UNCLASSIFIED

1715 EST

Yellow-orange flare

10,000'plus

Ground

Observed definite pattern of motion both horizontal and vertical.

N/C

UNCLASSIFIED

UNCLASSIFIED

AMC Form No. 10-3
(Rev 29 Jul 47)

ROUTING AND RE(OF SH[redacted] A : M :ERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments by horizontal lines across page.

Use entire width of sheet, both sides.

UNCLASSIFIED

SUBJECT Project "Sign" - Incidents 212 and 213

TO MCRF FROM MCIAXO-3 DATE 21 Dec 48 COMMENT NO. 1

1. This office is engaged in the investigation of the unidentified aerial phenomena as reported in Inclosures 1, 2, and 3.

2. Your comment is requested as to the possibility of these sightings having been of domestic origin.

3 Incls
1. Extr of Incident #212
2. Statement of Lt [redacted]
3. Statement of C[redacted]

W. R. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Div
Intelligence Department

CNT/aw
65310
Bldg 288
P 201 G

TO MCIAXO-3 FROM MCRFO DATE DEC 30 1948 COMMENT NO. 2

Incidents 212 and 213 were reviewed and a possible conclusion was found. Colonel Albert Boyd stated that he personally observed a B-29 circling the Patterson Field area with both landing lights burning at the time mentioned. The aircraft was at an altitude of approximately 3000 feet and it is possible that the observers may have seen the lights without being able to identify the aircraft, due to the dusk or visibility at that time.

RECEIVED
DEC 30 1948
AIR INTELLIGENCE DIV

3 Incls
n/c

C11133

DONALD P. HALL
Colonel, USAF
Chief, Operations Subdivision
Flight Test Division

KOC/hf
3-2338
Bldg 8
Area B

UNCLASSIFIED

[redacted]

UNCLASSIFIED

Incident #212 -- Dayton, Ohio -- 5 December 1948

Little can be determined from the scanty evidence concerning this incident. Two half-second pulses of light are apparently all that was seen. It is unlikely that any astronomical origin can be found for the object or objects observed, and certainly on the basis of so little information not even a guess can be hazarded.

See report on incident #213, which apparently refers to the same phenomenon.

7-9713-12

UNCLASSIFIED

Incident #213 -- Dayton, Ohio -- 3 December 1948

This incident may represent the same phenomenon indicated in #212. The description here is more detailed.

The object could not have been a meteor, since observers state that it was in view several minutes and that it was rapidly ascending, and disappeared overhead.

The moon was at crescent phase, and this investigator has often seen it at this phase appearing through small breaks in overcast, at which time it gave the appearance of a bright light flashing on and off. At the time of this incident, however, the moon was in the southwest, whereas the observers state that their object was in the northwest. The altitude given does agree approximately with that of the moon.

Dec

No. 213: Evidently refers to the same object as in Incident No. 212, but with entirely different description which, if accurate, makes conclusion on No. 212 obviously incorrect. If not same object, certainly not a weather balloon, as definite pattern of motion, as described, not possible under existing wind flow conditions.

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

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

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

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

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

FOR THE CHIEF, AIR WEATHER SERVICE

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

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

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 21.2

1. Date of Observation . .5.Dec.48 . . . .

2. Time of Observation . 1713.hours.-.twilight

3. Where was Object(s) Sighted .Ground at.Siebenthaler & Riverside while entering. . .city limits of Dayton on Siebenthaler.Ave. . . . . .

4. Observer's Position . .In car . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer [redacted], Dayton.5, Ohio.
. . . . . .

6. Occupation and/or Hobbies .MCI.-.Intelligence Controls.-.Amateur.photographer . . .but is.mostly interested.in mechanics . . . . . .

7. Attention Attracted to Object (s) By . the object coming into line of vision .

8. Number of Object(s) Sighted . . . . 1 flash seen two times. . . . . .

9. Size of Object(s) . . ~~like that of a star~~ . . . Approximately an inch long . . .
from observer's viewpoint

10. Color of Object(s) . yellowish shade of white.-.similar to star. . . . . .

11. Shape (Sketch if Possible) . .irregular . . . . . .

12. Nature of Luminosity . .like star.-.light must have eminated from object itself

13. Estimated Distance of Object from Observer . Could not be estimated.-.thought to be some 10 miles and at an altitude from 10,000 to 20,000 feet

14. Speed of Object(s) . .Could not be estimated . . . . .
1/2 second for each pulse of light

15. Time in Sight . . . . . .

16. Tactics . . Apparently traveling in an ascending arc . . . . . .

17. Sound Made by Object(s) . None noticeable . . . . . .

18. Direction of Flight of Object(s) . .Seemed to be ascending.- possibly in an . . eastern direction

19. Apparent Construction (Of What Material or Substance) . . Flash of light . . .
. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . .None . . . . . .
. . . . . .

21. Weather Conditions Existing at the Time . . Sky clear in vicinity of object . .

22. Peculiarities Noted . . None . . . . . .
. . . . . .
. . . . . .

23. Summary of Incident . . (over) . . . . . .
. . . . . .
. . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

While Mr. [redacted] and [redacted] were approaching the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (Approximately 1713 hours), Mr. [redacted] observed an unusual pulse of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 second. After observing it for this period it flashed off. The same period of time elapsed and it reappeared seemingly in an ascendent position (could have been traveling in an easterly direction). It again remained visible for about 1/2 second when it again flashed off. It was not seen again. Mr. [redacted] thought that Mr [redacted] saw one of the pulses of light. The light appeared irregular in contour and seemed about an inch in length from the observer's viewpoint. Mr. [redacted] estimated it to be some 10 miles distant and stated that it was some 45° above the horizon. He thought the altitude could have been anywhere from 10,000 to 20,000 feet. The color appeared white with a yellowish tinge and was solid. There was no evidence of exhaust. The light remained constant during the 1/2 seconds observed. The part of the sky in which the light was observed appeared clear. There was no cloud interference. However, there was a layer of clouds along the horizon. There was some wind. No planes appeared to be in the air at the time.

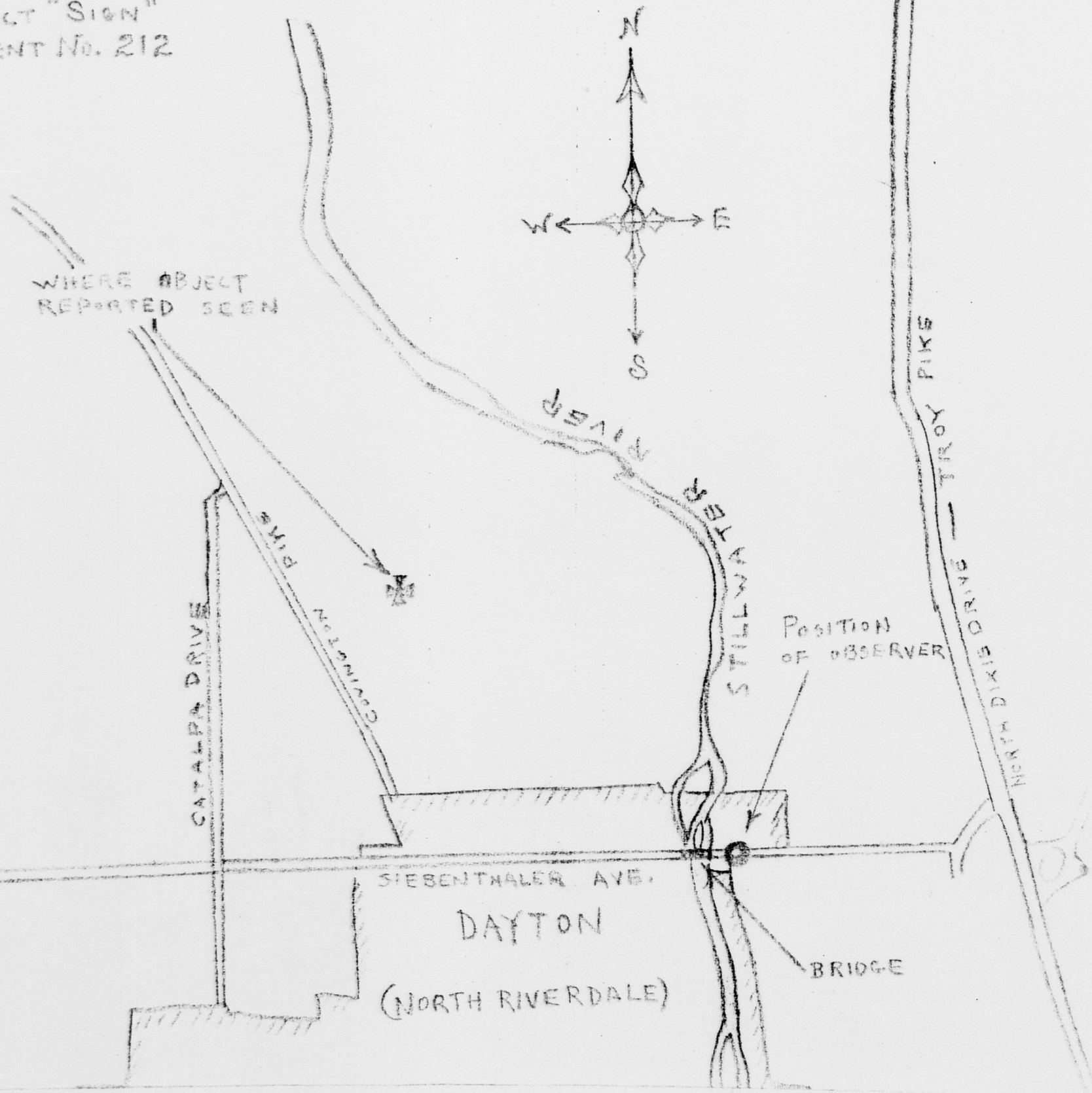
Observer states that he is mildly color-blind. Estimates his judgment of speed of moving objects as not too accurate. He believes he can distinguish size and shape at a distance fairly well. Observer is cleared for "Secret"

Incident 212



PROJECT "SIGN"
INCIDENT No. 212

213



[redacted]

UNCLASSIFIED

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

GGR:ehd

7 December 1948

MEMORANDUM

TO: Technical Intelligence Division (MCIAXO-3)

ATTENTION: Captain R. R. Sneider

SUBJECT: Streaks of Light in the Sky - Forwarding of Information on.

1. In accordance with the verbal request of Mr. [redacted] MCIA, a report of the subject light as observed by the writer is furnished:

While traveling west on Needmore Road with Lt. [redacted] of BAGR-CD at about 1715 on 3 December 1948 and just before reaching Wagoner Ford Road a streak of light was observed directly ahead in the sky. The sky was overcast with an occasional break between layers. The light appeared to be over highway 25 and at an angle of 45° from the observer. traveling straight up, the top end blunt and the trailing end feathered. This light at first appeared and vanished rapidly as though a jet was being turned on and off. Later, after stopping the car, its appearance and disappearance was more gradual. Its color was a very light red softened by haze. Its size appeared from 3 to 4 inches high and about 3/4 of an inch wide if seen through a guage at arm's length from the observer.

G. G. Reeves,
Lt, USN,
Office of BAGR-CD

Incident 213

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

BUREAU OF AERONAUTICS GENERAL REPRESENTATIVE, USN
CENTRAL DISTRICT
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

REFER TO INITIALS AND NO.

ESM:ehd

7 December 1948

MEMORANDUM

To: Commanding General, Air Material Command
Attention: Intelligence Division (MCI), Colonel McCoy

1. At the suggestion of Mr [redacted] MCIA, the following statement is respectfully submitted for evaluation:

> On Friday, 3 December 1948, at about 1715, while driving west on Needmore (Harshmanville) Road approaching Wagner Ford Road, there came into my line of sight a bright strip of yellow-orange flame in the sky directly ahead, at a distance which I estimate at about ten miles.
>
> I called the attention of my passenger, Lieut, [redacted] USN, also of this office, to the object. During a stop at the intersection of Needmore and Wagner Ford Roads, we studied the motions of the flame. It appeared to climb at a fairly high rate of speed. It disappeared at intervals - not gradually as if penetrating the overcast, but sharply as if the flame were suddenly extinguished.
>
> We again stopped at the base of the incline leading over the railway tracks just west of Wagner Ford Road to determine if the motion of my automobile might be giving a false appearance of motion to what was possibly the reflection of the hidden sun on cloud layers seen through a narrow slit in the dark overcast. There was, however, a definite pattern of motion, both horizontal and vertical.
>
> I formed the opinion then, which I still hold, that the flame came from a ram jet or rocket. Assuming that the object was a Wright-Patterson aircraft testing a ram jet installation mounted as an auxilliary power plant, further observation was dictated by curiosity alone.
>
> Distance and altitude of the object, and/or base made positive perception of a physical source of the flame at best doubtful. I do believe, however, that during one of the several short intervals when the flame was not visible, I did see an aircraft a short distance from where the flame had last been seen, and near where it next appeared.

[redacted]

UNCLASSIFIED

213
Incl #4

[redacted]

UNCLASSIFIED

After what I now judge to be a two or three minute stop at the base of the railway embankment, I proceeded to highway 25 at a slow rate of speed, with the object still intermittently visible ahead, with the angle of elevation increasing. I turned right (north) on US 25 and after proceeding about a quarter of a mile, the became lost overhead and was not seen again.

My judgement as to distance mentioned above is subject to question. It is believed however that meteorology can confirm or refute the probability of seeing a flame at ten miles in the then existing weather conditions.

This same reservation is offered as to the apparent altitude, which I believed to be in excess of 10,000 feet. My estimate of the ceiling at this time, however, was somewhat less than this altitude. It is possible, therefore, that the flame was seen through a ceiling which observed the aircraft itself.

The following information on myself is further submitted as a guide in estimating the probable accuracy of my judgement of distance under conditions existing at the time of the above observations:

I am 41 years of age, in good health. My vision is 20-20 in both eyes. I have been in the Naval service for 24 years, in Naval Aviation for 8 years. I am a Naval Aviation observer. I have had no pilot training nor the vision and depth perception test given to aviators.

The above observations and estimates are made four days after the occurance of the incident described, with little or no study having been given during the interval.

Respectfully,

[redacted]
Lieut., U. S. Navy
Extension [redacted]

UNCLASSIFIED

[redacted]

213
INCO #214

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, 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, 76, 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.

3 Dec

No. 212: Object sighted three hours after release time of Indianapolis and Ft. Wayne balloons. Defective balloon could have remained low enough to be seen and upper winds indicate that such a balloon would have been in the Dayton area at the time sighted. All other statements of observers seem to indicate that the object was a weather balloon.

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

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

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

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

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

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

FOR THE CHIEF, AIR WEATHER SERVICE

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

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

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, 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.