today reported they had seen the mysterious "flying saucers".

The projectiles variously described as "too fast for an airplane and not fast enough for a falling star", "not moving at all" and "traveling at great speed", were reported seen last night streaking over Denver.

It was the first report of the saucers in almost a week. Persons in Oregon, California, New Mexico, and Idaho reported seeing various versions of the unexplained projectiles.

*2/12 \* 2/8*

Lt. Governor [REDACTED] said today that he saw a strange "comet-like object hanging in the western sky June 24." That was the day [REDACTED] of Boise, Idaho first reported seeing the projectiles over southeast Washington. [REDACTED] said the object he and 3 other witnesses saw "didn't move but just seemed to go below the horizon with the rotation of the earth."

At Denver, [REDACTED] and [REDACTED] said they caught a brief glimpse of a group of "bright objects" flying at about 5,000 ft. last night.

WASHINGTON - Army research experts can't explain the flying saucers but they are investigating, they said.

At first, Army officers laughed off the reports, now they are beginning to take them seriously. At any rate, the air research center at Wright Field, Ohio is looking into the reports and all service intelligence agencies are at work on them.

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### Reaction to His Story of Flying Saucers Causes Idaho Businessman to Shudder

PENDLETON, Ore., June 27.—(U.P.) Kenneth Arnold said Friday he would like to get on one of his 1,000-mile-an-hour "Flying Saucers" and escape from the furore caused by his story of mysterious aircraft crashing over southern Washington. "I haven't had a moment of peace since I first told the story," the 32-year-old Boise, Idaho, businessman-pilot sighed.

He said a preacher called him from Texas and informed him that the strange objects Arnold claimed to have seen battling through the space actually were harbingers of doomsday.

Arnold said he didn't get the preacher's name during their phone conversation, but the minister said he was getting his clocks "ready for the end of this world."

That was unnerving, according to Arnold, but it wasn't half as disconcerting as the episode in a Pendleton cafe.

Arnold said a woman rushed in, took one look at him and then dashed out shrieking "there's the man who saw the men from Mars." She rushed out of the eating place sobbing that she would have to do something for the children," Arnold added with a shudder.

Arnold, a representative of a fire control equipment firm, startled the country Thursday by reporting he had seen nine shiny round objects skimming through the air in formation between Mt. Rainier, Wash., and Mt. Adams. Arnold said he was able to clock them with the stop watch on his own plane's instrument panel. He said they were spinning off a neat 1,200 m. p. h.

"This whole thing has gotten out of hand," Arnold went on. "I want to talk to the FBI or someone."

"Half the people I see look at me as a combination Einstein, Flash Gordon and Screwball. I wonder what my wife back in Idaho thinks."

But all the hoopla and hysterics haven't caused Arnold to change his mind of back down. He doesn't care if the experts laugh him

off. He said most of his aviation friends tell him that what he saw were probably either one of two things: New planes or guided missiles still in the U. S. Army Air forces' secret category. Some theorized they were experimental equipment of another nation, probably Russia.

"Most people," he said, "tell me I'm right."

But meanwhile, aeronautical experts in Washington and elsewhere were teeing off on Arnold's story with facts and figures straight out of the books.

Their principal point seemed to be that if Arnold's saucers moved as fast as he claimed, they couldn't have been tracked with anything short of radar.

The fastest man has yet flown is 647 miles per hour—a record set recently by Col. Albert Boyd in a P-80, flying

INC FILE 17

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THE DAYTON DAILY NEWS  
SECOND SECTION

THURSDAY, JUNE 26, 1947

PAGE 11

## Fast "Flying Pie-Pans" Stump Army CAA Men

PENDLETON, Ore., June 26. — Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over western Washington at 1200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade mountains with a peculiar weaving motion "like the tail of a kite."

An Army spokesman in

Washington, D. C., commented, "As far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3600 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie pan," and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:59 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams, Arnold said, adding that he later figured by triangulation that their speed was 1200 miles an hour.

"I could be wrong by 200 or 300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese, but quickly saw they were too big—as big as a DC-4 which was about 20 miles away, he said.

The DC-4 pilot reported nothing unusual sighted.

Then Arnold said he thought of jet planes and started to clock them, "But their motion was wrong for Jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

71 12 17 17

June 17

Incident #28 -- Idaho -- 24 June 1947

Any probable astronomical explanation for this incident is dependent upon the hour of observation, which is not stated in the information given with the summary.

An unconfirmed statement (by Mr. [redacted], quoted in material submitted relative to incident #101) that the observation was made at 3:30 P. M. allows for no possible astronomical explanation other than that a persistent meteor train may have been observed. Such a phenomenon might have given the general impression suggested by the limited description of the incident.

If, however, the observation occurred during the early evening hours, shortly after sunset, which occurred that day at about 8:00 P. M. local time, then it is extremely likely that Lt. Gov. [redacted] saw either the planet Saturn or Mercury. Mercury set almost exactly an hour after the sun and was of stellar magnitude +1. Saturn, of magnitude +0.6 and hence about once again as bright as Mercury, set two hours after the sun. A bright planet shining through thin cirrus clouds could give the impression of a "comet-like object."

dtd 5 Jan 1949

Subj: Project  
"SIGHT"

AWS DSC

Int Inc

21 Jan 1949

HEADQUARTERS, AIR WEATHER SERVICE Andrews Air Force Base, Wash-  
ington 25, D. C.

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

Investigations by this headquarters reveal that a synoptic  
weather balloon could have been at the location where sightings  
were reported in the following incidents. In compiling this  
list consideration was given to the wind direction and speed at  
the surface and aloft at the scheduled time of balloon release, and  
the location of the nearest weather station making balloon obser-  
vations.

2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

2 Incls;  
n/o

/s/ W. A. West  
W. A. WEST  
Lt. Col., USAF  
Adjutant General

AIR MATERIEL COMMAND  
Wright-Patterson Air Force Base  
Dayton, Ohio

MC1AXO-3/HWS/ra  
Jan 5 1949

MC1AXO

SUBJECT: Project "SIGN"

TO: Chief, Air Weather Service,  
Andrews Air Force Base,  
Washington 25, D. C.  
ATTN: DSS

1. Project "SIGN" is responsible for the collection, investigation and interpretation of data relative to sighting of unidentified flying objects. Attached Incident Summaries 1 thru 172 from the files of Project "SIGN" are forwarded for study and recommendations as to which of the incidents may be eliminated as balloons released on routine synoptic ascents by the Air Weather Service, the Navy Aerological Service or the United States Weather Bureau. The summaries attached may be retained in your headquarters for working and reference purposes.

2. The Air Weather Service is the only agency of its type that has been asked to assist in the accomplishment of Project "SIGN" except that the United States Weather Bureau has provided information on ball lightning. Research projects in which balloons are used and which are conducted or sponsored by the Army, Navy or United States Air Force are checked by the Intelligence Department of this Command. These checks are usually made direct from the Project "SIGN" Office, MC1AXO-3. These checks are distinct from the check of synoptic balloon flights made by weather service stations of the Air Force, the Navy and the Department of Commerce. (U. S. Weather Bureau) requested of Air Weather Service.

3. It is the opinion of this office that the below listed incidents are those having the greatest possibility of being balloons. This list does not eliminate the possibility that many of the remaining incidents are balloons.

2	24	50	91	113	155
3	25	52	92	115	156
4	28	72	96	126	157
11	30	73	104	141	159
14	31	81	105	148	163
16	32	87	107, 8, 9	151	167
22	33	89	112(See 122)	154	169
23	48				

T-64481-A



INCIDENT INDEX

1. Astronomical

a. High probability:

#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94,  
95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140,  
147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 206, 216,  
219, 238.

b. Fair or low probability:

#19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100,  
112, 120, 121, 129, 130, 144, 153, 163, 166, 167, 175, 192,  
199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:

#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115,  
126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163,  
169, 171, 173, 178, 180, 182, 198, 190, 194, 195, 196, 198,  
200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:

#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107,  
108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):

#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:

#38, 44, 45, 47, 56, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118,  
125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213,  
229, 232, 233.

b. Evidence offered suggests no explanation:

#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71,  
75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162,  
168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226,  
227, 236, 241, 242, 243, 244, 134.

CONFIDENTIAL

A/C  
Ken Arnold

**HEADQUARTERS FOURTH AIR FORCE**  
**OFFICE OF THE COMMANDING GENERAL**  
HAMILTON FIELD, CALIFORNIA

4AFDA  
333.5/13 Gen

8 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Army Air Forces, Washington, D. C.  
ATTENTION: AC of AS-2

1. The attached telegram was received by Lt. Col. Springer at Hamilton Field, California, 1 September 1947.

2. Reference is made to Summary of Information forwarded from this headquarters, File 4AFDA 333.5/13 (Gen) 1208-I, dated 27 August 1947. It is the opinion of this headquarters that Mr. Arnold, in all sincerity, will attempt to substantiate his investigation as stated in the attached telegram.

3. Inasmuch as this headquarters has no authority to request a civilian to maintain secrecy, no request will be made to Mr. Arnold with reference to the subject matter.

FOR THE COMMANDING GENERAL:

1 Incl:  
Photostat, telegram  
dtd Aug 31. (dup)

A. J. HAYES  
Major, Air Corps  
Acting Asst Adjutant General



A-2 COME BACK

CONFIDENTIAL

*File 1208*

WESTERN UNION

WJAG NL PD

BOISE IDAHO AUG 31

COLONEL SPRINGER

A-2 OFFICE HAMILTON FIELD CALIF

WESTERN UNION

I HAVE OFFER TO SELL MY DETAILED ACCOUNT OF AN INVESTIGATION OF FLYING DISC THAT TOOK PLACE IN TACOMA WASHINGTON JULY 29 THRU AUGUST 3RD INCLUDING MY MOVIE FILM OF FACTS PERSONS PLACES AND FRAGMENTS INVOLVED UNLESS I RECEIVE DEFINITE WORD TO THE CONTARY FROM A-2 WITHIN FIVE DAYS THIS STORY WILL NO DOUBT BE PUBLISHED

KENNETH ARNOLD

WESTERN UNION

29 3RD A-2

8583A

*notified*

*Gen. Schramm  
FBI SP (EZZEL)*

*1000 1/9/47  
0930 1/9/47*

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