

THE FIFTH HORSEMAN OF THE APOCALYPSE

UFOS: A HISTORY

1948

SUPPLEMENTAL NOTES

By

Loren E. Gross

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Fremont CA

"UFOs are the Fifth Horseman of the Apocalypse."

--- Dr. Lincoln La Paz

"Supplemental Notes" consist of material under consideration for any revision of the original UFO history volume covering this time period.

26 January. Project SIGN.

Air Force Intelligence had reached some tentative conclusions about "flying saucers" in two papers, one called an "AMC Opinion Concerning 'Flying Discs,'" and the other an "Analysis of Flying Discs Reports," documents signed by Major General George C. McDonald, Director of Intelligence, on December 18, 1947.

The 1947 effort recognized significant common characteristics of flying saucer sightings, using data taken from a sizable observational database. These characteristics were consistent with the possibility witnesses were seeing some sort of high performance aircraft. An American secret weapon theory was ruled out and a foreign origin was also deemed unlikely. Many who worked on the problem in 1947 had expert knowledge of missiles and Russian/German experimental aircraft design, men like Alfred Loedding. (xx.) By the end of 1947 the interplanetary theory was in ascendancy by the process of elimination.

(xx.) Hall, Michael and Wendy Connors. *Alfred Loedding & The Great Flying Saucer Wave of 1947*. Rose Press, Albuquerque, New Mexico, 1998

Things moved very slowly in regards to the Air Force's flying saucers investigation, and much confirmation was required before making a final decision. A formal investigative project was only authorized after six months of saucer sightings, and then the activities were mainly to gather data that provided additional proof to support conclusions already reached.

An order establishing Project SIGN was issued by Major General Laurence C. Craigie, Director of Research and Development, on December 30, 1947. The project officially commenced its activities on January 26, 1948.

SIGN would last about a year, but early on the possibility that Russian machines were responsible for UFO reports had been "practically eliminated." Besides a lack of evidence the Russians could build and operate the saucers being reported, the idea of Communist intruders violated common sense. Point 3-(7) of the 1947 "Analysis of Flying Discs Reports" bears repeating. Intelligence experts had:

"Analyzed the possibility that the flying objects were operated or controlled by representatives of a foreign nation—perhaps for photo reconnaissance purposes, or to ferret out our defensive capabilities, or to test the American psychological reaction. Principal sightings were near the borders of the United States, which lends credence to a foreign source of origin. Sightings were not reported, however, at or near the principal strategic targets areas of the United States. Moreover, it is difficult to conceive why any foreign nation, if it possessed such an unconventional aircraft or missile, would risk sending it near or over the United States for anything short of an attack. Even if the disc contained a self-destroying device, any crash landing would disclose a certain amount of information which the nation possessing such an aircraft or missile would desire to keep secret. This would be particularly true if the form of propulsion was one outside American knowledge. The final answer still has not been obtained from this line of inquiry."

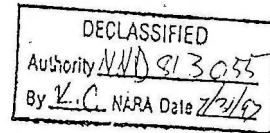
The most alarming development of 1948 would be having to revise the that part of the above quote about "sightings not being made at or near principal strategic target areas in the U.S."

29 December 1947.

"Planning for Defense of Vital Installations."

Since the Russians did not have the atomic bomb and America was building bombs at rapid pace, the Pentagon felt that the number one target for the Communists in North America was the nuclear production facilities at Hanford, Washington; Los Alamos, New Mexico (Sandia); Oak Ridge, Tennessee; and Dayton, Ohio (Monsanto Units 3,4, and 5.).

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TOP SECRET

HEADQUARTERS
ARMY GROUND FORCES
Fort Monroe, Virginia

1-75a
Ch. Cont. #
DL-Hq. USAF

GNOHI-2 373.24(TS) (29 Dec 47)

29 December 1947

SUBJECT: Planning for Defense of Vital Installations

TO: Director of Intelligence, CSGID
Washington 25, D.C.

1. This headquarters presently has under study plans for defense of the AEC installations. For the execution of such plans a re-evaluation of Soviet capabilities for attack by air against these targets will soon be required.

2. A review of the Intelligence Staff Studies, Intelligence Research Projects, and Air Intelligence Reports has materially assisted this headquarters in the initial preparation of the Commander's Estimate of the Situation. However, the following information is particularly needed:

a. How many (by type) of the aggressor planes can be estimated capable of piercing our defense screen and reaching the following target areas: Hanford, Washington, Los Alamos, New Mexico (Sandia); Oak Ridge, Tennessee; Dayton, Ohio (Monsanto Units 3, 4, and 5.)

b. What will be the alert time available to Ground Forces by virtue of existing and future early warning systems?

3. To facilitate initial planning the following assumptions on Soviet capabilities have been made.

a. That the USSR can construct in extreme northeastern Siberia or the Murmansk area, bases from which forty per cent (40%) of the long range aircraft available to it, at any given time, can be launched:

b. That missions involving flights of less than three hundred miles over U.S. or Canadian held territory only eight per cent (8%) of total aircraft available can arrive over the target area.

c. That missions involving flights of more than three hundred miles over U.S. or Canadian held territory only four per cent (4%) of the total aircraft available can arrive over the target area.

d. That the Soviet Union's plan for construction of B-29 type aircraft will include twenty-five (25) per cent transports.

TOP SECRET

4. Request intelligence to cover requirements of paragraph 2 and an evaluation of assumptions listed in paragraph 3.

5. Attached is estimate of situation used by this headquarters in carrying out planning required by Plans and Operations Division, Department of the Army, for defense of Atomic Energy Commission Installations. Copies of this plan will be submitted to the Plans and Operations Division, Department of the Army, in the near future.

1 Incl:
Est of the
Situation with Appendices
Nos. 1, 2, and 3 (1 cy only)

s/ Roderick R. Allen
t/ RODERICK R. ALLEN
Brig. Gen., U.S. Army
A C of S, G-2

The Air Force's role was limited due the lack of radar. No continental radar system existed so at first the few radar sets available were placed around AEC installations. Any early warning of Russian air attack would have to come from chance visual observations by military personnel or civilians.

In response to the Army's December 1947 inquiry which expressed concern about the Soviets' Long Range Force (ADD), Col. Sturdivant of the Air Force's AFOAI-AE admitted: "Based on an assumed global war within the next few years it is estimated that the Soviet Union could on "M-Day" have 1,750 bombers in their ADD." (xx.)

(xx.) Memorandum for Director of Intelligence, GSUSA. Subject: Planning for Defense of Vital Installations. Document obtained from the National Archives by Jan Aldrich)

Furthermore:

"...there is no early-warning system in existence in the United States at the present time and therefore no alert time would be available to AGF [Air-Ground Force] units. It is planned that by 1953 an early warning system will be in effect at which time we will have early warning coverage extending approximately 100 miles from the boundary of continental United States and complete coverage within 100 miles of the coast in the Alaskan area." (xx.)

(xx.) Ibid. p.2.

Although America was virtually "naked" in radar coverage as of January 1948, the Russians had only an estimated 100 B-29 type bombers available, and they could only reach AEC targets with conventional bombs on a one-way missions. Operational losses would be 100% with uncertain results. The Intelligence memo went on to state that considerable numbers of B-29

type bombers could be build, enough in fact to equip the entire ADD by the end of 1949. (xx.)

(xx.) Ibid. p.1.

Of course without atomic bombs the Russian threat to the U.S. could not in anyway compare with the potential of American and Allied retaliation. Much of Russia was in easy reach of thousands of World War II twin and four engine bomber aircraft.

From what U.S. Intelligence knew about the Russian ADD, any appearance of Russian aircraft over AEC targets in 1947/48 should have been very unlikely from an operational standpoint and extremely risky as reconnaissance. What if UFOs were Russian? Why risk the possibility one the high performance craft would crash? It would be best to save such a weapon for "M-Day."

Other long range threats.

There were options to conventional bombers in solving Russia's long range problem. An Intelligence memo noted:

"When the various zones of occupation were established in Germany, Russia obtained most of the plants and laboratories of the German guided missile program, plus some of the top scientists and most of the engineers and skilled workers of this program. These facilities have been systematically rehabilitated and then deported into Russia.

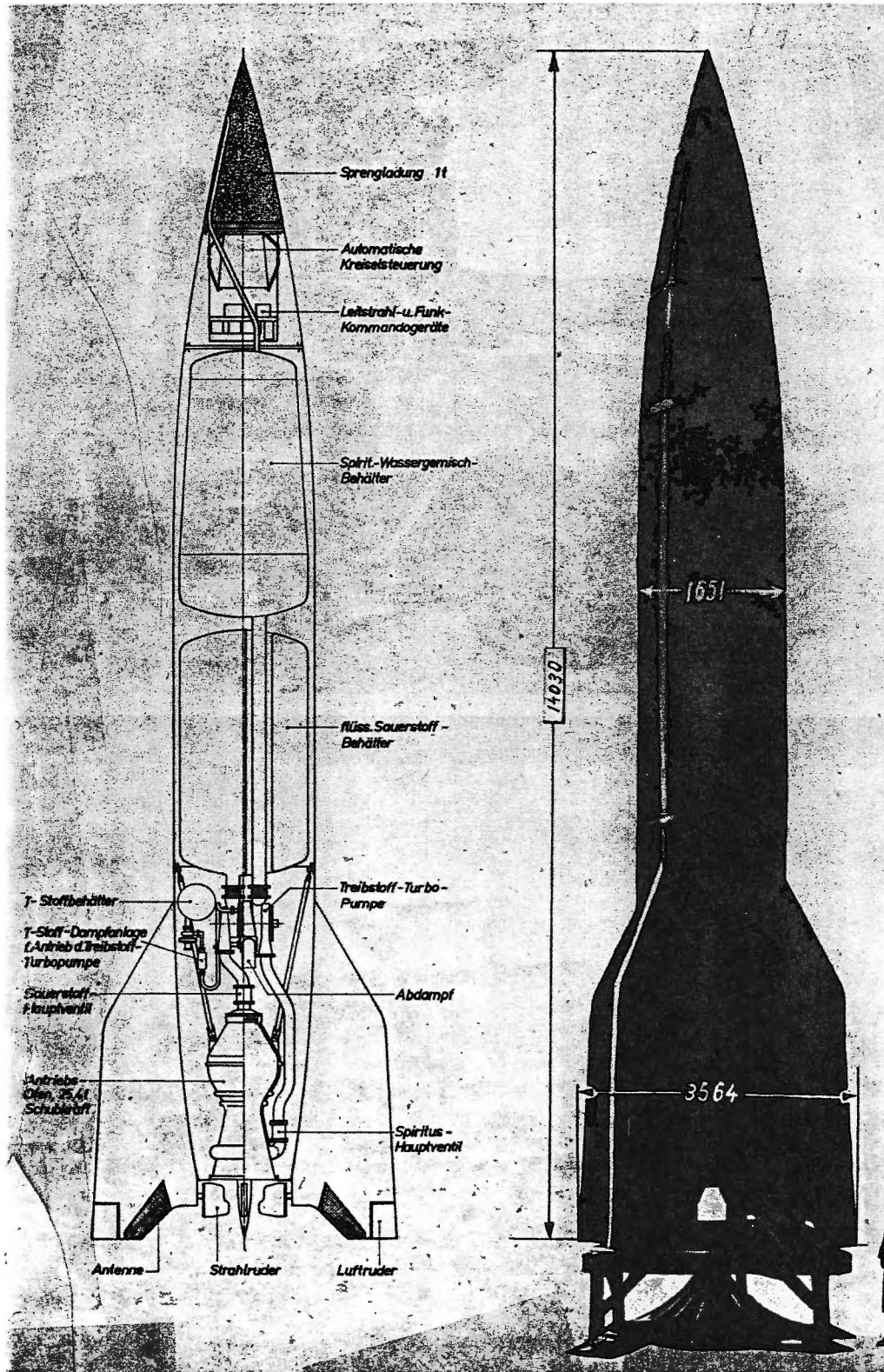
"Considering the above events, ID, USAF considers that the Russians have a present capacity to produce A-4's [better known as the German wartime V-2 which had a range of about 250 miles] in operational quantities, if they decide to do so. It is considered more likely that they are building only a few for test and research work, which would postpone operational availability and make the future weapon a more threatening possibility.

"The more serious long range weapon is considered to be the winged, jet propelled missile. That missile can utilize much of present aeronautical and aerodynamic engineering knowledge, and can be guided throughout all of its run for a more accurate [There were no computers in those days] delivery. Hence, it is more certain and offers greater accuracy than the rocket. The winged, atmospheric missile is vulnerable to countermeasure, however; [The German V-1 flying bomb was slow and noisy. It could be shot down by fighters and AAA fire] and this insures that effort will continue, to provide a rocket of long range and accurate trajectory.

"Successful tests of the V-2 [A-4] have been reported, however more effort apparently is being expended by the U.S.S.R. on surface-to-air missiles [defensive weapons] rather than on V-2." (xx.)

(xx.) T.S. Cont. #2-8389 D.I. -Hq. USAF Top Secret document. Date 1948? Army memo? (Obtained from the national archives by Jan Aldrich)

(See picture of the A-4, or otherwise known as the V-2, on page 5)



The "winged, jet-propelled missile."

As we can see in official documents, the "winged, jet-propelled, missile" was determined to be the "most serious long range weapon." It is no wonder "flying saucer" sightings caused so much interest among U.S. Air Force Intelligence experts.

Considerable research had been done on missiles and long range conventional bombers, so the many technical problems involved in attempts to increase range with them were well known. A major breakthrough seemed improbable. The winged-jet missile was a fairly new concept, so it was harder to define what was possible. Still, the engineering obstacles appeared formidable. The German Horten flying wing, suspected of being a candidate for a Russian "saucer," had experienced many setbacks during flight tests by Luftwaffe pilots. Even something as simple as the skin of the aircraft posed a difficult challenge. Fabric was rejected, and then sheets of an early type of plastic, "Tronal," produced by the German company Dynamit AG Troisdorf, was applied without success. The final air-worthy Horton was made of wood with welded steel tubing in the center of each wing. As author Brian Ford states: "Wood technologies were at the time [1940s] very much better evolved than those used in plastics or light-alloy production work." (xx.)

(xx.) Ford, Brian. *German Secret Weapons Blueprint For Mars*. Ballantine Books, Inc., New York, N.Y., 1968. p.101.

Tokaty-Tokaev and the Sanger rocket glider.

In 1948 Russian rocket expert Tokaty-Tokaev fled to the West and revealed that as early as April 1947 the potential of a long range anti-podal rocket glider proposed by German scientist Eugene Sanger was brought to the attention of Stalin. (See my monograph *UFOs: A History 1947 p.3*.) Efforts by the Russians to locate Sanger failed. Nothing, apparently, was achieved by the Russians to turn Sanger's idea into an actual flying machine. U.S. Intelligence documents mention no Russian success in the area, and as of this writing (Year 2000), no information about a flyable Sanger craft in the 1940s and 50s has surface in the unofficial literature.

The Russians and nuclear engines.

If the Russians could manage a breakthrough in the harnessing of atomic power to propel an aircraft, it was felt high-performance and long range could be attained. In fact, a U.S. nuclear-powered aircraft project had been active for some time. Some of the first flying saucer reports were sent to the project for study.

In 1948 it was estimated that the first test of a Russian A-bomb was several years away. An A-bomb was simpler to build than a nuclear-powered plane and no doubt would have a higher priority. If the Russian didn't have a bomb, it stands to reason they didn't have a nuclear-powered aircraft. (Things changed abruptly in mid-1949 when the Reds exploded a nuclear device years ahead of the estimated time assigned by Western Intelligence.)

Some time has been spent on this Russian secret weapon hypothesis to explain why flying saucer sightings were such a surprise to American Intelligence.

It is interesting to note how the U.S. military listed the first 17 UFO cases in the initial Project SIGN report:

<u>Incident No.</u>	<u>Date</u>	<u>Location</u>
1	8 July 47	Muroc Air Field, Muroc, Calif.
1a	8 July 47	Muroc Air Field, Muroc, Calif.
1b	8 July 47	Muroc Air Field, Muroc, Calif.
1c	8 July 47	Muroc Air Field, Muroc, Calif.
1d	8 July 47	Muroc Air Field, Muroc, Calif.
2	8 July 47	Muroc Air Field, Muroc, Calif.
3	7 July 47	Muroc Air Field, Muroc, Calif.
4	8 July 47	Area #3, Rogers Dry Lake, Muroc Air Field, Muroc, Calif.
5	4 July 47	Portland, Oregon.
6	4 July 47	Milwaukee, Oregon.
7	4 July 47	Portland, Oregon.
8	4 July 47	Portland, Oregon.
9	4 July 47	Portland, Oregon.
10	4 July 47	Boise, Idaho.
11	4 July 47	Seattle, Washington.
12	4 July 47	Vancouver, Washington.
13	4 July 47	Portland, Oregon.
14	4 July 47	Portland, Oregon.
15	4 July 47	Portland, Oregon.
16	4 July 47	Mount Jefferson near Redmond, Oregon.
17	24 June 47	Mt. Rainier, Washington. (The Kenneth Arnold sighting) (xx.)

(xx.) *Project "SIGN" Air Force Initial Report -April 1948.* Published by the Fund For UFO Research, Inc.: Mount Rainier, MD, 2000. p.3.

Note that the cases are not listed by date. Leading the list were the Muroc sightings, which were all military. When its own people began to report "flying saucers" is when the military began to take the issue seriously. Cases #5 through #16 were all civilian sightings, but they were clustered in the Pacific Northwest, which is the part of the United States (excluding Alaska) nearest to Russian bomber bases in Siberia. That fact was not lost on U.S. military Intelligence. It is only when we reach Case #17 do we find military interest in the Arnold sighting that "started it all." (More of the Initial Report can be found on pages 28-44)

7 January. The Mantell case.

The Deputy Base Commander and operations Officer at Godman Field, Kentucky, was interviewed by a civilian UFO group in 1971. He was Lt. Col. E. Garrison Wood. Col. Wood recalls events of the following day after the Mantell tragedy. Air Force Investigators from Wright Field showed up to ask questions about the UFO and: "...took the whole thing as a joke." (xx.)

(xx.) "New Witness Discovered in Mantell Tragedy." *UFO Research Newsletter*. Ed. Gordon I.R. Lore, Jr. Vol.I, No.2. May-June, 1971. p.3.

Certainly the officers did not mean to make light of a pilot's death. If they were from Wright Field, and not local agents, there is some sense in their actions. The levity must have been to reduce public alarm. The incident received huge press coverage.

7 January. More on the Mantell case.

The best update on the famous Mantell case is an article by Barry Greenwood in a June 1994 issue of *Just Cause*. It stands out, because Greenwood is top notch researcher and his information comes from an excellent source. Greenwood talked with Professor Charles Moore who took part in the Skyhook balloon program in the 1947-49 time period.

Greenwood noted that Ruppelt, in his book *Report on Unidentified Flying Objects*, expressed a belief the object Mantell encountered was a Skyhook launched from Clinton County AFB on January 7, 1948. Ruppelt, however, admitted he could not find anyone to confirm that as a fact. Professor Moore was able to tell Greenwood no balloon was launched from Clinton County Field until July 9, 1951, and could provide the Air Force contract number (19 [122] -633), and the date and number of the New York University technical report (Report 172.1- October 15, 1951) to prove his claim.

Greenwood determined the Skyhook involved originated from Camp Ripley, Minnesota. It was launched at 8 a.m. on January 6, 1948, and drifted southeast to the Georgia/South Carolina region, eventually coming down in the Atlantic. The balloon in the Ripley launch experienced a malfunction in the clock timer, which failed to release the instrument package that hung below the gasbag (That might explain why the balloon Mantell encountered seemed to be within reach. Mantell ran into trouble at 20,000 feet due to a lack of oxygen and if the Skyhook had been at its maximum altitude of 100,000 feet, perhaps the National Guard pilot would have broken off the chase. Maybe the balloon was floating along at, let's say, 30,000 feet?).

Ruppelt's Clinton County explanation.

There are portions of Ruppelt's UFO book that have puzzled researchers. One of these is the supposed Clinton County Skyhook launch. Greenwood felt the evidence Ruppelt presented did not justify the suggestion. So why make it? Again, Professor Moore was a big help. Moore said he talked with Ruppelt about the Mantell case and the Camp Ripley origin appeared to be acceptable to the BLUE BOOK Chief. A problem arose, however, in naming Camp Ripley as definitely being the balloon's source. It seems Professor Moore had discussed the issue with the Navy (which was in charge of the secret Skyhook program) and apparently the Navy balked at identifying Camp Ripley because they didn't want to be associated a pilot's death. Naming the January 7th UFO a Skyhook cleared the books of a mystery but Ruppelt was forced to be vague about the exact details. (xx.)

(xx.) Greenwood, Barry. "The Mantell UFO - A Smoking Gun? Maybe! Part Two." *Just Cause*, Number 40. June 1994. pp.8-12.

Harassment of "Vital Installations."

A Mr. J. F. Kalbach responded to an inquiry made by Dr. James McDonald:

"Shortly after joining Los Alamos Scientific Labs in September, 1947, I became aware of shop talk among technicians and some of the staff members concerning UFO sightings. I do not remember the exact date (it was recorded in my lab notebook), but I believe it was early 1948 that I saw something unusual enough to write a report on it and try to find out if anyone else knew what it was.

"I was leaving the lab late one evening and while walking toward the security gate exit I saw a very bright occulting green light coming out of the southwest sky. In about 4 seconds it was overhead at 60 degrees elevation and east of me. Abruptly it changed direction and moved westerly at approximately the same velocity, disappearing over the Jemez Mountains in about 3 seconds. My first impression was that it was a starboard light of an airplane flying very low to be moving so fast through my field of vision, but had it been a plane I should have seen a red light of the port side. The light was bright enough by which to read a newspaper, had I had one.

"There was no noise associated with it which I could hear above the sound of a nearby diesel power generating plant.

"This seemed unusual enough to expect others to have seen it. I found only one other, Mr. H.T. Gittings, an explosives expert who was out burning outdated shaped charges in a remote canyon. Within days, there were more similar sightings by others and I saw another. This time the light was occulting but not as brightly, and it changed direction after coming out of the south to a point almost directly overhead. The change in direction appeared to be a rather smooth 180 degree turn in less than 1 second, then it disappeared after forming a track similar to a 'J.'

"The sightings were so numerous that a group of us staff members produced a reporting form and encouraged those who saw these events to fill out the check list. Over a period of say 3 months, we collected possible [?] 50 reports. The number of events was less." (xx.)

(xx.) Letter: To: Professor James E. McDonald, University of Arizona, Institute of Atmospheric Physics, Tucson, Arizona. 85721. From: J.F. Kalbach. 920 Alta Pine. Altadena, Calif. 91001. January 1, 1970. Dr. James McDonald papers, Special Collections Division. University of Arizona Library, Tucson, Arizona.

Mr. Kalbach also wrote:

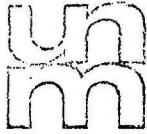
"About the only additional information I can add is that a group of our physicists set up watches to observe and record the mysterious green fireballs. As the watching progressed, we armed ourselves with a camera and grating to try to photograph the spectrum of the light. We set up a doppler meteor detector similar to the Stanford work, and a low frequency electromagnetic listening and recording device (30 to 10,000 hz). We never got any positive correlation between any of these devices with each other or with a fireball observation." (xx.)

(xx.) Ibid.

Dr. Lincoln LaPaz's 1967 statement

"The undisguised disbelief which this explanation encountered." (See letter on page 10)

Dr. LaPaz cleared for "SECRET" and "TOP SECRET." (See page 11)



THE UNIVERSITY OF NEW MEXICO | ALBUQUERQUE

INSTITUTE OF METEORITICS

April 9, 1967

Dr. James E. McDonald
 Institute of Atmospheric Physics
 The University of Arizona
 Tucson, Arizona 85721

Dear Dr. McDonald:

As the UNM Post Office is closed over weekends, your recent letter of inquiry did not reach the Institute until April 3. Further delay in getting off a reply to you was occasioned by my absence from the campus on a field search for meteorites. (I retired from the Directorship of the Institute last summer and, freed of all administrative duties, now spend a great deal of time searching the numerous meteoritic strewn-fields located by our fireball surveys of the past 30 years.)

Your letter concerning the yellow-green ($\lambda \approx 5200 \text{ \AA}$) fireballs was read with much interest, and I wish it were possible for me to meet with you at the time you designate; however, I shall again be in the field over the weekend of the 23rd. (Once permission has been obtained from landowners to search posted areas on specific days, it is an irreparable breach of "Western etiquette" to "come to call" earlier or later.)

Perhaps our inability to get together will work to your benefit. In place of interrogating me, I am sure it would be more profitable for you to take advantage of your visit to Los Alamos to question the following scientists: Drs. Bradbury, Holloway, Manley, Reines, Teller, and Mr. Hoyt, all of whom took a keen and critical interest in a meteoriticist's account of the yellow-green fireballs; and all of whom are noted for the objectivity of their opinions.

Among other things, you will learn from the persons named above that, when asked to suggest an explanation of the yellow-green fireballs, I advanced the same hypothesis I had earlier proposed to the OSI (IG) USAF; namely, that the yellow-green fireballs were "unconventional defensive devices undergoing test in the areas they were designed to defend." The undisguised disbelief which this explanation encountered at Los Alamos gave me a preview of the treatment to be accorded this hypothesis in the years to come; nevertheless, it has always seemed to me to best explain the observed phenomena.

With regret that I shall be unable to meet you personally and with best wishes for the success of your current investigation of what you aptly term "the curious problem of the unidentified flying objects," I remain

Sincerely yours,

Lincoln LaPaz
 Institute of Meteoritics

LL:jl

DECLASSIFIED
 Authority 923007
 By BP NARA Date 7-26

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~~CONFIDENTIAL~~

HEADQUARTERS
 AIR MATERIEL COMMAND

Wright Field, Dayton, Ohio

MCIMXC

21 Jan 1948

Institute of Meteoritics
 University of New Mexico
 Albuquerque, New Mexico

ATTENTION: Dr. Lincoln LaPaz

Gentlemen;

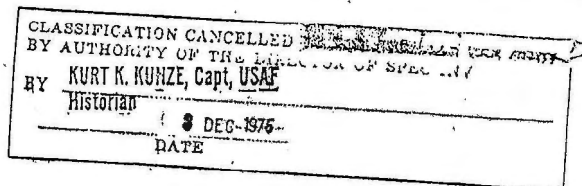
Reference is made to the secrecy agreement executed by your company and to the personnel security questionnaires submitted for persons within your organization who require access to classified information in connection with the submission of a bid or the performance of a contract for the Air Materiel Command.

Consent as required by AR 380-5 for employment on work covered by United States Air Force contracts classified secret or top secret is hereby GRANTED in the case of the following one United States citizen (s):

LaPaz, Lincoln Dr.

Very truly yours,

/s/ t/ J. F. McCLENDON
 Colonel, USAF
 Adjutant General

C
O
P
Y

Incl # 3

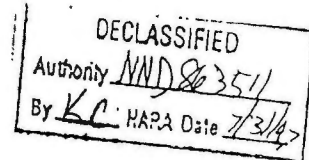
~~CONFIDENTIAL~~

UNCLASSIFIED

16 January. Amazing *Amazing Stories*. The CIA and red spiders. (See pages 13 and 14)

23 January. Project SIGN and the "Swedish Incidents." (See below)

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~~CONFIDENTIAL~~
HEADQUARTERS
AIR MATERIEL COMMAND

In reply address both
communication and en-
velope to Commanding
General, Air Materiel
Command, Attention
following office symbol:

MCIA/ACL/amb
Wright Field, Dayton, Ohio

23 January 1948

MCIA.

SUBJECT: Project "SIGN"

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR, Lt Col George Garrett

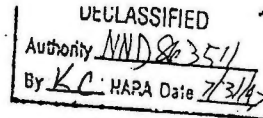
1. In connection with the investigation of flying discs, Project "SIGN", it is believed that the various unidentified flying objects seen over Sweden (so-called "Swedish Incidents") might be helpful. It is our understanding that a comprehensive file of these incidents accumulated during the past two years is located at your Headquarters.

2. It is requested, therefore, that the entire file "Swedish Incidents" be forwarded to this office for review as soon as possible. If extra copies are not available, reproduction copies will be made at this Command so that the originals can be promptly returned.

FOR THE COMMANDING GENERAL:

/s/ W. R. Clingerman Col USAF
for H. M. McCoy
Colonel, USAF
Chief of Intelligence

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28: A

~~CONFIDENTIAL~~

HEADQUARTERS
 AIR MATERIEL COMMAND

MCI/HMM/dm
 Wright Field, Dayton, Ohio
 16 Jan 48

MCI

SUBJECT: "Flying Discs"

TO: Chief of Staff
 United States Air Force
 Washington 25, D. C.

Attention: Lt. Col. George Garrett
 Collection Branch, Air Intelligence Req. Div.
 Office, Director of Intelligence

1. An employee of this Department recently called the attention of the undersigned to a number of letters appearing in AMAZING STORIES Magazine on the subject of flying discs. Several past issues of the magazine were then reviewed, and it does appear that the readers of AMAZING STORIES have reported a number of such incidents which were not previously available to the Air Forces. It is understood that a feature article on this subject is under preparation by AMAZING STORIES. A preprint copy of this article, together with a copy of the letters available on this subject, would be of considerable interest.

2. Due to the nature of the publication AMAZING STORIES and the unfavorable publicity which might accrue to the Air Force if an official request were made for such material, this Headquarters cannot contact the publisher directly. It is therefore requested that arrangements be made through appropriate channels whereby the desired information may be obtained.

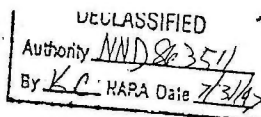
3. It is realized that the above request is unusual, however, until such time as the so-called "Flying Disc" phenomenon is laid to rest, all possible sources of information should be utilized.

4. AMAZING STORIES is published monthly by the Ziff-Davis Publishing Company at 185 North Wabash Avenue, Chicago 1, Illinois. The New York office is located in the Empire State Building, New York 3, New York.

FOR THE COMMANDING GENERAL:

/s/ H.M. McCoy
 Colonel, USAF
 Chief of Intelligence

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CONFIDENTIAL AFOIR-CO/Lt Col Garrett/lwd/4544
 6 Feb 48

B/Ltr fm AMC dated 16 Jan 48, subject: "Flying Discs"

AFOIR-CO-5(A-2523) 1st Ind.

Dept. of the Air Force, Hq. USAF, Washington 25, D. C. 9 - FEB 1948

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

1. The Central Intelligence Agency has contacted the New York office of Ziff-Davis Publishing Company in connection with basic letter's request for information on "Amazing Stories" and their publication of items regarding Flying Discs.

2. The Central Intelligence Agency representative states that the letters from readers, in the possession of the publishing company, are of no value inasmuch as they are from school children, illiterates, "crackpots", etc. None had a sensible report in connection with sightings, and most bordered on the fantastic side.

3. The feature article which was to have appeared on Flying Discs was written by a man who claims the discs emanate from a buried underground city in the bowels of the earth, which he has visited. However, Ziff-Davis Publishing Company have cancelled this story because it is not amazing enough, and instead are going to run a story about a huge red spider which comes down to earth from Mars and captures humans for a Martian museum.

4. This Office has instructed the Central Intelligence Agency Representatives to stop any further efforts in this matter (to their relief) and assumes that your command will wish no further steps taken in this direction.

BY COMMAND OF THE CHIEF OF STAFF:

DOUGLASS W. EISEMAN
 Lt. Colonel, U.S.A.F.
 Executive, Air Intelligence Requirements Div.
 Directorate of Intelligence

1x 04019 Central Intell Agency
 095. AMAZING STORIES
 095. ZIFF-DAVIS PUBLISHING COMPANY
 (page 1 + 4)

06649 Flying Discs

Pendleton, Or.
East Oregonian
Jan 31, 1948

31 January. "Book closed on Flying Discs?" (See news clipping to the right)

These "book closing" remarks from the Joint Research and Development Board, and "Army/Navy experts," is either a blatant example of a cover-up or proof authorities got their wires crossed. In fact, with project SIGN, a serious investigation had just begun!

1 February. Circleville, Ohio. (2:00 a.m.)

Curious about ultraviolet lights?

Mr. Bruce Stevenson was successful farmer highly respected by those in the community. The Stevenson farm was a big, up-to-date operation, which may have played a role in a visit by a strange machine. The following interview of Mr. Stevenson appeared in the Circleville *Daily Herald*:

"Bruce Stevenson, 53-year-old prominent farmer known throughout Pickaway County, revealed for publication for the first time Saturday how he saw close-up details of a 'flying saucer' here four years ago [The interview was conducted in 1952].

"'Aside from telling my family and a few friends down in Circleville, I haven't mentioned it to anybody now because I figured they just wouldn't believe me,' Stevenson said. 'It was something at the time I couldn't believe myself—I could hardly credit my own eyes.

"'But now I'm willing to take an oath on all that I say, and I'll never back down on the story.'

"Giving his first public version exclusively to the Circleville *Herald*, the the mature, matter-of-fact-speaking farmer described the incident and retraced the actual scene Saturday morning.

"'It was a bitter cold night in February of 1948,' he said. 'I'm sorry I can't remember the date, except that there was quite a bit of snow on the ground and the temperature was down around zero.

"'The moon was very bright when I got up about 2 a.m.. I was keeping a close watch on some hogs I had, and as soon as I stepped out the back door I

'Flying Discs' Book Declared Closed

WASHINGTON —Remember the flying saucers? The scientists declare that the discs were nothing more than optical illusions and say that no evidence ever has been found to show that the saucers were either man-made or products of nature.

Descriptions Vary —Theorizing further, the experts contend that it is possible the flying discs were either a form of natural electricity, the sun mirrored in the clouds, reflections of passing airplanes or flashes of light from the silver weather kites sent aloft all over the country by the Army Air Forces.

Theories Advanced —The Joint Research and Development Board, the Government's top scientific body, advanced a number of theories informally. It is satisfied that these theories are the answer to the reported phenomenon that had the nation in a stew last summer.

A spokesman said the board experts dismiss the flying saucers as a mirage induced by mass self-hypnosis. The descriptions of the flying saucers varied from the garden-variety of whirling discs to smoking rings and—the ultimate as reported by a Nebraska farmer—"flaming straw hats." Army and Navy experts on such matters as guided missiles, rockets and buzz bombs, have closed their books on the flying saucers.

glanced in the general direction of the hog house.

“ ‘Immediately I noticed a glow near the top of the hog house and I first thought the building was on fire. You could see a lot better then now when trees and bushes are in full bloom, but in order to make sure of the fire I hurried out into the yard.

“ ‘I hadn’t gone far before I noticed this thing –this saucer, or whatever you want to call it. It was near the roof of the hog house –as though maybe it had been attracted by the dim lights you could see through the building’s ventilators –and very slowly was moving toward the tool shed at the same altitude.’

“Both buildings described by Stevenson are large structures only a stone’s throw apart.

“ ‘There’s no use saying now why I didn’t run and call others,’ Stevenson continued. ‘Somehow I just stood spellbound, almost in a daze, I guess, while I watched the saucer glide along the top edge of the tool shed roof.

“ ‘It was while it was hanging above the tool shed that I got a real good look at it. I was about 150 feet from it at the time and it looked to be only about 20 feet off the ground.

“From his house Stevenson brought an ordinary dinner plate and a glass sauce dish to illustrate what he saw. He turned both up side down and placed the glass dish on top the bottom of the plate.

“The resulting design was very similar to that described in many other saucer sightings elsewhere in the nation.

“Pointing to the glass dome on the home-made model, Stevenson said: ‘This part was glowing with a bright amber light [...two words not clear], glowing, not as though there were bulbs inside that would show as bright spots.

“ ‘The bottom part (the dinner plate) was colored a strange sort of silver that glistened in the very bright moonlight. I saw it was a strange sort of silver because somehow it didn’t seem to reflect the light as perhaps aluminum would do.

“ ‘One detail in connection with the silver bottom section I noted very clearly. There was something whirling around this bottom section, sort of like a big propeller or series of propellers might do. The movement was clear and the bottom part did not turn. Something kept whirling around the whole thing.

“ ‘That enabled me to get a fair look at the silvery part, and it seemed to be marked with many tiny holes or pits. In other words, it wasn’t all smooth.

“ ‘Aside from the propeller-like movement on the upper side of the silver bottom part –the actual bottom of the thing was out of sight and seemed bent up into the underside –there was no movement on the thing.’

“Stevenson estimated the overall diameter of saucer at 60 feet. His view was a side view only and he calculated the height of the amber dome (the glass dish) at eight feet. From the bottom of the object to the top he figured was 12 to 15 feet.

“ ‘Suddenly, just while I was wondering if maybe the thing wouldn’t hit the chimney on my tool shed,’ Stevenson continued, ‘the amber light went off and the thing traveled slowly off to my left and out of sight. The light stayed off, but I could see the silver.

“ ‘It had been in my view for perhaps three minutes, and I decided to stick it out and watch rather than to run and call anybody else.

“ ‘There was no sudden movement of the saucer. Neither was there any noise, and not even any sign of an engine –unless it was the rotating section on the silver bottom part.’

“Stevenson’s farm is located about three miles northwest of Circleville in level country which offers a view for several miles in all directions [The farm had at least nine major buildings. Stevenson must have been considered a wealthy man back in 1948 –and would be even today].

“Details given by Stevenson indicate he had a close view of the object while it was hovering and drifting over a distance of about 200 yards.

“ ‘Everyone else was asleep in our house when it happened,’ Stevenson said. ‘Later on, of course, I told them all about it and some time later we were half-joking about it among friends in Circleville.

“ ‘However, I decided not to report it officially because saucers were still being regarded as just a big gag and I figured nobody would take it serious. There’s no doubt about what I saw though, I’ll swear to that.’

“Stevenson, who has lived at the farm for 18 years and is known throughout the region as a reliable personality, said he planned to turn over his information now to Air Force authorities.

“ ‘If the government wants, I’ll show anybody out here just where I stood and where the thing was when I saw it. I knew what I saw, and what I saw was nothing that seemed to be of this earth.’” (xx.)

(xx.) Circleville, Ohio. *Daily Herald*. 3 August 52.

Another follow-up news story years later added: “The dazzling orange-amber glow which originally attracted his attention was suddenly reduced to a ‘dull amber glow’ inside the ‘dome’ of the ‘saucer,’ just a moment after he came outside and began watching the eerie visitor.” (xx.)

(xx.) Hartinger, Pete. “America’s First Classic Close Encounter.” *Ohio UFO Notebook #13*. Published by the MidOhio Research Associates, Inc. Box 162. 5837 Karric Square Drive, Dublin, Ohio. 43016-4216. p.16.

Stevenson had brood sows in the hog, or farrowing, house. He had installed bacterial lights inside to help protect the health of his animals. The lights were ultraviolet which gave off a bluish glow that leaked through gaps in the roof ventilators and could be seen for miles. Stevenson believed it was bluish glow that attracted the “saucer.” (xx.)

(xx.) George Bruce Stevenson file folder. Dr. James McDonald papers. University of Arizona at Tucson Library. Special collections Division. Tucson, Arizona.

7 February. Vejle, Denmark. (daytime?)

According to press account, some farmers working the fields in Gadbjerg, which is near Vejle, sighted a high speed shining object as it crossed the sky from the southeast to the northwest. It was in view for three seconds and was very low, an estimated altitude of 600 feet. (xx.)

(xx.) Danish newspaper *Aftenbladet*. 7 February 48.

12 February. "Phenomena in the atmosphere of concern to national security." "Interceptors on continuous alert basis." "Armament as deemed advisable." (See Air Force letter on page 19)

17 February. "A very excited discussion about the "meteors" over Sweden." (See Air Force memo on page 20)

3 March. "Continuous alert plan deemed impractical."

General Cabell's February 12th suggestion about having jet interceptors on continuous alert was not considered feasible. (See official letter on page 21) (The unspoken implication here is that American skies were wide open to UFO intruders. The proper resources for the detection of UFOs and any defense against them did not, in any reasonable terms, exist!)

18 March. Scientific Advisory Board Conference.

"Which may surprise you."

After an opening address by General Vandenburg, many issues were discussed. Among them was this comment by Colonel McCoy under the topic "Utilization of Technical Intelligence." The Colonel said:

"We have a new project -Project SIGN -which may surprise you as a development from the so-called mass hysteria of the past Summer when we had all the unidentified flying objects or discs. This can't be laughed off. We have over 300 reports which haven't been publicized in the papers from very competent personnel, in many instances -men as capable as Dr. K. D. Wood, and practically all Air Force, Airline people with broad experience. We are running down every report. I can't even tell you how much we would give to have one of those crash in an area so that we could recover what ever they are." (xx.)

(xx.) Scientific Advisory Board Conference held 17-18 March 1948, Room SE-869, The Pentagon, Washington, D.C., Dr. Theodore Von Karman, Chairman, Presided. (Conference convened at 9:00 a.m. and adjourned at 5:45 p.m. 17 March) p. 78. Copy in author's files.

If General Vandenburg or any of the big shots at the conference knew about a Roswell crash, it was apparent from this document no one volunteered to share the information with McCoy.

"Never enough help."

Back at Wright Field, Princeton Engineer Alfred C. Loedding, a civilian selected to head the Air Force UFO investigation SIGN, never would receive the help he needed. In a later press story it said:

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DECLASSIFIED
Authority NND 863511
By KC KAPA Date 7/3/14

AFOH-CO/Lt. Col Garrett/lwd/4544
11 Feb 48

Flying Discs

Director of Plans and Operations

Director of Intelligence

Lt. Col Garrett/1wd/4544

1.2 FEB 1948

1. By letter from this Headquarters, dated 30 December 1947 with subject as above, the Commanding General, Air Materiel Command is instructed to "set up a project whose purpose is to collect, collate, evaluate and distribute to interested government agencies and contractors all information concerning sightings and phenomena in the atmosphere which can be construed to be of concern to the national security".

2. The Commanding General, Air Materiel Command feels that the responsibility assigned to him for collecting and developing information and intelligence on the "flying discs" should be complemented by a requirement that all Air Force installations in the United States and Alaska provide a minimum of one each fighter or night interceptor type aircraft, with necessary crews, on a continuous alert basis. These aircraft should be equipped with gun camera, and such armament as deemed advisable, in order to secure photographs necessary to the obtainment of all possible data on any reported and sighted unusual phenomena, of the "flying disc" type, in the atmosphere.

3. It is envisaged that each Air Force installation maintaining aircraft on an alert basis for this purpose would investigate all unusual flying objects reported from any source in any area over which it has cognizance. Such a program would obviously require a detailed Standard Operating Procedure, in the preparation of which Air Materiel Command should cooperate.

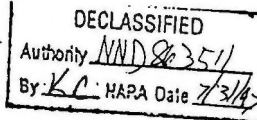
4. Your comments and/or concurrence are requested.

C. P. CABELL
Brigadier General, U.S.A.F.
Chief, Air Intol. Req. Div.
Directorate of Intelligence

✓ 320.2 Air Materiel Command
✓ 413.53 Photographic Equipment
✓ 452.1 Intercept Aircraft

CCPY - DIRECTORATE OF YOUTH

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23

~~SECRET~~

000.9 Flying Discs

471.94 Rockets

17 Feb 1948

FROM: AFOIR-AA

Memo

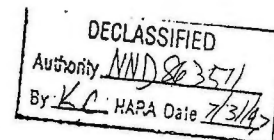
e. Dr. Wilkenson described efforts of the Swedish government and his company to perfect V-1 type guided missiles and stated that they were experiencing considerable difficulty in matters of fuel consumption and that they had called in a German scientist who was an expert on the V-1. This German scientist in all of his calculations showed that their V-1 model should be actually getting five times as much range as they were getting in their experiments.

3. Dr. Wilkenson apparently had very definite ideas with regard to the much-discussed "meteors" that have been seen over their country, but Colonel von Schinkel got into a very excited discussion in Swedish with Dr. Wilkenson, which apparently changed his ideas about making any statement on the subject.

FILED UNDER: 470. Armament & New Weapons

~~SECRET~~

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DEPARTMENT OF THE AIR FORCE

~~SECRET~~

Flying Discs
 Director of Intelligence

3 MAR 1948

Director of Plans and Operations

2
 Major Cook:csk 72233

1. The proposal of Air Materiel Command for stationing fighter aircraft at all bases on a continuous alert status is not considered feasible for the following reasons:

a. The outlay of aircraft and personnel would be too great consistent with the results to be obtained.

radar) b. Proper interception is not possible, except by accident, without complete radar coverage which the Air Force is not capable of providing.

c. It is doubtful if fighter aircraft would be able to follow up reports emanating, for the most part, from civilian sources.

2. It is recommended that Air Materiel Command's responsibility for "collecting" information on unusual phenomena in the atmosphere be confined to the establishment of direct channels for the receipt of such information.

3. It is further recommended that in lieu of the proposal of Air Materiel Command, all other major commands be directed to cooperate with Air Materiel Command and to channel information directly to that command.

S. E. ANDERSON
 Major General, U.S.A.F.
 Director of Plans and Operations.

Ref: E&R, to Dir/P&O, dtd 12 Feb 48, subj: Flying Discs
 (already in files)

~~SECRET~~

FILE COPY - DIRECTORATE OF INTELLIGENCE

"Loedding contends that he was never given the funds or the manpower to handle the job properly.

" "We couldn't begin to answer the correspondence. After some months, however, we had assembled a considerable volume of first hand reports. I traveled all over the country on 24-hour call to talk with persons who claimed they had seen the phenomena.

" "There were a number of officers and civilian department heads, both at Wright Field and in Washington, who decided there was nothing to 'Flying Saucers' long before we started our investigation. There were others, like General Donald Put [t] at Wright Field, who insisted that everyone keep an open mind.

" "I don't see how anyone could ignore all of the competent sightings that were turned in. We had more than 100 reports from airline pilots, test pilots and officers and others." (xx.)

(xx.) Trenton, New Jersey. *Trenton Sunday Times-Advertiser*. 10 October 54. p.1.

The Russians and UFOs (according to a Dr. Burdakov)

Sputnik was designed at the Moscow Aviation Institute, and the head of the Institute was a Sergei Korolev who is considered the father of the Russian space program. One of his students was Valeri Burdakov who later obtained his doctorate. Dr. Burdakov told American reporter George Knapp Korolev was summoned to Kremlin in 1948 to see Stalin. Burdakov said Korolev told him that the summons was:

"...after the events in New Mexico [Roswell] and after the death of Captain Mantell. Stalin brought Korolev into a room where all the materials were spread on a table -western periodicals, books, articles, UFO reports from the Soviet Union, information from 'special channels' in the U.S...Stalin wanted to know what did Korolev think about the material concerning Roswell and UFOs. Korolev asked to take the material home to study them and was told 'no,' he had to work there....When Korolev finished the work, Stalin again asked him his opinion. Korolev said the phenomenon is real, 'they' do not appear to be dangerous to our country, they are not manufactured in the States or any other country, and the time will come when it must be studied further. Stalin thanked him and said this same opinion was shared by other specialists..." (xx.)

(xx.) Knapp, George. "What The Russians Know About UFOs." *MUFON 1994 International Symposium Proceedings*. Published by the MUTUAL UFO UFO Network, Inc. (MUFON). Seguin, Texas, 1994. p.294.

15 March. Air Force activity masked.

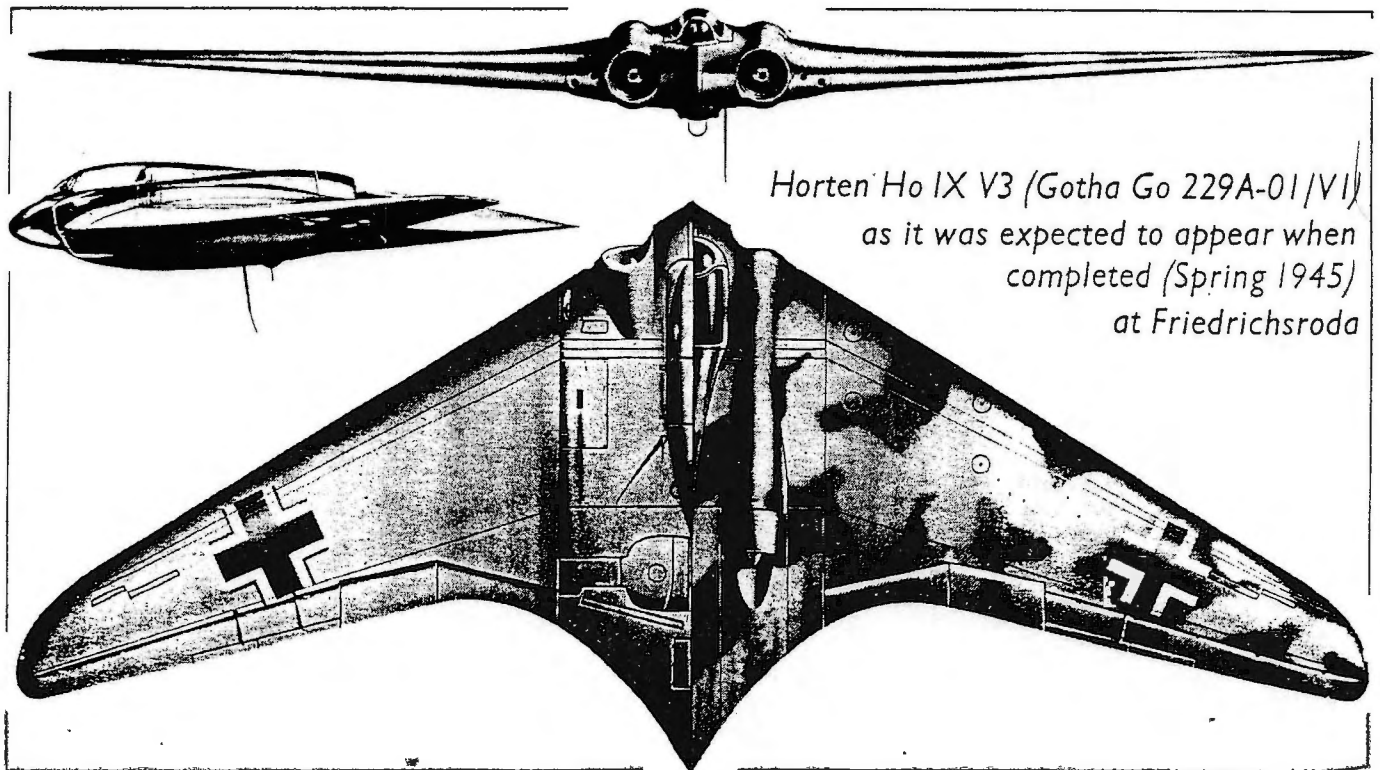
Despite official assertions by the Air Force authorities they were the sole agency dealing with UFOs, that was not always perfectly true. Two proposals to enlist the aid of a newspaper clipping service were drafted in such a manner to mask Air Force activity. One proposal made on March 15, 1948, envisioned the use of the CIA. When that was rejected, another suggestion was

made was the use of a civilian member of the Air Force Intelligence staff. (xx.)

(xx.) Letter: To: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: MCI. From: Lt. Col. Garrett, AFOIR. Subject: Clipping Service for Project "SIGN." 28 April 48. Copy in author's files.

Late February/ March. The Horton jet.

Knowing that the Horton jet had reached a point in its development under German direction to warrant preparations for production at the end of the war in Europe, Project SIGN experts could not take it for granted some UFO sightings were not Russian-build Horton craft. The two Horton brothers were located in England and interrogations were arranged. (See illustration below of the Horton design. Note how similar it is to Kenneth Arnold's "flying crescent" shown on page 162 of Kenneth Arnold's and Ray Palmer's book *The Coming of the Saucers*.)



(xx.) Green, William. *The Warplanes of the Third Reich*. Doubleday & Co.: New York, N.Y., 1970. p.250.

25 March. LaPaz and the "Four Corners meteorite fall."

A request for funds to investigate an apparent October 30, 1947, meteorite fall in the remote Four Corners area was made by Dr. LaPaz to Dr. V.H. Regener, Chairman of the Senate Research Committee. In a letter dated March 25, 1948, Dr. LaPaz wrote that the research grant money available to the University of New Mexico Meteoritics Institute was almost exhausted so he was seeking more federal aid. The professor pointed out that while he was almost positive the glowing, smoking mass was a meteor, there was also a small chance the phenomena might have been a rocket or guided missile. If such was the case, a speedy recovery of all possible evidence was urgent since the object may have been an enemy ranging device. To enhance its claim, Dr. LaPaz mentioned that all military agencies had said nothing American had crashed in the region. Moreover, Dr. LaPaz noted that the military had already conducted some unsuccessful searches and were cooperating with the University Institute by providing aerial photographs of the suspected impact area. The professor mentions a Col. Leslie O. Peterson as his military contact.

LaPaz pointed out that he had considerable experience in regards to weather and terrain conditions, and that in his opinion the late Spring or early Fall would be the best time to search the rocky desert country of the Navajo Reservation. (xx.)

(xx.) Letter: To: Dr. V.H. Regener, Chairman. Senate Research Committee. From: Lincoln LaPaz. Institute of Meteoritics. The University of New Mexico. Subject: Grant for Meteoritic Investigations. 25 March 48. Copy in author's files.

The Weafers.

We know from a newspaper story that a transit team showed up at the farm of Mr. and Mrs. C. Weafer in August 1948. The Weafer's lived in the remote Four Corners area and had witnessed the passage of the "1947 ball of fire." It was essentially to question the Weafers to get an elevation and bearing estimates from the exact spot where the thing was observed. Weafer told the press the transit team consisted of military men and scientists, and that there seemed to be considerable agreement on the idea the phenomena was a guided device of a foreign power. (xx.)

(xx.) Bryan, Texas. *The Bryan News*. 20 December 49. Also, for further comments, the reader is referred to my monograph *UFOs: A History 1948*, pp.106-107.

18 April. Fairbanks, Alaska. (1:06 p.m.)

Small speeding disc. (See "Incoming Message" on page 25)

The trex to Schenectady.

"You know it's very serious."

During meetings of General Schwartz's Advisory Committee in Washington in early 1948, the subject of flying saucers was broached. These committee meetings dealing with various topics were "very secret" according to member Dr. Irving Langmuir. General Schwartz told the committee about the existence of a project SIGN that was gathering evidence about flying saucers.

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Authority NNJ 92-3007By K.C. NARA Date 7/21/92

100-201A

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AIR TECHNICAL SERVICE COMMAND

CABLE AND MESSAGE SECTION-ADJUTANT GENERAL'S OFFICE

INCOMING MESSAGE

Reference not required. Handle as
correspondence
paragraph 51i and 60a (4), AR 880-5

WIC
7/14

~~SECRET~~

FROM: LADD FLD FAIRBANKS ALS

INTELLIGENCE AND SECURITY OFF

TO: WRIGHT -PAT AFB ATTN MCI

INFO: DIR INTELLIGENCE DIVISION YUKON SECTOR
DIR INTELLIGENCE DIVISION ALS AIRCMD

IN REPLY CITE:)

Report of flying disk sighting par A North of Fairbanks Als approx 1 mile. One
eight April 1948 at 1306 hours. Para B weather was clear and visability unrestricted.
Para C Witnesses was 1st Lt Aylco M Johnson 375 Relon Sq (VLR) Wea Ladd Air Force
Base. Para D no photographs available. Para E No sketches available. Para F
object sighted. Subpara 11. Sub para 2 round and flat. Sub para 3 Appeared to be
8 inches in diameter. Sub para 4 silvery brilliant reflection from object. Sub para
5 approx traveled 500 feet in 1 or 2 seconds. Sub para 6 from north east toward
south west. Sub para 7 Oscillating movement from a horizontal plane to a vertical
plane very rapid. Sub para 8 approx 2,000 feet altitude. Sub para 9 No sound.
sub para 10 no trails of any kind. Para G at approx time of sighting a number of
aircraft were flying in local area. This sighting may have been reflection of
sun from wings of these aircraft

23

ACTION COPY

COPY No. 1

DISTRIBUTION: EJK

1. ~~Not Action~~

2. MCAAGM21 THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

Only such extracts as are absolutely necessary will be made and marked T-19823

This copy will be safeguarded with the greatest care and
will be returned to CLASSIFIED CABLE & MESSAGE SECTION without delay.

Dr. Langmuir, a key national defense advisor and major wartime scientific researcher in the development of radar, recalled General Schwartz saying: "You know, it's very serious, it really looks as though there is something there." (xx.)

(xx.) Langmuir, Irving. "Pathological Science by I. Langmuir." Technical Information Series. Transcription of a talk given by Dr. Langmuir at the Research Laboratory on December 18, 1953. General Electric Research and Development Center, Schenectady, New York. No. 68-C-035. April 1968. p.11.

Dr. Langmuir was asked to examine the evidence SIGN had collected, so he made a request that project representatives visit him at his place of work, which was the General Electric Research and Development Center at Schenectady, New York. He told the SIGN people to bring with them about 30 of their best flying saucer case files (He said he didn't want to see all of the reports and predicted just two days of review would be sufficient time to evaluate the material.) Here is how he describes his experience:

"Most of them [UFO sightings] were Venus seen in the evening through a murky atmosphere. Venus can be seen in the middle of the day if you know where to look for it. Almost any clear bright day especially when Venus is at its brightest, and sometimes it's caused almost panic. It has caused traffic congestion in New York City when Venus is seen in the evening near some of the buildings around Times Square and people thought it was a comet about to collide with the earth, or somebody from Mars, or something of that sort. That was a long time ago. That was thirty or forty years ago. Venus still causes flying saucers." (xx.)

(xx.) Ibid.

Dr. Langmuir then mentions some UFO pictures, which had to be the two Rhodes photographs:

"Well, they [the SIGN people] had one photograph or two photographs taken by one man. It looked to me like a piece of tar paper when I first saw it and the two photographs showed the thing in entirely different shapes [Of course the pictures were different. The object was moving and turning!]. I asked for more details about it. What was the weather at the time? [The weather at Phoenix at the time was mild winds, an overcast, and occasional light showers. There was no record of a "violent thunderstorm." Well, they didn't know but they'd look it up. It was taken about fifteen or twenty minutes after a violent thunderstorm out in Ohio[Just how Ohio figures into the Phoenix case is a question only Langmuir can answer!] Well, what's more natural than some piece of tar paper picked up by a little miniature twister and being carried a few thousand feet up into the clouds and it was coming down, that's all. So what could it be? 'But it was going at an enormous speed.' Of course the man who saw it didn't have the vaguest idea of how far away it was. That's the trouble. If you see something that's up in the sky, a light or any kind of an object, you haven't the vaguest idea of how big it is. You can guess anything you like about the speed. You ask people how big the moon is. Some say it is as big as your fist, or as big as a baseball. Some say as big as a house. Well, how big is it really? You can't tell by looking at it. How can you tell how big a flying saucer is? Well, anyway, after I went through these things

I didn't find a single one that made any sense at all. There was nothing consistent about them [!]. They were all things that suffered from these facts. They were all subjective. They were all near a threshold. You don't know what the threshold is exactly in detecting the velocity of a object that you see up in the sky, where you don't know whether it's a thousand feet or ten thousand feet or a hundred thousand feet up. But they all fitted in with this general pattern, namely, that there doesn't seem to be any evidence that there is anything in them." (xx.)

(xx.) Ibid.

Now that one has had a chance to acquaint himself with Dr. Langmuir's opinions in regards to the information SIGN had collected, a detailed look at the UFO evidence is presented so a person can judge for himself. (See below and the following pages)

23 April. Project SIGN Initial Report.

The plan was to issue reports on work in progress on a quarterly basis, but the first such report on April 23rd was also the last, for reasons that will become clear during events that take place in July. The initial SIGN report leaned toward a conventional high-performance aircraft that might be duplicated with contemporary technology. Attached to the list of reports were commentaries on the Rhodes photos, the Horton experiments, and a magazine article on disc-like aircraft. (See pages 28-44)

As noted in the McCoy letter that introduces the SIGN report, Dr. Langmuir's negative opinions were acknowledged. The SIGN material did not, according to Langmuir, "encompass sufficient information." It was also acknowledged that Langmuir was "reluctant to consider the so-called 'flying discs' as a reality." Langmuir appeared to even have shut the door on the Horton aircraft, and as McCoy letter states, "this headquarters" believes "low aspect ratio aircraft" could duplicate reported appearances and performances of flying disc sightings. The stubborn skeptical attitude of Dr. Langmuir was a foretaste of what was to come. Certainly Langmuir's views had some merit but one wonders if critics like him really knew that much about the problem. Consider what Langmuir had to say about project SIGN when he gave the December 18, 1953, talk we have been using as a reference:

"And, anyway, these men [SIGN people?] were convinced and they ended project SIGN. And later the whole thing was declassified and the thing was written up by the *Saturday Evening Post* about four or five years ago. At any rate, that seemed to be the end of it. But, of course the newspapers wouldn't let a thing like that die (Laughter). It keeps coming up again and again, and again, and the old story keeps coming back again. It always has. It is probably hundreds of years old anyway." (xx.)

(xx.) Ibid.

Langmuir's negative view appeared in the May 1949 issue of the *Saturday Evening Post* mentioned above. Edward Ruppelt referred to it when he wrote his UFO book, *The Report on Uni-*

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UNCLASSIFIED

HEADQUARTERS
AIR MATERIEL COMMANDMCIA/JCB/amb
Wright-Patterson Air Force Base
Dayton, Ohio

MCIA

23 APR 1948

SUBJECT: Project "SIGN"

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Director of Intelligence

1. This is an initial report on unidentified flying objects as directed by Hq, USAF letter dated 30 December 1947, signed by General L. C. Craigie, subject: "Flying Discs". Quarterly reports will be submitted beginning 1 July 1948.

2. As a result of this letter, Project HT-304 was activated on 26 January 1948 and Technical Instruction 2185, dated 11 February 1948, was published. Present files on Project "SIGN" represent a consolidation of reports received directly by Hq, AMC and those forwarded by the Director of Intelligence, USAF.

3. Schedules of activities of lighted night-flying advertising blimps have been secured and cross-checked at this Headquarters to consider them as a possible source of incident reports.

4. Inclosure 1 represents a tabulation and breakdown of all available reports through 1 February 1948.

5. The following is a series of interesting observations that were noted when reviewing the many incident cases:

a. High rate of climb, as well as the apparent ability to remain motionless or hover for a considerable length of time.

b. The object was described as being oval, disc or saucer-shaped 31 times.

c. Associated sound was present 11 times.

d. Reported sizes have varied from that of a 25-cent piece to 250 feet in diameter, and from the size of a pursuit plane to the bulk of six B-29 airplanes.

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AMC

Subject: Project "SIGN"

23 APR 1948

e. Number of objects per sighting:

Objects per sighting	1	2-5	5-10	over 10
Number of sightings	77	21	8	9

f. Exhaust trails were reported 23 times.

g. Speed has been estimated throughout the entire range from very slow or hovering to supersonic.

6. Inclosures 2 and 3 are enlargements of photographs taken of Incident #40. Inclosure 4 is an evaluation of inclosure 2 by this Headquarters. Attention is invited to the marked similarity between inclosures 2 and 3, and inclosure 5. Similarity also exists between inclosures 2 and 3 and configurations illustrated in inclosure 6.

7. Representatives from this Headquarters visited Dr. Irving Langmuir of the Research Laboratories, General Electric Company, Schenectady, N. Y. to discuss Project "SIGN". It was the opinion of this scientist that present available data does not encompass sufficient information to enable a positive identification to be made. Dr. Langmuir was reluctant to consider the so-called "flying discs" as a reality. However, it is believed at this Headquarters that it is possible to construct a low aspect ratio aircraft that would duplicate many of the appearance and performance characteristics of reported "flying discs". Experts have agreed that this would be possible through the intelligent application of boundary layer control.

FOR THE COMMANDING GENERAL:

H. M. McCoy

H. M. McCOY
Colonel, USAF
Chief of Intelligence

6 Incls

1. Tabulation
2. Photo
3. Photo
4. Eval of Incl 2
5. Horten Parabola
6. Biology of Flying Saucer

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Incident No.	Date	Hour	Location	No. Sighted	Observed From
1	8 Jul 47	0930	Muroc Air Field, Muroc, Calif.	2	Ground
1a	8 Jul 47	0930	Muroc Air Field, Muroc, Calif.	2	Ground
1b	8 Jul 47	0930	Muroc Air Field, Muroc, Calif.	2	Ground
1c	8 Jul 47	0945	Muroc Air Field, Muroc, Calif.	2	Ground
1d	8 Jul 47	1000	Muroc Air Field, Muroc, Calif.	3	Ground
1e	8 Jul 47	1000	Muroc Air Field, Muroc, Calif.	3	Ground
2	8 Jul 47	1200	Muroc Air Field, Muroc, Calif.	1	Ground
3	7 Jul 47	1010	Muroc Air Field, Muroc, Calif.	1	Ground
4	8 Jul 47	1150	Area #3, Rogers Dry Lake, Muroc Air Field, Muroc, Calif.	1	Ground
5	4 Jul 47	1305	Portland, Oregon	5	Ground
6	4 Jul 47	1305	Milwaukee, Oregon	3	Ground
7	4 Jul 47	1305	Portland, Oregon	1	Ground
8	4 Jul 47	1305	Portland, Oregon	3	Ground
9	4 Jul 47	1305	Portland, Oregon	undetermined	not stated
10	4 Jul 47	2004	Boise, Idaho	5	Air
11	4 Jul 47	not stated	Seattle, Washington	1	Ground
12	4 Jul 47	1305	Vancouver, Washington	20-30	Ground
13	4 Jul 47	1400	Portland, Oregon	4	Ground
14	4 Jul 47	1630	Portland, Oregon	1	Ground
15	4 Jul 47	1700	Portland, Oregon	3	Ground
16	4 Jul 47	1100	Mount Jefferson near Redmon, Oregon	4	Ground
17	24 Jun 47	1500	Mt. Rainier, Washington	9	Air
18	not stated	not stated	Toronto, Canada	1	Ground
19	20 Oct 47	1320	Dayton, Ohio	2	Ground
20	20 Oct 47	1100	Xenia, Ohio	1	Ground

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Incident No.	Date	Hour	Location	No. Sighted	Observed From
21	29 Jun 47	1645	Des Moines, Iowa	18	not stated
22	21 Jun 47	about noon	Spokane, Washington	several	Ground
23	30 Jun 47	1745	Boise, Idaho	1	Ground
24	12 Jun 47	1815	Weiser, Idaho	2	Ground
25	4 Jul 47	2345	West Trenton, N. J.	1	Ground
26	10 Jul 47	not stated	Harmon Field, Newfoundland	1	Ground
27	10 Jul 47	2000Z	Harmon Field, Newfoundland	1	Ground
28	24 Jun 47	not stated	Idaho	1	Ground
29	23 Jun 47	not stated	Bakersfield, Calif.	10	Ground
30	7 Jan 48	1925EST	Lockbourne AB, Columbus, Ohio	1	Ground
30a	7 Jan 48	1925EST	Lockbourne AB, Columbus, Ohio	1	Ground
30b	7 Jan 48	1915EST	Lockbourne AB, Columbus, Ohio	1	Ground
30c	7 Jan 48	1940	Lockbourne AB, Columbus, Ohio	1	Ground
31	mid-December 1946	early a.m.	Northern Arizona	1	Ground
32	not stated	after dark	Columbus, Ohio	1	Air
33	7 Jan 48	1330-1700Z	Godman Field, Ky. (south of)	1	Ground
33a	7 Jan 48	1400CST	Godman Field, Ky.	1	Ground
33b	7 Jan 48	1320CST	Godman Field, Ky.	1	Ground
33c	7 Jan 48	1420 CST	210° from Godman Field, Ky.	1	Ground
33d	7 Jan 48	1400	Godman Field, Ky.	1	Ground
33e	7 Jan 48	1430-1600	Godman Field, Ky.	1	Ground
33f	7 Jan 48	1445	Godman Field, Ky.	1	Air
33g	7 Jan 48	1854-1906	Madisonville, Ky.	1	Ground
34	13 Oct 47	0530	14 miles north of Dauphin, Manitoba, Canada	1	Ground
35	12 Nov 47	early a.m.	Ticonderoga at sea (40 miles south of Cape Blanco, 20 miles off shore)	2	Boat

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INCIDENT No.	Date	Hour	Location	No. Sighted	Observed From	Incident No.	Date	Hour	Location	No. Sighted	Observed From
36	Not Stated	Not Stated	Boise, Idaho	1	Ground	56	6 Jul 47	2045	Birmingham, Alabama	7-10	Ground
37	12 Oct 47	1200	Cave Creek, Arizona	1	Ground	57	20 Jul 47	0015Z	Aboard the Burgeo (at Sea one hr. from Sydney, Australia)	1	Boat
38	10 Jun 47	Not Stated	Budapest, Hungary	1	Ground	58	4 Aug 47	Evening	Bethel, Alaska	1	Air
39	9 Jul 47	2330	Grand Falls, Newfoundland	5	Ground	59	14 Sept 47	055800Z	Hecker Island	1	Air
40	7 Jul 47	1600	Phoenix, Arizona	1	Ground	60	10 Jul 47	1000	Cordroy, Canada	1	Ground
41	11 Jul 47	Not Stated	Elendorf Field, Alaska	1	Ground	61	8 Sept 47	2230	Salt Lake City, Utah	12	Ground
42	12 Jul 47	0430Z	Elendorf Field, Alaska	1	Ground	62	8 Sept 47	2230-2300	Salt Lake City, Utah	5 groups each con- taining 35-60 objects.	Ground
43	29 Jun 47	1645	Clarion, Iowa	18	Ground						
44	28 Jun 47	1543	Rockfield, Wisconsin	7-10	Ground						
45	28 Jun 47	Afternoon	Illinois	7-10	Ground	63	29 Jul 47	1205	Canyon Ferry, Montana	1	Ground
46	22 Jun 47	1130	Greenfield, Mass.	1	Ground	64	19 Aug 47	2130	Twin Falls, Idaho	Approx. 55.	Ground
47	6 Jul 47	Not Stated	Pairfield-Suisun Air Base, Calif.	1	Ground						
48	7 Jan 48	1920-1955	Wilmington, Ohio	1	Ground	65	2 Jun 47	Not stated	Rehoboth Beach, Delaware	1	Ground
48a	7 Jan 48	1925	Wilmington, Ohio	1	Ground	66	10 Aug 47	2100	Silver Springs, Ohio	1	Ground
48b	7 Jan 48	1910EST	Wilmington, Ohio	1	Ground	67	14 Aug 47	1600	Placerville, California	1	Ground
48c	7 Jan 48	1930	Wilmington, Ohio	1	Ground	68	24 Jun 47	Not stated	Cascade Mountains, Portland, Oregon	6	Ground
48d	7 Jan 48	1920-1950	Wilmington, Ohio	1	Ground						
49	9 Jan 48	2300-2315	Danville, Kentucky	1	Ground	69	6 Aug 47	2230-2245	Philadelphia, Pa.	1	Ground
50	10 Jan 48	2200	Wildwood, New Jersey	One at this date, pre- viously 1 each 27 Dec, 3 Jan all at 2000 o'clock.	Ground	70	6 Aug 47	1045	Philadelphia, Pa.	1	Ground
51	3 Sept 47	1215	Oswego, Oregon	12-15	Ground	71	8 Oct 47	Not stated	Las Vegas, Nevada	1	Ground
52	29 Jul 47	1450	Hamilton Field, California	2	Ground	72	Not stated	Not stated	Fort Richardson, Alaska	1	Ground
52a	29 Jul 47	After 1200	Hamilton Field, California	2	Ground	73	4 Aug 47	1600	Boston (10 miles NW) Mass.	2	Air
53	28 Jun 47	1515	Lake Mead, Oregon	5-6	Air	74	24 Jun 47	App. 1500	Mt. Adams, Washington	Not Stated	Ground
54	16 Jan 47	2230	North Sea (50 miles from the Dutch Coast)	1	Air	75	13 Aug 47	1300	Snake River Canyon, Idaho	1	Ground
55	23 Jul 47	0345Z	Harrison Field, Newfoundland	1	Ground	76	13 Aug 47	Morning	Salmon Dam, Idaho	2	Ground
						77	3 July 47	1830Z	South Brookville, Maine	10	Ground
						78	30 Jun 47	0910 MST	Grand Canyon, Arizona	2	Air
						79	Apr 47	1100 EST	Richmond, Virginia	1; others on other occasions	Ground

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Incident No.	Date	Time	Location	No. Sighted	Observed From	Incident No.	Observer's Occupation	Maneuvers	Weather
80	7 Jul 47	2230-2300GDT	Arlington, Virginia	1	Ground	1	1st Lt, USAF	None - horizontal flight	Not stated
81	7 Jul 47	0900	Hickam Field, Hawaii	1	Ground	1a	S/Sgt, USAF	Not stated	Not stated
82	17 May 47	2030-2100	Oklahoma City, Oklahoma	1	Ground	1b	Unknown	Not stated	Not stated
83	9 Jul 47	1217	Boise (Between Boise and Meridian) Idaho	1	Air	1c	S/Sgt, USAF	Not stated	Not stated
84	7 Jul 47	1300-1400EST	Lakeland, Florida	5	Ground	1d	Pfc, USAF	Flying in tight circle	Not stated
85	14 Jun 47	1200	Portland, Oregon	10	Ground	1e	Not stated	Horizontal and tight circles	Not stated
86	6 July 47	Not stated	Hollywood, California	1	Ground	2	Maj, USAF	Descended from an intermediate altitude in an oscillating fashion almost to the ground, then started climbing again to a very high altitude and moved off slowly in the distance.	Not stated
87	Not stated	Not stated	Habberbishopsheim (20 miles north) Germany	1	Ground				
88	3 Aug 47	Afternoon	Hackensack, N. J.	1	Ground	3	Major, USAF	Oscillating in a downward twirling movement	Not stated
89	6 Jul 47	1345	Kansas City (100 miles west), Kansas	1	Air	4	Capt, USAF	Falling at three times the rate of a parachute	Not stated
90	29 Jun 47	1300-1330	Las Cruces, New Mexico	1	Ground				
91	28 Jun 47	2120-2145	Maxwell Field, Alabama	1	Ground	5	Patrolman, Portland Police Dept.	Dipping up and down in oscillating motion	Not stated
92	19 Jun 47	1215-1315	Colorado Springs, Colorado	1	Ground	6	Sgt, Oregon Police	Following each other	Clear with little or no cloud formation
93	11 Jan 48	1 1630	Hartford, Connecticut	1	Air				
94	30 Dec 47	1926PST	Between Great Falls, Montana and Fairfield, California	1	Air	7	Patrolman, Portland Police Dept., former Air Force pilot	Not stated	Clear with little or no cloud formation
95	30 Dec 47	1925PST	Rosedale, California	1	Air				
96	30 Dec 47	1926	Lovelock (30 miles west), Nevada	1	Ground	8	Patrolman, Portland Police Dept. Private pilot	Straight line formation; last disc fluttered very rapidly in side-way arc	Clear with little or no cloud formation
97	30 Dec 47	1925PST	Between Medford and Mt. Chasta, Oregon	1	Air				
98	2 Nov 47	Daybreak	Houston, Texas	1	Ground	2a	Patrolman, Portland Police Dept. Private pilot	Straight line formation; last disc fluttered very rapidly in side-way arc	Clear with little or no cloud formation
99	3 Jan 48	Not stated	Vassa, Finland	1	Ground				
100	6 Jan 48	Not stated	Pretarsaari, Finland	1	Ground		Capt., Harbor pilot	Discs would oscillate and sometimes a full disc would be visible, then a half-moon shape, then nothing at all	Not stated

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Incident No.	Observer's Occupation	Maneuvers	Weather	Incident No.	Observer's Occupation	Maneuvers	Weather
10	Capt, United Airlines	Straight-away horizontal flight	Not stated	30b	Traffic Air Controller	Bobbing up and down	Overcast
11	Coast Guard	Horizontal flight	Not stated	30c	Not stated	Climbing and descending	High overcast
12	Deputy Sheriff	Not stated	Not stated	31	Professor and Head of Aero Engineering	None	Clear
13	Not stated	Not stated	Not stated	32	Lt, USAF	None	Overcast
14	Not stated	Flipping around	Not stated	33	T/Sgt, USAF	None	High scattered clouds
15	Not stated	Not stated	Not stated	33a	1st Lt, USAF	None	Visibility unlimited
16	Not stated	Not stated	Not stated	33b	PTC	None	High scattered
17	Private pilot	Straight horizontal flight	Clear as crystal	33c	Capt, USAF	May have been turning	Not stated
18	Not stated	Horizontal flight	Clear	33d	Capt, USAF	None	High overcast with BKS
19	Farmer	Straight course - were flying about a city block apart, one behind the other	Cloudless and sunny	33e	Col, Ky. State Police	None	High scattered, visibility unlimited
20	Not stated	Straight course	Not stated	33f	Capt, USAF (Flight Leader MG 869)	None	Clear
21	Not stated	Single file	Not stated	33g	Unknown	Not stated	Not stated
22	Not stated	Flashing	Not stated	34	Judge	None	Clear
23	Not stated	Horizontal flight	Not stated	35	Second Officer, Navy	None	Not stated
24	Not stated	Shooting up and down	Clear	36	CAA Official	Not stated	Not stated
25	Not stated	Horizontal flight	Bright moonlight	37	Pilot	None	Clear
26	Mechanic	Not stated	Not stated	38	Hungarian Peasants	Not stated	Not stated
27	TWA Representative	Not stated	Clear	39	Constable	None	CAVU
28	Lt Governor	Not stated	Not stated	40	Not stated	Spiraled downward from 5,000 to 2,000 ft and then went upward at a 45° angle	Cumulus clouds
29	West Coast Pilot, 7000 hrs.	Not stated	Not stated				
30	Capt, USAF, Asst Operations Officer	Climbing and descending vertically	Solid overcast				
30a	VHF/DF Operator	Hovering, made three 360° turns around one place. Moved to another position and circled more. Turns required 30-40 sec. Diameter estimated at 2 miles.	Overcast, 1000 ft.				

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<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
41	Colonel, USAF	Not stated	Not stated
42	Major, USAF	Not stated	Not stated
43	Bus Driver	None	Not stated
44	Not stated	None	Not stated
45	Not stated	Not stated	Not stated
46	Not stated	None	Cloud banks.
47	Captain, USAF	Rolled from side to side	Not stated
48	Major, USAF	Ascending and descending	Not stated
48a	T/Sgt	Up and down and side to side	Cold and clear with few scattered clouds
48b	Cpl.	Ascending and descending	Light scattered clouds with haze towards S/W.
48c	S/Sgt	Ascending and descending very rapidly	Clear with overcast in S/W.
48d	Not stated	Ascending and descending	Clear to scattered.
49	Not stated	None	Not stated
50	Knitting designer	Approaching shore from Ocean then rise and fall slowly.	Not stated
51	Not stated	Not stated	Not stated
52	Capt, USAF, ASST. Operations Officer and Instructor Pilot formation.	Horizontal left to right, right to left like a guard in an airplane	Clear
52a	1st Lt. in Air Reserves former B-29 Pilot	Similar to a fighter aircrafts maneuvers when accompanying heavier ships.	Not stated
53.	1st Lt, USAF, Pilot	Horizontal very close formation	Not stated
54	Mosquito Pilot	Efficient controlled evasive action	Not stated
55	Government Employee	Abrupt darts	High scattered condition visibility 15 miles.
56	S/Sgt, USAF	Traveling in a definite arc.	Not stated

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<u>Incident No.</u>	<u>Observer's Occupation</u>	<u>Maneuvers</u>	<u>Weather</u>
57	Bridge Construction	Not stated	Clear and dark.
58	Chief Pilot-Flying service	Not stated	Not stated
59	Pilot	None	Not stated
60	Storekeeper	Not Stated	Clear at dusk
61	Not stated	None	Not stated
62	Not stated	Not stated	Cloudy
63	Not stated	Hovering and fluttering, rising and descending.	Scattered small clouds.
64	Executive Director of Housing Authority.	Horizontal	Overcast
65	Pilot	Not stated	Not stated
66	Lt. Col, GSC Scientific Branch Research Group.	Horizontal Flight	Not stated
67	Insurance Adjuster	None	Clear
68	Prospector	Banking	Clear
69	Not stated	Not stated	Not stated
70	Insurance Agent	Not stated	Clear
71	Capt. AC Reserves	Not stated	Clear
72	Army Officer	Not stated	Cloud formation scattered above 10000 ft.
73	Navigator (Constellation type aircraft)	Not stated	5/10 scattered cumulus with tops at 10000, visibility 10 miles.
74	Prospector	Standing on edge and banking in the clouds.	Not stated
75	Trout Farm Oper.	Rode up and down over the hills and hollows of the canyon floor.	Not stated
76	County Commissioner	Not stated	Not stated

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Incident No.	Observer's Occupation	Maneuvers	Weather	Incident No.	Color	Shape	Size	Sound
77	Astronomer	Not stated	Not stated	1	Silvery	Not stated	Not stated	Not stated
78	Lt, USN (P80 Pilot)	Not stated	Not stated	1a				
79	Weather reporter	Not stated	Clear	1b				
80	Lt. Col, USAF	Not stated	Scattered clouds visibility 10-12 miles.	1c	Silvery	Saucer shaped	Not stated	None
81	Civil Service Employee	Ascending slowly	Cloudy	1d	Reflected the sun's rays	Disc	Not stated	Not stated
82	Field Engineer	Not stated	Not stated	1e	Silvery	Disc	Not stated	None
83	Pilot	Slow roll or barrel	Some clouds	2	Aluminum colored surface	Thin metallic object, unconventional shape	Pursuit ship	Not stated
84	Sign Painter	Climbing	Clear-scattered clouds	3	Yellowish-white	Spherical	5 - 10 ft, diameter	Not stated
85	Private Pilot	Not stated	Not stated	4	White aluminum	Distinct oval outline; two projections on upper surface which might have been thick fins or nubs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type	50 ft.	None
86	Not stated	Turned a corner and seemed to roll.	Clear					
87	U. S. Army	Descended slowly and then dropped in a spiral motion.	Not stated					
88	Not stated	Not stated	Not stated					
89	Major, USAF	Not stated	CAVU					
90	Administrative Asst, Rocket Sunde Section	Not stated	Clear	5	Not stated	Round	Not stated	None
91	Captain	Traveling in zig-zag course	Clear	6	Whitish-brown	Disc	Not stated	None
92	Railroad Employees	Climbing, diving and reversal of direction which happened every few seconds.	Clear and sunny	7	Aluminum	Disc	Not determined	None
93	Capt, USAF	Shooting towards the east at 45° angle	Not stated	8	White	Disc	Out of sight before detailed observation made	None
94	Lt Col, Hq, EPW	Descending vertically - seemed to slow down on nearing the earth	Not stated	8a	White	Disc	Out of sight before detailed observation made	None
95	C-47 crew	Not stated	Not stated	9	Like shiny chromium hub cap	Disc	Not stated	Not stated
96	Not stated	Not stated	Not stated	10	Not stated	Thin and smooth on bottom; rough appearing on top	Not stated	Not stated
97	Airplane crew	Not stated	Not stated					
98	Immigration Service	Appeared to be spinning in its descent	Not stated					
99	Not stated	Not stated	Not stated					
100	Not stated	Not stated	Not stated					

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Incident No.	Color	Shape	Size	Sound
11	White	Saucer	Not stated	Not stated
12	Not stated	Like flock of geese	Not stated	Low humming sound
13	Resembled metallic	Not stated	Not stated	Not stated
14	Like a new dime	Like a new dime	Like a new dime	Not stated
15	Silver	Not stated	Not stated	Not stated
16	Not stated	Disc	Not stated	Not stated
17	Mirror bright	Approximately circular, no tail	Diameter equal to distance between outboard engines of DC 4	Not stated
18	Yellow	Ball	Not stated	Not stated
19	Reflected the sun brilliantly	Like cigars - much longer than wide	Not stated	None
20	Silver	Round	About 12 inches in diameter	None
21	Dirty white	Between circle and oval - inverted saucer	175-250 ft. diameter 12 ft. thick	Like electric motor or dynamo
22	Shiny silvery	Slim body	Quite large	Not stated
23	Bright and silvery	Half-circle	Not stated	Not stated
24	Glistened in sun	Too far away to determine shape	Too far away to determine shape	None
25	Luminous	Flying saucer - no tail	Not stated	Not stated
26	Not stated	Not stated	Not stated	Not stated
27	Silvery	Circular in shape like a wagon wheel	Same span as C-54 at 10,000 ft.	Not stated
28	Not stated	Comet-like	Not stated	Not stated
29	Not stated	Almost round	Not stated	Not stated
30	White (light)	Not stated	Not stated	None

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Incident No.	Color	Shape	Size	Sound
30a	Amber	Round or oval	C-47 airplane	None
30b	Bright white to amber	Cone-shaped, blunt on top and tapering off toward bottom	Enormous	None
30c	White (light)	Round	Comparable to runway light	None
31	White	Not stated	Not stated	None
32	Amber	Not stated	Not stated	None
33	Sun flashes on metal or metallic	Roughly circular	At the distance and altitude the object appeared to be the size of silver dollar	None
33a	White or luminous. Turned to be more red as the sun set	Round tending to be conical	Unknown - altitude and distance too great	None
33b	Not stated	Cone, topped with red	Not stated	None
33c	Silver with shadow	Teardrop	Unknown - believed to be large	Unknown
33d	White	Round at times - cone shaped	Uncertain because of distance	None
33e	White	Round	1/4 size full moon	None
33f	Metallic	Not stated	Tremendous	Not stated
33g	Not stated	Cone	100 ft. high, 43 ft. across	None
34	Reddish tinge	Round	Large grapefruit	None
35	Fire color	Ball	Not stated	Not stated
36	Not stated	Not stated	Not stated	Not stated
37	Reddish with blue background. Black with white background	Not stated	3 ft. from point of view	None
38	Silver	Ball	Not stated	Not stated

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Incident No.	Color	Shape	Size	Sound
39	Phosphorus	Egg-shaped discs	Not stated	Not stated
40	Gray	Elliptical	20-30 ft.	Noise like jet aircraft prior to its appearance. No audible sound heard while object was in view.
41	Aluminum	Round	3 ft. diameter	Not stated
42	Grayish	Balloon	10 ft diameter	Not stated
43	Dirty white	Between a circle and an oval (Inverted saucer)	12 ft thick and 175-250 ft diameter	Electric Motor or dynamo
44	Not stated	Flying Saucers (not actually described as being this shape)	Not stated	None
45	Not stated	Not stated	Not stated	Not stated
46	Silvery white	Round	Small	Not stated
47	No definite color top side reflected light.	No definite shape	C-54 airplane	Not determined due to the noise of airplane.
48	Red	Flaming Red cone	Not stated	Not stated
48a	Bright light changing to red then to white or yellow	Circular-like a star in the sky only larger.	Very large compared to an aeroplane light.	None
48b	Red - when descending	Cone	Not determined	Not stated
48c	Red when moving then green and black to red.	Not stated	Not stated	Not stated
48d	Yellow or flame colored.	Not stated	Not stated	Not stated
49	Not stated	Pencil shaped object	Not stated	Not stated

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Incident No.	Color	Shape	Size	Sound
50	Stated as queer light.	Referred to as saucer but not stated as being of this definite shape.	Not stated	Not stated
51	Silver	Round	Not stated	Not stated
52	White, shiny	Circular like a ball on the bottom but not completely round.	15-25 ft Diameter	Not stated
52a	Milk white	Not stated	Not stated	None
53	White	Circular	36 inches diameter	Not stated
54	Not stated	Not stated	Not stated	Not stated
55	Redish	Not stated	Not stated	None
56	Dim glow of light	Round	2 ft. diameter	None
57	Silver to Red	Not stated	Not stated	Not stated
58	Black	Saucer (not definitely stated as being this shape)	Larger than C-54 airplane	Not stated
59	Incandescent light without appreciable blue and no reddish tinge.	Not stated	Not stated	Not stated
60	Flame color	Disc shaped (the after glow made it look like a cone)	Barrel Head, dinner plate and the size of a plane flying high.	Not stated
61	White and illuminated	Not stated	Size of Pigeons	Not stated
62	Yellowish white	Not stated	Small	Not stated
63	Gleamed and Shimmered	Disc (not actually stated as being of this shape)	3 ft. diameter and of no great thickness.	Not stated
64	Color similar to electric light.	Not stated	Not stated	Not stated
65	Not stated	Not stated	15 inches diameter	Not stated
66	Bright Orange	Not stated	Not stated	Not stated
67	Metal color highly polished chromium.	Top surface slightly curved-larger in front than in the rear.	4-6 ft in length and 10-14 inches wide.	Not stated

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Incident No.	Color	Shape	Size	Sound
68	Not stated	Disc - appeared to have a tail.	30 ft diameter	None
69	White	Not stated	Not stated	Buzzing sound.
70	Not stated	Giant fire cracker	Not stated	Buzzing sound not as loud as a rocket ship.
71	Not stated	Not stated	Not stated	Not stated
72	Silver	Sphere(was not like saucer or disc.	2-3 ft diameter	Not stated
73	Deep Gold	Elliptical	15 ft long 2-3 ft in length.	Not stated
74	Not stated	Tapered sharply to a point in the front end.	30 ft. diameter	None
75	Sky blue	Oblong like a broad rim hat with a low crown.	20 ft. long and 10 ft. thick.	Made a swishing sound
76	Not stated	Not stated	Not stated	Like the echo of a motor.
77	Light colored	Only concrete evidence of form appeared on the left tangent of the group.	50-100 ft wide.	Loud roar
78	Light gray	Circular	8 ft. diameter	Not stated
79	Silver	Not stated	Larger than a Pibal balloon when observed through a theodolite.	Not stated
80	Reflected white light.	"Blob"	Small airplane	None
81	Silver	Large Balloon with silver disc below it, no attaching cables were noticed.	Large	Not stated.
82	Frosty white	Round and flat	Equal to bulk of 6 each, B-29 airplanes with diameter to thickness ratio of 10-1.	A slight swishing.
83	Black	Round	Twenty-five cent piece.	Not stated

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Incident No.	Color	Shape	Size	Sound
84	Shiny	Round	Not stated	None or less shrill.
85	Not stated	Resembled the XP5U-1.	Not stated	Not stated
86	Not stated	Not stated	Not stated	Not stated
87	Not stated	Not stated	Not stated	Not stated
88	Not stated	Flying disc (not actually described as being of this shape)	Not stated	Not stated
89	Silvery	Round disc shaped object	30-80 ft. diameter	Not stated
90	Reflected light	Uniform with no protuberances such as wings of an airplane	Not stated	Not stated
91	Light	Not stated	Not stated	None
92	Silver	Not stated	Small	Not stated
93	Bluish center with red on its edges	Appeared to be a disc	Resembled a shooting star; however, observers not certain	Not stated
94	Not stated	Not stated	Not stated	Not stated
95	Not stated	Not stated.	Not stated	Not stated
96	Not stated	Not stated.	Not stated	Not stated
97	Flash of light	Not stated	Not stated	Not stated
98	Bright light	Almost round or perhaps oval or saucer-shaped	30-50 miles diameter	Not stated
99	Shining	Brightly shining object with long tail	Not stated	Not stated
100	Shining	Not stated	Not stated	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
1	None	320°	1000-8000 ft.	300 mph	Not stated
1a					
1b					
1c	Not stated	Northwest	7500-8000 ft.	350-400 mph	Not stated
1d	Not stated	Northwest	7000-8000 ft.	300-400 mph	Not stated
1e	Not stated	Northwest	8000 ft.	300-400 mph	Not stated
2	Not stated	Not stated	From very near the ground to very high	Not stated	Not stated
3	Not stated	West to east	10000-12000 ft.	200-225 mph	Not stated
4	Not stated	North of due east	Under 20000 ft.	Slower than maximum speed of P-80	Not stated
5	Not stated	Two flying south - 3 flying east	Not stated	Great speed	Not stated
6	Not stated	Northwesterly	Undetermined	Terrific	Not stated
7	None	Southwest	30000 ft.	Terrific - faster than any object ever seen by him	Not stated
8	None	South	40000 ft.	Terrific	Not stated
8a	None	South	40000 ft.	Terrific	Not stated
9	Not stated	South	High over Globe Mills	Terrific	Not stated
10	None	Northwest	Not stated	Cruised for 45 min. at conventional airline speed (180 mph) then rapidly disappeared	Not stated
11	Not stated	Over north end of Lake Washington	Not stated	Not stated	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
12	Not stated	Not stated	Not stated	Not stated	Not stated
13	Not stated	3 west to east. 1 north	Did not appear very high	Traveling so fast they were out of sight in east in 2-4 seconds	Not stated
14	Not stated	Not stated	Not stated	Moving slowly over sandy district	Not stated
15	Not stated	1 headed southeast. 2 headed northeast	High	Not stated	Not stated
16	Not stated	Not stated	Not stated	Not stated	Not stated
17	Not stated	north to south about 170°	9500 ft.	Not stated	Not stated
18	Trail stream- ing out behind like vapor trail behind air- plane on misty day	South over west end of Toronto	Not stated	Not stated	Not stated
19	Like slight trace of steam. Disappeared immediately.	West to east	One mile high	Very fast	Not stated
20	Not stated	Southwest	About 1500 ft.	Fast	Not stated
21	Not stated	N.N.W.	1200 ft.	About 300 mph	Not stated
22	Not stated	S.W. of S.	7000 ft.	Slower than two-motored army plane	Not stated
23	Not stated	Not stated	3000 ft.	Not stated	Not stated
24	Cloud-like vapor - re- tained shape and persisted for over an hour	Southeast	Very high	Very fast	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
25	Not stated	East	High	Fast	Not stated
26	Bluish-black	Not stated	Not stated	Not stated	Cut a clear path through clouds
27	Bluish-black 15 mi. long	Not stated	10000 ft.	Fast	Seemed to cut clouds open
28	Not stated	Not stated	Not stated	Did not move. Seemed to go below horizon with rotation of earth	Not stated
29	Not stated	10 flying north; on reverse course there were only 7	High	300-400 mph	Not stated
30	None (appeared to have bluish streaks out from sides)	West	3000	Slow	Not stated
30a	Five times length of object	120°	From very near ground to 1000 ft. after it started to leave vicinity	500 mph	Not stated
30b	Small streak trailing object	S.S.W.	2000-3000 ft.	Exceeding 500 mph	Not stated
30c	Not stated	Not stated	different altitudes	Motionless	Not stated
31	White, heavy	West to east	20000-50000 ft.	600-200 mph	Not stated
32	None	Stationary	3000 ft.	Stationary	None
33	None	None visible	Unknown	none visible	None
33a	None	210° from Godman Field	Extremely high	Stationary	None
33b	None	Not stated	Not stated	Not stated	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
33c	Not seen	Appeared to be stationary.	Very high.	Appeared to be stationary.	None
33d	None	210° from Godman Fld.	Uncertain-very high.	Stationary.	Could be seen through cirrus
33e	None	210° from Godman Fld.	25000 ft.	Stationary.	None
33f	Not stated	Approx. 210° from Godman Fld.	15000 ft.	500 mph	Not stated
33g	Not stated	Southwest	4 miles	10 mph	Not stated
34	None	West to east	Not stated	Speed of a meteor or falling star.	None
35	Stream of fire.	Northwesterly	Not stated	700-900 mph	Not stated
36	Not stated	Northeast	Not stated	Not stated	Not stated
37	Not stated	Northeast	8000-10000 ft.	350 mph	Not stated
38	Not stated	Not stated	Not stated	Not stated	Not stated
39	None	East	30000 ft.	Very fast	Not stated
40	Not stated	Appeared from northeast.	5000 ft.	400-600 mph	Not stated
41	Not stated	South	Not stated	Great	Not stated
42	Not stated	Northwest	1500	100 mph	Not stated
43	Not stated	First group S S/E, second group N/W.	1200	300 mph	Not stated
44	Not stated	South	Not stated	Fast	Not stated
45	Not stated	Not stated	Not stated	Not stated	Not stated
46	Not stated	Northwesterly	1000	Faster than an airplane.	Not stated
47	Not stated	Southwesterly	10000	Faster than any aircraft he had ever seen.	Not stated
48	Gaseous green mist.	S/W when it left the vicinity.	Not stated	Gained and lost altitude at a terrific rate.	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
48a	Very faint exhaust trail when moving.	S/W when it left the vicinity.	Not stated	Left vicinity at very high speed.	Not stated
48b	Greenish mist when descending.	S/W when it left the vicinity.	Not stated	Not stated	Not stated
48c	Not stated	210 degrees when it left the vicinity.	15000-20000	Not stated	Not stated
48d	None	Approximately due west when it left the vicinity.	From 4000 to very high.	Slow	Not stated
49	Long trail of smoke.	West	Very high	Not stated	Not stated
50	Not stated	Shoreward	Not stated but said to be quite close.	Slow until over land then higher speed while leaving.	Not stated
51	Not stated	Not stated	High	Not stated	Not stated
52	None	Southward	8000-10000	Made a P-80 look like it was motionless in the air.	Not stated
52a	Not stated	120°	6000	Approximate-ly 750 mph.	Not stated
53	Not stated	120°	6000	285 mph.	Not stated
54	Not stated	North Sea to Norfolk	22000	Equal to or greater than a British Mosquito.	Not stated
55	Not stated	NNE	10000	High velocity, stated to be faster than conventional airplane.	Not stated
56	Not stated	South East	2000 ft	500-600 mph.	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
57	Not stated	NNE (30° E of true North on horizontal plane.	30° off the horizon at an estimated 1/4 mile range.	High velocity, stated to be faster than a tracer bullet.	Not stated
58	Not stated	N/W	1000	510 mph.	Not stated
59	Not stated	350° later changed to 109°.	9500-10000	1000 knots	Not stated
60	Light flame color.	From N/W heading Eastward.	6000	Very high velocity.	Not stated
61	Not stated	Northern	2000-3000	Faster than birds.	Not stated
62	Not stated	Not stated	Several thousand ft.	High rate of speed.	Not stated
63	Not stated	Northeasterly	3000	Tremendous Speed.	Not stated
64	Not stated	Northeasterly	Not stated	Terrific	Not stated
65	Not stated	West to East	1000	1000-1200mph	Not stated
66	Long straight white streak similar to the streak left by a tracer bullet.	North to South	Low	Required 3-4 seconds to travel 70° arc.	Not stated
67	White trail of smoke.	Not stated	500-1000	Terrific	Not stated
68	Not stated	Southeasterly	6000	Not stated	Not stated
69	Thin streak of greyish color.	South	Not stated	Very fast.	Not stated
70	Either smoke or condensation lasting 2 seconds.	NE to SW	1000-3000	400-500	Not stated
71	May have been smoke or vapor from intense speed, was almost white.	Southeast then turned and went west.	Not stated	700-800	Not stated

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Incident No.	Exhaust Trail	Heading	Altitude Ft.	Speed	Effect on Clouds
72	None	South	Below 10000	Tremendous	Not stated
73	None	Easterly approximately 110° magnetic.	7000	175 mph	Not stated
74	Not stated	Not stated	Not stated	Greater than anything ever witnessed.	Not Stated
75	None	East to west	75	Not stated	Not stated
76	Not stated	Not stated	4000-6000	Not stated	Not stated
77	Not stated	Northwest(True)	Not stated	600-1200	Not stated
78	Not stated	Straight down.	Decreasing from approximately 25000.	Inconceivable	Not stated
79	Not stated	East to West	Less than 15000	Not stated	Not stated
80	None	Southeast	Less than 500	Computed at 1350 mph, however appeared to move with the speed of a jet aircraft.	Not stated
81	Not stated	Northwest	6000	Not stated	Not stated
82	None	350°	10000-18000	Three times that of a jet aircraft.	Not stated
83	Not stated	Not stated	11000	Not stated	Not stated
84	Not stated	Northeast	7500	Not stated	Not stated
85	Not stated	North	8500	350 mph	Not stated
86	Not stated	Northward	Not stated	Not stated	Not stated
87	Not stated	Not stated	from 5000	Not stated	Not stated
88	Not stated	Not stated	200 yards	moving rapidly	Not stated
89	Not stated	East	11000	210 mph.	Not stated

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NOTE: Incident #19

It has now been definitely determined that both the photograph and story were a hoax, perpetrated for publicity and money.

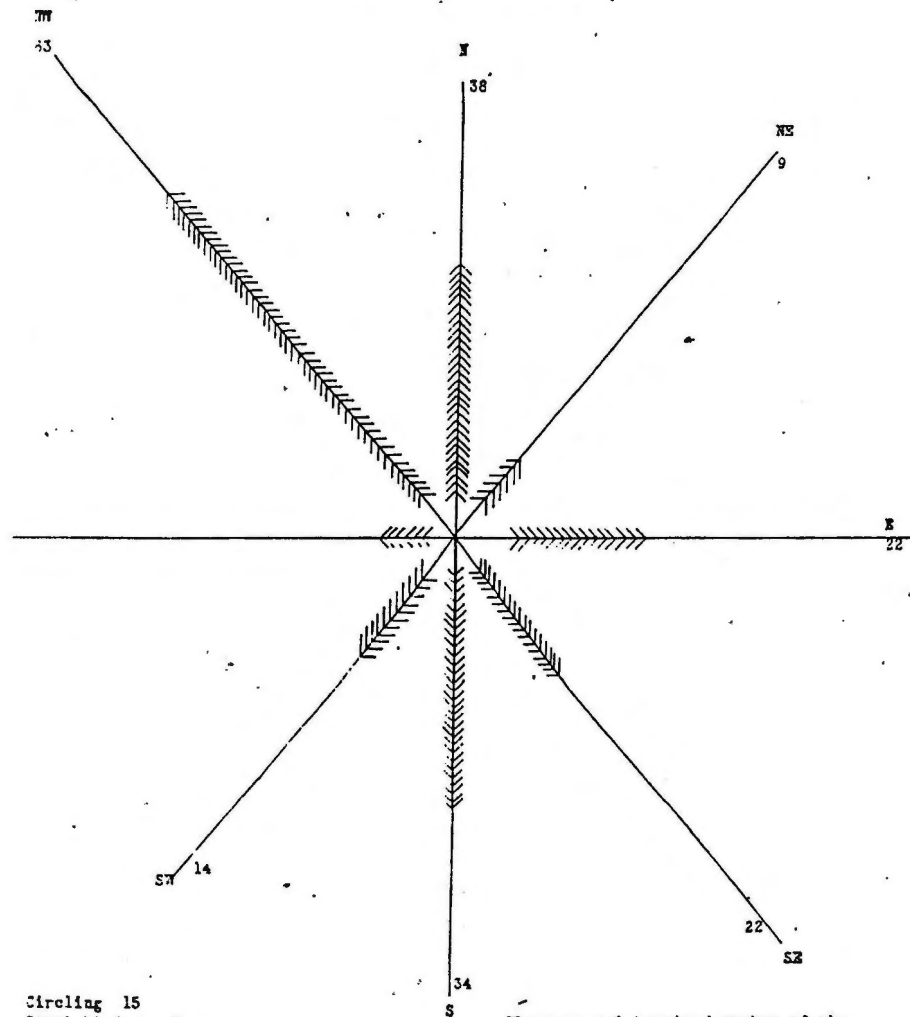
Incident #84

The person making the report on this incident was determined to be an excitable person, very talkative, and possessing an exaggerated imagination and inclined to impress people with his continuous chatter.

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REPORTED DIRECTIONS OF FLIGHT



Circling 15
Straight down 3
Direction Indefinite 54
Direction Not Stated 61

Where an undetermined number of objects were reported the minimum number of objects are plotted. Same object reported by different people only shown once.

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The Rhodes photos reproduced poorly in the SIGN report. (See page 44.)

The last section of the SIGN report, an article from the March 5, 1948 issue of the British magazine *Aeroplane*, is not included here.

The article is "The Biology of The Flying Saucer -II," by A.R. Weyl, A.F.R.Ae.S.

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identified Flying Objects. Writing about the article, Ruppelt wrote the following, which was omitted from the book's final draft:

"Many famous names were quoted. The civilian scientists were represented by Dr. Irving Langmuir of General Electric Research Laboratory, a brilliant and distinguished man, Dr. Langmuir, who as far as I could find out, had never seen a complete UFO report from ATIC files, completely, positively and in a few short words, pooh-poohed the whole problem." (xx.)

(xx.) Omitted from the final draft of *The Report on Unidentified Flying Objects*. Quote from Chapter Five, page 7, of the unedited manuscript. Copy in author's files.

Some thoughts about the Langmuir evaluation.

Here are some things to remember about this "official evaluation" since it seems to set the pattern for later UFO juries.

- a.) The judge (or judges, in this incident just Langmuir) have impeccable (intimidating) scientific credentials. (Any serious challenge to the verdict would probably have to come from a peer review)
- b.) The judge(s) has close ties with the government/military establishment.
- c.) A restriction was placed on the amount of data examined. (This reduces the visibility of any patterns, and the chance of having too many hard to explain reports on the table. A few tough cases could be dismissed on the grounds that, perhaps, errors were made in the investigation.)
- d.) A restriction was placed on the amount of time spent examining the material. (A rush job avoids the development of embarrassing discrepancies, and hampers the gathering and introduction of data which would counter any argument.)
- e.) The judge(s) makes the rules.
- f.) In spite of his brilliant intellect, the judge(s) finds nothing of compelling interest in the case material. There is absolutely no doubt about that conviction. The so-called mystery is almost a joke!

In a 1954 interview conducted by the *Trenton* (New Jersey) *Sunday Times-American*, the head of project SIGN, Alfred Loedding, mentions a review of the SIGN evidence by a "top scientist." Was the scientist Langmuir? The article says:

"Loedding was sent with his final report to one of the country's leading scientists who was asked to give a decision on the nature of flying saucers.

"The celebrated scientist glanced at the lengthy report, according to Loedding, and concluded the same day that flying saucers are figments of the imagination.

"Shortly thereafter I was informed that my stock in Washington had hit an all time low." (xx.)

(xx.) Trenton, New Jersey. *Trenton Sunday Times-American*. 10 October 54.

It has been believed the reference to SIGN's "final report" would put the event later in the Summer, but what if there was some confusion with SIGN's initial and only report? Was the unnamed scientist Langmuir? If so, Langmuir's review has had an historical impact.

A debunking campaign?

Now that the Langmuir story and the SIGN report has been presented in detail, one can see why the distinguished scientist's "review of the evidence" is suspect.

One problem, and it was why a question mark was inserted after the word "asked" on page 26 of this monograph, is that the Pathological Science article provides no answer if we want to know if Langmuir reviewed the material to satisfy his own curiosity, or if the review was in any way official? The article in the Trenton newspaper (if we're talking about one meeting instead of two different ones) indicates the trip to the General Electric Lab was not Loedding's idea. It says he, "was sent." An objection was raised that it was unlikely a low-ranking man like Loedding would be asked to confer with the great Langmuir, but the news article did say the man in question here was a "celebrated scientist." Were Langmuir's actions a debunking to rein in the SIGN people? Was there any connection with the news story out of Washington on January 31st in the wake of sensational national headlines about Mantell's death? (See page 15) Was a debunking campaign about to be launched by what Dr. Michael Swords called a school of thought among the higher ups that took the "total bunk" view? (xx.)

(xx.) *UFOs and Abductions -Challenging the Borders of Knowledge*. Ed. Dr. David M. Jacobs. University Press of Kansas: Lawrence, Kansas, 2000. Chapter Four: "UFOs, the military, and the Early Cold War Era," by Michael D. Swords. p.93.

Note the following:

Project SIGN officially commenced its activities on January 26, 1948, after an order establishing it was issued back on December 30, 1947. A spokesman for the Joint Research and Development Board, the Government's top scientific body, issued a statement on January 25th that the Military and Government had found no evidence and "had no intention of doing anything about it." Was the JRDB ignorant of the existence of project SIGN?

Remember, also, the words of the Wright Field's Colonel McCoy on March 17th when he addressed a meeting of the Scientific Advisory Board (See page 18) He said: "We have a new project -Project SIGN -which may surprise you..."

5 May. Loedding efficiency rating.

Although Langmuir's sweeping rejection of "flying saucers" must have been a blow to SIGN

personnel, project chief Loedding received a vote of confidence from his military superiors. (See Efficiency Rating on page 48) One might call attention to the fact that the rating document says UFOs were: "...an intelligence item of vital importance to the National security." (xx.)

(xx.) Connors, Wendy and Michael D. Hall. *Alfred Loedding & The Great Flying Saucer Wave of 1947*. Rose Press: Albuquerque, New Mexico, 1998. This is the most complete source one can find about Loedding's career and the workings of project SIGN.

30 June. Hecla, South Dakota. (night)

"Not anything terrestrial."

A case published by Michael Swords:

"A husband and wife were driving and saw an unusual 'star' high in the sky. The husband, an amateur astronomer and engineer, stopped the car and they got out to look for a while. The star, which they were pretty sure was not a star but a much larger (in angular aspect) mass, was not moving at all. They drove on, stopped again, and got others to look. More driving and another stop. This time, something seemed to be happening. The mass, still visually small, seemed to be larger and changing shape. A piece 'fell off,' moved away, and appeared like a round ball. Two more pieces now did the same, and moved to positions off the central body, which formed a perfect equilateral triangle. All the balls and the central object looked like polished aluminum. The central object now appeared like an aggregation of much smaller objects that dispersed and faded away. The three equilateral balls kept moving outward, always keeping their perfect geometry. Then they seemed to get smaller and fainter, as if rising to great height, and vanished. The astronomer-engineer said: 'my convictions at this point were that it could not be anything terrestrial.'" (xx.)

(xx.) Swords, Michael D. "Project Sign and the Estimate of the Situation." *Journal of UFO Studies*. New Series, Vol. 7, 2000. p.45.

Summer 1948. Near Fox River Grove, Illinois. (Just before sunrise)

Trucks encounter mysterious object.

Witness Charley Rider wrote:

"This sighting took place in the summer of 1948. I worked for a beer distributor in Eau Claire, Wisconsin, as a semi driver and would make a freight run once in awhile to Chicago. It was on one of these runs that this sighting took place.

"There were no freeways in Wisconsin then. I caught up to another truck not very far from Fox River Grove, Illinois. It was a Consolidated Freight Ways. As he was holding me back, I passed and took the lead, but was not leaving him very fast. We were on Highway 14 to Fox River Grove, Illinois.

AMC Form No. 18-3
(Rev 77 Jul 47)

ROUTING AND RE RD SHEET

LATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and address.

Place initials of dictater 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		
Efficiency Rating of Mr. Alfred C. Loedding		
TO	FROM	DATE
MCACXC-12	MCIA	5 May 48
		COMMENT NO. 1
1. It is believed by the undersigned that the work of Mr. Alfred C. Loedding for the current efficiency rating period deserves the grade of "Excellent". 2. During this period Mr. Loedding has served as Technical Assistant to the Division Chief and has been in complete charge of certain special projects which due to complexity and manifold circumstances were not of a nature which would permit assignment to an operating section. 3. Mr. Loedding is exceptionally cooperative and dependable. He is intensely interested in his work, a convincing speaker, and possessed with initiative and ability beyond normal requirements. 4. Instances of Mr. Loedding's accomplishments which were of outstanding credit to the Division are given below: a. Mr. Loedding was assigned as monitor for the Project "SIGN" and subsequently devoted much time and attention toward investigating various reported sightings of so-called unidentified flying objects, an intelligence item of vital importance to the National security. As a result of his recommendations, and many discussions with higher echelon personnel, T. I. 2185, Add. No. 3 was initiated to set up the reporting policy and procedures. Practically all details of this directive were worked out by Mr. Loedding. b. Acting as monitor of Project "Sign" required initiative to expedite action in dealing with high officials of this Command and also with higher authority in Hq, USAF in reducing it to a real project and initiating a T.I. This also entailed working out details of operation and preparation of guides for reporting unidentified aerial phenomena which are now being used by the Military Attache offices. c. Firmly established USAF College Thesis Program as being of considerable interest and value to the USAF. When higher authority indicated that this activity was not a function of the Intelligence Department, Mr. Loedding took an important part in effecting and expediting the transfer to Research and Development. d. Acted in capacity of special consultant to Chief of the Division in many technical matters which required broad engineering background as well as accurate concepts of intelligence.		
Incl	MILES E. BOYL	MEG/11f
Efficiency Rating Form	Civ Chief, Tech Intelligence Div	2-4113
in dup	Intelligence Department	Rm 258
	(Rating Official)	B-11A

"After passing, I saw a big light pretty high up, and I thought they must have put in a new tower of some kind in the Chicago area. The road is crooked and hilly and I lost sight of the light, and I guess I had forgotten all about it. It must have been landing when I first saw it.

At Fox River Grove, we took Highway 22 which crosses Highway 59 and is a four-way stop. The road dipped, then went up a sharp hill, then a short distance level, and to the stop. As I was braking for the stop, I saw it and thought it was an airplane down as I came to a full stop; I knew it wasn't. It flashed through my mind 'flying saucer' and I was within 150 feet of it. I was never more scared in my life.

"I thought maybe they could just press a button and burn the truck and myself to a cinder. I was just going to lock the trailer brakes, jump out, and run down the road -keeping the truck between myself and the object. Then headlights came over the hill behind me, so I stayed in the truck and started signaling with my trailer lights for him to pass. Although it was only a two-lane road, he pulled over and stopped beside me. He leaned over, opened his right-hand door, and he said, 'What the hell is it?' I said, 'I don't know.' He said, 'It sure ain't no airplane. It must be one of those flying saucers.' " (xx.)

(xx.) *CUFOS Associate Newsletter*. Published by the Center For UFO Studies. Ed. John Timmerman. June/July 1982. "Correspondence." pp.2-3. Letter from Charley Rider, Eau Claire, Wisconsin.

The "object."

Mr. Rider continues:

"It being so dark and this object so unbelievably bright, it should have lighted up our trucks and everything around, but it did not [?]. We were in total darkness as if it were not there. Our headlights did not shine on it, as it was just across the road to the right of it.

"As I had more time to observe this object before the other truck stopped, I will try to cover it better.

"As I had come onto this object very suddenly, I am sure it was a surprise for us both. The lights were dim and the outlines very clear of what looked like panels or a group of windows about three feet wide, and the spokes between about ten inches wide; I will guess about eight feet high and forty feet long [sic]. The light seemed to be playing all over lighter-darker, but no pattern -more like shadows playing all over and pulsating. It seemed like spots came out and receded all over it constantly." (xx.)

(xx.) p.3.

As Mr. Rider was studying the object, the other driver yelled, "Look! It's rising." Rider then states:

"Then, as they [UFO pilots he assumes] must have put on the power to move, it became so bright, there is no way to explain it. It changed to just one rectangle of light that just seemed to dazzle like sequins, and it was still pulsating and rippling all over as it rose and left. I have always felt this object was round, as it kept circling as it rose up and still looked the same really, just that intense light.

"From the time my truck stopped until it left, I would guess the time elapse [was] not much over one minute." (xx.)

(xx.) Ibid.

The departure:

"There was the heavy lead cable run on poles to carry the telephone lines, and it made a line [?] across it as it rose. It seemed to be rising slowly and moving off to our right at the same time, but it was really moving away very fast.

"Then he [the other driver] said, 'Boy! That thing is really moving. Well, I guess we might as well get into Chicago.' I said, 'You take the lead. You can get off the stops in the city faster than I can.'

"He had a diesel and I had a gas-job. We took off and he ran the same route as I did, and I caught up to him again in Chicago, as he had stopped and was adding motor oil. I stopped and said, 'Well! How is our flying saucer doing?' He said, 'It's right over the city; I watched every bit of the way.' I said, 'Yes, I did too.'

"It was pitch-black just before daylight when we watched it leave, and it circled and stopped over the city in a very short time. By the time I stopped to talk to him, it was a beautiful morning—the sky a clear blue, and there it was and looked like a real bright star. So I said, 'Don't you think we should report it to someone?' He said, 'Man! Are you crazy? Walk up to someone and say, 'Hey, Buddy! Look at that flying saucer up there. We saw it leave the ground right in front of our trucks.' Hell, man! They would lock us up and throw the key away. You can tell anyone anything you like; just leave me out of it. If anyone asks me, I never saw a damn thing.'" (xx.)

(xx.)

There might have been "landing cases" in 1948, but the witnesses may have been afraid to say anything publicly like the driver in Rider's story. Interestingly enough, UFO researchers Wendy Connors and Mike Hall interviewed Alfred Loedding's son who was old enough in those days (about the 9th grade) to remember his dad talking about project SIGN. According to the son, Donald, the SIGN people investigated a number of "landing cases." No such cases can be found in 1948 files but they may have given a higher classification than SECRET and sent elsewhere. It should also be said that Donald recalls his father investigating EM incidents! (xx.)

(xx.) Connors, Wendy and Michael D. Hall. *Alfred Loedding & The Great Flying Saucer Wave of 1947*. p.126.

22 July. Near San Acacia Dam, New Mexico. (4:50 p.m.)

"V-formation." "L-formation." (See official report below and on page 52)

UNCLASSIFIED	
AGENT REPORT	
1. NAME OF SUBJECT OR TITLE OF INCIDENT	2. DATE SUBMITTED
Unidentified Objects in Flight	23 July 1948
3. CONTROL SYMBOL OR FILE NO.	
4. REPORT OF FINDINGS	
On 22 July 1948 [] 428th AFBU, Kirtland Air Force Base, made substantially the following statement to this agent: On Saturday, 17 July 1948 at 1650 hours, while on a fishing trip in the vicinity of the San Acacia Dam, their party consisting of the two (2) informants and their wives and children, were parked for lunch some five (5) miles south of the dam. [] were alone; the rest of the party were down at the stream. Sgt. [] was taking a nap and Sgt. [] was just loafing around the camp area. Sgt. [] happened to look up and saw seven (7) unidentified objects approaching from the south in a V formation. While he watched, the objects slid off into an L formation. Sgt. [] first impression was that the objects were some type of snub-nosed jet fighters and the type unknown to him. Sgt. [] awakened Sgt. [] and pointed out the objects to him. The objects then moved into a circular formation after which they started shifting around retaining no regular formation. They were continuing on a northerly heading. At about thirty (30) degrees past the zenith, the objects were grouped in an irregular formation and a regular pulsating, flashing light was observed from the objects. No vapor, smoke or other trail was visible. Weather conditions at the time of observation were CAVU. The altitude of the objects was estimated by both informants to be approximately twenty thousand (20,000) feet. If this altitude estimate is correct the estimated speed of the objects was approximately fifteen hundred (1,500) miles per hour based on the rate of angular movement. While the objects were overhead they appeared circular, however, when viewed before and after passing the zenith the shape was indeterminate but not circular. The color of the objects was indefinite but appeared to be that of an aluminum aircraft at high altitude. While overhead the objects resembled a cluster of balloons traveling at a high rate of speed but when viewed on the oblique they did not present the appearance of a sphere. The two (2) informants had last had a drink of alcoholic contents at breakfast time of 17 July 1948. Since then they had fished for approximately six (6) hours, had eaten and loafed around. The portion of the party which was fishing at the time did not observe the objects. AGENT'S NOTE: This agent is personally acquainted with Sgt. [] and has a nodding acquaintance with Sgt. [] Sgt. [] is a sober, industrious, level headed individual, an armament technician of outstanding ability. He is definitely not the type of person who would be expected to be visited by hallucinations. Sgt. [] is an experienced Air Force Non-com who is accustomed to the sight of aircraft at various altitudes and speeds. This agent has no reason to doubt Sgt.	
5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT	6. SIGNATURE OF SPECIAL AGENT
Jack L. Boling S/A 700-F CIC Det. (USAF)	<i>Jack L. Boling</i>

WD-ADD FORM 341
1 JUN 47

U. S. GOVERNMENT PRINTING OFFICE 16-18-33407-1

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AGENT REPORT	
1. NAME OF SUBJECT OR TITLE OF INCIDENT Unidentified Objects in Flight	2. DATE SUBMITTED 23 July 1948 3. CONTROL SYMBOL OR FILE NO.
EXP b6 statement. Information has been received in other instances from Sgt. and in each instance was entirely accurate. The evaluation assigned to the informants on this report is given on the basis of the character of the informants and previous experience with information received from Sgt. (A-3) On 23 July 1948 this agent requested a check of winds aloft for the date and location concerned in this incident. The following information was obtained from [Weather Officer: From ground level to ten thousand (10,000) feet wind one hundred ninety (190) degrees at ten (10) miles per hour. From ten (10) to sixteen thousand (16,000) feet the wind shifted gradually from one hundred ninety (190) degrees at ten (10) miles per hour to one hundred twenty (120) degrees at five (5) to eight (8) miles per hour. Sixteen (16) to twenty thousand (20,000) feet the wind shifted from one hundred twenty (120) degrees at five (5) to eight (8) miles per hour to two hundred ninety (290) degrees at ten (10) miles per hour. (A-2) The San Acacia Dam area is located some sixty five (65) miles south of Albuquerque, New Mexico on the Rio Grande River. (A-1)	
5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT Jack L. Boling S/A 700-F CIC Det. (USAF)	6. SIGNATURE OF SPECIAL AGENT <i>Jack L. Boling</i>

WD-400 FORM 341
1 JUN 47

U. S. GOVERNMENT PRINTING OFFICE 16-10-43407-1

~~CONFIDENTIAL~~

UNCLASSIFIED

24 July. The Chiles-Whitted case.

Some notes found in Dr. James McDonald's papers:

What was first seen: "[Chiles] saw it many miles ahead, coming out of a line squall. Thought it was a jet and Chiles remarked to Whitted that it was odd the Air Force would be flying jets thru a line squall. C&W were preparing to go under squall. Lightning visible in line squall." (xx.)

(xx.) Dr. James McDonald papers. Special Collections Division. University of Arizona Library, University of Arizona at Tucson. Tucson, Arizona. Chiles-Whitted file. Note: "CW-1."

A threat: Chiles had been a Major in the Air Transport Command during World War II. At the time of the UFO encounter he was a Lt. Col. in the Air Force reserve. Chiles told Dr. McDonald that a General at the Pentagon phoned and threatened to call him back to active duty if he made one more statement. (xx.)

(xx.) Ibid.

Edward N. Hall. Dr. McDonald wrote:

"When I was at UARL, an ex-Air Force officer, now [1968] an assistant to the Chief Scientist of United [Air Lines?], joined us at lunch. His name was Edward N. Hall. He said he'd been in charge of Sign in late 1948 and early 1949 (as he recalled it). I've never run into that name in connection with Sign...I'd guess he's in his late 50's, perhaps, and would assume that 20 years back he'd have been at most a Major. Was very negative on UFOs, insisted Chiles and Whitted had been on a big drinking party the nite before, etc. But he had more than a casual knowledge about UFOs of that period, so I assume he was affiliated with Sign." (xx.)

(xx.) Letter: To: Dr. Davidson. From: JEMcDonald. 2 December 65. Copy in author's Files.

The question of turbulence: Dr. McDonald had trouble sorting out the question of turbulence during the UFO's passage but he felt that may not be important since the testimony about the object's pull-up was accepted by all and was far more damaging to the meteor explanation. (xx.)

(xx.) Dr. McDonald papers. University of Arizona. Chiles-Whitted file. (See earlier footnote)

McDonald put a lot of stock in the Chiles-Whitted case. He made it one of the examples in his speech, "Science, Technology, and UFOs," that he delivered at a General Seminar of the United Aircraft Research Laboratories on January 26, 1968. The transcript of the speech is one of more famous examples of his views we have on the UFO subject since he never got a chance to write a book. McDonald had interviewed both pilots and obtained firm convictions from both men that

the ports or windows along the side of the UFO were definitely square. However, just 13 days before the speech, McDonald had written to Dick Hall of NICAP to reveal something very odd about the "pull-up" claim and it was probably why that point was left out of his speech:

"... Whitted made clear in the course of the interview that when he said the object did an abrupt pullup and 'disappeared,' it was misunderstood (by USAF interviewers as well as by Chiles) as 'disappeared into the overcast,' by the [sic that he?] meant 'disappeared.' I went over this repeatedly and he said it climbed only perhaps a matter of a few hundreds of feet after the sharp-angle turn and was suddenly just gone!" (xx.)

(xx.) Letter: to: Dick [Hall]. From: jem. 13 January 68. Copy in author's files. Dr. McDonald papers. University of Arizona at Tucson. Chiles-Whitted file.

It is generally agreed that the question of the identity Chiles-Whitted UFO pales into insignificance when it is compared to the effect it had on the SIGN project. The reader may, however, want to review five pages of McDonald's notes on how others interpreted the case. (See pages 56-60)

24 July. Virginia? Alabama? (between 2 and 3 a.m.)

Chiles-Whitted sighting substantiated?

UFO expert Jan Aldrich discovered this press report and forwarded it to Dr. McDonald. In a note with the news story, Aldrich pointed out that unfortunately the location of the sighting was not given. (Since the witnesses were returning from Mexico to Virginia, it can be assumed they were somewhere southwest of Richmond, perhaps even passing through Alabama at the time.) Another problem is that the UFO mentioned in the press account was seen traveling east and the object Chiles and Whitted encountered was headed southwest. That is not a problem, of course, if a "machine" was "flying" around in the region.

One might hesitate to credit the account, assuming the sighting details were copied from news stories about Chiles and Whitted, but the quality of the witnesses suggests an accurate observation:

"Two University of Richmond faculty members and a former Fifth Air Force B-24 gunner may have seen the 'moon-sized flying blob' reported sighted between Birmingham and Atlanta Friday.

"Miss Margret T. Rubb and Miss B. MacDonald both associate professors of Spanish at the University, said they spotted the 'flame-spurting sky monster' heading east between 2 and 3 a.m. Saturday. At the time the two women were returning from a trip to Mexico.

" 'We could see the very, very large wingless plane quite distinctly,' they said. It's two rows of large square windows were clearly outlined against the sky. At the tail the plane seemed to taper off into flame.

" 'It was a weird sight. I don't think we'll ever forget it.'

"The teachers said at first they thought the giant plane was a king-sized jet craft. However, 'when we got back to Richmond and read the report about the new

Keyhoe FSTIS p. 18 says "..."

Chiles-Whitted Case - July 24, 1948 (0245 EST)

References:

- | | |
|--|---------------------------------|
| 1) Keyhoe FSAR, 67-71 | Eastern Airlines |
| 2) Menzel 1953, 14-15, 216 | Capt. C. S. Chiles |
| 3) Keyhoe FSFOS, 33, 39040 | First Officer John B. Whitted |
| 4) Keyhoe FSTS, 87-8 | Chiles had been Lt. Col. in Air |
| 5) Tacker, 20-1 <i>See "..."</i> | Transport Command in War; had |
| 6) Menzel 1963, 108-113 | 8500 flying hours. Whitted |
| 7) Hall, 34, 44, 48 | had been B-29 pilot (1, 4) |
| 8) Ruppelt, 57-8 | |
| 9) <i>Flights, July 1950 (see UFO Article)</i> | |

Time: 0245 EST

Location: About 20 miles west of Montgomery(1). About 20 miles southwest of Montgomery (8). Vicinity of M.(7,2,5)

Type of aircraft: DC-3

Flight route: Originated in Houston, en route Boston, via Atlanta (1). Ref. (8) merely says from Houston en route to Atlanta. Others say Houston to Boston.

Heading: Assuming flight route Houston-Atlanta, their heading must have been towards ENE, to within 10-15 degrees.

Flight altitude: 5000 ft (6)

State of sky: Moon shining through broken clouds (2). Bright moonlight, clouds (4). Clouds (5). The night was clear, and a bright moon just four days past full shone through a layer of broken clouds about 1000 feet above the plane (6). Clouds (7).

Heading of object: Heading southwest, exactly opposite to plane's course (1). Heading southwest (3). "It flashed down toward us"(2, 5). "...noticed a dull red glow some distance ahead, approaching from a little above and to the right of the plane...As both men watched, the brilliantly glowing unknown continued to approach with incredible swiftness, apparently on a collision course"(6). Hurling head-on towards them (7). Dead ahead and closing fast (8).

Object's maneuvers: "We veered to the left. It veered/sharply and passed us about 700 ft to the right"(1). "It veered to its left and passed us about 700 ft to our right and above us"(2). Then, as if the pilot had seen us and had wanted to avoid us, it pulled up with a tremendous burst of flame from the rear and zoomed into the clouds, its prop wash or jet wash rocking our DC-3"(2). "Veered sharply, too,... pulled up sharply"(3)(4) "It veered to its left and passed us about 700 ft to our right and a little above us. Then, as if the pilot had seen us and wanted to avoid us, it pulled up with a tremendous burst of flame from the rear and zoomed into the clouds, its prop wash or jet wash rocking our DC-3 aircraft"(5). "...it seemed to veer slightly, passed the plane on the right almost level with and parallel to the flight path, then seemed to pull up sharply and disappear into the clouds"(6). "...veered to the right... and shot straight up into the clouds"(7). "Just as the UFO flashed by about 700 ft to the right, the DC-3 hit turbulent air. Whitted looked back just as the UFO pulled up into a steep climb."(8).

See file # 1 July 7/14/48 Dayton OH

Chiles-Whitted

p. 2

Re rocking of DC-3: Keyhoe (1,4) says it caused rocking, but Ruppelt (8) omits this. Menzel 1953 mentions it, though he adds later "one might put down to imagination the rocking of the DC-3 by the wash". In his 1963 book, he omits it from his primary account, and then later states, "In their original report to ATIC both men agreed that 'no disturbance was felt from the air waves, nor was there any prop wash or mechanical disturbance when the object passed'. The third witness, the passenger, did not report any turbulence or rocking of the plane." (6). Tacker quotes the rocking point and does not dispute it. Hall (7) says "The USAF currently contests the fact that the airliner was rocked when the UFO climbed away but the statement that it was appears in the Air Force Project Saucer Report from the witnesses' original descriptions." (Curious that this point has become moot, while the pull-up is accepted by all and is far more contradictory to the meteor hypothesis!)

Descriptions of the object: Menzel 1953 says "The craft appeared to possess neither wings nor fins, but both of the pilots gained the impression that the plane was illuminated inside, for an intense glare, like that from burning magnesium, radiated from what seemed to be windows in the cabin of the draft. Then quotes Chiles - "We saw no occupants. From the side of the craft came an intense, fairly dark blue glow that ran the entire length of the fuselage - like a blue fluorescent factory light. The exhaust was a red-orange flame, with a lighter color predominant around the outer edges." This flame extended 30 to 50 feet behind the object and deepened in intensity as the craft swung upward. Chiles estimate that its speed was about one-third faster than that of the average jet." (2).

Tacker (5) has much of same account but said it "appeared to have a snout similar to a radar pole (?) in front, and gave the impression of a cabin with windows above." Says Chiles stated that the illumination inside the body itself approximated the brilliance of a magnesium flare.

Keyhoe's accounts state that it was about 100 ft long, cigar-shaped and wingless. It was twice the diameter of a B-29, and seemed to have two rows of windows or ports through which a blue fluorescent flow shone out.

Menzel 1963: "In their official report both pilots agreed on the general appearance of the UFO: it looked like a wingless aircraft with no fins or protruding surfaces, was cigar-shaped, about 100 ft long, and about twice the diameter of a B-29. It seemed to have two rows of windows through which glowed a very bright light, brilliant as a magnesium flare. An intense dark-blue glow like a blue fluorescent factory light shone at the bottom along the entire length, and red-orange flames shot out from the rear to a distance of some 50 ft." (6). Menzel states that Chiles estimates he had it in sight 10 seconds. Keyhoe points out Chiles was on side towards object as it passed.

No. 440 JH

Chiles-Whitted

p. 3

Menzel's 1963 meteor explanation

He indicates that Hynek had suggested the meteor explanation years ago, and that as a result of his (Menzel's) analysis, ATIC decided to remove the Chiles-Whitted case from the Unidentified category and mark it as a meteor case.

He gives a page of information bearing on the Delta Aquarid shower, which he says should have been active then. Actually, the peak date for this shower is July 29 (Hawkins 56, McKinley 147), and Lovell (271) suggests July 28. Lovell's curve for hourly rates suggests that on July 24th, the hourly rate has not yet attained one-tenth the peak value of about 15/hr. (Menzel gives some hourly rates observed that nite, and they run about 15/hr, but he fails to say whether this is a count for those with proper radiants, may be mainly sporadics.)

But meteor streams are not a source of many bright fireballs. Hawkins (11) points out that the bright fireballs are believed to be non-cometary in origin, probably are asteroidal, like the meteorites (none of which is reliably known to have fallen as part of a shower). Hawkins (11) notes that to get a fireball as bright as full moon ($m = -12.5$) requires entry mass of about 200 lb, and it would hit as a meteorite of mass about 10 lb). Masses this big are not believed to occur within cometary nuclei and hence would not end up in streams.

However, bright fireballs are not entirely unknown elements of streams. Hawkins 52 says 1926 Giacobinids (a stream of rather low velocity, 23 km/sec) yielded few meteors but did drop a fireball of magnitude -7. And Watson 121 says 1946 Giacobinids had several "brilliant fireballs"

The principal defect in Menzel's proposal that C-W saw a bright Delta Aquarid is the direction from which the object was coming -- out of the northeast, towards the southwest. At 0245 EST on July 24, 1948, the radiant of this shower was at upper transit at an elevation angle of about 40° above the South point! The DC-3 was heading about northeast or ENE as the object appeared to rush straight towards them in opposite heading. Any Delta Aquarid seen in that direction, would have been seen descending towards the NE, and would have looked as if it were receding from them, and moving in the same direction as they were. Thus Menzel has about a 180° directional error in his suggestion that they saw a bright Delta Aquarid.

Contemporary USAF explanation

Aiz. Republic for Sunday, July 25, 1948, p. 1 story "Eastern Fliers Tell of Seeing Weird 'Buck Rogers' Fire-spitting Aircraft", devotes about a third of the story to the Washington-USAF explanation "that the pilots may have seen a radar weather observation balloon which has a square, tinfoil box fastened to it. The box reflects light and gives strange illusions as it twists and turns."

Menzel 1963 p. 113 attributes the fast "pull-up" to the meteor's "flashing beyond their range of vision!"

Chiles-Whitted

p.4

Menzel 1955 (2), p. 216:

"The temperature inversion also accounts for observations of the kind made by the Montgomery, Ala., flyers previously mentioned. In these reports a saucer, turning to avoid a collision, rocks the plane with a blast from its jet engines, then speeds up and disappears. How can a mirage possess powerful exhausts? Does not this observation prove that the saucers are real craft?

"The atmospheric lens that causes the associated mirage consists of a layer of cold air sandwiched between two layers of hot air. Air in the upper half of the lens is steady, but the lower part is unstable. A plane flying through the dividing surface between the layers will suddenly encounter sharp up and down drafts. These currents or "pockets" are what the pilot feels -- not a blast from the jet engines of the vanishing saucer. The saucer disappears because of the atmospheric irregularities in this region."

"Mirages occur more frequently than people realize....."

Abbe just noted today (10/17/66). By 1963 Menzel had altered his "explanation" and was then challenging the "rocking" of the DC-3, whereas in 1953 he was fitting that into his mirage-at-an-inversion hypothesis. In his 1953 edition, on p. 15 he does cite the Robbins AFB ground-obs, but makes no effort to fit them into his "airborne mirage" hypothesis. Nor does he offer any explanation of what distant luminous source could have been "miraged" into the reported effect.

Current weather.

Wsh. Daily Map shows a nearly stationary front near northern border of Alabama, and 24 hours later it still had not moved past Montgomery. Thus MTW air, quasi-stagnant, lay over central Ala. At 0100 EST on 24th, Montgomery shows 76F and 73 dew point, ESE winds force 1, lightning seen and obs visible, and Altocumulus and Cirrus aloft. Birmingham, ca. 100 miles north is clear and calm. Other nearby stations show clear to a quarter of cirrus. Atlanta, to NE had Sou, Aou and Ci.

The 700 mb flow over the Gulf States was weak, with an upper-level high centered in southern Mississippi. Probably very weak winds at that level. (To have stayed 10/14/66).

Fireball magnitudes: In Romig & Lamar's Rand rept on anomalous sounds from bright fireballs they give mean magnitude of -13 for the sound-producing fireballs in their Appendix and a corresponding mean of -18 was found by Apostavich in a Russian study. If C&W saw a "meteor", one might guess that something at least up in the -15 range would be required to account for their illusion -- and such intensities are essentially unknown in streams. 11/3/66

Chiles-Whitted case - Notes from BB files, made 6/30/69

Date is carried as 7/24/48 in most of file. Shown in one spot as 7/23

Pencilled notes on Henry Grady Hotel stationery date 7/26/48: Says no disturbance felt regarding air waves or wash.

File contains copies of statements signed by Chiles and by Whitted. Was Eastern Flite #576. ~~8/11/48~~ statement contains following: "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 at 5000 and ~~8/11/48~~ Whitted estimated it passed them at about 5500. Whitted says "We heard no noise nor did we feel any turbulence from the object."

A letter dated Aug 3, 1948 from Chiles to official of Eastern says "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."

File contains originals of sketches made by each pilot. Whitted's shows it as having 6 rectangular ports, long axis horizontal, while Chiles renders the windows differently. Only Chiles shows radar-pole, both show wake, both show it as bullet or rocket shaped

File mentions other sightings, but only Robins AFB was same night, and evidently a hour or so earlier. Also something sighted near Blackstone Va but sounds like meteor.

Ref. to a comment by JAH that meteors do appear to "travel in a straight line and slant downwards."

Much paperwork on checking all air traffic in SE that nite/

Aug. 4 1948 letter to WPAEB re sighting at 0205E at Warner Robins AFB of "fluorescent squash-shaped object...sighted by Mr. M., a member of a civilian alert crew, who stated that the object appeared to be wingless and was headed south at terrific speed... (estimated by M to be about 25 ft in length. Elsewhere in files M described as "competent and qualified obs."

Col. H. M. McCoy, ATIC Chief was involved in much of correspondence.

A Lt. Col. E. C. Cropper interrogated M on Aug 10/48, and file has 5 pages of notes thereon. Time was about 0140-0150E. Object came out of N to S. M estimated its speed as perhaps 700 mph, based on watching jets. No sound heard. Flying level. Changed course to SW while in sight (i.e., 45 degree direction shift). M was in Army and saw V-2 rocket over France; said it looked much like what he saw.

Letter dated 8/3/48 from Eastern AL pilot to a superior, and also similar letter from his copilot. Capt. initials are FRM, copilot's are LF

flying object we knew we weren't imagining things.'" (xx.)

(xx.) Richmond, Virginia. *Richmond Times-Dispatch*. 27 July 48.

The same article mentions a sighting of a cone-shaped "thing" near Harrisonburg, about six hours before the Chiles/Whitted encounter and the sighting by the two professors. Maybe something was wandering about in the sky that night? The news article stated:

"James T. Edmonds, 27 year old discount teller at the Bank of Virginia said he saw a 'cone-shaped bright spot' moving across the sky between 9:30 and 10 p.m. Friday.

"Edmonds who lives in the 3200 block of Rosewood Ave. said he was attending a camp fire circle in a field off Route 33 Massanetta Springs near Harrisonburg.

"For about 30 seconds he saw the 'bright spot' directly overhead. It appeared to be cone-shaped but did not come to a point, he reported. The Fifth Air Force veteran of 39 months in the South Pacific estimated the object's altitude at 'between 5,000 to 7,000 feet,' and a speed 'between 175 and 225 miles per hour.'

"Edmonds said the object he saw had no flaming tail." (xx.)

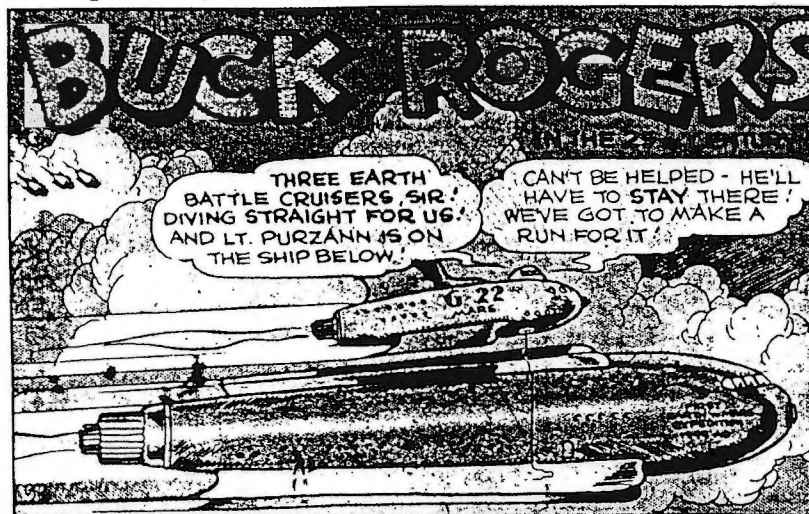
(xx.) Ibid.

"Buck Rogers."

In an AP story out of Atlanta on July 24th Chiles and Whitted are credited with saying the UFO looked like a "Buck Rogers rocket ship." That may be the prime reason the Pentagon General told Chiles to "shut up." (Whitted said he never received such a call, but he told McDonald he was never home due to his job) Buck Rogers meant "ET," a delicate subject to the High Command.

The American public could readily relate to the "Buck Roger" description. The Buck Rogers comic strip was part of almost every person's childhood. The strip lasted from 1929 to 1968. There are two significant differences, however, between the ships in the comic strip and the Chiles/Whitted "object." The ships in the strip always had fins and never had large square "windows." (See example below)

Buck Rogers in the 25th Century (1940)



29 July. Indianapolis, Indiana. (about 9:55 a.m.)

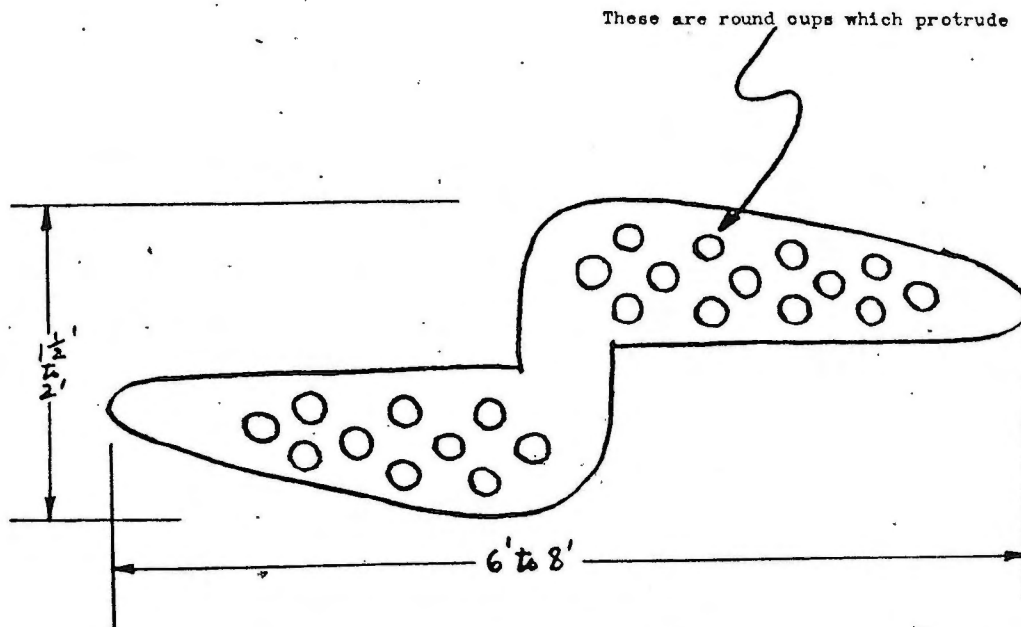
"Shaped like a broad short propeller."

Special Report #14 has a section that is suppose to be an attempt to "derive a model UFO." It states: "Out of the 434 object sightings that were identified as unknown by the data reduction process, there were only 12 that were described with sufficient detail that they could be used in an attempt to derive a model of a 'flying saucer.'" (xx.)

(xx.) Because Special Report #14 is not readily available, the reader is referred to the commercially published (November 1976) *Project Blue Book*, ed. by Brad Steiger, a Ballantine Books paperback, pp.153-154.

"Sufficient detail" is the key here. The claim about the 12 being "good unknown" cases is open to question. Drawings and a lot of detail would not necessarily make a good case. The "propeller shape" in SS#14's "model attempt" rates a complete category of objects, but it was only reported once. Throwing it into the mix distorts the results. The official report of the incident is shown on page 63. The official sketch of the object is shown below.

~~CONFIDENTIAL~~
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These are round cups which protrude

[EXP₆₆]

1st Lt., USAF
Intelligence Officer

~~CONFIDENTIAL~~
UNCLASSIFIED

9013

UNCLASSIFIED

And 1'

AF331BI

3 August 1948

SUBJECT: Report on "Flying Disc"

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

In accordance with ADC Letter 45-5 Subject: Reporting of information on "Flying Discs", dtd 25 March 1948, the following report is hereby submitted:

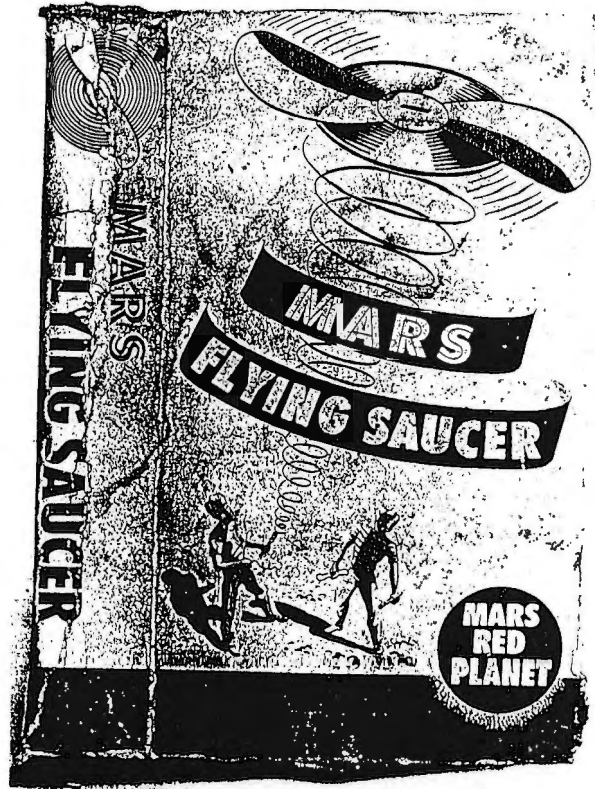
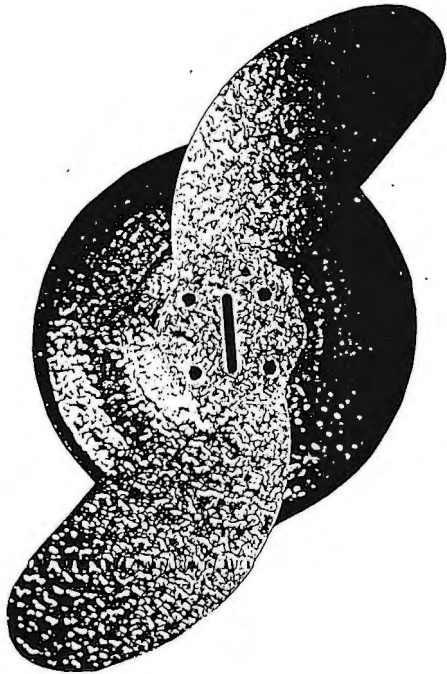
- (1) Sighted at approximately 0955 hours on 29 July 1948 at the bridge East of the intersection of East 56th St and Fall Creek Boulevard in the Northeastern part of Indianapolis, Indiana.
- (2) Weather at time of sighting was excellent, no clouds in sky.
- (3) Witnessed by Mr. [] EX 866 [] Indianapolis and Mr. [] Indianapolis, both employed by the W.O. Jones Rug Cleaners, 4440 N. Keystone Ave, Indianapolis.
- (4) No photographs available.
- (5) Sketch of object attached.
- (6) Object sighted:
 - (a) One (1)
 - (b) Shaped like a broad short propeller.
 - (c) Approximately six (6) to eight (8) feet long, each blade approximately two (2) feet wide and approximately one (1) foot thick with cups on upper side of blades.
 - (d) Appeared to be aluminum and shiny in color.
 - (e) Traveling approximately twenty-five (25) or thirty (30) mph.
 - (f) Headed approximately South and in a bank to the left.
 - (g) Sighted just above the trees at approximately thirty (30) feet altitude.
 - (h) Appeared to be gliding with no apparent spinning action.
 - (i) Made no discernable sound.
 - (j) No exhaust trail
- (7) Two witnesses were in a company truck at time of sighting and were headed West on East 56th Street. Just as the truck started across the bridge, the object was sighted directly ahead just above the trees in a bank to the left of approximately twenty degrees (20°) and appeared to be in a slight descent. Witnesses stopped on the other side of the bridge and jumped out for another look but the object could not be seen. Lt. [] Base PIO and Lt. [] Base Intelligence Officer made an investigation and thoroughly searched the area but could not find the object, however the area in which the object was believed to have fallen was densely wooded and had many hills and valleys. See diagram attached of the area of sighting.

COPIES OF THIS TO:	INITIALS
RECEIVED BY:	<i>[Signature]</i>
DATE:	
TIME:	
BY:	
7 FERNHILL	END: 47:20

2 Incls .
Incl 1 - Diagram of
Object Sighted
Incl 2 - Map of area
of sighting

JAMES A. RONIN
Colonel USAF
Commanding

If the "propeller report" was a hoax, it may have been inspired by a child's toy. Some very early "saucer" toys were of a propeller design. (See samples below from the author's collection)



31 July. Indianapolis, Indiana. (about 8:25 a.m.)

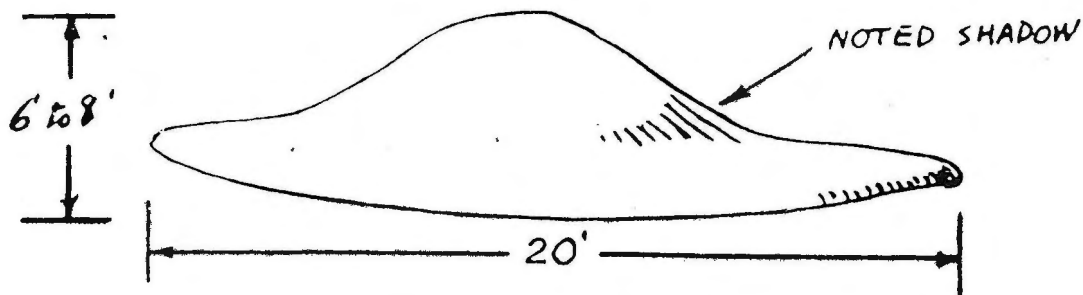
"Classic flying saucer."

A second Indianapolis UFO report on July 31st was also selected as "one of the 12." This case has more merit. A drawing is available and it shows an object often reported, a "classic flying saucer."

Electrician Vernon Swigert and his wife were both witnesses. Air Force investigators were told Mr. Swigert was standing by an open window shaving when an object in the sky attracted his attention. Excited, Mr. Swigert rushed to the adjoining kitchen to alert his wife. They both looked out the kitchen window and got a good look at object in the south. The witnesses said the object was smooth-surfaced and shaped like a cymbal with no openings. In size, the object was estimated to be 20 feet in diameter and 6-8 feet high in its center, or "large enough to carry one person," according to Mr. Swigert. The color was a flat white with no shine.

As the thing passed by at high speed on a level eastern course, it appeared to shimmer in the sun as if it were spinning. The altitude of the object was about 2,000 feet, Swigert guessed. No sound or exhaust trail was noticed. (xx.) (See drawing below)

(xx.) Both Indianapolis reports are from "Project Sign 1948 Investigative Reports, 333.5 Investigations 1948 September thru December." Material furnished by the National Intelligence Center (NAIC), Wright-Patterson AFB, Ohio. Copies in author's files.



(Ratio approx. 3:1)

Russell J. Cary Jr.
 RUSSELL J. CARY, JR.
 1st Lt., USAF
 Intelligence Officer

26 July. "Men of Mars?" (See clipping on page 66)

27 July. Experimental aircraft theory rejected. (See clipping on page 66)

29 July. LaPaz, a debunker? (See clipping on page 66)

Refroid
New
July 27 1948

65

They're Dangerous

While a layman with theories as to flying discs and the like is speaking out of a profound ignorance in such matters, it seems to him that the only reasonable explanation for the wingless, flaming object reported by reputable witnesses over Alabama is that an experimental aircraft of some kind is using the sky thereabouts as a test course.

"Flying saucers" sighted in many sections in July, 1947, were dismissed as optical illusions or fragments of meteors, neither of which phenomenon would be likely to have the two decks of square windows plainly discerned on the sides of the Alabama mystery craft by veteran commercial pilots a few hundred feet away.

If the ship is indeed a test model of some new departure in aircraft of immense speed and size, the selection of a trial course which brings it alongside commercial planes on scheduled runs, and over thickly settled communities, is obviously open to question.

The sand wastes of the Southwest seem the site of prudent choice for potentially lethal gadgets, of which the flying cigar at first accounts would appear to be one.

Those Saucers? Cotton Puffs Or Ray Balloons

ALBUQUERQUE, N. M., July 29.—(UP)—Dr. Lincoln Lapaz, meteorologist at the University of New Mexico, came up Thursday with a simple explanation for the strange sky objects reported recently in scattered sections of the nation.

The bright, silvery objects, he said, either are balloons sent up in cosmic ray work or balls of cottonwood tree down shining in the sunlight.

Charred paper fragments blown out of incinerators probably accounted for the dark objects, he said.

Lapaz pointed out that almost all of the objects were reported to be moving from west to east, which coincides with the prevailing wind during this season.

Men of Mars May Replace Flying Saucers

PORTLAND, Ore., July 26.—(AP)—Now, about those mysterious objects Americans again are seeing zipping about the skies:

"It could be men from Mars," said the engineer in charge of the Navy's guided missile development program in the war.

"Why, it's just the planet Venus," said Astronomer J. Hugh Pruett of at least one of them. Pruett, regional director of the American Meteor Society, was referring to the silver "ball" that Central Washington residents reported they saw in the western sky. Venus normally appears in that portion of the sky, Pruett said in Eugene, Ore.

Moulton B. Taylor, manager of a small airplane factory at Longview, Wash., and a former Navy commander in charge of the guided missile program, was not so sure.

"These aerial objects could be the first reconnaissance flights from another planet," he told a reporter.

"Why not? We know how to build such an escape missile—one that could escape the bounds of gravity and soar off into free space among the planets . . . If we can build such craft, what is to prevent others from doing so, assuming that a similar order of intelligence exists on other planets?" he continued.

"You and I may see the day when we will be united with Russia defending this planet against attack from space," Taylor said.

25 July. Yakima, Washington. (10:14 a.m. - 3:00 p.m.?)

Balloon? (See clipping below)

New Aerial Mystery

—7-25-48—
Strange Object
Over Yakima

YAKIMA (Wash.), July 25.
—(AP)—A mysterious, sil-
very object seen for more
than five hours today in the
sky over the Yakima Valley
created a wave of excitement
that jammed police and air-
port switchboards.

Observers said the strange ob-
ject appeared to be a large,
round, aluminum-covered balloon
that moved westerly at a great
height.

Planes sent up from Yakima
and Richland, Wash., were unable
to track it down, although scores
of persons on the ground report-
ed they had little difficulty fol-
lowing its westward progress.

DISC RUMORS—

Appearance of the aerial phe-
nomenon brought an immediate
renewal of "flying saucer" ru-
mors. It was near this valley that
the "discs" were first reported
seen last year.

Two Civil Aeronautics Admin-
istration employees, George Rob-
inson and Don Hunt, watched the
"balloon" through binoculars for
two hours until it vanished high
over the Cascade Mountains in
the west.

Robinson, aircraft communica-
tor at the CAA control tower
here, said the "thing" appeared
to be surrounded by fog or haze
in a crystal-clear sky.

EYEWITNESS—

Both he and Hunt, tower con-
troller, were positive it was not
a weather balloon nor an adver-
tising blimp. They said that
winds against which it moved
ranged up to 88 miles an hour at
45,000 feet.

The State patrol reported that
the object was first seen by a
lower valley rancher at 10:14
a. m. approximately twenty-five
miles southeast of here. Patrol-
man Don Huber, sent to investi-
gate, said it was easily visible.

When sighted three hours later
from the Yakima CAA tower it
had shifted at least fifty miles
to the west.

PORTLAND (Ore), July 25.—
(IN8)—W. B. Apple of Portland
reported today that a "big round
bright object going west, sud-
denly turned southwest in a
awful hurry" near his home. He
said it was not an airplane.

? July, 1948. Pasco, Washington. (daytime)

This note found in Dr. James McDonald's University of Arizona files may relate to the news
clipping shown above.

1948, July

J. E. McDONALD

OCT 23 1966

Don Newman, 725 N.E. 5th Ave, Gresham, Oregon in ltr of 3/10/58
flight mechanic and has private license

July 1948. Over Pasco, Washington. Overhead about 3500 alt. circled
very slowly, 90 seconds to negotiate about 300 degree turn of about a
700' radius. Instantly accelerated to an excess of 500 miles per hour
in 30 degree dive in NW for about a 2-mile run, and appeared as if
going to crash ground, when it made a maneuver that is fantastic as the
craft itself. It made an abrupt 160 degree pull up or pull back would
better describe the maneuver as it was suddenly back overhead at about
9000 to 10,000 feet alt. As there were light patches of cloud high
I had good viewing of background for reference points; from this maneuver,
the saucer seemed to go berserk and darted back and forth east to west
in southerly direction when it seemed to be approx two miles south and
southeast of Kennewick Wash. again negotiated slow 360 turn coming out
of turn and diving about 15 degrees passed overhead at speed about
1000 mph or over, until nearly out of sight north, and began climb at
30 degrees until out.

Craft about 100 feet diameter, semispherical and finish like spun or
brushed aluminum. no apparent projections on bottom. However a canopy
or bubble visible on top side as revealed in some maneuvering.
No exhaust, jets, or motivating power apparent, nor noises.

Personally think probably from another planet, otherwise it possibly
may be remote controlled by man. At any rate I am and have been for
ten years waiting for the opportunity to learn more of this amazing
flying obj.

Comments on the "Estimate of the Situation."

Jan Aldrich:

"An Estimate of the Situation is just as the name implies: how intelligence personnel perceive the situation to be at the time the Estimate is written. An EOTS is a common intelligence document for informing the command and staff of current thinking on an intelligence topic. Staff intelligence is supposed to be able to give the commander and his subordinates an assessment of the situation at all times. Ten minutes after an EOTS is prepared it may be superseded and made irrelevant by new information. As new information is added, such estimates are constantly revised or completely rewritten." (xx.)

(xx.) Project 1947. "1948 UFO DOCUMENTS: Background", by Jan L. Aldrich. E-Mail document. Page 1 of 6. 10/12/97 5:16 PM. Copy in author's files.

Major General W.P. Fisher USAF. Director, Legislative Liaison:

"There has never been an Air Force conclusion that flying saucers were real and were interplanetary space ships. The alleged 1948 document [Estimate of the Situation] mentioned in your letter is non-existent." (xx.)

(xx.) Letter: To: Larry Bryant, Newport News, Virginia. From: W.P. Fisher, Major General, USAF, Director, Legislative Liaison. Department of the Air Force, Washington D.C. 27 October 58. Copy in author's files.

Edward Ruppelt is one of two men who claim to have seen the Estimate. In the draft manuscript of his book on UFOs were these paragraphs that were never published:

"It [Estimate of the Situation] concluded that UFO's were interplanetary. As documented proof, many unexplained sightings were quoted. The original UFO sighting by Kenneth Arnold; the series of sightings from secret Air Force Test Center, Muroc AFB; the F-51 pilot's observation of spheres near Lake Mead; the report of a F-80 pilot who saw two round objects diving toward the ground near the Grand Canyon; and a report by the pilot of an Idaho National Guard T-6 trainer, who saw a violently maneuvering black object.

"As further documentation, the report quoted an interview with an Air Force major from Rapid City AFB (now Ellsworth AFB) who saw twelve UFO's flying a tight diamond formation. When he first saw them they were high but soon they went into a fantastically high speed dive, leveled out, made a perfect formation turn, and climbed at a 30 to 40 degree angle, accelerating all the time. The UFO's were oval-shaped and brilliant yellowish-white.

"Also included was one of the reports from AEC's Los Alamos Laboratory. The incident occurred at 9:40 A.M. on September 23, 1948. A group of people were waiting for an airplane at the landing strip in Los Alamos when one of them noticed something glint in the sun. It was a flat, circular object, high in the northern sky. The appearance and relative size was the same as a dime held edgewise

and slightly tipped, about 50 feet away.” (xx.)

(xx.) Copy of Ruppelt’s draft in author’s files.

The other person beside Ruppelt who claimed to have seen the Estimate was Major Dewey Fournet, the Air Force’s Project Monitor for BLUE BOOK. When he took over his UFO project monitor job at the Pentagon in 1952, Fournet found a copy of the Estimate in his files. Fournet was interviewed decades later by civilian UFO researcher Jim Melesciuc:

“The report, he said, was not especially thick, maybe 20-30 pages, and it still had the security marking on it [TOP SECRET], though it was supposed to have been declassified. It reviewed all of the apparently unexplained reports received by the Air Force up to the time the Estimate was written. Logical explanations were explored for the cases used, but in the end the extraterrestrial explanation was regarded as the answer. Fournet was very explicit in stating that the Estimate contained no confirmation of artifacts having been recovered from flying saucers.

“There was, according to Fournet’s recollection, deplorably little UFO sighting data available when the report was written, and that the extraterrestrial conclusion was the result of ‘extreme extrapolation.’ It was felt that the Estimate’s purpose was to create enough interest in Air Force Intelligence with such a premature conclusion so as to motive a more organized and complete investigation than had been done to that time. ‘I’ve never given that Estimate much weight in the overall USAF UFO program simply because it occurred too early in the investigation,’ Fournet said.” (xx.)

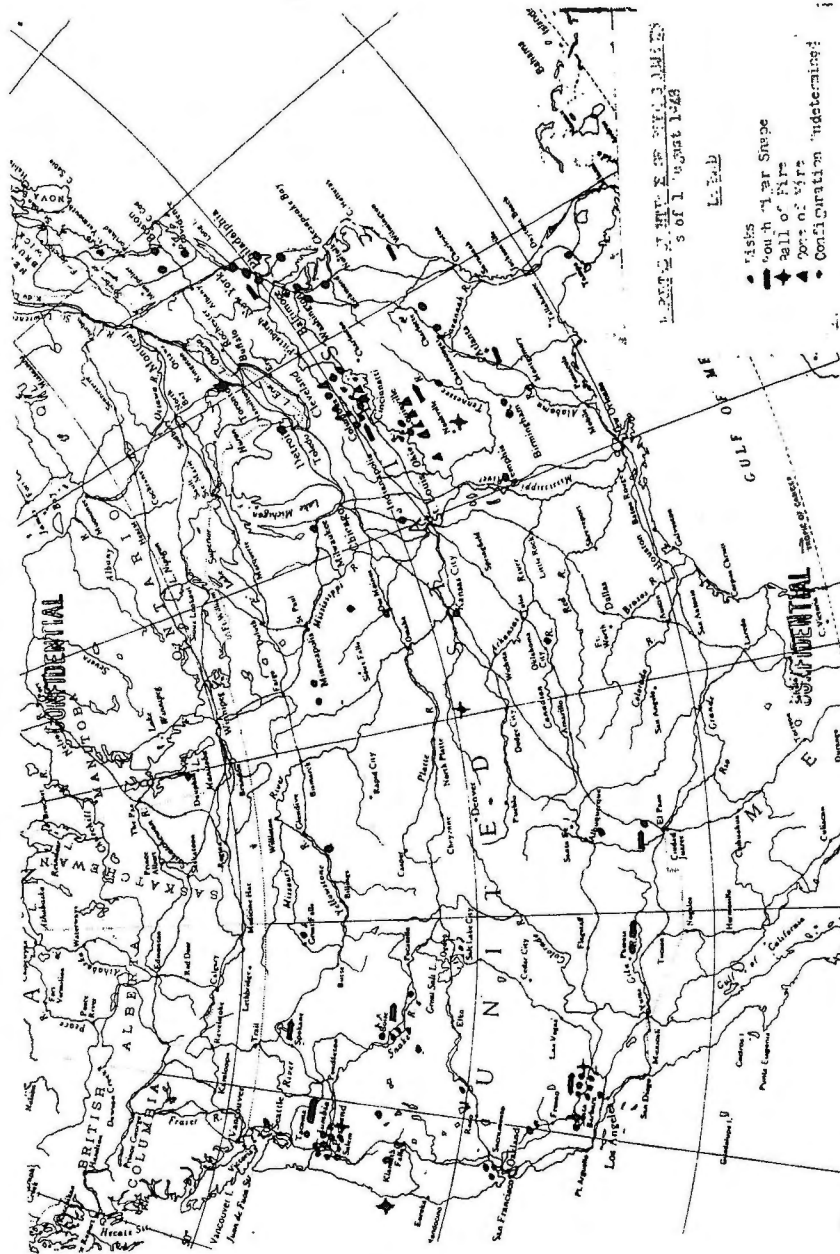
(xx.) “Estimate of the Situation.” *JUST CAUSE*. #33. September 1992. Coventry, CT. ed. Barry Greenwood. pp.6-7.

Comments on Air Intelligence Report No. 100-203-72, *Analysis of Flying Object Incidents in the U.S.* (Air Intelligence Division Study No. 203, December 10, 1948):

A few days after the Chiles-Whitted sighting the SIGN people had decided UFOs had an off-world origin. At the same time (a coincidence?) General Cabell authorized another UFO investigation personally, tasking his Defense Analysis people (Defense Air Branch) to explore any “pattern of tactics” that might be found in UFO reports. Apparently the General was in a big hurry to determine if a threat existed. As a secondary goal, some conclusions as to the reality of the objects was to be checked. What the second assignment did, intentionally or not, was to eventually make project SIGN superfluous. Cabell issued an order establishing the new study on July 27, 1948. He took a keen interest in the effort and even requested an interim report on its progress on August 11th. (A map, showing the distribution of sightings on file as of August 1, 1948 was part of the study’s final report. See page 69) Moreover, when a Joint Intelligence Committee paper was prepared on April 12, 1949, it was the AIDS 203 that was consulted and the study contained the statement that there was only two “reasonable possibilities” as to the origin of UFOs: 1) Domestic devices, or 2) Foreign aircraft, most logically from a Russian source. What happened to SIGN and the ET idea?

~~CONFIDENTIAL~~

REPRODUCED AT THE NATIONAL ARCHIVES

APPENDIX "B"REPORTED SIGHTINGS OF FLYING OBJECTSAS OF 1 AUGUST 1948~~CONFIDENTIAL~~

"Framasands."

One of the best essays on the extraterrestrial theory is that by Dr. David Saunders of the 1969 Condon Committee. The rejection of the ET Estimate by Vandenburg in 1948 because of the lack of tangible evidence is a problem that has never gone away. This is Dr. Saunder's view of the matter:

"The 'ETI Hypothesis' is simply the idea that Extra-Terrestrial Intelligence (ETI) is responsible for at least *some* of the reports now classified as UFOS. In other words, we felt that we should proceed as though some of the flying saucers reported *might* be intelligently directed spaceships from another world. It is easily seen that there are two distinct aspects to ETI —extraterrestrial (not of this world) and intelligence. A UFO would have to qualify under both of these aspects at once before it would support the the ETI Hypothesis. Meteorites, for example, are extraterrestrial but not intelligent, while you are intelligent but not extraterrestrial. It has been the persistent suggestion that UFOS might be of extraterrestrial, intelligent origin that has lent importance to the UFO problem and made it what it is today. But it was the almost incalculable significance of becoming aware of EIT, *if* it is associated with UFOS, that influenced some of us to propose ETI as the focus of the University of Colorado study.

"The actual decision to base the investigation on the ETI Hypothesis did not come so easily. Our chances of supporting the assumption were slim at best, and it appeared far more likely, if we went this route, that we would wind up the Project by reporting that our efforts had been inconclusive. If we were able to say that our work indicated a clear extraterrestrial origin for UFOS, the American people had a bargain for their \$313,000. But, inconclusive findings seemed far more likely. If ETI weren't lurking where we looked, we would never be certain that it wasn't where we hadn't looked. The thought of spending \$313,000 to prove nothing (as far as the public was concerned) was upsetting.

"The strongest immediate reaction to the ETI suggestion came from Mike Wertheimer, who teaches the history of psychology in our department and regards himself as something of a philosopher of science. He could see that the plausible argument in favor of ETI would proceed by trying to eliminate every non-ETI possibility. Indeed, this *is* the line of reasoning most commonly used by those who write popular books about flying saucers. The popular authors point out, for example, that what was sighted couldn't have been an airplane because it was too large. Wertheimer's point was that the list of non-ETI possibilities must always include a miscellaneous category with unknown properties. And since the properties of ETI are also unknown, it is logically impossible to distinguish ETI from 'miscellaneous.' (The possibility of countering Wertheimer's argument by proposing a specific, positive definition for ETI —a definition that would assign it known properties —did not seem attractive. I suppose this was because no one wanted to risk being too specific and throwing the baby out with the bath water —or an extraterrestrial spaceship out with a meteor.)

"Wertheimer referred to these miscellaneous non-ETI possibilities as 'framasands' and managed to squelch many interesting discussions with the question, 'What about framasands?' No matter how tiny a crack in the door we wanted to leave for

ETI, Mike would always find a framesand to stuff into it. Nevertheless, these discussions continued for several weeks, and increasingly, they took the form of dialogues between Mike and me. I tried to maintain a position based on probability and our prospects of changing, through investigation, our estimate of the probability that some UFOS represent ETI. This led Mike to characterize my position to the rest of group as that of a 'quasi-believer.'

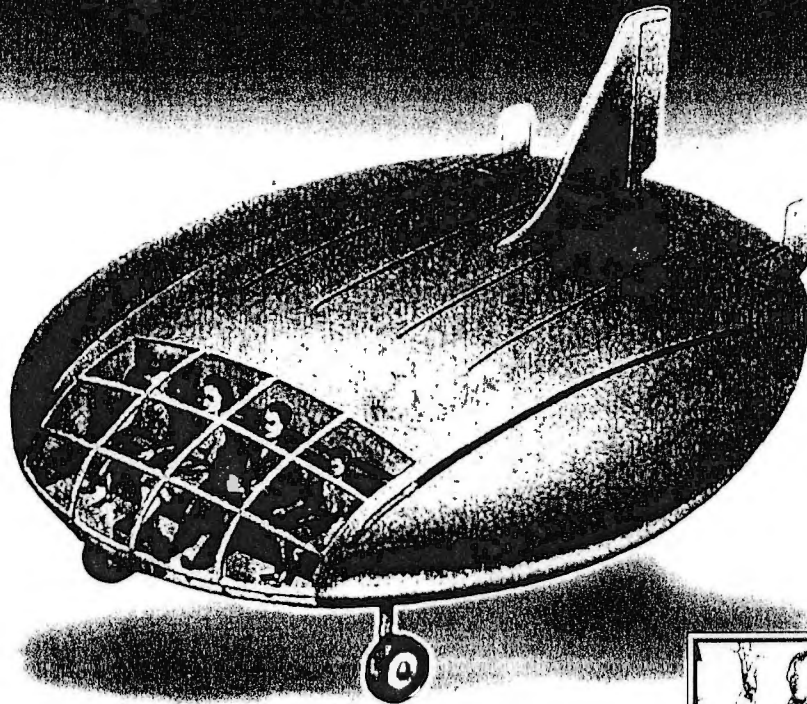
"I don't know why he chose that term, or what effect he intended it to have—but I do know that it annoyed me. Within our group, the word 'believer' had acquired all of the connotations of a four-letter word, and 'quasi-believer' was merely a more polite form of the word for use in mixed company. I felt that I could not afford to allow the implications of Wertheimer's remark to go unchallenged. And so, one evening, I composed a carefully worded memorandum.

"This memorandum compared Wertheimer's logic with that of the Greek philosopher Zeno. You will recall that Zeno offered logical proof that it was impossible for an arrow to travel from a bow to a target. In order to reach the target, it would have to get halfway there. And, in order to reach the halfway mark, it would have to travel half of *that* distance. Since it is always possible to divide the remaining distance in half, the arrow can never get started toward the target. Zeno's contention is very logical. It is also preposterous. What Zeno needed to break his paradox open was a new concept—the concept of rate (miles per hour or, in the case of his arrow, feet per second).

"Then, I pointed out that Wertheimer's argument (that we could never *prove* the existence of ETI) was as logical as Zeno's—and also just as preposterous. If Wertheimer was right, science was a waste of time because it could never prove anything. The memo recognized two points: that *absolute empirical* proofs are impossible (so far as I am concerned, even the Law of Gravity is just a probability) and that we cannot go through life without acting as if something is true. Obviously, this means we must sometimes make mistakes, but this is complicated by the fact that we can't always be sure exactly when or how we've these mistakes.

"Then I wrote, 'Statistical Decision Theory' provides an objective framework hospitable to these ideas' and called attention to the concept of 'risk' missing in Wertheimer's logic, just as rate had been missing in Zeno's. In effect, Wertheimer was proposing that we act as if the probability of our proving the ETI Hypothesis was zero. I was insisting it was a very small number. And there's a tremendous logical jump between assuming nothing and assuming something, however small. If we did not close our eyes there was a remote possibility we might be fantastically lucky enough to prove ETI. And if we did, it would have been well worth the risk." * (xx.)

(xx.) Saunders, David R. and R. Roger Harkins. *UFOS? Yes! Where The Condon Committee Went Wrong*. The New American Library, Inc.: New York, N.Y., 1968. pp.78-79.



ALFRED LOEDDING

**& THE GREAT FLYING
SAUCER WAVE OF 1947**

By Michael D. Hall
& Wendy A. Connors

Ineffectual penetrations?

What about the Air Force's opinion that UFOs may be real objects, but if so, they were conducting repeated ineffectual penetrations of American airspace? This is a valid assumption if one thinks in terms of human-made craft, but what if the intruders were beings from "elsewhere" with an agenda we couldn't even imagine?

"The making of an rural legend?"

From a 1997 California newspaper insert:

"Losing animals is a fact of life for cattle ranchers, who figure at least one percent of their herd might die each year from disease, predators, old age and modern-day cattle rusting. Ranchers say these mutilations [Speaking of cattle mutilations reported by writers like Linda Moulton Howe] don't fit into any of those categories.

" 'These are not cases,' says King City [California] rancher John Nino, 'where somebody is killing them for meat. At least that makes sense.'

"What also doesn't make sense is that someone or something has been slicing off the inedible sex organs of California cattle way longer than most people realize. In 1948 Annabelle Kelly remembers gathering cattle as a newlywed with her husband, Jack, near Standish on the Lassen-Modoc county line.

" 'We found four dead cows right side-by-side,' recalls Kelly, who called the sheriff. 'I can't remember all of the details, but they had their teats cut off, their tongues cut out, and some had their ears gone. It was just the same as all the rest —there weren't any tracks, no blood, nothing. It was spooky at the time. I thought about it over the years, but we didn't see it happen again until about five or six years ago [1991?].' " (xx.)

(xx.) Cone, Tracie. "Watch the Skies." West (Sunday insert) p.10. *San Jose Mercury-News*. San Jose, California. February 2, 1997.

12 August. "False Cries."

Dr. Lincoln LaPaz was granted his Secret and Top Secret clearance on January 21st. Perhaps he had been briefed on UFOs since that time. In any case, LaPaz, the meteor expert, acted the role of "UFO expert" on July 29th when he debunked UFO sightings as "balloons, cottonwood tree down, and charred paper fragments blown out of incinerators." Again, on August 12th he criticized the public for "seeing things," this time blaming Venus for the most part. It could be that the reason LaPaz was making such strong assertions far from his meteor specialty was just a reflection of the briefings he received by the military. In an August 12th edition of a New Mexico newspaper La Paz was quoted as saying: "Too many people are giving false cries of 'wolf' at the mere sight of any strange, bright, silvery, disc-looking object in the skies." (xx.)

(xx.) Artesia, New Mexico. *The Artesia Advocate*. 12 August 48.

Why worry? The New Mexico meteoriticist concluded after discussing Venus:

"It is most desirable that the rash wild stories about strange heavenly visitors be checked carefully. In the not too distant future, it may be extremely important to have a widespread net of voluntary observers who have not been soured on the job of watching the skies by repeated false alarms." (xx.)

(xx.) Ibid.

16 August. Upper Austria. (no time)

This news item may have been an influence on the "pro-Russian" theorists at the Pentagon:

"...on August 16th an Austrian newspaper blazoned its pages with what was described as 'the first sightings of flying discs in central Europe.' Residents in the Muehlviertel district of Upper Austria along the Czech border had reported seeing flying saucers moving at an exceptionally high rate of speed, then returning just as rapidly to the point where they were first noticed." (xx.)

(xx.) From a small English-language magazine published by Charles Harnett at Kaiserslautern, Germany, in 1954. Discovered by Jan Aldrich. An E-Mail Message dated 4 May 97. Copy in author's files.

11 September. San Francisco, California. (11:30 p.m.)

"I see it. But I don't believe it!"

Marion Shepherd and her boy friend D. Bruce Barry were walking on a street in the Twin Peaks area after spending an evening at an acquaintance's home. Barry states:

"Out of the corner of my eye I noticed something gleam above the fog. I turned to look. For a moment I was speechless.

"The object was a perfect tear-drop shape. It glowed a yellowish-orange and seemed to be propelled by a flame, of the same color, that shot out the rear to several times the length of the object itself.

"By the time I had taken all this in I had also regained my speech. I said, 'I'll be damned.' And, since I do not swear often in the presence of ladies, Marion looked up in surprise.

"Her words held only a shade more intelligence than my own. She said, 'I see it. But I don't believe it!'

"We had a clear view of this object for only about 15 or 20 seconds.

"It was about two and one-half miles away from us and travelling about 900 feet above the earth. Its flight was in a straight line and exactly parallel with the ground. For as long as we could see it the object held unwaveringly to its course.

"There were no projections of any kind from its smooth oval surface. It made no sound.

"I would judge that its speed was around 800 to 900 miles per hour. It appeared to be about 70 feet long.

"Marion and I stood stock-still watching it as long as it was in view. As it sped silently across the city its glow, in varying shades of yellowish-orange, cast weird reflections upon the wisps of fog. Its westerly course, against the wind, carried it deeper into the veil of mist and toward the ocean. It shone vaguely, eerily, for a last instant through the moving fog and then it was gone." (xx.)

(xx.) Berry, D. Bruce. "Flying Saucer Over The Golden Gate." *Fate*. Vol. II, No.2. Issue No. 95. pp.52-53. (Cover story)

1 October. Fargo, North Dakota.

Dr. James McDonald's inquiries:

Dr. McDonald contacted Lt. Col. Norbert D. Gorman, George Gorman's brother. Norbert remembered the night of the UFO incident. He said his brother George was fearless but the UFO encounter "really gave George the shakes." (xx.) George Gorman's wife later told MUFON

(xx.) McDonald papers. Gorman file. Page one of handwritten notes. Special Collection Divison, University Library, University of Arizona at Tucson, Tucson Arizona.

Director Walt Andrus the same thing, saying that when her husband arrived home after landing he was "white as a sheet." (xx.) Even though the P-51 was doing 300-400 mph during the

(xx.) *MUFON UFO Journal*. "Air Intelligence Report No. 100-203-79" July 1985. Issue #207 p.3.

chase, Gorman couldn't catch the light. (xx.) Gorman never accepted the pibal balloon answer

(xx.) McDonald papers. Gorman file. Page two of handwritten notes.

and insisted that even though his P-51 was turning inside the light's orbit, he still couldn't keep up with it. (xx.) Ibid.

On page 61 of the monograph *UFOs A History, 1948*, there is an eyewitness account of the Gorman chase by a doctor who was piloting a Piper Cub, a small, single-engine, private aircraft. Dr. McDonald learned that the doctor's name was "Cannon," and the one passenger in the Piper Cub was a man named Einar Nielsen. (For Nielsen's account of the incident see pages 76-77.)

UFOs over Sweden.

The official word on aerial activity over Sweden during 1948 was strongly colored to indicate funny business by Stalin. One can check what the October issue of the Air Force's *Air Intelligence Digest* had to say. The magazine stated:

"An increase in the number of incidents over Sweden during the summer may be connected with Soviet guided missile tests in the Lake Seliger area (57degrees N.

Transcript of handwritten report to Major Jones from
Einar Nielsen

To: Maj. D. C. Jones
NDNG
Fargo, N. D.

Sir:

This is in reply to your request for a statement relative to the object sighted by myself and others on the night of October 1.

Dr. Cannon and I took off from "Sky Ranch Airpark" 8:30 p.m. on the night of October 1 to do a little night flying. We circled the AC football field watching the game. I was in the front seat of the Cub and Doc was flying at the time, so I put on the phones and turned on the receiver just in case that the Fargo tower might want to contact us. After circling the football field a number of times, Fargo tower called and requested our position. I gave the tower our position as "JUST SE of the field over Fargo at 1600 ft." Fargo tower acknowledged the message and then asked if we had observed any other aircraft in the area at about 4000 ft. I told them we had seen a 51 earlier, but that we had no aircraft in sight at the time. Fargo tower then said a 51 had us in sight, but that he had observed another aircraft in the area at about 4 or 5 thousand.

We headed north and soon a "object" was observed above us and to our right — it was travelling west and we were both very much impressed at the speed it was travelling at. I immediately called the tower and gave them the position of the craft, thinking they would contact it. It had no position lights and appeared only as a large yellowish-white glow. The night was clear but there was no moonlight, so it was impossible to observe any outline of the object, and there was no reflection observed.

The object then made a large, sweeping turn of about 90 degrees. It seemed to maintain its altitude in the turn — and it travelled south at a very high rate of speed and was seemingly gaining altitude as it

travelled south. We saw the 51 in pursuit just as it made its turn south, but the 51 was slow in comparison.

We landed and went to the tower to find out if they had made contact with the craft, but they hadn't. While in the tower, we saw the object making smooth, sweeping circles over Fargo — at a much higher altitude. Also saw the position lights of the 51 as it circled after it. The 51 appeared to be flying a smaller circle than the other object, but even so it could not match its speed. We went outside and could hear the 51 — but there seemed to be no sound of any kind from the other craft.

I haven't the least idea what the object was, but I do know what I saw was not an illusion.

Yours truly,

E. Nielsen

Air Intelligence

DECLASSIFIED
AT/IGSPB Ltr. 18 Dec 1973
By AFSHRO
Date: MAR 1974

DIGEST

OCTOBER 1948
Volume 1, Number 12



Chief of the Soviet Long Range Air Force—See "THE SPOTLIGHT" ~~CONFIDENTIAL~~

Published by

Directorate of Intelligence, United States Air Force

DECLASSIFIED
AT/IGSPB Ltr. 18 Dec 1973
By AFSHRO

-33 degrees E.) or along the Baltic coast of Estonia.

"About 32 launching sites reportedly exist in areas fronting on the Baltic Sea. Swedish sources claim to have confirmed the existence of three such sites. Re-occurrence of so-called 'rocket incidents' over Sweden is important in view of the reported move of Peenemunde launching facilities to locations in the USSR.

"Earlier, the greatest number of incidents in Scandinavia occurred in 1946, when the Peenemunde facilities reportedly were being used in trial launchings of German World War II missiles then being manufactured in the Soviet Zone of Germany.

"Sightings of rockets over Scandinavia ceased with the reported removal of Peenemunde facilities but began again almost coincidentally with the reported establishment of test facilities in the USSR.

"Any missiles being test-fired by the Soviets in areas such as the Baltic probably are slightly improved versions of German World War II types, and those which may be under development at installations in the interior regions of the USSR possibly are more advanced types." (xx.)

(xx.) "Fires in the Sky." *Air Intelligence Digest*. Published by the Directorate of Intelligence, United States Air Force. Vol.1, Number 2. October 1948. p.12.

The real situation in Sweden?

A secret document paints quite a different picture of Sweden's UFO problem. In fact, the situation in Sweden was very similar to the American experience! Besides "rocket-like objects," which gave credence to the Russian theory, saucer-like discs and fast moving ball-like UFOs were being reported, so the Swedes were not talking about Russian missiles tests in private. It seems the Swedes had no idea what the objects could be and were trying to keep the problem under wraps. (See pages 80-81)

All this was new to project SIGN people and they had to digest the information before making recommendations to higher authorities.

General Hoyt Sanford Vandenberg succeeded General Spaatz as Air Force Chief of Staff in May 1948 and its quite possible he knew more about events in Sweden than the people employed by SIGN. Vandenberg had been appointed director of the Central Intelligence Group, predecessor to the Central Intelligence Agency, in June 1946 and served in that capacity until he returned to the Army Air Force in May 1947. His term as director of the CIG was the period of time when the "ghost rocket" mystery reached a peak. He should have been the one person in the United States fully briefed on the goings on in Sweden and no doubt did not need SIGN to come up with any further sources of information.

? October Benton, Wisconsin. (4:00 - 5:00 p.m.?)

A farmer who wanted his name kept confidential [name on file] wrote the Air Force to say he witnessed something very strange in October 1948. He couldn't remember the exact day but the experience remained vivid in his mind. He saw this object hovering in the air:

"It was very bright silver or aluminum in color. The shape was that of two deeply cupped saucers placed on each other, one for the top and one for the bottom. I know that the distance was 1/2 mile by the length of my fields. The height is some-

AMC Form No. 10-7
(Rev 1 Apr 48)

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AIR INSPECTOR

MCLAXO-3

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAIN

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OTHER

MCLAXO-3/RRS/aw

Interview of Brig Gen Erik N. Nelson

Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR
Collections Branch

1. Reference is made to teletype conference message CSAX-4 dated 19 August 1948. The proposed interview of Brig Gen Erik N. Nelson was accomplished 1 October 1948 by Col Clinger and Lt Col Davitt. The following report on the interrogation is submitted for your information.

2. In his capacity as technical advisor to Scandinavian Air Lines, General Nelson had some social contacts toward the end of his last visit to Sweden with certain civilians highly placed in the Swedish government. They informed him that no solution or physical evidence had ever been found to the flying discs or rockets that had been sighted over Sweden in late '46 and early '47. He was also informed that three distinct types of unidentified flying objects were again prevalent over Northern Sweden and Norway this past summer. (It should be noted that the sightings in Northern Sweden this summer would be in daylight, since there is no darkness at that latitude during the summer months.) The three types were as follows:

- a. Long, cigar-shaped rocket or missile
- b. Flat, saucer-like disc
- c. Large, round ball-shaped object that could stop, hover, and go off at terrific speed.

Type "b" was new and had not previously been seen. The Swedes have no idea what the unidentified objects are, and are exerting every effort to keep news of the sightings out of the press. Thus they take no official notice of the sightings and have kept the matter quiet. The Air Attache, American Embassy, Stockholm, has no knowledge of the objects, since the Swedes prefer to keep the matter as quiet as possible. General Nelson stated that the Swedish people who told him of these flying objects did so because of his long friendship with them and in spite of their knowing he was an Air Force Reserve Officer. They stated they had no objection to his making an unofficial report of the incidents.

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(Rev 1 Apr 48)

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AMC

SUBJECT: "Interview of Brig Gen Erik H. Nelson"

AIR INSPECTOR

3. The above information was all that General Nelson had. He was queried at length as to size, speed, frequency of occurrence, maneuverability, etc., of the objects, but he does not have any more information than disclosed above.

PUBLIC INF. OFFICE

4. Objects similar to those reported in paragraph 2 have been sighted by both foreign and domestic observers and follow the same pattern as those in previous incidents.

COMPTROLLER

5. In view of the fact that no further information can be gained from General Nelson, it is recommended that this Office be permitted to close the case insofar as this individual is concerned.

PERSONNEL

6. Some further information as to contacts for our ATIO have been obtained from this interview and prompt action has been taken to coordinate through the proper channels, to establish good intelligence sources.

FOR THE COMMANDING GENERAL:

RESEARCH & DEV.

H. M. McCoy
H. M. McCoy
Colonel, USAF
Intelligence Department

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOB.
PLNG.

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OTHER

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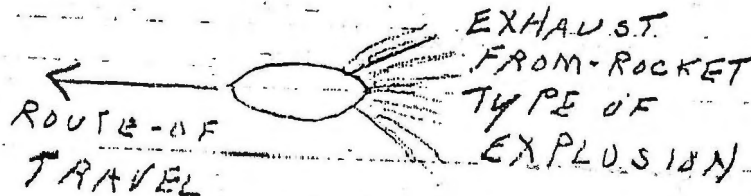
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thing I cannot estimate because of no knowledge of this kind. However it was not any higher than the average small motor plane would fly. I would judge the diameter of this vehicle to be about the length of a medium size plane.

"Here is where the information you should have comes in. This object was motionless in the sky for an hour. At first I thought it was a balloon, but the shape was not just right for any balloon that I had seen so I kept watching it and wondering what it could be. Suddenly from the one end shot a very violent explosion of black exhaust. The vehicle shot forward with speed far greater than any missile I have seen on T.V. from the Cape. Instantly this object started to become invisible from sheer speed. It was moving straight across from me but speed blotted it out within three or four seconds. However the cloud of black exhaust remained. It slowly floated upwards and was gone in about 10 minutes. This object left no exhaust trail as it moved on. The take off explosion nor the machine made no sound." (xx.) (See drawing by Mr. "H.L." below) (xx.)



(xx.) Letter: To: U.S.A.F. From: "H.L." [name on file] Brenton, Wisconsin. 12 May 66. Photocopy in author's files.

UFOs: domestic aircraft?

Authorized by Air Force Headquarters, the "Analysis of Flying Objects Incidents in the U.S. (AIDS 203)," moved forward. There was some overlapping with Project SIGN since AIDS 203 was to help answer the controversial question of the origin of UFOs. This question should have been SIGN's job totally, but apparently it was felt the problem solving needed all the input possible. The SIGN people may have resented the intrusion, since AIDS 203 was considering only two "reasonable" theories. One "reasonable" idea was that UFOs were an achievement by some foreign power here on Earth, and the other was that UFOs were the product of a secret domestic project. The omission of the ET theory was glaring. It may have been apparent to the SIGN people they were being "set up" to be "replaced" by another UFO study and another UFO conclusion. To boost its ET position for a showdown, perhaps, Col. McCoy, on behalf of the SIGN project, sent a letter to the U.S. Navy in October asking if Navy Intelligence knew of any domestic secret weapon that might explain UFOs. The answer is not available in declassified files, but we can assume, with the advantage of hindsight, the reply was negative. Since the Navy was helping with AIDS 203, how could it indorse the domestic theory? Perhaps to get some paper to cover all the bases, McCoy, on behalf of SIGN, approached the Central Intelligence Agency with the same question about domestic secret projects. Again, there is no reply in declassified files, but as in the Navy case, we can assume the answer was negative. When and if the SIGN people had their "day in court," they could question any consideration of the domestic idea.

Radar and unidentified targets.

The limitations of the national radar network at this time was spelled out in a secret document dated October 15, 1948. (See below)

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UNCLASSIFIED

Project "SIGN"
ER 413.6 (18 Jun 48)

5th Ind.

15 OCT 1945

HQ AIR DEFENSE COMMAND, Mitchel Air Force Base, Mitchel Field, New York

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

1. Inclosed herewith is a complete listing of all radar stations in operation within this Command, radar stations which will be in operation on or about 1 January 1949, and a list of known radar stations in operation outside the jurisdiction of this Command.
2. At present all stations within this Command operate on a normal duty schedule of a five day week; eight hours a day; however, it is planned to operate a majority of the listed stations on a continuous twenty-four hour schedule upon completion of present planned installations.
3. Identification procedures now in use by the operating units are inadequate to permit complete identification of all observed targets. Approximately ten (10) to fifty (50) percent of the targets appearing on the radar scopes were unidentified. Future plans for establishment of an adequate identification system will provide for identification of all targets approaching the borders of the continental United States under surveillance by the radar screen; however, only a minimum of targets originating within the interior of the United States will be identified due to the complexity of the identification system required.
4. No reports of any unusual sightings have been made to this Command by the stations now in operation. Submission of such reports directly to your Headquarters can be made upon establishment of an acceptable reporting procedure including means of communication for transmission of the reports.

FOR THE COMMANDING GENERAL:

1 Incl.
as above

RICHARD W. GEUSS
CAPTAIN USAF
ACTG ASST ACT GEN

CENTRAL FILES
L. J. L. E. C. C.
66332

UNCLASSIFIED

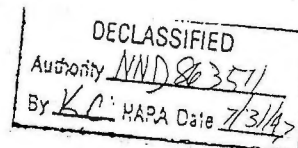
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T-67629

Request for a "spaceship" study.

The engineers working for project SIGN were quite comfortable analyzing experimental high performance aircraft, but "spaceships" were something else entirely. In order to defend the ET hypothesis, the SIGN people had to acquire new information, a lot of new information. SIGN put in a request in October 1948 for a study to be conducted by the Air Force think tank RAND to explore the spaceship issue. The request was worded in such a way as to minimize any uncomfortable ET connotations. Considering the primitive state of knowledge in regards to the subject in 1948, one cannot see how useful any RAND study conclusions could be. (See below) (xx.)

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~~SECRET~~

EXHIBIT "A"

Project Sign Study Requirements

The possibility that some of the unidentified aerial objects that have been reported both in the United States and in foreign lands may have been experimental spaceships, or test vehicles for the purpose of assisting in the development of spaceships, has been given consideration by this Command.

If such craft actually have been sighted, it is believed more likely that they represent the effort of a foreign nation, rather than a product from beyond the Earth.

Present world knowledge, techniques and resources are probably adequate to meet the requirements for spaceship construction, or at least to establish the preliminary experimental foundation for such an accomplishment in the near future.

In any case, the design and performance parameters of the craft would necessarily be in conformance and consistent with the established principles of our sciences.

To assist in the collection of information, relating to unidentified aerial objects that may possibly represent spaceships or spaceship test vehicles, and to assist in the analysis and evaluation of such reported craft, technical information that includes the distinguishing design and performance parameters for spaceships is considered necessary.

While such information is contained outright, or implicitly, in the series of Rand Project reports, it would be of much value to this Command to have a list of the special design and performance characteristics that are believed to distinguish spaceships, together with any further scientific clues that might assist in their detection and identification, prepared by Rand scientific personnel.

T-65382

~~SECRET~~

(xx.) Records of Headquarters U.S. Air Force (Air Staff) (Record Group 341) Decimal File 000.9. File: Flying Discs. National Archives.

Reported UFO movements and SIGN investigations.

After project SIGN, Air Force investigators paid little attention to one outstanding characteristic of a good UFO report. Quite often it was the violent movements of an object in the sky that caught the eye of a witness. Note how SIGN, in an October 1948 investigation, attempted to gather as much data as possible in regards to the UFO's movements. Investigating an October 14th sighting by a pilot flying between Dayton, Ohio, and Indianapolis, Indiana; SIGN asked the following questions:

- "1. To what degree did these objects possess the ability to ascend and descend?
2. Was the 'up and down' movement due to susceptibility of the objects to air currents? Did the movement seem intentional, or was it characteristic?
3. Were the deviations in flight erratic or objective? Did they (the objects) seem unaware of the observer's craft, or could their maneuvers be interpreted as 'aggressive'?
4. Did the objects seem to make any sharp turns or right angles? To the extent that they defied the law of inertia? [Even at this early date the possibility of UFOs having the capabilities beyond our understanding was considered]."

(xx.)

(xx.) Letter: To: Commanding Officer, Hamilton AFB, Hamilton Field, California. From: Col. H.M. McCoy, Chief, Intelligence Department. Wright-Patterson AFB, Ohio. Subject: Project "SIGN."
Project Sign Investigative Reports, 333.5 Investigations 1948 September thru December. Material furnished by the National Intelligence Center (NAIC), Wright-Patterson AFB, Ohio. Copy in author's files.

The Russian theory. Checking every approach to the problem.

Besides examining every bit of intelligence concerning possible high performance Russian aircraft, SIGN asked the FBI for help investigating witnesses in a Hamel, Minnesota case. If SIGN couldn't come up with a piece of a Russian flying saucer (if the Reds were responsible for UFO sightings), then, perhaps, an answer might be obtained from observers. Col. W.R. Clingerman, on behalf of SIGN, wrote the local FBI office to say:

"This Headquarters (Air Material Command) desires to enlist your cooperation at the earliest possible moment to determine the following: (1) possibility of communist-inspired hoax, and (2) affiliation and activities of subject's [witnesses] which would support communistic objectives, and to establish or discredit facts contained in original report." (xx.)

(xx.) Letter: To: Federal Bureau of Investigation, United States Department of Justice, 404 New York Building, St. Paul 1, Minnesota. From: W.R. Clingerman, Colonel, USAF, Chief, Tech Intelligence Div. Intelligence Department. Wright-Patterson AFB, Ohio.

26 October 48. "Project Sign 1948 Investigative Reports." 333.5 Investigations 1948 September thru December. National Air Intelligence Center (NAIC), Wright-Patterson AFB, Ohio.

October/November. European UFO activity.

An indication of European UFO activity at this time surfaced in the press late in October. (See clipping right)

Writer Charles Harnett of Kaiserlautern noted the Neubiberg sighting:

Pilots Report Flying Disc Over Neubiberg Air Base

MUNICH, Oct. 30 (INS) Five U.S. Air Force pilots reported yesterday they observed a mysterious, silvery object, similar to the famous "flying saucers," hanging high in space over the Neubiberg Air Force Base for more than 30 minutes, then disappearing with terrific speed. The same object was spotted some days ago by another group of pilots.

"On October 29, 1948, newspapers throughout Europe reported this sighting[s] near Munich... These reports touched off a chain of speculative comments among astronomers and scientists on the continent, who variously claimed that the objects were from Russia or from outer space. Few seemed to regard them as products of the United States.

"In November of 1948 reports came in from Denmark that unidentified flying objects had been seen at Skagen, Northern Jutland. These were described as missiles which passed over Skagen at high altitude and disappeared northward over Skagerrack. A Danish coastguardsman allegedly saw one disc-like object moving northward at 15,000 feet altitude and then, through binoculars, observed another 'shining like silver and traveling in a different direction.' Scores of eyewitnesses corroborated the incident." (xx.)

(xx.) E-Mail message. From: Jan Aldrich. Subject: "Europe UFOs." Date: 4 May 97. Information from a small English-language magazine published by Charles Harnett, Kaiserslautern, Germany. (1955?) Copy of E-Mail in author's files.

2 November. The Chief of Ordnance asks questions.

According to a document originating from Major General H.B. Sayler (Ordnance Department, Chief, Research and Development), Col. H.M. Roberts of Ordnance met with Lt. Col. Robert N. Smith, U.S.A.F. on November 2nd to discuss the loan of the study "Analysis of Flying Objects Incidents in the United States, dated 5 October 1948 (Top Secret)." (xx.) This inquiry may have given a push to what General Cabell did the following day.

(xx.) Letter: To: Director of Intelligence, United States Air Force. ATTN: Air Intelligence Division. From: Major General H.B. Sayler, Ord. Dept., Chief, Ord. Res. & Dev. Division. War Department, Office of the Chief of Ordnance, Washington D.C. 9 Nov 48. General Files. 214A. Deputy Chief of Staff- Director of Intelligence. Top Secret Control Cable Section, General Files. July 1945 to December 1954. National Archives. Copy in Author's files.

3 November. What to tell the public?

The lack of progress in obtaining definitive evidence as to the origin of UFOs could not be tolerated forever. General Cabell found the press closing in on the Air Force. It had been over a year since "flying saucers" first received national publicity and reports and speculation continued to appear in the news media without any answers. The public was willing to grant the military some time to sort things out, but they were getting restless. General Cabell wrote the Air Material Command on November 3rd to warn SIGN personnel a huge public relation problem loomed: "What are we going to tell the American people?" The press, said Cabell, was "about to take it into its own hands and demand to be told." General also pointed out that "appropriate countermeasures" to "meet the needs of national defense" was over due. (See document on page 88)

4 November. ET message from Sweden.

The dates on official documents may not reflect exact times as to their processing. It could be a message dated November "4th" originated a day or so earlier and was reviewed by General Cabell prior to his writing AMC on the 3rd. This is suggested because the news from Sweden could have effected Cabell's judgement.

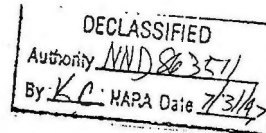
Sweden was in a precarious position. The country emerged unscathed from World War II by asserting its neutrality, but it was obvious Sweden had not been in the direct path of Germany's armies and Hitler wanted a steady, reliable, flow of high-grade iron ore which Sweden was forced to supply. The political situation had changed after the war. Sweden was pro-West, but neutrality still seemed the best policy. The Sweden had modern, well equipped, well trained, military force but they would be greatly outnumbered in any conflict with the Russians. To the east was Finland, exhausted by the war, suffering from a huge loss of territory and population from boundary changes, and strong left-wing political sentiments after the collapse of Fascism. Finland was no longer much of a buffer against Russia. To southeast, Russia had taken over the Baltic states and proclaimed the one time independent nations part of the Communist empire. To south the Russian zone of occupied Germany had become a puppet of Stalin's and a base of military operations. The blockade of Berlin that summer had, for all intents and purposes, ended the charade of a new united Germany rising from the ashes and finding its own way in the world. Unlike Hitler, Stalin seemed very interested in extending his control over Sweden and it had observers in Stockholm very worried.

A Top Secret American message on November 4th discussed UFO activity in Europe and noted Sweden's extreme concerns about Russian mischief. This was something General Cabell and others in the Pentagon could relate to, but some Swedish experts acknowledged that an explanation of UFOs might be "beyond the scope of our present intelligence thinking." Moreover, the Swedish experts believed UFOs may represent a "high technology, previously unknown and unidentified from a culture outside the earth." (See document on page 89)

4 November. The U.S. Navy shows increased interest.

Word of General Cabell's formally expressed opinion on November 3rd that "something was being observed," may have prompted a request from the Navy on November 4th. It's hard to say how fast information traveled around Washington (usually slower than one would think), but the Navy's request would be a natural response to Cabell's letter to the Air Material Command at

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See TS-2-3931
 for Cover Sheet +
 MTR.

AFOIN/Maj Gen Cabell/mcm/5613/2 Nov 48

~~SECRET~~

3 NOV 1948

SUBJECT: Flying Object Incidents in the United States

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

1. By letter dated 30 December 1947 from the Director of Research and Development, Headquarters USAF, your Headquarters was required to establish Project "SIGN".

2. The conclusion appears inescapable that some type of flying object has been observed. Identification and the origin of these objects is not discernible to this Headquarters. It is imperative, therefore, that efforts to determine whether these objects are of domestic or foreign origin must be increased until conclusive evidence is obtained. The needs of national defense require such evidence in order that appropriate countermeasures may be taken.

3. In addition to the imperative need for evidence to permit countermeasures, is the necessity of informing the public as to the status of the problem. To date there has been too little data to present to the public. The press, however, is about to take it into its own hands and demand to be told what we do or do not know about the situation. Silence on our part will not long be acceptable.

4. Request immediate information as to your conclusions to date and your recommendations as to the information to be given to the press. Your recommendation is requested also as to whether that information should be offered to the press or withheld until it is actively sought by the press.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ C. P. Cabell
3rd Air Materiel Command
 C. P. CABELL
 Major General, USAF
 Director of Intelligence, Office of
 Deputy Chief of Staff, Operations

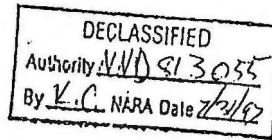
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TOP SECRET

4 Nov 1948

From OI OB

For some time we have been concerned by the recurring reports on flying saucers. They periodically continue to crop up; during the last week, one was observed hovering over Neubiberg Air Base for about thirty minutes. They have been reported by so many sources and from such a variety of places that we are convinced that they cannot be disregarded and must be explained on some basis which is perhaps slightly beyond the scope of our present intelligence thinking.

When officers of this Directorate recently visited the Swedish Air Intelligence Service. This question was put to the Swedes. Their answer was that some reliable and fully technically qualified people have reached the conclusion that "these phenomena are obviously the result of a high technical skill which cannot be predicated to any presently known culture on earth." They are therefore assuming that these objects originate from some previously unknown or unidentified technology, possibly outside the earth.

One of these objects was observed by a Swedish technical expert near his home on the edge of a lake. The object crashed or landed in the lake and he carefully noted its azimuth from his point of observation. Swedish intelligence was sufficiently confident in his observation that a naval salvage team was sent to the lake. Operations were underway during the visit of USAF officers. Divers had discovered a previously uncharted crater on the floor of the lake. No further information is available, but we have been promised knowledge of the results. In their opinion, the observation was reliable, and they believe that the depression on the floor of the lake, which did not appear on current Hydrographic charts, was in fact caused by a flying saucer.

Although accepting this theory of the origin of these objects poses a whole new group of questions and puts much of our thinking in a changed light, we are inclined not to discredit entirely this somewhat spectacular theory, meantime keeping an open mind on the subject. What are your reactions?

TOP SECRET

(END OF USAF ITEM 14)

TOP SECRET

Wright-Patterson AFB. The Air Force and the Navy cooperated on aviation matters which explains the Navy's participation in the AIDS 203 study. Now, all of a sudden, the Navy sought a greater and more active role in UFO investigations. A sense of urgency prevailed in the Navy communication, containing such language that said the Navy was "desirous of assisting in any manner," and also desirous of "acquiring all data on file." In return, the Navy promised to send any data it obtained to the Air Force by the "fastest means." (See letter on page 91)

8 November. McCoy letter.

Ready or not, AMC had to reply to General Cabell in the Pentagon within a short period of time. It fell to Col. H.M. McCoy, Chief of the AMC Intelligence Department at Wright Field, to draft an "update" on project SIGN results and to make a recommendation on what to tell the public. Anyone in McCoy's position would want to please his boss by giving the impression SIGN was doing its job, but there wasn't much new to report, so the AMC Chief had to, in large part, repeat earlier findings. Following the lead Cabell provided, one ground rule was that "something was being observed." McCoy stated that "it is obvious something real" was behind UFO reports but only physical evidence would reveal its true nature. McCoy also thought it unwise deal with the press in any way other than an evasive manner until reasonable conclusions were determined. (See pages 92-94) Michael Swords describes the letter as "overtly submissive but covertly rebellious, with many ET hints." (xx.)

(xx.) Swords, Michael. "Project Sign and the Estimate of the Situation." *Journal of UFO Studies*. New Series, Vol. 7. 2000. p.51.

12 November. The National Bureau of Standards meeting.

As yet, no official declassified records about this meeting have been located. Only indirect references to it exist in military files. Ruppelt refers to a meeting at this time (without naming it) and says it was a lobbying effort by SIGN representatives on behalf of the ET hypothesis. According to Ruppelt, the pro-ET people failed to convert their critics. (xx.) One might say the results of this meeting cleared the way for the press to visit SIGN and ask questions. Taking no chances, almost everyone in the SIGN group was purged before Sidney Shallet arrived at Wright Field.

(xx.) Ruppelt, Edward. *The Report on Unidentified Flying Objects*. Garden City, New York: Doubleday & Company Inc., 1956. p.69.

We know at least one detail of the National Bureau of Standards meeting. It seems Maj. Boggs, AFOIR, requested that Capt. Robert R. Sneider of Project SIGN, submit incident summaries periodically to AFOIR as they were received from various investigative agencies. Maj. Walkowicz, Secretary, Scientific Advisory Board, Chief of Staff, USAF, coordinated the material, passing the data on to George Valley of MIT, who was member of the Scientific Advisory Board. The first batch consisted of 177 files on hand as of November. (See letter to George Valley on pages 98-99)

In reply refer to Initials
and No.

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~~CONFIDENTIAL~~

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON 25, D. C.

Op-322V
PL6-3/QH
CONFIDENTIAL
Serial OMM23P32

4 NOV 1948

From: Chief of Naval Intelligence.
To: Director of Intelligence, U.S. Air Force.
Attn: Air Intelligence Requirements Division.

SUBJECT: Reporting of Information on "Flying Discs".

Reference: (a) Your Conf ltr AFOIR-CO-5 dtd 14 Oct 48.

1. The Office of Naval Intelligence is desirous of assisting the Director of Intelligence, U.S. Air Force in any manner possible in reporting and investigating information on "flying discs". It desires, moreover, to receive any intelligence which the Air Force may acquire on the subject.

2. Directives are being issued to Naval Commands to transmit any information obtained on the subject to the nearest Air Force Command and additionally to the Chief of Naval Intelligence who will pass the information to the Director of Intelligence, U.S. Air Force by the fastest means.

3. It is regretted that command and communication systems do not permit direct communication between Naval Commands and Air Force Base, Wright Field, Ohio.

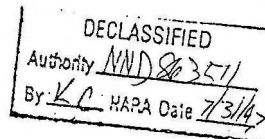
4. Where possible, Naval installations will initiate investigative action as requested in paragraph 4 of reference (a).

Thos. B. Inglis

THOS. B. INGLIS

UNCLASSIFIED 3268154

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Sec TS-2-3931
for cover sheet
7 M R of Bsgic
~~SECRET~~

8 Nov 48

Basic ltr fr Hq USAF, 3 Nov 48 to CG, AMC, "Flying Object Incidents in the United States"

1st Ind

MCIAT/ABD/amb

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio. 8 Nov 48

TO: Chief of Staff, United States Air Force, Washington 25, D. C., ATTN: AFOIR

1. In attempting to arrive at conclusions as to the nature of unidentified flying object incidents in the United States, this Command has made a study of approximately 180 such incidents. Data derived from initial reports have been supplemented by further information obtained from check lists submitted by mail, from interrogations of other field agencies, and by personal investigation by personnel of this Command in the case of incidents that seem to indicate the possibility of obtaining particularly significant information.

2. The objects described fall into the following general classification groups, according to shape or physical configuration:

- a. Flat disc of circular or approximately circular shape.
- b. Torpedo or cigar shaped aircraft, with no wings or fins visible in flight.
- c. Spherical or balloon shaped objects.
- d. Balls of light with no apparent form attached.

3. Some of the objects sighted have definitely been identified, upon further investigation, as weather or upper air scientific balloons of some type. A great many of the round or balloon shaped objects indicated in paragraph 2c above are probably of the same nature, although in most cases, definite confirmation of that fact has been impossible to obtain.

4. Some of the objects have been identified as being astro-physical in nature. For example, in daylight sightings, the planet Venus has been reported as a round, silvery object at extremely high altitude. Action is being taken to obtain the services of a prominent astro-physicist as a consultant, to study all of the incidents to determine whether some can be identified as meteors, planets or other manifestations of astral bodies.

5. Arrangements for accomplishing a study of the psychological problems involved in this project are being made in coordination with the Aero-Medical Laboratory at this Headquarters. The possibility that some of the sightings are hallucinations, optical illusions or even deliberate hoaxes has been considered.

File - 6 Jan 48
Maj Jones

2

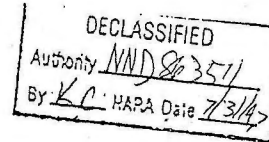
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T-73017

000.9 FLYING DISCS

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1st Ind

Basic ltr fr Hq USAF, 3 Nov 48 to CG, AMC, "Flying Object Incidents in the United States".

6. Although explanation of many of the incidents can be obtained from the investigations described above, there remains a certain number of reports for which no reasonable everyday explanation is available. So far, no physical evidence of the existence of the unidentified sightings has been obtained. Prominent scientists, including Dr. Irving Langmuir of the General Electric Company, have been interviewed to determine whether they could advance any reasonable explanation for characteristics exhibited by the objects sighted. In an early interview, Dr. Langmuir indicated that these incidents could be explained, but insufficient data were available at that time on which to base definite conclusions. It is planned to have another interview with Dr. Langmuir in the near future to review all the data now available; and it is hoped that he will be able to present some opinion as to the nature of many of the unidentified objects, particularly those described as "balls of light."

7. All information that has been made available to this Headquarters indicates that the discs, the cigar shaped objects, and the "balls of light" are not of domestic origin. Engineering investigation indicates that disc or wingless aircraft could support themselves in flight by aerodynamic means. It is probable that the problems of stability and control could also be solved for such aircraft. However, according to current aerodynamic theory in this country, aircraft with such configurations would have relatively poor climb, altitude, and range characteristics with power plants now in use.

8. The possibility that the reported objects are vehicles from another planet has not been ignored. However, tangible evidence to support conclusions about such a possibility are completely lacking. The occurrence of incidents in relation to the approach to the earth of the planets Mercury, Venus and Mars have been plotted. A periodic variation in the frequency of incidents, which appears to have some relation to the planet approach curves, is noted, but it may be purely a coincidence.

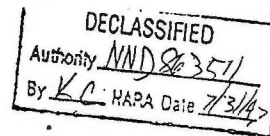
9. Reference is made to "The Books of Charles Fort" with an introduction by Tiffany Thayer, published 1941, by Henry Holt & Co., New York, N. Y. It appears that similar phenomena have been noted and reported for the past century or more.

10. In view of the above, the following conclusions are drawn:

a. In the majority of cases reported, observers have actually sighted some type of flying object which they cannot classify as an aircraft within the limits of their personal experience.

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1st Ind

Basic ltr fr Hq USAF, 3 Nov 48 to CG, AMC, "Flying Object Incidents in the United States"

b. There is as yet no conclusive proof that unidentified flying objects, other than those which are known to be balloons, are real aircraft.

c. Although it is obvious that some types of flying objects have been sighted, the exact nature of those objects cannot be established until physical evidence, such as that which would result from a crash, has been obtained.

11. It is not considered advisable to present to the press information on those objects which we cannot yet identify or about which we cannot present any reasonable conclusions. In the event that they insist on some kind of a statement, it is suggested that they be informed that many of the objects sighted have been identified as weather balloons or astral bodies, and that investigation is being pursued to determine reasonable explanations for the others.

12. A report, summarizing the results obtained from analysis of the data and a technical investigation of the engineering aspects of the objects described, is nearly complete, and a copy will be forwarded to your Headquarters in the near future.

FOR THE COMMANDING GENERAL:

H M McCoy
H. M. McCoy

Colonel, USAF
Chief, Intelligence Department

~~SECRET~~

T-73017

15? November. Six miles south of Nevada, Missouri. The city of Nevada is about 60 miles due south of Kansas City. (late in the afternoon)

Two objects drop down from the "mother plane." (See news clipping below)

NOVEMBER 30, 1948

Nevada Mo Daily Mail

Flying Discs Reported In Vernon County Skies

The "flying discs" are back again.

C. D. Fife, who lives six miles south of Nevada, reported this morning that about two weeks ago, late in the afternoon, he heard a whirr in the sky, then the noise stopped. Mr. Fife looked up and there, way up in the air, was a disc-like looking plane just hovering.

Two bright objects dropped down out of the big disc, about two or three hundred feet, then they scooted off southwest at a terrific speed. The mother plane which seemingly had given birth to two off-spring up in the sky, continued on its way northeast.

THIS MORNING, at about 8:30 o'clock, Joy Jean Fife, 14 years old, was out in the yard at the Fife farm home when she saw an odd plane. She called

to her father. He reports that the small, glistening, aluminum appearing plane this morning looked like one of the youngsters that appeared out of the bigger plane two weeks ago. And, like the other two he saw, this one was travelling at a terrific speed towards the southwest.

Mr. Fife is a cler-eyed gentleman who should know what he sees. However, he is wondering if any other folks in the county saw the plane this morning, or any of the three about two weeks ago.

It will be recalled that about a year ago reports of flying discs were made by people in various parts of the country. No government agency ever corroborated any of the reports, however, and just what it is folks saw remains a mystery to this day.

28 November. Sidney Shallet and General Cabell.

It was writer Sidney Shallet of the *Saturday Evening Post* that finally put General Cabell in a corner. Cabell wasn't ready to answer questions about UFOs asked by the press and wasn't sure if such a policy was the best way to go, but Shallet avoided any obstructions by the military. The journalist simply went over Cabell's head and got approval from Secretary of Defense Forrestal.

The destruction of James Vincent Forrestal by his critics months later was a tragedy. The *Saturday Evening Post* would defend the Defense Secretary against his crucifiers and their cloak-holders whom the magazine called "an ill assorted group of ideological libertarians." Evidently Forrestal had friends at the *Post* and that was why Shallet got preferred treatment.

28 November. General Cabell's note.

Cabell scribbled a note to his staff to finish the paperwork on the approval of Shallet's article.
(See below)

g. TO:	SPECIAL INSTRUCTIONS - REMARKS (Continued)
OAI:	DATE <u>28 Nov</u>
See my pencil notes attached. If you can decipher them please rewrite both Sum. & Draft to Forrestal. If not, see me.	NO. <u>2</u>
Mr. Shallet off called by phone & informed me that he has been directed to proceed & will call on us after mid Dec. He has seen Forrestal by the way who made no objection. I told Shallet we did not object to his lobbying to sell his ideas.	
h. TO:	DATE <u>28</u>
	NO. _____

In the draft of a letter to be sent to Forrestal for the Secretary's approval, Cabell agreed to cooperate with Shallet, but he complained that the "identity and origin" of the objects being reported had not been established, therefore stories in the press would necessarily be speculative in nature and result in a flood of reports which would make the "problem of analysis and evaluation of sightings increasingly difficult." One can see why the SIGN's pro-ET hypothesis Estimate, which was "speculative in nature" and sensational at the same time, was being dumped. If the press got wind of it, speculation would really take off. With "national interests in mind," Cabell told Forrestal that Shallet's writings would be "less harmful" if the military "assisted in the preparation" of the article. The draft, dated November 30th, states:

"The U.S. Air Force collects and evaluates all information on 'flying saucers.' A special project had been in progress since early 1948 wherein a detailed technical analysis on all data is being made to ascertain origin and identification of 'flying saucers.' Meanwhile the Directorate of Intelligence has completed a preliminary analysis of 'flying saucer' incidents to establish possible explanations.

"At the present time evaluation of these reports has progressed only to the extent that we must accept that some type of flying objects have been observed although their identification and origin are not yet discernable. We, therefore, conclude that insufficient data is available to date to warrant any further action except continuing attempts to determine the nature and origin of these objects.

"There has been increasing pressure from the U.S. Press to publicize 'flying saucer' incidents. The Director of Intelligence, USAF, has attempted to dissuade the Press from publishing articles of this nature. It has been pointed out to the Press that these articles would necessarily be speculative in nature and would probably result in a flood of reports, making the problem of analysis and evaluation of 'flying saucer' reports increasingly difficult. Despite our efforts to limited this publicity the 'Saturday Evening Post' has directed a member of their staff, a Mr. Stanley [sic] Shallet, to write an article dealing with 'flying saucer' incidents. Mr. Shallet has approached the Directorate of Intelligence for assistance in the preparation of this article. It is believed that an article of this nature would be less harmful to the national interests if the Directorate of Intelligence assists in its preparation.

"RECOMMENDATION

"That inquiring agencies be informed that the Air Force is investigating carefully all valid reports of flying objects.

"That the attached memorandum to Mr. Forrestal (Tab A), requesting authority assist the Press, upon request, in the preparation of such articles, be signed." (xx.)

(xx.) Letter: To: Brig Gen Moore/rms 2542. Directorate of Intelligence, DCS/O. From: C.P. Cabell. Major General, USAF. Director of Intelligence, Office of Deputy Chief of Staff, Operations. 30 Nov 1948. This was sent to the DCS/O and the Chief of Staff for approval and to the Secretary of the Air Force for his Signature. Copy in author's files.

(Tab "A" was a summary of Cabell's letter written by General Moore with little of consequence omitted, although I did note that Moore's version on two occasions used the expression that the "Press insists on writing about flying saucer incidents." As spelled out in Cabell's letter, the military felt it had good reasons to discourage such activity by the press. On the other hand, men like Donald Keyhoe, would be equally passionate about the public's right to know. Shallet's later visit to Wright Field was not that productive since he received "assistance" writing the article and there was an order from the High Command not to show him any Top Secret material. There was Top Secret documents. The Sweden "ET" message of November 4th existed, and we can believe SIGN's ET Estimate of the Situation existed, but the ET Estimate was ordered burned so its existence could be denied. We can easily imagine what sort of speculation the Top Secret documents would have generated if shown to Shallet.)

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PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOD.
PLNG.

OTHER

Dr. George E. Valley, Jr
Laboratory for Nuclear Physics
Massachusetts Institute of Technology
Cambridge 39, Massachusetts

Dear Sir:

In compliance with the request of Major T. Walkowicz, Headquarters, United States Air Force, this office is forwarding herewith a file of Project "Sign" incident summary sheets 1 to 100 for your evaluation and comment.

Incident summaries for incidents 101 to 175 are now being reproduced by photostating. Upon receipt of these reproductions by this office the additional incident material will be forwarded. In the event the reproductions are not received by this office within the stated time, Major Walkowicz will be so notified.

The incident summary sheets are very brief extractions from the observers' testimony. The original reports and related information are on file at this Headquarters.

Incident files 1 to 100 have been already disseminated to the following activities for specialized review, study, comment and recommendations:

- (1) Aero-Medical Laboratory, Hq. Air Material Command, for psychological study, i. e., analysis as to visual acuity aspects of incident material, and other.
- (2) Electronics Laboratory, Hq. Air Material Command, for analysis as to the electronics phases and for possible identification of domestic experiments, or for other plausible explanations in regard to incident material.
- (3) Air Weather Liaison Office, Hq. Air Material Command, for meteorological and weather analyses of sightings to eliminate certain domestic balloon sightings, confirm weather conditions.

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MCIAXD-3

Dr George E. Valley, Jr

26 November 1948

AIR INSPECTOR

at time of the sightings to prove or disprove possibilities of the incident report, chart and plot movements of balloons as compared to those of unidentified aerial objects reported, and for other phases pertinent to the investigation.

PUBLIC INF. OFFICE

- (4) Research and Development Board, Hq. Air Materiel Command for overall study and comment on all phases of present and future concern to the national security.

COMPTROLLER

- (5) Geophysical Laboratory, 3160th Electronics Station, Cambridge Field Station, Cambridge, Massachusetts, for elimination of those incident reports which can be attributed to domestic research with various types of balloons.

PERSONNEL & ADM.

In addition, a request has been made to the National Bureau of Standards for information on ball lightning phenomena which may serve to explain certain incidents in the light of natural occurrences. This request, we have been informed, was forwarded to the Department of Commerce Weather Bureau Library for specific action. The Bureau of Standards is now aware of the existence and mission of this project as a result of a conference held 15 Nov 1948 in Washington, D. C.

RESEARCH & DEV.

A contract has been negotiated with Ohio State University Research Foundation for utilization of the services of Dr Josef Allen Hynek, astrophysicist, to ascertain to what extent celestial phenomena may have been a contributing factor in the incident reports.

INTELLIGENCE

Upon review of this material, it is desired that your opinions and comments be forwarded to Commanding General, Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio, attention: MCIAXD-3. This Headquarters will furnish any additional data available in Project "Sign" files if more detailed analysis is required to establish your findings.

SUPPLY AND MAINT.

Your attention is invited to the fact that the attached information is classified and is not to be released to unauthorized personnel. The retention and safe-guarding of this information will be in accordance with existing security regulations AR-380-5.

Very truly yours

PROC. & IND. MOB.
PLNG.

1 Incl

N/A

M. E. Gace
W. R. CLINGERMAN

Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

OTHER

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CENTRAL FILES COPY

At least Valley did not just glance at the UFO evidence like Dr. Langmuir earlier in the year. After receiving the material from AMC, Valley actually asked for more detailed data which indicates he was taking the subject seriously. In any case, Valley's input apparently did not impact the contents of AIDS 203.

Air Intelligence Division Study #203 (AIDS 203). (December 10, 1948?)

Major Dewey Fournet, the Air Force's UFO Project Monitor in 1952, claimed to have read SIGN's late summer 1948 Top Secret ET "Estimate of the Situation." No copy of the ET Estimate is known to have survived. On the other hand, interestingly enough, Fournet claims he never saw a copy of AIDS 203 until it was declassified decades later. UFO researchers Barry Greenwood and Lawrence Fawcett sent Fournet a copy of AIDS 203 and asked him to compare its contents with the information in the ET Estimate. Were they similar? Fournet's answer:

"He responded with an emphatic no, though his recollection of the case material was enough that he felt the reports in both publications were of the 'same order of magnitude.' Fournet added that AIDS 203 would likely have been in his files in Washington. He had no recollection of seeing it, feeling that the conclusions of AIDS 203 [Misidentifications of domestically-launched devices, natural phenomena, or foreign unconventional aircraft] were 'rather unacceptable by late 1951...[and] We had generally concluded by then that they [UFOs] could not be of [Russian] foreign origin.'" (xx.)

(xx.) "The Estimate of the Situation." *Just Cause*. Number 33. September 1992. p.7.

Vital installations.

There is an odd twist to the official UFO story for the latter part of 1948. While the Air Force was in the process of making its guiding policy "it can't be, therefore it isn't," UFO activity erupted in the U.S. Southwest over "vital installations," something that had not happened when a survey of sighting reports was filed back on December 30, 1947 in the document "Analysis of Flying Discs Reports." Point 3-7 of the document states: "Sightings were not reported, however, at or near the principal strategic target areas of the United States..."

FBI note.

Sidney Newburger, Chief, Security Operations Branch, sent the FBI office at Los Alamos, a letter that detailed Dr. Lincoln LaPaz's summary of information concerning the mysterious anomalous luminous phenomena being reported at places like Sandia Base. Newburger said the information: "...has been classified Confidential for administrative purposes in order to take all precautions to prevent disclosure to the public press, possibly causing alarmist theories to be advanced." (xx.)

(xx.) Letter: To: Carroll L. Tyler, Manager. (CC: FBI Los Alamos) From: Sidney Newburger, Jr., Chief, Security Operations Branch. Subject: Unknown Subject. 13 December 48. FBI Office Memorandum. Copy in author's files.

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