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**DEPARTMENT OF THE AIR FORCE**  
**HEADQUARTERS UNITED STATES AIR FORCE**  
**WASHINGTON**

**THE INSPECTOR GENERAL USAF**  
8th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS  
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109

SPOT INTELLIGENCE REPORT

16 JAN 1951

**SUBJECT:** Unconventional Aircraft

**TO:** Director of Special Investigations  
Headquarters, U. S. Air Force  
Washington 25, D. C.

1. SYNOPSIS: Between 0820 and 0830 hours on 18 December 1950, seven (7) officials of the NEPA Division, Fairchild AC&E Corporation, Oak Ridge, Tennessee, while traveling in two (2) cars in the Oak Ridge Controlled Area, observed an unidentified flying object. At 0839 and 0845 hours, same date, the AF Radar Station at the Knoxville Airport, Knoxville, Tennessee, observed an unidentified flying object in the Oak Ridge Controlled Area.

2. DETAILS:

a. Visual Sighting - Reference is made to inclosure #1, statement of ~~\_\_\_\_\_~~, Commander E. ~~\_\_\_\_\_~~ SN and Major ~~\_\_\_\_\_~~ of the NEPA Division, and inclosure ~~\_\_\_\_\_~~ letter from G. A. ~~\_\_\_\_\_~~ Assistant Protection Manager to W. G. ~~\_\_\_\_\_~~ Representative for Security (RMC) giving details of a visual observation by ~~\_\_\_\_\_~~ of the NEPA Division.

b. Radar Sighting - At 0839, 18 December 1950, a "small point" appeared on the radar scopes of the 663rd AC&W Squadron, Knoxville Airport, Knoxville, Tennessee, near the southeast corner of the Oak Ridge Controlled Area on a magnetic bearing of 190 degrees, at a speed of sixty (60) miles per hour. Height could not be determined but was estimated at 2500 feet. The object remained on the scopes until 0845 at which time it disappeared. Fighter interception was attempted with negative results.

c. Weather Conditions - At 0730 the wind was from the Northeast at seven (7) miles per hour and the temperature was twenty (20) degrees F. according to the Atomic Energy Commission Meteorological Division, Oak Ridge, Tennessee. Visibility was excellent.

CLASSIFICATION CANCELLED ~~\_\_\_\_\_~~  
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS

BY KURT K. KUNZE, Capt USAF  
Historian 4 DEC 1975

DATE \_\_\_\_\_

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3. ACTION: Will not take any further investigative action, but will maintain contact with NEPA officials and U. S. Air Force Radar Stations at McGhee Tyson Airport, Knoxville, Tennessee and will report any further occurrences.

cc: NEPA Division  
Hq. AMC  
Attn: MCIS

*P. W. Hayes*  
PATRICK W. HAYES  
Lt. Colonel, USAF  
District Commander

- 2 Incls.
- 1 - Statement of Col. [REDACTED]  
Comd [REDACTED]  
Cars [REDACTED]
- 2 - Ltr to Mr. [REDACTED]  
[REDACTED] dtd 28 Dec 50

COUNTER INTEL.

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STATEMENT

Following is a report of the sighting of an unidentified object in the Oak Ridge Area by the undersigned. On the morning of 13 December 1950, the following personnel were riding to their work at NEPA Division, Fairchild Engine and Airplane Corp., in the S-50 Area at Oak Ridge, Tennessee:

[REDACTED] USAF

Mr. [REDACTED]

Mr. [REDACTED] and [REDACTED]  
seat; [REDACTED]

At approximately 0827, while riding southwest on the turnpike just outside the restricted area, Col. [REDACTED] sighted a very bright reflection through the windshield of the car. Mr. [REDACTED] who was sitting beside Col. [REDACTED] whose attention was attracted by Col. [REDACTED] looking at the sky, sighted the same reflection. Col. [REDACTED] then called the attention of the remaining occupants of the car to the reflection. Of these, Commander [REDACTED] also sighted the reflection, but Mr. [REDACTED], Mr. [REDACTED] and [REDACTED] did not sight it.

The reflection was visible through the front windshield of the car only for a moment because, shortly thereafter, the road turned to the right. The corresponding turn of the car so placed the relative position of the reflection that it could not be seen through the left front window, which was frosted. The windshield, however, was not frosted and permitted excellent vision.

The object appeared only as the bright reflection of the sun from an apparently metal surface, such as might be expected from an aircraft at a great distance. No accurate estimate of the objects size or range could be made from the observation. It appeared to be west-southwest of Oak Ridge Townsite at an angle of elevation of about 25° from the level.

[REDACTED] Col. USAF

[REDACTED] Commander, USN

[REDACTED] Jr. Major, USAF

A TRUE COPY

E. H. HUNT  
Major, USAF

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NEPA PROJECT  
Oak Ridge Tennessee

December 28, 1950

This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18 U.S.C., Sections 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

SUBJECT: Visual Observation on December 18, 1950

TO: Mr. ~~██████████~~  
Assistant to the ~~██████████~~  
~~██████████~~ for Security  
Office of the AF Plant Representative  
Air Materiel Command  
NEPA Division  
Fairchild Engine and Airplane Corporation  
Post Office Box E  
Oak Ridge, Tennessee

- I. On December 18, 1950, at sometime between 0820 and 0930, the following NEPA employees were riding in a vehicle on the Turnpike within the Controlled Area toward the NEPA Project approximately one mile short of the "Y" cutoff to White Wing entrance and Y-12:

Dr. ~~██████████~~  
Mr. ~~██████████~~  
Mr. ~~██████████~~  
Mr. ~~██████████~~  
Mr. ~~██████████~~

2. The passengers, with the exception of Dr. ~~██████████~~ who did not attempt to participate in the viewing, observed a light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, through the windshield of the vehicle. The viewers had the impression that there was form in connection with the light rather than merely a point source. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. It appeared to be from 15 to 30 degrees elevated above the horizontal and on an azimuth between west and northwest, and appeared to be traveling in a northwesterly direction. The impression of its traveling is due to the fact that the object appeared to diminish considerably in size during the approximate thirty seconds during which it was viewed. The vehicle remained in motion and in following the course of the road, changed its relative position so that the object was viewed during the last few seconds from the side windows. As the vehicle proceeded down the road a near-by ridge obstructed the view of the object, and although the vehicle completed the turn toward D-25 at the "Y" intersection

Mr. [REDACTED]  
Assistant to the [REDACTED]  
[REDACTED] for Security

December 28, 1950  
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December 18, 1950

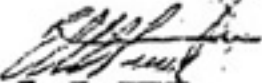
and the passengers had a relatively clear view at points along the road, the object was not viewed again. The observers were unable to estimate approximate size, speed, or vertical elevation; and, therefore, were not certain whether the object was over the Controlled Area or a considerable distance away. There was no vapor trail or any other visible condition within the vicinity of the object and there were no clouds which could have obscured it. The observers were unable to identify the object in terms of mass or shape, other than the circular appearance of the light. However, the circular area appeared to darken, starting at approximately 7:00 to 9:00 o'clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star.

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3. The observers were not in complete agreement as to whether the object was moving at a speed which caused it to diminish in size or actually was diminishing in size without any great velocity of travel due to the darkening effect described above.

NEPA Division  
FAIRCHILD ENGINE AND AIRPLANE CORPORATION

[REDACTED]  
Plant Protection Manager

A TRUE COPY

  
E. H. HUNT  
Major USAF