PROJECT 10073 RECORD

1. DATE - TIME GROUP 24 Jun 47	2. LOCAT Mt. Rainer, Washington
3. SOURCE Civilian	10. CONCLUSION Other (UNKNOWN)
4. NUMBER OF OBJECTS Nine	
5. LENGTH OF OBSERVATION 2½-3 minutes	11. BRIEF SUMMARY AND ANALYSIS Observer sighted a large circular objects heading west. They appeared as mirror-like reflections which dipped and twisted at a very high rate of speed. SKETCHES WERE MADE.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE West	
8. PHOTOS ☒ Yes [redacted] ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

original estimate is also incorrect; if the objects had travelled 47 miles in 102 seconds, they would have been travelling at a rate of approximately 1700 MPH, not 1200.)

In view of the above, it appears probable that whatever objects were observed were travelling at subsonic speeds and may, therefore have been some sort of known aircraft.

1-3713-4

of the length of this particular ridge revealed it was approximately five miles, so it was extimated the chain of objects was five miles long.

Mr. [redacted] timed the objects between Mt. Rainier and Mt. Adams and determined they crossed this 47 miles in one minute and forty-two seconds. This is equivalent to 1656.71 miles per hour.

In a subsequent interview Mr. [redacted] described the objects as appearing like saucers skipping on water. This description was shortened to flying saucers by some of the newspaper men and resulted in the popular use of this term.

It is the Air Force conclusion that the objects of this sighting were due to a mirage. Mr. Arnold's statement concerning how smooth and crystal clear the air was is an indication of very stable conditions. These stable conditions are associated with inversions which increase the refraction index of the atmosphere.

Incident No. 17 — 24 June 1947, afternoon, Mt. Rainier, Washington. One witness viewed nine "saucer-like discs" from the air calculated to be 20 to 25 miles distant, and 45-50 feet in length, (about 20 times as long as wide) which traveled 47 miles in 102 seconds (1700 MPH). Dr. Hynek calculated mathematically (see Appendix B) that assuming the estimate of distance to be accurate, in order to see such detail, the objects would need to have been at least 100 feet thick, therefore, 2000 feet long. If the estimated size is more nearly correct, then to have been seen as described, the objects would have been roughly six miles distant. At this distance they would have traveled only 11 miles in 102 seconds, or approximately 400 MPH. The entire report of this incident is replete with inconsistencies. It is to be noted that the observer has profited from this story by selling it to Fate magazine.

AMC Opinion: The report cannot bear even superficial examination, therefore, must be disregarded. There are strong indications that this report and its attendant publicity is largely responsible for subsequent reports.

[redacted]

ARNOLD CASE

Incident #17 -- Mt. Rainier, Washington -- 24 June 1947

There appears to be no astronomical explanation for this classic incident, which is the prototype of many of the later flying saucer stories.

It is impossible to explain this incident away as sheer nonsense, if any credence at all is given to Mr. [redacted] integrity. However, certain inconsistencies can be pointed out in the facts as reported:

[redacted]'s attention was first drawn to the objects by a bright flash on his plane, which was followed by numerous other similar flashes. If these were something like the flash one gets from a distant mirror, it means that the reflection was specular, or direct. For a direct reflection, the angle between the observer, sun, and object must be "just right," and at such distances as 20 or 25 miles, the chance of a series of direct reflections is extremely small. If the object was a diffuse reflector -- that is, scattering the sunlight falling on it, much as the moon or a balloon does -- then at such a distance it seems quite unlikely that Mr. [redacted] would have been startled, or that our attention would have been called to it, unless the objects reflecting were extremely large.

The supersonic speeds called for if the estimated distance is correct also throw suspicion on the original calculations; by computation (see below) it can be seen that, considering the detail which Arnold observed in the objects, at least one of his estimates

[redacted] [redacted]

[redacted]

must have been erroneous:

[redacted] that the objects seemed about 20 times as long as wide. Let us assume that the thickness was just discernible, which means that the object was just at the limit of resolution of the eye. Now, the eye cannot resolve objects that subtend an angle of appreciably less than 3 minutes of arc, and, in general, for any detail to be seen at all, the angle subtended must be much greater. Even if we assume the limiting resolution of 3 minutes, then, if the distance was 25 miles, elementary calculations show that each object must have been at least 100 feet thick, and if, as [redacted]s drawings indicate, the object was some 20 times longer than wide, it must have been about 2000 feet long.

Looking at the matter in another way and assuming that [redacted]s estimate of distance as 20 to 25 miles (125,000 feet) and his estimate of length as 40 to 50 feet are both correct, then it can be shown that the object will subtend an angle of only about 80 seconds of arc, which is definitely below the limit of resolution of the eye.

If [redacted]d actually saw the objects, and if his estimate of distance is correct, that of size cannot be, and vice versa. It seems most logical to assume that his estimate of distance is far too great. In fact, assuming a reasonable limiting size to the objects of 400 feet, in order to show the detail that [redacted] drawings indicate, the distance must have been not over roughly six miles. At this distance the objects would have travelled 11 miles (rather than 47 miles) in 102 seconds, or at a rate of approximately 400 MPH. ([redacted]s

[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

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, 186, 187, 197, 203, 204, 208, 215, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 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, 55, 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.

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, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 160, 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, 55, 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.

Mt. Rainier, Washington
24 June 1947

On 24 June 1947 at 1400 Mr. [redacted] took off from the Chehalis, Washington airport in his personal plane headed for Yakima, Washington. Mr. [redacted] trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southeast side of Mt. Rainier.

After take-off Mr. [redacted] flew directly toward Mt. Rainier at an altitude of approximately 9,500 feet, which [illegible] elevation of the high plateaus from which Mt. Rainier rises. He made one sweep of this high plateau to the westward, searching all of the various ridges for the marine ship and flew to the west near the ridge side of the canyon where Ashford, Washington is located.

Unable to see anything that looked like the lost ship, Mr. [redacted] made a 360° turn to the right above the little city of Mineral, starting again toward Mt. Rainier and climbing to an altitude of 9,200 feet.

The pilot reported that the air was so smooth that it was a real pleasure flying and, as most pilots do when the air is smooth and they are at a higher altitude, he trimmed out the aircraft and simply sat in his plane observing the sky and the terrain.

Mr. [redacted] reported that there was a DC-4 to the left and to the rear of him at a approximately 14,000 feet. The sky was reported to be as clear as a crystal. He hadn't flown more than two or three minutes on his course when a bright flash reflected on his airplane. He looked every place in the sky and couldn't find where the reflection had come from. The pilot looked to the left and north of Mt. Rainier where he observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 feet and going, seemingly, in a direction of about 170 degrees. They were approaching Mt. Rainier very rapidly, and he assumed they were jet aircraft. Every few seconds two or three of the objects would dip or change course slightly, just enough for the sun to strike them at an angle and reflect brightly. The objects being quite far away, he was unable for a few seconds to make out their shape or formation. As they approached Mt. Rainier he observed their outline quite clearly. Mr. [redacted] stated that he found it very peculiar that he couldn't find their tails but assumed they were some type of jet aircraft. The objects were observed to pass the southern edge of Mt. Rainier flying directly south to southeast down the hog's back of a mountain range. The elevation of the objects was estimated to have varied approximately a thousand feet one way or another but remained very near the horizon which would indicate they were near the same elevation as the witness. Mr. [redacted] stated that the objects flew like geese, in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but swerved in and out of the high mountain peaks. The witness estimated the distance between him and the objects to be approximately 25 miles. Using a Zeus fastener or cowling tool he estimated the size of the objects to be approximately two thirds that of a DC-4. He observed the UFO's passing a high snow-covered ridge in between Mt. Rainier and Mt. Adams and reported that as the first object was passing the south crest of this ridge the last one was entering the northern crest of the ridge. Later measurement

[redacted] Case: # Arnold made drawings of objects showing definite shape, and stated that objects seemed about 20 times as long as wide, estimating them as [redacted] feet long.

He also estimated the distance as 20-25 miles and clocked them as going 47 miles in 102 seconds. (1700 MPH)

These statements are mutually contradictory:

If the distance were correct, then in order for details to be seen, objects must have been of the order of 100 X 2000 feet in size.

If, we adopt a reasonable size - [redacted] own estimate, in fact, of 50 feet long, hence about 3 feet wide, the objects must have been closer than a mile , obviously contrary to his statement.

If we adopt a reasonable limiting size to the objects of 20 X 400 feet, objects must have been closer than six miles to have shown the detail indicated by [redacted]. At this distance, angular speed observed corresponds to a maximum speed of 400 MPH.

In all probability, therefore, objects were much closer than thought, and moving at definitely "sub-sonic" speeds.

Note: Observational data taken from original [redacted] files.

J. Allen Hynek

~~20 feet~~

27

5'

5 feet

3437

$1' = \frac{1}{3437}$

$3' = \frac{3}{3437}$

10 feet at 4000 feet

10' /mile.

5 miles.

1 foot in 1000 feet

10' /mile

250'

1 foot /

Computations in the "[redacted] Case" by Dr. Hynek, 25 M 50

With 104 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as truthful and accurate. When psychological and psychological factors are taken into consideration, all of these reports can be explained rationally, as pointed out by Ezra Committee [illegible] Air Material Command Aero-Medical Laboratory (see Appendix "G").

Air Material Command Aero-Medical Laboratory [illegible]

(12 Incidents considered)

There are sufficient psychological explanations for the reporting of unidentified flying objects to provide plausible explanations for many reports not otherwise explainable. These errors in identifying visual stimuli result chiefly from inability to estimate speed, distance, and size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of sighting, type of object, or manner of performance. There are indications, however, that some sightings were influenced by earlier reports which probably would not have been considered unusual or reported if there had been no publicity.

[illegible]

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "G") exhibit a few common characteristics. Two of them, by statements of the reporting witnesses, would not have been made had the witnesses not read of the [illegible] incident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX I

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally discredit the character of observers, but each case has undesirable elements, and these cannot be disregarded. The numerical designation is merely the categorical order of the incident in the project files.

1, 10, (17), 21, 29, 35, 37, 40, 51, 53, 62, 64, 68, 71, 75, 76, 77, 79, 84,

111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215, 236.

UFO SIGHTING
MT RANIER, WASHINGTON
24 June 1947

On 24 June 1947 at 1400 Mr. [redacted]ld took off from the Chehalis, Washington Airport in his personal plane and headed for Yakima, Washington. Mr. [redacted] trip was delayed for an hour in search of a large marine transport that supposedly went down near or around the southwest side of Mt. Ranier. After take-off Mr. [redacted] flew directly toward Mt. Ranier at an altitude of approximately 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Ranier rises. He made one sweep of this high plateau to the westward, searching all of the various ridges for the marine ship and flew to the west near the ridge side of the canyon where Ashford, Washington is located. Unable to see anything that looked like the lost plane, Mr. [redacted] made a 360 degree turn to the right above the town of Mineral, starting again toward Mt. Ranier and climbing to an altitude of 9,200 feet.

Mr. [redacted] reported that the air was so smooth that it was a real pleasure flying, and, as most pilots do when the air is smooth and they are at a higher altitude, he trimmed out the aircraft and simply sat in his plane observing the sky and terrain.

Mr. [redacted] reported that there was a DC-4 to his left and rear at approximately 14,000 feet. The sky was reported to be as clear as crystal. He hadn't flown more than two or three minutes on his course when a bright flash reflected on his airplane. He couldn't find where the reflection came from, but to the left and north of Mt. Ranier he did observe a chain of nine peculiar looking objects flying from north to south at approximately 9,500 feet. They were approaching Mt. Ranier very rapidly, and he assumed that they were jet aircraft. Every few seconds two or three of the objects would dip or change course slightly, just enough for the sun to strike them at an angle and reflect brightly. The objects being quite far away, he was unable to make out their shape or formation. As they approached Mt. Ranier he observed their outline quite clearly. Mr [redacted]d stated that he found it very peculiar that he couldn't find their tails but assumed they were some type of jet aircraft. The objects were observed to pass the southern edge of Mt. Ranier flying directly south to southeast down the hog's back of a mountain range. The elevation of the objects was estimated to have varied approximately one thousand feet one way or another but remained very near the horizon, which would indicate that they were near the same elevation as the witness. Mr. [redacted] stated that the objects flew like geese, in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but swerved in and out of the high mountain peaks. The witness estimated the distance between him and the objects to be approximately 25 miles. Using a Zeus fastener, or cowling tool, he estimated the size of the objects to be approximately two thirds that of a DC-4. He observed the UFO's passing a high snow covered ridge in between Mt. Ranier and Mt. Adams and reported that as the first object was passing the south crest of this ridge the last one was entering the northern crest of the ridge. Later measurement of length of this particular ridge revealed it was approximately five miles, so it was estimated the chain of objects was five miles long. Mr. [redacted] timed the objects between Mt. Ranier and Mt. Adams and determined they crossed this 47 miles in one minute and forty-two seconds. This is equivilant to 1656.71 miles per hour.

In a subsequent interview Mr. [redacted] described the objects as appearing like saucers skipping on water. This description was shortened to "Flying Saucers" by newspaper men and resulted in the popular use of this term.

It is the Air Force conclusion that the objects of this sighting were due to a mirage. Mr. [redacted]'s statement concerning how smooth and crystal clear the air was is an indication of very stable conditions which are associated with inversions, and increase the refraction index of the atmosphere.

[redacted]

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA
333.5/13 Gen.

8 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Army Air Forces, Washington, D. C.
ATTENTION: AC of AS-2

1. The attached telegram was received by Lt. Col. Springer at Hamilton Field, California, 1 September 1947.

2. Reference is made to Summary of Information forwarded from this headquarters, File 4AFDA 333.5/13 (Gen) 1208-1, dated 27 August 1947. It is the opinion of this headquarters that Mr. [redacted], in all sincerity, will attempt to substantiate his investigation as stated in the attached telegram.

3. Inasmuch as this headquarters has no authority to request a civilian to maintain secrecy, no request will be made to Mr. [redacted] with reference to the subject matter.

FOR THE COMMANDING GENERAL:

By By Hawk

Major, Air Corps
Acting Asst Adjutant General

1 Incl:
Photostat, telegram
dtd Aug 31. (dup)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

WESTERN UNION

[redacted]

UNCLASSIFIED

WUA9 NL PD

BOISE IDAHO AUG 31

COLONEL SPRINGER

A-2 OFFICE HAMILTON FIELD CALIF

I HAVE OFFER TO SELL MY DETAILED ACCOUNT OF AN INVESTIGATION OF FLYING DISC THAT TOOK PLACE IN TACOMA WASHINGTON JULY 29 THRU AUGUST 3RD INCLUDING MY MOVIE FILM OF FACTS PERSONS PLACES AND FRAGMENTS INVOLVED UNLESS I RECEIVE DEFINITE WORD TO THE CONTARY FROM A-2 WITHIN FIVE DAYS THIS STORY WILL NO DOUBT BE PUBLISHED

[redacted]

29 3RD A-2

8383A

17

UNCLASSIFIED

[redacted]

ASC-251-D
(15-10-43)

A. G. T.	
PRIORITY	
ROUTINE	X
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

TSPRO-1B1/WCA/ad

FROM: AAC

DATE: 10 July 1947

TO: [redacted]
Box 387
Boise, Idaho

CLASS:

WILLIAM C. ANDERSON
1st Lt., Air Corps
Public Information Officer
NAME, RANK AND TITLE OF ISSUING OFFICER

TELETYPE NO: TSPRO-1B1-7-28. THANK YOU FOR PHOTO, BIOGRAPHICAL MATERIAL, AND FULL ACCOUNT OF UNIDENTIFIED AIRCRAFT INCIDENT. MATERIAL BEING RETAINED HERE, COPIES FORWARDED INTELLIGENCE WASHINGTON FOR INVESTIGATION. VARIOUS NEWS SERVICES REQUEST PERMISSION TO PRINT EXCERPTS FROM YOUR REPORT. PLEASE WIRE IMMEDIATELY PUBLIC INFORMATION OFFICER, WRIGHT FIELD, IF OKAY. SIGNED PUBLIC INFORMATION OFFICE.

INC FILE 17

17

COORDINATION

C. G. OR C. O.	CONTROL OFFICE	MAINTENANCE	P & T	SUPPLY	BUDGET & FISCAL	OTHERS

UNCLASSIFIED

WUAMS 166/163 6 EXTRA GOVT DL COLLECT

PENDLETON ORG JUL 12 1253A

COMMANDING GENERAL

WRIGHT FIELD DAYTON OHIO

DEAR SIR: YOU HAVE MY PERMISSION TO QUOTE GIVE OUT OR REPRINT MY WRITTEN ACCOUNT AND REPORT OF NINE STRANGE AIRCRAFT I OBSERVED ON JUNE 24TH IN THE CASCADE MOUNTAINS IN THE STATE OF WASHINGTON. THIS REPORT WAS SENT TO YOU AT REQUEST SOME DAYS AGO. IT IS WITH CONSIDERABLE DISAPPOINTMENT YOU CANNOT GIVE THE EXPLANATION OF THESE AIRCRAFT AS I FELT CERTAIN THEY BELONGED TO OUR GOVERNMENT. THEY HAVE APPARENTLY MEANT NO HARM BUT USED AS AN INSTRUMENT OF DESTRUCTION IN COMBINATION WITH OUR ATOMIC BOMB THE EFFECTS COULD DESTROY LIFE ON OUR PLANET. CAPT [redacted] CO-PILOT STEVENS OF UNITED AIR LINES AND MYSELF HAVE COMPARED OUR OBSERVATIONS IN AS MUCH DETAIL AS POSSIBLE AND AGREED WE HAD OBSERVED THE SAME TYPE OF AIRCRAFT AS TO SIZE SHAPE AND FORM. WE HAVE NOTTAKEN THIS LIGHTLY IT IS TO US OF VERY SERIOUS CONCERN AS WE ARE AS INTERESTED IN THE WELFARE OF OUR COUNTRY AS YOU ARE

[redacted] BOISE IDAHO PILOTS LICENSE [redacted]

43EP

24 333457.

UNCLASSIFIED

FILE

[redacted]

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 17

1. Date 24th June 1947
2. Time 1500
3. Location Mt. Ranier, Washington
4. Name of observer [redacted]
5. Occupation of observer Dealer in fire control supplies holds private pilot's license
6. Address of observer [redacted], Boise, Idaho
7. Place of observation Near Mineral, Washington
8. Number of objects 9
9. Distance of object from observer ~~N/S~~ 20 to 25 miles
10. Time in sight 2-1/2 to 3 minutes
11. Altitude 9,500 ft
12. Speed ~~N/S~~ Approx 150 MPH
13. Direction of flight North to South at 170°
14. Tactics Horizontal flight
15. Sound N/S
16. Size Approximately that of DC-4 - 45 to 50 ft
17. Color mirror like
18. Shape Approximately circular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions CAVU
23. Effect on clouds N/S
24. Sketches or photographs Drawings
25. Manner of disappearance N/S
26. Remarks: (over)

UNCLASSIFIED

[redacted]

INC FILE 17

[redacted]

UNCLASS

Pilot [redacted] was flying his plane at an altitude of approximately 9,200 feet. He trimmed out plane in direction of Yakima, Washington which was almost directly east of his position and sat in his plane observing the sky and the terrain. To the left was a DC-4 and to his rear approximately 15 miles distant there was a 14,000 ft elevation. The sky was clear as crystal. A bright flash suddenly reflected on the plane. Upon looking to the left and to the north of Mt. Rainer he observed a chain of 9 peculiar looking craft flying from north to south at approximately 9,500 ft elevation and going seemingly in a definite direction of about 170°. Thought at first they were jet aircraft but noticed that every few seconds 2 or 3 of them would dip or change their ~~mamm~~ course slightly just enough to cause the sun to strike them at an angle which reflected brightly on his plane. As they approached Mt. Rainier he could observe their outlines against the snow quite plainly, but couldn't find any tails. Clocked speed and found it to be approximately 150 MPE. Never before had he observed planes flying so close to mountain tops. They flew directly south to southeast down the hog's back of a mountain range. Pilot thought they were at approximately the same elevation as he was. They flew in rather diagonal chain-like line as if linked together and seemed to hold a definite direction but swerved in and out of the high mountain peaks. Distance which was almost at right angles seemed to be between 20 to 25 miles. Thought they were quite large to be observed at that distance even on a clear day. They seemed smaller than the DC-4 but he judged their span to be as wide as the furthest engines on each side of the fuselage of the DC-4 (45 to 50 ft). The chain seemed to be approximately five miles long.

NOTE: It was the opinion of the agent interviewing Mr. [redacted] that he saw the "flying discs" In this regard agent further stated that if Mr. Arnold could write a report of such a character and did not see the objects he was in the wrong business and should be engaged in writing Buck Rogers fiction.

The attached is what [redacted] later produced. See "Fate" magazine article by [redacted].

Seemed to travel in sidewise position and did not appear to whirl or spin

Side View

Top

They seemed longer than wide thickness being about 1/20 of width

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 25

1. Date 24 June 1947
2. Time Not stated
3. Location Idaho
4. Name of observer [redacted]
5. Occupation of observer [redacted]
6. Address of observer Not stated
7. Place of observation Idaho western sky
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed ~~xxxxxxxx~~ Remained immobile
13. Direction of flight Didn't move just seemed to go below the horizon with the rotation of the earth
14. Tactics ~~xxxxxxxx~~ hovering
15. Sound Not stated
16. Size not stated
17. Color not stated
18. Shape comet-like
19. Odor detected Not stated
20. Apparent construction not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds comet-like hanging in the western sky
24. Sketches or photographs Not stated
25. Manner of disappearance seemed to go below the horizon with the rotation of the earth.
26. Remarks: ~~xxxx~~ (Over)

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Lt Cov[redacted] said that he saw a "comet-like object hanging in the western sky June 24." He stated that the object "didn't move but just seemed to go below the horizon with the rotation of the earth."

[redacted]

UNCLASSIFIED

UNCLASSIFIED

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA
853.5 ID

17 July 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. Attached statements and MOICs forwarded to your office per request TWX from Headquarters Air Defense Command, Mitchel Field, N. Y., dated 10 July 1947.

2. This headquarters is unable to locate [redacted]n, however, as soon as he is located, statement and MOIC will be forwarded direct to your office.

3. Information copies furnished Headquarters Air Defense Command.

DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

4 Incls:
1. MOIC 16 Jul/Brown (dup)
2. MOIC 16 Jul/Brown (dup)
3. MOIC 16 Jul/Brown (dup)
4. MOIC 16 Jul/Brown (dup)

Info cc to ADC

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR

RECEIVED

4

UNCLASSIFIED

[redacted]

UNCLASSIFIED

[illegible]
[illegible] 1206
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The aviation editor of the paper, Mr. David N. Johnson, was interviewed in regard to how well he knew Mr. [redacted] of Boise, Idaho, and as to the credibility of any statement made by Mr. Arnold. The purpose of this interview was an attempt to verify statements made by Mr. [redacted] on 26 June 1947, to various national news services to the effect that he, Mr. [redacted], had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying disks and will here-in-after be referred to as such in this report. Mr. Johnson stated that he had known Mr. [redacted] for quite a period of time, having had relations with Mr. [redacted] on various occasions, due to the fact that both he, Mr. Johnson, and Mr. [redacted] were private fliers and frequently got together to talk shop. Mr. Johnson stated that as far as he was concerned anything Mr. [redacted] said could be taken very seriously and that he, Mr. Johnson, actually believed that Mr. [redacted] had seen the aforementioned flying disks. Mr. Johnson stated that after Mr. [redacted] reported having seen the flying disks, that the editor of the paper had assigned him, Mr. Johnson, the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying disks having been seen in the northwest area. The results of this assignment to Mr. Johnson and what he subsequently saw is put forth in a sworn statement signed by Mr. Johnson attached to this report as Exhibit B.

AGENT'S NOTES: Mr. Johnson is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. Mr. Johnson has logged 2800 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, Mr. Johnson was the first pilot of a B-29 type aircraft being assigned to the Twentieth USAAF and stationed on Tinian Island, in the Pacific. It is the personal opinion of the interviewer that Mr. Johnson actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that Mr. Johnson would have much more to lose than gain and would have to be very strongly convinced that he actually saw something before he would report such an incident and open himself for the ridicule that would accompany such a report.

1 Incl: Exhibit "B"

UNCLASSIFIED

FRANK M. BROWN, S/A, CIC 5th AF [redacted]

[redacted]

COPY [redacted]

Statement of [redacted]
at Boise, Idaho, July 12, 1947 UNCLASSIFIED

To Whom It May Concern:

On the sixth day of July, 1947, I received from James L. Brown, general manager of the Statesman Newspapers, Incorporated in Idaho as The Statesman Printing company, an assignment which was in substance:

"Conduct an aerial search of the northwest states in an effort to see and photograph a flying disc. Conduct this patrol for so long a time as you believe reasonable, or until you see a flying disc."

In accordance to these instructions, I took the Statesman's airplane, and with [redacted] as passenger, flew a seven and one-half hour mission on the seventh day of July, 1947. This mission was without result. It covered an area embracing the confines of the Hanford plant in Washington, and territory between and around Mt. Rainier and Mt. Adams, where [redacted] first reported seeing objects henceforth described as saucers or discs.

On the eighth day of July, 1947, I took an AT-6 of the 190th Fighter squadron, Idaho National Guard, of which I am a member, and flew to northern Idaho, into northwestern Montana briefly, to Spokane, Washington, and back to Boise by way of Walla Walla, Washington, and Pendleton, Oregon. This search also was negative.

On the ninth day of July, 1947, I continued the search, again using a national guard AT-6, this time centering my efforts over the Owyhee mountains west and southwest of Boise, a portion of the Mountain Home desert on a track southeast of the Mountain Home army air base, thence into the Sawtooth mountains, and back in the general direction of Boise on a line carrying me well to the north of the Shafer butte forest service lookout station, into the Horseshoe Bend area, and thence back in a southwesterly direction to a point

EXHIBIT "B" UNCLASSIFIED

[redacted]

between Boise and the village of Meridian, west of Boise a few miles.

During this search, which lasted approximately two and one-half hours, I flew under and around rapidly forming cumulus clouds over that area known as the Camas Prairie, east of Boise. The clouds were near the village of Fairfield in that valley, and Fairfield is 75 miles airline distance east of Boise. At that time I saw nothing in the vicinity of these clouds.

At the time I reached the point between Boise and Meridian, I was flying at an altitude of 14,000 feet mean sea level, which would be a mean average of 11,000 feet above the earth in this area, not considering errors in the altimeter induced either by barometric changes since my takeoff, or by the temperature at that altitude.

I turned the aircraft on an easterly heading, pointing toward Gowen Field, and had flown on that course for perhaps a minute when there suddenly appeared in the left hand portion of my field of vision an object which was black and round.

I immediately centered my gaze on the object. At that time, due to its erratic movement, I thought I was seeing a weather balloon. I called the CAA's communication station at Boise, and asked if the weather station had recently released a balloon. The reply from communicator Albertson was that the bureau had not. I do not remember his exact words; I am under the impression he said "not for several hours" or gave me the exact time of the previous release, which was around 08:30 that day.

Upon hearing this response, I turned the aircraft broadside to the object, pulled back the plexiglass covering to avoid any distortion, took my camera from the map case, and exposed about 10 seconds' duration of eight millimeter motion picture film. During the time the camera was at eye level,

I could not see the object because of minuteness of scope introduced by the optical [illegible] with which the camera, as I [illegible] was equipped.

Taking the camera away and once again centering my gaze on the object, I observed it to roll so that its edge was presented to me. At this time it flashed once in the sunlight. It then appeared as a thin black line. It then performed a maneuver which looked as if it had begun a slow roll, or a barrel roll, which instead of being completed, was broken off at about the 180-degree point. The object rolled out of the top of the maneuver at this point, and I lost sight of it.

This entire performance was observed against the background of clouds previously forming over the Camas Prairie. The object appeared to me, relatively, as the size of a twenty-five cent piece. I do not know how far away it was. I do not know, nor can I truthfully estimate, its speed. I can only say it was not an airplane, and if it was at a very great distance from me, its speed was great, taking into consideration that apparent speed is reduced to the viewer if an object is a very great distance away.

I forgot to look at my clock to determine the exact time I saw the object. The CAA's log of radio contacts shows my first contact to have been made at 12:17 hours. But a few seconds elapsed between the time I first saw the object, and the time I called the CAA's station.

I subsequently related over the radio a description of what I saw, and communicator Albertson may remember it. The control tower may have a recording of the conversation. I have not checked to determine that.

The purpose of my relating over the air what I saw was to enable rapid transmission of the report to the newspaper, for at that time I was on assignment and my energies thenceforth were devoted to (1) transmitting the information and (2) conducting a further search, which I did after landing for fuel and to make some telephone calls.

The next search, begun within half an hour after landing from the first one, consumed another two hours, but was negative. I explored thoroughly the region where I saw the object.

Immediately after sighting the object, I asked if there were other aircraft in the area. There was a P-51 of the 190th squadron practicing maneuvers in the vicinity of Kuna, but that was behind me. A C-82 passed over Boise, but I saw that aircraft go beneath me by some 2,000 feet.

The P-51 in the vicinity of Kuna proceeded to the area where I saw the object, at my request, and conducted a search. It was negative. During the afternoon, flights of P-51s were sent out to cover the area, and some of them flew high altitude missions on oxygen. These searches were negative.

I was subsequently informed that personnel on both the United Air Lines side of Gowen field, and on the national guard side, observed a black object maneuvering in front of the same cloud formation, which by now had grown so that the clouds reached a probable height of 19,000 or 20,000 feet from a mean base of 13,500 or 14,000 feet, mean sea level. Three of these men were national guard personnel and I talked to them, asking them to describe what they saw, before telling them my story, in order to avoid suggestion or inference of a leading nature. They saw the object (from the ground) while I was on my second search. They believed the time to have been 14:00 hours. The object performed in the same erratic manner, they said, as I observed.

The above is the extent of the story, and information concerning myself is now in order.

I have approximately 2600 hours of flying time in equipment ranging from primary trainers to B-29s. Of course, that does not increase my powers of observation except as to those practiced daily by an airman.

It does not make my eyesight any sharper except again as to the incidental demands upon the eyes of a pilot.

At the time of the experience related above, I had flown fourteen and one-half hours on an assignment to find a disc and if possible, to photograph it. In all frankness, I was tired. I may have been suffering, although slightly, from want of oxygen.

Prior to sighting the object, I had concluded there was no point in pressing the search, that I probably would never see the disc-like objects referred to by [redacted] and by Captain [redacted] of United Air Lines.

At all times during the search, both on that day and the two preceding days (particularly when I was with [redacted]) I had literally talked to myself to keep beating into my head that I would not fall victim to the power of suggestion or self-hypnosis arising from a naturally very intent desire to find a disc and bring success to the assignment given me.

I therefore do not believe that I was the victim of suggestion or hypnosis. I am familiar with the optical illusion of a fixed object beginning to move after it is watched a sufficient length of time. I know what tricks the eyes will play as to moving bodies, and have learned of this particularly during night formation flying.

I saw the object appear suddenly. If it had moved in a jerky fashion (as it did at first) for the full length of time I observed it, I would not be so strong in saying that I saw something not an aircraft, not a balloon, and not a corpuscle moving across the retina of either eye. The maneuver described by the object when its edge was presented to me convinces me that I saw an object actually performing in an erratic flight path.

The question remains, of course, whether I saw it. The motion picture film, developed and processed by R. H. Stohr in the Eastman laboratories at

[redacted]

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261 Battery Street, San Francisco, showed no trace of any object. Stohr says that if it was more than a mile distant from me at the size I described, the object would not have registered sufficiently on the film to be shown. He said it probably was too far away to be apparent even through great enlargement of the negative, and enlargement in that case is limited because of the size of the film and the fact I did not have any telescopic equipment on the lens. The exposure was f.16, stop set at infinity, at a speed of 16 frames per second.

I have worried over this matter a great deal since seeing it. I "took myself aside" and said, "come now, [redacted], don't be stupid." But I cannot bring myself to the point of thinking I did not see anything. The impression of the moment was too vivid, too realistic, and I knew in the air when I saw that partial slow roll or barrel roll, that I was not a victim of illusion.

I trust this matter will be of help to those investigating the flying disc phenomena which have been reported.

A chart is attached depicting the movements of the object as I saw it.

This statement is made voluntarily and freely, in response to the request of Mr. Brown and Captain Davidson, who called on me this morning.

/s/ [redacted]n

Subscribed and sworn to before me, a notary public, this 12th day of July, 1947.

/s/ [redacted]

Notary public for Ada county Idaho. My commission expires Jan 2, 1949.

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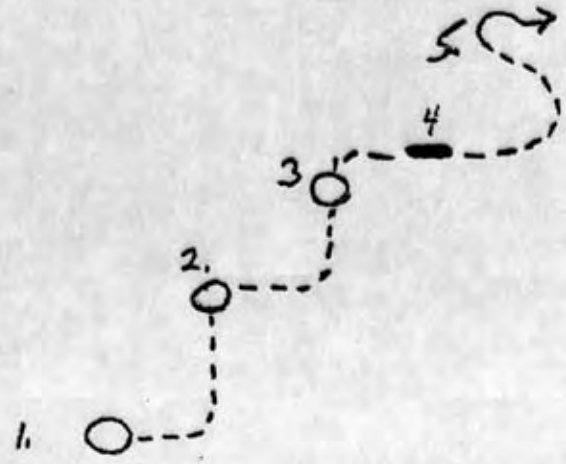
[redacted]

Chart to which reference is made on page six, statement of [redacted]



This design portrays the movements of the object to which reference is made in the attached statement. At all times the object appeared as black. Positions (1), (2) and (3) show the jerky, rising motion. Position (4) is where the object rolled, presenting its edge to me. It then followed the dotted line, rolling over the top of the maneuver and disappearing at position (5).

[redacted]

[redacted]

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Incident
LAP 1206 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, Mr. [redacted], Box 387, Boise, Idaho, was interviewed in regard to the report by Mr. [redacted] that he saw 9 strange objects flying over the Cascade Mountain Range of Washington State on July 25th. Mr. [redacted] voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of Mr. [redacted] is attached to this report as Exhibit A.

AGENT'S NOTES: Mr. [redacted] is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. Mr. [redacted] has recently purchased a home on the outskirts of Boise, recently purchased a $5,000 airplane in which to conduct his business to the extent of which is explained in the attached exhibit. It is the personal opinion of the interviewer that Mr. [redacted] actually saw what he stated that he saw. It is difficult to believe that a man of Mr. [redacted]'s character and apparent integrity would state that he saw objects and write up a report to the extent that he did if he did not see them. To go further, if Mr. [redacted] can write a report of the character that he did while not having seen the objects that he claimed he saw, it is the opinion of the interviewer that Mr. [redacted] is in the wrong business, that he should be writing Buck Rogers fiction. Mr. [redacted] is very outspoken and somewhat bitter in his opinions of the leaders of the U.S. Army Air Forces and the Federal Bureau of Investigation for not having made an investigation of this matter sooner. To put all of the statements made by Mr. [redacted] in this report would make it a voluminous volume. However, after having checked an aeronautical map of the area over which Mr. [redacted] claims that he saw the objects it was determined that all statements made by Mr. [redacted] in regard to the distances involved, speed of the objects, course of the objects and size of the objects, could very possibly be facts. The distances mentioned by Mr. [redacted] in his report are within a short distance of the actual distances on aeronautical charts of this area, although Mr. [redacted] has never consulted aeronautical charts of the type the Army uses. Mr. [redacted] stated that his business had suffered greatly since his report on July 25 due to the fact that at every stop on his business routes, large crowds of people were waiting to question him as to just what he had seen. Mr. [redacted] stated further that if he, at any time in the future, saw anything in the sky, to quote Mr. [redacted] directly, "If I saw a ten story building

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FRANK M. BROWN, S/A, CIC [redacted]

[redacted]

flying through the air I would never say a word about it", due to the fact that he has been ridiculed by the press to such an extent that he is practically a moron in the eyes of the majority of the population of the United States.

1 Incl: Exhibit "A"

FRANK M. BROWN, S/A, CIC 4th AF

RECEIVED

[redacted]

[redacted]

COPY

SOME LIFE DATA ON [redacted]

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I was born March 25, 1915 in Subeka, Minnesota. My father's name was [redacted]; my mother's maiden name was [redacted]. I was a resident of Minnesota until I was six years old when my family moved to Scobey, Montana, where they homesteaded. My grandfather, [redacted] also homesteaded in Scobey, Montana, and became quite prominent in political circles along with Burton K. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Neils Thorpe, and also played football under Bernie Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placed first with my dog in 1930 in the Lions Club Dog Derby.

In 1938 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I

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EXHIBIT "A"

[redacted]

established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Vance, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not fly of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with same and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Callair airplane, which is an airplane designed for high altitude take-offs and short rough field use.

In the type of flying I do, it takes a great deal of practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 823 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

C O P Y [redacted]

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[redacted]

The following story of what I observed over the Cascade mountains, as impossible as it may seem, is positively true. I never asked nor wanted any notoriety for just accidently being in the right spot at the right time to observe what I did. I reported something that I know any pilot would have reported. I don't think that in any way my observation was due to any sensivity of eye sight or judgment than what is considered normal for any pilot.

On June 24th, Tuesday, 1947, I had finished my work for the Central Air Service at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Wash. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southwest side of Mt. Rainier in the state of Washington and to date has never been found.

I flew directly toward Mt. Rainier after reaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainer rises. I had made one sweep of this high plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where Ashford, Washington, is located.

Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima, Washington, which was almost directly east of my position and simply sat in my plane observing the sky and the terrain.

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[redacted]

There was a DC-4 to the left and to the rear of me approximately fifteen miles distance, that I should judge, at 14,000 foot elevation.

The sky and air was as clear as crystal. I hadn't flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 foot elevation and going, seemingly, in a definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to make out their shape or their formation. Very shortly they approached Mt. Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but assumed they were some type of jet plane. I was determined to clock their speed, as I had two definite points I could clock them by; the air was so clear that it was very easy to see objects and determine their approximate shape and size at almost fifty miles that day.

I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I had never before observed

airplanes flying so close to the mountain tops, flying directly south to [illegible] of a mountain range. [illegible] elevation could have varied a thousand feet one way or another up or down, but they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather swerved in and out of the high mountain peaks. Their speed at the time did not impress me particularly, because I knew that our army and air forces had planes that went very fast.

What kept bothering me as I watched them flip and flash in the sun right along their path was the fact that I couldn't make out any tail on them, and I am sure that any pilot would justify more than a second look at such a plane.

I observed them quite plainly, and I estimate my distance from them, which was almost at right angles, to be between twenty to twenty-five miles. I knew they must be very large to observe their shape at that distance, even on as clear a day as it was that Tuesday. In fact I compared a zeus fastener or cowling tool I had in my pocket with them - holding it up on them and holding it up on the DC-4 - that I could observe at quite a distance to my left, and they seemed smaller than the DC-4; but, I should judge their span would have been as wide as the furtherest engines on each side of the fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am accustomed and familiar with most all objects flying whether I am close to the ground or at higher altitudes. I observed the chain of these objects passing another high snow-covered ridge in between Mt. Rainier and Mt. Adams,

[redacted]

and as, the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge, I measured it and found it to be approximately five miles so I could safely assume that the chain of these saucer like objects were at least five miles long. I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the southern most high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I would land there would be some explanation of what I saw.

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view. (Without sun glasses)

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept going through my mind. I became more disturbed, so after taking a last look at Tieton Reservoir I headed for Yakima.

I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two

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and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were holding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western Air Lines employees, the Cedar City, Utah (pilot) gentleman from Oklahoma City and the locomotive engineer in Illinois, plus Capt [redacted] and Co-Pilot [redacted] of United Air Lines.

Some descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the

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world, Wrangle Island, Nevada, and California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one -- but, to continue further with my story. When I landed at the Yakima, Wash., airport I described what I had seen to my very good friend, Al Hamer, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't dreaming or going crazy.

I quote [redacted]n, a former Army Air Forces pilot who is now operating dusting operations at Pendleton, Oregon, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government".

Anyhow, the news that I had observed these spread very rapidly and before the night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Doe on the street corner or Pete Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the

[redacted]

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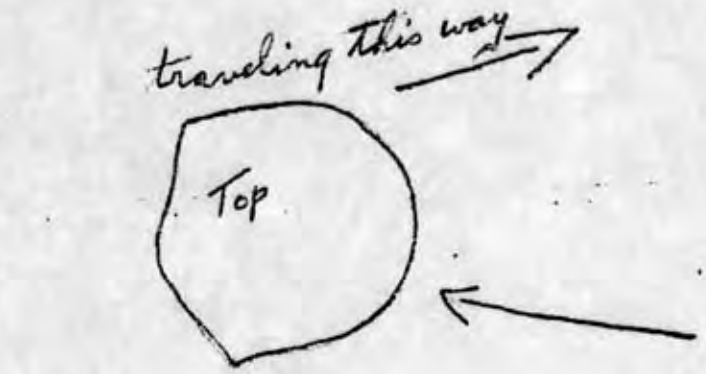
FBI as to the authenticity of my story or a mental or a physical examination as to my capabilities, I have received no interest from these two important protective forces of our country; I will go so far as to assume that any report I gave to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, if our Military Intelligence was not aware of what I observed, they would be the very first people that I could expect as visitors.

I have received lots of requests from people who told me to make a lot of wild guesses. I have based what I have written here in this article on positive facts and as far as guessing what it was I observed, it is just as much a mystery to me as it is to the rest of the world.

My pilot's license is [redacted]. I fly a Callair airplane; it is a three-place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificate of my plane is [redacted]

/s/ [redacted]

Boise, Idaho.



They did not appear to me to whirl or spin but seemed in fixed position, traveling as I have made drawing.

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Refer to
Page 162
Book The Coming of the Saviour

The Flying Saucer as I Saw it... by [redacted]

Mirage or Wave Clouds?

What did [redacted] actually see, that June afternoon in 1947? No absolutely certain answer is possible after so long a time. The objects may have been a mirage (see Figure 3) in which the

atmosphere when stable currents of air flow over obstacles such as hills or mountains. An up-and-down wave motion may be impressed upon the air, provided that temperature and wind conditions are suitable. As the air describes its wavelike path, it alternately warms and cools, the warming taking place as it sinks into the wave trough and the cooling as it ascends to the wave crest. If the air is very dry, the undulating current will not be visible to the eye, although the updrafts and downdrafts will readily be felt by aircraft that chance to pass through them. On the other hand, if the air before entering the wave is moist enough, the cooling in the wave crest will cause water droplets to condense and a cloud to appear.

In the vicinity of an isolated peak the cloud may assume the form of a cap covering the summit, or it may be displaced slightly downwind and resemble a lens or disk. Not infrequently a series of lenticular clouds will appear, trailing downwind at regular intervals of a few miles. Although these wave clouds are usually stationary, they sometimes move at great speed, especially when the air temperature is changing rapidly.

From a study of a remarkable photograph made in 1956, R. J. Reed of the University of Washington has offered striking evidence that the disks [redacted] saw were actually wave clouds in rapid motion.

On the afternoon of December 29, 1956, a photographer for the Seattle *Times* was on top of Pigtail Peak near White Pass, Washington (not far from the area where Arnold's nine disks had appeared), taking ski pictures for the rotogravure section of the Sunday *Times*. The weather was beautiful. Down in the pass temperatures hovered near freezing, but the slopes were warmed by sunlight that filtered down through thin cirrus clouds and raised the temperature to a balmy fifty degrees. Just at sunset a strange object suddenly appeared off toward the northeast horizon. Several skiers urged the photographer to take a picture of the "flying saucer," but since it was still far away and indistinct, he waited. The first object, now followed by a second one, moved rapidly toward Mount Ranier, began to sharpen in outline, and both were soon so clearly visible that he was able to snap his unusual picture. The photograph shows two apparently solid, disklike objects, flattened, brilliantly white but dark at the bottom, apparently linked together by white streamers, skimming toward the mountain peak.

Recognizing the close resemblance between the objects in the photograph and those [redacted] described, Reed made a full analysis of the weather conditions prevailing at the time the picture was taken. From radiosonde data provided by the Seattle-Tacoma Airport, he obtained measurements of the size of the clouds, their height above the mountains, wind directions, and temperature and humidity at mountain height and cloud height. Obviously the pattern of weather conditions that prevailed that day was suitable for the formation of saucerlike clouds.

To test the hypothesis that [redacted] also had seen such clouds, he then obtained records of the weather data for June 24, 1947, to determine whether atmospheric conditions on the two dates were basically similar. To be comparable, winds would have to be blowing from the north or northwest in Mr. Arnold's case, for objects were sighted to the south and southeast of the peak. The air would have to be dry at lower elevations and moisture would have to be spreading in a higher levels. An inspection of the historical maps [redacted] all these conditions were met.[15]

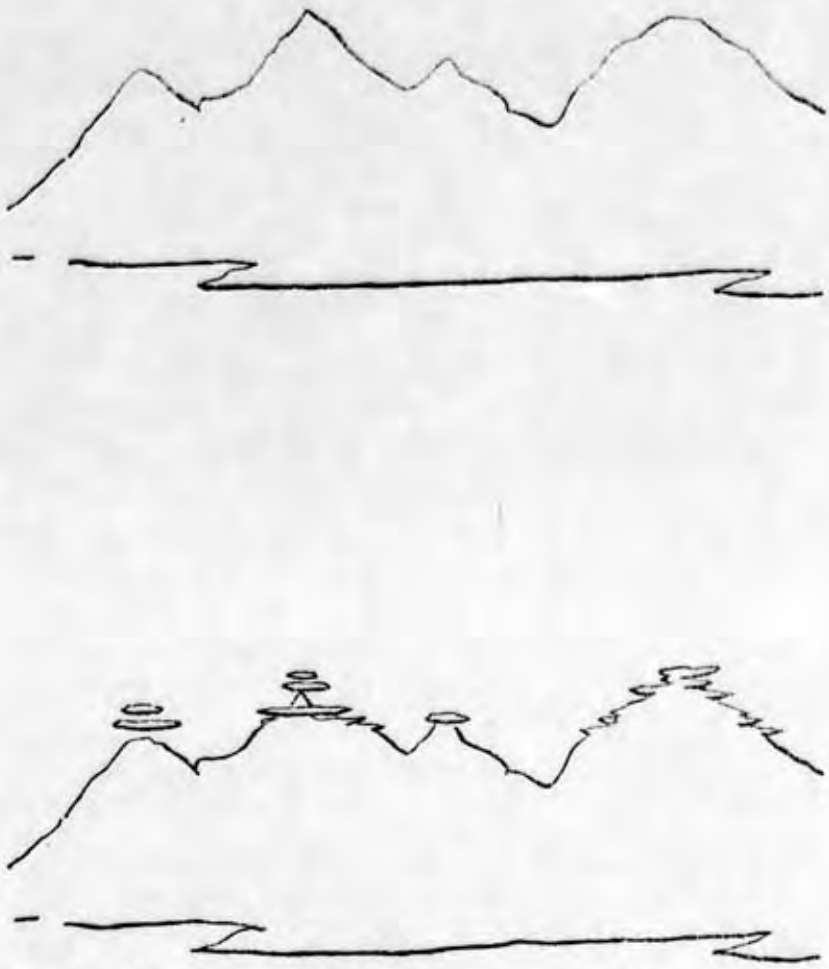


Figure 3. Mirage of mountain peaks. Top, normal view of mountain chain; bottom, mirage in which some of the peaks seem to be detached and above the peaks, like saucers.

peaks of the mountains seemed to float above the mountain chain [25]. An alternative and at least equally probable explanation is that he observed orographic clouds, a type unique to mountainous country, which often appear to stand more or less motionless and can assume dramatic shapes. "Grindstone" clouds, shaped like the thick, solid disks they are named for, are common phenomena in the valleys just east of the Sierra Nevada in California and in the mountainous regions of Washington, Colorado, and New Mexico—areas where flying-saucer reports have tended to concentrate [26a]. One of the most spectacular types of mountain cloud, they closely resemble the "*pile d'assiettes*" or "stack of plates" formation in which the cloud assumes a flat, round shape like a plate or a saucer, and two or more are piled together in a neat stack like a layer cake. A beautiful picture of a "stack of plates" (which some observers reported as a hovering flying saucer) was made on May 31, 1953, near Jindabyna, Snowy Mountains, New South Wales, and reproduced in *Weather* in November 1954 (Plate 47). The cloud formed

Chapter II

LO!

The overture to the *Flying Saucer* opera took place in the summer of 1947, presenting the main themes that were to develop with fantastic variations during the fifteen-year-long drama that followed: mysterious apparitions in the sky, alleged interplanetary visitors, government investigators, growing public excitement, civilians who zealously encouraged the hysteria, and, as a climax, and elaborate hoax that produced material "evidence" to prove the existence of spaceships.

Arnold's Nine Disks

The first man to report a flying saucer was a veteran pilot named [redacted] representative of a fire-control equipment firm in Boise, Idaho. On the afternoon of June 24 Arnold was flying a private plane on his way from Chehalis to Yakima, Washington. Above the Cascade Mountains at about 9200 feet, he noticed a series of bright flashes in the sky off to his left. Looking for the cause, he saw what appeared to be a formation of peculiar aircraft approaching Mount Ranier at fantastic speed. There were nine very bright, disk-shaped objects which he estimated to be twenty to twenty-five miles away, forty-five to fifty feet long, and traveling at a speed of almost 1700 miles an hour. Talking with a reporter that evening, Arnold said that the objects "flew like a saucer would if you skipped it across the water." In a later report to Air Force Intelligence he stated: "They flew very close to the mountaintops, directly south to southeast down the hogback of the range, flying like geese in a diagonal, chainlike line, as if they were linked together. . . . They were flat like a piepan and so shiny they reflected the sun like a mirror." [1]

Newspapers all over the country picked up the story and printed it under headlines describing flying pies, flying piepans, and flying saucers. Alert to the possibility that the objects might have been a new type of aircraft of Russian origin, investigators from Military Intelligence interviewed [redacted] and officials from Air Technical Intelligence requested a report.

No one doubted [redacted]'s word. He was an experienced pilot, a respected citizen, and a careful observer. Nevertheless his description showed some inconsistencies that made it difficult to decide what the nine disks really were. If they had actually been forty-five or fifty feet long, they must have been much closer than he thought; objects that size would not have been visible at a distance of twenty to twenty-five miles. However, if the estimated distance was correct, then in order to be visible the objects must have been much larger, at least 210 feet long. One of the estimates must be wrong—

but which one? Until that question was settled, the computed speed was meaningless, since to estimate the velocity of a moving object, an observer must know either its true distance or its true size. Even after a careful study, Air Force investigators could not identify the disks; they might have been clouds, a mirage, or some kind of aircraft, but no definite answer was possible from the evidence available.

Predictably, after so much publicity, a rash of similar sightings broke out all over the country and continued for the rest of the summer. During the hot months of the "silly season," newspapers are traditionally hospitable to tales of barnyard freaks, sea serpents, and man-bitten dogs. Such stories were now shoved aside as people in every state began to report unorthodox objects sailing through the sky—flying disks, flying dimes, flying ice-cream cones, flying shoe heels, and flying hubcaps. Seeing saucers became a national pastime, but [redacted], who had reported the strange objects in all good faith, resented the implied ridicule. Deluged with telephone calls and mail, he resolved to keep silent in the future even if he should happen to see a ten-story building flying through the air.

In spite of the publicity, the flying-saucer scare would probably have died with the first frost of autumn but for the efforts of a talented writer, editor, and publisher of science fiction, Raymond A. Palmer. Among the many letters [redacted] received was one from Palmer, then editor of *Amazing Stories*. Tired of being laughed at, [redacted] found the tone of "sincere interest" so appealing that he answered the letter [2]. After a second letter a week later, he changed his mind about keeping silent and agreed to sell his story for publication.

Under the title, "I *Did* See the Flying Disks," the article appeared in the first issue of a new magazine, *Fate*, which published "true stories of the strange, the unusual, the unknown." [3] Although [redacted] was not a professional writer, he had the assistance of an expert and produced a vivid, clearly written story—Palmer had had unusual experience in helping fledgling authors tell their tales. Interesting differences between [redacted]'s original statements and those in the magazine version demonstrate how much he must have owed to editorial help. Without it, he might not have included certain colorful details that he had apparently overlooked earlier. In his original reports, for example, he said that he had at first supposed the disks to be some type of experimental aircraft; in the magazine version he added that, even at the time, the objects had given him

"an eerie feeling." In the intervening months he had also remembered more about their shape (see Figure 2). He no longer de-

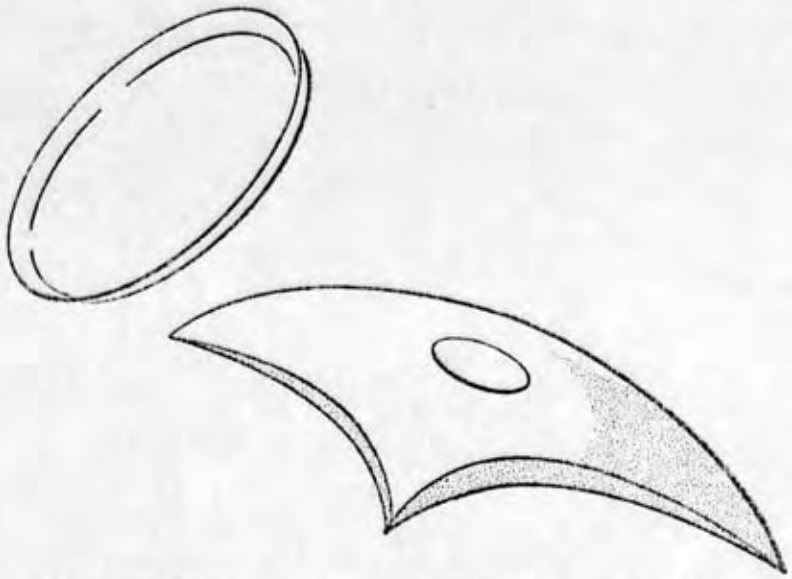


Figure 2. [redacted] flying saucers. Left, as first described; right, as later sketched.

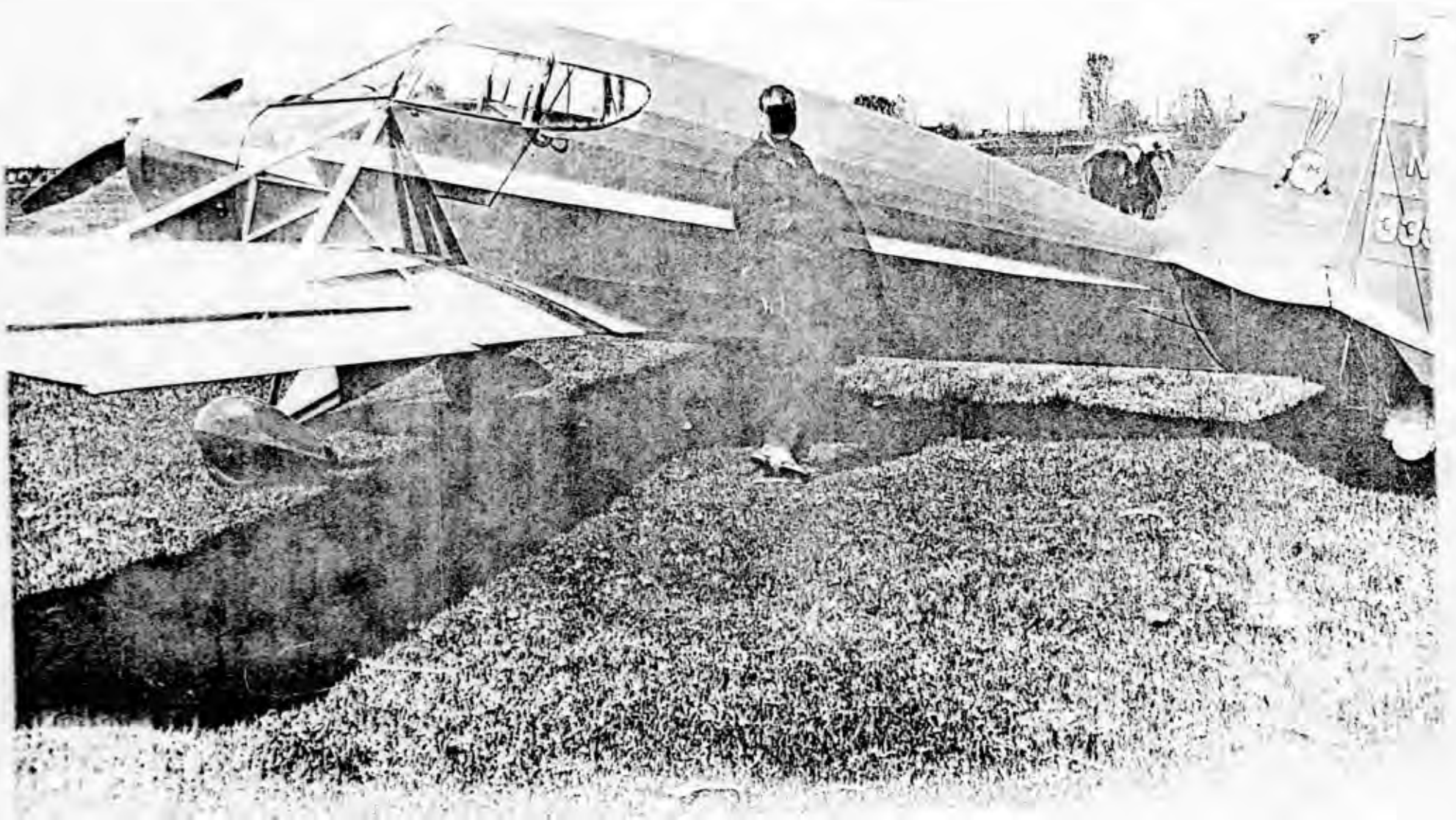
scribed them as saucer-like, flat and shiny like piepans. Instead, a picture based on his revised account shows objects like the crescent moon with a sharp protrusion on the inner, concave side and a dark, mottled circle marking the center of the top surface. Furthermore, he told the readers of *Fate*, one object had been darker than the others and of a slightly different form—a detail he had forgotten to mention to reporters, to military officials, to his friends, or even to his wife.

Arnold had never been much of a reader and was not a science-fiction fan, but his interests were obviously widening. The next two issues of *Fate* carried other articles under his name. Palmer's growing influence is suggested by the titles: "Are Space Visitors Here?" [4] and "Phantom Lights of Nevada." [5]

FINAL GALLEY PROOF

Galley 17—THE WORLD OF FLYING SAUCERS

Reed concludes that, although we can never know for certain, the implication that the *Times* photographer and [redacted] viewed essentially the same phenomenon seems "inescapable."



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LIVINGSTON, MONTANA

July 4, 1947.

Commanding Officer
Air Research Center
Wright Field, Ohio.

Dear Sir,

May we suggest that you obtain a co-y of AMAZING STORIES magazine for September 1946? On page 157 is an article entitle "Circle-Winged Plane."

This is a briefed description of the "Flying Saucers" seen by Mr. Kenneth Arnold, Boise, Idaho and many others. These planes are only a few of many groups on a world-wide "mapping survey" expedition.

The planes belong to an organization that is world wide, which instructs and advises a world government consisting of all of the "Empire" oppressed and subjugated peoples of the earth and the natives of the islands of the seas, of all races, colors, and creeds.

This organization is headed and led by three who are known throughout the "not so civilized" world, in fact about 3/4 of the world's population, as "The Ancient Three, Who were, Who are, Who will be."

The top speed of the planes is not known to us here, but they have been "clocked" at better than 1,200 miles per hour, three-quarters throttle, elevation 20,000 feet. Ceiling is stratospheric, cabins pressurized. Motor is a combination of "GAST MOTOR NO. 1", plus adaptation of "BURN WATER FOR FUEL", as described in articles along with "CHECHAR CIRCLE-WINGED PLANE". Motor is called "GAST NO. 2".

Permission is given to print this letter, if desired.

Sincerely yours,

W. C. Hefferlin

WCH/gn
Enc.

(Associated Press Wirefoto)

Kenneth Arnold, businessman flyer, holds camera at Boise, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

Who Has the Saucer? 40 States Join Game

(By Associated Press)

The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about the discs continued to swirl fully as rapidly as the objects themselves.

Explanations of the phenomena ranged from the theory that they were radio-controlled flying missiles sent aloft by U. S. military scientists, to the suggestion that they might be merely sunlight reflected on wing tanks of jet-propelled planes.

One That Didn't Move.

A Spokane, Wash., woman insisted the objects she saw were "about the size of a five-room house" but a Clearwater, Fla., woman said the disks she observed resembled pie pans.

At Rutland, Vt., a woman reported she and her husband witnessed a brilliant object in the night sky which she assumed to be a flying saucer, although it was stationary.

But at Cambridge, Mass., a housewife said she saw "a group of white, flying saucers whirling around and going at a tremendous speed."

The Massachusetts and Vermont reports brought to 40 the number of states in which the objects have been observed.

Thinks He Saw 'Em First.

With New England getting into the game, the Harvard University astronomical observatory took note of the reports, but said it had had no luck so far in photographing one of the discs.

The mysterious saucers first were reported June 25 in the state of Washington, but Charlie T. Hamlet, superintendent of the Kingsport, Tenn., Times News composing room, said yesterday he had seen the discs two years ago.

They were of "a bright aluminum color" and "were going at terrific speed," Hamlet said, explaining he kept quiet about them because of the Oak Ridge atomic bomb plant, then a war secret.

UFO FILE 17

Hartford
TIMES, THURSDAY, JUNE 26, 1947

'Flying Pies' Stir Skepticism

Army, CAA Officials Unable to Explain Whizzing, Mysterious Objects

Pendleton, Ore.—(AP)—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over Western Washington at 1,200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade Mountains with a peculiar weaving motion "like the tail of a kite."

An Army spokesman in Washington, D. C., commented, "as far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3,500 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie-pan," and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:59 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams. Arnold said, adding that he later figured by triangulation that their speed was 1,200 miles an hour.

"I could be wrong by 200 or 300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese, but quickly saw they were too big—as big as a DC-4 that was about 20 miles away, he said. The DC-4 pilot reported nothing unusual sighted. Then Arnold said he thought of jet planes and started to clock them, "but their motion was wrong for jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

UP - Persons in 7 states including the Lieutenant Governor of Idaho today reported they had seen the mysterious "flying saucers".

The projectiles variously described as "too fast for an airplane and not fast enough for a falling star", "not moving at all" and "traveling at great speed", were reported seen last night streaking over Denver.

It was the first report of the saucers in almost a week. Persons in Oregon, California, New Mexico, and Idaho reported seeing various versions of the unexplained projectiles.

Lt. Governor [redacted] said today that he saw a strange "comet-like object hanging in the western sky June 24." That was the day [redacted] of Boise, Idaho first reported seeing the projectiles over southeast Washington. [redacted] said the object he and 3 other witnesses saw "didn't move but just seemed to go below the horizon with the rotation of the earth."

Fire #28

At Denver, [redacted] and [redacted] said they caught a brief glimpse of a group of "bright objects" flying at about 5,000 ft. last night.

WASHINGTON - Army research experts can't explain the flying saucers but they are investigating, they said.

At first, Army officers laughed off the reports, now they are beginning to take them seriously. At any rate, the air research center at Wright Field, Ohio is looking into the reports and all service intelligence agencies are at work on them.

UNCLASSIFIED

Reaction to His Story of Flyi Saucers Causes Idaho Businessman to Shudder

PENDLETON, Ore., June 27.—(U.P.) Kenneth Arnold said Friday he would like to get on one of his 1,200-mile-an-hour "Flying Saucers" and escape from the furore caused by his story of mysterious aircraft flashing over southern Washington.

"I haven't had a moment of peace since I first told the story," the 32-year-old Boise, Idaho, businessman-pilot sighed.

He said a preacher called him from Texas and informed him that the strange objects Arnold claimed to have seen batting through the ozone actually were harbingers of doomsday.

Arnold said he didn't get the preacher's name during their phone conversation, but the minister said he was getting his clocks "ready for the end of this world."

That was unnerving, according to Arnold, but it wasn't half as disconcerting as the episode in a Pendleton cafe.

Arnold said a woman rushed in, took one look at him and then dashed out shrieking "there's the man who saw the men from Mars." She rushed out of the eating place "sobbing that she would have to do something for the children," Arnold added with a shudder.

Arnold, a representative of a fire control equipment firm, startled the country Thursday by reporting he had seen nine shiny round objects skimming through the air in formation between Mt. Rainier, Wash., and Mt. Adams. Arnold said he was able to clock them with the stop watch on his own plane's instrument panel. He said they were spinning off a neat 1,200 m. p. h.

"This whole thing has gotten out of hand," Arnold went on. "I want to talk to the FBI or someone.

"Half the people I see look at me as a combination Einstein, Flash Gordon and Screwball. I wonder what my wife back in Idaho thinks."

But all the hoopla and hysterics haven't caused Arnold to change his mind or back down. He doesn't care if the experts laugh him off. He said most of his aviator friends tell him that what he saw were probably either one of two things: New planes or guided missiles still in the U. S. Army Air forces' secret category. Some theorized they were experimental equipment of another nation, probably Russia.

"Most people," he said, "tell me I'm right."

But meanwhile, aeronautical experts in Washington and elsewhere were teeing off on Arnold's story with facts and figures straight out of the books.

Their principal point seemed to be that if Arnold's saucers moved as fast as he claimed, they couldn't have been tracked with anything short of radar.

The fastest man has yet flown is 647 miles per hour—a record set recently by Col. Albert Boyd in a P-80.

THE DAYTON DAILY NEWS
SECOND SECTION
THURSDAY, JUNE 26, 1947 PAGE 11

Fast "Flying Pie-Pans" Stump Army CAA Men

PENDLETON, Ore., June 26. —(AP)—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over western Washington at 1200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade mountains with a peculiar weaving motion "like the tail of a kite."

An Army spokesman in Washington, D. C., commented, "As far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3500 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie pan," and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:59 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams, Arnold said, adding that he later figured by triangulation that their speed was 1200 miles an hour.

"I could be wrong by 200 or 300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese, but quickly saw they were too big—as big as a DC-4 which was about 20 miles away, he said.

The DC-4 pilot reported nothing unusual sighted.

Then Arnold said he thought of jet planes and started to clock them, "But their motion was wrong for Jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

★ CIRCLE-WING PLANE ★

AGAIN and again do new designs planes and [illegible] more efficient as progress [illegible] above. In this article we describe still another that has answered a lot of headaches and utilizes principles overlooked by many designers. This plane is designed for speed, strength and maneuverability.

Models of the circle-winged plane were built and tested with the current models available in 1927 in the city of San Francisco, from high buildings to check on tail-spin and gliding ability. It was found impossible to "tail-spin" the circle-winged job, and its gliding ability was found to be at least four times that of any other type, with no [illegible] factors. They almost seemed to fly themselves!

The principles involved? Easy, when it is pointed out to you. How many of us at some time have taken a "playing card" and held it between our fingers and flipped the card edgewise into the air? Remember how it "slid" through the air with very little applied force? Yes, that's the way designed to [illegible] but with [illegible] added. Consider in three with no [illegible] like a flattened cooky or doughnut.

The circle design has the strongest and best pressure distributing and equalizing ability, and the weight is supported so that the pilot does [illegible]

[illegible] fuselage is [illegible] the outside edges of the wings, the fuselage having an [illegible] landing wheels, one in front and two in [illegible]

[illegible] edge is moved upward and downward by pivot fastenings on a lever arm coming from the interior of the plane. In fact, all wing and rudder movements are controlled by either "T" beams or tubular connection through lever action to the pilot's controls.

The motors are contained within the fuselage, and the propellers are on each side of the fuselage, and between it and the inner circle of the wing. The standard type of propeller was not found suitable for this plane; but a slow-moving "deep pitched" type with extreme air grabbing ability was the best.

At the pilot's option this plane can be skimming forward through the air, and by swinging the rudders, can be used to spin like a pin wheel. The pilot's "blister" is at the center of the inner circle area of the fuselage's top side. Take off and landing speeds are materially reduced, and the plane with [illegible] motors has clocked better than 1000 miles per hour at 20,000 feet elevation. The ceiling of this ship is above 50,000 feet altitude.

Rate of climb and dive speeds are controlled by the [illegible] of the inner circle of the wing. It was found impossible to "slide-slip" this plane, and any attempts to do so by the pilot produces a "banking" movement of the plane. On level flight the riding ability is as smooth as the finest "Stream-liner" train, with the ability of an antelope to move in any direction at will. Truly a "Ghost Steam" come true.

The entire ship is protected for both altitude. The wing diameter from one outer wing edge to opposite side edge is 100 feet. Length of fuselage, 115 feet. Passenger capacity, 40 people.

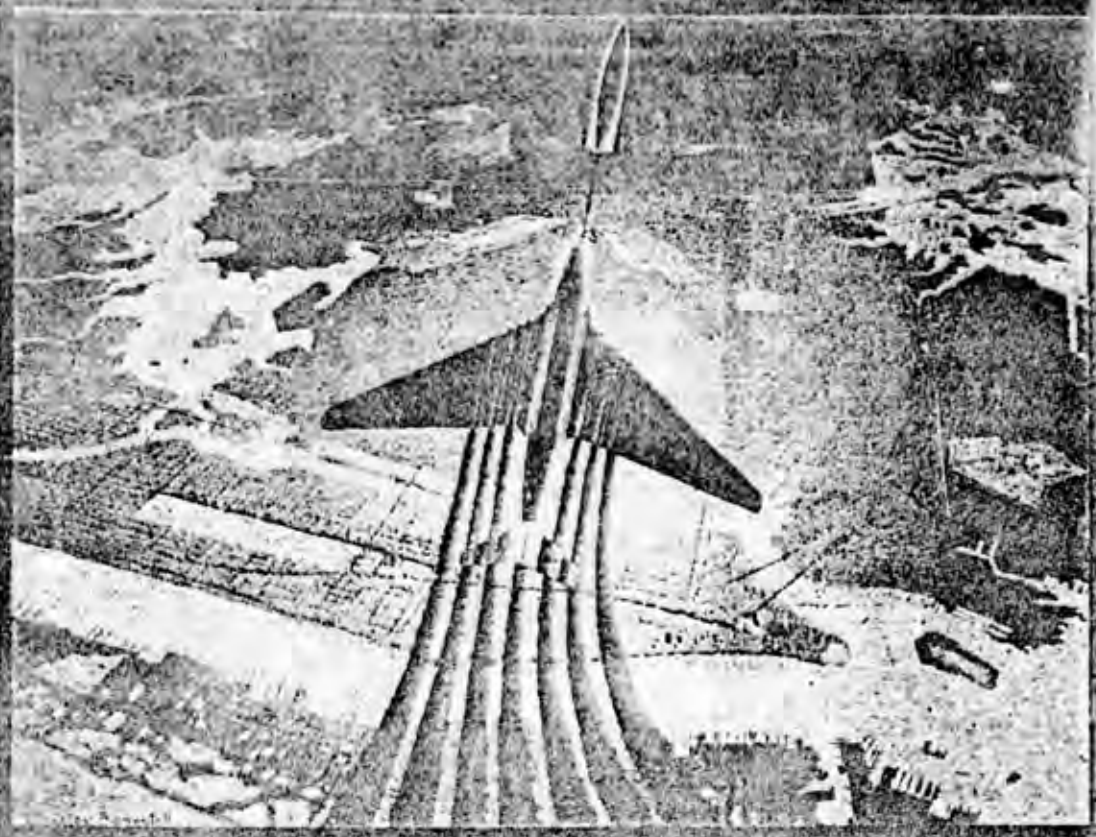
Fuel tanks are contained in the wing and have [illegible] control within.

—W. C. Hjerlie.

AMAZING STORIES
SEPT. 1926

NEW YORK WORLD-TELEGRAM, THURSDAY, JUNE 26, 1947.

The Target Is the Moon



Most experts predict that the first pilotless guided missile will strike the moon within the next 10 years. When it does happen, the rocket may be launched as depicted in this artist's drawing. At 50,000 feet, speeding at 500 miles an hour, the moon-bound space ship leaves the back of its carrier plane. That's Manhattan below.

Acme Photopicture.

Mystery Missiles Puzzle Far West

By the Associated Press.

PENDLETON, Ore., June 26.—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over western Washington at 1200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, chuns, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade Mountains with a peculiar weaving motion "like the tail of a kite."

An Army spokesman in Washington, D. C., commented, "as far as we know, nothing flies that fast except a V-2 rocket, which travels 3,600 miles an hour—and that's too fast to be seen."

The spokesman said no hush-hush experimental tests were being made in the area where Mr. Arnold said the objects were.

Mr. Arnold described the objects as "flat like a pie-pan," and so shiny that they reflected the sun like a mirror. He said he was flying east at 2:59 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25 to 30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams. Mr. Arnold said adding that he later figured by triangulation that their speed was 1200 miles an hour.

"I know I never saw anything so fast," he said.

At first he thought they were geese, he asserted, but quickly saw they were too big—as big as a DC-4 that was about 20 miles away. The DC-4 pilot reported nothing unusual sighted. Then Mr. Arnold said he thought of jet planes and started to clock them, "but their motion was wrong for jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Mr. Arnold, who continued here on a business trip.

N.Y. Herald Tribune
June 30 1947

JUNE 30, 1947

I. C. P.

More Flying Discs Reported in West

1,200-M.P.H. Objects 'Seen' From Canada to Texas

PORTLAND, Ore., June 29 (AP). —Westerners were seeing "flying saucers" almost everywhere today from Canada to Texas, and a red-hot controversy raged about it all.

Kenneth Arnold, of Boise, Idaho, started it by reporting he saw nine mysterious objects zipping over western Washington last Tuesday at what he estimated was 1,200-mile-an-hour speed.

Experts dismissed his report with statements that no known aircraft could go that fast and that no guided missile tests were being made in that part of the West.

Then others began reporting "flying saucers" and the controversy was on. There was a similarity in all reports—the objects were round like saucers, traveling south at a high rate of speed with little or no noise and of such brightness that reflections from the sun were "almost blinding."

Three persons in El Paso, Tex., said they had seen them recently, as did two persons in Vancouver, B. C. The latest of a score of reports in the Pacific Northwest came from a seaside, Ore., woman who said she saw one before sunset last night.

There were two popular theories —that the objects were experimental airplanes or guided missiles to which the armed forces will not admit, or that they were guided missiles from foreign soil.

An Army spokesman expressed interest in anything that could go 1,200 miles an hour, but no responsible official or air expert came to the defense of the reports or of the theories behind them.

Baseball Fans See Fire, Too

PHILADELPHIA, June 29 (AP). —Two firemen were injured and twenty others overcome by smoke in a $100,000 fire at the plant of the Electric Service Manufacturing Company today, watched by thousands attending the Boston Red Sox-Philadelphia Athletics

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STORE HOURS TODAY 11 A. M. TO

June 27, 1947

Fast-Flying Disks Reported in West

Shiny Objects Said to Soar at 1,200 M. P. H.

By The Associated Press

Conjecture multiplied yesterday as widely separated areas reported incredibly fast disk-like objects flashing through the sky—but skepticism remained.

Following a report Wednesday at Pendleton, Ore., by Kenneth Arnold, of Boise, Idaho, that he had seen nine saucer-shaped, shiny objects dipping and skimming through the sky between Mt. Rainier and Mt. Adams in Washington State at an estimated 1200 miles an hour, came these observations yesterday:

Byron Savage, Oklahoma City business man pilot, said that five or six weeks ago he observed a flat disk-like object hurtling through the sky at tremendous speed.

At Kansas City, Mo., W. I. Davenport, a carpenter, said that on Wednesday he, too, saw nine speeding objects, moving west high in the sky. They were going fast and he could not make out their shape. However, he reported engine sound and vapor trails.

A Bremerton, (Wash.) housewife—west across the Cascade Mountains from where Mr. Arnold saw his objects—said that twice in the last ten days she had seen "platter-like" light-reflecting objects. "I thought surely nothing could travel so fast," Mrs. Elma Shingler said.

At Eugene, Ore., E. H. Sprinkler said he nearly got a picture of them. A week ago Wednesday, he said, he took his $3.50 camera to a local buttle to test it. He spotted objects in the southwest, racing toward the northeast, but before he could click the shutter they were nearly out of sight.

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JUNE 1947 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
Summer 47-48	Madeline Merchant File (INFO)		
June	Hamburg, New York(CASE MISSING)	Civilian	A/C
June	Seattle, Washington (CASE MISSING)	Civilian	Insufficient Data
2	Rehoboth, Delaware (CASE MISSING)	Civilian	Other (MISSILES)
10	Hungary (CASE MISSING)	Civilian	Insufficient Data
12	Weiser, Idaho	Erickson	Other (CONTRAILS)
14	Bakersfield, California	Rankin	Birds
20	Montgomery, Alabama	Mutliple Military	Balloon
21	Spokane, Washington	Overman	Balloon
22	Greenfield, Massachusetts	Civilian	A/C
24	Mt Ranier, Washington	Arnold	Other (MIRAGE)
24	Boise, Idaho	Whitehead	Astro (STAR/PLANET)
24	Portland, Oregon	Johnson	UNIDENTIFIED
28	Rockfield, Wisconsin	Beuscher	Insufficient Data
28	Illinois	Not Stated	Insufficient Data
28	Lake Meade, Nevada	Armstrong	Balloon Cluster
28	Des Moines, Iowa	Bays	Other (UNRELIABLE RE
29	Las Cruces, New Mexico	Kauke/Zahn/Rockwood	Balloon
30	Boise, Idaho	Donofrio	Astro (SUN DOG)
30	Williams AFB, Arizona (Grand Canyon)	McGinty	Astro (METEOR)
Late June	Maury Island, Washington	Dahl	Other (HOAX)
June/July	Oakland, California	Ballard	(INFO ONLY)
Summer 47	Condon, Oregon	Herman	Info Only

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