

## PROJECT 10073 RECORD

1. DATE - TIME GROUP 12 May 49 12/2300Z	2. LOCATION Westfield, Indiana
3. SOURCE Civilian	10. CONCLUSION AIRCRAFT
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Not Reported	11. BRIEF SUMMARY AND ANALYSIS Observer sighted a metallic-looking object. There was sunlight glinting on it and it appeared to be round. Observer at first believed it to be an airliner, but it seemed to be moving too fast. He thought it to be too large to be a jet. The object was heading West. It vanished into the sunlight.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE West	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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

HAND RECEIPT		RESTRICTED		ATSC FORM NO. 80-506 (1 JAN. 45)	
FROM: <u>11-17-50</u>	DATE: <u>1-17-50</u>	TO: <u>1015</u>	IDENTIFICATION NUMBER: <u>500-4898</u>		
INCOMING <input checked="" type="checkbox"/> INTER-OFFICE <input type="checkbox"/>	OUTGOING <input type="checkbox"/>	COMPLETE <input type="checkbox"/>	INCOMPLETE <input type="checkbox"/>		
FROM: <u>11-17-50</u>	TO: <u>CC AF</u>				
REG. NO. <u>442</u>	DESCRIPTION, DATES AND SUBJECT: <u>Coastal area (unclassified) received 11-17/14/50 1-2p</u> <u>Project Sander Sander</u> INCLOSURES: <u>1 Map Unclass</u>				
TO: (OFFICE SYMBOL) COPY NO. REC'D BY (FULL SIGNATURE) DATE REC'D HOUR					
1 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					
2 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					
3 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					
4 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					

HAND RECEIPT		RESTRICTED		ATSC FORM NO. 80-506 (1 JAN. 45)	
FROM: <u>11-17-50</u>	DATE: <u>1-17-50</u>	TO: <u>1015</u>	IDENTIFICATION NUMBER: <u>500-4898</u>		
INCOMING <input checked="" type="checkbox"/> INTER-OFFICE <input type="checkbox"/>	OUTGOING <input type="checkbox"/>	COMPLETE <input type="checkbox"/>	INCOMPLETE <input type="checkbox"/>		
FROM: <u>11-17-50</u>	TO: <u>CC AF</u>				
REG. NO. <u>442</u>	DESCRIPTION, DATES AND SUBJECT: <u>Coastal area (unclassified) received 11-17/14/50 1-2p</u> <u>Project Sander Sander</u> INCLOSURES: <u>1 Map Unclass</u>				
TO: (OFFICE SYMBOL) COPY NO. REC'D BY (FULL SIGNATURE) DATE REC'D HOUR					
1 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					
2 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					
3 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					
4 <u>11-17-50</u> <u>1015</u> <u>11-17-50</u> <u>1015</u>					



January 14, 1950

UNCLASSIFIED

Commanding General  
Air Materiel Command  
Wright Field  
Dayton, Ohio

SUBJECT: Project Saucer

On May 12, 1949 at approximately 5:00 p.m. Central Daylight time I was flying on course from South Bend, Indiana to Sky Harbor Airport, Indianapolis and was at a position approximately halfway between Westfield and Cicero, Indiana, marked "C" on the accompanying chart. As I remember it, there were light widely scattered clouds between 5000 and 6000 feet. I was flying at 10000 feet, approximately due south heading, by myself in a Cessna 120, NC7714, owned by Sky Harbor, Inc.

At that time, I had 155 hours of solo, 28 hours dual, 56 hours cross country, and 2 hours of night flying logged; at present, I have 208 hours solo and 82 hours cross country logged. I am a photographer, and have been for the past 13 years; was a photographer during most of my five years of army experience.

At the above mentioned time and place I saw at a heading of approximately  $130^{\circ}$  what I thought to be an airliner. Upon watching it further as our course seemed to be converging I saw it was moving at a speed more rapid than an airliner normally travels. It was larger than a jet, so when it crossed over McCordsville (marked "A" on the accompanying chart), I started my chronograph and kept the object in sight until a degree heading of approximately  $250^{\circ}$  was reached. At that time it vanished into the sunlight at a point I plotted on the map, marked at approximately "B".

I definitely saw the object cross on a westerly course from "A" to "B", approximately crossing over Castleton and Nora, which are two prominent land marks in that area. When it approached McCordsville I tripped my chronograph just to see how fast it was going and kept it in sight from position "A" accurate to approximate position "B" for a period of one minute and twenty seconds. I immediately tried to raise Indianapolis radio, but the transmitter was not strong enough to raise them.

On arriving back at the airport I waited until my instructor, Gordon Schwartz, CFI #74980, who resides at Lawrence, Indiana, employed by Sky Harbor, Inc., Indianapolis, Indiana, returned from an instructional hop, and discussed the incident with him. He suggested that I forget about the incident as the papers and magazines had carried it as a hoax, hallucination, publicity, etc. I proceeded to forget about the incident. Upon reading the article in the current issue of True Magazine, I discussed the incident again with my instructor and other people. So I have decided to make this report in spite of denials in the papers and the fact that there is no evidence but my own to substantiate it.

MC 11000

7-3712-19



It could not have been an aluminum barn roof or a lake, and, in my opinion, it was the approximate size, or perhaps a little smaller, than the Graf Zeppelin, shaped in the same general shape as the Graf Zeppelin, which I saw some years back from approximately the same distance in South Bend, Indiana when it passed over or just south of Niles, Michigan on its (I believe) around the world flight.

Referring back to point "B" on the chart, this is only approximate due to the fact that I saw it cross McCordsville, Castleton, Nora, continuing that line and estimating the degree heading that it disappeared into the sunlight of the near-setting sun; and where the two lines intersected I marked the point "B" as shown on the chart. There was sunlight glinting on the entire length of it, and it showed roundness and a seemingly bright finish, such as polished aluminum.

There is no further information that I have on it. I would appreciate no publicity or mention of my name in connection with this. At the time, in the plane, I made notes on the back of an envelope, exact time and all the figures which I have either mislaid or has gotten thrown away. All the above is accurate as I remember it. I have the original chart, which I marked at the time of the incident.

If I may be of further service to you in this matter, please advise.

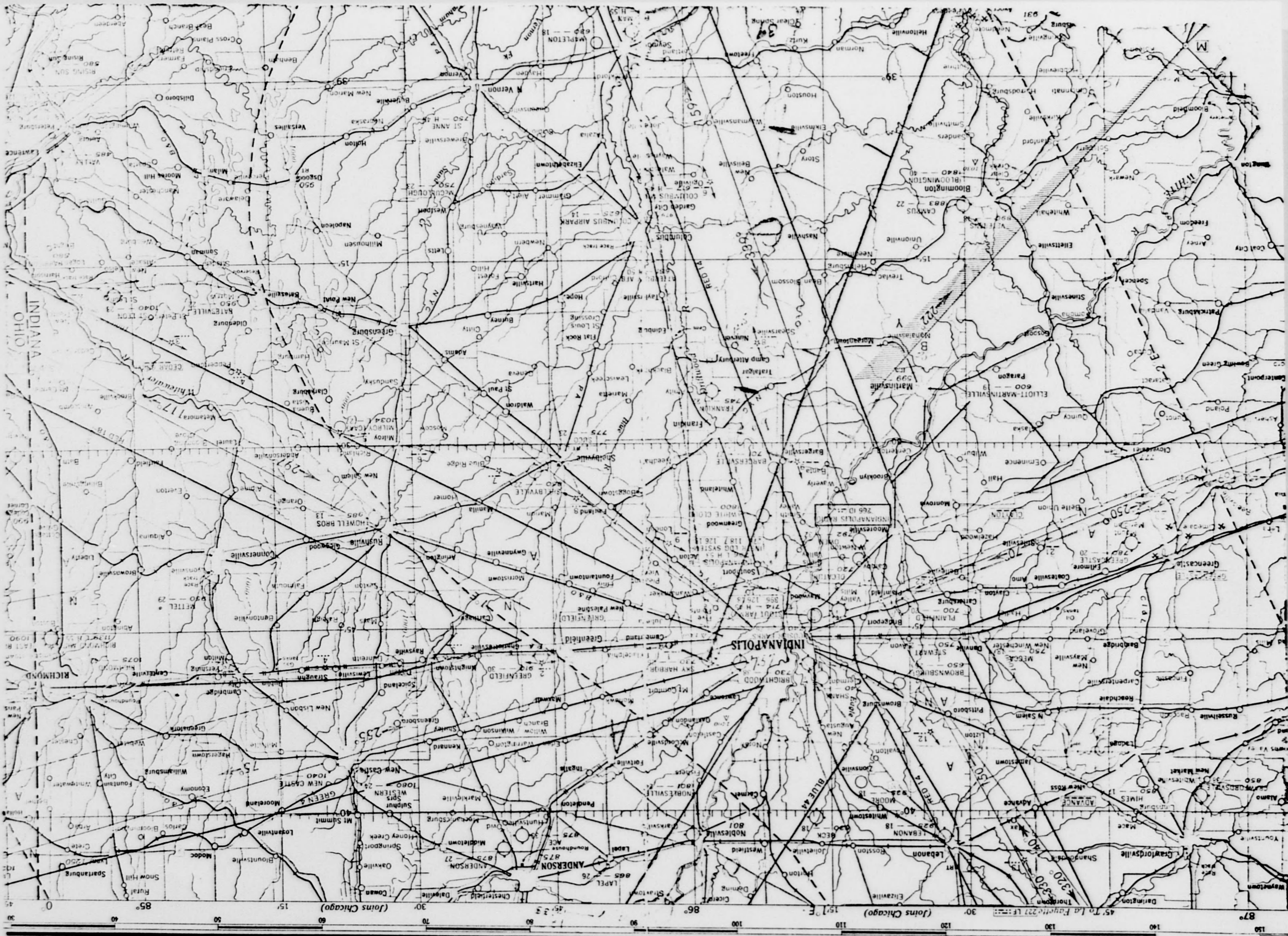
Yours very truly,  
[REDACTED]

[REDACTED]  
Indianapolis 18, Indiana

UNCLASSIFIED

505-4898







# HEADQUARTERS AIR MATERIEL COMMAND

**IN REPLY ADDRESS BOTH  
COMMUNICATION AND EN-  
VELOPE TO COMMANDING  
GENERAL, AIR MATERIEL  
COMMAND, ATTENTION FOL-  
LOWING OFFICE SYMBOL:**

HVTS/ed

26 JAN 1950

Indianapolis 18, Indiana

Dear Sir:

Receipt of your letter dated 14 January 1950 is hereby acknowledged.

Your letter will be forwarded to the office interested in these matters.

If further information is desired you will be contacted.

Your action in writing this Command is appreciated.

Yours truly,

Byron L Davis

PRYAN L. DAVIS  
 Colonel, USAF  
 Air Adjutant General

ANALYSIS DIVISION FILE

Proj 10003

FILE NUMBER

HWS      1-25

INITIALS      DATE

**UNCLASSIFIED**