

CHIEF 172

16

K243.6012-1
1 Oct 1948

RETURN TO

Director
Aerospace Studies Inst
AFTR Archival Branch
Maxwell AFB, Alabama

Lt. Gorman (Bst)

[REDACTED]

UNCLASS

7-3712-11

59400-03

1003302

CONFIDENTIAL

UNCLASS

FARGO, ND

DECLASSIFIED AT 5 YEAR INTERVAL, ALSO
DECLASSIFIED AFTER 15 YEARS
DOD USE 602110

UNCLASS

[REDACTED]

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Gorman, Brown

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Incident #172, a, b, c -- Fargo, North Dakota -- 1 October 1948

There is no conceivable astronomical explanation for this much-examined and much-discussed incident.

Analyses by a psychologist and a meteorological expert would be of importance here.

It seems significant to this investigator that other witnesses of the incident did not observe the complex tactics reported by Lieutenant Jordan, although they were presumably seeing the same thing. Is it possible, then, that the pilot "took on" a lighted weather balloon? (See report on incident #207 for further discussion.)

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B/Ltr from AWC
dtd 5 Jan 1949
Subj: Project
"SIGN"

AWC DSS

1st Ind

24 Jan 1949

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

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

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

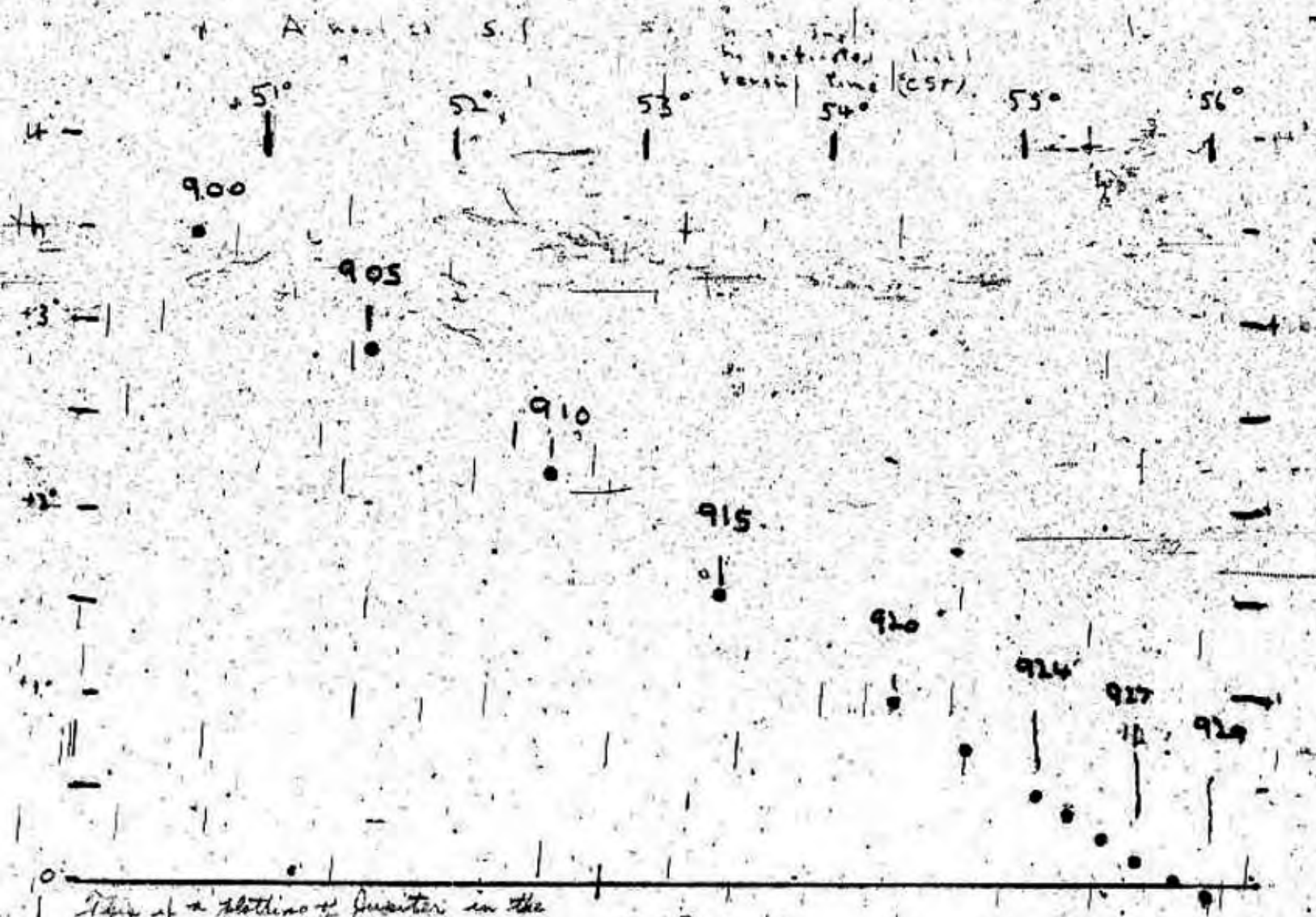
2	52	91	126
3	72	93	148
4	73	94	155
25	78	105	166
28	81	113	169
36	87	115	172

FOR THE CHIEF AIR WEATHER SERVICE

2 Incls:
n/c

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

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Plot of a plotting of Jupiter in the
human case.

Plot from J.H. Mangel

E. Mangel

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4E

AFCIN-4E/Maj Friend/vw/69216

UFO Sighting, Lt. Gorman, Fargo, N. D., 1 Oct 48

Dr. Donald H. Menzel, Director
Harvard College Observatory
Cambridge 38, Massachusetts

12 MAY 1961

Dear Dr. Menzel

The material concerning the Lt. Gorman UFO sighting, which occurred in Fargo, N. D., on 1 Oct 1948 is forwarded per your request.

Lt. Gorman's plane was subjected to tests for radiation following his experience, with negative results. Five aircraft of the same type as Lt. Gorman's (F-51), which had flown during the same period, were used as a control group during the test for radiation.

Sincerely

Philip O. Evans
PHILIP O. EVANS
Colonel, USAF
Deputy for Science
and Components

1 Atch
a/s

COORDINATION: AFCIN-4E

Robert Friend Major

DATE *12 May 61*

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CHECK-LIST UNIDENTIFIED FLYING OBJECTS

- Incident # 172
1. Date of Incident 1 Oct 1948
 2. Time of Incident 2100 hrs
 3. Place of observation Fargo, N. Dakota from plane over Fargo and vicinity
 4. Name of observer George F. Gorman
 5. Occupation of observer Mgr Constr Co. (Pilot of F-51 in Air Natl Guard)
 6. Address of observer 18 Fed House Proj Fargo N. Dakota
 7. Number of objects observed ~~from plane over Fargo and vicinity~~ 1
 8. Distance of object from observer 1000 yds
 9. Time in sight 27 minutes
 10. Altitude 1000 to 1400 ft
 11. Speed much faster than F-51
 12. Direction of flight various
 13. Tactics Several left turns, one right turn, diving and climbing
 14. Lights clear white light
 15. Sound none noted
 16. Size at ~~nearest~~ closest observation 6 to 8 inches
 17. Color clear white
 18. Shape round at all times
 19. Odor detected none
 20. Apparent construction none noted
 21. Exhaust trails none seen
 22. Weather conditions CAVU
 23. Effect on clouds none
 24. Sketches or photographs none
 25. Manner of disappearance in steep climb
 26. Remarks: Northern lights were visible in the NE quadrant

(over)

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One object was observed over a period of 27 minutes. It consisted of a small round ball of clear white light with no physical form or shape attached. It was about 6 to 8 inches in diameter. At times this light traveled faster than the F-51 and performed maneuvers in both evasive and aggressive manner. When first sighted the object was traveling at about 250 MPH at 1,000 ft altitude. Under this condition the light was not continuous but blinked off and on. At higher performance the white light was continuous. Possibilities of other aircraft, meteorological balloon releases, Canadian Vampire Jets having been in immediate vicinity have been discredited. Geiger check now being performed on F-51 aircraft for comparison survey with unaffected aircraft. Technical studies have been initiated.

The closest Gorman ever got to the object was in a head-on pass at which time the object passed over him at less than 500 feet. It then appeared to him to be from 6 to 8 inches in diameter. It was white with no apparent glare and a clear cut edge. It apparently had depth. It did not seem an exact ball but appeared "flat".

Realizing that the speed of the object was too much for him Gorman attempted to cut it off in turns. At this time his fighter was under full power. His speed varying from 300 - 400 MPH. The object circled to the left, he cut back to the right for a head-on pass. The pass was made at 5,000 ft, the object approaching head-on until a collision seemed inevitable. It then veered and passed 500 feet or less over the top of him. He chandelled around still without the object in sight. The object then made a 180° turn and initiated a pass at Gorman. This time Gorman watched it approach all the way and as it started to pull up he pulled up attempting to ram. The object went straight up with him following to 14,000 ft. Gorman stalled out at 14,000 ft with the object 2000 ft above him circling to the left. They then made two circles. The object then pulled away and made another head-on pass, but did not complete it, breaking off at quite some distance from Gorman and headed over Hector Airport at around 11,000 ft. Gorman gave chase circling to the left trying to cut it off until he was some 25 miles SE of Fargo. He was then at 14,000 ft, the object at 11,000 ft. Again giving his engine full power he tried to catch it in a diving turn. The thing turned around and made another head-on pass. This time when it pulled up he pulled up also but it outclimbed him, traveling straight up until lost from view. Gorman then returned to the field and landed.

Gorman states positively that there was "thought" behind the maneuvers.

See Rappah. Book "Remin on UFOs", page 67, top 97c

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PROJECT "SIGN"
Action Slip

Refers to

Incident No. 175

Location For the U.S. to

Date & Time of Incident

Initially Reported To

Info Recorded On: McCabe

Witness File

Incident File: 1 By

Check & Initial: Check List

Chart

Graph

By

Coordinated With: MCIA

MCIA

ISI

Investigation Started:

Type

Date Initiated

Initial Investigation Report Rec'd

Date

Information Requests

1. To

3. To

Subject

Subject

Date

Date

2. To

4. To

Subject

Subject

Date

Date

Checked:

Meteorological Data File

Navy

Other

Radar

Air Force

Other

Electronics

Guided Missile

Other

Astro Physical

Atomic Research

Other

Domestic Flight

Weather Station

Other

ANY

Private Flights

Other

Reported to Washington By:

Telephone

Date

Teletype

Date

Letter

Date

Courier

Date

Other

Date

Dissemination: To

Date

To

Date

To

Date

To

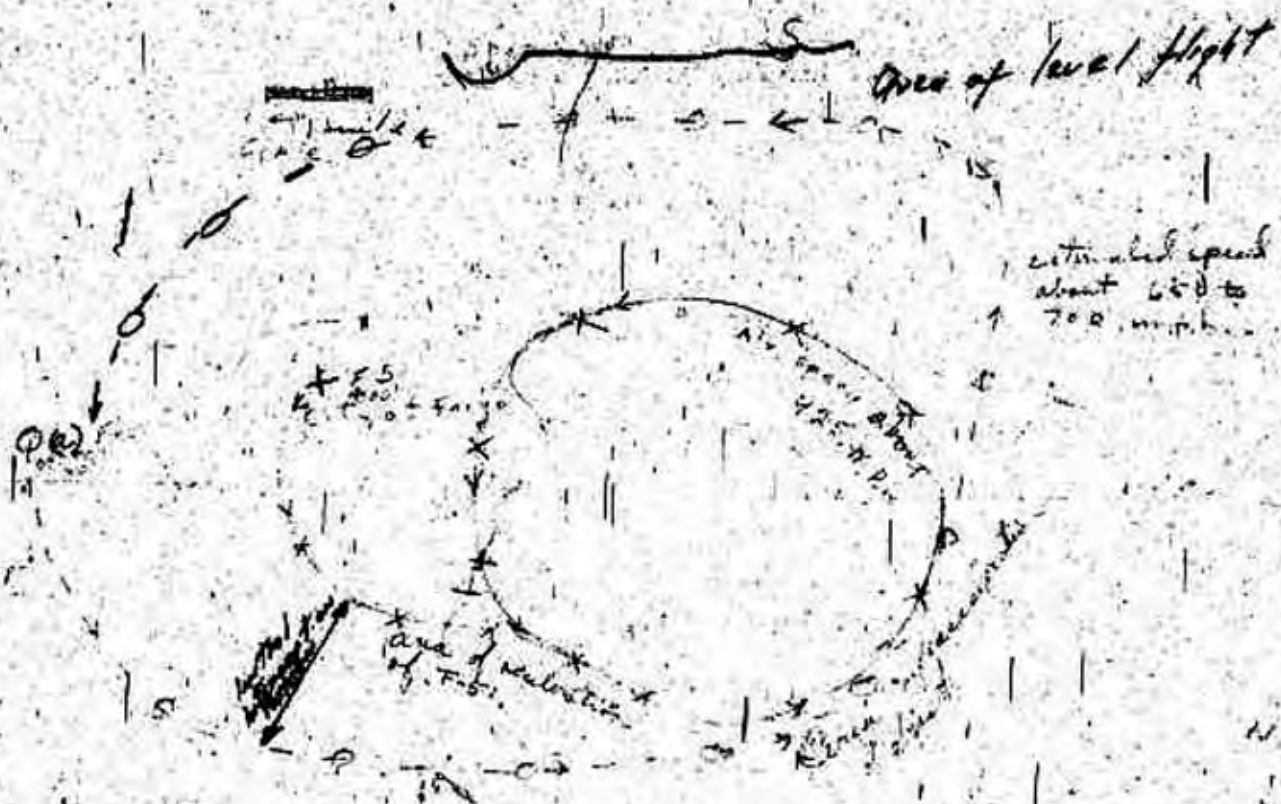
Date

Status: Open

Pending

Closed

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COMMITTEE ON ASSASSINATIONS
EXHIBIT 3

Tip

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object's rate of climb
did not fluctuate
with a change



starting down from 2000
(a) 7-57
20" 3700 RPM
Air speed about 400

Cross Section of Launch Wagon

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CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172A

1. Date of Incident 1 Oct 48
2. Time of Incident 2100 hrs
3. Place of observation Fargo N. Dakota Airport - Control Tower of Fargo Airport
4. Name of observer L. D. Jensen
5. Occupation of observer Airport traffic controller
6. Address of observer 1423 6th Ave Fargo N. Dakota
7. Number of objects observed 1
8. Distance of object from observer 1/2 mile
9. Time in sight several seconds
10. Altitude 4,000 to 5,000 ft
11. Speed extremely fast
12. Direction of flight N. S. W.
13. Tactics horizontal flight
14. Lights clear white light
15. Sound none noted
16. Size tail lamp of an airplane
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted - "light"
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight out
26. Remarks: (over)

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Mr. Jensen was on duty ~~times~~ during the time Lt Gorman sighted the light over Fargo. There was not much traffic during the evening hours on that day. With the exception of the F-51 Gorman was flying there was no other plane from Fargo Air Field in the air. at 2050 hours he was advised that a plane from a privately-owned field south of Fargo that Dr. Cannon had taken off in a Piper Cub and had asked permission to land at Fargo Air Field. At 2100 hours Lt Gorman called the tower asking if any other aircraft were in the air. He was given the position of the Piper Cub. Approximately 5 minutes later Gorman called again and stated that there was another aircraft in the air in approximately the same altitude as the Cub, but he stated that it could not be the Cub in view of its speed. He was advised that no other aircraft was in the air from Fargo and none other had signaled from other air fields. Lt Gorman advised then that he was going to follow the other aircraft. Mr. Jensen then stepped to the south window of the tower and saw the object approximately 1,000 ft from the tower in a northwestern direction passing very fast over the field. Taking a pair of binoculars he observed the object as it passed over the field. He was, however, unable to distinguish any shape or form other than what appeared to be the tail light of a very fast-moving craft. He did not, however, see the maneuvers carried on by the object nor the F-51 of Lt Gorman. He saw the object only once and then only as it passed in a straight line over the field.

Mr Jensen heard no sound, noticed no odor and saw no exhaust streaks in the air. The object appeared to be only a round light, perfectly formed, with no fuzzy edges or rays leaving its body. The edges were clear cut. No other attached shape was observed. The main identifying characteristic was the high rate of speed at which it was apparently traveling.

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CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172 b

1. Date of Incident 1 Oct 1948
2. Time of Incident 2100 hrs
3. Place of observation Fargo, N. Dakota Airport - Control tower Fargo, N. D Airt
4. Name of observer Mamel E. Johnson
5. Occupation of observer Assistant Air-port Traffic controller
6. Address of observer 1422 Broadway, Fargo, N.D.
7. Number of objects observed 1
8. Distance of object from observer 1 to 2 miles
9. Time in sight several seconds
10. Altitude 2000 to 2500 ft
11. Speed extremely fast
12. Direction of flight NNW
13. Tactics one turn
14. Lights clear white light
15. Sound none
16. Size of a lamp
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight line

26. Remarks: Mr. Johnson was on duty at the Fargo Airport tower from around 1600 hours 1 Oct 48 and was in the tower at the time the F-51 called in requesting information about local traffic. When Lt Gorman called a second time about the object Johnson walked to the rear of the receiver and looked out the south window and saw the object and the Cub. Object was a little higher than the "Cub" and seemed to be on a north heading, and then turning northwest. It seemed about 2,000 ft in the air and traveling at an excessive rate of speed. No definite outline could be identified. Both the object and the "Cub" were noticed at the same time.

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CHECK-LIST UNIDENTIFIED FLYING OBJECTS

- Incident # 1720
1. Date of Incident 1 Oct 1948
 2. Time of Incident 2100 hrs
 3. Place of observation Fargo, N. Dakota - from six Fargo control tower
 4. Name of observer Dr. Cannon
 5. Occupation of observer Occulist (amateur pilot with 2 yrs flying experience)
 6. Address of observer Goodmans Jewelers, Fargo, N. Dakota
 7. Number of objects observed 1
 8. Distance of object from observer 1 mile
 9. Time in sight at intervals for seconds only
 10. Altitude 5000 to 6000 ft
 11. Speed very fast
 12. Direction of flight NNW SE and W
 13. Tactics straight line
 14. Lights clear white light
 15. Sound none
 16. Size tail light of plane
 17. Color clear white
 18. Shape round
 19. Odor detected none
 20. Apparent construction none noted
 21. Exhaust trails none seen
 22. Weather conditions CAVU
 23. Effect on clouds none
 24. Sketches or photographs none
 25. Manner of disappearance straight line
 26. Remarks: Object first observed when Dr. Cannon was landing his plane. He noticed what appeared to be the tail light of another ship going at considerable speed in a westerly direction. He landed his "Cub" at the Fargo Airport and delivered some bottles of coca-cola to the tower operators.

(over)

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On entering he overheard the running commentary between Lt. Gorman & Mr. Jensen. He stepped on the balcony and watched the maneuvers of the F-51 from the southeast corner of the tower. He saw the object twice. It was headed in a westerly direction, returning shortly, and then going into a steep bank, then disappearing in a northwestern by north direction.

Noticed no sound from the object at any time, no odor and no exhaust streaks in the sky.