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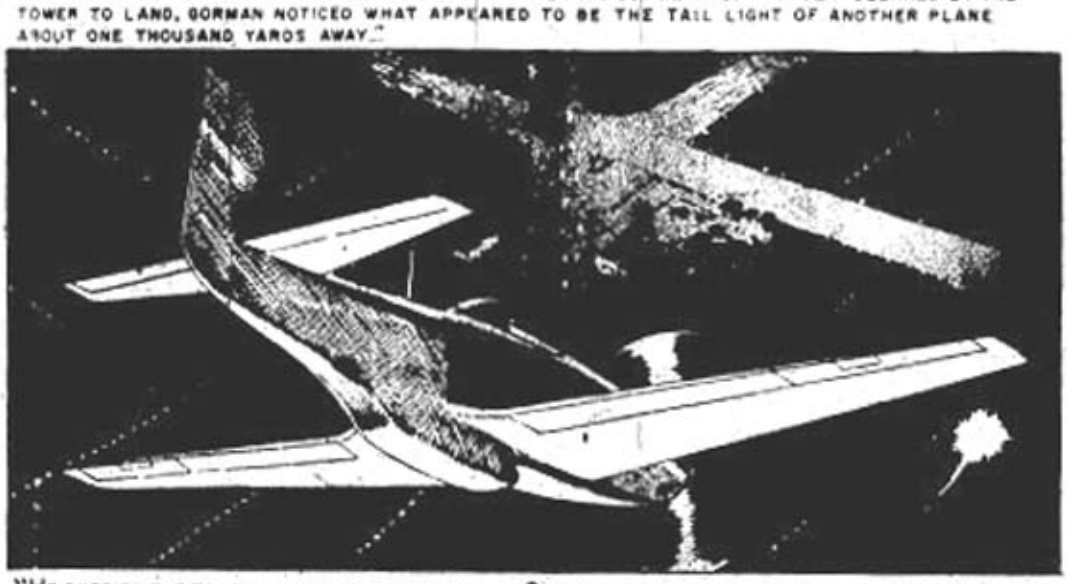
The GORMAN-FARGO, N.D., CASE

THE APRIL, 1949 'PROJECT SAUCER' REPORT ALSO STATED: "A UNIQUE CHAPTER IN THE SAUCER STORY WAS WRITTEN LAST OCTOBER BY LT. GEORGE F. GORMAN OF THE NORTH DAKOTA (AIR) NATIONAL GUARD WHO SAID HE HAD A 27 MINUTE DOGFIGHT WITH A FLYING SAUCER IN THE SKYS OVER FARGO. ON THE NIGHT OF OCTOBER 1, 1948, HE (GORMAN) WAS PREPARING TO LAND AT THE FARGO AIRPORT AFTER A ROUTINE F-51 PATROL. CLEARED BY THE TOWER TO LAND, GORMAN NOTICED WHAT APPEARED TO BE THE TAIL LIGHT OF ANOTHER PLANE ABOUT ONE THOUSAND YARDS AWAY."



"HE QUERIED THE TOWER AND WAS TOLD THAT THE ONLY OTHER AIRCRAFT OVER THE FIELD WAS A PIPER CUB WHICH HE COULD SEE OUTLINED BELOW HIM. HE SAW NO OUTLINE OF ANYTHING AROUND THE MOVING LIGHT. GORMAN CLOSED IN TO TAKE A LOOK AT THE MYSTERY LIGHT..."

GORMAN TOLD 'PROJECT SAUCER' INVESTIGATORS: "IT WAS ABOUT SIX TO EIGHT INCHES IN DIAMETER, CLEAR WHITE AND COMPLETELY ROUND... AS I APPROACHED, THE LIGHT... PULLED INTO A SHARP LEFT BANK. I DIVED AFTER IT AND BROUGHT MY MANIFOLD PRESURE UP TO 60 INCHES..."

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"BUT I COULDN'T CATCH THE THING. IT STARTED GAINING ALTITUDE AND MADE A LEFT BANK. I PUT MY F-51 INTO A SHARP TURN AND TRIED TO CUT THE LIGHT OFF IN ITS TURN..."

"SUDDENLY, IT MADE A SHARP RIGHT TURN AND WE HEADED STRAIGHT AT EACH OTHER. JUST WHEN WE WERE ABOUT TO COLLIDE I GUESS I GOT SCARED..."

"I WENT INTO A DIVE AND THE LIGHT PASSED OVER MY CANOPY..."

"THEN IT MADE A LEFT CIRCLE ABOUT 1000 FEET ABOVE, AND I GAVE CHASE AGAIN..."

IN THE OFFICIAL REPORT, GORMAN WENT ON TO DESCRIBE HOW HE CUT SHARPLY TOWARD THE LIGHT WHICH WAS ONCE MORE COMING AT HIM. AND THEN, WHEN COLLISION AGAIN SEEMED IMMINENT...

"THE OBJECT SHOT STRAIGHT UP INTO THE AIR..."

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THE REPORT WENT ON: "GORMAN CLIMBED AFTER IT TO 14000, AGAIN IN CHASE, WHEN HIS PLANE WENT INTO A POWER STALL..."

"THE OBJECT TURNED IN A NORTHWEST NORTH HEADING AND DISAPPEARED..."

THE REPORT THEN STATED "THE MYSTERY LIGHT WAS ALSO SEEN BY L. D. JENSEN, AIRPORT TRAFFIC CONTROLLER AT FARGO, WHO WATCHED IT WITH A PAIR OF BINOCULARS..."

GORMAN, WHO WAS A PILOT INSTRUCTOR FOR FRENCH AIR CADETS DURING WORLD WAR II, SAID IN A CERTIFIED STATEMENT..

I AM CONVINCED THERE WAS *THOUGHT* BEHIND THE MANEUVERS. I AM ALSO CONVINCED THAT THE OBJECT WAS GOVERNED BY THE LAWS OF *INERTIA* BECAUSE ITS ACCELERATION WAS *RAPID* BUT *NOT IMMEDIATE*, AND, ALTHOUGH IT WAS ABLE TO TURN FAIRLY *TIGHT* AT CONSIDERABLE SPEED, IT STILL FOLLOWED A *NATURAL CURVE*.

THE OBJECT COULD *OUT-TURN* AND *OUTSPEED* THE F-51 (300-400 MPH) AND WAS ABLE TO ATTAIN A *MUCH STEEPER CLIMB* AND TO *MAINTAIN* A *CONSTANT* RATE OF CLIMB FAR IN *EXCESS* OF THE *AIR FORCE FIGHTER*. WHEN I ATTEMPTED TO TURN *WITH* THE OBJECT, I *BLACKED OUT TEMPORARILY*, DUE TO EXCESS SPEED...

THE REPORT THEN CONCLUDED WITH THIS QUESTION:

"IS IT POSSIBLE FOR AN OBJECT WITHOUT APPRECIABLE SHAPE OR KNOWN AERONAUTICAL CONFIGURATION TO APPEAR TO TRAVEL AT VARIABLE SPEEDS, AND MANEUVER INTELLIGENTLY?"

"REMEMBER THIS! IT'S IMPORTANT!" THE REPORT *DID NOT ATTEMPT TO EXPLAIN* GORMAN'S SIGHTING MERELY POSED THIS PROVOKING *QUESTION* CONSIDERING THE *FACTS* OF THE CASE

YET, MAJOR JERE BOGGS, IN HIS I.N.S. INTERVIEW STATED...

LIEUTENANT GORMAN WAS CHASING A LIGHTED BALLOON!

***AGAIN* PROJECT SAUCER HAD CHANGED ITS MIND!**

SO *LT. GEORGE F. GORMAN*, A *VETERAN PILOT* DEEMED CAPABLE ENOUGH TO *INSTRUCT OTHERS*, HAD CHASED A *LIGHTED BALLOON* THAT COULD *"TRAVEL AT VARIABLE SPEEDS AND MANEUVER INTELLIGENTLY..."*

AND EASTERN AIR LINES PILOTS *CHILES* AND *WHITTED*, VETERAN PILOTS DEEMED CAPABLE ENOUGH TO BE *TRUSTED* WITH THE *LIVES* OF *PASSENGERS*, SAW A *METEOR* THAT TOOK *ONE HOUR* TO TRAVEL FROM *MACON, GA.* TO *MONTGOMERY, ALA.*...