

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 172

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

(over)

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

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

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

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

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 178 A

1. Date 1 Oct 1948
2. Time 2100 hrs
3. Location Fargo N. Dakota Air port
4. Name of observer ~~XXXXXXXX~~ L. D. Jensen
5. Occupation of observer Airport traffic controller
6. Address of observer 1423 6th Ave Fargo S. N. Dakota
7. Place of observation Control Tower of Fargo N. Dakota Airport
8. Number of objects 1
9. Distance of object from observer 1/2 mile
10. Time in sight several seconds
11. Altitude 4000 to 5000 ft.
12. Speed extremely fast
13. Direction of flight W.S.W.
14. Tactics Horizontal flight
15. Sound none noted
16. Size Tail lamp of an airplane
17. Color clear white
18. Shape round
19. Odor detected none noted
20. Apparent construction none noted
21. Exhaust trails none noted
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight out
26. Remarks:

EXHIBIT "B"

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 1726

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

EXHIBIT "C"

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 172 C

1. Date 1 Oct 1948
2. Time 2100 hrs
3. Location Fargo N. Dakota
4. Name of observer Dr. Cannon
5. Occupation of observer Occulist
6. Address of observer Newmans Jewelers, Fargo N. Dakota
7. Place of observation from Airplane and Fargo N Dakota Air port
8. Number of objects 1
9. Distance of object from observer 1 mile
10. Time in sight at intervals for seconds only
11. Altitude 5000 to 6000 ft
12. Speed very fast
13. Direction of flight N.N.W. S.E. and W.
14. Tactics straight line
15. Sound none
16. Size tail light of airplane
17. Color clear white
18. Shape round
19. Color detected none
20. Apparent construction none noted
21. Exhaust trails none seen
22. Weather conditions CAVU
23. Effect on clouds none
24. Sketches or photographs none
25. Manner of disappearance straight line
26. Remarks:

EXHIBIT "D"

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ATI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 2

INTERROGATION OFFICER: Major Paul Kubala

Personal History of Person Interrogated:

NAME: Gorman, George F.
AGE: Twenty-five years.
ADDRESS: Building 18, Federal Housing Project, Fargo, N.D.
OCCUPATION: Manager of construction work.
MARITAL STATUS: Married, one child.
EDUCATION: Two and one-half years college - mechanical engineering and physics.

Military History of Person Interrogated:

RANK: 2nd Lieutenant.
SERIAL NUMBER: A0943873.
UNIT: North Dakota Air National Guard.
NUMBER YEARS' SERVICE: Two years with the National Guard.
WAR ASSIGNMENT: Pilot instructor for French military students.

Evaluation of Person Interrogated:

2nd Lt. Gorman did not make the impression of being a dreamer. He reads little, and only serious literature. He spends 90% of his free time hunting and fishing; drinks less than moderately; smokes normally; and does not use drugs. He appears to be a sincere and serious individual who was considerably puzzled by his experience and made no attempt to blow his story up.

Summary of Interrogation:

Lt. Gorman had been with his squadron on a cross-country flight. When the squadron returned at approximately 2030 hours, Lt. Gorman decided to remain in the air inasmuch as he wanted to do some night flying. He flew west as far as Valley City and returned to Fargo to watch the foot ball game from the air, his altitude being approximately 1500 feet at this time. Circling the foot ball field, he saw about 500 feet beneath him a Piper Cub. At approximately 2100 hours he decided to return to the field. He called the tower to find out if all was clear, and was told that one other ship was in the air, the aforementioned Piper Cub, which was flown by Dr. Cannon of Fargo, North Dakota.

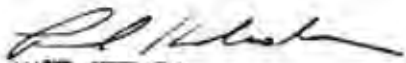
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Interrogation Report No. 2, dated 4 Oct 48 (Cont'd)

As he flew into the pattern preparatory to landing, what seemed to be the tail light of another airplane passed him from the right. He called the tower immediately and complained that they had misinformed him, that there was a third ship in the air. The tower came back with the information that no other aircraft was reported out, that they had just checked with all other air fields in the area. Lt. Gorman, seeing the tail light run just outside the Piper Cub, pulled up and cut towards the moving light in order to identify what he thought to be another aircraft. He saw the Piper Cub plainly outlined beneath him against the city lights, but saw no outline of anything around the moving light. Lt. Gorman then proceeded to move toward the object (he thinks that he was about 1000 yards from the object at this moment), which appeared then to be about 6 to 8 inches in diameter. The light was clear white, completely round without fuzz at the edges, and was, until then, blinking on and off. He then proceeded to follow the light which suddenly became steady and pulled into a sharp left bank, making what he thought to be a pass at the tower. Lt. Gorman dived after the light, bringing his manifold pressure to 50 inches and realizing 2000 RPM, which increased at the finish of the dive to 3000. He was unable to catch up with the object which began to gain altitude.

Lt. Gorman continued to follow the object, in the meantime calling the tower and advising them as to what was going on. The object continued gaining altitude and again made a left bank. Lt. Gorman then cut his P-51 into a sharp turn and tried to cut the object off in the turn. By that time he was to an altitude of 7000 feet. The object then made a sharp right turn and Lt. Gorman turned about and headed straight at the object which had completed its turn and was coming toward him. At the point where a collision seemed imminent, Lt. Gorman got scared and went into a dive, the object passing over his canopy at approximately 500 feet. At this time he had 60 inches of manifold pressure and 3000 RPM. The object again made a left circle approximately 1000 feet above him and he again gave chase. He cut again sharply toward the object which was once more coming at him and, at the time when collision seemed imminent again, the object went straight into the air and he started climbing after it until he gained approximately 14000 feet, at which time his plane went into a power stall. The object then turned in a north-west northern heading and disappeared. It was then 2127 hours.

Lt. Gorman proceeded to return to the field, being so excited that he had to make two passes at the field before he could properly land. During these entire maneuvers, Lt. Gorman noticed no deviation on his instruments. His magnetic compass reacted normally, there was no interference with his radio. He heard no sounds, noticed no odors, and saw no exhaust trails.


PAUL KUBALA,
Major, USAF,
Chief, ATI Field Office.

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ATI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 3

INTERROGATION OFFICER: Major Paul Kubela.

Personal History of Person Interrogated:

NAME: L.D. Jensen.
AGE: Twenty-eight years.
ADDRESS: 1423 Sixth Avenue, South, Fargo, N.D.
OCCUPATION: Airport traffic controller (CAA).
MARITAL STATUS: Married, one child.
EDUCATION: Two years' college.

Military History of Person Interrogated:

None - Civilian.

Evaluation of Person Interrogated:

Mr. Jensen is exactly what his name implies - typical quiet, steady, Scandinavian type of individual. He seems very reliable, deliberate and calculated in his observations. He is sober, does not smoke, use drugs, nor have any habits which could affect his normal way of thinking.

Summary of Interrogation:

Mr. Jensen was on duty since 1600 hours October 1, 1948, in the traffic control tower as traffic controller. There was not much traffic during the evening hours on that day, and, with the exception of the P-51, there was no other airplane from Fargo Air Field in the air. At 2050 hours he was advised from a privately owned field south of Fargo that Piper Cub No. 701, piloted by Dr. Cannon, had taken off and had asked for permission to land at Fargo Air Field to attend the ball game. At 2100 hours Lt. Gorman called the tower, asking if any other aircraft were in the air and he was given the position of the Piper Cub. Approximately 5 minutes after that Lt. Gorman called again and stated that there was another aircraft in the air at approximately the same altitude as the Cub; however, it could not be the Cub in view of its speed. He was advised that no other aircraft was in the air from Fargo Air Field and none other was signalled from other air fields.

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EXHIBIT "B"


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Interrogation Report No. 3, dated 4 Oct 48 (Cont'd)

Lt. Gorman then called in again and stated that he was going to follow the other aircraft. Mr. Jensen then stepped to the south window of the tower and at that moment saw the object, approximately 1000 feet from the tower in a north-western direction, passing very fast over the field. Mr. Jensen happened to have, at this particular moment, a pair of binoculars in his hand, and he watched the object as it passed over the field. He was, however, unable to distinguish any shape or form other than what appeared to be the tail light of a very fast moving craft. Mr. Jensen did not see the maneuvers carried on by the object nor the P-51 of Lt. Gorman. He saw the object only once, and then only as it passed in a straight line over the field.

Mr. Jensen states that approximately 10 minutes prior to Lt. Gorman's call, the Weather Station at Fargo had released a lighted weather balloon; however, the balloon was at all times in sight by Mr. Sanderson of the Weather Station, the balloon flying slowly in a westerly direction at an altitude of about 500 feet. Mr. Jensen further states that the voice of Lt. Gorman became, at times, very garbled and he had to repeatedly ask him to speak clearer. He thinks, however, that during the diving and climbing maneuvers of the P-51, Lt. Gorman's throat microphone had probably slipped.

Mr. Jensen heard no sound from the object, noticed no odor, and saw no exhaust streaks in the air.


PAUL KUBALA
Major, USAF
Chief, ATI Field Office.

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

PK/mlh

4 October 1948

INTERROGATION REPORT NO. 4

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: Manuel E. Johnson.
AGE: Thirty-four years.
ADDRESS: 1422 Broadway, Fargo, N.D.
OCCUPATION: Assistant airport traffic controller, Fargo Airport.
MARITAL STATUS: Married, no children.
EDUCATION: High School graduate.

Military History of Person Interrogated:

None - Civilian.


Evaluation of Person Interrogated:

Mr. Johnson is approximately of the same type as Mr. Jensen, stoical, quiet, Scandinavian type, not easily impressed, teetotaler, smokes pipe only, has never used habit-forming drugs.

Summary of Interrogation:

Mr. Johnson was on duty at the Fargo Airport tower since about 1600 hours, 1 October 1948, and was in the tower at the time the F-51 called in requesting information about local traffic. At the time when Lt. Gorman called the second time in regard to the object, Mr. Johnson walked to the rear of the receiver and, looking out of the south window, saw the object and the Cub. Object, at this particular time, was a little higher than the Piper Cub, and outside of him. Object seemed to be on a north heading and then turned northwest.

Mr. Johnson had no other information to offer in support of what Mr. Jensen had to say. He added, however, that Dr. Cannon and partner had, in the meantime, landed and come to the tower and that Dr. Cannon had walked on to the balcony of the tower and remained on the southeast corner watching the object. Mr. Johnson heard no sound from the object, noticed no odor, and saw no exhaust streaks.


PAUL KUBALA
Major, USAF
Chief, ATI Field Office

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EXHIBIT "C"

1 Page

CANNON

AFI FIELD OFFICE
INTELLIGENCE DEPARTMENT
HEADQUARTERS AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

PK/min

4 October 1948

INTERROGATION REPORT NO. 5

INTERROGATION OFFICER: Major Paul Kubala.

Personal History of Person Interrogated:

NAME: Dr. L.N. Cannon.
AGE: Sixty-six years.
ADDRESS: Newman's Jewelry Store, Fargo, N.D.
OCCUPATION: Occulist.
MARITAL STATUS: Widower.
EDUCATION: Six years' medical college.

Military History of Person Interrogated:

None - Civilian.

Evaluation of Person Interrogated:

The doctor, in spite of his age, appeared to be highly alert, quick-witted, and very capable. He took up flying two years ago and owns two aircraft today, flying them from the Fargo Flying Club, which is located south of Fargo. The doctor was not at all impressed with the occurrence of the night of 1 October, and seemed to be of the impression that a Canadian jet airplane may have come over and played tag with Lt. Gorman.

Summary of Interrogations:

At approximately 2030 hours, Dr. Cannon had taken off from the south airport of Fargo and had made several circles over the foot ball field on the outskirts of the city, watching the game going on. As he proceeded to land, he noticed what appeared to be the tail light of another ship go at considerable speed in a westerly direction.

Dr. Cannon landed his Piper Cub at the Fargo Airport and proceeded to the tower where he delivered some bottles of coca-cola to the tower operators. On his entrance, he overheard the running commentary between Lt. Gorman and Mr. Jensen. He stepped on the balcony and watched the maneuvers of the F-51 from the southeast corner of the tower. He did see the object from the tower, twice. The object was again headed in a westerly direction, returning very shortly, going into a steep bank and then disappearing in a northwestern by north direction.

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Y

Interrogation Report No. 5, dated 4 Oct 48 (Cont'd)

Dr. Cannon noticed no deviation on his instruments. He did not, however, watch his magnetic compass inasmuch as he flies more by knowledge of terrain than by compass. Dr. Cannon thought at all times that the light he saw belonged to another airplane, most probably to a Canadian jet, some of which have come over at various times and buzzed the Fargo field. He did, however, notice that there was no sound from the object at any time, no odor and no exhaust streaks in the sky.



PAUL KUBALA
Major, USAF
Chief, ATI Field Office.

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EXHIBIT "D"

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HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

EOJ:trb
5 October 1948

SUBJECT: Transmittal of Statements Pertaining To Aerial Phenomenon
Scene on 1 Oct 48.

TO : Chief Intelligence Department, Headquarters Air Materiel
Command, Wright Patterson Air Force Base, Dayton, Ohio.

1. Transmitted herewith are statements pertaining to the
observation of an Aerial Phenomenon on 1 Oct 48.

2. While the undersigned is cognizant of the fact that reports
of this nature are classified material, the fact that a number of
civilians were aware of the alleged engagement which Lt. Gorman
had with the object, it was necessary that a press release be made
in order to avoid an exaggerated account being printed and a con-
sequent mild hysteria.

3. No attempt is made by the undersigned to evaluate the
statements herewith attached.

Donald C. Johns
Donald C. Johns
Major, AF, USAF
Commanding.

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EXHIBIT "E"

PAGE 1 OF 7 PAGES

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Statement of an interview conducted by Major Donald C. Jones, Commanding Officer, 17th Fighter Squadron and 2nd Lt. George P. Gorman, Pilot in the above organization pertaining to the witnessing of an Aerial Phenomenon by Lt. Gorman.

- Q. How did you happen to first notice the object in question?
- A. Flying in circles to the left over the city of Fargo at 270 miles an hour, I noticed a cub circling the Football Field on the North end of Fargo. At almost the same time I noticed the object traveling from East to West between the tower at Hector Airport and the Football Field. The time was 2100.
- Q. How did the object first look to you?
- A. At first observation it appeared to be the rear navigation light on an aircraft except that it had no glare and was blinking on and off.
- Q. What did you then do?
- A. My first reaction was to keep it in sight and circle with it. At the time, the object was making a circle around the city of Fargo at approximately 1000 feet traveling at the same rate of speed as I. Putting it in the light of the city, myself being above it, I checked it for wings and fuselage but it appeared to have none. I could distinguish the outline of the cub distinctly.
- Q. Did you have any conversation with the tower regarding the position of any aircraft in the air?
- A. Yes.

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EXHIBIT "E"

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- Q. What was the gist of this conversation and the time it occurred?
- A. My first call occurred at 2107 at which time I asked the tower if any other aircraft were in the air besides the cub and myself.
- Q. What was the towers response?
- A. They knew of no other local aircraft.
- Q. What did you do then?
- A. I contacted the tower, gave them my position, the position of the object, and notified the tower that I was heading off and going to give chase.
- Q. How near did you estimate that you got to the object during the chase?
- A. The closest time I got to the object was in a head-on pass at which the object passed over me at less than 500 feet.
- Q. How large did the object appear when it passed over you?
- A. It appeared to me from 6 to 8 inches in diameter.
- Q. Can you describe the object?
- A. The object was white light with no apparent glare and clear cut edge.
- Q. Did the object have any depth?
- A. Apparently no.
- Q. Could you describe it as merely a ball of light?
- A. No, it seemed to be flat.
- Q. How long were you able to keep the object in view?
- A. Twenty-seven (27) minutes.

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EXHIBIT "E"

PAGE 3 of 11 pages

Q. Can you describe briefly what occurred during these 27 minutes?

A. After the initial peel off, I realized the speed of the object was too great to catch in a straight chase, so I proceeded to cut it off in turns. At this time my fighter was under full power. My speed varying between 300 and 400. The object circled to the left, I cut back to the right for a head-on pass. The pass was made at apparently 5000 feet, the object approaching head-on until a collision seemed inevitable. The object veered and passed apparently 500 feet or less over the top above me. I chandaled around still without the object in sight. The object made a 180 degree turn and initiated a pass at me. This time I watched it approach all the way and as it started to pull up, I pulled up abruptly trying to ram the object until straight up with me following to apparently 14,000 feet, I stalled out at 14,000 feet with the object apparently 2000 feet above me circling to the left. We made two circles to the left. The object then pulled out away from me and made another head-on pass. At this time the pass started and the object broke off a large distance from me heading over Hector Airport to the Northwest at apparently 11,000 feet. I gave chase circling to the left trying to cut it off until I was 25 miles Southeast of Fargo. I was at 14,000, the object at 11,000 when I again gave the aircraft full

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power and trying to catch it in a diving turn. The object turned around and made another head-on pass. This time when pulling up, I pulled up also and observed it traveling straight up until I lost it. I then returned to the field and landed.

Q. Did the object at anytime change it's appearance?

A. Yes.

Q. In what way?

A. When the object was traveling slow, the light varied in intensity and blinking on and off.

Q. Did the light ever remain steady?

A. Yes.

Q. At what time?

A. When the object increased it's speed, the light increased in intensity and became steady.

Q. What did you estimate its fastest speed to be?

A. Somewhere above 600 miles per hour.

Q. Did the object appear to be opaque?

A. No.

Q. At any time did the light change color?

A. No.

Q. Did the light also appear the same even in turns?

A. Yes.

Q. Did the light at any time have an elliptical shape?

A. No.

Q. Did you have the impression that the object was controlled?

A. Definitely, there was thought behind the maneuvers.

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EXHIBIT "E"

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2. How was the weather especially the visibility at the time of this enroute?
3. I was not.
4. Were you conscious of the Northern lights?
5. Yes, I had observed them low on the North Eastern horizon through out my flight.
6. Are you willing to certify that this is a true and accurate statement to the best of your knowledge?
7. Yes, I do certify to the best of my powers of observation, that every statement herein is true.

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EXHIBIT "E"

PAGE 6 OF 7 PAGES

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A STATEMENT BY DOCTOR A. J. CANNON:
October 1st at 11:20 PM

"gentleman and myself" took off from Skye Ranch Flying Field, which is five (5) miles South of Hector Airport, at eight-forty (8:40) P.M. to do a little night flying. We were in a two way radio connection with the tower at Hector Airport. I was doing the flying and Nielson was using the phones and while circling the Football Field at the A.C. at 1600 feet, the Fargo tower advised us there was a 51 in the air and a few moments later asked who the third plane might be. We had noticed the 51, and when we were over the North side of Hector Field going West, a light seemingly on a plane flared above and to the North moving very swiftly toward the West. At first we thought it was the 51 but we then saw the lights of the 51 higher and more over the field. We landed on runway three (3) and taxied into the Add building and went up to the tower and listened to the calls from the 51 which seemed to be trying to over-take the plane or lighted object which it went southward and over the city. The plane was moving very swiftly, much faster than the 51. Tried to get a better view with a pair of binoculars but couldn't follow it well enough. The 51 landed and we took off just ahead of Northwest plane and landed at Skye Ranch and registered on the flying sheet at 10:20 P.M. I saw the light and the 51 at the same time. The lights seemed to be outside of the circle made by the 51.

A TRUE COPY

Donald C. Jones
Donald C. Jones
Major, AF, NENG
Commanding

/s/ Doctor A. J. Cannon

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EXHIBIT 'E'

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C O N F I D E N T I A L

HEADQUARTERS
NORTH DAKOTA AIR NATIONAL GUARD
HECTOR AIRPORT
Fargo, North Dakota

5-1123

DCJ:trb
16 October 1948

SUBJECT: Transmittal of Statement.

TO : Chief Intelligence Department, Headquarters Air Materiel Command,
Wright Patterson Air Force Base, Dayton, Ohio.

1. In accordance with the attached communication, transmitted herewith is the statement requested.

2. Since the CAA Control Tower at Hector Airport has no recording device, no copy of the conversation between the Control Tower and Lt. Gorman is obtainable.

Donald C. Jones
DONALD C. JONES
Major, AF, NDNG
Commanding

1948 OCT 30 12:51

1948 OCT 18 12:34
AIR SERVICE COMMAND

1948 OCT 18 12:51
AIR SERVICE COMMAND
HEADQUARTERS
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C O N F I D E N T I A L
EXHIBIT "F"

Page 1 of 4 pages

Oct 16, 1948

Wm. D. Jones

W.D. Jones

Judge

Sir

This is in reply to your request for a statement relative to the subject cited here in my old case which on the night of Oct. 1.

In Cannon and I took off from "Key Street Airport" 8.20 PM on the night of Oct 1st to go to Little Wright Quarry. We landed the AC on the field watching the gas - I was in the front seat of the Pack and was looking at the tower so I put on the strobe and turned on the receiver just in case that the Judge tower might want to contact us. After crossing the football field a number of times Judge tower called and requested our position. I gave the tower our position as "out S.E. of the field over Judge at 1600 feet." Judge tower acknowledged the message and then asked if we had observed any other aircraft in the area at about 4000 feet. ~~That Judge we had reported~~

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EXHIBIT

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a 51 south - it that there was no aircraft
in sight at the time. Tower tower then said
a 51 had us in sight but that he had
observed another aircraft in the area at about
11 or 5 thousand.

We headed north and soon a "object"
was observed above us and to our right -
it was traveling west and we were both
very much impressed at the speed it was
traveling at. I immediately called the tower
and gave them the position of the craft
thinking they would contact it. It had no
position lights and appeared only as a
pale yellowish white glow. The night
was clear but there was no moonlight so
it was impossible to observe any outline
of the object and there was no reflection
observed.

The object then made a large sweeping
turn of about 90° - it seemed to maintain
its altitude in the turn - and it traveled
south at a very high rate of speed and was
seemingly gaining altitude as it traveled
south. We saw the 51 in pursuit just as it
made its turn south but the 51 was slow

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EXHIBIT "F"

Pages 7 & 8

The landed and went to the tower to
 find out if they had made contact with the
 craft but they hadn't. While in the tower
 we saw the object making smooth sweeping
 circles over Targa - at a much higher altitude
 - also saw the position lights of the 51 as it
 landed after it. The 51 appeared to be flying
 at a slower level than the other object but even
 so it could not match its speed. It is correct
 to say we could hear the 51 - but there seems
 to be no sound of any kind from the other
 craft.

I don't know the least idea what the object
 was but I do know what I saw was not
 an airplane.

Yours truly,
 [Signature]

10:13

14
 8:00 AM

CONFIDENTIAL

Airport Traffic Control Tower
Hector Airport - Box 1756
Fargo, North Dakota


October 1, 1948

178th Fighter Squadron
Air National Guard
Fargo, North Dakota

Gentlemen:

Attention: Maj. D. Jones

The object in question was first noticed just east of the airport, and appeared to be on a north heading. After passing to the east of the airport it seemed to take up a northwest heading. The object seemed to be at about two thousand feet and appeared to be traveling at quite an excessive speed compared to a Piper Cub that was east of the field at the time. No definite outline could be identified. Both objects were noticed at the same time.


Manuel E. Johnson
Assistant Airport Traffic Controller
Civil Aeronautics Administration

CONFIDENTIAL

EXHIBIT "G"

1. page

CONFIDENTIAL

Airport Traffic Control Tower
Hector Airport - Box 1758 - I.S.M.
Fargo, North Dakota

October 1, 1948

178th Fighter Squadron
Air National Guard
Fargo, North Dakota

Gentlemen:

Attention: Maj. D. Jones

This is to advise that I sighted an object or a light traveling at a high rate of speed, through B. & L. 6 x 30 binoculars, with an F-51 following. The object passed between my position and the city traveling at a high rate of speed apparently on a southwest heading. The F-51 was some distance behind and the object was traveling fast enough to increase the spacing between itself and the fighter. This took place at approximately 9:10 P.M. on October 1, 1948. The object appeared to be only a round light, perfectly formed, with no fuzzy edges or rays leaving its body. The edges were clear cut. No other shape was observed. The main identifying characteristic was the high rate of speed at which it was apparently traveling.

Lloyd D. Jensen
Lloyd D. Jensen
Senior Airport Traffic Controller
Civil Aeronautics Administration

CONFIDENTIAL

EXHIBIT "H"

1 page

CONFIDENTIAL

Date: 29 October 1948

FIELD INVESTIGATION REPORT

SUBJECT: Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota

TO: MCIAT
Attn: Mr. Deyarmond

THRU: MCIAG Mr. Money
MCIAC Mr. Loedding

1. In compliance with decisions between this office (MCIAXO) and Mr. Lawrence H. Truettner, Aeronautical Engineer, Chief of Guided Missiles Branch and Mr. Alfred C. Loedding, Technical Assistant to this division (MCIAC), Capt. Robert H. Sneider, Project Sign Officer, in the company of Air Technical Field Organization Officers acting as pilot (1st Lt. T. S. Hyington), co-pilot (1st Lt. Bluhov), and engineer and crew chief (Capt. Crawford), departed Patterson Air Force Base, Dayton, Ohio, on or about 0905 hours, 23 October 1948. The Air National Guard Airdrome Officer of the Day was contacted in the absence of the Commanding Officer, and arrangements were made for a comprehensive radioactivity check of a number of F-51 aircraft, including subject airplane, by exposure to a Geiger-Mueller Radiation Measurement Set, Model GLR-200A (hand-portable).

2. To obtain a comparative "Geiger" reading of the subject aircraft the following method of testing and measuring radioactivity was utilized:

- a. Only certain fixed areas on all aircraft were checked.
- b. A period of ten (10) seconds was allotted each reading. (a mean average could thus be established.)
- c. Portions of aircraft indicating more than usual radioactivity were checked for maximum and minimum Geiger readings.
- d. All aircraft tested (with the exception of the No. 11380 which was flown 20th Oct) had been flown on 22 October.

NOTE: Subject aircraft, in addition to having been flown 1 October 1948 (date of the incident) had been in use the 2, 8, 14, 21 and 22 of October.

- e. The selected aircraft were not equipped with oxygen thus precluding flights in excess of 10,000 feet. (Questioning of crews and two pilots revealed that none had been flown higher than 7,000 ft.

3. It will thus be seen that the factor of relative exposure to normal cosmic rays could be presumed to be fairly constant since only F-51's flown under 10,000 feet and whose daily flight-schedules corresponded to those of the subject aircraft were chosen.

CONFIDENTIAL
EXHIBIT "J"

Page 1 of 4 pages

CONFIDENTIAL

Field Investigation Report

Subject: "Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota"

4. The actual tests were performed in a hangar containing other aircraft and motorized equipment since the Geiger instrument required the use of an electric cable and outlet.

5. For practical purposes, the "click" method (using earphones) was selected since this method proves more accurate in detecting minimum radioactivity. It shows any activity above .001 "r" units. (The standard of eight clicks per minute for normal ionization of the atmosphere due to cosmic ray activity and natural radioactivity is present everywhere.)

NOTE: The standard of measurement utilized by the counter is calibrated in "r" units (Roentgen units) per day and is calibrated from individual measurement with known gamma radiation intensities obtained from a standard radium source. This unit of measurement is applicable only in checking safe radiation conditions. (One "r" per day equals 130 millicurie meters for radium gamma radiation.) The actual number of rays passing through the Geiger Mueller counter tube gives a meter reading indicating the average instantaneous number of detected rays and causes the needle to fluctuate around a mean value. Since the given calibration is strictly correct only in the vicinity of radium-gamma type emissions, other radiation (very hard) would have to be multiplied by a "k" factor to give a correct reading.

FACTUAL DATA

1. Pointing the Geiger tube at a tractor resulted in a zero indication at 10 seconds. Directing the counter in the general vicinity of the test planes at a distance of 10 to 12 feet, gave a reading of about 16 clicks per minute (an average normal for recently flown aircraft).

2. Readings taken on the subject aircraft and the five other F-51's are appended hereto as Exhibit "A".

COMMENTS:

1. More positive readings were found to be concentrated in those portions of the aircraft where luminous-dialed instruments or other sources of radiation were located. All aircraft gave similar readings, for the most part, at these points. Readings obtained from the wings, empennage and tail were of very low intensity tending to show that radioactive instruments in the aircraft accounted for the higher readings.

2. Explanation of the varied readings can be accounted for to some extent by the fact that ultra-violet radiations (to which the counter responds) are absorbed from the sun by the aircraft to a greater or lesser degree as the altitude is increased or decreased.

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-2-
EXHIBIT "J"

Page 2 of 4 pages

CONFIDENTIAL

Incident =

Field Investigation Report

Subject: "Geiger Radioactivity Check of F-51 #511435
Air National Guard, Fargo, North Dakota

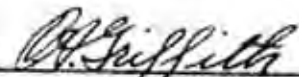
3. Conference held between Major Carl E. Lindstrand, Chief, Electronics Section, Mr. Lawrence H. Truettner, Aeronautical Engineer, Chief of Guided Missiles Branch, Mr. Loedding, Technical Assistant to MCIA and the undersigned officer culminated in the expressed opinion by Major Lindstrand, that pending the complete analysis of the acquired data, positive indications of excessive radioactivity in the subject airplane would have been thirty to forty times that recorded.

2 Incl:

1. Original graph of Geiger reading
2. Chart of Geiger Readings on F-51 Craft


ROBERT R. SNEIDER
Captain, USAF

APPROVED:


C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

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CONFIDENTIAL

Date: 29 October 1948

FIELD INVESTIGATION REPORT

SUBJECT: Fargo, North Dakota Incident

TO: MCIAT
Attn: Mr. Deyarmond
THRU: MCIAO Mr. Money
MCIA Mr. Loedding

1. While conducting a Geiger counter check of an F-51 aircraft 23 October 1948, the undersigned had occasion to hold a brief discussion with 2nd Lt. George F. Gorman, North Dakota Air National Guard, the pilot involved in the incident now being investigated.

2. Lt. Gorman favorably impressed the undersigned as to sincerity, veracity, reliability and trustworthiness. This impression was gained during a discussion lasting about thirty minutes and is consistent with previous reliability reports. Exhaustive detailed questioning was not resorted to in view of the thoroughness of previous reports.

3. The subject reiterated the main points of his previous testimony and was able to add four definite convictions gained as a result of his encounter with an unidentified flying object. (See Exhibit "A" appended hereto). The gist of this discussion is essentially as follows:

a. The object first detected the approach of the intercepting aircraft about 500 yards distant.

b. Maneuvering of the object was indicative of intelligent control.

c. The object seemed bound by the laws of inertia.

d. The object's flying characteristics far exceeded that of the F-51 airplanes.

4. Discussion - Comments

a. The pilot of the F-51 craft first decided to intercept the object while at 4,000 ft. (due SSW of the field), and the object was at about 1,000 ft. altitude and moving at about 250 MPH (also SSW of the field). See chart of flight paths appended hereto as Exhibit "B". Paths of these initial maneuvers were horizontal in aspect and should be viewed as though one is looking down. At point "b", the subject clearly saw the object but was unable to state any exact distance as to proximity, as it began rapid acceleration, turning from a due west heading to a due south heading. Gorman pulled into a tight 360 deg. turn to the left.

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EXHIBIT "X"

Page 1 of 6 pages

intending to cut the object off and ram it since he had clearly seen that the lighted object appeared no larger than 8 inches in diameter. He reasoned that the damage to his own plane would not be too great should he succeed. The subject's plane at the turn indicated 425 MPH, yet he saw the object on a wider turn (as indicated by the symbol "o" on the chart) circle him twice in the time it took him to complete his 360 deg. turn. Accordingly, he believes that the object was traveling at estimated speeds of 650 to 700 MPH. Consequently in support of his previous statement, Lt. Gorman feels certain that the object became aware of his approach, despite his approach from above and behind and in spite of his prior advantage in flying speed.

b. The maneuvers of the object, both evasive and aggressive not only matched but effectively coped with the interception tactics performed by the F-51 pilot. Thus the subject is convinced that intelligence directed the movements of his target.

c. To explain his convictions that the object was definitely bound by the laws of inertia, Lt. Gorman explained that when he first approached the object it accelerated very rapidly, but not immediately. Although it turned "tighter" than the F-51 and at far greater speeds, it always followed a natural curve. At no time did it turn at a right angle. Having tried without success to turn with the object while trailing it dead ahead, no wash was felt; however, the subject blacked out momentarily on a few turns. Consequently, Lt. Gorman feels convinced that few living pilots (if any) could have turned as sharply and at the speeds attained by the object.

d. As to flying characteristics, besides evidence as to degree of turn, level flying speeds, and maneuverability, subject pilot drew a vertical cross-section of his final maneuvers (submitted as Exhibit "C") to show the rate of climb of the object.

e. Letting down from 12,000 feet, the F-51 indicated 60" of mercury at 3,000 RPM, estimated airspeed 400 MPH, and began a steep climb to cut off the object as it, in turn, aggressively came flying toward his aircraft. As indicated by "b", the F-51 fell off in a power stall at 14,500 feet altitude. When asked if he had lost sight of his target at this point, Lt. Gorman responded that he had kept his eyes fixed on his target and had watched it climbing vertically and on a slightly increasing angle of climb as indicated by "c" until distance caused it to disappear. When asked why he had not broken the seal for military power, the subject replied that he had indicated 60" of mercury at 3,000 RPM for 15 minutes and he felt further abuse of the engine would possibly injure it beyond repair. The subject stated that the object's rate of climb was constant despite the steepness of its ascent.

RECOMMENDATIONS:

1. That scientific and technical analysis of known factors in this and similar cases be continued so that data may be compiled to prove or disprove the following allegations:

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INC 0111-2

a. From the psychological aspect, is it or is it not possible for an object without appreciable shape or known aeronautical configuration (and which appears to possess sensing capabilities) to appear to travel at variable speeds and maneuver intelligently.

b. From the technical analysis standpoint, to what degree is it possible to draw upon rumored present-day attainments (foreign or domestic) in the fields of equipment, propulsion, fuels, electronics (radar control) atomic research and any other applicable field, to account for the aforesaid flying characteristics attributed this small missile.

c. To what degree does ball lightning phenomena approximate the flying characteristics attributed this missile.

d. From the aero-medical viewpoint, to what degree is it possible for a human being (utilizing pressurized cabins, flying equipment, etc.) to accomplish the reported abrupt turns and extreme degrees of ascent at terrific speeds described in the foregoing.

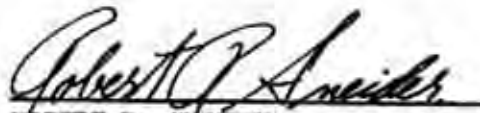
e. Is it plausible to assume possible inter-planetary visitations.

CONCLUSIONS:

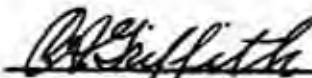
It is concluded that Lt. Gorman's statements, appended hereto as evidence, be accepted as truth until any part thereof is proven wrong or inaccurate.

3 Incls:

1. Exhibit "A"
2. Exhibit "B"
3. Exhibit "C"


ROBERT R. SWEIDER
Captain, USAF

APPROVED:


C. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

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EXHIBIT "X"

Page 2 of 6 pages

STATE OF NORTH DAKOTA
IN SENATE
January 1, 1948

REPORT OF
THE JOINT SELECT COMMITTEE ON
MUNICIPAL GOVERNMENT
SIOUX FALLS, NORTH DAKOTA

22 October 1948

TESTIMONY

I hereby certify that the following facts concerning my ex-
amination with an unidentified object in the vicinity of Fargo,
North Dakota on or about 1900 to 1905 hours 1 October 1948, are
true to the best of my knowledge and belief.

The object was in complete darkness previous to my
examination. The object was as follows:

During my initial search the object was a sphere of an un-
known material. The object was 1 1/2 inches in diameter.

I examined the object with my flashlight during the
examination.

I observed the object was a sphere and was covered by the
light of my flashlight. The acceleration was weak but not
absent. I was unable to determine the exact shape of the
object. The object was a sphere. When I
observed the object with my flashlight the object was
a sphere. The object was a sphere. The object was a sphere.
The object was a sphere. The object was a sphere. The object was a sphere.

The object was a sphere. The object was a sphere. The object was a sphere.
The object was a sphere. The object was a sphere. The object was a sphere.
The object was a sphere. The object was a sphere. The object was a sphere.

George F. Casman
GEORGE F. CASMAN
2nd Lt.
North Dakota Air Nat'l Guard

Witness by: *Ernest A. Winterquist*
Captain Ernest Winterquist
Lt. Donald M. Sorlie
Donald M. Sorlie

CONFIDENTIAL S

SCALE: 1 mile

FLIGHT PATTERNS REPRESENT AN AREA OF LEVEL FLIGHT

RED RIVER

estimated speed about 650 to 700 mph.

F-51 4000' ALT. CITY of Fargo

speed about 25 M.P.H.

(g) FIRST SHOOTING OBJECT 1000' ALT.

INTERCEPTION PATTERN

area of acceleration

area of acceleration
area of object



FIELD

(Red River)

No 81 Hwy

EXHIBIT "K"

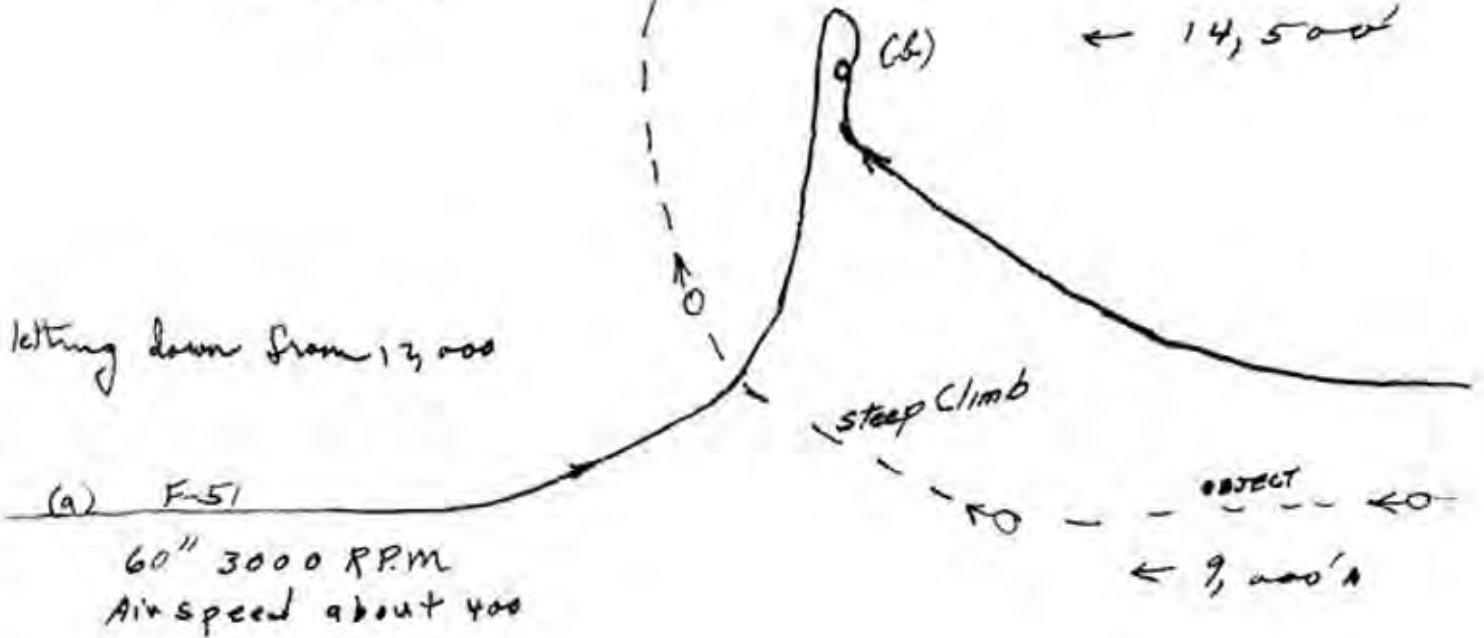


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objects rate of climb
did not decelerate
in its climb.
lost sight of it in
this climb.



J.F. Forman

Cross Section of Last Man.

EXHIBIT "X"
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Page 6 of 6 pages

Pilot, "Flying Saucer" Battle Over Fargo, N. D.

FARGO, N. D., Oct. 2. (AP)—A National Guard fighter pilot today told a story of a 30-minute encounter with a mysterious flying object over this city in the darkness—and his account was supported by two control tower operators and another flyer.

In a signed statement for Air Force intelligence, the pilot, Lt. George Gorman of the 178th fighter squadron, North Dakota Air National Guard, claimed he chased and did aerial maneuvers last night with a lighted, disk-like object which entered and outmaneuvered him.

Watching him and the object with binoculars were Logan Johnson and H. E. Johnson, both of Fargo, control tower operators at Hector airport here. Both said in statements today that no other aircraft had reported to the tower besides Gorman's F-51 fighter and a cub, whose pilot, Dr. A. E. Casson of Fargo, also reported watching Gorman and the object dogfight around Fargo.

GORMAN SAID he first caught sight of the lighted ob-

ject between his ship and the city's lights at about 4,500 feet. The F-51 pilot said he attempted to intercept the object, making level on passes, but that it out-turned and out-ran him for nearly a half hour until he lost it at 17,000 feet. Gorman said his speed at various times throughout the engagement ranged from 250 to 400 miles an hour.

All four men identified the object as a round light, perfectly formed, with no rays leaving its body and travelling at a speed considerably faster than the F-51.

"I've never seen anything like it," Gorman said. "If anyone else had reported such a thing I would have thought they were crazy."

Major D. C. Jones, commanding officer of the North Dakota 178th fighter squadron said he would send Lt. Gorman's statements to Air Force intelligence but refused to comment further.

Air Force headquarters in Washington said it had no reports on the Fargo incident, and no explanation for such an occurrence.

Pilot, "Flying Saucer" Battle Over Fargo, N. D. Airman Reports Mysterious Encounter With Flying Object

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Flying Saucers Saucier! Fargo Freak—Or Is It?—Flits in Combat With Fighter Pilot—High-Level Devil.

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EXHIBIT "I"
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Plane Number	Left side cockpit 2-1/2 ft	Left side cockpit interior	Top of Engine Cowling	Left side Engine Cowling near wing butt Ldg Edge	Nose
511435 Lt Gorman's plane	2,6,0,5 (4 readings) Average: 3.25	16,17,16,20 & 24 (5 readings) Average: 18.4	1, 7 Average: 4	7, 7, 7 (3 readings) Average: 7	0, 1
11360N	5	7, 8	4	4	0
11372N	5, 6	14, 15	0	2	0
11476	3, 10	16, 18	1	4	0
11390N - flown 7,000 ft 22d October	4, 4	18	15, 15	3	1
11377N	8	19, 16	4	4, 2	0

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GEIGER READINGS ON F-51 AIRCRAFT

Propeller near Butt	Carb Scoop	Coolant Scoop	Leading Edge Right Wing	Right side by Cockpit	Tail Emp Group	Top Left Wing	Left side cockpit 5 ft	Total Activity per 10 sec period
1, 2	0	1, 4	2	4	0	7	1, 2 & 5	57.57
Average: 1.5		Average: 2.5					Average: 2.6	
0, 3	0	2	2	6, 2	1	1, 2	5	37.5
0	1	5	2	5	1	0, 3	2, 4	40.5
0	0	3	1, 4	4	2	2	5, 3	47.0
1	0	0	3	3, 3	1, 2, 1	2	1, 1	52.3
0	0	0	3	3	1	3	5	47.5

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