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Incident 199 -- near Grays Harbor, Washington -- 30 October 1948

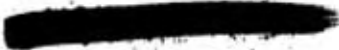
From the meager information given by Lieutenant Kunzman, presumably a responsible and well-trained observer, positive identification of the object is impossible, but it appears likely that it was a bursting fireball.

The bits of evidence that tend toward this interpretation are the following: one object bursting into ten or twenty pieces, color white and yellow, and the short time in sight. Manner of disappearance, simply fading from view "like fumes from an airplane," is also similar to that of a disintegrating fireball; in bright daylight the otherwise bright, flare-like quality is sometimes not observed.

Against this interpretation are the following: no lights or outstanding reflection, and no trail. The former might be the result of bright daylight; obviously the objects were observed, and if they were yellow and white, they must have had some luminosity. Lack of trail is, however, unusual.

Unfortunately, without more detailed information, little more can be said.

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HEADQUARTERS  
AIR WEATHER SERVICE  
Andrews Air Force Base  
Washington 25, D. C.

In Reply  
Refer To: AFS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

1. Reference is made to letter from your headquarters, CIAAS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

2 Incls.  
1 - Incident Summaries  
2 - Comments 173 thru 233

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

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No. 199: Wind, time and number of objects sighted rule out possibility of weather balloons.

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INCIDENT NO. 199

1. Date of Observation: 30 Oct 1948 Date of Interview: 24 Nov 1948
2. Exact time (local): 1430 PST
3. Place of Observation: 10 miles west (off coast) and 15 miles north of  
Grays Harbor, Washington. 47° 20-1/2' N 124° 42' W
4. Position of observer: Air at 8,000 ft from F-82 aircraft on northerly  
course. Speed of aircraft: 240 MPH
5. What attracted attention to object: None
6. Number of objects: Unknown but thought to be from 10 to 20
7. Apparent size: Could not be determined
8. Color of object: At first appeared then yellow then changed to white
9. Shape: Undetermined but thought they were egg-shaped
10. Altitude: Approximately 8,000 ft
11. Direction from observer: NW to observer, then E, then ENE from observer  
at which time they disappeared
12. Distance from observer: Could not be estimated but at all times too far  
away for observer to distinguish what they were
13. Duration of sighting: First on a westerly course for about 17  
seconds, then changed to a northerly course and disappeared  
20 seconds
14. Direction of movement: Could not be estimated
15. Sound: None
16. Evidence of exhaust: No evidence of exhaust
17. Lights: No lights - no outstanding reflection
18. Reflection: Could not be determined
19. Altitude of flight: Horizontal flight with no apparent change of altitude  
Did not appear to try to escape
20. Behavior of object: Seemed to dissolve - didn't go far enough to  
fade from view
21. Remarks: N/S
22. Radar: Appeared translucent. Ground  
radar in operation but did not pick up any unidentified targets
23. Weather: 5 mile visibility - fog

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Page 2

Incident: 199

Name and address of observer: Lt Kunzman, 318th All Wea Fighter Sq, 325th  
Fighter Gp, McChord AFB, Washington  
Occupation and hobbies: Lt Kunzman is a trained observer

Comments of interest for relative to intelligence and character of  
observer(s):

When Lt Kunzman saw the objects they appeared as a very small compact group. At that time they were at 10:00 o'clock position. Later, at a 1:00 o'clock position they seemed to string out to an in-line formation. At first Kunzman could not identify anything. At the time there were clouds up and down the coast but none in the observer's vicinity. The first color Kunzman noticed was yellow. At 1:00 position the color appeared white. At that time Kunzman thought they were seagulls. Number was thought to be from 10 to 20. At no time did Kunzman identify any object. He saw something and mentioned it to MAJ MORRIS, the pilot, who was fairly busy at the time and didn't see the objects. Objects came around to a 3:00 o'clock position in approximately the same type formation. They then appeared white in color. Objects then made a turn back to a 2:30 position, paralleling the course of the F-82 and then faded much as an exhaust fume from an airplane would. At first the object appeared yellow then changed to white. The shape, too, seemed to change slightly. He thought that they looked egg-shaped. Part of the time they appeared rather translucent, that is, immediately before disappearance. (In this respect it is pointed out that there was fog and smoke in the vicinity according to weather reports for the vicinity of Grays Harbor) No estimation could be made to size. Objects disappeared on a northerly course. No evidence of aggressive or evasive tactics. Speed could not be estimated other than that they were "fast moving" objects.

NOTE: There seems to be some discrepancy in direction the objects were taking, in the several reports submitted.

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634TH AIRCRAFT CONTROL SQUADRON  
Everett, Washington

1 November 1948

SUBJECT: Report on Information on "Flying Discs"

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

Commanding General  
Fourth Air Force  
Hamilton Air Force Base  
Hamilton Field, California  
Attention: AC/S, Intelligence

Commanding General  
Air Defense Command  
Mitchel Air Force Base  
Mitchel Field, New York  
Attention: AC/S, Intelligence

Chief of Staff  
United States Air Force  
Washington 25, D.C.  
Attention: Director of Intelligence, Requirements Division

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1. In compliance with ADC Letter 45-5, 25 March 1948, the following report on "Flying Discs" is submitted:

a. On 30 October 1948, at 1430, MAJOR MORRIS (Pilot) and LIEUTENANT KOONSMAN (Observer), flying in an F-82 type aircraft, fifteen (15) miles northwest of Pacific Beach, Washington, sighted "Flying Saucer." LIEUTENANT KOONSMAN reported. F-82 was flying north, and "Flying Saucer" approached from the west, on a general west to east course. Object first appeared as a single object, and then burst into approximately twenty-five (25) pieces, about the size of birds, but not the proper shape of a bird. Objects appeared in front of aircraft, and then disappeared into the east.

2. MAJOR MORRIS and LIEUTENANT KOONSMAN of the 318th All Weather

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Report on Information on "Flying Discs," 1 Nov 48

Fighter Squadron, 325th Fighter Group, McChord Air Force Base, McChord Field, Washington, were being utilized on a controlled mission by the Air Defense Control Center of the 534th Aircraft Control Squadron, 505th Aircraft Control and Warning Group, Everett, Washington.

3. No photographs were taken of object, and sketches are not available. No information available as to color, speed, maneuverability, altitude or sound. No exhaust trail reported.

*E. J. Lobato*  
E J LOBATO  
Maj, USAF  
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HEADQUARTERS, 20TH DISTRICT  
OFFICE OF SPECIAL INVESTIGATIONS, (I.G.)  
UNITED STATES AIR FORCE  
MECHORD AIR FORCE BASE, WASHINGTON

File No. 24-3

17 December 1948

SUBJECT: Project "SIGN"  
Unidentified Flying Objects.  
SPECIAL INQUIRY

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

ATTN: MCIAXO-3

1. Forwarded herewith is a pending report of investigation by Special Agent DONALD C. HILDRETH, this district, dated 16 December 1948, for your information and necessary action.

2. This is an initial report and no present action is recommended. The investigation is continuing in this district. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl:  
1-Rpt of S/A HILDRETH  
dtd 16 Dec 48 (dup)

MATTHEW THOMPSON  
Lt Col., USAF  
District Commander

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HEADQUARTERS UNITED STATES AIR FORCE  
THE INSPECTOR GENERAL  
OFFICE OF SPECIAL INVESTIGATIONS

TITLE:  Project "SIGN"  Unidentified flying objects seen by Lt ROBT. L. KUZEMAN, Radar Observer, during flying mission, on 30 Oct 48.	FILE NO.	24-5
	DATE:	16 December 48
	REPORT MADE AT:	DO #20, MacChord AFB
	REPORT MADE BY:	DONALD C. HILDRETH
CHARACTER:  SPECIAL INQUIRY	PERIOD:	24 Nov. 7 - 10 Dec 48
	OFFICE OF ORIGIN:	DO #20, MacChord AFB
	STATUS:	PENDING

REFERENCE:

Ltr fr Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, 19 Nov-48.

SYNOPSIS:

Investigation initiated by Dist Commander, DO #20, on receipt of letter from Hq AMC, Wright-Patterson AFB, Dayton, Ohio, requesting investigation of flying objects seen by Lt ROBERT L. KUZEMAN, Radar Observer, 318th Fighter Sq, on 30 Oct 48, while on controlled mission. Investigation disclosed Lt KUZEMAN saw formation of unidentified objects flying in Easterly, then Northerly direction, at approximately 8,000 feet, approximately 15 miles W. W. of Grays Harbor, Wash., ten miles off the coast. Could give no description as to size, shape, etc. Pilot Major HOMER W. MORRIS did not see objects, but stated Lt KUZEMAN is trained observer. Statements obtained from both Lt KUZEMAN and Major MORRIS. Further investigation being conducted.

DISTRIBUTION:	ACTION COPY FORWARDED TO:	FILE STAMP
CG, Air Materiel Command Wright-Patterson AFB - 2 Attn: MCIAKO-3 (action copy)	CG, Air Materiel Command, Wright-Patterson AFB	
CSI, Hq - 2	APPROVED:	
File - 2	<i>[Signature]</i> MATTIE THOMPSON Lt Col, USAF DISTRICT COMMANDER	

AFCSI-Form 4  
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Case file #24-3  
DO #20, McChord AFB

DETAILS:

1. Investigation initiated by District Commander, DO #20, McChord AFB, Washington, on receipt of letter from Headquarters, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 November 48, subject "Project 'SIGN'", requesting investigation of an unidentified flying object allegedly seen by Major MORRIS and Lt. "KUNEMAN" of the 518th All Weather Fighter Squadron, McChord AFB, Washington, on or about 30 October 48 while on a controlled mission for the Air Defense Control Center, 534th Aircraft Control Squadron, Everett, Washington. (See Inclosure #1)

AT McCHORD AFB, WASHINGTON

2. On 24 November 48, 2nd Lt ROBERT L. KUNEMAN, AO-2027143, 518th Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Lt KUNEMAN stated that on 30 October 1948, at approximately 1430 hours, Pacific Standard Time, he saw a formation of unidentified objects, while on a flying mission approximately fifteen miles Northwest of Grays Harbor, Washington. Lt KUNEMAN stated that these objects were at approximately eight thousand (8,000) feet and travelling, apparently quite rapidly, in an Easterly, then Northerly direction. The objects were in Lt KUNEMAN's sight for approximately twenty (20) seconds, and he mentioned the matter to the pilot, Major MORRIS, who was fairly busy at that time and did not see the objects. Lt KUNEMAN stated that these objects first appeared yellow in color, changing to white, then disappeared; that the objects looked rather translucent immediately before disappearance. He could not give any description as to size, shape or other identifying data. (See statement of Lt KUNEMAN, Inclosure #2.)

3. On 7 December 48, Major HOMER WILLIAM MORRIS, AO-1699412, 518th Fighter Squadron, McChord AFB, was interviewed in this office and a sworn statement obtained. Major MORRIS stated that on or about 30 October 48, Lt KUNEMAN and himself left McChord AFB at approximately 1400 hours on a special instrument flight controlled by the G.C.I. (505th Aircraft Control and Warning Group) at Seah Bay, Washington. He stated that their first interception proved to be a small freighter travelling South. He was given a bearing to follow for his second interception and just prior to reaching this location his Radar Observer, Lt KUNEMAN exclaimed over the interphone system that he saw a very fast-moving object in the air and asked Major MORRIS if he had observed it. Major MORRIS stated that he did not see anything and, inasmuch as they had reached the rendezvous of the interception and nothing was visible at that time, he radioed the Ground Control Station and asked if they had passed over their target. He received the reply, "Break it off. There is nothing there." Major MORRIS stated that the fact that the G. C. I. station had said that they did have a target out there and later on stated there was no target there, was the reason that he had allowed Lt KUNEMAN to report his observations. He stated that Lt KUNEMAN is a trained observer. (See statement of Major MORRIS, Inclosure #3.)

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Case file #24-3  
DO #20, McChord AFB

4. On 24 November 48, this agent determined, after reviewing the records maintained by Base Operations and the 53rd Military Flight Service Center, McChord AFB, that no United States military or Naval aircraft were flying in the general area mentioned by Lt KUNZMAN, on 30 October 1948, between 1500 and 1600 hours.

5. On 24 November 48, 1st Lt JAMES K. OHLIGSCHLAGER, AO-758214, 2101st Weather Squadron, McChord AFB, was interviewed and the weather sequence was obtained for 30 October at 1515 hours, in the Grays Harbor area. This sequence is as follows:

ABW E10 ⊕ ⊕ 5 FK 48/47 ↗ 19 E / 5 ⊕ E15 ⊕ BRK8

The winds aloft report was indicated a fifteen (15) to twenty (20) Knot Velocity at 290° to 300° from eight thousand (8,000) feet to ten thousand (10,000) feet.

6. On 7 December 48, Major JAMES H. ROSE, AO-905580, S-3, 505th Aircraft Control and Warning Group, McChord AFB, was interviewed and a verbal statement obtained. Major ROSE stated that the Ground Control Station at Neah Bay, Washington, must have picked up some object on the Radar Scope and then lost it prior to Major MORRIS' aircraft arriving at the interception point. Major ROSE stated to this agent that he would cooperate to his utmost to determine if some object was picked up and lost at the time and date indicated by Major MORRIS and Lt KUNZMAN.

7. This agent ascertained the following information relative to Radar Observer, Lt ROBERT L. KUNZMAN: He is well thought of, both as to character and ability, in his organization. He appeared to be above average in intelligence. His perception as to color, superior; as to speed of moving objects, average; as to size at distance, excellent. His reliability, according to Major HOMER WILLIAM MORRIS, pilot, is excellent. His hobbies: Swimming, golfing, soft ball, and model railroad trains.

INCLOSURES

1. Copy of letter from Hq Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, dated 19 Nov 48
2. Statement of 2nd Lt ROBERT L. KUNZMAN, dated 24 Nov 48
3. Statement of Major HOMER WILLIAM MORRIS, dated 7 Dec 48

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Case file #24-3  
DO #20, McChord AFB

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 20, McCHORD AFB

AT McCHORD AFB AND NEAH BAY, WASHINGTON

Determine if the objects seen by Lt KUNZMAN on 30 October 48, at approximately 1430 hours, were picked up by the Radar Scope at Neah Bay, Washington. Obtain all available information on the above, if positive.

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

MCIA XO-3

MCIA XO-3/EDS/aw

**SUBJECT:** Project "SIGN"

**TO:** Acting Agent in Charge  
20th CSI District (IG)  
McChord Field  
Tacoma, Washington

1. This Command is charged with the investigation of all reported sightings of unidentified flying objects and is authorized direct communication with all Air Force installations by Dept of the Air Force letter dated 6 February 1948, subj: "Reporting of Information on 'Flying Discs'".

2. A letter from the 634th Aircraft Control Squadron dated 1 Nov 1948 (see incl 1) reports that Waj Morris and Lieutenant Koonsman, both of the 313th All Weather Fighter Sq, 325th Fighter Group, McChord Air Force Base, saw an unidentified flying object 30 October 1948 while on a controlled mission for the Air Defense Control Center, 634th Aircraft Control Squadron, 305th Aircraft Control and Warning Group, Everett, Washington.

3. It is requested that your office conduct an interview of all available witnesses to this incident. In this connection it is desired that the questions listed on the inclosed form "Essential Elements of Information" (see incl 2) be utilized by the interrogating officer. Attention is directed to items listed under "GENERAL" of the attached form. It is important that this information be obtained.

4. Personnel concerned should be advised of the confidential nature of this investigation. All publicity should be avoided.

5. Direct reply to Hq, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio, attn: MCIA XO-3.

FOR THE COMMANDING GENERAL:

- 2 Incls
- 1. Ltr f/634th Aircraft Contr Sq
- 2. "EFI"

/s/ William J Davitt, Lt Col USAF  
for H. M. McCoy  
Colonel, USAF  
Chief, Intelligence Department

A CERTIFIED TRUE COPY:

*G. C. Hartman*  
G. C. HARTMAN  
Captain, USAF

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INCLOSURE #1

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Statement taken by:

DONALD C. HILDRETH  
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington  
24 November 1948

Statement of ROBERT L. KUNZMAN, 2nd Lt AO-2027143  
(Name and Rank) (ASN)  
318th Fighter Squadron  
(Organization)

My name is ROBERT L. KUNZMAN, 2nd Lt

I was born on the 12th day of June 1922 at Bellingham  
Washington. I was commissioned in the United States Air Force on the  
26th day of March 1948 at Hamilton Field, California.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations, USAF. No threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

(BY AGENT HILDRETH) Lt KUNZMAN, I understand that on or about 30 October 1948, while on a flying mission, you sighted an unidentified flying object. Will you state the date and time you sighted this object--giving Zonal Time?

A. I think it was the 30th of October 1948, but I would have to look it up to be sure. We flew practically every day. It was some time in the afternoon. I would say it was just about 2230 hours Zonal Time (1430).

What type of aircraft were you in, and what was the speed, altitude and direction of flight?

A. We were flying an F-82-F; speed at the time was approximately 240; our altitude was approximately 8,000 feet; our direction was northerly.

What was your distance and direction from a city, town or known landmark?

A. We were ten miles west--off the coast--and about fifteen miles north of Grays Harbor, Washington.

What was the clock position of this object from your aircraft?

A. At the time of the initial sighting, it was 10:00 o'clock and they moved all the way around to 3:00 o'clock and disappeared just as they came back to 2:30.

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Statement of 2nd Lt ROBERT L. KUNZMAN - Cont'd  
24 Nov 48

Q. What was your latitude and longitude?

A. Unknown.

Q. How many objects were there?

A. That is unknown. It appeared to be a formation. When I first saw it at 10:00 o'clock position it looked like a very small compact group. Later, at 1:00 o'clock position, they seemed to string out to an in-line formation. At first I could not identify anything. At that time there were clouds up and down the coast, but none in our immediate vicinity. The first color I noticed was rather yellow. As they came to the 1:00 o'clock position, the color appeared white, and an in-line formation. At that time I thought they were sea gulls--from ten to twenty. At no time could I absolutely identify any object. I could see something and mentioned it to my pilot, who was fairly busy at the time and didn't see it. They came around to the 3:00 o'clock position in approximately the same type formation--same color. Then at the 3:00 o'clock position they made a turn back to the 2:30 position, parallel with our course, and faded much as an exhaust fuse from an airplane would.

Q. What was the distance of the objects from you?

A. I could not tell the distance because of the fact that I did not know what size they were. But they were far enough away at all times that I could not distinguish them.

Q. Can you estimate the altitude?

A. I would estimate they were approximately the same altitude as we were.

Q. How long were they in sight?

A. Approximately twenty seconds.

Q. What was the appearance of the object or objects--color, shape, apparent construction and size?

A. At first sight it was yellow, then changed to white up to the time of disappearance. The shape is unknown--it seemed to change shape slightly. At the time, I really felt in my own mind I had seen something--they looked egg shaped. Part of the time they looked rather translucent--immediately before disappearance. I have no idea of the size, for reasons previously mentioned.

Q. What was the direction of flight of the object or objects?

A. They appeared to be on a westerly course from the time I sighted them, for about seventeen seconds; then changed to a northerly course and disappeared.

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Statement of 2nd Lt ROBERT L. KUNZMAN - Cont'd  
24 Nov 48

- Q. Describe the tactics or maneuvers of the objects--such as, vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.
- A. None of those describe it actually. They seemed to fly as I stated before: West to East, thence North, with no apparent change of altitude. They were not trying to attack nor trying to get away from us.
- Q. Was there any evidence of exhaust?
- A. No evidence of exhaust.
- Q. What was their effect on clouds?
- A. There were no clouds in that particular area.
- Q. Were there any lights reflected or attached to the objects; were they luminous?
- A. No lights. There was no outstanding reflection.
- Q. What was the means of support?
- A. I was not close enough to see any visible means of support.
- Q. What propulsion was used?
- A. I couldn't tell.
- Q. Did the objects have fins or stabilizers?
- A. I couldn't see.
- Q. Any air ducts?
- A. None visible.
- Q. What was the speed of these objects?
- A. I would not attempt to estimate the speed.
- Q. Sound?
- A. No sound.
- Q. Was any radio antenna to be observed, i. e., any projections or extensions that might presumably be construed as such?
- A. No.

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*Robert L. Kunzman*

[REDACTED]

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Statement of 2nd Lt ROBERT L. KUNZMAN - Cont'd  
24 Nov 48

Q. What was the manner of disappearance?

A. They just seemed to dissolve. They didn't go far enough to fade from view.

I have read the foregoing statement, which consists of four (4) pages, and know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPOIMENT SAYETH NOT.

Robert L. Kunzman  
ROBERT L. KUNZMAN  
2nd Lt, USAF

Sworn to and subscribed before me  
this 1 day of Nov 1948.

G. C. Hartman  
G. C. HARTMAN  
Captain, USAF  
Investigative Officer

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Statement taken by:

DONALD G. HILDRETH  
Special Agent, OSI

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## STATEMENT

McChord Air Force Base, Washington  
7 December 1948Statement of ROGER WILLIAM MORRIS Major AO-1889412  
(Name & Rank) (ASN)818th Fighter Squadron, McChord Air Force Base, Washington  
(Organization)My name is Major ROGER WILLIAM MORRIS. I was born on the  
24th day of June 1918, at Deater, Illinois.  
I received my commission on the 28th day of May 1942  
at Montreal, Canada.

I make the following statement after having heard the 24th Article of War, which was explained to me by DONALD G. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

- Q. (BY AGENT HILDRETH) Major, would you tell in your own words the story as to what you saw on the 30th of October 1948 when you were flying a mission with Lt. KUEZMAN?
- A. Well, on or about 30 October 1948, Lt. KUEZMAN and myself took off from McChord Air Force Base at about 1400 hours on a special instrument flight and proceeded to the West Coast near Seah Bay. At this time we checked in with G.C.I. Control. We were given work to do in the location of surface vessels at sea, also bogies in the air. "Bogies" in the air are moving objects, such as airplanes. We vectored our course to a surface vessel, which turned out to be a lightly loaded freighter which was travelling south, parallel to the coast line. After identification was made, we were vectored to a new location, which turned out to be nothing--that is, no surface vessel there to be found. Just prior to reaching this location, my Radar Observer, Lt. KUEZMAN, explained over the interphone system that he saw a very fast-moving object in the air and asked me if I could see it. I made a very hurried scan of all the sky which was in front of me and to the right and left, and was not able to see any object. I asked him where the object was and he said he could not see it any more and stated at that time that "It must have been one of those flying discs that you hear so much about. I continued to scan the sky to see if I could locate any object whatsoever, and told him at that time that I could not see anything except white-caps on the surface of the ocean. Then I called the ground control station and

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Statement of Maj. **HENRI WILLIAM MORRIS**, Capt'd  
7 Dec 48

asked them if we had passed our target--that we were unable to locate any object whatsoever on the surface of the ocean. They came back with the message to break it off--that there was nothing out there. At that time we asked for a new vector to the ground control station just to acquaint ourselves with the landing strip around that station.

After reaching that station and acquainting ourselves with the orientation of it, we were dismissed from any further control and proceeded back to McChord, where we were interrogated by Captain **HUNT**, the Intelligence Officer of the 325th Fighter Group.

Inasmuch as I did not see any object and my Radar Observer said that he did, I allowed him to go ahead and make the statement to the interrogating officer that he did see a fast-moving object. The fact that the Ground Control Station had said that they did have a target out there and later on said they did not have a target, is the only reason I allowed that statement to go through an interrogation.

Q. What altitude were you flying at and what course were you on?

A. I estimate that I was flying between five hundred (500) and one thousand (1,000) feet above the surface, on a magnetic bearing of thirty degrees (30°).

Q. What type of aircraft were you in and what was the approximate speed?

A. The type of aircraft is F-82. The air speed was approximately 275.

Q. What was your distance or direction from a city, town or known landmark?

A. I would estimate that I was off the coast twenty (20) miles, on a bearing of 385 from Westport, Washington, which is near Grays Harbor.

Q. Is it correct that Lt **KUNZMAN** is a trained observer?

A. That is correct.

Q. When Lt **KUNZMAN** notified you he had seen the object, were you at that time, or immediately subsequent to that time, in a dive from approximately eight thousand (8,000) feet?

A. Yes. We were descending to the altitude on which we were scanning the ocean. The weather was such that it was solid overcast and sloping from the coast line to Seattle--up to ten thousand feet at Seattle and down to three hundred to five hundred feet at the coast. Therefore, we flew at an eight thousand feet altitude until such time we could let down VFR, and just prior to this statement by Lt **KUNZMAN** we were diving and descending from approximately eight thousand feet.

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Statement of Major HUCKER WILLIAM MORRIS, Contd  
7 Dec 48

- Q. Would it have been possible for condensation on the canopy from your descent to have attracted Lt KENNEDY's attention?
- A. No. The canopies are so designed that you have ventilation which will take care of that. No moisture actually forms when we descend.

I have read the foregoing statement, which consists of three (3) pages, and know the contents thereof and swear the same is true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPOSITION SAID BY NOT.

*Homer W. Morris*

Sworn to and subscribed before me  
this 7 day of December 1948.

*G. G. Hartman*  
G. G. HARTMAN  
Captain, USAF  
Investigative Officer

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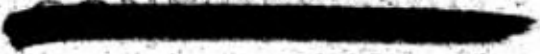
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File No. 24-3

19 January 1949

SUBJECT: Project "SIGN"  
SPECIAL INQUIRY

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

ATTN: MCIAXD-3

1. Forwarded herewith is a closed report of investigation by Special Agent DONALD C. HILDRETH, this district, 6 January 1949, for your information and necessary action.
2. Request this headquarters be informed of the results of any action taken.

1 Incl:

1. Rpt of S/A HILDRETH  
dtd 6 Jan 49 (dup)

G. C. HARTMAN  
Captain, USAF  
Acting District Commander

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HEADQUARTERS UNITED STATES AIR FORCE  
THE INSPECTOR GENERAL  
OFFICE OF SPECIAL INVESTIGATIONS

TITLE:	FILE NO.	24-3
Project "SIGN"	DATE:	6 January 1949
Unidentified flying objects seen by Lt ROBT. L. KURIMAN, Radar Observer, during flying mission, on 30 Oct 48.	REPORT MADE	DO #20, MacChord AFB
	REPORT MADE BY:	DONALD C. HILDRETH
CHARACTER:	PERIOD:	20, 26 and 28 Dec 48
SPECIAL INQUIRY	OFFICE OF ORIGIN:	DO #20, MacChord AFB
REFERENCE:	STATUS:	CLOSED
Report of Special Agent DONALD C. HILDRETH, DO #20, MacChord AFB, dtd 16 Dec 48.		
SYNOPSIS:		

Daily log of 505th AC&N Group, MacChord AFB, contains entry concerning report that "flying saucer" had been observed by Lt "Keeneman", about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. Investigation developed that the controlling station (COI) of the flight of the F-82 aircraft on 30 Oct 48 was Pacific Beach, Washington, and not Seah Bay, Washington, as previously reported. Records at radar station, Pacific Beach, Wash., checked and there was no record of unidentified objects being observed on the radar during period in question. Commanding Officer at Pacific Beach stated that unidentified objects apparently were not picked up by radar, as they were not recorded as targets. F-82 Aircraft picked up on radar as target No. 28. Records at MacChord AFB indicate Aircraft No. 48450, departed this base at 1800 hours, 30 Oct 48, and returned at 1705 hours, 30 Oct 48. Position of F-82 Aircraft at approximate time of sighting of unidentified objects was plotted.

CLOSED

DISTRIBUTION:	ACTION COPY FORWARDED TO:	FILE STAMP
CG, Air Materiel Command Wright-Patterson AFB - 2 Attn: MCIAXO-5 (action copy)	CG, Air Materiel Command, Wright-Patterson AFB	
OSI, Hq - 2 File - 2	APPROVED: <i>[Signature]</i> G. C. HARTMAN Captain, USAF DISTRICT COMMANDER	

AFCSI-Form 4

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Case file #24-S  
DO #20, McChord AFB

DETAILS:AT McCHORD AFB, WASHINGTON

1. On 20 December 48, an extract was made from the daily log of the 505th Aircraft Control and Warning Group, McChord AFB. The log stated: "Capt. HUNT called from McChord Field to report 'Flying Saucer' observed and reported there yesterday. Maj. Morris & Lt. Keesman (R/O) were flying on 30 Oct 1948. Lt. Keesman observed object about 15 miles North of Pacific Beach, Washington, about 10-15 miles off the coast. A/C was flying North, the object approached from the West, general W-E course. Single object at first, then broke up into about 25 pieces, about like birds but not the proper shape to be birds. Objects got in front of A/C went on to East and disappeared. No clouds." This entry was dated 31 October 1948 at 1340 hours.

2. In view of the above information, Major MORRIS was contacted and it was learned that the controlling station (G.C.I.) was Pacific Beach, Washington, and not Neah Bay, Washington, as reported in his (Major MORRIS) statement.

AT PACIFIC BEACH, WASHINGTON

3. On 26 December 48, the records maintained on 30 October 1948 by the Radar Station, Pacific Beach, Washington, were reviewed. The controller log indicated that this station contacted the F-52 aircraft at 1820 hours. The next entry on the log, at 1826 hours, indicated that the aircraft had made contact with a boat. The succeeding entries were not relative to this case. The recorder's log showed time and locations of targets. The F-52 had been designated as target No. 28. An overlay was constructed on all targets spotted between 1400 hours and 1800 hours, on 30 October 1948. This overlay showed the location of target No. 28 (F-52) at the approximate time Lt. KUNZMAN reported seeing the unidentified objects, as being 47 degrees, 20 minutes North, 124 degrees, 42 minutes West. No record of unidentified objects being observed on the radar during this period.

4. On 26 December 48, Captain GLENN H. PIPES, AO-807001, 505th Aircraft Control and Warning Group, Commanding Officer at Pacific Beach, Washington, was interviewed. Capt PIPES stated that he was controlling officer of radar on 30 October 1948. He stated that Sgt ALBERT R. ANDREWS and JAMES L. BULLOCK, JR. were making the recordings on the Controller Log that day. He also stated that he remembered giving the F-52 type aircraft a bearing to follow over the G.C.I. Station at Pacific Beach. Capt PIPES further stated that the unidentified objects apparently were not picked up by radar or they would have been recorded as a target. Capt PIPES stated that the 30th of October 1948 was a day or two prior to Naval maneuvers and that the Navy had several aircraft carriers in that area.

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Case file #24-3  
DO #20; McChord AFB

AT McCHORD AFB, WASHINGTON

5. On 28 December 48, Sgt ALBERT R. ANDREWS, AF-37368334, 635th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and sworn statement was obtained. Sgt ANDREWS stated that on 30 October 48 he was on duty as Controller at Pacific Beach, Washington; that at about 1500 hours he received a call from the control station informing him that they were sending an aircraft to his station; that the aircraft was picked up on Radar and then Captain PIPES took over as Senior Controller. ANDREWS stated that to the best of his knowledge no unidentified objects were picked up on the Radar, moving at a great speed. (See statement of Sgt ALBERT R. ANDREWS, Inclosure #1.)

6. On 28 December 48, Sgt JAMES L. BULLOCK, AF-20918757, 635th Aircraft Control and Warning Squadron, McChord AFB, was interviewed and a sworn statement was obtained. BULLOCK stated substantially the same as Sgt ANDREWS. (See statement of Sgt JAMES L. BULLOCK, Inclosure #2.)

7. On 28 December 48, the records maintained by the 318th Fighter Squadron, McChord AFB, Washington, were reviewed and revealed that Aircraft No. F-82 46450, with Major MORRIS as pilot and Lt. KUNZMAN as Observer, departed McChord AFB at 1500 hours on 30 October 48 and returned to McChord AFB at 1705 hours, 30 October 48, indicating an error of one hour in the statements of Major MORRIS and Lt. KUNZMAN.

INCLOSURES

1. Statement of Sgt ALBERT R. ANDREWS, dated 28 Dec 48
2. Statement of Sgt JAMES L. BULLOCK, dated 28 Dec 48

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Statement taken by:

DONALD C. HILDRETH  
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington  
28 December 1948

Statement of ALBERT R. ANDREWS Sgt AF-37368334  
(Name & Grade) (ASN)

635th Aircraft Control and Warning Squadron, McChord AFB, Washington.  
(Organization)

My name is Sgt ALBERT R. ANDREWS. I was born on the 26th day of June 1917, at Buffalo, Missouri. I enlisted in the United States Air Force on the 9th day of September 1947, at Buffalo, Missouri.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 30, 1948, I, Sgt ALBERT ANDREWS, went on duty as Controller at Pacific Beach, Washington, at 0800 hours, and was relieved by Sgt BULLOCK at 1600 hours. At somewhere around 1500 hours I received a call from Control Station telling me that they were sending an aircraft to our station. We picked him up on our Radar and then Capt. PIPES took over as Senior Controller. I think that Capt. PIPES gave him a new Vector at about or near 1600 hours to bring the plane back over our station.

To the best of my knowledge, no unidentified objects were picked up on our Radar moving at a great speed.

I have read the foregoing statement, which consists of this one page, know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPONENT SAYETH NOT.

*Albert R. Andrews*  
Sgt. AF 37368334

Sworn to and subscribed before me  
this 28th day of December 1948

*J. E. Kuttler*  
J. E. KUTTLER  
Captain, USAF  
Summary Court Officer

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Statement taken by:

DONALD C. HILDRETH  
Special Agent, OSI

STATEMENT

McChord Air Force Base, Washington  
28th December 1948

Statement of JAMES L. BULLOCK, JR. Sgt. AF-20918757  
(Name and Grade) (ASN)

635th Aircraft Control and Warning Sq., McChord AFB, Washington  
(Organization)

My name is Sgt. JAMES L. BULLOCK, JR. I was born on the 7th day of November 1919, at Los Angeles, California. I enlisted in the United States Air Force on the 29th day of June 1946, at Pittsburgh, Pennsylvania.

I make the following statement after having heard the 24th Article of War, which was read and explained to me by DONALD C. HILDRETH, whom I know to be a Special Agent, Office of Special Investigations. No force, threats, or promises have been used to induce me to make this statement and I realize that anything I say may be used for or against me in a court of law.

On October 30, 1948, my shift was on duty during the day and an aircraft was assigned to us for a mission, but before it arrived my shift went to chow. During that day we had quite a number of ships and a few aircraft, so Control Station told us they would send us an a/c for practice interceptions. Captain PIPES was to control the a/c upon being picked up by our Radar Scope.

To the best of my knowledge, no unidentified objects moving at a high rate of speed were picked up by our Radar.

I have read the foregoing statement, which consists of this one page, know the contents thereof and swear the same to be true to the best of my knowledge and belief. Before executing oath I have been given the opportunity to make any modifications, additions or corrections that I desire.

FURTHER DEPONENT SAYETH NOT.

Sworn to and subscribed before me  
this 28th day of December 1948.

*J. E. Kuttler*  
J. E. KUTTLER  
Captain, USAF  
Summary Court Officer

*James L. Bullock Jr.*  
Sgt - A.F. 20918757

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Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:

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

b. Fair or low probability:

#19, 20, 23, 24, 28, 35, 36, 46, 60, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:

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

b. Rockets, flares or falling bodies:

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

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

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

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:

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

b. Evidence offered suggests no explanation:

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

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