

April 11, 1950

Secretary of the Air Force
National Defense Building
The Pentagon
Washington 25, D. C.

USSB [REDACTED]

Geneva, Illinois

Enclosed is a copy of a communication dated April 4, 1950, from the captioned individual, which is furnished to you for any action deemed appropriate.

Enclosure

NJC:ok/RC

RECORDED - 93

162-83894-224
APR 13 1950

80

INDEXED - 93

981-X

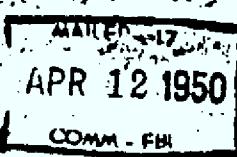
NO 2 DEBL OF INCLCE

DEC 1950 800M

BB 141 NO HH

APR 11 1950 PM 5
RECEIVED READING ROOM

DOE DEPARTMENT OF JUSTICE



58 MAY 19 1950

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

APR - 8 1950

TELETYPE

FBI, BUFFALO

4-8-50

12-52 PM

DIRECTOR, FBI

UR G E N T

FLYING SAUCER COMPLAINT.

THAT

FLYING SAUCER HAD LANDED NEAR ELMIRA, NY AIRPORT. RESIDENT AGENT AT ELMIRA ADVISES "FLYING SAUCER" WAS CORRUGATED CARDBOARD BOX, FORTY INS. IN DIAMETER, ONE FOOT THICK AT CENTER. ENTIRE BOX PAINTED ALUMINUM.

CROSLEY RADIO TUBE ATTACHED TO CENTER OF BOX WITH LOOSE WIRES HANGING FROM EACH SIDE OF TUBE, TRUCKER-S RED FLARE CONNECTED TO BOTTOM OF BOX, WHICH FLARE HAD SCORCHED GRASS AREA BENEATH BOX. NO WITNESSES AS TO ACTUAL FLIGHT AND BOX IS DESCRIBED AS TOO FRAGILE TO WITHSTAND FLIGHT.

BUREAU BEING ADVISED AS PRESS INQUIRIES HAVE BEEN RECEIVED AND ARE BEING ANSWERED ACCORDING TO THE ABOVE FACTS.

MAYNOR

RECORDED - 6

62-83894-223
APR 19 1950

37

CORRECTION:

FIFTH LINE FORTH WORD SHOULD BE "ATTACHED"

S

12-55 PM OK FBI WA LIR

V

65 APR 26 1950

Mr. Glavin	✓
Mr. Nichols	✓
Mr. Rosen	
Mr. Tracy	
Mr. Harbo	
Mr. Thompson	
Mr. Mohr	
Tela. Room	
Mr. Morris	
Miss Gandy	
LTM	

5-ffm
6-ffm

Office Memorandum • UNITED STATES GOVERNMENT

TO: MR. A. H. BELMONT *AB/B*

FROM: [REDACTED]

SUBJECT: FLYING SAUCER COMPLAINT

DATE: April 8, 1950

[REDACTED] regarding a flying saucer and advising that press inquiries are being answered by the Buffalo Office.

Mr. [REDACTED] was contacted and he advised that the Duty Officer at the Office of Special Investigations, Inspector General, Air Force, should be contacted and furnished the information regarding the flying saucer.

Captain [REDACTED], Air Force, Duty Officer, was telephonically contacted and furnished the information regarding the flying saucer.

SA [REDACTED] was contacted and advised of the teletype and that a statement was contained therein that press inquiries had been received and were being answered. [REDACTED] instructed that the Buffalo Office be telephonically contacted and advised that they should furnish the information regarding the flying saucer to the Air Force Office in that area and that any press inquiries regarding the flying saucer should be referred to the Air Force in that area.

SA [REDACTED] of the Buffalo Office was telephonically contacted and advised of the above instructions.

AB
WFB:hke

RECORDED - 53

162-83894-222
APR 19 1950

37

EX-113

50 APR 25 1950

APRIL 11, 1950

Miss [REDACTED]

Geneva, Illinois

RECORDED - 56 102-82874-221

Dear [REDACTED]

INDEXED - 56 Your letter dated April 4, 1950, has been received and I want to thank you for furnishing me the data you related.

I am taking the liberty of referring a copy of your communication to the Secretary of the Air Force, National Defense Building, The Pentagon, Washington 25, D.C.

Sincerely yours,

John Edgar Hoover
Director

NOTE: Security Division, Espionage Unit, advised "flying saucer" data is being referred to the Air Force.

WJC:ok

SP

APR 27 1950

APR 27 1950
RECEIVED READING ROOM
FBI
REPT TO DIRECTOR
BOOK
OBJS-1100M



U. S. TREASURY DEPARTMENT
OFFICE OF DISTRICT SUPERVISOR
DISTRICT NO. 9, ALCOHOL TAX UNIT
734 NEW POST OFFICE BUILDING
CHICAGO 7, ILL.

INTERNAL REVENUE SERVICE

Alcohol Tax Unit

IN REPLY REFER TO

April 2, 1950

Federal Bureau of Investigation
Washington, D. C.

This is not an April Fool joke.
Saturday, April 1, 1950 at about 6 P.M. I was
driving north on Route 47 - West Geneva, Illinois
and a little north of St. Charles, Illinois. Just
then, thru the windshield I saw a silver object
fly in the sky. It was traveling west at about
the speed of an airplane. It was shaped like
this [diagram]. I was driving at 35 M.H.P. and
slowed down to 20 M.H.P. to watch this object.

It went behind a white cloud and continued
to travel but the object did not come out from
behind the clouds as far as I could see.

There is 5 miles west of Chicago, and just
north of Chicago is the Glenview Airport, operated
believe by the Navy. The Saturday Evening
Post carried an article sometime ago about the
flying saucers and it said to report sightings
to the station to the FBI. [REDACTED]

RECORDED 56

44-83894-88A

DC
4/1/50
100
2717, 4th st. Geneva, IL

100
2717, 4th st. Geneva, IL

RECORDED

86 2-73894-230

CONFIDENTIAL

declassified

2040

8/3/77
HP

Date: May 17, 1950

CX-27

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

From: J. Edgar Hoover - Director, Federal Bureau of Investigation

Subject: FLYING DISCS

There are attached hereto for your information in connection with the captioned matter a communication written in Spanish dated March 19, 1950, at Veracruz, Veracruz, Mexico, and enclosures addressed to the "Presidente de la Comision de Investigacion Cientifica de Estados Unidos de Norte America."

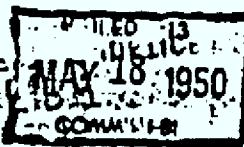
In view of the fact that a translation of the above referred to communication reflects the correspondent's interest in flying discs, it is being furnished to your office for appropriate attention. The files of this Bureau contain no information which can be identified with the writer of this letter. No reply has been made to the writer of this letter by this Bureau in view of the fact that it was not addressed to this Bureau.

Attachment

HM:cal

APPROPRIATE AGENTS
AND FIELD OFFICES
ADVISED BY MAIL
SLIP(S) OR

DATE 20-70
5/17/77



58 MAY 26 1950

SAC, San Francisco

April 25, 1950

DIRECTOR, FBI

Tuba City, California

RESEARCH

CD-83894-227 [REDACTED]

By letter dated April 9, 1950, captioned individual wrote to the Bureau with reference to matters pertaining to "flying saucers." A photostatic copy of his communication is enclosed. It is noted that correspondent has referred to his contact with an individual named [REDACTED] and reference is made to "Russian drawings."

It is desired that you have an agent of your office contact correspondent to secure any data which may be of interest to the Bureau. It should be kept in mind, however, that the FBI is not conducting an investigation with reference to "flying saucer matters" and the correspondent should be advised that he may wish to communicate with the Secretary of the Air Force, National Defense Building, The Pentagon, Washington 25, D.C.

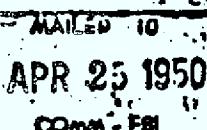
Please furnish me all information concerning the handling of this matter.

Enclosures

NOTE: Correspondent advised that he has previously furnished data to the Bureau. It is believed this communication was referred to the Army Air Force. He has advised in his letter of April 9, that some drawings pertaining to flying saucers were executed in what he believes to be the Russian language, and it is deemed advisable to have him personally contacted to discourage further correspondence and to obtain any information he might have in his possession pertaining to matters which may be in the scope of our activities.

HJC:lehrman

Follow-up made 5-24-50



Yuba City Apr. 2 - 1958

Federal Bureau of Investigation

Washington

Flying Saucers

D.C.

Gentlemen:

I saw [REDACTED] last Saturday in Willits, before he got on the bus to go to Eureka. I went to Willits for the mail for my son-in-law.

In our talk he said well if there is anything in the drawings of the mechanism for the saucer that will help you along on your [REDACTED] engine use it - here are the drawings. Look them over and if you can find anything to help you out. These drawings are made in Russian I think so I could not read the instructions or lettering at all. I did see one it he explained to me the centrifugal

RECORDED 1016-2 53294-227

COPIES DESTROYED APR 27 1958 inside the saucer

270 NOV 18 1964

I seen the rudders of it and just how they are
size 25-50 in. (inches)

in the King's office. The story is so long to write it down to day
for getting about this fellow Webster as I think he is a very bad egg
etc. He was friendly to me and told me to do the best I could and when
get it done to let them know and my price will be paid pronto.
This keeps me on a fooling with them and I stall them off all the time.
Well this is the scoop as I have it for you.

Yours truly

*yuba city
calif.*

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI
FROM : SAC, New York
SUBJECT: [REDACTED]

DATE: April 11, 1950

There is enclosed a letter directed to the "President of the Commission of Scientific Investigation of the United States of North America," which was received at this office on April 7, 1950. This letter is dated at Veracruz, March 19, 1950, and is from a [REDACTED]. There is attached to this letter an English translation, together with a newspaper clipping in the Spanish language and four hand-drawn designs. Because of the technical language used, it is rather difficult to determine whether the information is authentic or whether the author of this material is either psychotic or neurotic.

It is suggested that the Bureau may desire to have the enclosed examined by some Government agency familiar with the language appearing therein for its ultimate dissemination.

TOS:RAA

Enclosures

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FLYING SAUCERS: THE REAL STORY

SPEAKER SAM RAYBURN

Congress at the Halfway Mark



FLYING SAUCERS—THE REAL STORY: U. S. BUILT FIRST ONE IN 1942

Jet-Propelled Disks Can Outfly Other Planes

Observers of "flying saucers" aren't just seeing things. They're real—aircraft that conform to accepted laws.

Sky disks, manned by regular pilots, can hover aloft, spur ahead at tremendous speed, outmaneuver conventional craft.

No official announcements are being made yet. But about the only big secret left is who makes them. Evidence points to Navy experiments.

The real story on flying saucers is finally coming to light. What the saucers are, how they operate, and how they have been tested in U. S., all can be told in detail at this time.

That story, without violating present security regulations, points to these basic conclusions by engineers competent to appraise reports of reliable observers:

Flying saucers, seen by hundreds of competent observers over most parts of U. S., are accepted as real.

Evidence is that they are aircraft of revolutionary type, a combination of helicopter and fast jet plane.

They conform to well-known principles of aerodynamics. An early model of these saucers was built by U. S. engineers in 1942, achieved more than 100 successful test flights.

That project then was taken over by the Navy in wartime. Much more advanced models now are being built. These present saucers are larger and faster, indicated by evidence.

More detail on the story will be pieced together if no secret, testimony of responsible U. S. scientists, civilian observers and military officials, is this:

Early models of the flying saucers captured by the Japanese in the Pacific were built by U. S. Government engineers of the National Advisory Committee for Aeronautics.

Similar flying-saucer projects were begun in Germany and Italy at the same time in 1942.

The first U. S. model, designed by Charles H. Zimmerman, of NACA, was elliptical in shape, powered by two piston engines and driven by twin propellers. It had a maximum speed between 400 and 500 miles an hour. More important, it could rise almost vertically and its minimum speed for landing was only about 35 miles an hour, a great advantage in military and naval aircraft. And it was far more maneuverable than conventional military planes.

Idea behind those original flying-saucer projects, both in U. S. and abroad in Germany and Italy, was to overcome basic drawbacks of conventional aircraft by new techniques. A plane that could rise almost straight would not need long airfields, could be used from any cleared area just behind front-line troops or from the deck of any Navy combat ship. If that plane, in addition, had great speed and more maneuverability, it could probably outfly any conventional aircraft. In

United States, the first model seemed to fulfill these requirements, but the less-

ened stability of the wingless craft required more research.

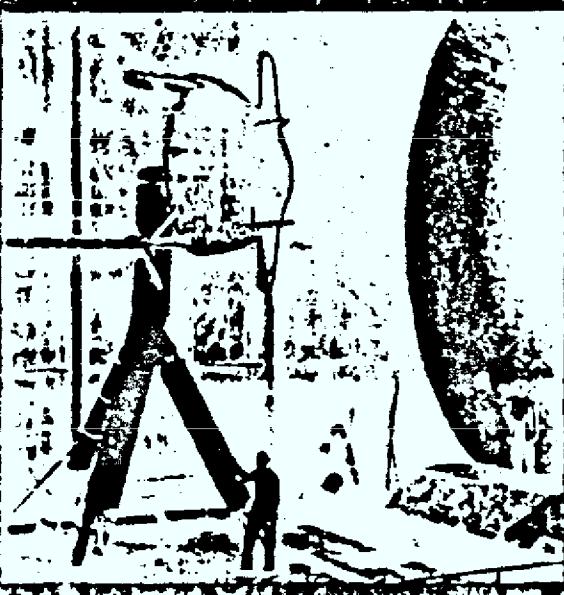
Present flying saucers apparently have overcome this problem of stability by use of very advanced design. An analysis of reports submitted by competent observers show this:

What they look like, first, is described in well-documented accounts. Those accounts show saucers to be exactly 105 feet in diameter, circular in shape. They have what appear to be jet nozzles arranged all around the perimeter, just below the center of gravity. They are made of a metal alloy, with a dull whitish color. There are no rudders, ailerons, or other protruding surfaces. From the side, the saucers appear about 10 feet thick. There are no exact measurements from this angle in publicly available accounts. They are built in three layers, with the center layer slightly larger in diameter than the other two.

That is the picture agreed on by qualified observers of saucers in flight—commercial aircraft pilots, fighter pilots who have chased these aircraft, trained airplane spotters, high-ranking Army and Air Force officers. It is backed by exact measurement made by a group of scientists last April near White Sands Proving Ground base, with instruments set up to observe high-altitude balloons, who suddenly observed a saucer and tracked it for several minutes, thereby getting reliable data on its size, speed, altitude and maneuverability.

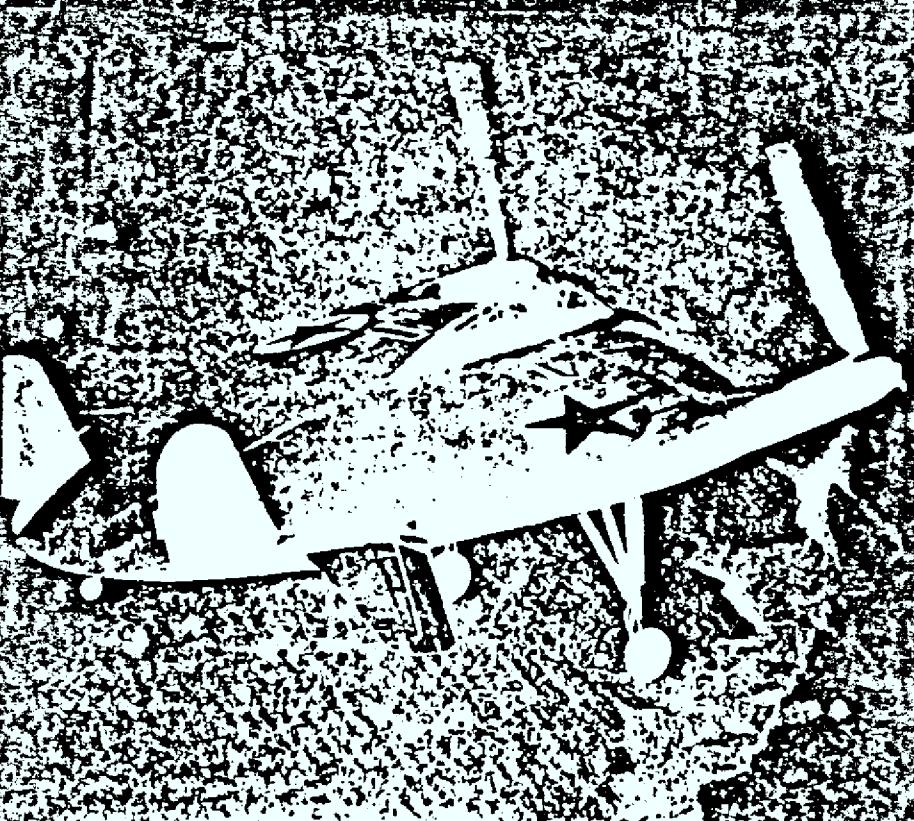
How they operate now can be told in some detail, too. Based on this description, the probable technique used by current saucers is explained by a top-level Government aerodynamical engineer in this manner:

"Power for these aircraft, at their present stage of development, obviously is supplied by jet engines. Each saucer appears to have a series of variable-direction jet nozzles around its rim, with a complicated central control system. Fuel used is unknown—the exhaust flame has been observed to be red-orange. In some cases, there is other smoke.

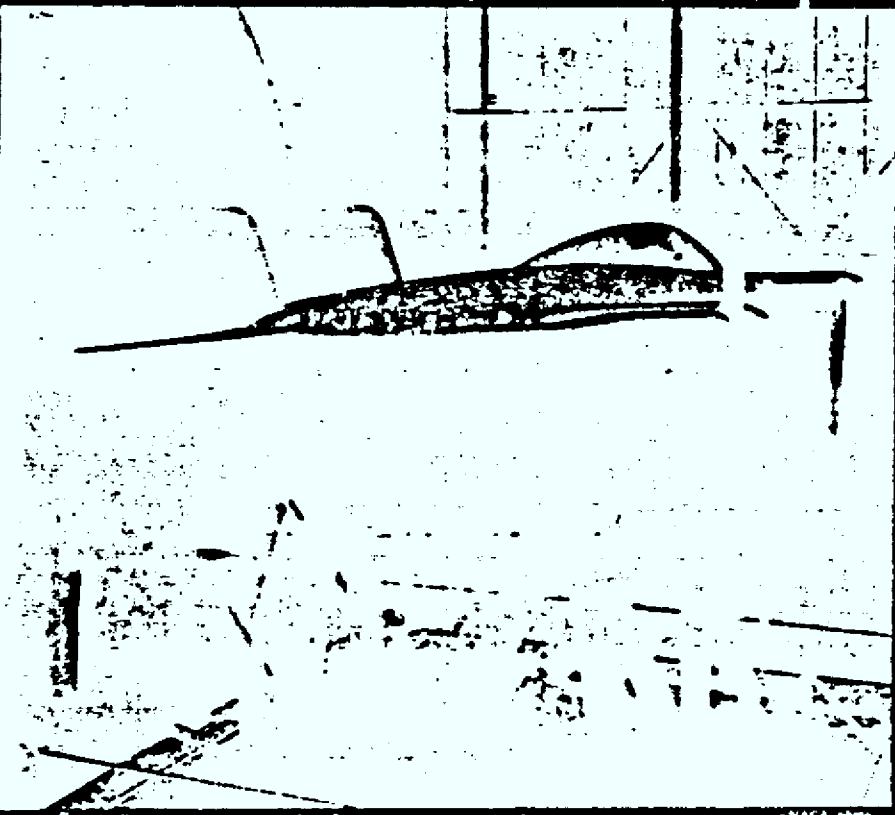


NACA MODEL 1942

FACT: THESE DESIGNS, AND LATER ONES ARE REAL



DISK-LIKE NAVY FLOUNDER PROJECT WAS 'DROPPED'

SAUCER MODEL IS TESTED IN WIND TUNNEL
This model is said to be more maneuverable than conventional aircraft

ing in still others. The saucers appear to have the power to "coast" long distances, thus saving on fuel consumption.

Direction of the aircraft and its velocity, in turn, evidently are controlled by the angle at which the jet nozzles are tilted, the number operating, the power applied. By choosing which nozzles to turn on or off and the angle of tilt, the pilot could make the saucer rise or descend vertically, hover, fly straight ahead, or make sharp turns. A right-angle turn, for example, could be made by turning off the rear jets, turning on the side and front nozzles. Great speed can be obtained by focusing to the rear all nozzles in the after half of the aircraft. With all nozzles pointed downward, the saucer could rise straight off the ground, and, with less power, could descend the same way.

That is the explanation based on accepted principles of aerodynamics, given by an authoritative engineer as the likely answer to how these saucer aircraft operate. As evidence that this explanation is correct, there are these actual cases of publicly observed saucer behavior:

Rows of window-like openings around the rims of saucers traveling at more than 500 miles an hour are mentioned in several documented reports. In all cases, these "windows" glowed as if they were jet-nozzle openings. The most recent of these reports was made last month by two experienced pilots of the Chicago and Southern Air Lines who passed within 1,000 feet of a saucer traveling over Arkansas. Another similar report was made by two Eastern Air Lines pilots who narrowly missed colliding with a saucer in July, 1948, while flying a DC-3 over Georgia.

Saucers' ability to hover in mid-air, accelerate at tremendous speed, and then rise almost vertically is described in several reports, one documented by Air Force officers at Fort Knox, Ky. That saucer, seen by dozens of officers at the post, was chased by three military pilots flying fast F-51s. The saucer quickly outmaneuvered the planes.

Speed of one saucer was measured by ground instruments in the White Sands case at well over the speed of sound, indicating the use of a number of jet engines. Cruising Speed has been estimated in other cases at 200 to 600 miles an hour.

What it all adds up to is this: Flying saucers being observed in many parts of the U.S. are not mysterious visitors from Mars. They are actual planes, soundly engineered on principles developed by U.S. in wartime. By using this new design, they can do things that no conventional aircraft can be expected to approach.

Who's building the saucers now being observed in test flights over U.S.?

is not yet publicly disclosed. It cannot be proved until a public announcement is made or until a saucer crashes away from its home base—which is highly unlikely because of its jet helicopter action that makes take-offs and landings almost completely safe. But there are these factors that point to an answer:

Official inquiry by the Air Force, in the face of overwhelming evidence that the saucers are real, was called off last December. This indicates clearly that top Air Force officials know where the saucers originate and are not concerned about them, as they would be if these aircraft were from Russia or Mars. These officials, at the same time, denied emphatically that a secret Air Force project is responsible.

Best use of fully developed saucer aircraft, however, could be made in wartime not by the Air Force, but by the Navy. All fleet operations now require an air cover, even in antisubmarine warfare, and a plane that can rise like a helicopter could be used from any Navy combat ship, not only from big, expensive aircraft carriers. It was for that reason that the first U.S. flying saucer was purchased by the Navy after the original model was tested in 1942. That first full-size aircraft, built by Chance-Vought, was thoroughly tested by Navy engineers. Then a statement was released that this project had been dropped. Early experimenting with saucers, thus, centered in the Navy.

Big spending on missile aircraft centers in the Navy now, too. More than twice as many dollars were spent by the Navy last year as by the Air Force on secret guided-missile research. There is no public accounting for these millions, the only Government funds aside from atomic-energy dollars that still are being spent with great secrecy.

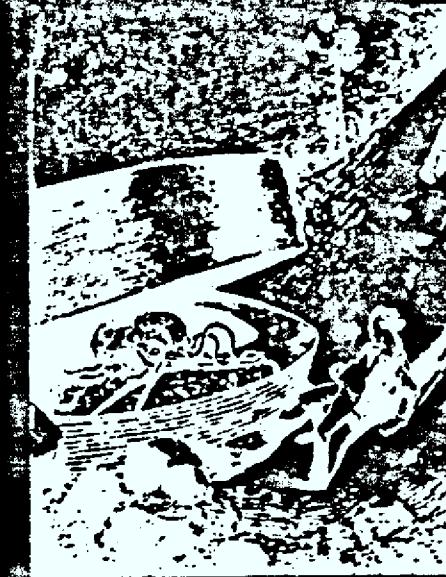
Surface indications, then, point to research centers of the U.S. Navy's vast guided-missile project as the scene of present flying-saucer development. That project has the scientists, the engineers, the dollars, the motive, and the background of early Navy development of saucer-type aircraft. This likelihood will remain despite any future denials by the Navy front office, until secrecy is lifted on the big missile program.

But regardless of just where these saucers are being built now, the evidence points to U.S. development that will mean a radical change in aircraft design in coming decades. In war, this combination of helicopter and jet plane will easily build any pilot's confidence in military aircraft, and it could well bring about a revolution in aerial warfare.

FANCY: SPACE SHIPS, MONSTERS, MARTIANS, MAYHEM



NOCTURNAL INVASION



SURPRISE PACKAGE FROM MARS



A PLANE DESIGNER'S DAYDREAM



HOME-MADE SAUCER



???

stated that while it was highly improbable that aircraft could sustain flight at an altitude of 100,000 feet, it was absolutely possible from a scientific and engineering standpoint. Therefore, it was his opinion that the matter should be followed closely. He arranged for Captain [redacted] whom he termed a radar expert, to observe with [redacted] during the evening of March 3, 1950, the radar equipment on which [redacted] had detected the object.

Immediately following this conference, Special Agent [redacted] contacted Mr. [redacted], Physical Security and Plant Protection Branch, U. S. AEC, and Mr. [redacted], Assistant Chief, Security Division, U. S. AEC, to advise them of the findings and to determine what action was being taken by AEC. [redacted] advised that the matter had been referred to 3rd Army authorities and that beyond this, no steps had been taken. It being their belief, however, that a radar technician was being sent down, probably from Washington, to inspect the equipment owned by [redacted]. [redacted] reportedly reported that a CIA technician would come to Oak Ridge.

Also, immediately following this conference above stated, Special Agent [redacted], CSI, called his headquarters at Maxwell Field, Alabama to determine if any action were being taken with regard to having radar equipment flown to this area to verify or disprove the findings of [redacted]. [redacted] was advised that he should act only in the capacity of an observer in the matter but that such radar equipment would be flown up, if requested by the AEC.

Special Agent [redacted], CSI, stated he had wire been advised by his headquarters at Atlanta to act in the capacity of an observer and that, accordingly, he had not as yet been advised whether or not the 3rd Army intended to send mobile radar equipment to the area to verify or disprove the findings of [redacted]. Inquiry was made by Special Agent [redacted], CSI, of AEC as to whether or not they would request having radar equipment flown in by CSI authorities, and he was told by AEC that while the AEC was, of course, vitally interested in anything which directly affected the safety of the area, they nevertheless did not feel that they had the authority to make a specific request for such action inasmuch as the protection of the area from assault was the responsibility of the 3rd Army. Accordingly, they could not make any direct request for such equipment.

During the evening of March 3, 1950, Special Agent [redacted] and myself, together with SA [redacted] (CSI), remained at the Naval Reserve Armory, Alcoa Highway, during which time search was being conducted by the radar equipment at this installation. Captain [redacted], NERA, and Special Agent [redacted], CSI,

were at the home of [REDACTED] observing his radar equipment during this search. No object was reported by [REDACTED] during this evening and therefore Captain [REDACTED] had no opportunity to observe his equipment in action, particularly in reference to the reported object at such phenomenal altitudes. No unusual objects were detected by the radar equipment of the U. S. Naval Reserve Aviation during the entire evening.

Upon abandoning the watch on this evening, a meeting was held with Captain [REDACTED] after leaving [REDACTED] residence in order to ascertain [REDACTED] opinion. [REDACTED] stated he had found [REDACTED] to be technically incorrect in several matters relating to radar theory and practice and, in addition thereto, had very grave doubts as to the capabilities of the surplus APN-7 radar set which had been adapted by [REDACTED]. He stated, however, that he had insufficient opportunity to observe the set in practice or to examine the radio equipment connected with the set to make any definite statements as to whether or not the detection of the unknown object would be possible with said equipment. He said, however, he did feel that [REDACTED] was a capable person with pure radio techniques.

On the morning of March 4, 1950 at 10:30 [REDACTED] again contacted Special Agent [REDACTED] of this office and Special Agent [REDACTED] (CIC), to advise that he had again received indications of the object at approximately 100,000 feet directly over Oak Ridge and that the intensity of the radar "pip" was stronger than noted at any time previous. At about 11:40 [REDACTED] again called and advised he had watched the object until approximately 11:10 A.M., at which time he had noted it stopped circling and headed off in an easterly direction at approximately 200 miles per hour, at which time it had faded from the screen in slightly less than 20 minutes.

On the afternoon of March 4, 1950, Colonel [REDACTED] and Captain [REDACTED], both NEPA, visited the home of [REDACTED] and carefully examined his radio and radar equipment, including the antenna and related mechanisms. After such examination and after talking at some length with [REDACTED], these two gentlemen met with Special Agent [REDACTED] (CIC), [REDACTED] (OSI) and [REDACTED] (FBI), to give their opinions. Colonel [REDACTED] advised they had found [REDACTED] in a much inebriated condition and that they had had difficulty in making any determination as to his abilities in the field of radar. It was their belief that his equipment was haphazard at best and that no great degree of reliability could be placed thereon. They did state, however, they intended to return during the morning of March 5, 1950, which was the usual time for the object to be detected.

On the morning of March 5, 1950, Colonel [REDACTED] and Captain [REDACTED] went to the home of Mr. [REDACTED] and were unable to gain entry or to find anyone at the residence. After this experience, it was the belief of these two gentlemen

that the reliability of [redacted] was extremely dubious and they felt that the matter was worthy of little consideration.

On the morning of March 6, 1950, [redacted] again contacted Special Agent [redacted], OSI, and advised he had again observed the object at about the same altitude over the Oak Ridge area and he estimated the object to be of approximately the same density as would be caused by a DC-4 at that altitude. Again, Colonel [redacted] was contacted by Special Agent [redacted] of OSI and Colonel [redacted] said that he intended to take some electronic equipment to the home of [redacted] with which they could actually check the electrical circuits of his radar equipment to determine whether or not it was accurate, particularly in view of the fact they had checked some of the findings of [redacted] with regard to known aircraft detected during previous visits and found him to be off to a considerable extent regarding speed, elevation and azimuth. During the afternoon of March 6, 1950, all day of March 7, and the morning of March 8, 1950, attempts were made by Special Agent [redacted] OSI, to get in touch with [redacted] to make an appointment with Colonel [redacted] and Captain [redacted] and [redacted] could not be located. According to his office at [redacted], he had left town and it was not known when he would return.

In summary, therefore, it seems to be the general opinion that the actual existence of an object at such an exceptional altitude is quite improbable and no explanation is yet known as to just what was detected by [redacted] on his screen or, in fact, whether anything was detected. On the afternoon of March 8, 1950, Special Agent [redacted] telephoned Special Agent [redacted] of this office and advised that two representatives of the 14th Air Forces with headquarters at Greenville, South Carolina, had arrived in Knoxville and contacted him with regard to making an appointment with [redacted] to inspect his equipment. These representatives advised they did not feel it sufficiently important for them to remain or to make a return trip inasmuch as [redacted] was unavailable.

This information is being furnished to the Bureau in detail inasmuch as it is the understanding of this office that Colonel [redacted] was much perturbed in the manner in which this matter was handled and has written letters to his Commanding Officer, U. S. Air Forces Material Command, Wright Field, concerning it. These letters by Colonel [redacted] apparently were prompted from the fact that the 3rd Army Intelligence representative and the Air Force Intelligence representative have both been instructed to act as observers only, with no authority to act in the situation. In addition thereto, ABC felt that their responsibility had been discharged upon notifying the 3rd Army. The Bureau was obviously interested only from an observer's viewpoint and no question of jurisdiction in this regard was raised.

A short time after receiving the above information, Special Agent [REDACTED], CIO, 3rd Army, stationed at Knoxville, telephonically communicated with this office to determine if any further information had been received regarding the matter reported by [REDACTED]. Mr. [REDACTED] was, at that time, given all of the information which had been received by this office.

[REDACTED] advised that he had been called by his headquarters, CIO, 3rd Army, Atlanta, Georgia, and had been told to look into the matter to determine if it had any basis in fact. Mr. [REDACTED] continued that he had made arrangements with Mr. [REDACTED] to have him and Special Agent [REDACTED], FBI, U. S. Air Forces, to visit [REDACTED] home during the evening of March 2, 1950 and observe the radar indications with him. [REDACTED] advised that neither he nor Mr. [REDACTED] had any radar experience and were in no sense technicians or radar operators, but would make their observations merely to determine if a real reading was being made by [REDACTED].

On the morning of March 3, 1950, [REDACTED] again telephonically communicated with this office and advised the Liaison Agent, Special Agent [REDACTED], that he and [REDACTED] had been with [REDACTED] during the previous evening and that they had observed on his radar screen some "pips" which, according to [REDACTED], indicated an object with the same general elevation and azimuth as previously reported by him. [REDACTED] said they were unable to make any authoritative statement concerning the nature of the object or the reliability of the radar equipment, but they had seen sufficient to give them reason to believe it warranted investigation.

General inquiry at this time at [REDACTED] and other readily available sources of information divulged the fact that [REDACTED] is generally recognized in this vicinity as a reputable and substantial citizen in Knoxville and, in addition thereto, is recognized as somewhat of a radio authority. It was found that he is credited with being a skilled radio technician and has done considerable development and research work in the field of radio.

Due to the interest which was being portrayed by all agencies concerned with this matter, the Bureau at this time was apprised by telephone conversation with [REDACTED] at the Bureau concerning the facts known. As a result of this conversation, SA [REDACTED] was instructed to follow the matter in the capacity of an observer and to advise the Bureau of any important developments.

Arrangements were made through Lieutenant Commander [REDACTED] Commanding Officer, U. S. Naval Reserve Training Center, Alcoa Highway, Knoxville, for the Research Training Center to put into operation radar equipment which they have. At approximately 10:30 A. M. on the same day, this radar

DIRECTOR, FBI

3/22/50

240, KNOXVILLE

VITAL FACILITIES

NATIONAL MILITARY ESTABLISHMENT

(Unknown Object Over Oak Ridge, Tennessee,

3/1/50) [REDACTED] - COMPLAINT).

Re Knoxville teletype to Bureau, Attention Mr. [REDACTED] dated March 6, 1950, entitled "Unknown Object Over Oak Ridge, 3/1/50; COMPLAINT".

Referenced teletype advised that the reliability of [REDACTED] complaint in this matter, had been questioned and the efficiency of his radar equipment placed in some doubt. It is felt advisable, however, to apprise the Bureau of all matters in connection with this incident.

At 11:15 P. M. on March 1, 1950, Mr. [REDACTED], owner and operator of [REDACTED], [REDACTED], Knoxville, Tennessee, telephonically communicated with this office advising that he had spotted on his privately owned radar equipment an indication of what he believed to be an object circling at an altitude of 40,000 feet over Oak Ridge, Tennessee. At approximately 11:25 P. M. on this date, this information was made available by me to Mr. [REDACTED], Security Division, Atomic Energy Commission, Oak Ridge, for his information. Inasmuch as the matter was not one wherein the Bureau had jurisdiction, no further action was taken.

On the morning of March 2, 1950, Mr. [REDACTED] communicated with Third Army authorities at Ft. McPherson, Georgia and the 14th U. S. Air Force at Greenville, South Carolina, at which time they were advised of the information furnished by KNOOK.

At approximately 5:30 P. M. on March 2, 1950, a telephone call was received by me from Mr. [REDACTED] advising he had been talking with Captain [REDACTED] an assistant to Chief [REDACTED] of the ANC Security Patrol concerning the reported object over Oak Ridge, Tennessee. [REDACTED] further advised that his equipment was surplus Army radar equipment bearing the designation AN-7 which he himself had converted for acceptable use with his radio equipment. He continued that he used this radar equipment to track airliners in and out and with this equipment he could distinguish between a DC-3 and a DC-4. He stated he had again spotted the object at approximately 11:05 A. M. on March 2, 1950 and he estimated it to be approximately twenty miles away at an altitude of 100,000 feet and circling over Oak Ridge.

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equipment was in operation and continuous search being made. Special Agent [redacted], together with Special Agent [redacted], CIC, and Special Agent [redacted], OSI, observed this Navy equipment for some time but no object whatsoever could be detected. A telephone call was placed by [redacted] to Mr. [redacted] at approximately 11:00 A. M. and [redacted] advised he had been picking up some indication of the object again. He indicated its elevation and direction as well as distance to be the same as previously reported. At the time of his conversation, the Navy equipment detected two aircraft at an elevation of approximately 2,000 feet and a general azimuth of approximately 300 degrees true and generally headed in the general direction of the Knoxville Municipal Airport. By way of a check, [redacted] was asked if he detected on his equipment any objects other than those reported by him. [redacted] stated that he had noticed two small aircraft headed in the general direction of the Knoxville Airport at a relatively low altitude but he had not paid much attention to them. [redacted] then requested that he be allowed to view the radar equipment at the Naval Reserve Armory in order that he might coordinate his equipment with that equipment and thus obtain a better fix on the object should it again be located. The radar watch was continued and at about 11:30 [redacted] called the armory and advised that the object being observed by him over Oak Ridge had started moving in an easterly direction and had, in a period of about twenty minutes, faded from the screen.

On the afternoon of March 3, 1950 at about 1:30 P. M., [redacted] together with OIO, OSI and FBI agents, went to the Naval Armory where [redacted] was allowed to look at the radar equipment of the Navy. It had been previously determined from Lieutenant Commander [redacted] that this equipment did not comprise any classified information. At this time, [redacted] claimed familiarity with the equipment being used by the Navy and spoke of having assisted in its development at Harvard University during the early stages of the war. [redacted] also made statements to the effect that he had traveled extensively for the Army during the war in adapting radar for specialized services. At this time, the presence of some alcohol was noted on the breath of [redacted] but he was not in an inebriated condition. After examining the equipment, [redacted] stated he did not feel that this low frequency type of radar would be of much assistance in detecting the object reported by him for several reasons, such as the elevation of the antenna, the minimum fade area, etc. These statements seemed to be in accord with the radar operator's opinion.

At 3:30 P. M. on the afternoon of March 3, 1950, a conference was had with Colonel [redacted], U. S. Air Force Material Command, MKPA Site, Oak Ridge, Tennessee. Those present at the conference were Special Agent [redacted], OIO; Special Agent [redacted], OSI; Mr. [redacted], U. S. Air Forces Security Officer; Captain [redacted], USAF, and Special Agent [redacted] of this office. At this conference, Colonel [redacted]

On the morning of March 7, 1970, Special Agent [REDACTED] of this office was advised by [REDACTED], U. S. AEC Security Division, of steps taken by AEC in this regard. Mr. [REDACTED] stated that immediately upon receiving the report from me, he had made the matter known to the proper authorities at AEC and early the following morning he had conversed with Colonel [REDACTED] 3rd Army Headquarters, Atlanta, Georgia, and apprised him of the matter. Mr. [REDACTED] stated he also conversed with 14th Air Force Headquarters at Greenville, South Carolina and advised them of the matter. He stated that this was strictly in accordance with the plans drawn up between AEC and the armed forces for protection against air or land assault. He continued that the AEC has neither the facilities nor the equipment with which to defend itself in such emergencies and that such responsibility had been assumed by these agencies of the military forces.

It would appear from the manner in which this incident was handled that despite the fact that all agencies seemed to be operating in the manner prescribed by agreement, and although each was apprised of the action being taken by the other and cooperating in every respect, there nevertheless seemed to be an impressive lack of any agency actually taking the responsibility for the situation and taking any action to verify or disprove the threat. Had a similar incident occurred wherein an actual threat against the physical security of the AEC Installation had been experienced, it is not implausible to believe that a similar confused fixing of final authority would have been found. It should be noted that many hours elapsed from the receiving of the first report until such time as any reasonable conclusion could be reached concerning the matter and nothing of a positive nature with regard to any action being taken had been had during all that time. While it is now felt that this entire matter was in a manner of speaking "dry run", it nevertheless warrants some consideration from a procedural standpoint and might be worthy of discussion at some liaison meeting in the future.

The Bureau will be immediately advised if there are any further developments in this matter.

Assistant Attorney General James M. McInerney
Criminal Division

March 14, 1950

Director, FBI

~~CONFIDENTIAL~~

UNIDENTIFIED PROJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950

[REDACTED], INFORMANT

VITAL FACILITIES

INTERNAL SECURITY

[REDACTED] operator of [REDACTED], Knoxville, is reported to have detected on his radar equipment an object directly over Oak Ridge, Tennessee, at an altitude of 40,000 feet at 11:15 p.m., March 1, 1950. On March 2, 1950, he advised that his radar equipment recorded an object about 100,000 feet high and approximately 15 miles from his home in Knoxville at 11:15 a.m. on that date. It was reported that Naval Reserve radar equipment at Knoxville, Tennessee, did not detect an object on any occasion but stated that the equipment was not considered efficient for aircraft at extreme altitudes. It was further reported that qualified persons at Oak Ridge, questioned [REDACTED] and examined his radar equipment. They reportedly found his equipment not too reliable and felt that [REDACTED] was technically wrong on some of his radar theory. The reliability of [REDACTED] was also questioned due to some degree of inebriation.

No investigation is being conducted by this Bureau but in the event additional information comes to our attention you will be promptly advised.

APPROPRIATE AGENCIES
AND FIELD OFFICES
ADVISED BY ROUTING
BLIP(S) OF 7096

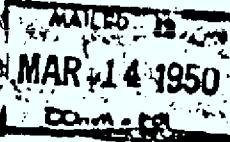
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MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

705

Recd from CWBjo 13-50
~~CONFIDENTIAL~~
~~PRIORITY~~

PARAPHRASE NOT REQUIRED

From: COMGENARMYTHREE Ft McPherson Ga
To: Dept of Army for Director of Intel
Nr: AJACI-3-5 3206

9 Mar 50

Reour TWX AJACI-3-3 subject reported radar sightings over Oakridge, additional info indicates radar operator less experienced and radar set has been modified so as to cast doubt on reliability of reading. Chief Tennessee Mil Dist recommends expeditious action be taken to determine whether an unknown object has reappeared over Oakridge in the past few days. Chief Security Div at Oakridge requested info as to channels of communication with Air Force in connection with radar sightings.

Note: Ref is CM IN 12184 (4 Mar) G-2

ACTION: G-2

INFO: G-3

CR IN 13022

(10 Mar 50) DTG: 011400Z MAR 50

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OCS FORM 22-2
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~~CONFIDENTIAL~~

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CONFIDENTIAL - REGISTERED MAIL
APR 15 1950

Date: March 24, 1950

To: Atomic Energy Commission
Building T-3

16th and Constitution Avenue, N. W.
Washington, D. C.

Attention: Mr. Francis E. Bunnell
Acting Director
Division of Security

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

Subject: UNKNOWN OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950
[REDACTED] INFORMATION

VITAL FACILITIES

INTERNAL SECURITY

[REDACTED]
[REDACTED] is reported to have detected on his radar equipment an object directly over Oak Ridge, Tennessee, at an altitude of 40,000 feet at 11:15 p.m. on March 1, 1950. On March 2, 1950, he advised that his radar equipment recorded an object about 100,000 feet high and approximately 15 miles from his home in Knoxville at 11:15 a.m. on that date. It was reported that [REDACTED] Naval Reserve radar equipment at Knoxville, Tennessee, did not detect an object on any occasion but stated that the equipment was not considered sufficient for aircraft at extreme altitudes. It was further reported that qualified persons at Oak Ridge, questioned [REDACTED] and examined his radar equipment. They reportedly found his equipment not too reliable and felt [REDACTED] that [REDACTED] was technically wrong on some of his radar theory. The reliability of [REDACTED] was also questioned due to some degree of inebriation.

The above confirms information telephonically furnished to [REDACTED] of your office. No investigation is being conducted by this Bureau but in the event additional information comes to our attention you will be promptly advised.

cc - Director of Special Investigations

The Inspector General

Department of the Air Force

The Pentagon

Washington, D. C.

cc - Director of Intelligence

Federal Bureau of Investigation

7 APR 15 1950
APR 15 1950
The Pentagon

Washington 25, D. C. Attention: Chief, Security and Training Group

CONFIDENTIAL - REGISTERED MAIL

NOV 15 1950

MAR 15 1950
COMM-FBI

U. S. ATTORNEY'S OFFICE
COM. JURISDICTION SECTION

MAR - 6 1950

TELETYPE

FBI NOXVILLE

3-6-50

12-03 PM

DIRECTOR, FBI

ATT. MR. A. H. BELMONT

URGENT

Mr. Tolson ✓
Mr. Tamm ✓
Mr. Clegg ✓
Mr. Glavin ✓
Mr. Nichols ✓
Mr. Rosen ✓
Mr. Tracy ✓
Mr. Mohr ✓
Mr. Belmont ✓
Mr. Mohr ✓
Tele. Room ✓
Mr. Quinn ✓
Miss Gandy ✓
T. T. ✓
DG ✓

UNKNOWN OBJECT OVER OAK RIDGE, TENN., MARCH ONE, NINETEEN FIFTY.

[REDACTED], COMPLAINANT, VITAL FACILITIES, IS. REMYCALL

MARCH THIRD. EXISTENCE OF OBJECT REPORTED BY [REDACTED] AS BEING
DIRECTLY OVER OAK RIDGE AT ONE HUNDRED THOUSAND FEET ALTITUDE NOT
VERIFIED. [REDACTED] REPUTEDLY CAPABLE RADIO TECHNICIAN. [REDACTED] CLAIMS

TO HAVE DETECTED OBJECT WITH HIS RADAR EQUIPMENT ON FIVE OCCASIONS
OVER THREE DAYS. NAVAL RESERVE RADAR EQUIPMENT AT KNOXVILLE DID NOT
DETECT OBJECT ON ANY OCCASION, BUT TECHNICIANS STATE IT IS NOT

CONSIDERED EFFICIENT FOR AIRCRAFT AT EXTREME ALTITUDES. QUALIFIED

PERSONS FROM USAF AT NEPA, OAK RIDGE, TALKED WITH [REDACTED] AND

EXAMINED HIS RADAR EQUIPMENT. FOUND HIS EQUIPMENT NOT TOO RELIABLE

AND FELT [REDACTED] TECHNICALLY WRONG ON SOME RADAR THEORY. RELIABILITY

OF [REDACTED] QUESTIONED DUE TO SOME DEGREE OF INEBRIATION. THESE

PERSONS DISCOUNT PROBABILITY. ICIC AND OSI CONTINUE INTEREST BUT

DO NOT CONTEMPLATE FURTHER ACTION. AEC TOOK STEPS TO HAVE RADAR

TECHNICIAN SENT FROM WASH., BELIEVED FROM CIA, BUT NOT YET ARRIVED.

ANY FURTHER DEVELOPMENTS WILL BE REPORTED TO BUREAU.

62-83844-317
MAR 17 1950

37

ROBEY

END

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270 NOV 18 1964

12-06 PM OK FBI WASH DC ED

CC: Mr. Belmont
XWD, pd, CC: Mr. Belmont
RECEIVED

W12
KT

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. LADD

FROM : A. H. BELMONT

SUBJECT:

DATE: March 6, 1950

UNKNOWN OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950;
 ██████████, COMPLAINANT; VITAL FACILITIES; INTERNAL
 SECURITY

Reference is made to my memorandum of March 3, 1950, reflecting
 a call from SAC Robey, of Knoxville, in the above-entitled matter.

On the morning of March 6, 1950, I called SAC Robey to ascertain what he
 had found out concerning this matter. He advised that a teletype had been sent
 reflecting that there was some question of ██████████'s reliability and knowledge on
 radar theory; that CIC and OSI are continuing their interest in the matter; and that
 the CIA technician from Washington had not arrived.

SAC Robey will report any further developments.

Mr. Tolson
 Mr. Clegg
 Mr. Glavin
 Mr. Ladd
 Mr. Nichols
 Mr. Rosen
 Mr. Tracy
 Mr. Stiles
 Mr. Overton
 Mr. Morris
 Mr. Mohr
 Mr. Peacock
 Mr. Quinn
 Mr. Tolson
 Miss Holmes
 Miss Gandy

INDEX

63-83894-2163

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09-030038

MAR 7 1950

EX-93

AHB:tlo

157
5-8 MAR 16 1950

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. D. M. LADD
 FROM : MR. A. H. BELMONT

SUBJECT: UNKNOWN OBJECT OVER OAK RIDGE, TENNESSEE, MARCH 1, 1950;
 [REDACTED] COMPLAINANT; VITAL FACILITIES; INTERNAL SECURITY

DATE: March 3, 1950

At 9:55 A.M. today, SAC Robey of Knoxville advised that [REDACTED], owner and operator of [REDACTED] Knoxville, had called the Knoxville Office at 11:15 P.M. on March 1. [REDACTED] is a radio ham operator and has set up in his home in Knoxville an Army Surplus APR-7 radar set. [REDACTED] advised that he had picked up on this set a "pip" indicating that an object was circling at an altitude of about 40,000 feet over Oak Ridge. [REDACTED] stated that he customarily had followed the movement of airplanes through this set and he was sure this item was not a thunder cloud. Mr. [REDACTED] advised that the Knoxville Office had immediately notified the AEC Security Section following the receipt of the call from Mr. [REDACTED].

At 5:30 P.M. on March 2, Mr. [REDACTED] again called to say that he had again picked up an object at 11:15 A.M. on March 2 about 100,000 feet up and about 18 miles from his home in Knoxville which would place the object over Oak Ridge. Mr. [REDACTED] advised that CIC Agents had been given the information coming from the Knoxville Office, as a result of which CIC Agents and OSI representatives went out last night and looked over Mr. [REDACTED]'s set. They did see an object on the screen about 11:00 or 12:00 P.M. last night. They reported this information to the Third Army. Mr. [REDACTED] was of the opinion that the Air Force probably has sent the information to Washington also. Army CIC has now informed that CIA is going to send a technician down from Washington to examine the set. Mr. [REDACTED] had no information as to how CIA had jurisdiction. Mr. [REDACTED] advised that the Army is also contemplating sending a man up from Atlanta with a portable radar set to check into this situation. In addition, the Naval Reserve has a set locally and is putting it into operation this morning in an effort to identify this object.

Mr. [REDACTED] advised that AEC and the Armed Forces' representatives are somewhat concerned about this matter and he wanted the Bureau to have the above information in case there were inquiries.

ACTION

I advised Mr. [REDACTED] to keep in touch with the situation and let us know immediately of any developments and as to any information picked up by the Armed Forces or the CIA representative. I also requested that he ascertain who the CIA representative is and what action he took upon his arrival. Mr. [REDACTED] was advised that no investigation should be conducted by the Knoxville Office but that he should be kept advised of developments and should send a teletype to the Bureau tonight.

AHB:mer

57 APR 6 1950

104 MAR 17 1950

37

WMM:APR 3 1950
 310-CHFB

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAR 30 1950

TELETYPE

FBI ALBUQUERQUE

3-30-50

7-55 PM MST

DIRECTOR, FBI

URGENT

TOH

Miss Gandy

FLYING SAUCERS, INFO CONCERNING. STUDENT, UNIVERSITY OF

NEW MEXICO AND REPORTER FOR SCHOOL PAPER FURNISHED THIS OFFICE WITH

TRICK PHOTOGRAPH OF MOUNTIAN SIDE SHOWING A FLYINGSAUCER CRASHED AND

BURNING ON THE SIDE OF THE MOUNTIAN, LITTLE MEN WALKIN AWAY AND

FOUR FLYING SAUCERS HOVERING AROUND THE CRASHED ONE, [REDACTED], WHO HAS

VOLUNTARILY FURNISHED INFORMATION TO THIS OFFICE PREVIOUSLY STATED HE

IS RESPONSIBLE FOR MAKING THE TRICK PHOTOGRAPH. HE FIRST TOOK A

PHOTOGRAPH OF A HILLSIDE NEAR ALBUQUERQUE, HAD THE FLYING SAUCERS,

CRASHED SAUCER, SMOKE AND LITTLE MEN DRAWN IN AND THEN MADE THE FINAL

PHOTOGRAPH. [REDACTED] STATED THIS PHOTOGRAPH AND A RIDICULOUS STORY WILL

BE PRINTED IN THE UNIV. OF N.M. SCHOOL PAPER THIRTY FIRST INSTANT AND

MAY BE CARRIED OVER ASSOCIATED PRESS LINES. [REDACTED] WAS ADVISED THAT THIS

OFFICE GAVE NO SANCTION OR CLEARANCE TO HIS IDEA. THIS FOR BUREAU'S

INFORMATION. LOCAL INTELLIGENCE REPRESENTATIVES ADVISED [REDACTED]

112-102894-214
APR 10 1950

RECORDED 112

52 APR 10 1950

CORRECTION FIRST WORD FOURTH LINE BURNING

END AND ACK PLS. W.A.N.

WYLY

cc: Ma [REDACTED]

10-0-52 PM OK FILE W.A.N.

STANDARD FORM NO. 64
Office Mem. *lum* • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI
FROM : SAC, NEW ORLEANS
SUBJECT: FLYING DISCS

DATE: March 31, 1950

Special Agent [REDACTED] of the New Orleans Division, has a brother, [REDACTED] of the [REDACTED], advertising agency, [REDACTED], Denver, Colorado. [REDACTED] has advised Special Agent [REDACTED] that an employee of the [REDACTED], [REDACTED], has been contacted by one [REDACTED] Street, telephone [REDACTED] Denver, Colorado, regarding Flying Discs.

[REDACTED] is alleged to have told [REDACTED] in January, 1950, that he [REDACTED], knows a prominent Denver oilman named [REDACTED], also known as a "Mysterious Mr. X", and an official of the [REDACTED], [REDACTED] Denver, Colorado. [REDACTED] is claiming that he leased land in the Mojave Desert in California and that on this land a flying disc had been found intact, with eighteen three-foot tall human-like occupants, all dead on it but not burned. Further, that the disc was alleged to be of very hard metal and near indestructible. [REDACTED] is said to have exhibited a radio set to [REDACTED] purported to be a souvenir of the space-disc.

According to [REDACTED], [REDACTED] has been telling of this story off and on for the three month period prior to January, 1950, and is said to have notified [REDACTED] of it weeks prior to the publication of a flying disc article published in the True Magazine, and one by FRANK SCULLY published in the Variety Magazine in January, 1950. [REDACTED] claimed to have been visited by DONALD MCNHOE, author of the article in the True Magazine.

Further data was furnished that [REDACTED] had been telling the tale so prolifically in Denver that he claimed to have had telephone calls from Washington, D. C. and from the Federal Bureau of Investigation in which he was requested to keep the information to himself and that, thereafter, he became mysterious about the entire matter.

It is noted that considerable publicity regarding these discs has been found in Denver and other papers.

This information is being furnished the Bureau and the designated offices for informational purposes.

HWT:MTRG
66-1199

cc: Denver
Los Angeles

RECORDED 28

INDEXED 28

APR 3 1950

34

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270 NOV 18 1950

EX-94

OFFICE OF INTELLIGENCE AND ANALYSIS • UNITED STATES GOVERNMENT

TO : The Director

DA : March 28, 1950

FROM : D. M. Ladd

SUBJECT: FLYING SAUCERS

min Reference is made to your inquiry on the attached routing slip:

"Just what are the facts re 'flying saucers'? A short memo as to whether it is true or just what Air Force etc. think of them."

Mr. Tolson
Mr. Clerk
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Hodges
Mr. Tracy
Mr. Exon
Mr. Curran
Mr. Harbo
Mr. Miller
Mr. Pease
Mr. Quinn
Tel. Room
Mr. Nease
Miss Holmes
Miss Gandy

In response to your inquiry, Special Agent S. E. Reynolds obtained the following information today (3/28/50) from Major Boggs and Lieutenant Colonel J. V. Hearn of Air Force Intelligence. The Air Force discontinued their intelligence project to determine what flying saucers are the latter part of last year. They publicly announced to the press in December, 1949, that the project had been discontinued. They advised that the press release had been concurred in by the Army and Navy. The reason for the discontinuance, according to Major Boggs and Lieutenant Colonel Hearn, was that after two years of investigation over three-fourths of the incidents regarding flying saucers proved to be misidentifications of a wide variety of conventional items such as lighted weather balloons and other air-borne objects.

Colonel Hearn pointed out that the Commanders of the various areas are charged with the security of those areas. Reports concerning flying saucers received at this time will be investigated by the Area Commander and his report submitted to the Air Force Intelligence Division as an intelligence item.

Major Boggs and Lieutenant Colonel Hearn made the observation that many of the reported sightings of flying saucers at this time appear to be an out-growth of recent magazine articles. They reiterated that the Air Force is conducting no active investigation to determine whether flying saucers exist or what they might happen to be.

You will recall that the investigation of flying saucers was discontinued by the Bureau in October, 1947, in order that the Air Force could take over such investigations. (62-23894-141-160)

per 1 sheet of 8
ENCL
Attachment

ENCL: jam, sd, b1

RECORDED 51

163-72871-212
MAR 30 1950
3

57 APR 5 1950
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270 NOV 18 1964

~~INCOMING~~
MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

FBI

Recd from IOA
cc: Bjo
3-8-50

CONFIDENTIAL
PRIORITY

PARAPHRASE NOT REQUIRED

From: CONGENARMYTHREE Ft McPherson Ga

To: Dept of Army for Dir of Intelligence

Nr: AJACI 1-2

2 Mar 50

Telephone call received from Lt Col Nunamaker Tennessee Military District 1130, 2 March. He stated that

A. There is a radar station near Knoxville which has been in operation about 3 weeks. This radar station is being operated by station WROL of Knoxville.

B. On 1 March at 2135 hours the station picked up an object 340 degrees and 18 miles from Knoxville altitude 40,000 feet. Direction and distance put the object directly over Oak Ridge. AEC Security Division Chief at Oak Ridge checked with Smyrna Air Base Nashville which reported it had no flight plan for any plane being in that vicinity and altitude.

C. On 2 March at 1105 station picked up object at 335 degrees and 18 miles from Knoxville altitude 40,000 feet. AEC Security Div Chief checked with Smyrna Air Base with negative results.

D. AEC Sec Div Chief is not certain as to operational efficiency of radar unit and requested Smyrna AB to send qualified radar operator. Smyrna has no personnel so qualified. Smyrna commander suggested Third Army send qualified radar operator to check equipment.

E. Data from radar was limited to:

RECORDED: 19 MAR 23 1950

1. Bearing, distance and altitude on each object.

2. Third Army queried 14th Air Force to determine if 14th AF had training flights over the Knoxville area on 1 and 2 March. Answer was no.

EX-136

CM IN 12036

(3Mar 50)

62-8894-211

52 APR 10 1950

~~CONFIDENTIAL~~

COPY NO.

DA FORM 22-3
15 JAN 1948

U.S. GOVERNMENT PRINTING OFFICE : 1949-O-630430

INCOMING
MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

MR: AJACI 1-2

Page 2

3. Third Army has no radar operators.

4. Inquiry of Lt Col Nunamaker revealed that Chief Security Div Oak Ridge is anxious to get qualified personnel check on the performance of the radar.

ACTION: G-2

CM IN 12036

(3 Mar 50) DTO: 022030Z mlr/c

ASCO FORM 22-3
5 JAN 1948

~~CONFIDENTIAL~~

COPY NO.

U. S. GOVERNMENT PRINTING OFFICE : 1949—O-830430

FBI

*ed from IDA
6-50 CWB:js*
CONFIDENTIAL
PRIORITY**PARAPHRASE NOT REQUIRED**

FROM: CONGENARMYTHREE Ft McPherson Ga
To : Dept of Army for Dir of Intelligence
Nr : AJACI-3-3 3206

3 Mar 50

Reference our T&X AJACI-1-2, 2nd Mar supplemental report follows:

1. (A) At 2130 hours on 2nd Mar radar station picked up 2 objects 310 degrees, altitude 80000 feet, approximately 18 miles from Knoxville in general direction of Oak Ridge, moving in circular motion but in opposite directions.

(B) At 2230 hours 2nd Mar and again at 0030 hours 3rd Mar station picked up object, moving same direction, locality and altitude.

(C) Density of object similar to DC-3 airplane, speed not established but report as "terrific".

2. CIA Radar Technician reportedly arrives Knoxville today to check radar set and operation.

3. Arrangement reportedly made by FBI with Naval and Marine Reserve Unit Knoxville to set up radar equipment to verify reception of WROL radar station.

4. All information on this subject this headquarters has been turned over to A-2 Fourteenth Air Force.

Note: AJACI-1-2 is CM IN 12036 (3 Mar 50) G-2

ACTION: G-2

INFO : G-3

CM IN 12184

51 APR 22 1950

RECORDED. 101
INDEXED. 101
(4 Mar 50)

62-85894-210
SEARCHED. INDEXED.
SIG: 0312001 101-10
101

CONFIDENTIAL

COPY NO.

U. S. GOVERNMENT PRINTING OFFICE: 1919-O-510427

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: March 22, 1950

FROM : GUY HOTTEL, SAC, WASHINGTON

SUBJECT: FLYING SAUCERS
INFORMATION CONCERNING*Flying Discs or Flying Saucers*

The following information was furnished to SA [REDACTED] by [REDACTED]

An investigator for the Air Forces stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots.

According to Mr. [REDACTED] informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers.

No further evaluation was attempted by SA [REDACTED] concerning the above.

RHK:VIM

RECORDED - 3

INDEXED - 5

162-83894-209

MAR 28 1950

24



51 MAR 29 1950

March 7, 1950

55

Mrs.

Tulsa, Oklahoma

RECORDED 13
INDEXED 23

Dear [REDACTED]

62-83894-208
Your letter of February 28, 1950, has been received and I want to thank you for making your observation available to me. Your thoughtfulness in this connection is appreciated.

Ex-9

Sincerely yours,

J. Edgar Hoover

John Edgar Hoover
Director

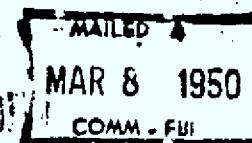
RECEIVED DIRECTOR

NOTE: Correspondent lengthly relates her observation concerning flying saucers and advised that she believes they are of Russia origin. It is noted that in her letter of February 24, she wrote to command Mr. Hoover for his services as Director of the FBI.

EJC:ai

To: _____
Lod: _____
Class: _____
Sectr: _____
Nichols: _____
Recon: _____
Tracy: _____
Burke: _____
Date: _____
Tele. Room: _____
Name: _____
Copy: _____

APR 3 1950



U. S. DEPT. OF JUSTICE
FBI
RECEIVED-HIGHWAY MOON

MAR 11 1950

MAILED

MAR 8 1950

COMM-FBI

Wasa Town,
Feb. 28, 195

Mr. J. Edgar Hoover

director of F.B.I.

Washington D.C.

Dear Mr. Hoover:- Flying Saucers
Your acknowledgement of my letter in
regard to your excellent & faithful service, recd Feb. 22.

I've had something "on my chest" for over
years, and it may be the time and way to do something about
it, now also. It was during a time of my seven years
Civil Service work here in Tulsa, while doing Engr. drafting
for the Corps of Engineers, War Department. At this time I began
to the matter serious thought.

For a number of intermittent nights at about
the same time, I would hear a terrific very quick noise over
the four unit apartment Bldg. at 44 East 17th St. where I had
a small 3 roomed apartment on the top floor. The noise one
lasted a second or less, and always traveled north to south. It
at great speed this noise or whatever over head that I could
never get to the window to look into the night sky. I reported it to
the F.B.I. here (local F.B.I.) & checked all the airports, no one to
of any craft having been there at that time. I clocked it after he
4 or 5 times, and as near as I can remember now it was ab
11:21 P.M. Then the time I again reported to the F.B.I. I had to
before found it was not street nor building noise. The second
time I called the F.B.I. the party at the other end, said wait a
moment, soon he said, a Lt. of the force had been telling him
hearing the same thing a few blocks south of me at the 21st
Bridge while out there on patrol duty!

Then a few weeks after those noises over head, came
first word of people, seeing "flying saucers".

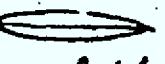
Since living here at [REDACTED] late last year
a flying saucer must have been what I saw that looked like
a very round white cloud against a grey stormy sky (overcast)
(overcast sky) It also rapidly drifted north to south, and while
I wondered I looked at the (Cloud?) sphere & saw it disintegrate a
something that looked like envelope or paper fell toward the earth.

It was all very plain & clear for the object was in the eastern sky & the sun just came from behind a cloud in the west at about sun down & shone upon it. I ran to my east door to try to distinguish a plane motor or a sound of motor or a possible crash maybe a few blocks away. But I heard nothing so I again explained my to the F. B. I. Lee. I could not judge the distance of the object.

Now my own radio has not been working for a 2 weeks; so that I've not recently caught all the news. But friend of mine tells me that according to radio news, the saucers are again appearing. and are now disintegrated

Now Mr. Hoover if this matter that I shall mention here is by chance out of your jurisdiction, then I pray you either mail this to some one (the right one) or put it in the hands (directly) to some responsible Gov. Official whom are cure will give the matter serious study and consider.

When the two tornados hit Woodward Okla. some years ago within a few days or a few weeks of each other, at that time on I have theorized that these "flying Saucers" a being sent from a Russian base located somewhere on the eastern edge of Siberia, Korea or Mongolia, but more likely some place in Siberia, and are radar controlled. That the first ones of about the year of the tornados came back to base there, and that they served a tri-purpose.

No. 1. That the first ones contained instruments to photograph & simultaneously record distance altitude & temperature. Thus with data returning via the "Saucers" the Russ may by this means have every foot of our U.S.A. photographed and our vital areas spotted. No doubt the "saucers" are built round and like this view from the side would have only one edge  and spin like a top thru the air with slots around the saucer  where I have placed the dots. Could be made to open automatically and scatter germs, chemicals ice & etc.

No 2. That they may be able to effect our weather cur

Changes in temperatures in spots areas over the U.S.
They may be able from their data formally obtained
send a cancer anywhere at most any time with most
anything depending on the setting of the automatic dev.

Within the cancer & the altitude & distance on their controls
their base. & the substance placed within.

Nothing now is impossible!

No. 3. The sudden weather changes all this last fall
and this winter especially have caused a "flu" & a chest
condition that lasts much longer and weakens those people
much more than ever the oldfashioned "flu" did, so I
been told by the doctor to whom I go.

Hence it has put the vast majority of people
a weakened condition, receptive of attack of a greater physical
illness, something that may even be breathed from the
air, & may put us into a helpless, weak or sleeping condition
that will give Russia a chance to walk in and take this
country intact, without ever bombing & spoiling our
rich oil and industrial supplies! (Russia has never yet
gotten the oil she started out for.) If done in this manner
we would wake up or come to and find ourself possibly
slaves!

It's something to think about, and as I see it a
very great possibility! so I'm praying that you place
matter with those or one you are certain will give it a
very serious thot. If my theory is a true case, then
we could locate that base, we could save a great deal
of trouble to our nation. The above mentioned matter tie
in with what Dorsey before world war II to General Chief of
Marshall, President F.D.R. and Martin Dyes. about a
seemingly fantastic dream I had three years or about the
after the first world war. In that dream which I had 3
nights alike to the smallest detail and in succession. In
that dream the Russians, Germans, and a slant-eyed per-
son in the S. West & marched & assumed our - - - - -

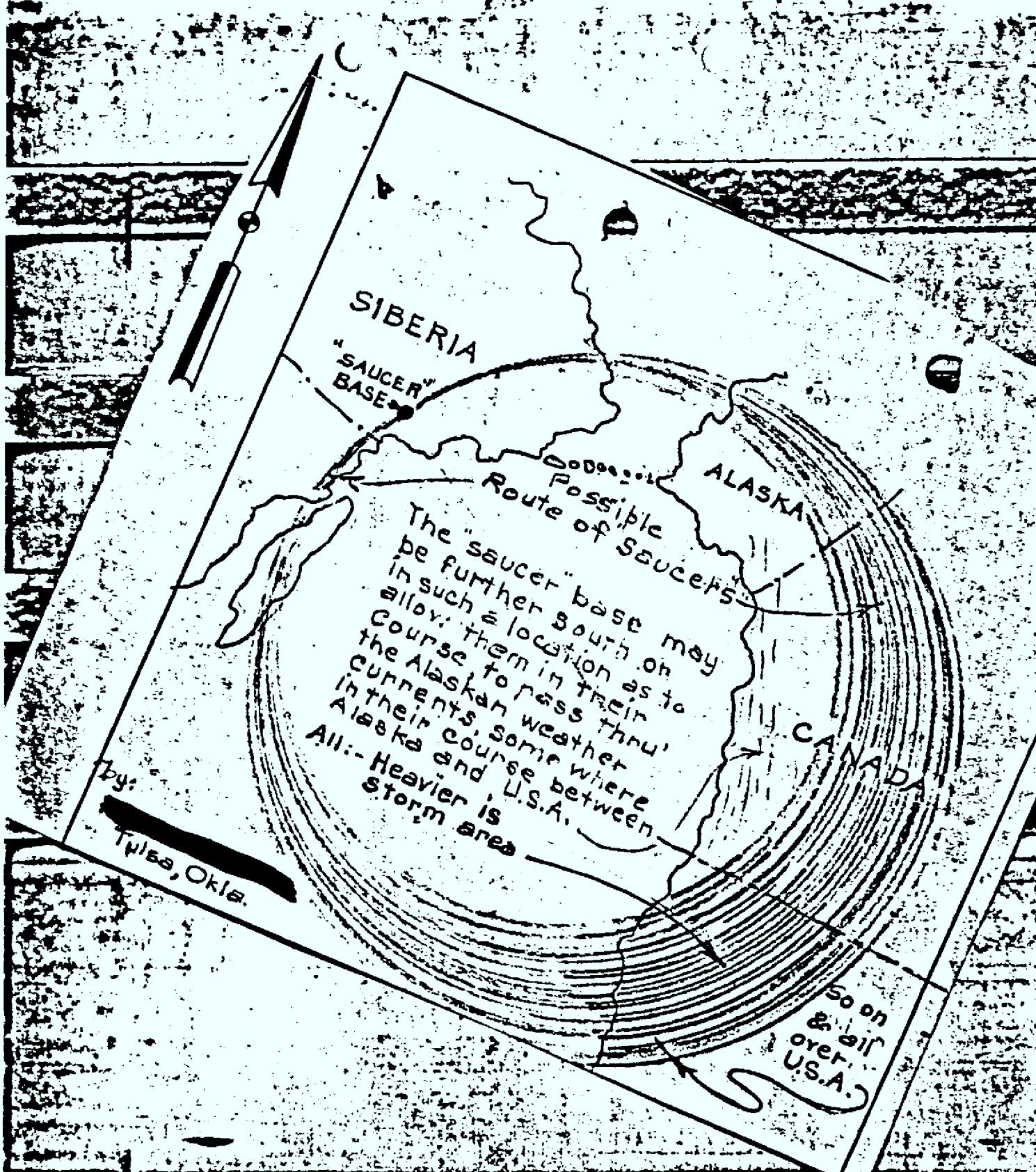
"images sturng" with surprise! - the dream it see
that I was a child again watching grand father at
work bench, and tho' at the time of that strange drea
Grandfather was then deceased, but as I seemed to be
standing beside him in the dream, he looked down at
and said "Florence whatever I dream always comes true"
Actually I had never, while he lived with us in all those years,
ever heard him claim he had dreamed; so my only interpreta-
tion of the dream & what he said in it would mean that
what "I dreamed" & etc. When he was young he was ordered
to "goose-step" into Prussia in the Franco-Prussian war.
He often told me in German how he hated war, & I know
how much he loved the beautiful & how really kind
he was. He loved garden, flowers & did beautiful Cabinet

Doesn't it stand to reason that there is a very definite purpose in the disintegration of the "saucers" now?

That we have advertised the fact that we think it's
are "interplanetary," and the country sending them are
afraid that we may find out different? That also there
be chemicals or disease germs within them that if they get
to the original base might accidentally be scattered within
their own boundaries and dangerous to their own welfare.

And besides after all we have found out that our world was not inhabited! I might add now that I did sign my name to the letters I wrote about that dream to the three Washington gentlemen. I was afraid to for we were so close to war with Germany then. I mailed them from Tulsa, so as might have heard of this ^{the letter} happening at that time. We know that dream of 3 nights did not then come true. But there is still time that something very similar may yet happen.

Inclosed is postage for mailing this to the person you know will consider it from a serious possibility and also a rough sketch that I've made, my idea of Rusconi's method. — I would appreciate hearing your opinion on the above scientific possibility mentioned. I know nothing of Science actually. I am sincerely yours.
Wish I did. — On 25 [redacted]



RECORDED '33

MARCH 10, 1950 - ROUTINE

8894-206
SAC DENVER

FLYING DISCS. REURTEL MARCH NINE LAST CAPTIONED FLYING SAUCERS AND RE BUREAU BULLETIN NUMBER FIVE SEVEN DATED OCTOBER ONE, NINETEEN FORTYSEVEN IN CAPTIONED MATTER. NO FURTHER ACTION DESIRED.

HOOVER

KHM:FWT

FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAR 10 1950

TELETYPE

REC'D BY 10:00 AM 18 NOV 18 1964
DS: WD 62-2 01 881

5 MAR 29 1950 COPIES DESTROYED
270 NOV 18 1964

84/34 0

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAR - 9 1950

TELETYPE

Mr. Tolson	✓
Mr. Ladd	✓
Mr. Clegg	✓
Mr. Gandy	✓
Mr. Rosen	✓
Mr. Tracy	✓
Mr. Harbo	✓
Mr. Belmont	✓
Mr. Mohr	✓
Tala Brown	✓
Mr. Nease	✓
Miss Gandy	✓

FBI, DENVER

3-9-50

9-25 PM

JHM

DIRECTOR, FBI

URGENT

FLYING SAUCERS. TWO SOURCES ADVISED TODAY THAT UNIDENTIFIED INDIVIDUAL HAS GIVEN AT LEAST ONE AND POSSIBLY MORE LECTURES BEFORE CLASSES AT DENVER UNIVERSITY YESTERDAY OR TODAY IN WHICH HE DISCUSSED FLYING SAUCERS WHICH HE ALLEGEDLY PERSONALLY OBSERVED. THIS PERSON CLAIMS TO HAVE SEEN SEVERAL SUCH OBJECTS, ONE OF WHICH ALLEGEDLY LANDED IN NEW MEXICO. HE ALSO CLAIMS TO HAVE OBSERVED OCCUPANTS OF SAUCERS DESCRIBED BY HIM AS OF HUMAN FORM, BUT ABOUT THREE FEET TALL. THESE OCCUPANTS OF SAUCERS ALLEGEDLY DEAD AT TIME HE OBSERVED THEM. THIS LECTURER REFUSED TO REVEAL IDENTITY, BUT IS KNOWN TO [REDACTED] WHO IS [REDACTED] CONNECTED WITH [REDACTED] DENVER. [REDACTED] REPORTED TO HAVE MADE SOME PREVIOUS CLAIMS HIMSELF WITH RESPECT TO OBSERVING FLYING SAUCERS. LOCAL PRESS AND ALSO WIRE SERVICES CARRYING STORIES CONCERNING THESE LECTURES AT DENVER UNIVERSITY. OSI, DENVER, HAS NO ADDITIONAL INFORMATION EXCEPT THAT [REDACTED] IN JANUARY THIS YEAR REPORTED TO HAVE MADE SIMILAR CLAIMS AND UPON INVESTIGATION WAS UNABLE TO PRODUCE ANY VERIFIABLE INFORMATION. OSI CONSIDERS [REDACTED] AS PROBABLE MENTAL CASE. BUREAU ADVISE WHAT, IF ANY, ACTION DESIRED AT DENVER.

KRAMER

RECORDED - 33

INDEXED - 33

62-33844-206

cc Mr. Belmont 19

END

11-29 PM OK FBI WA HSU

62-33844-206
CC Mr. Belmont 19

RECORDED
INDEXED

February 20, 1950

٦٢-٨٩٧٤-٥٥

Mr. [redacted]
Portnoy, Pennsylvania

200

Your letter of February 12, 1950, has been received and I appreciate your thoughtfulness in making available the information which you furnished.

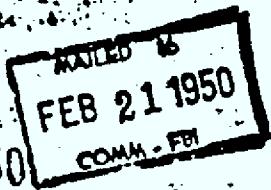
If in the future additional data comes to your attention which you feel should be made available to the FBI please feel free to furnish it to Mr. A. Cornelius, Special Agent in Charge of our Philadelphia Office, 500 Fidener Building, Philadelphia 7, Pennsylvania.

Sincerely yours,

**John Edgar Hoover
Director**

CC: Philadelphia,

CCs: Philadelphia,
FBI - BIRMINGHAM
DECEMBER 10 1968
FBI - BIRMINGHAM
1051 AM 12/10/68



Mc. Damron to a
Feb 2 to 1950

Flying Saucers

Dear Sir
I am writing you about the Flying Disc or Saucers and am I am enclosing dates which I would like for you to have checked with Flying Saucers Project to see if any were reported over on the dates I have down below.

Date time direction from My Home.

Date	time	Direction from My Home.
Jan 20th 1950.	10:15 A.M.	Southeast
	3:00 P.M.	Southwest
	4:00 P.M.	...
Jan 26th 1950	1:00 AM till 10:30 P.M.	South - or east
Jan 27th 1950	12:00 Noon	South
	1:45 P.M. → 9:00 PM	South west
Jan 28th 1950	11:00 AM	East ..
Jan 29th 1950	1:00 P.M. also night	8:30 P.M.
Jan 30th 1950	2:00 P.M.	Northwest
Feb 3rd 1950.	10.A.M. 11.A.M. 12:00 Noon.	South east
Feb 4th 1950.	1:30 AM. 2:30 P.M.	Southeast
Feb 8th 1950	11:45 A.M. till 12:15 P.M. noon	1:30 P.M till 2:30
Feb 10th 1950	- Night 8:30 P.M.	West. 7:30 P.M.

The reason for having you check these I do not trust anybody unless you say so. I won't make any claims but try to furnish proff that I know more about flying discs than anybody they have found yet. I will send more dates from time to time to prove what I say. All I ask is that if any was seen please give place time and date. I can check. My best, And above all don't want any Snoperia recorded my letter! Also ask you place not to tell anybody for their. Maybe a lot of things I won't tell you after while. I don't want any date before Jan 2nd 1950. Please make sure that anyone checking the dates is 100 Percent American. Am 2/20/50 M.P.O. (over)

67-83891-305

II

8/2/65 ps
01. Seeing any letter I send you it might
be better if after a while as I send you all is
that I really know ~~part~~ find something
to find a better way to contact ~~one~~
each other. for their are Snodgrass and
the Postal Service talking about Postal Service
if you answer this letters please do not
use letterhead just plain letter will do
for I don't want any Postal clerks getting
ideas - the truth is I do not want
anyone but you to know where or
~~from~~ the letters are from.

WHO

Thanking You Demand

Mr. [REDACTED]

Paxinoe

P.S. If Saucier Project want is to clear this up
quick I have a idea of how they can do same and will
let them have people be on the lookout for these give
the exact time day and place. Then they
can check my list of dates. I send you -

FEB 16 12:18 PM '65
RECEIVED
FBI
JONES

175
January 30, 1950

RECORDED

128

62-83894-204

INDEXED

128

[REDACTED]
Philadelphia 43, Pennsylvania

Dear [REDACTED]

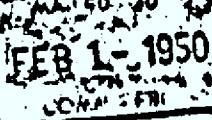
Your letter of January 24, 1950,
has been received and while I appreciate
your offer to furnish me your observations
concerning the flying saucers, this matter
is not being investigated by the FBI.

Sincerely yours,

John Edgar Hoover
Director

JCS:asp

RECORDED
INDEXED
FILED
FEB 1 1950
FBI - PHILADELPHIA



RECORDED INDEXED FILED
FEB 15 1950

Phil

20 flying saucers) 24-1-50

Re - Flying Saucers

With the persistent detections
on the above and for so long a time

I have been unable to find
any real substance and I feel

that it has happened to be
true and I am not

convinced and this is
one of my theories perhaps

but considered and this is
one of my theories perhaps

but considered and this is
one of my theories perhaps

but considered and this is
one of my theories perhaps

RECORDED 128

FEB 7 1950

Many more is open to me for the
old bush whom I have

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
RECORDED CLASSIFIED MESSAGE

SECRET
PRIORITY

Flying Discs.

b7c

FROM: HQ 15TH OSI DST O'FELLY AFB, OMAHA, NEBRASKA
TO : DIR OF SPECIAL INVESTIGATIONS HQ USAF, WASH., D.C.

INFO: DIST COMINR 14 CSI DIST LOWRY AFB, COLO. (ZM)
DIST COMINR 17 CSI DIST KIRTLAND AFB, NEW MEXICO (NM)

HR : OSI 8

16 January 1950

(THIS IS PERMAS OSI 8 DATED 14 JAN 50. CATEGORY BAKER MESSAGE).

Rudy Fick says Flying saucers from Venus came to earth by accident. Rudy Fick, well known Kansas City auto dealer stopped in Denver 3 weeks ago while returning from Ogden, Utah. At that time he called on the manager of Ford Agency. Their conversation was interrupted by some engineers arriving for a meeting; one of whom was a man named Coulter. Coulter revealed some startling information. He (Coulter) stated he "Crashed the Gate" at a radar station near New Mexico and Arizona borders, and while there he saw 2 of the highly secret "Flying Saucers." Spot report details—the information contained herein was furnished from article which appeared in the Wyandotte Echo newspaper, Kansas City, Kansas, 5 January 1950. Of the two Flying saucers one was badly damaged and the other almost perfectly intact. They consisted of 2 parts, a cockpit or cabin about 6 feet in diameter. A ring 13 feet across and 2 feet thick surrounded the cabin. The cabin was constructed of metal resembling aluminum, but the actual make of the metal has defied analysis. Coulter had a piece of the metal in his possession and gave it to the Ford man to send to the Dearborn plant for analysis. This man (Coulter) showed the group, including Fick, a clock or automatic calendar which was taken from one of the Flying Saucers. This clock or automatic calendar consisted of 2 pieces of metal together with some unusual type of metal. On the face of 1 or 2 pieces of this metal there appeared an indentation which rotated around the disk completing a cycle each 28 days. According to the information given Coulter around 50 of these flying saucers have been found in the United States in a period of 3 years. Of these, 40 are in the US Research Bureau in Los Angeles. Each of the craft had a crew of 2. The bodies in the damaged ship were charred, but the other ship's occupants were in a perfect state of preservation, although dead.

CAF IN 7130

(16 Jan 50)

62-83854-203

FEB 13 1950

SEARCHED - INDEXED - SERIALIZED - FILED
10

All were uniform height of 3 feet; blond, beardless and their teeth were completely free of fillings or cavities. They wore no under garments, but had their bodies taped and were dressed in a sort of wire. A quantity of food in tablet form was found in ship. Mr. Fick assumed that the reason behind the apparent lack of security was that the Government wanted the information spread from unofficial sources until people are more or less familiar with the facts. Mr. Fick feels that the security department of the military fear that the sudden shock of a surprise announcement that interplanetary travel is possible might cause mass hysteria. Fick is well known locally and has a number of friends at the Kansas City Star. OSI District 13 will interview Fick and will make additional inquiries at the Kansas City Star. Coulter not otherwise identified, but can be reached through Ford agency in Denver. Action: Information copies furnished CSI Districts 14 and 17 for action. The editor of the Kansas City Star stated that while they were aware of this story they did not dare publish it in the paper because it is too fantastic.

ACTION: DIRECTOR, SPECIAL INVESTIGATIONS

INFO : DCS/O DIRECTOR OF INTELLIGENCE
DCS/O DIRECTOR OF PLANS & OPERATIONS
DCS/O POLICY DIVISION
CHIEF OF STAFF'S LOG, USAF

CAF IN: 7130 (16 Jan 50) DTG: 16/1430Z CWC/lwc

RC 28/16th

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

~~CONFIDENTIAL~~

PRIORITY

FROM: 13 OSI DIST OFFUTT AFB, OMAHA NEBRASKA, SGD THOMPSON

TO : OSAT, WASHINGTON 25, D.C.

DIST COMDR 14TH OSI DIST LOWRY AFB, COLORADO

DIST COMDR 17TH OSI DIST KIRKLAND AFB ALBUQUERQUE,
NEW MEXICO

MR : OSI 11.

17 January 1950

This refers to TWX from 13th OSI District, Offutt AFB, Omaha, Nebraska, dated 13 January and spot intelligence report dated 16 January, subject: "Flying Saucers From Venus Come To Earth." For your information both TWX and spot report are down-graded to Confidential.

NOTE: Reference TWX is CAF-IN-7150, 17 Jan 50 (OSI).

ACTION: CSI.

INFO : ODS, CIN, CPO, OOP, OPY, CAG-30.

CAF IN: 7 3 3 1. (18 Jan 50) DTG: 173110Z. RCM/jgl.

CONFIDENTIAL RG-MR: 25/13.

62-82844-103-12

Dalecraft
RECORDED 81

62-83894-202

CONFIDENTIAL
REGISTERED MAIL

Date: October 19, 1949

To: Director
Office of Special Investigations
The Inspector General
Department of the Air Force
EX-119
The Pentagon
Washington, D. C.

APPROPRIATE AGENCIES
AND FIELD OFFICES
ADVISED BY ROUTINE
SLLP(S) OF 20/10

DATE 9/1/77

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

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

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

"Color - bright canary yellow

"Length - about 15 to 18 inches

"Diameter - about 4" in the largest part

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

MAILED 12

OCT 20 1949 P.M.

EHM:cgr/mk

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

52 NOV 1 1949

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

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

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

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

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

"I was at 34,500 ft. above sea level at the time.

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

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

"The visibility was exceptionally good, about 30 miles.

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

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

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

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

STANDARD FORM NO. 64
Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI
FROM : SAC, Pittsburgh
SUBJECT: [REDACTED] Informant
FLYING DISCS, MISCELLANEOUS

DATE: October 2, 1949

On September 26, 1949, [REDACTED], S. Charleston, West Virginia, appeared at the Charleston, West Virginia, resident agency and gave to Special Agent [REDACTED] the attached letter. Mr. [REDACTED] stated that he had written the letter following a pleasure flight from Clark Field, St. Albans, West Virginia, to Parkersburg, West Virginia, on September 26, 1949. Mr. [REDACTED] stated that after writing the letter, he did not know whether it would be of any interest to the FBI and decided that instead of mailing it directly to the Bureau at Washington, he would contact the local agent and turn it over to him if it were thought it would be of interest to the Bureau.

Mr. [REDACTED] stated that he has set out the complete details of this incident in his letter and that there is nothing further that he can add. He further stated that he is certain this was not a mirage and that it actually occurred.

No further action is being taken by this office unless specified to do so by the Bureau.

ENCL

JHW/JW
62-0

RECORDED 87

INDEXED - 87

13 OCT 25 1949

EX-119

Qm

5 in form
of
10/19/49

Federal Bureau of Investigation
Washington D. C.

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

Gentlemen:

(a) 5149

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

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

Color - bright canary yellow

Length - about 15 to 18 inches

Diameter - About 4" in the largest part

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

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

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

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

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

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

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

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

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

The visibility was exceptionally good, about 30 miles.

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

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

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

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

Very truly yours, A. J. LID 87

ENCLOSURE 73877-20

- C O P Y -

Circleville, Ohio
1949 October 8.

permanent address:

Delaware, Ohio

Mr. J. Edgar Hoover
Director
Federal Bureau of Investigation
Department of Justice
Washington, D. C.

Dear Mr. Hoover:

It is requested that this letter be returned to the above address and no record of it kept in FBI files.

If is it true that the Soviet leaders intend to use the flying disk in an attempt to confuse and terrify the American people, why should we not state to the United Nations that we believe this condition to exist and further request permission from United Nations to fly American printed statements into the USSR in the interests of peace and better understanding between the two nations? To prevent the belief that such a method would be used, by either nation, to carry bombs rather than paper, it should be pointed out that it is not necessary to employ airplanes for the purpose insofar as actually flying over enemy territory is concerned. There are several possible means of placing information at the disposal of citizens of either country via air; I mention small balloons incapable of carrying more than a few pounds, or finned, cardboard disks capable of drifting on wind currents for great distances after release from several miles height. (I reserve the right to claim patent rights to the latter flying newspaper.)

Inasmuch as we have been told that the Communist Party is a very small minority in the USSR, it is impossible to prevent information, printed, from reaching many good people there if flown in by the millions. Of course there would be a penalty in Russia for reading them if caught, but curiosity being curiosity, many would be read and remembered. And no one really believes that children could be prevented from picking up objects floating in from another country.

INDEXED - 36 RECORDED - 36 62-83894-20
Shall freedom of the press be defended in some countries lost in lives, yet denied across nations, the better living contrary to United Nations principles?

Yours sincerely,

~~5-3894-2-01~~

October 13, 1949

1

Circleville, Ohio

130

Your letter dated October 8, 1949, has been received and in response to your request I am returning it to you at this time.

For your information the jurisdiction of this Bureau does not extend outside the United States and its Possessions. It is therefore suggested that you may wish to communicate with the Division of International Press and Publications, Office of Public Affairs, United States Department of State, 21st Street and Virginia Avenue, Washington, D. C., with regard to the suggestion made in your letter.

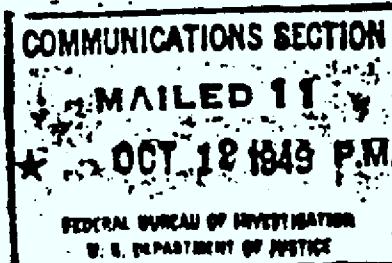
Sincerely yours,

*John Edgar Hoover
Director*

~~Enclosure~~

NOTE: The enclosure is enclosing letter being returned to correspondent at his request.

www.MRA.org.uk



63 OCT 24 1949

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: September 6, 1949

FROM : SAC, INDIANAPOLIS

SUBJECT: FLYING SAUCERS
SECURITY MATTER - X

3-1

R [REDACTED] of OSI, Benjamin Harrison Air Base called at this office recently to ascertain if there was any current information on "flying saucers". He stated that he had been instructed recently to contact Dr. [REDACTED] of Decatur, Indiana, with reference to a flying saucer he allegedly observed in the vicinity of Lake of the Woods, Canada, on or about July 1, 1949. An FBI Agent by the name of [REDACTED] of the Omaha office was alleged to have seen the same saucer.

When [REDACTED] conversed with Dr. [REDACTED] the Dr. told him that when he returned from Canada, he found himself in the midst of a polio epidemic and that as a result he had read as much literature as possible with respect to polio, its symptoms, diagnosis, etc. Dr. [REDACTED] told [REDACTED] that in his opinion, the cases which were thought to be polio in the vicinity of Decatur, Indiana, were not polio, but possibly the result of uranium poisoning and that he felt the presence of flying saucers had direct bearing on the polio epidemic. Dr. [REDACTED] pointed out that flying saucers were observed in the Carolina's in 1948 and there was a polio epidemic in the vicinity at that time.

[REDACTED] stated he had consulted one of the physicians at the Benjamin Harrison Air Base and had also checked the records with reference to allegations concerning the sighting of flying saucers and had done a little research with respect to correlating the presence of flying saucers and any polio epidemic. He further stated that he was reporting the matter to the proper Air Force authorities, Wright Field, Dayton, Ohio.

It has also come to the attention of this office that [REDACTED] made inquiry of the Indiana University Medical School, Indianapolis, Indiana, where the doctors treated the entire matter as a big joke.

[REDACTED] also stated that Dr. [REDACTED] had heard while in Canada that there had been some rather strange events somewhere in the interior with respect to finding what might have been remains of flying saucers.

The foregoing is furnished for the information of the Bureau. This office is taking no action in the matter.

RECORDED - 137.

INDEXED - 137.

5 SEP 8 1949

HAK/fjd

100-0

EX-68

58 SEP 15 1949

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

CC-160

To: COMMUNICATIONS SECTION.

Transmit the following message to:

AUGUST 21, 1949

SAC, LOS ANGELES

URGENT

FLYING DISKS. REURTEL AUGUST TWENTY LAST. BUREAU ADVISING OSI HEADQUARTERS
TODAY OF ADDRESS [REDACTED] MANHATTAN BEACH, CALIFORNIA. YOU SHOULD ALSO
FURNISH THIS ADDRESS OSI REPRESENTATIVE YOUR DIVISION TODAY. HOOVER.

JEN:sg

R2

—

C6

cc-

[REDACTED]

RECORDED

EX-34

62-83894-199

2 AUG 22 1949

Brown
Clegg
Glavin
Ladd
McKeehan
Rosen
Tracy
Ward
Burke
Harbo
Mohr
Smithson
Quinn
M. Ross
Nease
Sanderson

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

AUG 21 1949

TELEMETER

62 AUG 31 1949
SENT VIA

COPIES DESTROYED
270 NOV 18 1964

Per

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

AUG 20 1949

CW
TELEMETER

WASHINGTON FROM LOGA 13 20 240 PM

DIRECTOR URGENT

RE FLYING DISKS. LA TIMES, AUG. TWENTY, ARTICLE DATED
LINED, WASHINGTON, AUG. NINETEEN, U.P. RELEASE, INDICATING
U. S. AIR FORCE SEARCHING FOR [REDACTED] WHO MADE
FLYING DISKS DISCOVERED IN MARLEY PARK, MD. 4 AUG 21 1949 RECEIVED
RECORDED

MANHATTAN BEACH, CALIF. THIS INFO BEING FURNISHED
OSI, MAYWOOD, MONDAY UNLESS ADVISED CIO 26 CONTRARY.

HOOD 1600
50 SEP 1 1949

Director, FBI

August 16, 1949

SAC, San Antonio

314
PROTECTION OF VITAL INSTALLATIONS

I am attaching hereto a number of copies of reports being received in great numbers in this office concerning the so-called flying disks or unnatural phenomena being frequently observed around Camp Hood, Texas. This is, of course, a primary concern of the Air Corps. Consequently, this office is following the practice of reviewing these data and then destroying them in the event there appears to be nothing of FBI interest therein. It is pointed out that the filing of these would result in the rapid accumulation of very bulky files.

Unless the Bureau believes this is unwise, this practice will continue.

Enclos.

CEN:cs
100-7545

*copies of reports filed
with original*

51 SEP 9 1949

162-83894

NOT RECORDED
249 AUG 28 1949

ON PRESTO 5274

~~CONFIDENTIAL~~

R.N.L. 96-1943

~~CONFIDENTIAL~~

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

INTELLIGENCE REPORT

Flying Discs

Serial [redacted]
Report No. [redacted] Date [redacted]

From DIO-11ED

To San Diego

Date 23 May 1948

Reference CIO Conf Ser 01-123P32 d14 A May 1948, subj: Flying Discs - Re

(Details, con-spectrum, previous related report, etc., if applicable)

Source See Below.

(An official, personnel, commercial, political or press, conversation with
friendly other government, etc.)

Ad to 60%
ADM 310 311 CIO

Subject Unidentified Flying Objects - Report CIO

(Name, recorded as) (Note this is per index guide)

Ref 6162

(Make separate report for each item)

Note: More over events memory of recent, existing evidence added; and include reported facts, names, places, etc.

SOURCE: LWC [redacted], AF(1), USNR (Inactive), Serial [redacted], Los Angeles, California. He was commissioned 5 January 1934. Served at Corpus Christi 30 days AF(1); in Dallas two months VFP-2(D). Ferried SNJs from North American Company plants at Willow Grove, Pennsylvania for 30 days. Served at check-out base for squadron VFP(2) at Columbus; served at Columbus until August 1945. So then was with VFP(3) at Terminal Island, California, where he became 1st personnel officer. Was discharged from the Navy in January 1946 as LT.

Source holds Naval Aviator's Certificate [redacted] plus a non-pilot's rating in the Ferry Wing of the Naval Air Transport Command. holds a commercial license, single and multi-engine, and flight instructor ratings. His flight time began in 1934 and now totals over 5000 hours which time 1300 hours were in the U.S. Navy. Source secured a private in 1935, a transport license in 1937, a commercial pilot's license in 1940 and a re-issue commercial pilot's license in 1945 (W184256). From June to September 1943 he was flight instructor for the Army Air Force (5 months as primary instructor at Cal-Aero, and the balance of the time as basic instructor at Lancaster, California). From September 1943 to January 1946 flew for the Superior Oil Company of California.

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

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

Using source below for ref ID: N.C. (1) (Original and Master Rfts), DIO-11ED, 123P32, 15047, PCL 11 (1)

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ME-110 series 58-10

23 Nov 1969

Subject: Unidentified Flying Objects - Report of

Estimated position of objects when first observed, 12°30'N, 115°40'E. Estimated position of objects when last seen, 12°23'N, 115°43'E. Range over 12°41'N, 115°40'E. Source flies in a straight line between the two points.

Estimated position of objects when first observed, 12°30'N, 115°40'E. Estimated position of objects when last seen, 12°23'N, 115°43'E. The objects make a slight change of course from continuing to parallel source's straight line of flight.

EXPLANATION OF OBSERVATION. It is believed that conventional aircraft, balloons, atmospheric meteorites, and other objects can be eliminated as explanations for the objects sighted by source. Since source was not flying into the sun and since he is an expert meteorite hunter, VENETIAN DUST does not appear to be a reasonable explanation nor do reflections of, or interference with, the atmosphere through which source viewed the objects offer a reasonable explanation, because of the wide range of disappearance of the objects. As far as the possibility of there being no concealment (as well as controls and terrain), the explanation of source's sightings of the strange flying objects remains a question mark.

910-1110 serial 38-49

21 June 1969

Subject: Unidentified Flying Objects - Report of.

The valley through which source flew north, and the object flew south, was roughly 12 miles wide. The floor of the valley is between 4000 to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (5000' in elevation). Hart Mountain stands on an elongated ridge which has an almost sheer face of around 1000'. The bluff, and all the terrain, against which source saw the objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared unjoined and separate.

Source saw the side of the bluff on the east side of the valley at about 7000' in elevation. Five where sources saw the objects (at 5000' elevation) is roughly one-half mile off the side of the bluff (7000'). During the daytime 1 to 3 miles away from the bluffs, they were probably flying at about 3200' MSL, and about 3500' above the valley floor.

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

Motion and formation of objects: At the beginning of observation, source said the objects took a few degrees to the starboard of dead ahead, source could not distinguish separate objects - all he saw were reflections; but as he came closer and passed them by $\frac{1}{2}$ to $\frac{3}{4}$ miles he definitely saw 6 or separate objects. To be on the safe side source counts with positive mass that there were no less than 5 objects and no more than 8.

The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The gap between the lead object and the next one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between would be 60 to 60 feet, and the distance between 2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant. Objects were so close and appeared to keep their formation steady in which indicated they might have been under tow by the leading object. At distance of sighting, no connection, if there was any, could readily be observed. Source is positive that the objects were separate objects, never able to see terrain between them. The formation did not fluctuate slightly; the objects flew very evenly and steadily. When source first saw objects they were going out of visual range on the horizon.

Weather and visibility at time of observations: Visibility was exceptionally good. Source could see 5000' miles, 10 miles distant, and see smoke rising from the community of Burns, Oregon, 75 miles distant. There were a few scattered clouds at between 14,000' and 15,000' and the ceiling at the time indicated (calculated) was at 18,000'. The air was very normally clear, but in the area of light, it mildly turbidized. The sun was up, of course; that is, source's plane was between the sun and the objects. The location of visibility boundaries (between Burns (7-2) Boundary and Hart (7-2)). Source's location when objects were first seen was

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DIO-LIND Serial 33-49

23 June 1949

Subject: Unidentified Flying Objects - Report of.

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

On Friday, 27 May 1949, source was flying his own SM-type aircraft from Red Bluff, California to Burns, Oregon, a distance of 300 miles. He left Red Bluff at 1320 P.S.T. and arrived at Burns at 1438 P.S.T. (time 1 hour 18 minutes). Source landed at Burns after circling the town, which consumed about ten minutes. While on Red Bluff's arrival maximum speed was 170 MPH, source "de-densitized" his plane (which he had purchased surplus) by reducing his plane by about 300 lbs., and it makes around 150 MPH air speed. While on this flight he reads 212 MPH ground speed; he estimates he had a tail wind of 15 to 18 MPH.

At 1423 Pacific Standard Time, Friday, 27 May 1949, source saw the sun reflecting on an object or objects at a considerable distance a few points to the southwest. He continued to watch the source of the reflecting material expecting it to materialize into conventional aircraft as the distance lessened between him and the object or objects. As he reached the long bluff (shown on the Boise (Y-2) Aeronautical Chart Mountain) which ran for a number of miles along the east side of some lakes (Sawtooth, Flagstaff, Campell and Stone Corral Lakes) he saw that of a single object there were several, which seemed to be flying in formation.

At this point the objects appeared to have changed their course so that they were paralleling his course (southwest to his northeast) and following the bluff's rim at about 2000 to 1500 feet below source's altitude at a distance which he estimates to have been $\frac{1}{2}$ to $\frac{3}{4}$ miles. Source is certain that it could not have been as far as 10 miles since the bluff is less than 10 miles away and he could see the objects outlined against the sky.

The objects that source saw are described by him as follows:
Size of objects: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appear the same in size.

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

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

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

3

Office Memorandum • UNITED STATES GOVERNMENT

TO Director, FBI

MEMO: SAC, San Antonio

SUBJECT: FLYING DISKS
INTERNAL SECURITY - R

DATE: July 26, 1949

On July 15, 1949, the Office of the Assistant Chief of Staff, G-2, Fourth Army, advised that a small article which had appeared in the Galveston (Texas) News on July 10, 1949, advertised the fact that the Young Men's Business Club of Alexandria, Louisiana, announced that it was planning a convention for persons from all over the nation who have seen flying saucers. It was stated that the convention was planned so that members may compare notes. It was also stated that flying disks were reported twice in the week preceding the article in Alexandria, Louisiana.

The above is furnished as a matter of information.

cc: New Orleans

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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

JUL 18 1949

TELEMETER

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

2244

~~WASH 2 FROM LOS ANGELES 18 10-35 AM~~

DIRECTOR URGENT

[REDACTED] INFO. CONCERNING. REURTEL JULY EIGHTEEN.

EFFORTS TO IDENTIFY OR LOCATE [REDACTED] NEGATIVE.

HOOD

ACK PLS

RECORDED - II

INDEXED - II

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3 JUL 21 1949

5 AUG 23 1949

EX-1